

“The City as a Park”

A Strategic Initiative
Adopted by City Beautiful 2.0



Prepared: October 2015
Adopted by CB2.0: March 2016

HARRISBURG PARK COMMISSION
HARRISBURG - PENN.
A PLAN
for
PARKS and BOULEVARDS.
SCALE 2000 ft. = 1 inch (Approx.)
MARTIN & BROTHERS - LANDSCAPE ARCHITECTS.
BOSTON - MASS. - NOVEMBER 25, 1905.
No 322-99

The map illustrates the Harrisburg Park Commission's plan for parks and boulevards in Harrisburg, Pennsylvania. It shows the city's layout, including the Susquehanna River, the city grid, and various parks and boulevards. Key features include the Fox Farm, Poxon's Transfer, Swamp, and the city grid. The map is titled 'HARRISBURG PARK COMMISSION HARRISBURG - PENN. A PLAN for PARKS and BOULEVARDS. SCALE 2000 ft. = 1 inch (Approx.) MARTIN & BROTHERS - LANDSCAPE ARCHITECTS. BOSTON - MASS. - NOVEMBER 25, 1905. No 322-99'.

CITY OF HARRISBURG
A NETWORK OF MAJOR THOROUGHFARES
PROPOSED FOR GREENING & BEAUTIFICATION

Legend:
 - Municipal Boundary (Red line)
 - Capital Area Greenbelt (Green line)
 - Greened Thoroughfare (Thick green line)
 - Open Space, Park, or Recreational Facility (Light green area)

Map Labels:
 - Parks: Wilkeson Park, McCormick Island, City Island
 - Streets: N. 1ST ST, N. 2ND ST, N. 3RD ST, N. 4TH ST, N. 5TH ST, N. 6TH ST, N. 7TH ST, N. 8TH ST, N. 9TH ST, N. 10TH ST, N. 11TH ST, N. 12TH ST, N. 13TH ST, N. 14TH ST, N. 15TH ST, N. 16TH ST, N. 17TH ST, N. 18TH ST, N. 19TH ST, N. 20TH ST, N. 21ST ST, N. 22ND ST, N. 23RD ST, N. 24TH ST, N. 25TH ST, N. 26TH ST, N. 27TH ST, N. 28TH ST, N. 29TH ST, N. 30TH ST, N. 31ST ST, N. 32ND ST, N. 33RD ST, N. 34TH ST, N. 35TH ST, N. 36TH ST, N. 37TH ST, N. 38TH ST, N. 39TH ST, N. 40TH ST, N. 41ST ST, N. 42ND ST, N. 43RD ST, N. 44TH ST, N. 45TH ST, N. 46TH ST, N. 47TH ST, N. 48TH ST, N. 49TH ST, N. 50TH ST, N. 51ST ST, N. 52ND ST, N. 53RD ST, N. 54TH ST, N. 55TH ST, N. 56TH ST, N. 57TH ST, N. 58TH ST, N. 59TH ST, N. 60TH ST, N. 61ST ST, N. 62ND ST, N. 63RD ST, N. 64TH ST, N. 65TH ST, N. 66TH ST, N. 67TH ST, N. 68TH ST, N. 69TH ST, N. 70TH ST, N. 71ST ST, N. 72ND ST, N. 73RD ST, N. 74TH ST, N. 75TH ST, N. 76TH ST, N. 77TH ST, N. 78TH ST, N. 79TH ST, N. 80TH ST, N. 81ST ST, N. 82ND ST, N. 83RD ST, 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Map of proposed greening and beautification of major thoroughfares (created by Jeremy Young)

Introduction

City Beautiful 2.0 has, for a few years, been seeking to encourage community engagement on issues of importance to the residents of Harrisburg through fostered and facilitated dialogue that begins with the residents, organizations and neighborhoods in our city. We have advocated making a collective impact on the goals we hold in common through civic engagement, because only as a community can we create the community we envision for ourselves.

The concept of our “City as a Park” is rooted in the City Beautiful Movement that flourished in Harrisburg and transformed our city one hundred years ago. Transforming our city through civic engagement today, as in the past, has been a motivating conversation of City Beautiful 2.0 (CB 2.0). It is seemingly in the “DNA” of our city, as others have thought about rejuvenation in similar terms, as well. Rebuilding our city as a park has come up in various meetings and programs. The concept was discussed by author Tom Hylton at the kick-off meeting of the city’s all-volunteer-led Environmental Leadership Training Program, and it again surfaced in planning conversations facilitated by Clean and Green Harrisburg.

When Harrisburg began its comprehensive planning process, the concept of our “city as a park” was proposed as an organizing concept. Developing the concept was encouraged, and key members of CB 2.0 were approached to flesh out the concept. As a result, a “City as a Park” Working Group was quickly convened. The working group drew on individuals with the talents needed for such an undertaking and who had a good working knowledge of the city and its historic City Beautiful Plan that had been developed by Warren Manning. “A ‘City as a Park’ 20 Year Plan” is the outcome of their work, and was submitted to those responsible for preparing the City of Harrisburg’s comprehensive plan.

Two thoughts are worth bearing in mind. First, this document presents a plan for the physical coherence of our city. It presents the framework for a livable, sustainable city. It does not seek to address, nor does it address other concerns of our city that require attention, such as education, economic opportunity, blight, etc. Second, the plan focuses broadly on physical infrastructure; it focuses on the “commons”, so to speak. It does not address design planning for the specific physical environment of neighborhoods. (For example, reference is made to neighborhood parks, with the understanding that such decisions need to be retained within the purview of neighborhoods.)

City Beautiful 2.0 believes that the concepts embodied in the City as a Park plan are invaluable as a vision for Harrisburg’s future. Consequently, this document has been adopted as a CB 2.0 strategic plan; a plan on which this organization can work and build in concert with others. We acknowledge that it contains imperfections; it is a work in progress and must be subject to broadened engagement. Most importantly, it provides a focal point for on-going civic engagement through continued discussion, and as an opportunity for joint effort. By encouraging participants in this joint venture to undertake activities at which they excel, we can make this vision a reality, working together as a community in common purpose.

A “CITY BEAUTIFUL” VISION 20 YEAR PLAN

October 6, 2015

“CITY AS A PARK” WORKING GROUP

Working Group Members: Edward Black, Beth Cornell, Dan Deibler, Patricia Landis, Nevin Mindlin, David Morrison, Kathy Possinger, Jeb Stuart, Jeremy Young, Paul Zeph

PROLOGUE

In 1901, Warren Manning presented our City with a plan for a comprehensive park system that related to the city as a whole. Rather than focus on creating a single, central park or a series of large parks, he envisioned the **whole city as a park**.

Manning placed three large, natural landscapes at the edges of our city—River Front along the western edge, Reservoir Park in the eastern part of the city and Wildwood Park to the north. But, instead of treating them as isolated, natural landscapes, he connected them with a meandering, landscaped parkway that wrapped the city's perimeter. To further integrate these parks into the residential neighborhoods, Manning recommended that: (1) several major arterial streets be developed as boulevards; (2) all streets be planted with uniform rows of trees as a way of extending the natural landscape into all residential neighborhoods; and (3) all citizens be within walking distance of parks and playgrounds. Manning believed that sustaining such a system required a single responsible entity sympathetic to keeping the city and park system attractive, an understanding of the aesthetic, had appropriate knowledge, and was independent of the political process.

Warren Manning's concept, focused on the city as a whole and was designed to benefit all, is as valid today as it was in 1901. The “City Beautiful 2.0 Comprehensive Plan”, seeks to carry forward this vision in a manner that is faithful to the sound principles envisioned by Warren Manning, while adapting that vision to the present.

The comprehensive plan that will be adopted by the City of Harrisburg as its official plan must be a blueprint for advancing this concept of our “city as a park” —a city that is beautiful and green, that is sustainable, and that is designed and built for human scale, equitably accessible to all. The defining principles are:

- To maintain a system of public parks and public spaces as a whole and undivided system that includes all assets: large, city-wide parks; neighborhoods parks and playgrounds within walking distance of every resident; public “squares” and gathering spaces; street furniture; connecting boulevards and parkways; and tree-lined streets throughout the city.
- To design and manage our topography in a sustainable manner and reflects responsible environmental policy and practice.

- To integrate public art into our public parks, and other public spaces.
- To establish a non-profit conservancy responsible for the management and maintenance of the “city as a park,” including park programming and recreation, with the city retaining ownership of public property and responsibility of the parks systems basic capital infrastructure, (e.g., the planting and maintenance of street trees is best not left up to individual property owners.)

SCOPE OF THE PLAN

- Parks and playgrounds
- Pocket parks/parklets
- Accessibility to public resources
- Recreation and parks programming
- Neighborhood plazas, squares, gathering locations
- Community gardens (vegetables, flowers)
- Streetscapes – trees, furniture, art, paving
- Parkways and boulevards (connecting “parks”)
- Pedestrian/bicycle integration
- Use of school properties
- Sustainable funding for park maintenance, management, and city-wide projects
- Commuter and visitor access to the green city
- Interface the State Hospital property plan being developed by the DGS consultant with the City’s comprehensive planning process

Note: Each below topic title is followed by a pertinent quote from Warren Manning’s 1901 Parks Plan that is more fully excerpted in Addendum 2.

SMALL CITY PARKS AND PLAYGROUNDS *“Upon such lands many pleasantly shaded, small playgrounds could be established at such frequent intervals that the children can use them daily instead of being compelled to play in the streets or upon the sewer-polluted shores of the river.”*

* * *

“Within the city limits one or more small parks should be established within easy walking distance of the homes of citizens who have no means for driving, and cannot well afford the frequent use of the trolley.” - Warren Manning

GOAL: *Develop a network of neighborhood playgrounds within walking distance of all residents, with the locations determined in consultation with neighborhood associations.*

- Develop new parks and playgrounds where gaps exist throughout the City.
- Due to the fact that the city has a significant number of vacant and blight parcels, it is highly recommended that additional neighborhood parks and playgrounds be developed, as a primary source, from blighted parcels owned by the Harrisburg Redevelopment

Authority, blighted parcels held in the tax default repository held by Dauphin County, or condemned private property, which can be taken for public purpose at nominal cost.

- Reclassify school playgrounds, as joint school city venues, including closed and leased schools. Playgrounds should be retained as playgrounds for public use.
- Incorporate pop-up water plazas at playgrounds.
- Provide picnic tables, seating areas, and trash receptacles in parks.
- Develop a maintenance plan for all park sculptures – also ask the art community to help with a sculpture park and along streetscapes.
- Ensure that parks and playgrounds are barrier-free and accessible to all as much as possible.
- Conduct a feasibility study for turning 7th Street/industrial rail corridor into a park or other public space.
- Closed school properties should be retained as public property and converted to parks and/or playgrounds (e.g. William Penn and Bishop McDevitt high schools, and closed elementary schools).
- Provide tables and seating in parks, and allow food trucks or refreshment vendors to operate where feasible.
- Establish cultural parks, owned and managed by civic groups.
- Promote and support community gardens:
 - Green Urban Initiative [www.greenurban.org]
 - Reforest Harrisburg [<https://reforestharrisburg.wordpress.com>]
 - American Community Garden Association [<https://communitygarden.org/find-a-garden>]
- Review Redevelopment Authority regulations to determine if leases for vacant property can be entered into with legally established entities (e.g. 501c3 non-profits, etc.) to plant and maintain vacant lots.

RESERVOIR PARK *“The most important landscape features outside of, and near the city limits, is the ridge upon which the City Reservoir Park, the great summer playground of the people is located. From its summit, the highest point near the city, there is a fine panorama of the distant mountains, the river, the town and the ridge.” – Warren Manning*

Goal: *Reconnect Reservoir Park to all residents of the City and better connect the resources within the park.*

- Re-landscape the seating area in front of the Reservoir Park band shell in tiers for public seating. Provide comfortable seating.
- Prioritize funding to repair Reservoir Park pavilion to again make it revenue-producing.
- Re-establish the greenhouse in Reservoir Park to use for cultivating flowers/plants for the City.
- Create a wider and more pedestrian-friendly walkway linkage between the National Civil War Museum (NCWM) and Reservoir Park Mansion, thus linking together these two repositories of significant archives as a cultural center, and connecting with the band

shell and artist village. Incorporate the former athletic field of former Bishop McDevitt High School into Reservoir Park activities.

- Promote the NCWM's valuable informational archives as a public asset (e.g. historic newspapers from the entire Civil War period).
- Evaluate existing use of grounds for ways to restore native habitat to enhance passive recreation activities.

PARKWAYS – PEDESTRIAN AND BIKE TRAILS *“An outlying drive of thirteen miles is indicated from Cameron Street to the country road at the extreme end of Wetzel’s Swamp, there along the easterly bluffs to the city parkways, and back to Cameron Creek.” – Warren Manning*

Goal: Establish a new and on-going priority to make Harrisburg a pedestrian- and bicycle-friendly city.

- Develop and keep updated a city-wide map of pedestrian and bike trails/paths. [See map of Proposed Bicycle Network in Addendum]
- Link all city parks with dedicated bicycle routes. Mark all roads with appropriate bike route motifs.
- Create a bike routes (chevrons on road, if necessary) to link together Riverfront Park, Capitol Park, Soldiers Grove, Harrisburg Cemetery, State Street, and Reservoir Park to create a midway option bisecting the Greenbelt to make two smaller loops possible and connect the major park areas
- Finish the south Harrisburg section of the Greenbelt to fulfill the “Emerald Ring” of the original City Beautiful plan (leading to and from the railroad trestle).
- Study Paxton Creek corridor from Wildwood Park to South Harrisburg as a potential greenway and bikeway.
- Extend Greenbelt spur to Fort Hunter Park.
- Re-establish the west half of the Walnut Street Bridge.
- Evaluate using Old Jonestown Road as a dedicated bikeway to Central Allison Hill.
- Daylight the Paxton Creek culvert areas, add trees, benches, and lake/fountains.
- Establish pedestrian-only streets.
- Re-work public housing projects to include green spaces and access to parks.
- Evaluate creating pedestrian-only areas in Market and Second Street pedestrian areas during certain days and certain times.
- Create a multi-denominational park along Paxton Creek, designed and maintained by the faith or ethnic groups.
- Establish a regular pattern of “open streets,” that is, temporarily closing of major streets to cars, giving city residents a safe and social space (e.g. Pittsburgh or Portland, OR).
- Study the feasibility of developing walking paths within the Cameron and Paxtang parkways.
- Study developing an elevated park on the retired train bridge in South Harrisburg, now owned by CAT (similar to New York City’s High Line Park). Use natural region artists, environmental specialists, architects and landscape architects to design and raise the

funds. Consider combined mass transit and public use of this and other transportation corridors.

- Seek extension of Susquehanna River (canoe/kayak) Trail to City Island.

PAXTON CREEK CORRIDOR AND ALLISON HILL BLUFFS *“Look again at the masses of fine foliage along the banks of the Paxton Creek. It would be a public calamity if all the luxuriant greenness was to be swept away, exposing the backyards of dwellings, and destroying the shade and verdure from which the occupants of these homes gain so much.” – Warren Manning*

Goal: Bring back as much of the natural function of the Paxton Creek riparian corridor as possible by protecting the forested east slope and restoring the watercourse and east bank wherever feasible.

- Enact slope and tree protection ordinances for the slope to the east of Cameron Street, and tree/riparian restoration along the west side of the creek bank.
- Restore natural functioning creek and wetland ecology of Paxton Creek where feasible (e.g. north side of State Street bridge).

BOULEVARDS, STREETS, PARKING LOTS AND SIDEWALKS *“Harrisburg is again fortunate in having several streets sufficiently broad to be given the character of a parkway, with turf, planting spaces, and uniform rows of trees. It might be mentioned here that the successful planting of trees along all city streets, as well as along park approaches, can best be done by a park or other commission rather than individual property owners.” – Warren Manning*

Goal: Institutionalize the “Capital Corridor” plan developed in the 1990s whereby a system of major boulevards and parkways are identified to receive focus and special treatment for trees, other greenery, artwork, and redeveloped neighborhoods.

- Create a network of parkways/boulevards, where feasible, including: Front Street, State Street, Forster Street, Division Street, Maclay Street, Arsenal Boulevard, Cameron Street, Paxton Street, Market Street, Second Street, Sixth Street, Hoffman Street, Derry Street, Mulberry Street, Thirteenth Street, Seventeenth Street, Sycamore Street and Parkway Drive. [See proposed Network of Major Thoroughfares map in Addendum]
- Designate these boulevards/parkways and other streets as park/playground/public space connectors.
- Continue trees in Forster Street median where possible.
- Extend Division Street eastward via a bridge (for pedestrian, bike and mass transit) to connect the Greenbelt to Riverfront Park and Italian Lake.
- Put utilities underground as the city does street improvements, including electricity, gas, water, sewer and fiber-optics.
- Plant trees in parking lots. Create ordinance that you have to have X number of trees in the lot per @ number of parking slots (e.g. 1 tree per 5 parking spaces). [See Zoning Code 7-307.12]

- Create murals at Market and Cameron Streets as gateway to Central Allison Hill and a walking park.
- Design streetscaping to encourage social interaction.
- Tree-lined streets (all streets in the city)
 - Request Downtown Improvement District to pay for removing sections of side walk and planting trees in the downtown business/restaurant district
 - Require restaurants which use public sidewalk space for dining to incorporate container landscaping in their design.
- Engage neighborhoods and business districts in planting trees per the city's tree planting plan.
- Develop mass transit system to minimize external traffic in the region's urban/city core:
 - Build a light rail on the other train track from Carlisle to Hershey/Lancaster.
 - Integrate bus rapid transit (BRT) and a diversity of other mass transit modalities (public and private) into the "city-as-a-park" plan
- Reduce speed limits on streets and roadways to accommodate bicycle and pedestrian traffic.
- Clean up and green the entrances to the City from freeways/Interstate highways, and at entry points on major arterial roadways.

FRONT STREET AND THE RIVERFRONT *"Quite as important as any of the thoroughfares referred to is Front Street, which bounds the great landscape of the river that will be greatly improved if the dam, referred to in Mr. Fuertes' report, is built to hold the water at a fixed level at all times. Here also is the opportunity to establish a splendid esplanade, with gardens, playgrounds, promenades, and colonnades."* – Warren Manning

Goal: Restore Front Street to its former grandeur as the City's premier parkway, and extend its parkway elements farther north and south to include the entire city line along the Susquehanna River.

- Repair the concrete walkway along the river for bicycle and pedestrian access to the river, and repair the steps.
- Prioritize tree planting on the east side of the street and the west side where gaps exist.
- Extend Front Street as a parkway north to Fort Hunter and south to Sycamore Street.
- Develop and implement a plan to restore the aesthetic parkway view of the river, including appropriate vegetation and bank stabilization.

MANAGEMENT OF PARKS *"If you are to secure the best results the undertaking must always be controlled by citizens who can fully appreciate ALL the purposes for which public reservations are acquired."* – Warren Manning

Goal: Bring citizens into the management of the public spaces of the City by establishing an independent, not-for-profit conservancy to manage the parks and public spaces, and working with citizen groups and neighborhoods as partners.

- Responsibilities between the City and the conservancy would be clearly defined by a contractual document.
- The City will retain responsibility for basic, capital infrastructure (streets, pathways, drainage infrastructure)
- The Conservancy will be responsible for all “city as park” asset management and maintenance, including parks, playgrounds, public spaces, boulevards and parkways (non-roadway elements) and all street trees.
- The Conservancy will also be responsible for horticultural maintenance, grounds-keeping, operating parks programming (potentially in concert with other non-profits and agencies), scheduling (and potentially, in some instances, managing) events, concerts and festivals.

Conservancy examples:

Pittsburgh Parks Conservancy [www.pittsburghparks.org/theconservancy], which has raised \$84 million for city spaces since 1996, completed 14 capital projects, and oversees the stewardship of 1,700 acres in the city.

Tree Pittsburgh [<http://treepittsburgh.org>], the mission of which is “to enhance the City’s vitality by restoring and protecting the urban forest through community maintenance, planting, education and advocacy.”

- No park elements should be separately planned or managed independently of the whole system (e.g. current administration independent planning initiatives for City Island and Reservoir Park).
- Develop and support partnerships with neighborhood groups, businesses and nonprofit organizations (e.g. Sunken Gardens group, Capital Area Greenbelt Assn., Harrisburg Parks Foundation, Urban Tree Council).
- Develop tree planting and maintenance guidelines consistent with the policies adopted by Harrisburg’s Environmental Advisory Council.

Financial Considerations:

- Conservancy, as a non-profit, tax-deductible organization will be able to fundraise and accept contributions for “city-as-a-park” responsibilities.
- Create a municipal tax dedicated for the maintenance of all street trees, the proceeds to be allocated, by continuing agreement, to the conservancy for the necessary work.
- Solicit funds from private donors to support an after-school/summer employment program for local youth to do maintenance work on parks.

- Use excess wood chips from tree trimming and removal for mulch or walking paths. Prioritize funding and required equipment of removing scrub trees on riverbank to open up panoramas
- Establish a “Harrisburg Tree Fund” to accept private funds for planting and maintaining trees.
- Place on the Harrisburg/ Hershey/Lancaster/Carlisle Tourism web sites a map showing all Parks that pop up information, such as access times, summer programs, transportation access and highlighted of the areas of the city.
- Pass a HBG City ordinance to ensure all developers/builders that take trees/shrubs down must replace them in a similar area of the city by number of trees and shrubs. [see zoning code 7-307.11]

Studies and Resources:

Capital Region Water's water resource management plan

Dauphin County Parks and Recreation Open Space and Greenways Study (2009)

Wildwood Park Feasibility Study (Dauphin County Parks and Recreation)

Monument book that inventories monuments, statues and memorials
(harrisburgcityarchives.com)

Warren Manning 1901 report to the Harrisburg league for Municipal Improvements

Front Street tree planting proposal and particularly focus on east side of street

Urban Land Institute Study of City Island

Harrisburg City Beautiful draft Multiple Property Documentation Form (National Register)

Gather city forester city-wide tree inventory (Penn State GIS Survey)

Capital Area Greenbelt Association “Building a Better Greenbelt” plan – 2014

Status and content of Reservoir Park Master Plan to be funded by DCNR

TCRPC Bicycle Connections Study:

www.tcrpc-pa.org/RGMP/Documents/Regional%20Bicycle%20Connections%20Study%20Final%20Document.pdf

THE RECOMMENDATIONS OF WARREN MANNING

The following italicized text is drawn from: "Report on a Park System For Harrisburg, PA." (1901) by Warren H. Manning, Landscape Designer, 1101-1104 Tremont Building, Boston, MA

The study for the development of a system of public reservations and the general improvement of Harrisburg has included the appearances of the city as a whole, because attractive outlooks and agreeable surroundings are quite as important in the daily walks of life as the complete change of scene which the more inaccessible country park offers.

Landscape Features

The dominating landscape features of the city proper are the river, where a mile of frontage controls five or more hundred acres of open space, which is in itself as ever changing, always beautiful landscape, the high tree-covered bluffs above the Paxton Creek valley, with its fringe of trees. Stand upon Mulberry or State Street viaducts and look over this valley and imagine the bluffs, now covered with foliage, reduced in apparent height from thirty to sixty feet by the removal of trees, the denuded slopes scarred with raw gullies and defiled with rubbish. Look again at the masses of fine foliage along the banks of the Paxton Creek. It would be a public calamity if all the luxuriant greenness was to be swept away, exposing the backyards of dwellings, and destroying the shade and verdure from which the occupants of these homes gain so much.

City Reservations

The city should acquire as much of the river frontage as possible, the smaller islands in the river, including the easterly shore of the two ends of Hargest or Forster's island, the wooded bluffs of Paxton Creek valley, and in addition to what they now control, enough more of the banks of the creek to preserve the trees. All of this land is of little value for agricultural or commercial purposes, whereas its value as an element of beauty in the city limits is beyond price, for if destroyed no money could replace it.

Playgrounds

Upon such lands many pleasantly shaded, small playgrounds could be established at such frequent intervals that the children can use them daily instead of being compelled to play in the streets or upon the sewer-polluted shores of the river. Furthermore, these reservations provide a place for a system of shady roads and paths connecting the various larger parks as proposed. It is recommended also that playgrounds be established upon school and church properties, especially in sections of the city somewhat removed from the proposed reservations, or where the land values are high.

Small City Parks

Within the city limits one or more small parks should be established within easy walking distance of the homes of citizens who have no means for driving, and cannot well afford the frequent use of the trolley. Such reservations should have attractive landscapes, quiet walks, and resting places where nervous and

tired people, the sick, and mothers with their children can secure a complete change of scene, freedom from noise, boisterous games, and the constant passing of people.

The State Capitol grounds could be so designed as to serve this purpose admirably for the northern section of the city and at the same time give the great building under construction a proper setting. In the southern section the George F. Mish property, between Paxton and Cameron Streets, and a wooded creek-valley below it, form an ideal view from its summit, fine trees surrounding it, and rich soil.

Outlying Reservation – Reservoir Park Ridge

The most important landscape features outside of, and near the city limits, is the ridge upon which the City Reservoir Park, the great summer playground of the people is located. From its summit, the highest point near the city, there is a fine panorama of the distant mountains, the river, the town and the ridge. Three groups of forest trees crowning the ridge are conspicuous and attractive objects in view from many places in the city and the valley. Reservoir Park includes a small part of one slope only. It should be extended to include the whole summit of the ridge and about one half of the northerly slope, down to a point where a plantation would shut out the immediate foreground of houses in the valley, but not the fine mountain range beyond, or the river in the distance. The southerly slope is included down to Market Street to connect with the proposed filtration farm which may properly be a part of the park system.

There is a great need for more room at Reservoir Park to adequately accommodate the constantly increasing number of visitors, to provide more varied amusement, and to establish interesting and instructive plantations. With all additions and improvements this park however, must continue to be a holiday park for occasional enjoyment, not an everyday playground for the many, as it is too far from the crowded portions of the city.

The great Country Park

Every growing city has acquired, or should have, one or more large country parks where broad reaches of landscape may be held for all time for the benefit of the people. Such parks can be acquired only at a time when land can be secured at a low cost, and they must necessarily lie outside of the thickly, settled portions of the city. When the city grows to and about them, the full value of the investment is realized.

The opportunity for a great park at Harrisburg lies to the north of the city in the tract known as Wetzel's swamp, which includes about five hundred acres of swampy and dry land, framed in and around wooded bluffs on the one side, and a line of fine old willows along the canal on the other. As it stands today it is a natural park, with beautiful passages of landscape and fine vistas over great stretches of meadow land to distant hills beyond. It is rare, indeed, that a city can secure property having all the elements of a park landscape, its border-planting, groups of fine trees, splendid individual specimens, and woodlands, carpeted in spring with numerous flowers.

Here also there is a comparatively level and perfectly dry upland, that, with but little clearing, and the removal of pens and sheds, can be made more available for picnics and games. In the meadows masses of brilliantly colored flowering plants, which the uplands cannot produce, are found, giving color and effect at different seasons of the year. This region is quite accessible by steam and electric cars, and

there are roads at several points across swampy condition which prevails upon much of this land, can be remedied, for there is abundant fall for all drainage through Fox's Run and Paxton Creek.

Pleasure Road System

An outlying drive of thirteen miles is indicated from Cameron Street to the country road at the extreme end of Wetzel's Swamp, there along the easterly bluffs to the city parkways, and back to Cameron Creek. Wetzel's' swamp is crossed by four roads, while others follow along the part of the canal on the west, and for two thirds one distance along the easterly bluffs. These could readily be connected and made safe for public travel in good weather at little expense. Following the practice in other parks, such temporary roads could be closed during bad weather until funds were available for permanent construction. As these roads are in places for permanent park roads, the work done upon them would not be lost. The outlet of such a road system would be, for the present, over Cameron Street to the proposed parkway at Maclay Street. Below the city, connection with the river front is suggested by way of Sharonis Street, or by Paxton Creek. A suitable connection not included in the plan, could be made on Twelfth Street to the wooded slopes of Cameron Creek.

This outlying drive system is outlined with hope that it may be possible to at least control the trees and shrubs on either side of the traveled drive, for they are chiefly responsible for the beauty of such a road.

Interior Walks and Drives

Many citizens, who most need the outing, will not go to the public reservations over narrow thoroughfares covered with business traffic. Harrisburg is again fortunate in having several streets sufficiently broad to be given the character of a parkway, with turf, planting spaces, and uniform rows of trees. It might be mentioned here that the successful planting of trees along all city streets, as well as along park approaches, can best be done by a park or other commission rather than individual property owners.

As Paxton Street connects with a proposed parkway taking at the suggested small park, here there will be an opportunity to improve the street grade. From here it passes along the railroad bank, taking advantage of the existing bridges, thence up the valley back of the Arsenal, thence along Asylum Creek slope, where it will be so screened by trees on the bluff as to be shut out from all view of the asylum buildings.

Through the bluff taking west of Paxton Street, a road connection can be provided between State and Maclay Streets, but from State to Paxton Streets hardly more than paths and small playgrounds can be provided.

The Front

Quite as important as any of the thoroughfares referred to is Front Street, which bounds the great landscape of the river that will be greatly improved if the dam, referred to in Mr. Fuertes' report, is built to hold the water at a fixed level at all times. Here also is the opportunity to establish a splendid

esplanade, with gardens, playgrounds, promenades, and colonnades; however, this must be the work of the future, or the monument of some generous citizen. Some work, nevertheless, should be done along the waterfront to give the banks and streets a more finished appearance than they now have. The trees should be thinned and trimmed, and a good turf established. A clearly defined promenade should be done along the top of the bluff, with occasional cross-walks, and a hedge planted along the top of the bluff to separate the finished condition of the street from the wilder covering of trees and shrubs upon the slopes. This will greatly improve the appearance of the street, and the expense will be so small that adjoining property owners might well afford to undertake it.

The existing growth upon the banks should be encouraged and protected, for with a little judicious removal the undesirable growth that shuts out the view, it will be quite as satisfactory and much more secure than artificial planting could be made.

Control of Parks

In acquiring and developing a great public park having all the elements of a beautiful landscape, a city is creating and preserving a gallery of living pictures. Whether these pictures are to grow continuously in beauty from year to year and from century to century, and be disfigured and seriously injured, is wholly dependent on the original design of the system and its future maintenance.

The most important American park systems have been inaugurated by public spirited citizens who have given their time freely during their development. In later years, however, the control of such systems drifts into the care of paid boards of city officials. If you are to secure the best results the undertaking must always be controlled by citizens who can fully appreciate ALL the purposes for which public reservations are acquired.

CITY OF HARRISBURG

A NETWORK OF MAJOR THOROUGHFARES PROPOSED FOR GREENING & BEAUTIFICATION

-  Municipal Boundary
-  Capital Area Greenbelt
-  Greened Thoroughfare
-  Open Space, Park, or Recreational Facility

Wildwood Park

Reservoir Park

Harrisburg Cemetery

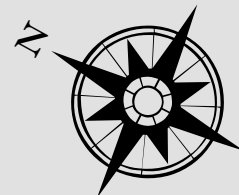
State Capitol Complex

City Island

McCormick's Island

Italian Lake

S u s q u e h a n n a R i v e r

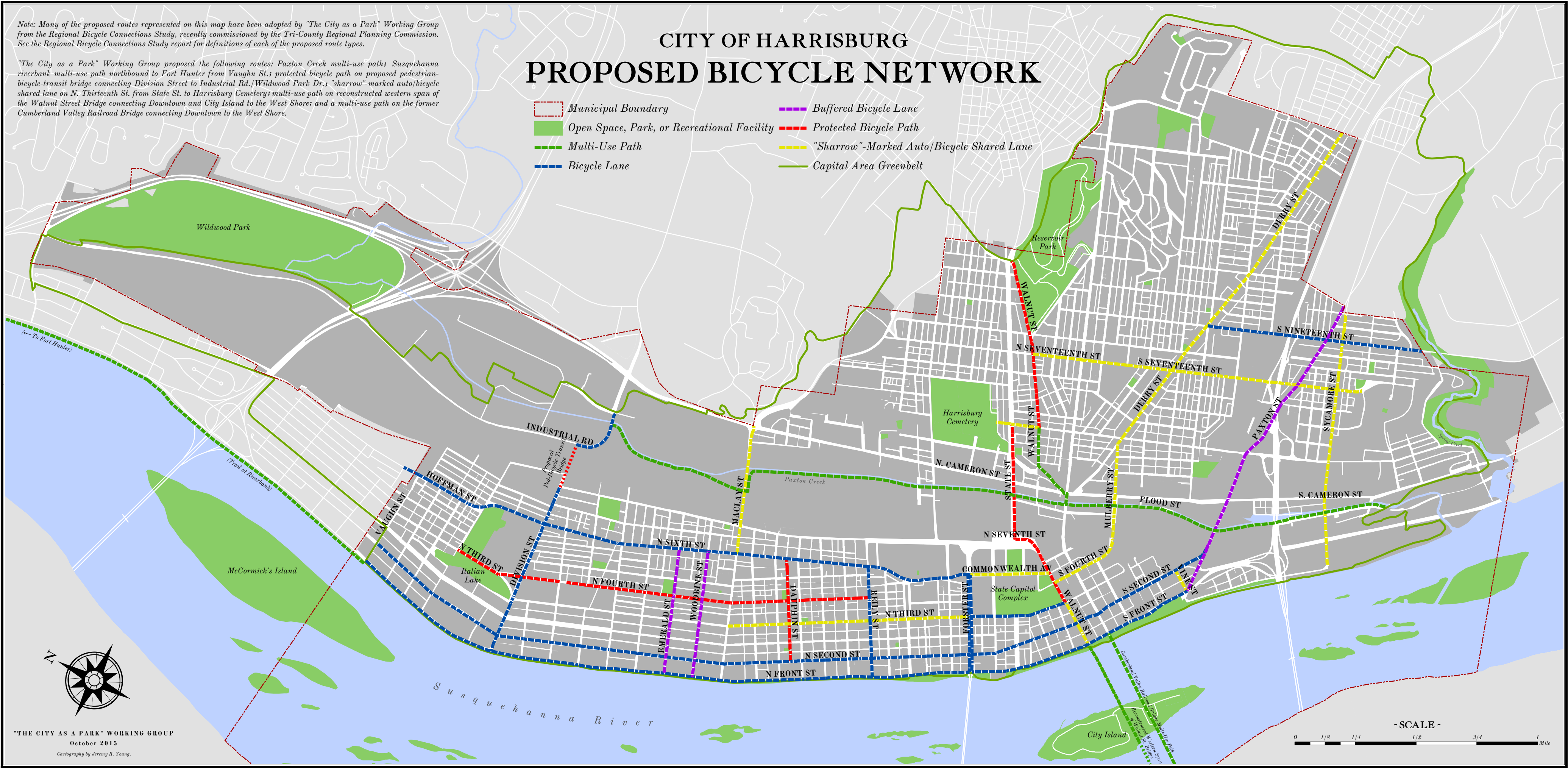


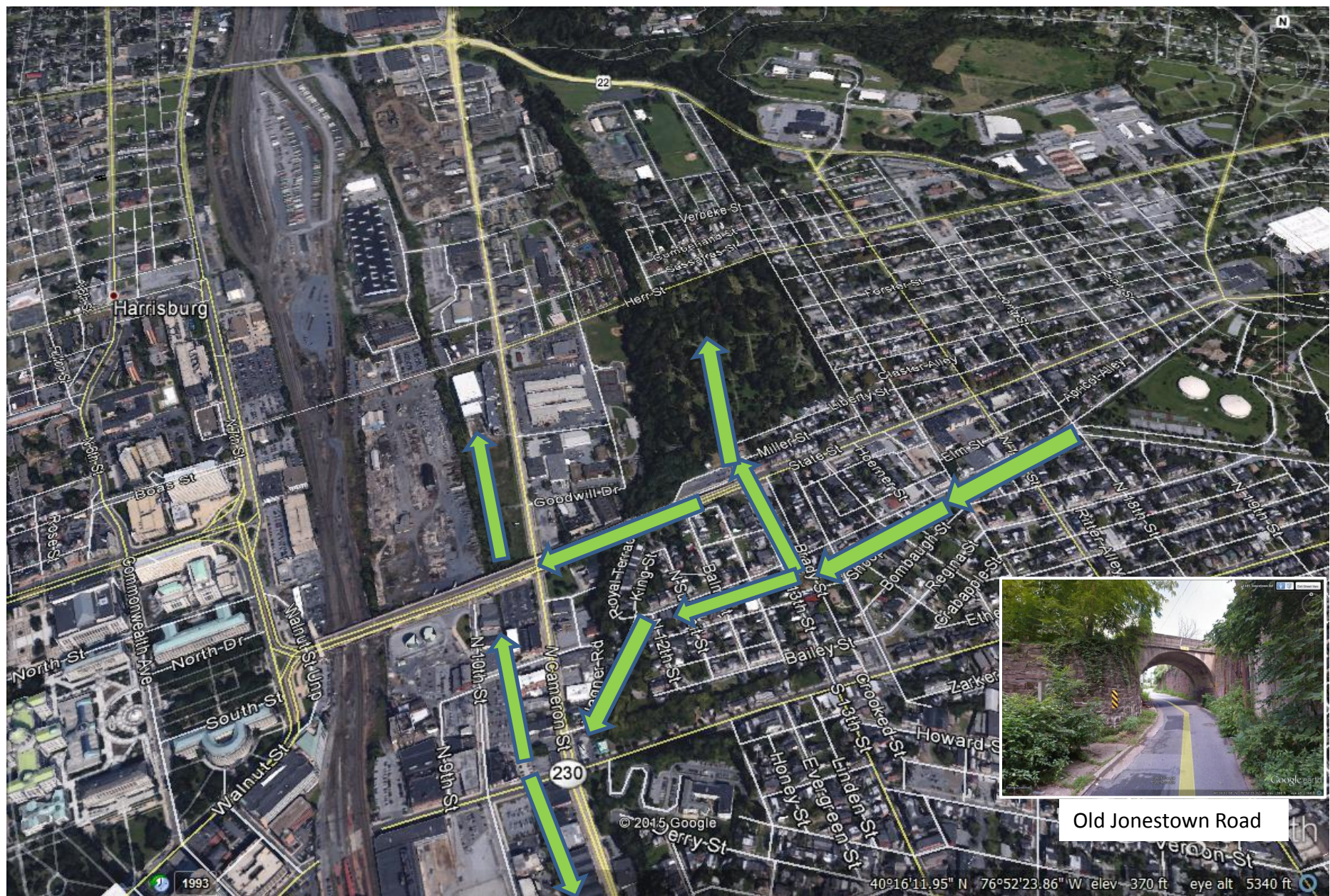
Note: Many of the proposed routes represented on this map have been adopted by "The City as a Park" Working Group from the Regional Bicycle Connections Study, recently commissioned by the Tri-County Regional Planning Commission. See the Regional Bicycle Connections Study report for definitions of each of the proposed route types.

"The City as a Park" Working Group proposed the following routes: Paxton Creek multi-use path; Susquehanna riverbank multi-use path northbound to Fort Hunter from Vaughn St.; protected bicycle path on proposed pedestrian-bicycle-transit bridge connecting Division Street to Industrial Rd./Wildwood Park Dr.; "sharrow"-marked auto/bicycle shared lane on N. Thirteenth St. from State St. to Harrisburg Cemetery; multi-use path on reconstructed western span of the Walnut Street Bridge connecting Downtown and City Island to the West Shore; and a multi-use path on the former Cumberland Valley Railroad Bridge connecting Downtown to the West Shore.

CITY OF HARRISBURG PROPOSED BICYCLE NETWORK

- Municipal Boundary
- Open Space, Park, or Recreational Facility
- Multi-Use Path
- Bicycle Lane
- Buffered Bicycle Lane
- Protected Bicycle Path
- "Sharrow"-Marked Auto/Bicycle Shared Lane
- Capital Area Greenbelt





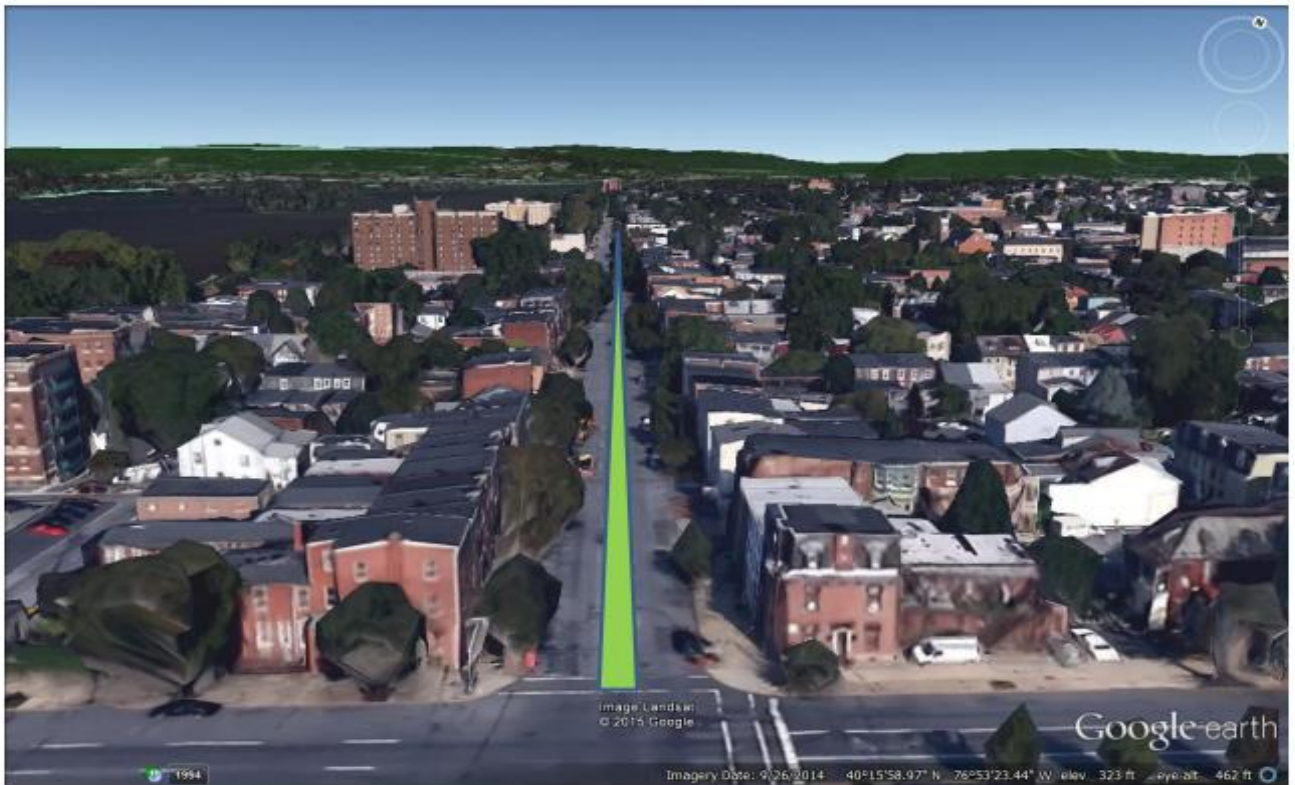
Reservoir Park - Allison Hill – State Street- Harrisburg Cemetery – Old Jonestown Road – Paxton Creek Corridor Bikeway Connections



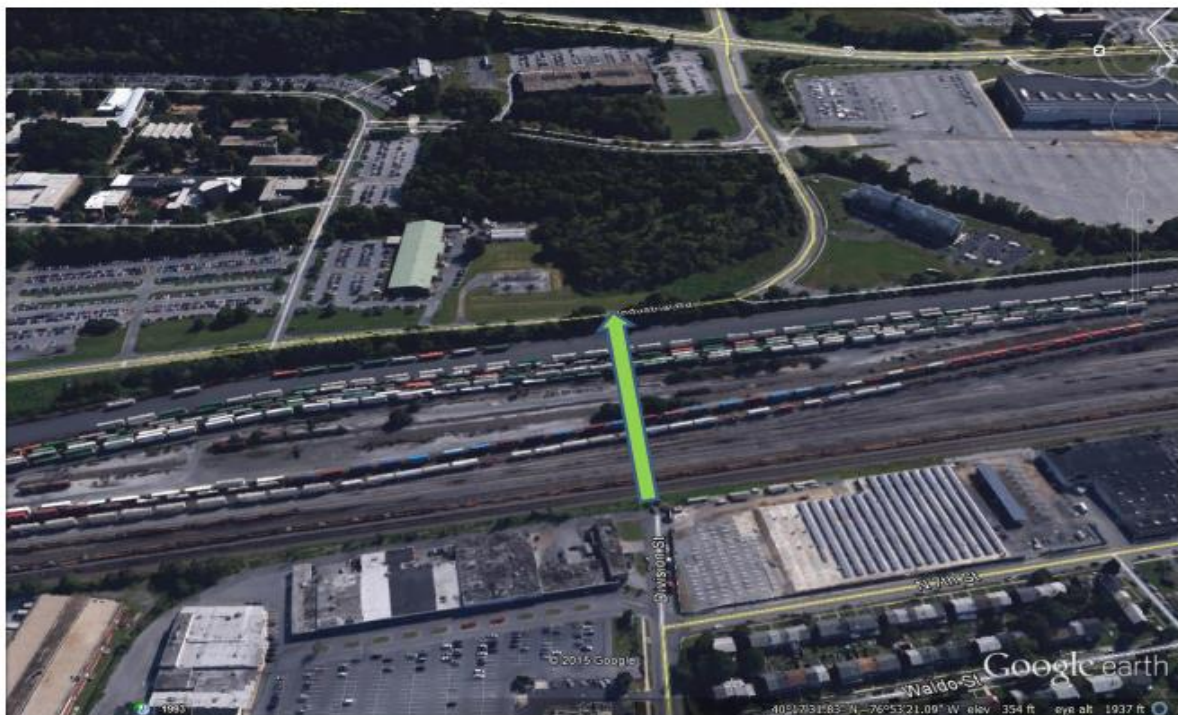
An inner loop of the Capital Area Greenbelt can commence at the HACC Campus and run southward along the existing pathway of the Industrial Road to Maclay Street where it can be picked up along Paxton Creek farther south.



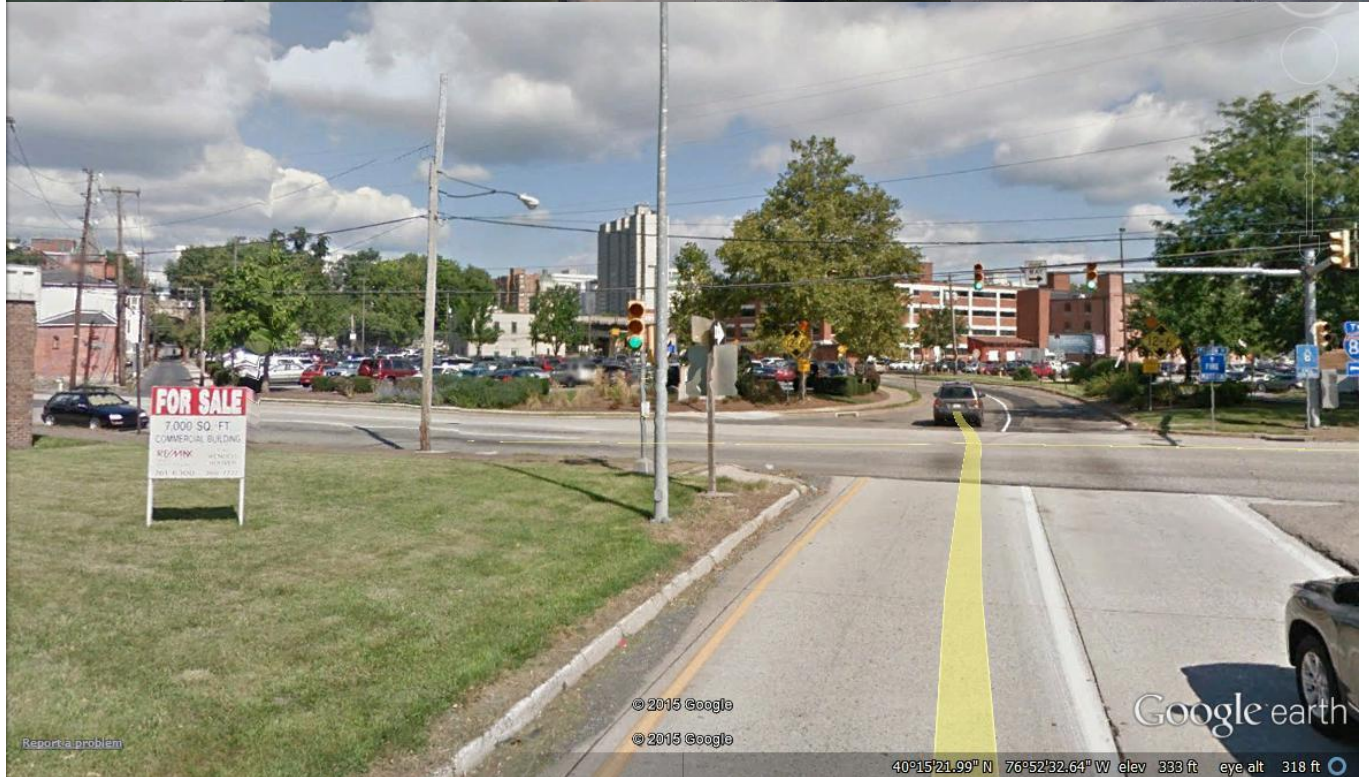
A dedicated bike path could link the Paxton Creek Corridor north and south of Maclay Street by using an existing path under the Maclay Street Bridge and then veering east (with a possible right-of-way negotiated) to continue south on the Corridor.



N. Second Street above Forster Street could receive a central median.



There has been discussion about linking Division Street with Industrial Road to provide better access from Uptown to HACC and Wildwood Park. One can see how the railroad would need to be traversed.

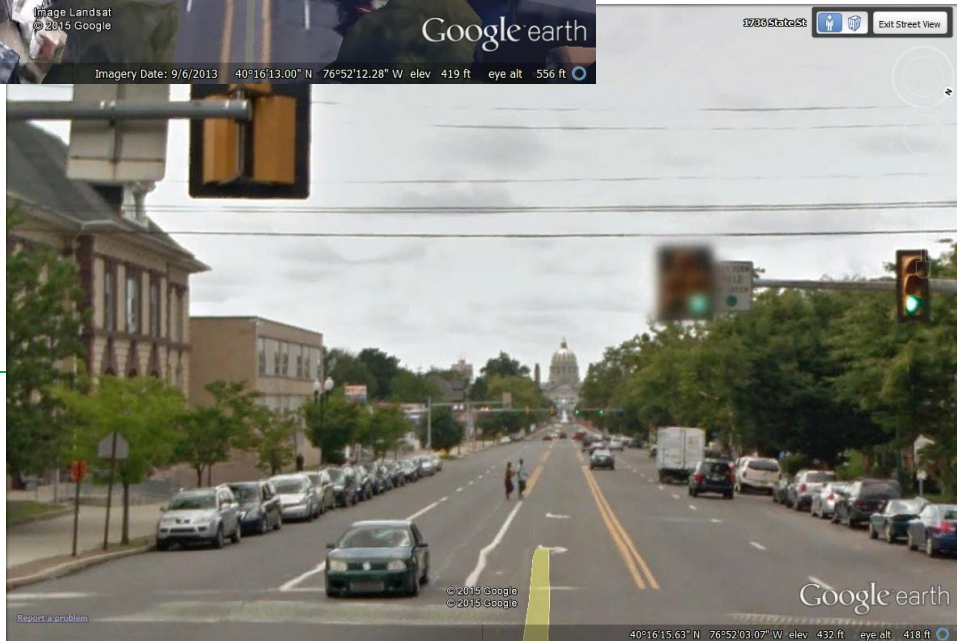


South Second Street gateway entrance to city can be enhanced with additional plantings, hedge screening and trees



State Street - East

State Street east can be enhanced by a grass/shrub median, however consistent tree planting may be preferred along the curb sides as trees in the center may obscure the vista of the State Capitol Building which is striking.





Carroll Creek Park - Frederick



Paxton Creek - Harrisburg