

Pennsylvania Department of Transportation  
**Harrisburg Transportation Center**  
**Transit-Oriented Development Master Plan**  
December 2017







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## Acknowledgements

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# Introduction and Background

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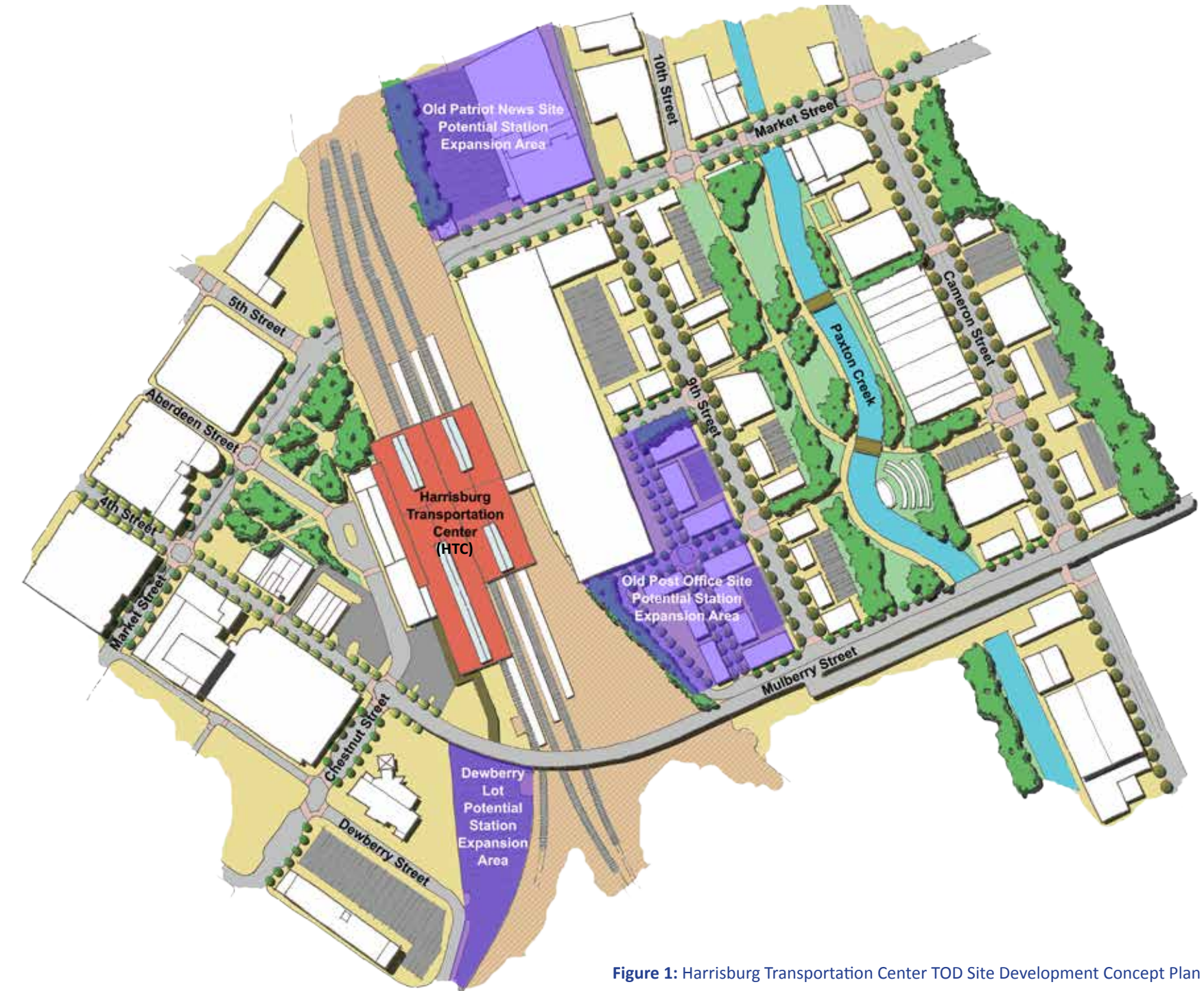
In 2016, the Pennsylvania Department of Transportation (PennDOT) completed a Transit-Oriented Development (TOD) Study for the Harrisburg Transportation Center (HTC) and surrounding Market Street corridor in the City of Harrisburg (City), Dauphin County. The HTC TOD Study is funded through PennDOT's Bureau of Public Transportation and is being advanced in partnership with the City, Harrisburg Redevelopment Authority, Amtrak, and Norfolk Southern. **Together, PennDOT, the City, and the Redevelopment Authority have determined that the HTC and a number of adjacent and nearby properties possess potential for new, transit-oriented, mixed-use development**, which could be used to increase densities around the HTC and encourage wider use of rail, bicycle, and pedestrian transportation modes.

Following the TOD Study, a set of Preferred Site Concepts were established and implementation phasing was developed. **The purpose of this Master Plan is to identify different development scenarios and establish an implementation phasing plan to meet the following goals developed through public input:**

- Leverage the HTC as a multimodal asset
- Increase ridership on the Keystone Line and create greater efficiencies for existing public transportation services
- Help define and support sustainable redevelopment in the TOD Study Area
- Increase connectivity to the train station from surrounding employment centers and residential districts in the downtown area and nearby neighborhoods
- Create a pedestrian, bicycle, and transit-friendly environment around the TOD Study Area
- Integrate mixed-use development/public space



**Figure 1** shows the final site redevelopment concept. This Master Plan outlines its components, development phasing, and how the elements were established.



**Figure 1:** Harrisburg Transportation Center TOD Site Development Concept Plan





# TOD Study Area



The TOD Focus Area for the HTC TOD Study encompasses four blocks, totaling approximately 60 acres, located between State and Mulberry Streets, Cameron Street, and the train tracks in the City, with the HTC being the focal point for the study. The TOD Focus Area, shown in blue in **Figure 2**, is the primary area for redevelopment initiatives as part of this plan. **Surrounding this four block area, the TOD study area refers to all parcels located within a ¼-mile radius surrounding the HTC.** The TOD Impact Area refers to all parcels located within a ½ -mile radius surrounding the HTC. The TOD Study and Focus area will realize benefits from future implementation efforts from this study, particularly as it relates to new mixed-use development, infrastructure improvements, and ultimately, increased transit and foot traffic in the HTC TOD Focus Area.



Intercity Bus Depot

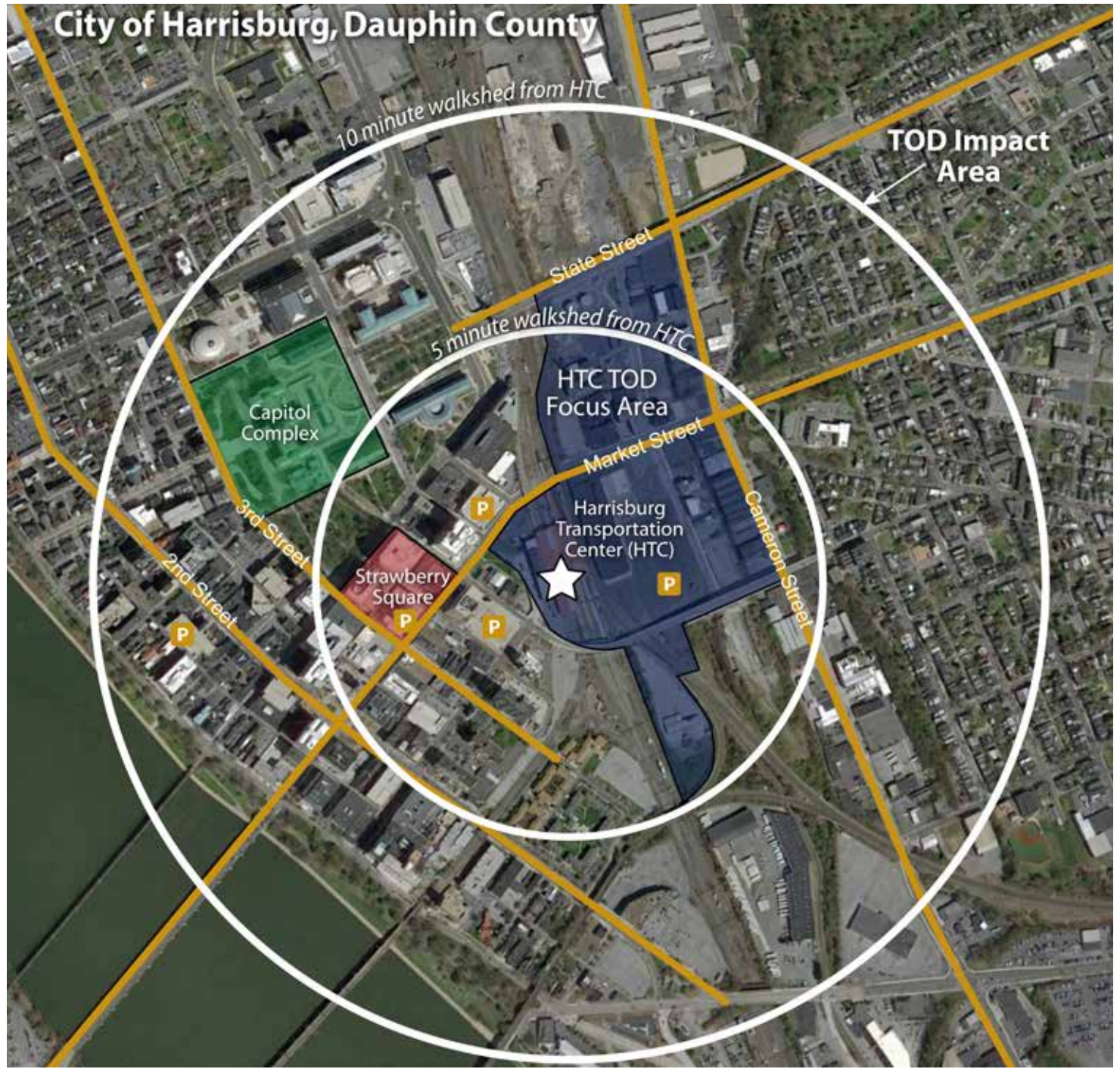


Figure 2: TOD Focus, Study, and Impact Areas



Paxton Creek



Facades Along Paxton Creek



Market Street Underpass



Former Chef's Choice Building



Former Post Office Site





# Existing Conditions



An existing conditions assessment provides a comprehensive review of the TOD Study Area in five important topics of consideration. Each topic has been investigated to perform a due diligence analysis in order to determine the baseline conditions of the TOD Study Area, to inform the preferred concept design, and to help advance the goals and objectives of PennDOT, the City, the Redevelopment Authority, stakeholders, and the community. **To develop a feasible preferred alternative, it is critical that due diligence efforts fully articulate existing challenges and opportunities within the context of the TOD Study Area and larger Impact Area.** The five topics of consideration include:

- 1. Environmental Review** – The Environmental Review provides a **technical analysis of the historic and cultural resources, and environmental constraints** that need to be taken into account to support future implementation.
- 2. Multimodal Transportation Analysis** – The Multimodal Transportation Analysis reviews **existing conditions and opportunities to further encourage and integrate pedestrian, bicycle, public transit, and vehicular modes of transportation** to improve mobility and access between the TOD Impact Area and the HTC. This analysis also details the existing traffic capacity for key intersections located within the TOD impact area.
- 3. Urban Design** – The Urban Design analysis identifies the development opportunities and constraints in the TOD Study Area.
- 4. Transformational Market Analysis** – The Transformational Market Analysis determines the mixed-use potential for residential and commercial (office and retail) development on the under-utilized properties adjacent to the HTC. The mixed-use potential is supported by socioeconomic and industry employment trends for the Harrisburg-Carlisle Metropolitan Statistical Area (MSA) and the Philadelphia MSA.
- 5. Stakeholder Participation** – Of importance to the planning process is gathering input from key stakeholders and local knowledge surrounding the needs and opportunities within the TOD Study Area. The Public Involvement section provides an overview of the initial public outreach efforts to ensure the Study includes pertinent, local information.

To establish a reference for analysis of the area, a series of maps were created using various relevant data sets. The maps on the following pages were on display at all public outreach events and used as a reference for any potential development.

### Existing Land Use

**The TOD Study Area contains a mix of Industrial, Office, Retail, Religious, Parking, and Housing Uses.** Figure 3 shows the existing land use. Immediately adjacent to the TOD Study Area and within a five minute walkshed of the Harrisburg Transportation Center (HTC) building are schools, offices, governmental, and other mixed uses.

There is a notable change in the makeup of uses between the east and west sides of the railroad tracks serving the HTC. **West of the tracks contains a larger share of Office/Commercial and Residential land uses. East of the tracks contains a larger share of Industrial land uses.** There is also a notable increase in residential density just beyond a five minute walkshed from the HTC, east of Cameron Street in the neighborhood of Allison Hill.



Residential Neighborhood West of TOD Site

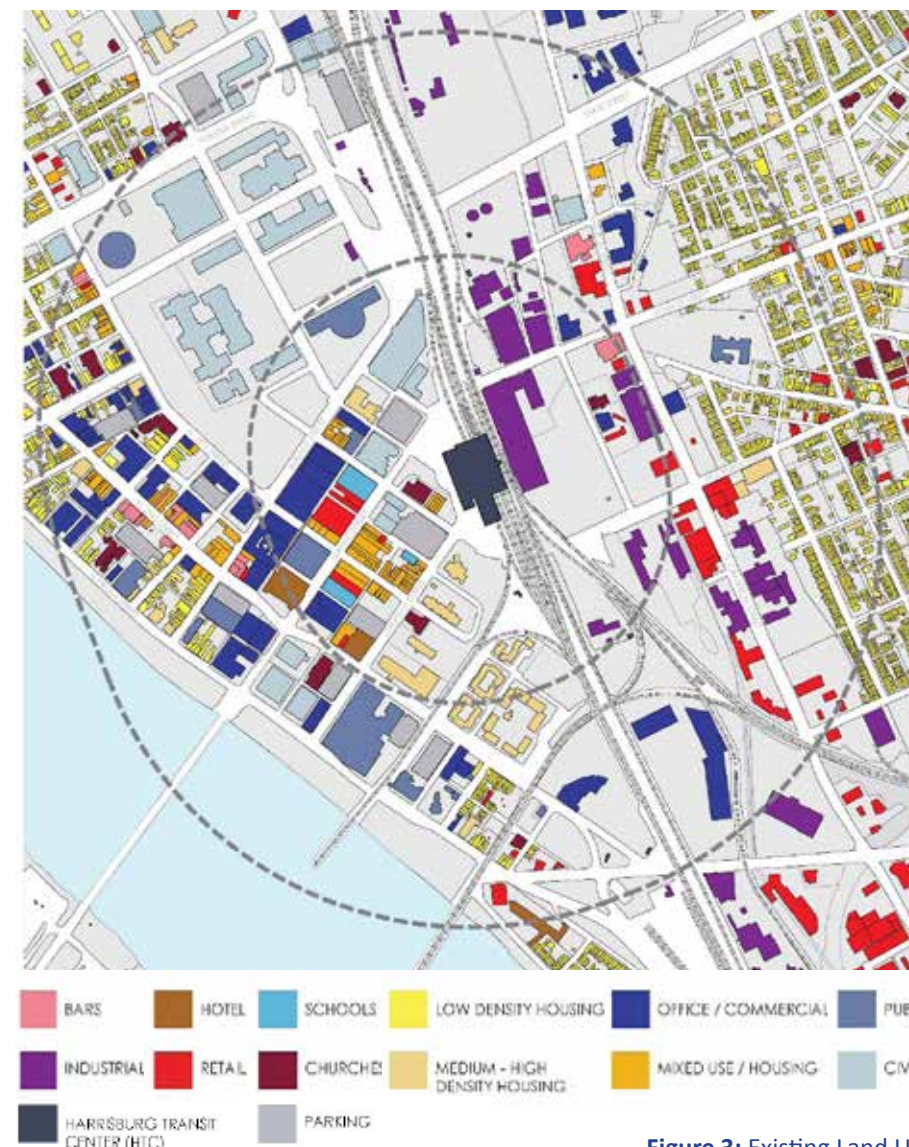


Figure 3: Existing Land Use

### Figure Ground

A Figure Ground map shows the building footprints within a defined area. This is helpful to determine where room exists for development of new structures and park space as well as understanding optional paths of travel for pedestrians.

**Figure 4 shows a notable increase in building density west of the Harrisburg Transportation Center reflecting the central business district of Harrisburg.** It also shows a larger share of high density buildings along Market Street, with that density continuing east of the railroad tracks but quickly tapering off. The area between the railroad tracks and Cameron Street is a transition zone between large building footprints often encompassing an entire block and significantly smaller building footprints reflecting single family residential architecture.



Figure 4: Figure Ground



### Historic Districts

Historic Districts are designated areas containing collections of structures that have been deemed as historically or architecturally significant, thus receiving added protections against demolition or alterations. Historic Districts can be designated at a local, state, or national level with regulations differing depending on their designating entity. Designating an area as a historic district provides for additional grants and tax credit opportunities for historic rehabilitation as well as increasing tourism and property values within a district.

There are currently a number of Local and National Historic Districts within the TOD Impact Area. These nearby districts, shown in Figure 5, may be referenced as a guide for new development within the TOD Study Area in an effort to provide a seamless transition between old and new developments.

Current Local Historic Districts within the TOD Impact Area include Old Harrisburg, Shipoke, Fox Ridge, and Allison Hill, as well as the Summit Terrace Historic Conservation Overlay District (a designation offering similar but less strict regulations on development).

Current National Historic Districts within the TOD Impact Area include the Harrisburg Historic District, Old Downtown Commercial District, and the Mount Pleasant Historic District. Additionally, both the State Capitol Complex and the HTC are designated as National Historic Landmarks, which are automatically listed in the National Register of Historic Places. Other areas in the vicinity that are eligible for the National Register include the Fox Ridge Historic District and the Emerson-Brantingham Building at 908 Market Street.

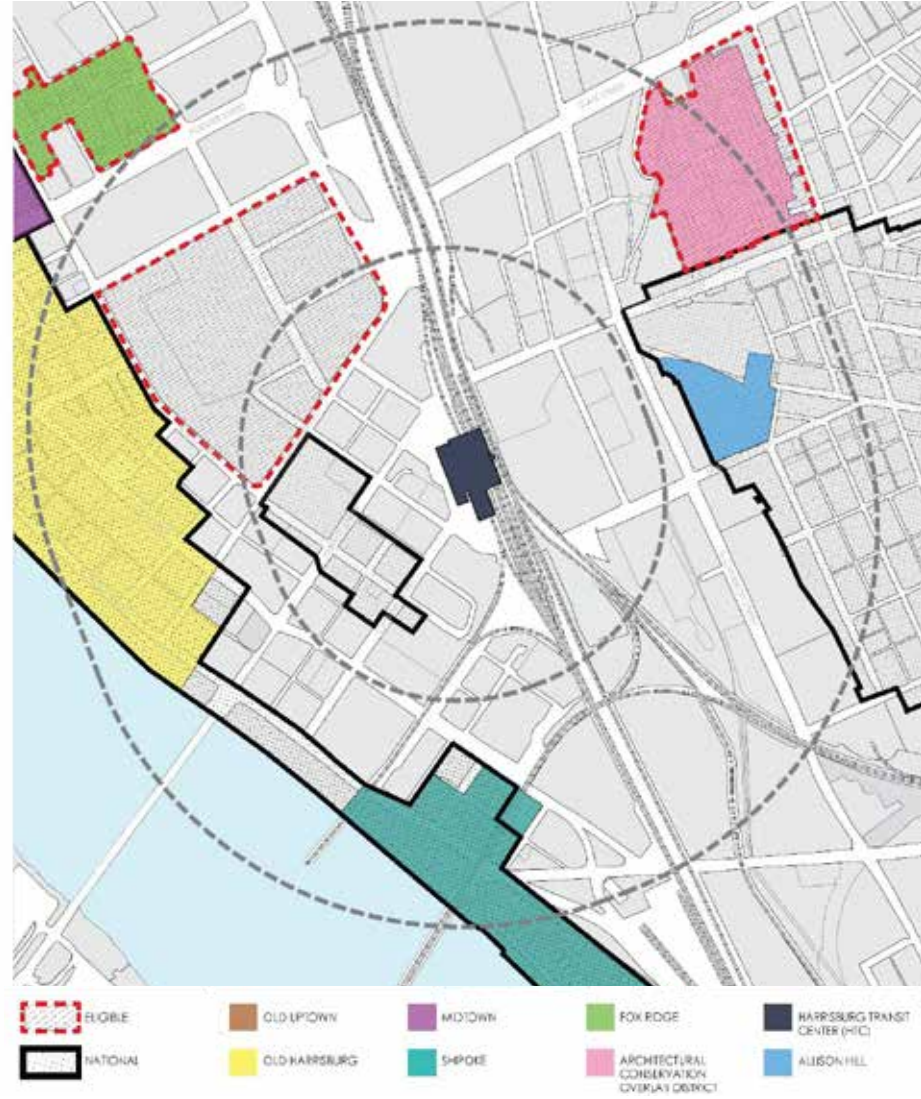


Figure 5: Historic Districts

### Open Space Network

Figure 6 shows the existing public gathering locations and natural amenities near the Harrisburg Transportation Center. These can often be recognized as attractions and areas of potential draw for pedestrians and bicyclists. Open Spaces often act as the defining feature within a successful urban district.



Figure 6: Open Space Network

Aside from the Capitol Complex, the TOD Study Area currently does not contain any parks or open space, however Paxton Creek does bisect the study area, potentially offering an amenity that can be used as an attractive open space. Paxton Creek currently is channelized and inaccessible to pedestrians. Within the TOD Impact Area there are a number of parks, civic lawns, public plazas, and greenbelt natural areas.

### Parking

Figure 7 shows existing parking garages and surface parking lots within the TOD Study Area and Impact Area. Parking is a valuable asset and often consumes a substantial share of land area within an urban district.

Approximately half of the land area within the TOD Study Area is surface parking. There are also two large municipal parking structures immediately across the street from the HTC.

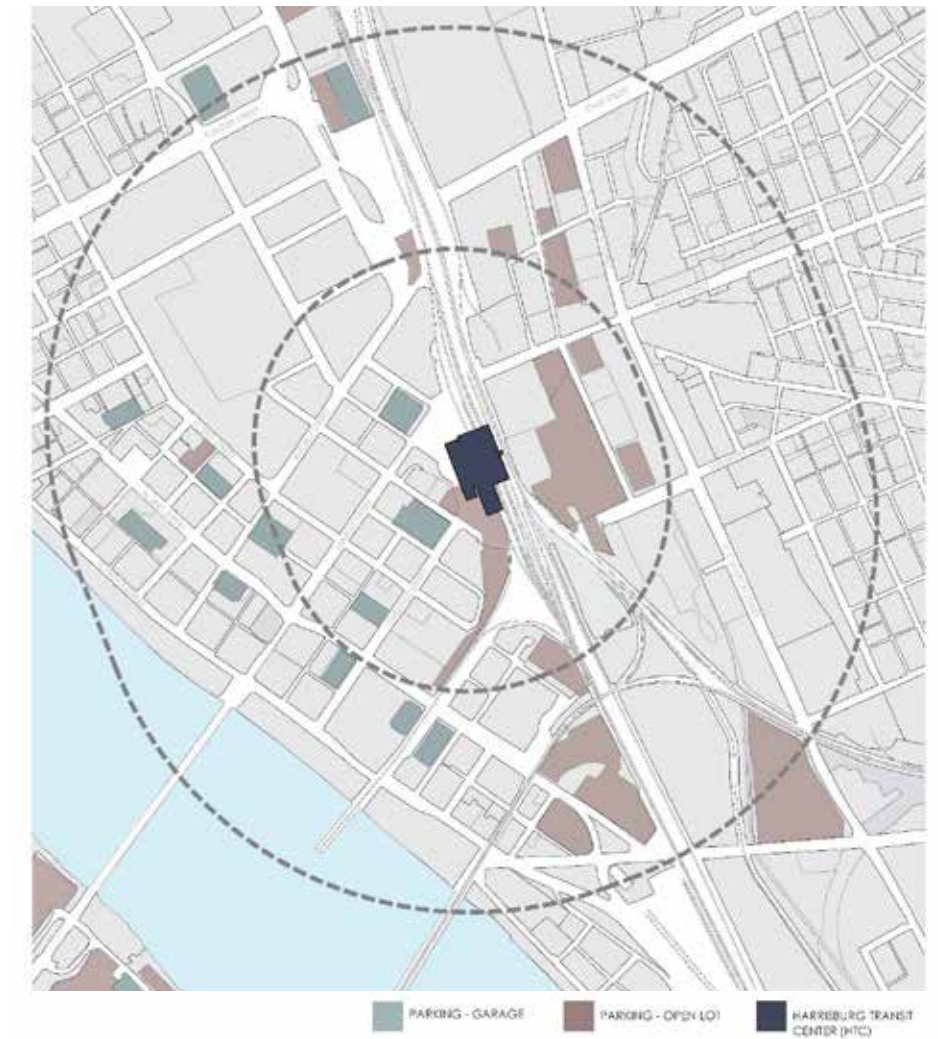


Figure 7: Parking Garages & Surface Lots



Source: Trip Advisor

Capital Area Greenbelt along Front Street



## Transit Network

The Harrisburg Transportation Center (HTC) is a major station and transfer point between intercity train service and intercity bus service.

These services are connected to the surrounding city through the roadway, sidewalk, and local transit network. **Figure 8** shows the local transit network and how it converges at the HTC. The TOD Study Area is surrounded on all sides by transit service. The local transit agency Capital Area Transit (CAT) maintains two main transfer centers, one at the HTC and another at Market Square (2nd and Market Streets).

**Figure 8** shows that there is a higher network density in the central business district, which allows for more bus service west of the HTC. **Any successful redevelopment within the TOD Study Area will require increased access to local transit service.** The potential may exist to relocate some or all of the bus transfer facilities to the east of the tracks.



Local Bus Transfer Facility at HTC

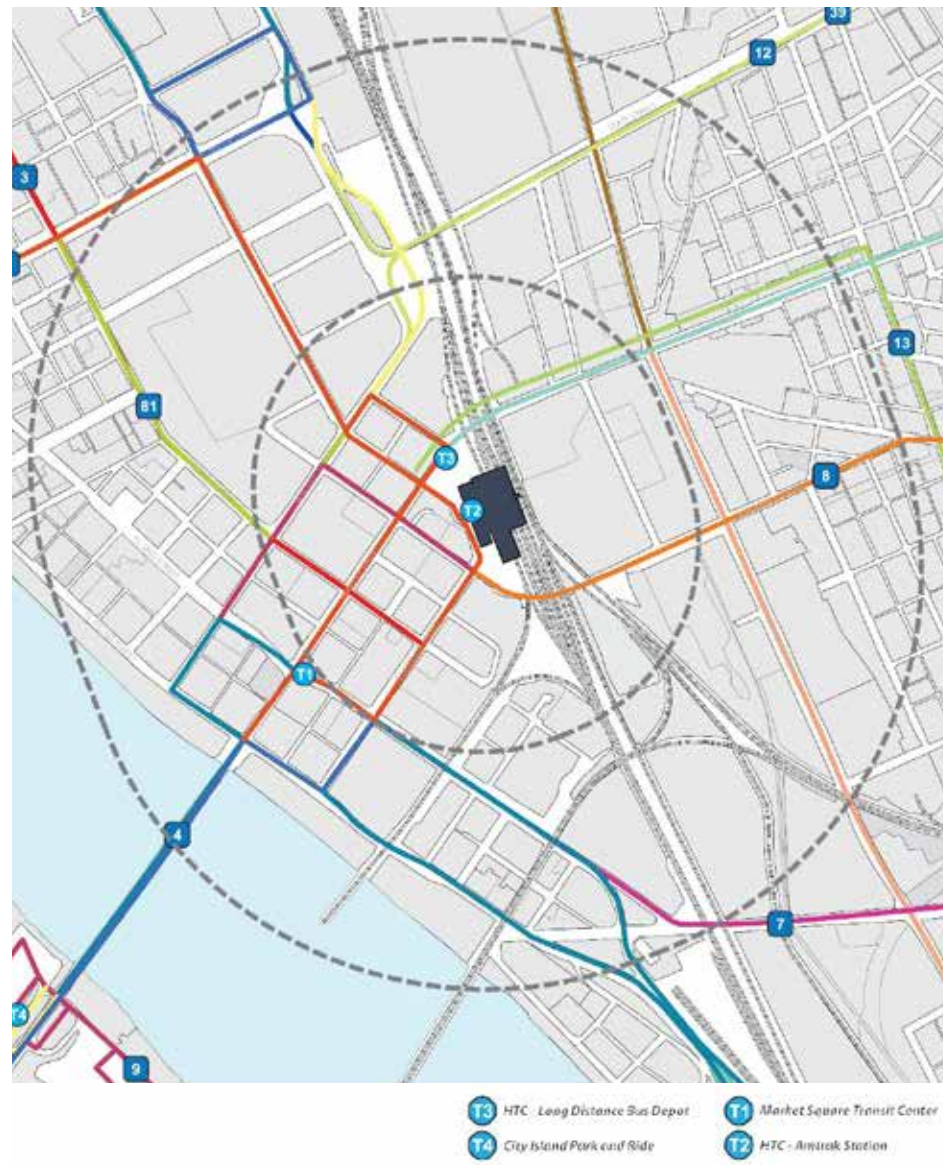


Figure 8: Transit Network

## Zoning

A zoning designation is not a reflection of the current use of a parcel of land, rather it is a reflection of the preferred use of the land for future development.

The entire TOD Study Area (except for the small parcel of land south of Mulberry Street) is zoned as Downtown Center, as shown in **Figure 9**. This was a notable change made by the City of Harrisburg in 2014. It signals a desire at the municipal level to extend the downtown core to the area east of the HTC.



Figure 9: Zoning



Downtown Mixed-Use Development





# Public Involvement



Several public engagement initiatives were facilitated between August and December 2016 to achieve broad community participation in the design process for the HTC TOD Master Plan. **Visioning Week served as a prominent component of the public outreach strategy, and dedicated a four-day period to community outreach and engagement.** In addition, stakeholder interviews, an online survey, and intercept surveys were used to further capture public input and expand participation.

Public participation activities included:

- **Stakeholder Interviews** | August 1 – October 12, 2016
- **Online Survey** | August 29 – September 30, 2016
- **Intercept Surveys** | September 19 – September 22, 2016
- **Visioning Week** | September 19 – September 22, 2016

### Stakeholder Interviews

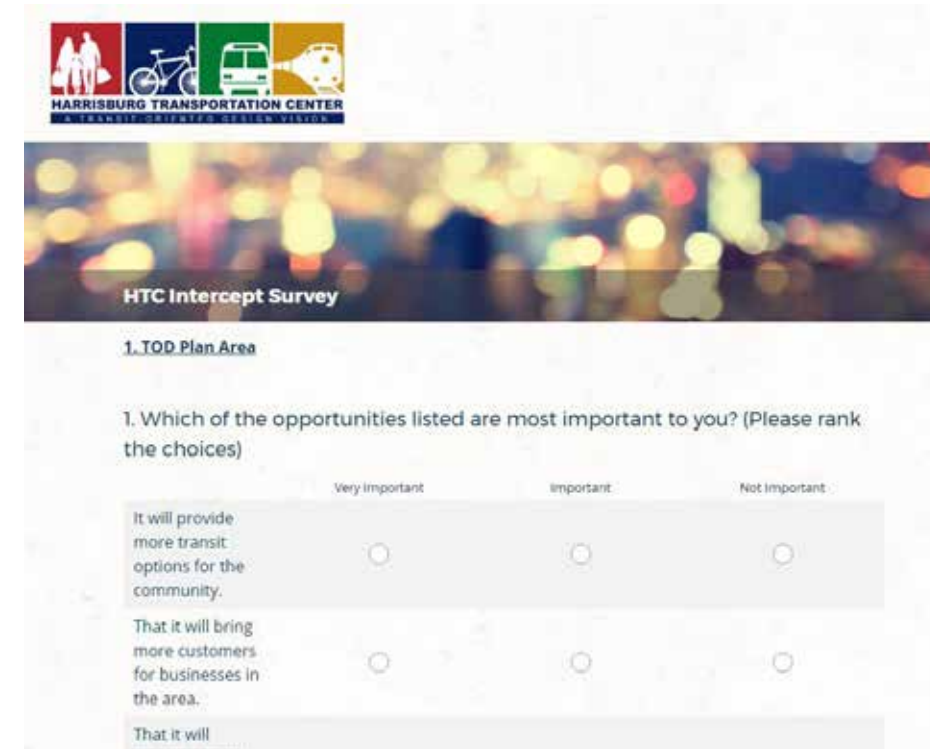
Stakeholder interviews were completed in August and September 2016. Businesses and organizations within and near the TOD Study Area were contacted in order to discuss area needs and concerns. **An invitation was mailed to every property owner along Market Street within the vicinity of the HTC TOD Study Area to attend the Property and Business Owner Breakfast** held on Tuesday, September 20, 2016, at the HTC. The mailing also contained the promotional postcard to further inform property owners of Visioning Week and its various events. Stakeholders who were communicated with include, but are not limited to:

- Appalachian Brewing Company
- 16th & Market Neighborhood Group
- Capitol Area Neighbors Association
- Capital Area Transit
- Capital Region Water
- Equilibrium Equities, Inc.
- Harrisburg Downtown Improvement District
- Harrisburg Hilton

- Harrisburg Housing Authority
- Harrisburg Regional Chamber & CREDC
- Harrisburg University of Science and Technology
- Harrisburg Young Professionals
- Harristown Enterprise, Inc.
- Pavone
- Penn State Harrisburg
- Hershey Harrisburg Regional Visitors Bureau
- Pinnacle Health
- Public School Employees' Retirement System
- NRG Energy
- Sacunas
- South Allison Hill Neighborhood and Resident Association
- Summit Terrace Neighborhood Association
- Tri-County Regional Planning Commission
- Zion Lutheran Church



Logos of Participating Stakeholders



Online Intercept Survey

### Online & Intercept Survey

A short online survey was utilized to provide an opportunity for web-based input for the HTC TOD Study, capturing public input on existing conditions and opportunities. The survey link was e-mailed to the stakeholder distribution list and posted on the PlantheKeystone.com website. In addition, a QR code was included on promotional documents for convenience and to ensure quick accessibility for the public.

A condensed version of the online survey, called an Intercept Survey, was designed to be completed in under five minutes. During the week of September 19th, 2016, this survey was taken out on the streets using electronic tablets. Intercept surveys were completed by people throughout downtown Harrisburg, including Strawberry Square, Market Square Transfer Center, Capitol East Wing Rotunda, Harrisburg Transportation Center, and pedestrians on Market and Cameron Streets.

### Visioning Week

Visioning Week was an intensive outreach effort that included four days of community workshops, site walks, discussion groups, and hands-on designing conducted the week of September 19th-22nd, 2016. All public commentary made during each session was documented on large-scale displays, and remained visible to all participants throughout the week.

Participants were provided with an overview of the HTC TOD Study efforts at the beginning of each session and were given ample opportunity to document areas of opportunities, concerns, comments, and general thoughts on the TOD Study Area.

Schedule at a Glance					
DAY ONE Monday, Sept 19	DAY TWO Tuesday, Sept 20		DAY THREE Wednesday, Sept 21	DAY FOUR Thursday, Sept 22	
Community Workshop: Introduction & Visioning 6:00 pm - 8:00 pm	Property & Business Owner Breakfast 8:30 am - 9:30 am	Discussion Group #2: Culture & History 1:30 pm - 2:30 pm	Project Area Walk 7:30 am - 8:45 am	Capitol Talk in the East Wing 12:00 pm - 1:30 pm	Team Design Session 10:00 am - 4:00 pm
TOD Film Feet 9:00 pm - 9:30 pm	Discussion Group #1: Walkability & Accessibility 10:00 am - 11:00 am	Discussion Group #3: Neighborhoods 3:00 pm - 4:00 pm	Discussion Group #4: Redevelopment & Revue 9:30 am - 10:30 am	Team Design Session - Open to Public 1:30 pm - 5:00 pm	Community Open House - Draft Design Concepts 5:00 pm - 8:00 pm
	Capitol Talk in the East Wing 12:00 pm - 1:30 pm	Project Area Walk 5:00 pm - 6:15 pm	Discussion Group #5: Economic Development 11:00 am - 12:00 pm	Design Workshop #2 6:30 pm - 8:30 pm	
		Design Workshop #1 6:30 pm - 8:30 pm		Nighttime Project Area Walk 8:30 pm - 9:30 pm	

Visioning Week Schedule of Events



## Community Open House

The consultant team used the data, input, and design concepts received through Visioning Week, online & intercept surveys, and stakeholder interviews to produce a series of design concepts, outlined in the following sections. **These concepts represent the preferred options for redesign within the Harrisburg Transportation Center TOD Study Area, and were presented at a Community Open House on December 6th, 2016.** The Open House invited project stakeholders and the general public to review and comment on the proposed concepts plans that were developed with their input during Visioning Week. The Open House was designed to allow attendees to visit and interact with members of the project team at five stations. The stations, as outlined below, helped convey the progression of ideas and issues identified and discussed during Visioning Week and how those ideas were incorporated into the design concepts as presented at the Open House.

- Station 1 – Visioning Week
- Station 2 - Conceptual HTC Station Rehabilitation
- Station 3 – Paxton Creek Restoration
- Station 4 – Multimodal Connectivity
- Station 5 – Transit-Oriented Development Design Concepts







# Design Concepts



Following input received during Visioning Week, **a series of design concepts were created**, identifying the most commonly identified and most well received ideas generated by the community. These concepts were presented at the Community Open House on December 6th, 2016.

Design concepts included in the open house included:

- Station Rehabilitation Plans
- Market Street “Complete Street” Improvements
- Cameron Street “Safety Strip” Traffic Calming
- Market Street Underpass Improvements
- Paxton Creek Revitalization (Park space in linear park)
- Paxton Creek Flood Control (Using Carroll Creek, Frederick, MD, as a case study)
- Site massing options for bus depot and parking structure on the different sites

### Station Rehabilitation

**PennDOT, in coordination with Amtrak, is developing design plans for improvements to the Harrisburg Transportation Center.** The four images shown represent preliminary design concepts for the station rehabilitation, first presented at the December 6th Community Open House.

Some notable conceptual changes include:

- Addition of new, open-concept retail in main lobby with movable seating
- New seating options in station concourse
- Removal of trees along Aberdeen Street to open up sightlines to the station
- Addition of restaurant in station with indoor and outdoor terraced seating
- Improved office space in upper floors



Proposed Plaza Space



Proposed Concourse



Proposed Building Entrance



Proposed Waiting Area



### Market Street “Complete Street” Activation

Market Street is a major East-West arterial through the City of Harrisburg. During peak commute times the section of Market Street between the Harrisburg Transportation Center and Cameron Street sees heavy automobile traffic as well as substantial pedestrian traffic as people commute from downtown Harrisburg to neighborhoods to the east, however this traffic has failed to activate commercial activity along the street.

During midday and evening hours, this section of Market Street feels desolate, creating a perceived lack of safety and dissuading pedestrians from using the street to access downtown.

**In an effort to increase activity along the road, a “complete street” activation is recommended.** Complete streets enable safe access to as many users as possible. Designs should enable safe access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Complete streets are intended to make it easy to safely cross the street, walk to shops, and bicycle to work.



Existing Conditions East of Railroad Tracks



Potential “Complete Street” Activation

### Cameron Street Traffic Calming

Cameron Street, bordering the eastern edge of the TOD Study Area, is a high speed and high traffic volume street. The street, as currently designed, creates a strong divide between the TOD Study Area and the Allison Hill neighborhood. **During Visioning Week, respondents expressed a strong desire to reconnect lower income residents in Allison Hill to the economic opportunities in Downtown Harrisburg.**

**A safety strip is proposed on Cameron Street in order to slow vehicles, provide safe crossing opportunities for pedestrians, and maintain the street’s function as a truck route through the City.** The safety strip is a concept which places thru traffic into the center two lanes of a four-lane road and utilizes the outer lanes for slower/turning traffic. This would discourage frequent lane shifts which result in dangerous high speed collisions along the corridor.



Existing Conditions



Potential Traffic Calming Improvements

### Market Street Underpass Improvements

The Market Street Underpass is one of the few connection points between Downtown Harrisburg and the neighborhoods to the east. Despite its important location and necessity of use, poor aesthetic and lighting conditions have long been a deterrent to pedestrian use. **The Underpass underwent recent enhancement to improve the pedestrian experience. This work included sidewalk repairs, repainting and installation of new lighting.**

In order to make the space into a more inviting environment, the walls and archways could be turned into a public art piece. This can be accomplished through lighting, paint, mixed media, or other thoughtful methods. The goal is to make people look forward to walking through the tunnel.

A similar bridge in Birmingham, Alabama has been activated by color-changing LED lights. A similar installation could be considered for Market Street using current light fixtures for minimal costs.



Market Street Underpass Improvements



Source: Colossal

Light Installation in Birmingham, Alabama



Source: Automobile Magazine

Interior View of Light Installation in Birmingham, Alabama



## Streetscaping & Facade Enhancements

Streetscaping and Facade Enhancement programs can help to make the streets in the TOD Study Area feel more welcoming and inviting.

Streetscaping can include aesthetic improvements to sidewalk conditions, landscaping, street furniture, utility and lighting poles, wayfinding signage, as well as traffic management improvements.

Facade Enhancement Programs are municipal incentives (usually in the form of matching grants) to encourage the rehabilitation of street-facing facades in a district. The goal of these programs is to encourage additional private investment on adjacent or nearby parcels through the removal of blight.



Current Streetscaping on Blackberry Street



Potential Streetscaping Improvements



Source: Google Streetview

Current Market Street Streetscaping West of Railroad Tracks



Potential Market Street Streetscaping Improvements West of Railroad Tracks



Source: Google Streetview

Current Market Street Streetscaping East of Railroad Tracks



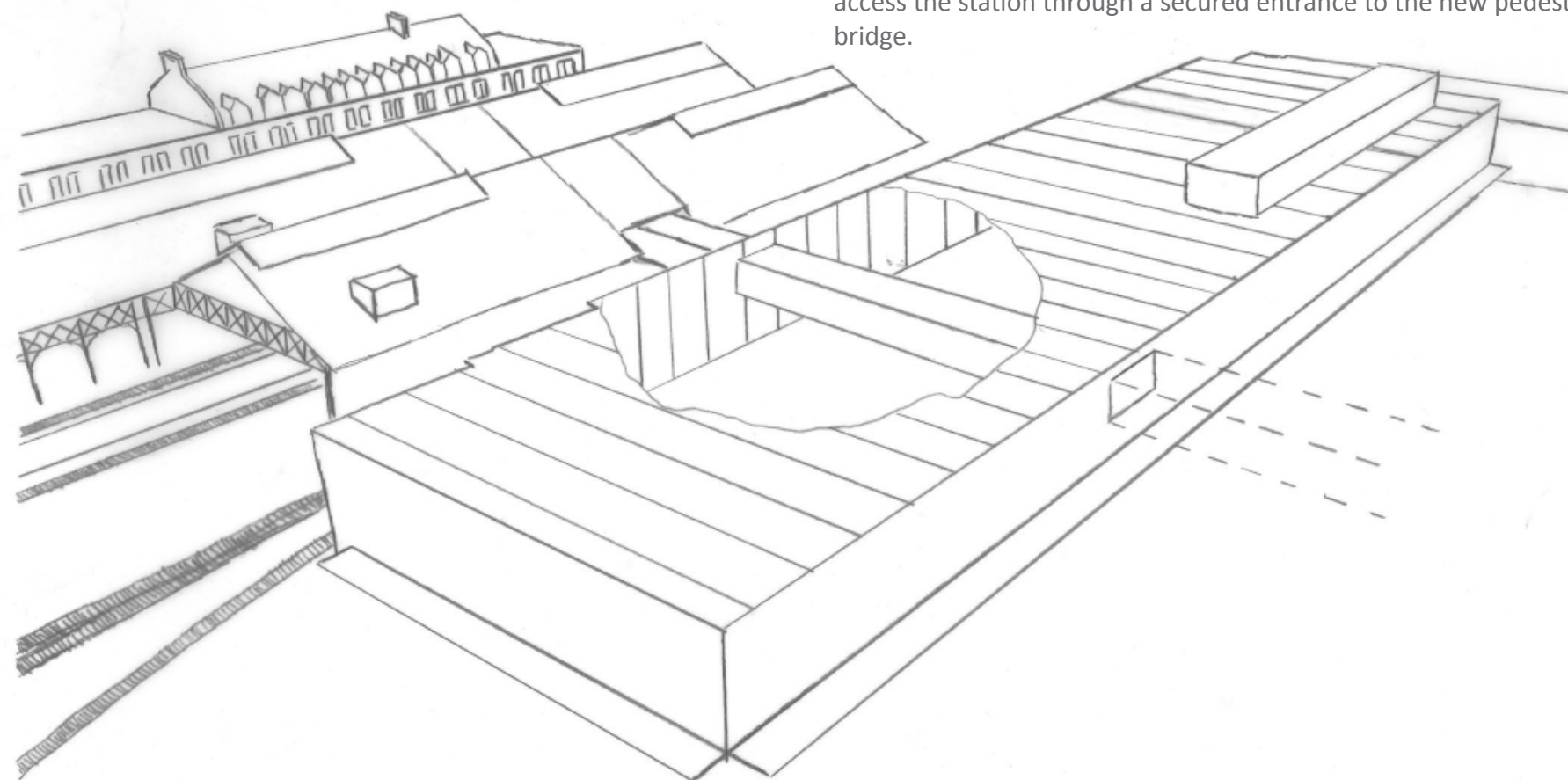
Potential Market Street Streetscaping Improvements East of Railroad Tracks



### Pedestrian Bridge

One of the most frequent public input suggestions was a direct connection to the HTC from the parking areas east of the railroad tracks. Currently all pedestrians utilizing these parking spaces need to walk around the former Post Office building, through the Market Street Underpass, and the Harrisburg Transportation Center.

PennDOT recently improved the pedestrian experience of the Market Street Underpass by repairing sidewalks, adding new lighting, and repainting. Even with these investments, there is still interest to shorten the walking distance and provide direct access to the station from the east.



Proposed Pedestrian Bridge through the Old Post Office Building

Discussions included a number of alternatives, including building a new outdoor pedestrian bridge immediately south of the station, tearing down or repurposing the former Post Office building as a station facility, and/or extending the concourse through the former Post Office Building to the TOD Study Area.

The preferred solution was determined to be an extension of the station concourse over the railroad tracks, through the former Post Office building, and ending in the proposed TOD development area.

This option provides direct access to station amenities from the development area while also preserving the economic development potential of the former Post Office building. The potential would exist for future development in the former Post Office building to directly access the station through a secured entrance to the new pedestrian bridge.

### Bus Depot Relocation

A major point of conflict in the HTC TOD Study Area is the current intercity bus depot located on the lower level of the station with bus bays off of the intersection of Market and 5th Streets. As currently designed, intercity buses are required to back out of bays to begin their journeys. This backward motion is common in intercity bus terminals but is typically only in enclosed or access controlled environments. At the Harrisburg Transportation Center, intercity bus bays are located outdoors and fully accessible to pedestrians and other vehicles. Capital Area Transit vehicles use the boarding area as a loop to access westbound 5th Street from its northbound stop on Market Street, creating an increased risk of conflict between forward and backward motion buses. Additionally, pedestrians wishing to access the station from areas to the north and east (including long term parking lot users and workers at the Capitol Complex) find that the quickest and most direct pathway is through the intercity bus boarding area, creating an added risk of pedestrian/bus conflicts.

In order to increase access to the station, improve safety, and modernize intercity bus facilities, it was determined that the bus facilities should move to a new location near the station building.

Six relocation strategies were identified to be feasible for intercity bus facility relocation, and as outlined in the following section, all have positives and negatives with no clear preferred option. All of the relocation options will require additional analysis and design work to develop a preferred option.

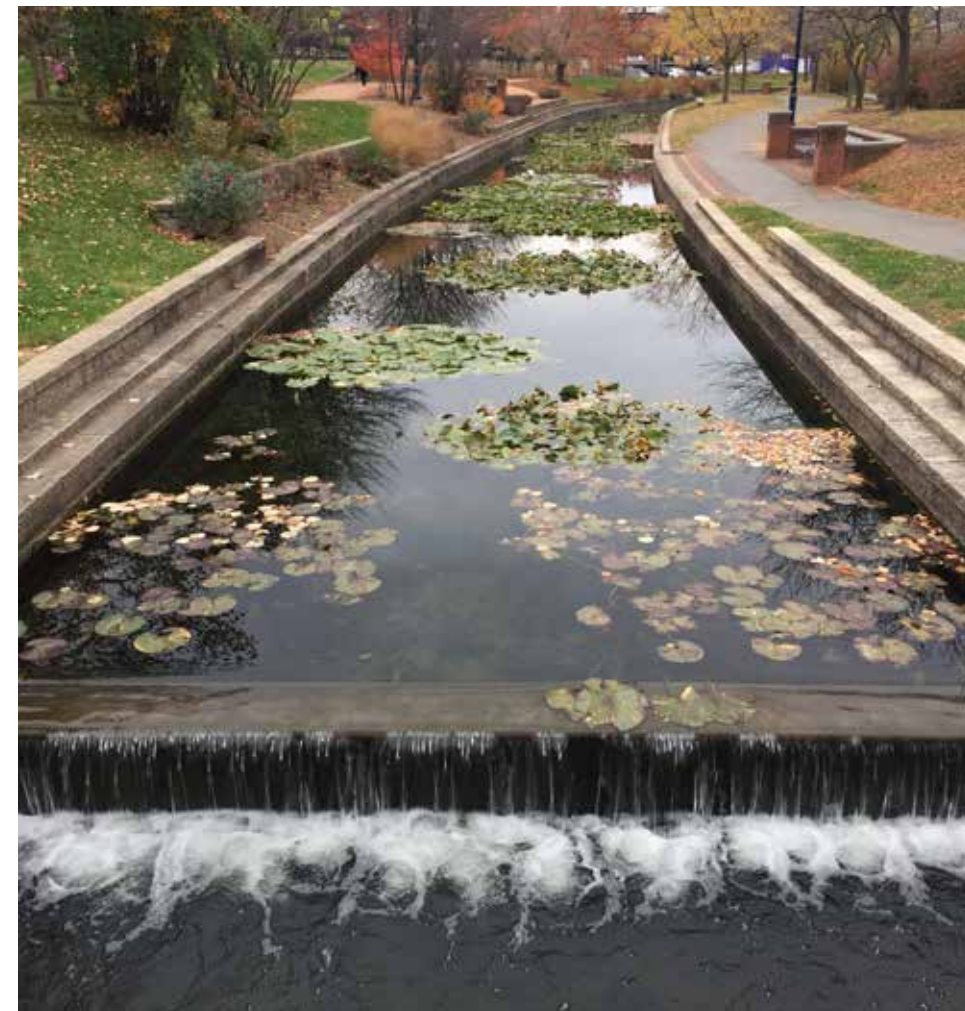


Intercity Bus Depot

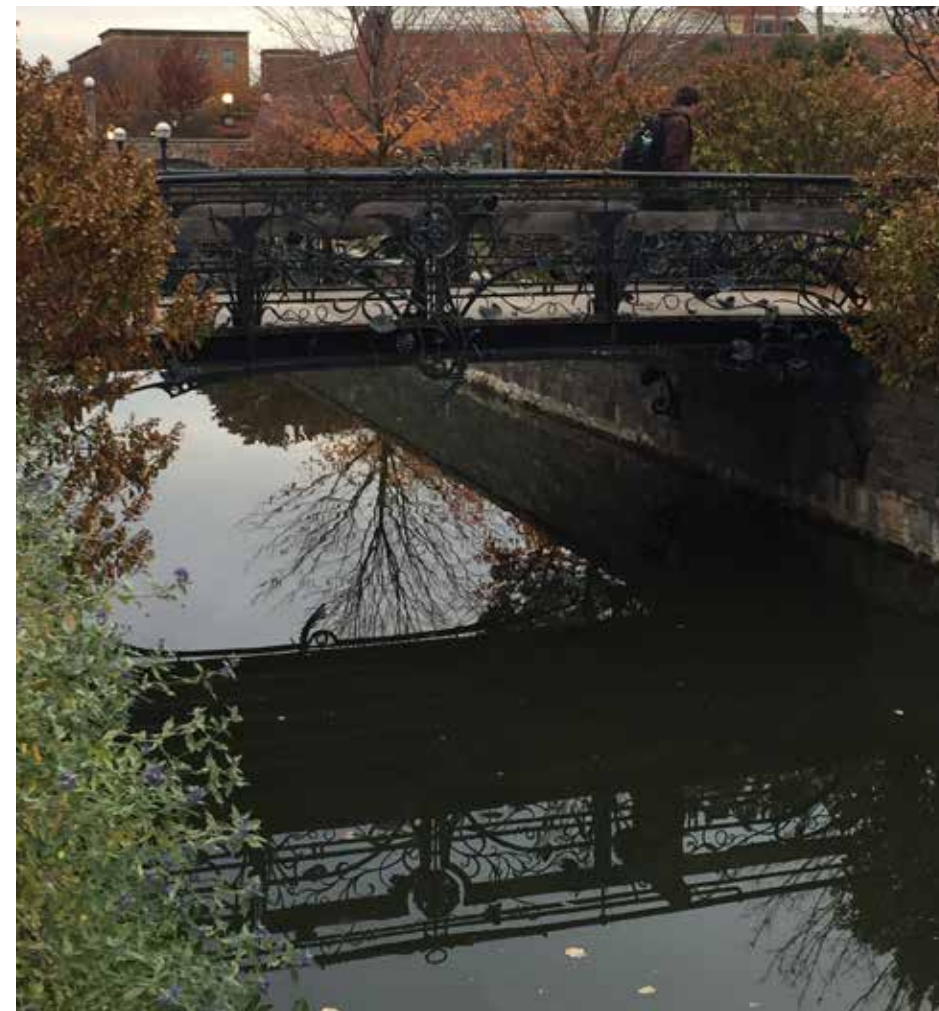


### Paxton Creek Revitalization & Flood Control

One main reason for a lack of development in the TOD Focus Area is the frequent flooding events that occur along Paxton Creek. The creek was also commonly referenced throughout Visioning Week as a potential recreational asset. **In order to maximize development potential in the TOD Focus Area, a flood remediation and recreational park project should be completed.** As a result, the Paxton Creek Evaluation Study was initiated by PennDOT in early 2017.



Carroll Creek in Frederick, Maryland



Pedestrian Bridge Over Carroll Creek

During Visioning Week, Carroll Creek in Frederick, Maryland, was used as the case study for the redevelopment of Paxton Creek. Carroll Creek uses a large park space as a rain detention reservoir in heavy rain events. The flood control project opened up land adjacent to the creek which was developed into a Riverwalk. Economic development followed the completion of the project, as adjacent businesses opened up with patios and entrances facing the creek. A similar concept is envisioned for Paxton Creek, with flood control measures regulating the water level in the TOD Focus Area and park space filling the land between the current creek path and 10th Street.



Promenade Along Carroll Creek





# Bus Depot Relocation Options



Through the public planning process, **significant effort was spent to identify a new location for the intercity bus operations currently residing at the Harrisburg Transportation Center to expand capacity and improve safety for both operators and riders**, while simultaneously increasing the amount of available parking for bus and train riders.

Through this process, six relocation options were identified through an iterative process. Each relocation option has both positive and negative elements, and there is no preferred option at this time. The relocation options will require additional evaluation to determine feasibility and potential costs associated with each option.

It should be noted that these relocation options are not necessarily mutually exclusive, and elements of options could be combined to better meet the needs of the community and the multimodal facility in the future. These relocation options thereby represent a first step in a multi-step process.



Potential Intercity Bus Terminal Relocation Site - Patriot News Building



Potential Intercity Bus Terminal Relocation Site - Post Office Building



Potential Intercity Bus Terminal Relocation Site - Dewberry Lot

### Case Study – Grant Street Transportation Center, Pittsburgh, PA

The Grant Street Transportation Center was a joint effort by the Pittsburgh Parking Authority and Greyhound Coach Lines to consolidate facilities in downtown Pittsburgh, PA. The facility contains over 900 public parking spaces on upper levels and Greyhound facilities occupying the entire ground floor. Intercity bus bays are in a secured and centralized area, separated from passenger waiting areas and pedestrian pathways. This facility design is adaptable to fit on various site dimensions and can be used as a case study for many of the Bus Depot Relocation options for the Harrisburg Transportation Center.



Source: Flickr

Aerial View of the Grant Street Transportation Center



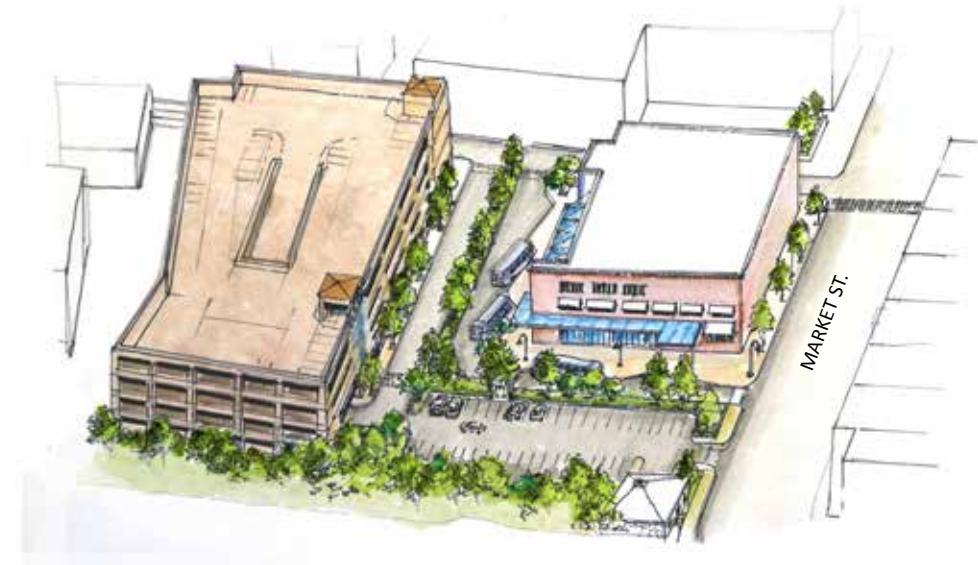
Source: Massaro Corporation

Interior View of the Grant Street Transportation Center

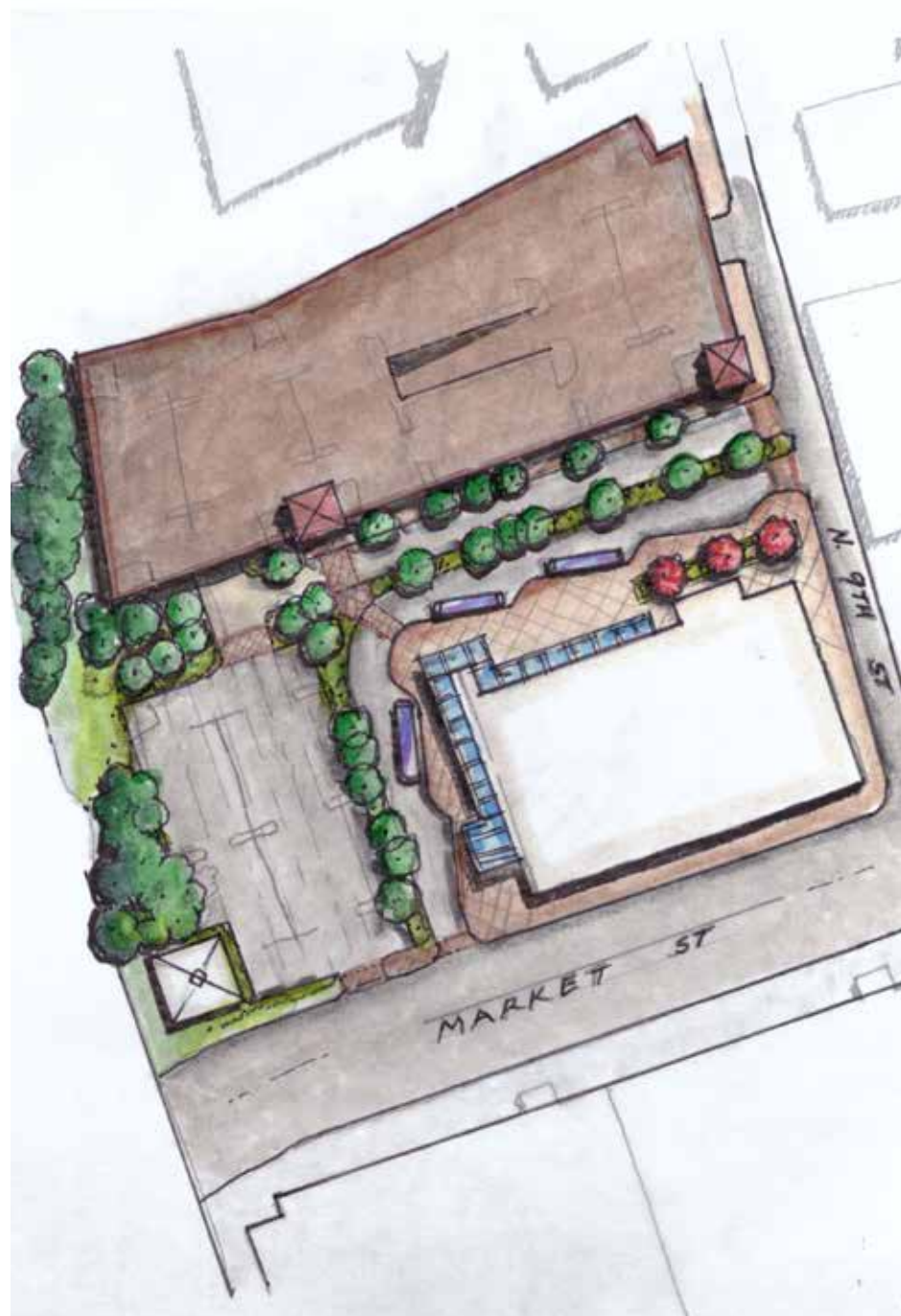


### Patriot News Adaptive Reuse

The Patriot News Building, located at 812 Market Street, is located within the TOD Study Area and is currently vacant. **The structure would be repurposed as the station facility with bus bays wrapping around the west and north sides of the building.** The site is large enough to incorporate additional parking (structured and/or surface) for the intermodal station.



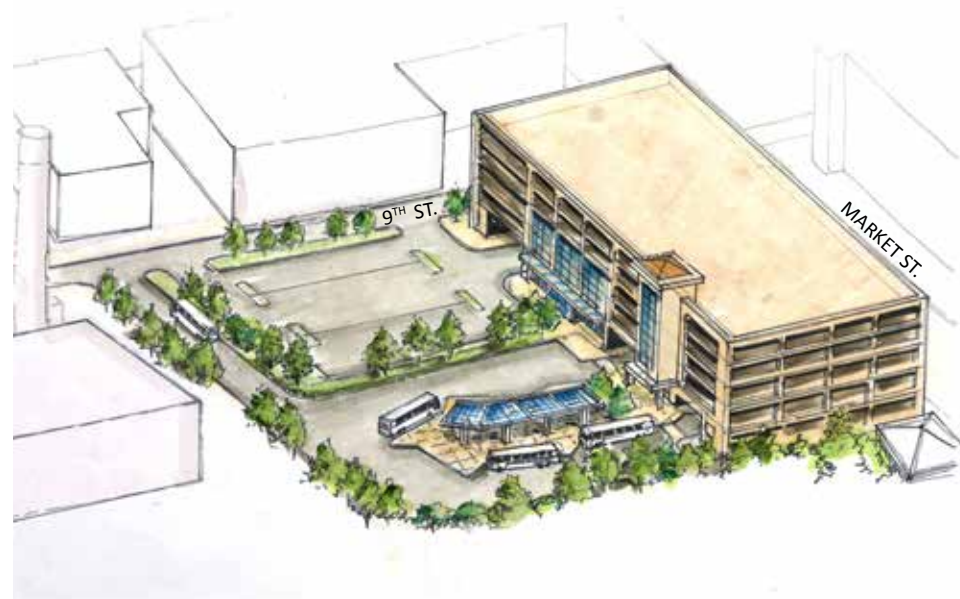
Patriot News Adaptive Reuse Perspective



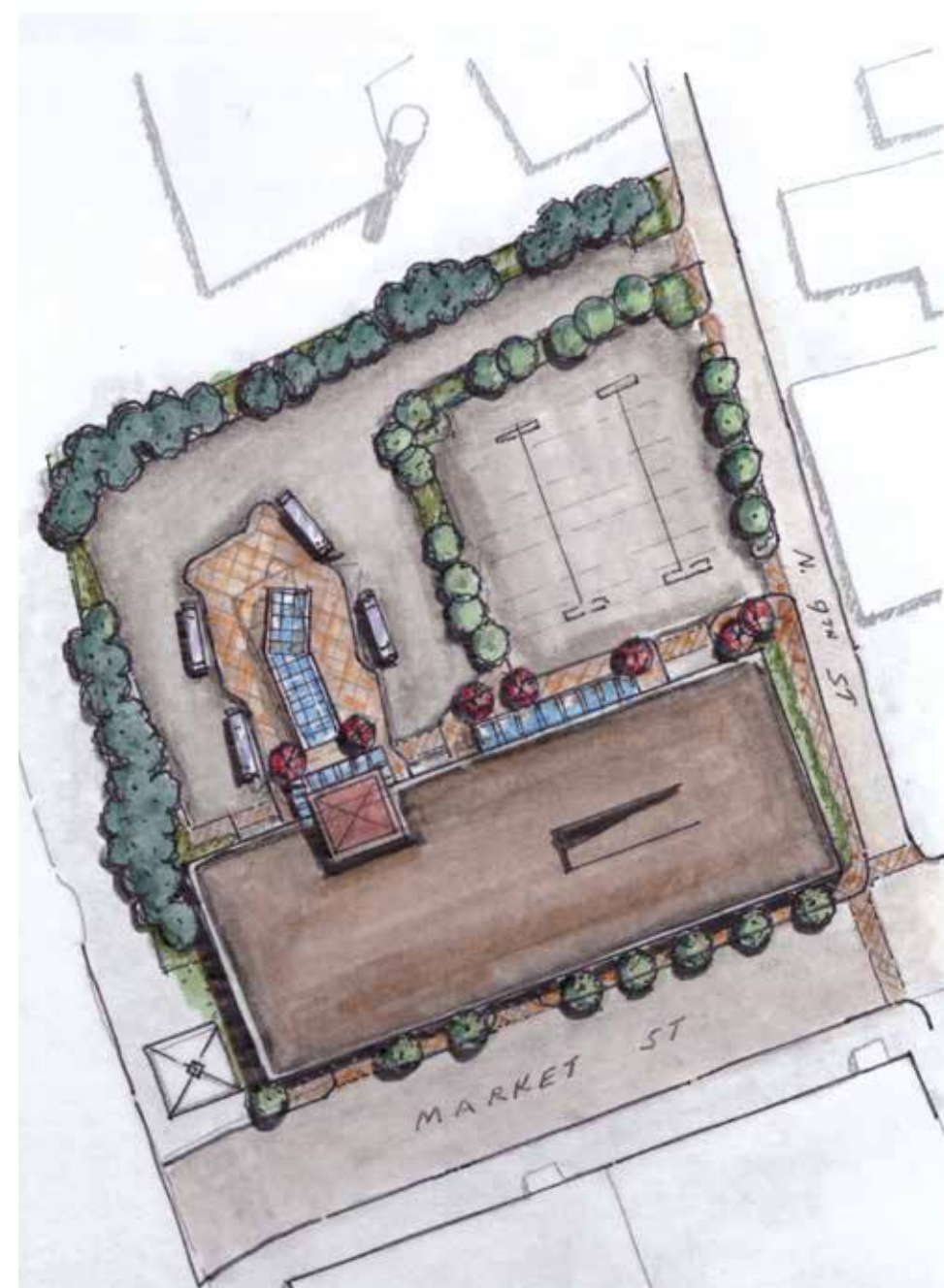
Patriot News Adaptive Reuse Site Plan

### Patriot News Building Replacement

The Patriot News Building Replacement option is located on the same site as the Patriot News Adaptive Reuse option. **The currently vacant Patriot News building would be demolished and replaced by a new, multilevel, mixed use building.** This option allows the productivity of the site to be maximized by designing a structure that fills the street frontage, meets the needs of a transit center, parking structure, and office/retail space, as well as affords the opportunity to widen 9th Street to ease turning conflicts due to the proximity of the Market Street Underpass.



Patriot News Building Replacement Perspective



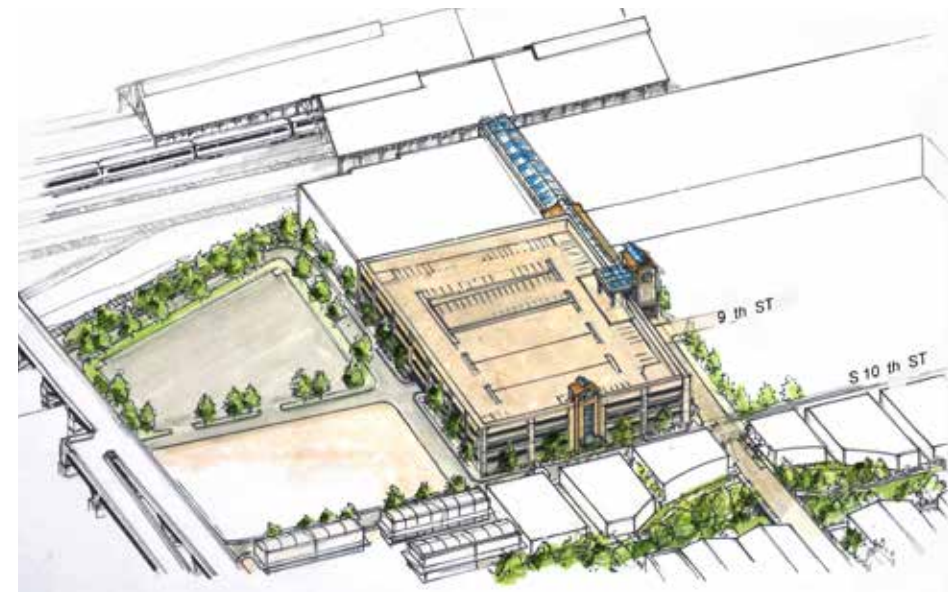
Patriot News Building Replacement Site Plan



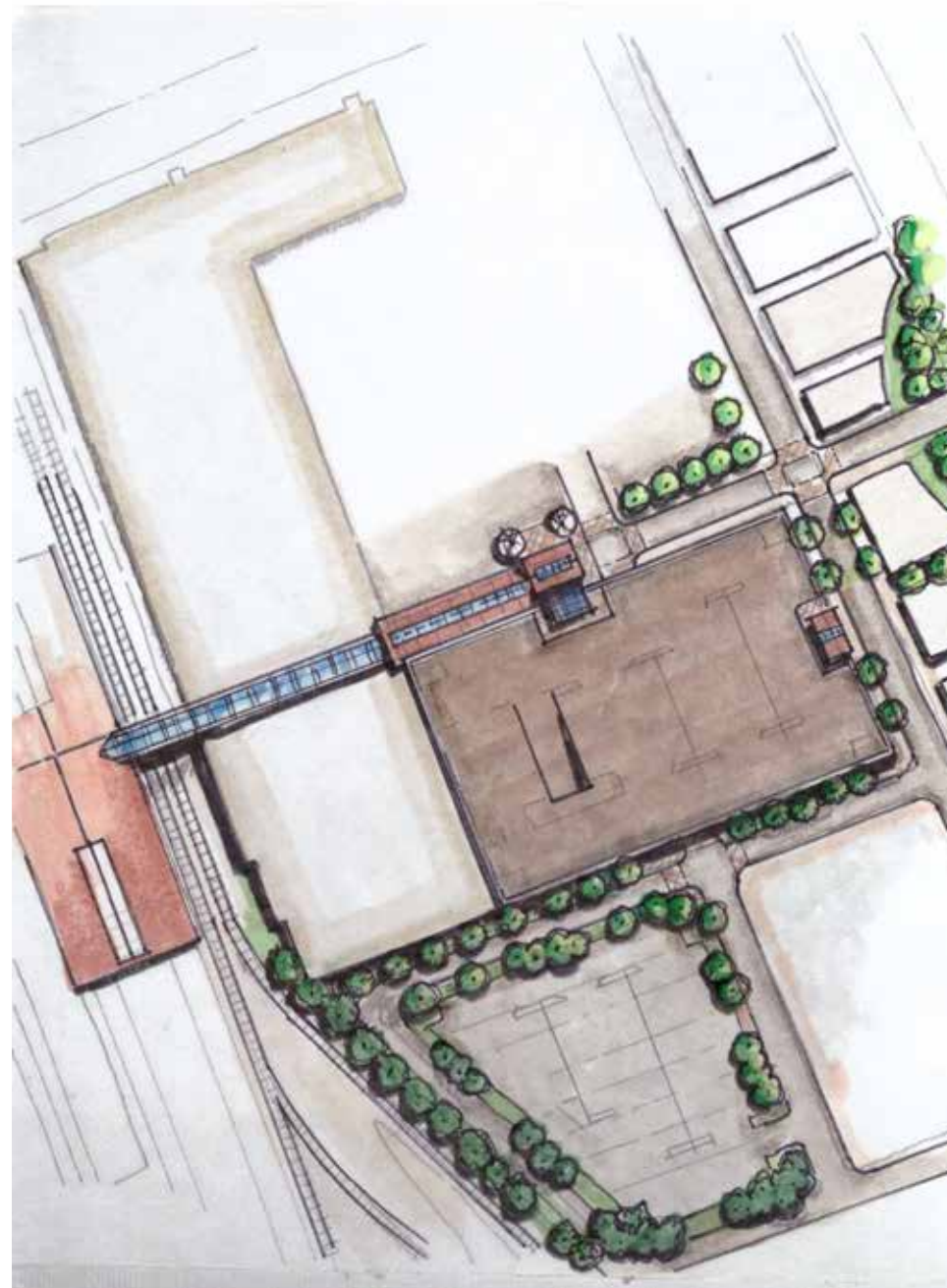
### Post Office East Garage

The former Post Office building, located at 815 Market Street, is bordered to the East and South by large surface parking lots. As discussed in the Pedestrian Bridge Section under Design Concepts (Page 31), **a new pedestrian bridge could be built through the structure to provide direct access to the existing surface parking lots from the main station concourse.**

The Post Office East Garage option extends that pedestrian access eastward through a new parking structure facility with intercity bus transfer functions on the first level. The new structure would extend from the former Post Office building to a newly widened and rebuilt 9th Street, with street level retail fronting the sidewalk. The pedestrian path from the bridge connection would extend from the garage and continue across Paxton Creek to provide a more direct pedestrian connection between the neighborhood of Allison Hill and the new station facility.



Post Office East Garage Perspective



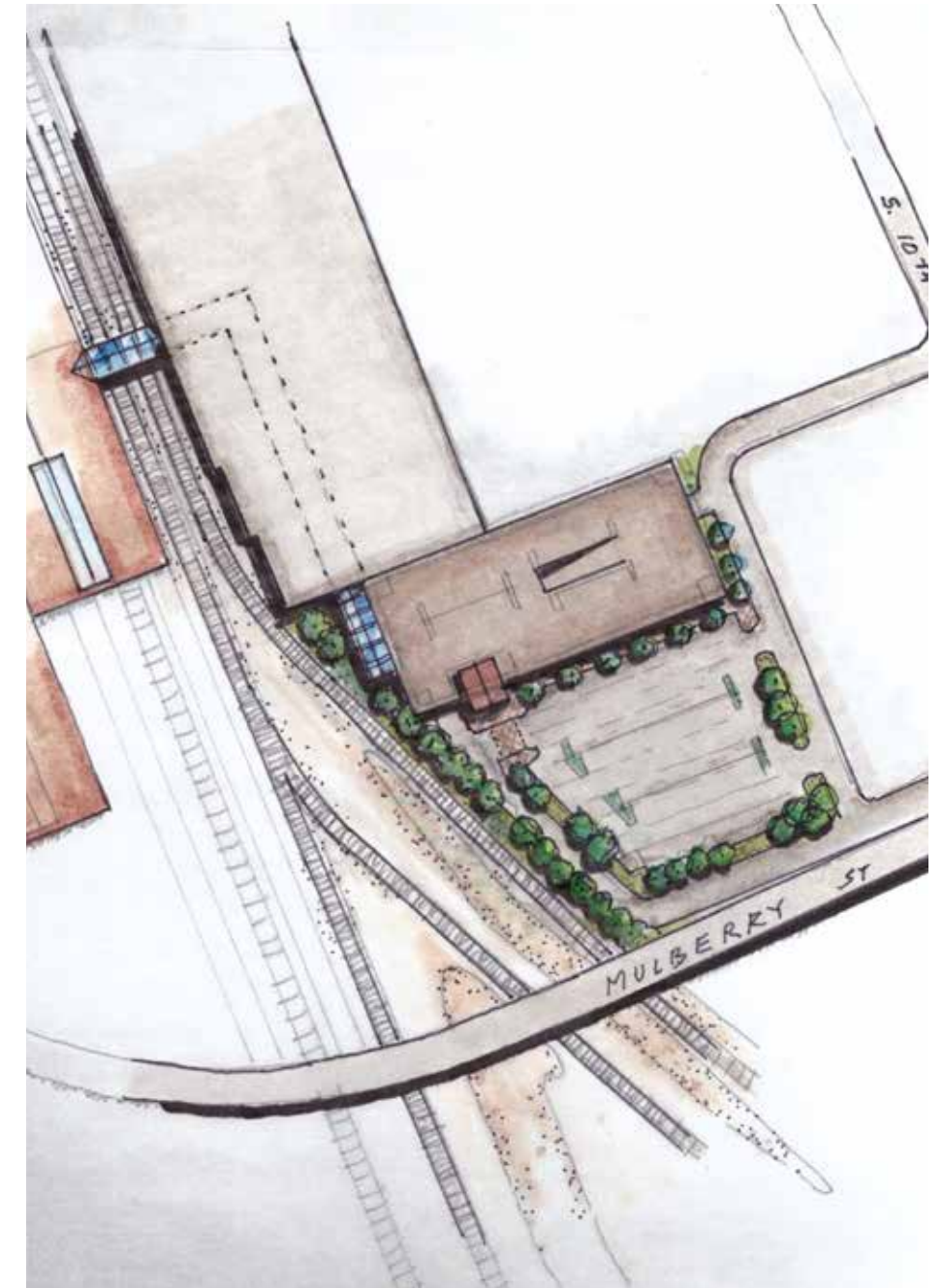
Post Office East Garage Site Plan

### Post Office South Garage

The Post Office South Garage option places a new parking garage and intercity bus facility adjacent to the former Post Office building, similar to the Post Office East Garage option, but without street level retail. The lack of street frontage on 9th allows the facility and parking to maximize the building footprint. The pedestrian bridge connection would have to be modified to provide a pedestrian branch south to the new facility. **Access to the pedestrian bridge from the East should be maintained in order to serve as a more direct pedestrian connection from the Allison Hill neighborhood, across Paxton Creek, to the new station facility.**



Post Office South Garage Perspective



Post Office South Garage Site Plan



### Dewberry Lot

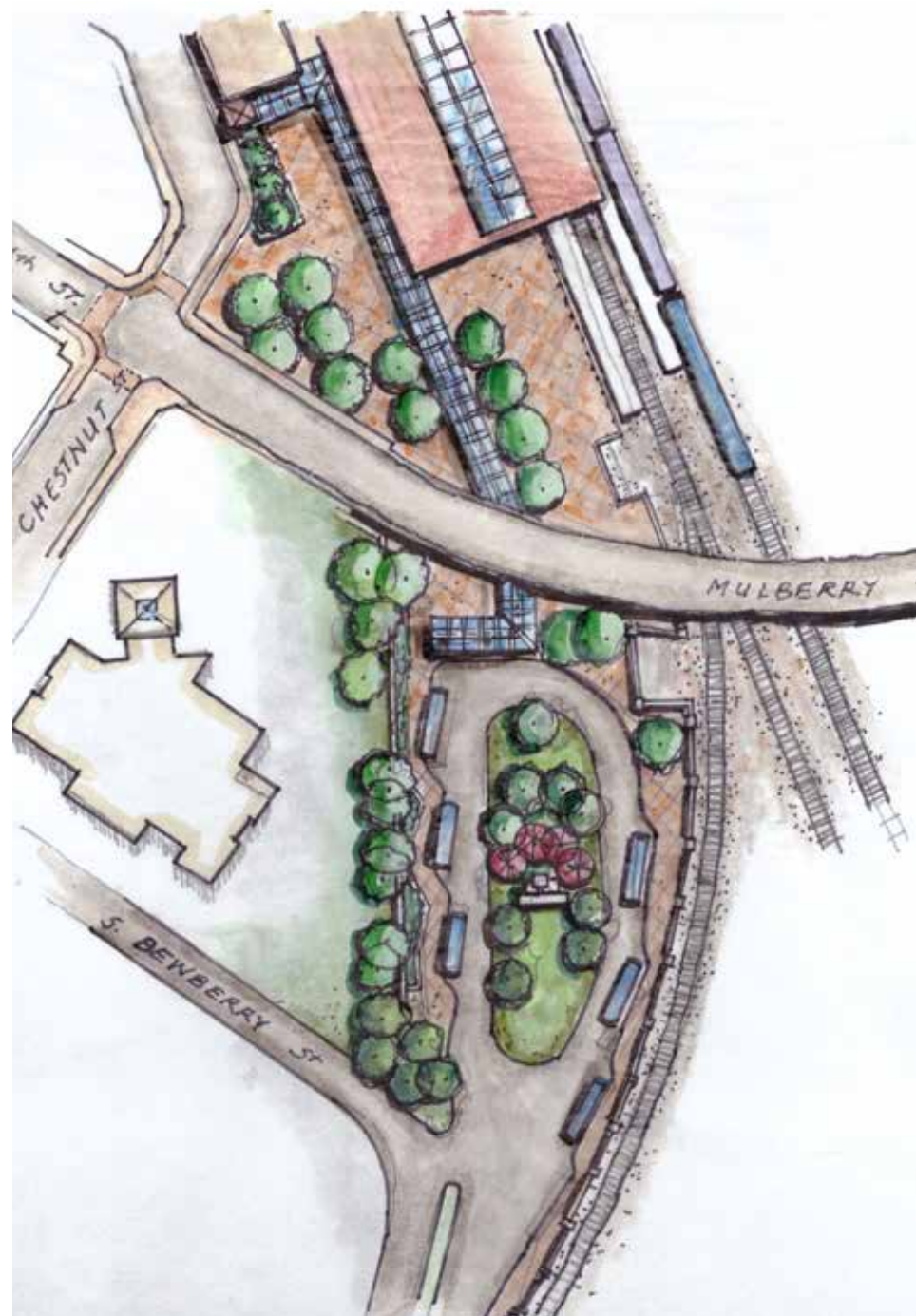
Currently, a large parking lot managed by ParkHarrisburg is located immediately south of the main station building. The lot is bounded by Morrison Towers apartments, the Mulberry Street Bridge, the Cumberland Valley Railroad tracks, and Pennsylvania Place apartments. Access to the site is from Dewberry and 3rd Streets, off of Chestnut Street.

**This site offers space to develop a new transit facility with easy access to interstates via Chestnut Street, removing bus congestion from Market Street.** Direct access to the main station facility could be created via a covered pedestrian walkway under the Mulberry Street Bridge to a new entrance from the lower level of the HTC building. An additional benefit of this site is the establishment of a transit facility adjacent to the exempt railroad tracks leading to the Cumberland Valley Railroad Bridge over the Susquehanna River. The bridge is currently owned by Capital Area Transit with a long term vision to add rapid transit access to the West Shore on the structure.

The selection of this site would require the relocation of the 89 parking spaces currently in use on this lot, as well as redesigning the Amtrak owned parking lot north of the Mulberry Street Bridge in order to incorporate a pedestrian pathway between the HTC and the main station building.



Dewberry Perspective



Dewberry Site Plan

### Station Passthrough

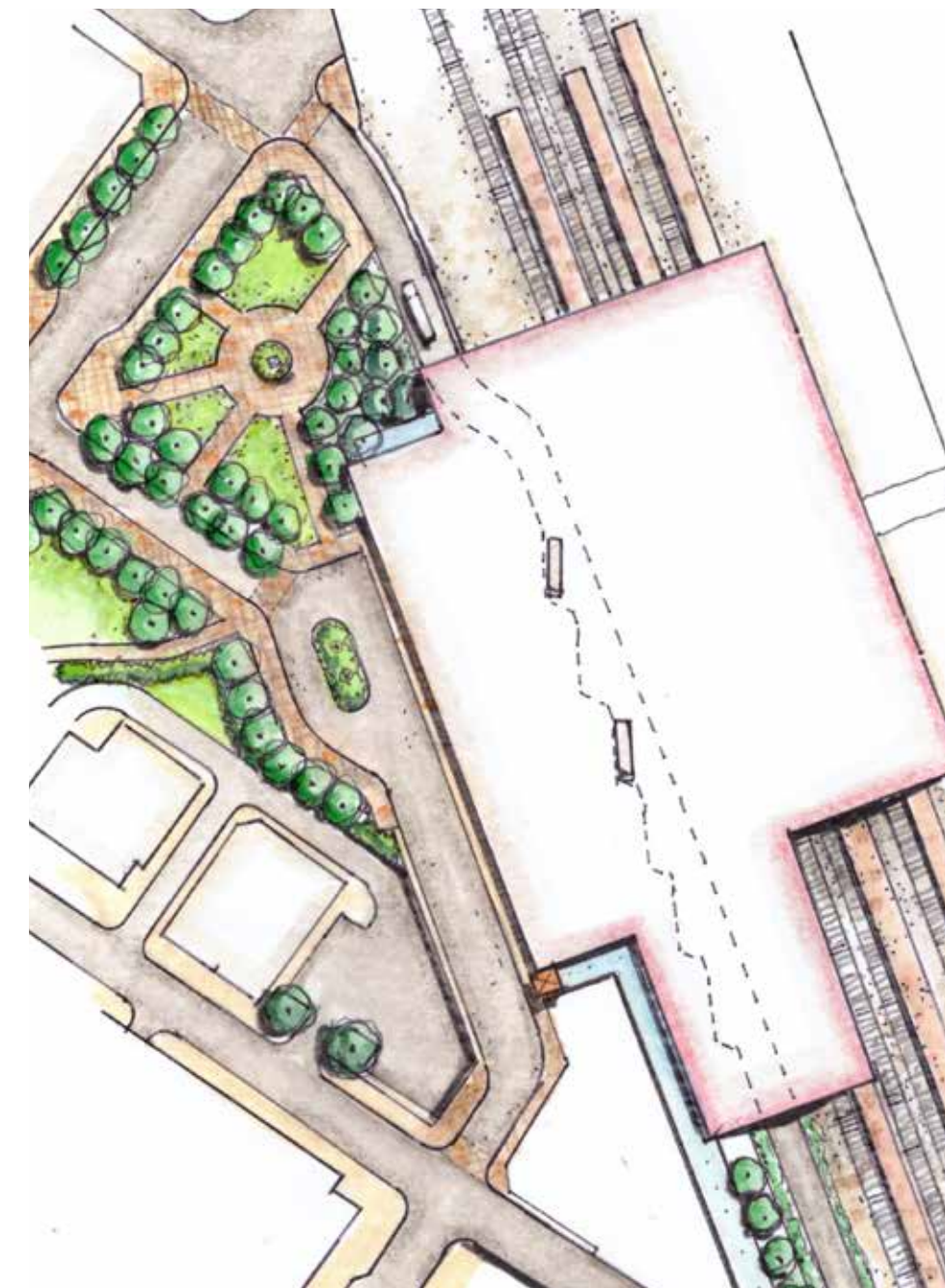
**The Station Passthrough option places intercity buses directly into the station by adding bus bays along the currently unused Platform 1 underneath the HTC train shed.** Buses would enter through a new ramp constructed at Market and North 5th Streets and proceed under the train shed. Buses would exit the facility either through a new connection with Dewberry Street or through a re-configured station entrance area at Chestnut and 4th Streets. This option would require the relocation of parking facilities currently being used by Amtrak.

Intercity bus station facilities could either remain on the lower level of the HTC with customer access redirected to the east side of the building, or facilities could be moved upstairs with access to the intercity bus platform through the passenger concourse.

**By relocating intercity bus operations under the train shed, there would be additional capacity for intercity buses while improving operational safety and creating a comfortable, covered boarding area.** This would also strengthen the multimodal nature of the facility, by retaining intercity bus and train operations within the same building.



Station Passthrough Perspective



Station Passthrough Site Plan





# Site Plan



During Visioning Week, two design charrette workshops were held on the evenings of September 20 and 21, 2016. Often used in planning studies, charrettes are intensive workshops designed to enable the public and stakeholders to work hand-in-hand with a design team to shape conceptual designs for a site. For the HTC TOD Study, the charrettes served as important forums for garnering ideas and feedback, and provided full transparency of the design process through mutual dialogue between the design professionals and the public.

A consecutive day charrette is the Consultant Team’s preferred design and outreach process method. The charrette shortens time frames, forges agreements and compromises, solicits meaningful public input, and its collaborative spirit keeps political posturing at arm’s length. The Consultant Team follows the most effective charrette method as institutionalized by the National Charrette Institute, which standardizes the three-stage feedback process. The consecutive day charrette allows for effective design feedback loops from stakeholders and community participants early in the process that include a midpoint “pin-up,” coupled with an “open house” event, and a final analysis at the closing presentation.

**The Visioning Week charrette process produced two site plans, presented at the Design Concept Workshop as Scheme One and Scheme Two.** These two schemes incorporated the most popular ideas from Visioning Week into two workable solutions to show how development around the station could be organized.

### Scheme One

**Scheme One focuses development along a linear path extending from a new bridge over the railroad tracks connecting to the concourse of the Harrisburg Transportation Center.** The pathway connects the HTC to a new bus transfer and parking facility on the east side of the railroad tracks, continuing along the edge of a new urban park space, across Paxton Creek via a pedestrian bridge, and meeting Cameron Street across from the end of Derry Street.



Scheme One Site Plan

### Scheme Two

**Scheme Two also creates a bridge connection across the railroad tracks, but places it immediately south of the Harrisburg Transportation Center.** A new bus transfer facility and parking structure would be placed on the parcel immediately south of the former Post Office building. The pedestrian bridge also connects to the Mulberry Street Bridge. This was suggested in order to keep the pedestrian connection usable at all hours and to help improve direct access to the station for South Allison Hill residents.



Scheme Two Site Plan



## Improvement Selection

Schemes One and Two were presented at a community open house on December 6th, 2016, along with a number of additional area improvement options in an effort to determine public interest and priorities.

### Priority Selection Based on Community Input

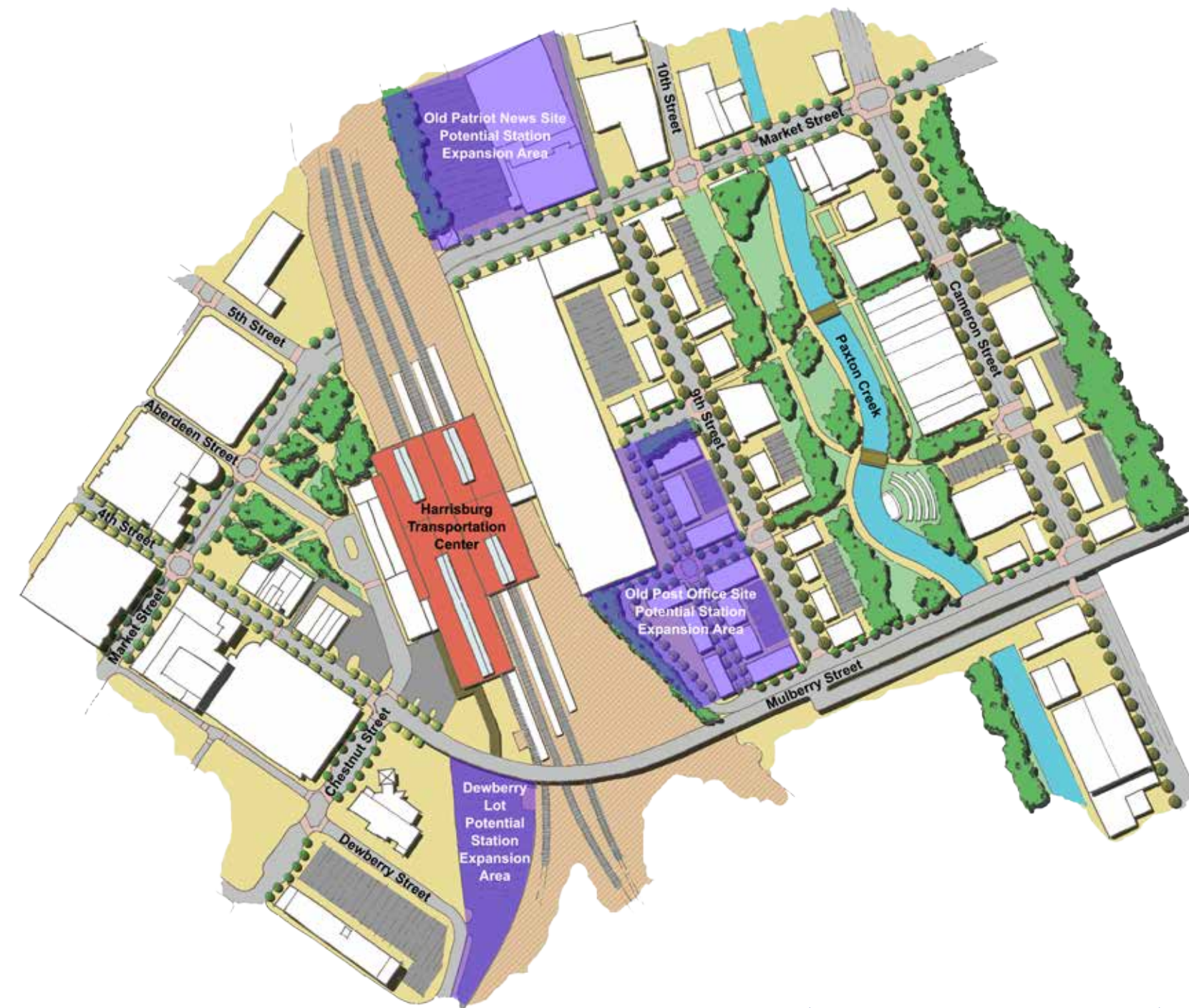
The potential improvements were discussed and weighted at the Community Open House. Some key takeaways from the event include:

- The bridge connection directly to the concourse is the preferred scheme
- There is no consensus on which site the bus depot should move to, but removing it from its current location and building a plaza at that entrance is well liked
- Redevelopment of Paxton Creek to make it a park with flood control features is wildly popular
- There is concern regarding being able to redevelop buildings in the flood zone immediately adjacent to the creek without flood control measures
- Market Street streetscaping and storefront activation is important in connecting downtown to the Paxton Creek area and Allison Hill
- Traffic calming on Cameron Street is desired, but less important to this project than other components

## Final Master Plan Elements

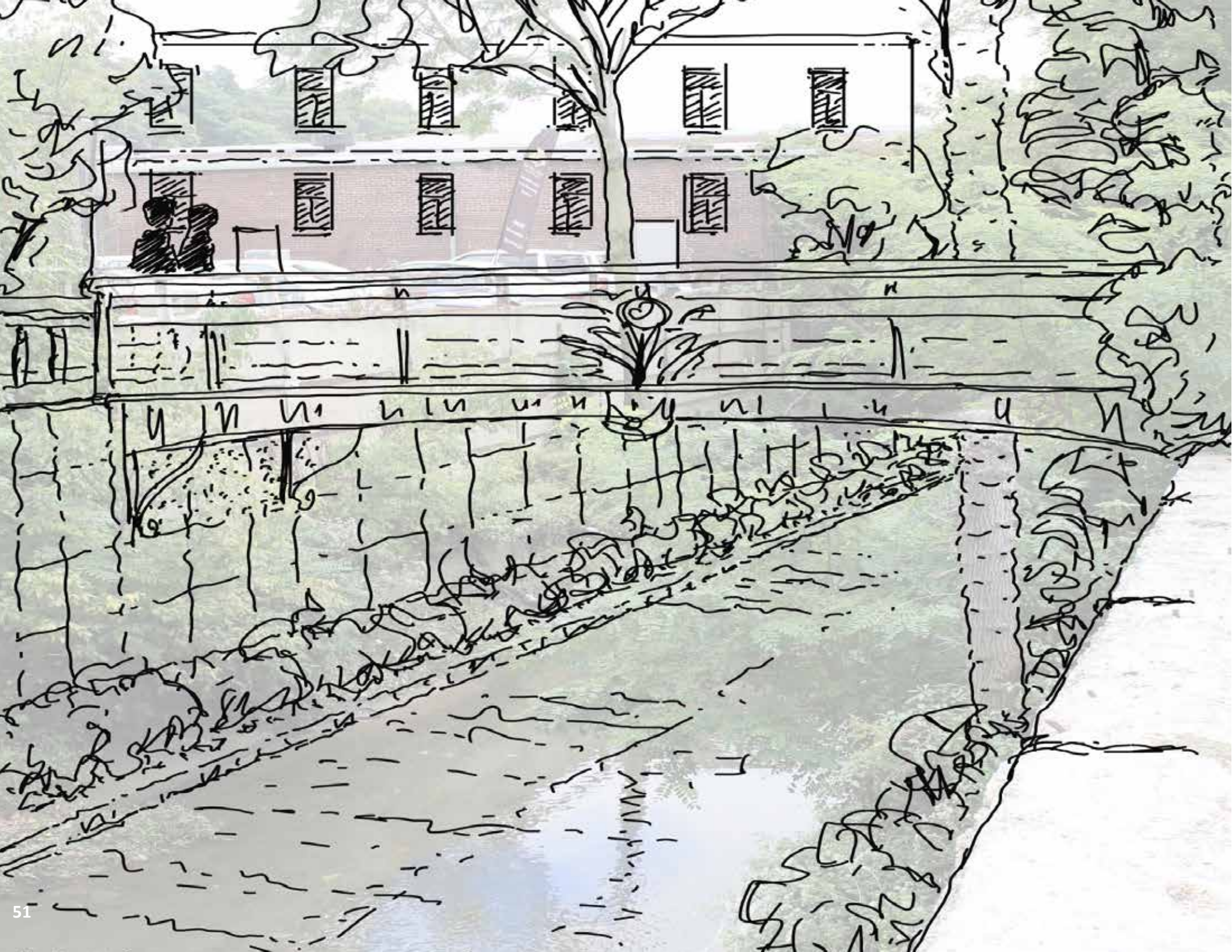
Following input from the Community Open House a Master Site Plan was drafted incorporating the most desired features. This plan is designed to be used as a guide for development in the HTC TOD Study Area. The scope of this development is large and will need to be completed in phases. Some key notes on Master Site Plan features:

- Market Street and Cameron Street receive new pedestrian-oriented streetscapes to make the area more comfortable to walk in.
- A pedestrian bridge connection from the HTC Concourse to the TOD Study Area is included, but not necessarily connected directly to a relocated intercity bus depot.
- Relocated intercity bus depot site locations remains undetermined, but with three sites defined as redevelopment zones connected to the HTC through pedestrian improvements. Further evaluation will need to be conducted to determine whether these sites or another site is most appropriate to construct intercity bus and/or a parking facility.
- New station entrance plaza is built on the site of the current intercity bus depot.
- 9th Street is rebuilt between Market and Mulberry Streets to be used as the new primary connector street.
- 10th Street is removed between Market and Mulberry Streets to make room for public space and Paxton Creek redevelopment.
- Paxton Creek is dechannelized and built to flow more naturally through a linear park-like setting containing various flood control measures to be determined through the Paxton Creek Evaluation Study.



Harrisburg Transportation Center TOD Site Master Plan





# Implementation



The completed TOD Master Site Plan includes many elements that cannot be completed concurrently. As a result, the elements are broken down into manageable pieces, allowing the project to be completed over successive years as funding, studies, and final designs are completed. Some of the different phases may overlap, especially since site selection and planning may require more time before ground can be broken. The project is divided into seven pieces:

1. HTC Station Rehabilitation
2. Paxton Creek Flood Control And Greenspace Development
3. Streetscaping And Traffic Calming Improvements (Complete street on Market, underpass improvements, and traffic calming on Cameron)
4. Pedestrian Bridge Connection Over Tracks
5. East Station Entrance Site Development
6. Intercity Bus Terminal Relocation
7. HTC plaza on Market Street

**Phasing**

- 1) HTC Station Rehabilitation** – Funding for the rehabilitation of the current Harrisburg Transportation Center has already been identified and design work is underway. This portion of the project will be completed before other phases.
- 2) Paxton Creek Flood Control And Greenspace Development** – Much like the intercity bus terminal relocation, the flood control project and park development will take the longest to complete but can be moving forward through evaluation studies and design concurrently with other phases.
- 3) Streetscaping And Traffic Calming Improvements** – Market Street “complete street” and Cameron Street traffic calming improvements will be completed next to provide tangible and attractive improvements to the TOD Focus Area while larger project studies and funding plans are completed. These smaller spaced out projects will be catalysts in their own right, improving the perception of safety and demonstrating the State and City’s commitment to the revitalization of the project area.

- 4) Pedestrian Bridge Connection Over Tracks** – The top priority requested in every public input session was a desire to connect the main station building to the TOD Focus Area via bridge.
- 5) East Station Entrance Site Development** – To capitalize on the new bridge connection, the existing parking lot located on the the eastern landing of the bridge will be developed with potential retail and offices that would be frequented by daily commuters.
- 6) Intercity Bus Terminal Relocation** – The relocation of the intercity bus terminal is an important component of the overall development strategy, but will take time to acquire land, design a structure, and complete construction. While this improvement is sixth on the list of phases, the process of beginning site selection and development can begin as soon as possible.
- 7) HTC plaza on Market Street** – After the intercity bus terminal is successfully relocated, the area being currently occupied by the terminal will be repurposed into a lower-level entrance to the station building, with a pedestrian friendly plaza to provide better access to the station from the Market Street underpass and the intersection of 5th and Market Streets.

**Public-Private Partnerships**

Throughout the implementation phases of this project, Public-Private Partnerships should remain an option. A P3 project is a contractual agreement between a public entity and private entity that:

- Transfers the responsibility of a facility’s engineering, construction, operation, and/or maintenance to the private sector for a defined period of time;
- Allows the private sector to perform by contract a service previously provided by the public sector; and
- Ensures the private entity receives payments either from existing revenue sources or through the collection of new user fees.

**Community Building**

The number one request from the community during the public involvement events for this study was to form a connection between the downtown area and neighborhoods to the east, especially Allison Hill. The physical design elements have the potential to help with this reconnection, but an active invitation for community events and activities in the TOD area through the development process is encouraged. Maintaining community engagement will help make the complete project welcoming to all residents of the Harrisburg region.



Phase 1  
HTC Station Rehabilitation



Phase 2  
Paxton Creek Flood Control &  
Greenspace Development



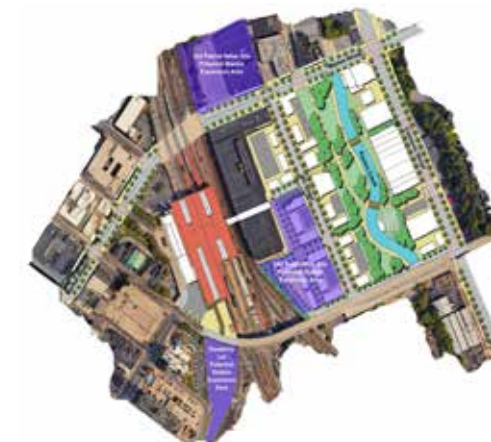
Phase 3  
Streetscaping &  
Traffic Calming Improvements



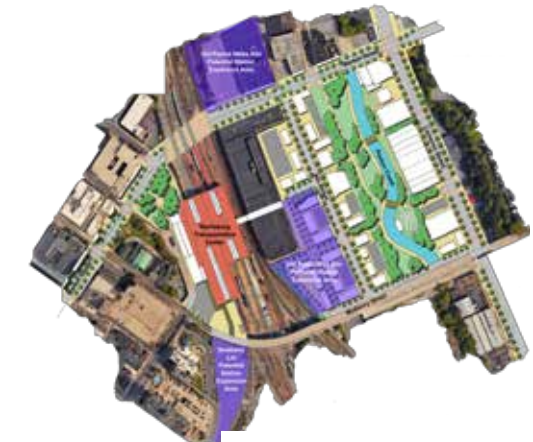
Phase 4  
Pedestrian Bridge  
Connection Over Tracks



Phase 5  
East Station  
Entrance Site Development

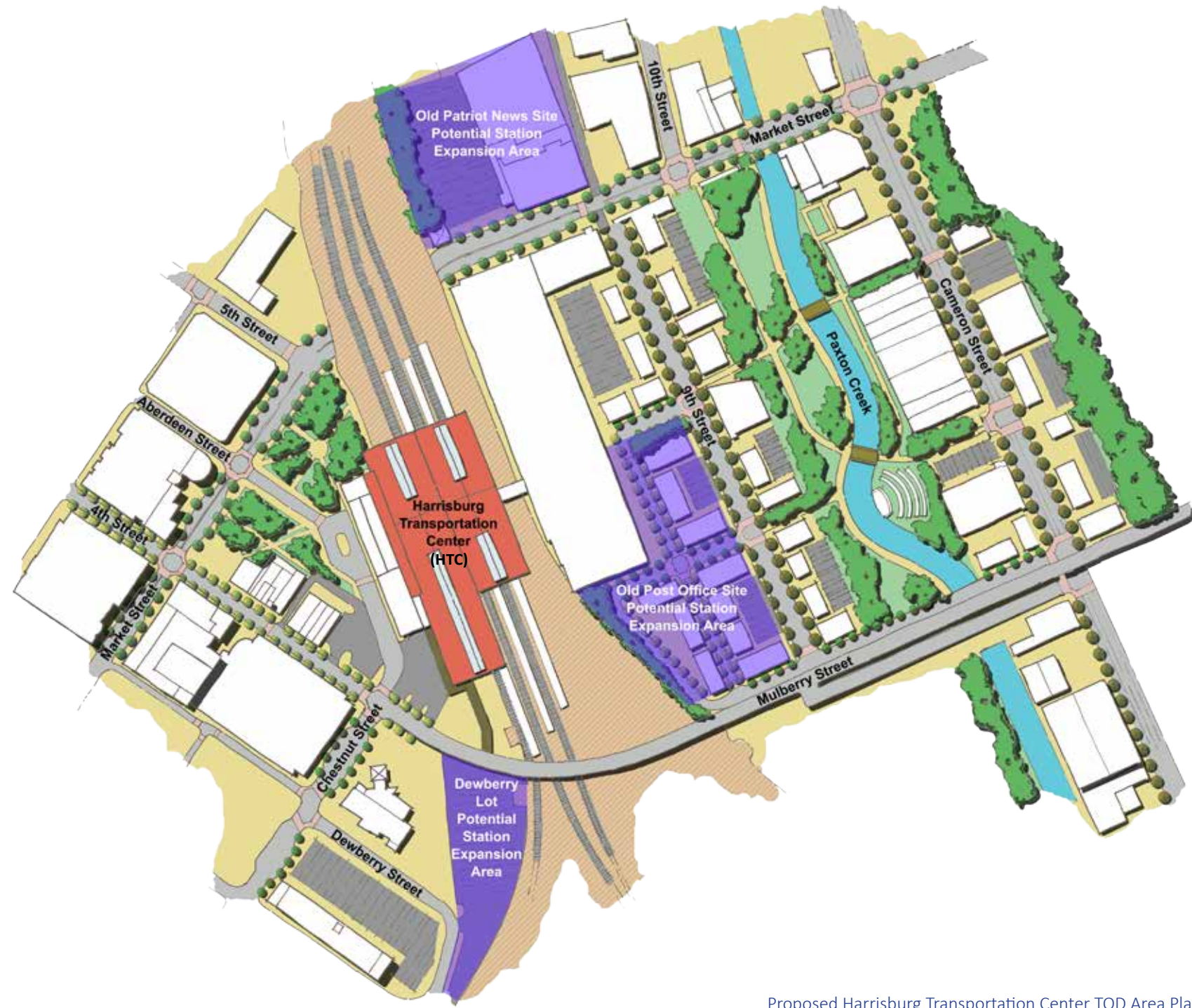


Phase 6  
Intercity Bus Terminal Relocation



Phase 7  
HTC plaza on Market Street





Proposed Harrisburg Transportation Center TOD Area Plan

A special thanks to the following project partners:

