

APPENDIX

Route 522 Corridor

1. Access and Appearance Evaluation
2. Aerial View of Existing Conditions
(May 2002) East and West Sections

Potential Funding Sources

Route 522 Corridor west of Clifford Road – North Side

NO.	ESTABLISHMENT	FRONTAGE	BUFFER	ENTRANCE/PARKING
1.	Trucking and towing operation (Pap's 24-hour Towing)	200' frontage	Vehicles lined up in front of the building, to within approximately 12 feet of the highway	No Restricted entry to 522
2.	Big B Boats	250' frontage	No landscaping of any kind	No Restricted entry to 522; crushed stone parking area with boats set back about 30 feet from the roadway
3.	Susquehanna RV (newly remodeled building)	Approx. 300' frontage approx. 600' depth	Grass landscaped buffer with a drainage ditch in front; crushed stone display area	Entry restricted to single entrance road; and macadam entrance
4.	Forest Homes	300' frontage	Grass landscaped front with drainage ditch	Restricted entry onto 522; macadam entrance; 600' depth parking lot; one-story buildings
5.	Best Bowl	600' frontage	12' grass buffer strip;	Restricted entry at 522; no driving pattern or direction within large lot; crushed stone parking lot with many potholes; depth 350'
6.	Kerrico	No Frontage Set back from Best Bowl; (Kerrico, Makers of Fine Cultured Marble)	Well landscaped one-story building; trees, shrubbery and attractive office building in front of warehouse; approx. depth – 400'	Behind Best Bowl, side road access to Rte. 522
7.	Crystal Pools	500' frontage; 600-700' depth	Limited grass landscaping	Somewhat limited access on 522;; small crushed stone parking area; this property is for sale 5 plus or minus acres – call Integrity Real Estate 966-3851 or 837-1061
8.	Computata (Vacant)	300' frontage	Front lawn with shrubbery and mature trees	Restricted access
9.	Fastenal Corp	300' frontage	Extended lawn with shrubbery and mature trees	Behind Computata with limited highway access, single road entry
10.	HEPCO Construction	No frontage; set back from 522	Mature landscaping, shrubs grass	Behind Computata with limited highway access, single road entry; macadamized parking area
11.	Sporoco (Warehousing Operation)	No frontage	Virtually no landscaping; loading deck at front	Behind Hepco with limited highway access through service road
12.	Kohl Building Products (Distributor Alcoa Building Products)	400' front footage	Grass and shrubbery landscaping along a 20' front; 500' depth	Limited highway access off of adjoining service road
13.	Temple Products	150' front footage	Set back 200' served off of Miller Road	Side road access
14.	Snyder County Emergency Services	100' front footage	Landscape area in front with grass and drainage ditch; 250' depth	Limited access off of Miller Road; macadamized parking lot
15.	Torque Control Distribution	No frontage; et back along Miller Road off of road by Emergency Services 300' width	Excellent landscaping	Side road access; small macadam parking lot,
16.	State Police Barracks	No frontage	Attractive landscaping	Side road access; parking area
17.	Central Builders Supply Company Concrete Operation	No frontage; set back, along Miller Road	Attractively landscaped; behind the long field (see below)	Side road access
18.	ASP Services Industrial/ Commercial Building Systems, Steel Fabrication	900' front footage	No landscaping at present;	Restricted entry with dedicated service road; dirt parking area
19.	Farm	900' plus or minus	Active farm with approx. 30' buffer between fields and highway in various weeds and grasses with drainage ditch	

Source: Thomas R. Deans Associates, 2002

South Side of Route 522 – Clifford Road to Middlecreek Twp.

NO.	ESTABLISHMENT	FRONTAGE	BUFFER	ENTRANCE/PARKING
1.	Auction Barn	100' front footage	Setback along Clifford Road approx. 500' from Route 522. Low-lying grass and dirt area that appears to be a partial wetland	Access off Clifford Road; no defined entry
2.	Susquehanna RV	400' front footage	20' grass strip with drainage ditch in front	Limited access; crushed stone parking lot with RV's stored on site and small office and maintenance building
3.	Mobile Home Lot (behind Susquehanna RV, Pepper Tree and Finish Line Motors)	No frontage on 522	Some landscaping for each individual mobile home unit	Access along interior street
4.	Mini Storage Units	No frontage on 522; set in open area	No landscaping; some grass, but mostly dirt	Access off of mobile home service road
5.	Pepper Tree Restaurant	200' front footage	Log fence in front with drainage ditch close to highway	Limited access; should be a designated access/egress point; hardpan parking area for one-story restaurant
6.	Finish Line Motors	250' front footage	No landscaping, drainage ditch	Limited access on either side of the property; crushed stone parking areas
7.	K&L Feeds (Poultry, Dairy Swine Custom Feeds)	400' front footage	Extended grass setback with drainage swale along highway; set back approx. 200' to accommodate large feed storage operation; approx. 80 – 100 feet high; served by rail	Limited road access
8.	Open Field	300' front footage (wraps around behind 522 Fuel Depot and extends back to the railroad)	In pasture	Limited access
9.	522 Fuel Depot	400' front footage	No landscaping	Limited access, single road entry
10.	Keystone Building Products	800' front footage	25' lawn and landscaped buffer; no drainage ditch; 400' depth	Limited access; macadam parking area
11.	Liberty Business (Part of Keystone Building)	(see above)		Limited access
12.	Service Supply Construction Equipment and Supplies (in front, east side, of HPI)	300' front footage	Landscaped with grass, shrubs and mature trees; macadam parking area	Limited access macadam road
13.	HPI	800' front footage	20' landscape grass strip	Limited access macadam road; macadam parking area
14.	Splash Dash Truck/Car Wash Self Service Car Wash	120' front footage	Limited or no landscaping;	Limited access but there is an entrance road and a 40' wide egress pad as well; hardpan and crushed stone at entrance
15.	Open Farm	.8 mile	In agriculture	Limited entry

Source: Thomas R. Deans Associates, 2002

* Includes Service Supply, #12

NORTH SID. ROUTE 522 – From 18th Street West

NO.	ESTABLISHMENT	FRONTAGE	BUFFER	ENTRANCE/PARKING
1.	<p>Small Shopping Complex</p> <p>Three small one-story buildings house offices/services for Dr. Stanton Foot Specialist; Bailey-Margoles, CPA's; Dr. Kenneth Gift, Optometrist; and The Paper Place, Office Products and Services.</p>	150' front footage	Grass buffer strip at least 50' deep	Dedicated entrance; macadam entry and parking area
2.	Amato's Pizza & Family Restaurant	200' front footage	20' grass strip, one story brick building	Dedicated entrance; macadam parking lot
<p>Please note that between Amato's and Treasured Images, 18th Street could be extended to access potential village and/or mixed use neighborhood</p>				
3.	<p>Treasured Images Photography</p> <p>(former residence)</p>	300' front footage	Landscaped front yard, building set back approx. 50'	Dedicated entrance; crushed stone driveway, small parking pad
4.	Single Family Residence	400' front footage	Building set back approx. 50' from the road, grass landscaped yard extends to entrance road to VFW	Dedicated entrance
5.	VFW Selinsgrove Post 6631	500' front footage	25' grass strip buffer (one-story 300' wide metal building w/open picnic pavilion)	Dedicated macadam entrance road and parking area
6.	Open Grass Area	400' front footage	Tall grass and weeds, no for sale sign	
7.	Citgo Station	300' front footage	No buffer	Wide entrance and egress, macadam surface
7A.	Touchless Car Wash	(Adjoins Citgo Station)		
8.	Simplicity Outdoor Power Equip./Zechman's Farm Supply	300' front footage	Small center grass strip approx. 15' deep x 40' wide	One story metal building; wide entry and exit approx. 75' for entrance and 50' for exit
9.	Scott's Berry Farm Fresh fruit and vegetables	50' front footage	No defined buffer, grassy area	Crushed stone parking area (area extends approx. 200' to rear, includes a mobile home that is for sale)
10.	Stamm's Auto Sales	300' front footage	5' grass buffer strip Cars placed less than 10' from the berm of the road	Macadam entrance and exit area; macadam and crushed stone parking; enclosed area at the rear for older vehicles
11.	Selinsgrove Center	One-half mile	Extensive grass buffer	Dedicated entrance
12.	Felker Tile and Carpet and Video Center	500' front footage	50' sloped grass buffer	Dedicated macadam entry; includes one-story showroom, adjoining metal building and residence; macadam parking area for both tile and storage building
13.	<p>Plan-A-Home Sales & Service</p> <p>(Property for sale)</p>	350' front footage	Small grass area 15' deep x 15' at entrance; loose stone apron	No dedicated entrance and exit areas; five old, almost derelict, mobile homes or modular units on site
14.	Salem RV Center	600' front footage	20' grass buffer w/deep drainage swale, lit with poles in front	<p>Main entrance off of Clifford Road; crushed stone parking area, one-story metal building</p> <p>(good example of how the entrance road can be directed behind the building and off of an intersecting road with Route 522</p>

Source: Thomas R. Deans Associates, 2002

NO.	ESTABLISHMENT	FRONTAGE	BUFFER	ENTRANCE/PARKING
1.	First National Bank	300' front footage	30' grass strip, macadam parking area	Dedicated entrance, exit onto 18 th Street; one-story brick faced structure
2.	Unnamed Parcel	200' front footage	Grass strip undeveloped	No entrance
3.	Evangelical Medical Services Building	300' front footage	15' grass buffer strip	Macadam striped parking area; one-story brick faced structure
4.	FineLine Homes Commercial front footage for sale	600' front footage	Grass	No access
5.	Beaver Auto Sales and Service Center	300' front footage	6' landscaped buffer with low shrubbery	Dedicated entrance/exit; macadam parking surface, one-story sales building with adjoining residence and small office or residential building set in courtyard
6.	Nationwide Insurance	400' front footage	8' grass buffer strip	Wide entrance; macadam parking area; one-story brick building
7.	Unnamed Residence	300' front footage	100' grass buffer strip	Set back from highway along dedicated lane
8.	PaDOT Driver Exam Center	600' front footage	40' grass buffer strip	Dedicated entrance/exit: macadam driver training course at rear of building, one-story square building
9.	Snyder County District Court	120' front footage	2'-3' grass buffer strip	Dedicated entrance; Macadam parking lot extends within 5' of highway shoulder
10.	Extensive Open/Residential Areas	.50 mile	Undeveloped/residential	
11.	The Light Barn Intersection of Clifford Road and Route 522	200' front footage	12' grass buffer with minimal landscaping	Dedicated entry/exit approx. 30' wide; crushed stone parking area

Source: Thomas R. Deans Associates, 2002

Potential Funding Sources

Program	Program Description	Administering Agency/Internet Address
Community Planning and Development		
Land Use Planning and Technical Assistance Program	Provides financial assistance to municipalities for developing and strengthening community planning and management capabilities. Includes zoning subdivision ordinances and strategic plans for priority projects.	DCED www.dced.state.pa.us/
Shared Municipal Services Program	<p>The program provides financial aid for intermunicipal cooperative efforts; promote cooperation between neighboring municipalities and encourage communities to work together to provide municipal services more efficiently and effectively.</p> <p>Emphasis is placed on grants for projects that effect cost savings or allow municipalities to undertake tasks that they otherwise could not afford. Grants are limited to a maximum of 50 percent of project costs with a local match. The grantee share may be provided in cash, municipal labor, and other in-kind contributions.</p>	DCED Center for Local Government Services www.inventpa.com Click on communities in PA
Community Development Block Grant (CDBG)	Offers grants for a wide variety of activities, provided the applicant proves by survey or census that the project will benefit 51% low and moderate income persons or handicapped persons or eliminate "blighted" conditions. Funds can be used for water and sewage improvements, storm drainage, handicapped accessibility, housing rehabilitation, parks and recreation, street and sidewalk improvements, code enforcement, community planning, and historic rehabilitation.	U.S. HUD funds Implemented by DCED www.dced.state.pa.us/www.hud.gov/
CDBG Section 108	Program offers loan guarantees to municipalities to allow financing of large loans for major physical projects.	Same as CDBG
Local Government Capital Projects Loan Program	The Program provides low interest loans to municipalities with populations of 12,000 or less to be used for municipal facilities and equipment. Facility loans may be used for purchasing, constructing, renovating or rehabilitating municipal buildings. Equipment loans may be used to acquire cars, trucks, backhoe, lifts, sweepers and other types of mechanized vehicles, as well as data processing equipment. Priorities are established for projects that impact upon the health, safety or welfare of the residents of a municipality involve intergovernmental cooperation. Maximum loans of \$50,000 or 50 percent of the project cost can be provided for building projects.	DCNR Center for Local Government Services www.inventpa.com Click on communities in PA

Community Facilities Loan Program (Federal)	Offers low-interest loans to construct, enlarge or improve essential community facilities for public use in rural areas and towns with population less than 50,000. Also offers guarantees of loans by private lenders.	USDA Rural Housing Service (formerly Farmers Home Administration) www.rurdev.usda.gov/
Infrastructure Development Program	This program provides grant and low interest loans to finance public and private infrastructure improvements needed in order for a business to locate or expand at a specific site. IT also provides financing for infrastructure costs required to redevelop industrial and commercial sites that have been idle for over six months.	DCED www.dced.state.pa.us
PENNVEST	Offers low interest loans for construction and improvement of drinking water and wastewater systems.	PA Infrastructure Investment Authority and DEP Bureau of Water Supply Management www.dep.state.pa.us/pennvest
Volunteer Fire Assistance Program (Formerly Rural Community Fire Protection)	This program provides technical, financial and related assistance to rural fire departments for training and equipping firefighters. The program is aimed at assisting rural communities with populations of 10,000 or less to establish new fire departments and to upgrade fire suppression capabilities of existing departments.	USDA Forest Service www.fs.fed.us/fire/planning/vfa/
Parks & Recreation		
Keystone Acquisition and Development Grant Program - Community Grants	Provide funding for the purchase of land for park, recreation, or conservation purposes and the rehabilitation and development of park and recreation areas and facilities, including greenways and trails. Municipalities COGs and some authorities are the only eligible applicants.	DCNR www.dcnr.state.pa.us/
Keystone Acquisition and Development Grant Program - Rails-to-Trails Grants	Provide for acquisition of abandoned railroad right-of-way and adjacent land, and to develop them for recreational trail use. Open to municipalities and non-profit organizations.	DCNR www.dcnr.state.pa.us/
Keystone Acquisition and Development Grant Program - Rivers Conservation Grants	Available to both municipalities and appropriate organizations for acquisition and development projects recommended in an approved Rivers Conservation plan (such as those created under the PITA program; see below). To be eligible for acquisition or development funding, the Rivers Conservation Plan must be listed in the Pennsylvania Rivers Registry.	DCNR www.dcnr.state.pa.us/
Keystone Planning, Implementation and Technical Assistance (PITA) Program - Community Grants	Provides 50% matching grants to municipalities to fund overall planning for park and recreation, master plans for individual parks, acquisition of parkland and nature preserves, countywide natural area inventories, and rehabilitation and improvements to public recreation areas. Grants up to \$20,000, without a local match, are available for material and design costs in small municipalities.	DCNR www.dcnr.state.pa.us/

Keystone Planning, Implementation and Technical Assistance (PITA) Program - Rails-to-Trails Grants	Available for feasibility studies, master site plans, acquisition and improvement of former railroad lines for recreation trails. A 50% local match IS REQUIRED. Open to municipalities, authorities and non-profits.	DCNR Southcentral Regional Office www.dcnr.state.pa.us/
Keystone Planning, Implementation and Technical Assistance (PITA) Program - Rivers Conservation Grants	Available to municipalities and appropriate non-profit organizations for conducting watershed and river corridor studies and plans, many of which include greenway and trail elements. A 50% local match is required.	DCNR Southcentral Regional Office www.dcnr.state.pa.us/
Recreational Trails Program (Symms National Recreational Trails Act)	Grants are available to federal and state agencies, municipal government, organizations, and even private individuals. Money may be used for a variety of purposes, including work on trails to minimize the impact on the natural environment, provide urban trail linkages, and develop trailside and trailhead facilities. AA 50% local match is required.	DCNR Southcentral Regional Office www.dcnr.state.pa.us/
Environment and Conservation		
Historic Preservation Tax Credits	Offers Federal income tax credits for a percentage of the qualified capital costs to rehabilitate a certified historic building, provided the exterior is restored. The program is generally limited to income-producing properties.	National Park Service www.nps.gov/
Historic Preservation Survey and Planning Grants	Matching grants for historic surveys, historic preservation planning and National Register nominations. Available to municipalities and non-profit organizations. Cannot be used for construction.	PHMC
Housing Programs - mainly including Federal HOME Program (Home Investment Partnerships Program)	Provides grants, low-interest loans and loan guarantees to for-profit and non-profit developers for the construction or rehabilitation of housing for low and/or moderate income persons. Funds are also provided through private lenders to assist with down payment and closing costs for low income and disabled persons to purchase a home for their own occupancy.	PA Housing Finance Agency and DCED www.phfa.state.pa.us www.dced.state.pa.us
Keystone Historic Preservation Funds	Provides 50% matching grants to fund analysis, acquisition or rehabilitation of historic sites. The site must be on the National Register of Historic Places, or officially determined to be eligible for listing. The site must be accessible to the public after funding. The grants can be made to public agencies or non-profit organizations.	PHMC www.phmcstate.pa.us/
Growing Greener Grant Program	The new Growing Greener Program signed into law by Gov. Tom Ridge will invest nearly \$650 million over the next five years to preserve farmland and protect open space; eliminate the maintenance backlog in State Parks; clean up abandoned mines and restore watersheds; and provide new and upgraded water and sewer systems.	DEP www.dep.state.pa.us/growgreen/

Stream Improvement Program	Provides design and construction assistance to eliminate imminent threats to flooding and stream bank erosion.	DEP Bureau of Waterways Engineering www.dep.state.pa.us/
Urban Forestry Grants	Provides grants for tree planting projects. Is also a Federal "America the Beautiful" grant program for tree planting.	DCNR www.dcnr.state.pa.us/
Transportation		
Impact Fees	<p>The Initial costs of establishing impact fees will likely prove too expensive for the individual municipalities. The use of impact fees for costs incurred for improvements designated in the municipalities' transportation capital improvement program attributable to new development, including the acquisition of land and rights of way; engineering, legal and planning costs; and all other costs directly related to road improvements including debt service.</p> <p>AS a prerequisite for an impact fee ordinance, a municipality must have adopted a Township or County Comprehensive Plan, a subdivision and land development ordinance, and a zoning ordinance. In addition, municipalities must meet a number of specific requirements before adopting an impact fee ordinance, including:</p> <ul style="list-style-type: none"> • Appoint an impact fee advisory committee • Develop future land use assumptions • Conduct a roadway sufficiency analysis • Prepare an Impact Fee Ordinance 	PennDOT www.dot.state.pa.us/
Highway Transfer or Road Turnback Program	Under this program, PennDOT will bring a road up to current specifications and then dedicate it to the participating municipality. Annual maintenance fees are also included by PennDOT. In most instances, the municipalities may get a new roadway and funding for maintenance.	PennDOT www.dot.state.pa.us/
Local Share of Liquid Fuels Tax	This provides for a permanent allocation of part of the liquid fuels taxes collected by the state for municipalities. Liquid fuels allocations may be used for any road-related activity including maintenance, repair, construction, or reconstruction of public roads.	PennDOT www.dot.state.pa.us/
SAMI: Safety and Mobility Improvements Program	This program is aimed at improving highway safety and reducing congestion. The source of the funding is the Center for Program Development and Management at PennDOT.	PennDOT www.dot.state.pa.us/
Transportation Equity Act for the 21 st Century (TEA-21). Formerly "ISTEA."	All projects must have a direct relationship to transportation. Eligible elements include: scenic beautification along highways, historic preservation, restoration of historic transportation facilities (such as canals), preservation of rail corridors (particularly for bicycle/walking routes), control and removal of outdoor advertising, archeological research, and mitigation of water pollution due to highway runoff.	USDOT/FHWA funds administered by PennDOT. Typically prioritized through regional or county transportation planning organizations.

<p>Transportation Partnerships</p>	<p>Under Act 47 of 1985, as amended, it provided for the formation of "partnerships" between municipalities and local developers and businesses. A formal partnership requires the designation of a transportation development district in which all improvements will take place and in which assessments may be charged. Municipalities should consider participation in this program as a means of obtaining funding for roadway improvements.</p>	<p>PennDOT www.dot.state.pa.us/</p>
<p>Transportation and Community and System Preservation Pilot Program</p>	<p>This program focuses on the relationships between transportation and community preservation and private sector-based initiatives. Local governments are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.</p>	<p>USDOT/FHWA www.tcsp-fhwa.volpe.dot.gov/</p>