

The Valleys Regional Comprehensive Plan

Vision 2020



Halifax Borough, Halifax Township, Jefferson Township, Rush Township,
and Wayne Township

June 2011

The Valleys Regional Comprehensive Plan

Adopted

2011

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The Valleys Regional Comprehensive Plan

**Halifax Borough
Halifax Township
Jefferson Township
Rush Township
Wayne Township**

PROJECT PARTNERS

Halifax Borough
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Tri-County Regional Planning Commission
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The Valleys Regional Comprehensive Plan

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Valleys Vision 2020

Introduction

The following represents the vision of the Valleys Region as expressed by the residents through a creative approach that will allow the participating municipalities to effectively implement the recommendations of the plan. This chapter will consolidate the Future Land Use Plan, Natural Resource/Historic Preservation Plan, Transportation Plan, Housing Plan, Community Facilities Plan and Utilities, and Halifax Neighborhood Center Plan into a concise easy to read format simply called Vision 2020. This approach deviates from the traditional approach of comprehensive planning where each Plan element is given its own chapter title along with supportive text.

Many factors went into developing this Plan including resident input, committee discussion, capacity of existing infrastructure (water, sewer, transportation), and existing development patterns to name a few. The committee also discussed and incorporated the Keystone Principles and Criteria for Growth, Investment, and Resource Conservation that were adopted by the Economic Development Cabinet on May 31, 2005.

The Keystone Principles include the following community development objectives:

1. **Redevelop First** – Support revitalization of boroughs and towns. Give funding preference to reuse and redevelopment of “brownfield” and previously developed sites in our core and rural communities that create jobs, housing, mixed use development, and recreational assets. Support rehabilitation of historic buildings for contemporary uses.
2. **Provide Efficient Infrastructure** – Use and improve existing infrastructure. Make highway and public transportation investments that use sensitive design to improve existing developed areas and attract residents and visitors. Provide public water and sewer service for development in growth areas and use on-lot systems in rural areas.
3. **Concentrate Development** – Support infill and “Greenfield” development that is compact, conserves land, and is integrated with existing or planned transportation, water and sewer services, and schools.
4. **Increase Job Opportunities** – Integrate educational and job training opportunities for workers of all ages with the workforce needs of businesses. Locate business growth opportunities near existing or planned water and sewer infrastructure, housing, and transportation access.
5. **Foster Sustainable Businesses** – Strengthen natural resource-based businesses that use agriculture, forestry, fishing, recreation, and tourism.
6. **Restore and Enhance the Environment** – Maintain and expand our land, air, and water protection and conservation programs.
7. **Enhance recreational and Heritage Resources** – Maintain and improve recreational and heritage and conservation programs.

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8. **Expand Housing Opportunities** – Support the construction and rehabilitation of housing of all types to meet the needs of people of all incomes and abilities. Coordinate housing with jobs, public transit, schools, and other infrastructure.
9. **Plan Regionally. Implement Locally** – Support multi-municipal planning and implementation that has broad public input and support and is consistent with the recommendations of this plan. Work closely with the Dauphin County and Tri-County Regional Planning Commissions to ensure successful implementation of the Plan.
10. **Be Fair** – Support equitable sharing of the benefits of development and recognize the individual rights of the area’s residents and property owners.

For the Valleys Region it is not the intent to substantially change the region’s existing development patterns but rather build upon those patterns and investments as well as to protect and enhance important and unique manmade and natural features. This approach, coupled with the input received from the residents of the region and the Keystone Principles, forms the foundation of this plan.

The background information, mission and vision statements, and the community development goals set the direction of this Plan through the future land use plan. Unique to this Region, the future land use plan will be developed around Character Areas and not traditional land use categories. Character Areas are areas of the community that have achieved a unique, recognizable character that is different from neighboring areas. These differences may be the result of topography, age and style of housing, built environment, land use patterns, landscaping, street patterns, open space, or streetscapes.

Character Areas

The following Character Areas have been developed for the Valleys Region:

- Conservation
- Linear (Appalachian Trail, Mountain Ridges, and Susquehanna River)
- Rural Resource
- Agriculture
- Rural Area – Developing
- In-Town Core Corridor
- Traditional Neighborhood – Stable
- Traditional Neighborhood – New
- Neighborhood Center (Downtown)

Plan Map 1 graphically shows location of the aforementioned Character Areas.

The following is a description of the Character Areas along with supporting information, such as description, representative images, location, suggested development strategy, types of uses, density of development, prominent features, transportation suggestions, community facilities and utilities needs, housing, natural resource and historic protection, economic development opportunities, and a tie back to the Keystone Principles.

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Conservation Area

Description: Primarily undeveloped natural lands and environmentally sensitive areas such as heavily wooded forests, steep slopes, wetlands, floodplains, streams and surface waters, important watersheds, and the islands located in the Susquehanna River. These areas are typically not suitable for intense development, but very low density residential development, recreational uses, and conservation areas may be suitable.

Representative Images:



Location: The Conservation area is located in Halifax Township, Wayne Township, Rush Township, and Jefferson Township and generally follows the slopes of Stony Mountain, Peter's Mountain, Berry Mountain, along with a smaller unnamed rise that runs along the northern boundary line of Jefferson Township and Wayne Township.

Suggested Development Strategy: Maintain the natural and rural character of the region by allowing development to occur on lots ranging between five (5) to twenty (20) acres, and require the use of best management practices, such as stormwater infiltration, for development that is permitted, develop single purpose timbering, natural gas and mineral extraction ordinances that support both uses but also protects the natural beauty of the area. Recreation and tourism should also be promoted in this area.

Types of Uses: Recreation, timbering, camping, conservation areas, natural gas and mineral extraction, game and wildlife hunting camps, single-Family residential dwellings below the mountain ridges, green energy uses for residential dwellings, agricultural uses, and public/semi-public uses.

Suggested Density of Development: A range of five (5) to twenty (20) acres per unit. Each municipality will determine the best density factor when developing appropriate ordinances to implement this Plan.

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Prominent Features: Prominent features located in this Character Area include the islands located in Susquehanna River, Clark’s Creek and DeHart Reservoir, and State Gamelands No. 210.

Transportation: Focus should be on maintaining the current roadways and discourage developing new roads. Improvement projects should be coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for bicycling or walking, or recreation has priority over other improvements in the Character Area.

Community Facilities and Utilities: Communication towers, electric supply improvements, public potable water supply sources, and on-lot wells and septic systems.

Housing: Housing is limited to single-family detached dwellings.

Natural Resource and Historic Protection: Conservation overlays including steep slopes, wetlands, streams, surface water, and single purpose ordinances for timbering and gas and mineral extraction. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home business, dark-sky designation, recreation, eco-tourism, timbering, gas and mineral extraction, scenic vista tours, and bicycling.

Keystone Principles: Restore and Enhance the Environment, and Enhance Recreational and Heritage Resources

Linear Area (Appalachian Trail, Mountain Ridges, and Susquehanna River)

Description: Area of protected open space that follows natural linear features for recreation, conservation, and ecological and cultural amenities.

Representative Images:



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Location: The Linear Character Area follows the ridges of Stony Mountain, Peter’s Mountain, and Berry Mountain and is located in Halifax Township, Wayne Township, Rush Township, and Jefferson Township. This Character Area also includes the Appalachian Trail and the Susquehanna River.

Suggested Development Strategy: Very limited development. Mountain ridge tops are reserved primarily for trails, greenways, conservation areas, bird watching, and other ecological and cultural amenities. Development occurring on the mountain ridges should be done in such a way as not to adversely impact scenic views. Best management practices, such as stormwater infiltration, shall be used for development that is permitted. Implementation of Act 24 of 2008, which requires municipalities within which the Appalachian Trail passes to adopt and enforce zoning ordinances that preserve the “natural, scenic, historic and esthetic values of the trail and to conserve and maintain it as a public resource”

Types of Uses: Recreation, timbering, conservation areas, game and wildlife hunting camps, public/semi-public uses, bird watching, eco-tourism, one story single-family residential dwellings, scenic overlooks, and above and below ground energy transmission lines. Above ground energy transmission lines that are perpendicular to mountain ridges are appropriate; however, above ground energy transmission lines that run parallel on-top of the ridge should be discouraged.

Suggested Density of Development: Twenty (20) acres minimum lot area for all uses.

Prominent Features: Prominent features located in this Character Area include the Appalachian Trail, mountain ridges and scenic overlooks, State Gamelands No. 210, and the Susquehanna River.

Transportation: Focus should be on maintaining the current roadways and discourage developing new roads. Improvement projects should be coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for hiking, bicycling, walking, or recreation has priority over other improvements in the Character Area.

Community Facilities and Utilities: Community and municipal services, electric supply improvements, and on-lot wells and septic systems.

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Housing: One story single-family detached dwellings. Structures should be kept to one story so as not to visually impact the ridge tops.

Natural Resource and Historic Protection: Conservation overlays including steep slopes, wetlands, streams, surface water, and single purpose ordinances for timbering and gas and mineral extraction. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home business, dark-sky designation, recreation, eco-tourism, timbering, scenic vista tours, and bicycling.

Keystone Principles: Enhance Recreational and Heritage Resources.

Rural Resource Area

Description: Rural, undeveloped land likely to face development pressures for lower density residential development. Development in this Character Area will typically have low pedestrian orientation and access, larger lots, open space, pastoral views, and high degree of building separation. This Character Area also includes areas of existing concentrations of single-family residential homes.

Representative Images:



Location: Small pockets are located in Rush Township and Wayne Township centered on existing residential development, and land most suited for low density residential development. Halifax Township supports the majority of this land classification, which is generally located west of Route 225 and in the northern portion of the township. Similar to Rush and Wayne Townships, this land classification in Halifax Township includes areas of existing residential development and land most suited for low density residential development.

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Suggested Development Strategy: Maintain the region’s rural character, while accommodating new residential development, by:

1. Where appropriate encourage rural conservation subdivision design that incorporates open space.
2. Wherever possible connect to a regional network of green space available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.
3. Require extensive use of landscaping and buffer yards, and other performance standards to soften conflicts between residential and non-residential uses.
4. Require the use of best management practices, such as stormwater infiltration for development that is permitted.

Types of Uses: Single-family detached dwellings, mobilehome parks, recreation, timbering, conservation areas, gas and mineral extraction, game and wildlife hunting camps, public/semi-public uses, bird watching, eco-tourism and agritainment, above and below ground energy transmission lines, places of worship, rural occupations and businesses, agricultural uses, bed and breakfasts, nurseries and greenhouses, public and private schools, green energy uses, and seasonal dwellings.

Suggested Density of Development: Two (2) acres minimum lot area for all uses.

Prominent Features: Prominent features located in this Character Area include existing developments, scenic transportation corridors, and recreation facilities.

Transportation: Focus should be on maintaining the current roadways and construction of new roads to serve proposed development. Improvement projects should be coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for hiking, bicycling, walking, or recreation in this Character Area has priority over other improvements in the Conservation or Linear Character areas.

Community Facilities and Utilities: Community and municipal services, communication towers, electric supply improvements, public water supply sources, on-lot wells and septic systems, community water and sewage systems, green energy uses, high speed internet service, and churches and schools.

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Housing: Single-family detached dwellings.

Natural Resource and Historic Protection: Conservation overlays including steep slopes, wetlands, streams, surface water and single purpose ordinances for timbering and gas and mineral extraction. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home business, rural occupations and businesses to serve the agricultural, recreation, eco-tourism, and road side stands that sell locally grown produce.

Keystone Principles: Increase Job Opportunities, Foster Sustainable Businesses, Enhance Recreational and Heritage Resources, and Be Fair.

Agriculture Area

Description: Lands in open or cultivated state or sparsely settled, including concentrated animal feeding operations.

Representative Images:



Location: This area generally follows Powell's Valley Road from its intersection with Route 225 in Halifax Township through Wayne Township and terminating in Jefferson Township, east of Carsonville. It generally includes the valley created by Peter's Mountain and Berry Mountain and includes a concentration of the region's prime agricultural soils.

Suggested Development Strategy: Maintain the region's agricultural character by:

1. Strictly limit new non-agricultural related development.
2. Protect farmland by maintaining large lot sizes through effective agricultural land use regulations.

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3. Encourage development on non-tillable land or on soils not classified as prime agricultural soils.
4. Support the use of agricultural security areas and conservation easements (public and private).
5. Require the use of best management practices, such as stormwater infiltration, for development that is permitted.

Types of Uses: Agricultural uses (crop and livestock), conservation areas, game and wildlife hunting camps, public/semi-public uses, eco-tourism and agritainment, above and below ground energy transmission lines, places of worship, rural occupations and businesses, bed and breakfasts, nurseries and greenhouses, public and private schools, green energy uses, timbering, airports, cemeteries, and single-family residential dwellings.

Suggested Density of Development: A minimum of ten (10) acres for all uses, except when a single-family residential dwelling is not part of a farm a minimum lot size of two (2) acres with a maximum of three (3) acres is suggested.

Prominent Features: Prominent features located in this Character Area include existing farms, the region's prime agricultural soils, and Bendigo Airport (An airport overlay designation is required over the Bendigo Airport if zoning is adopted).

Transportation: Focus should be on maintaining the current roadways. Improvement projects should be coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for walking, bicycling, or recreation in this Character Area has priority over other improvements in the Conservation or Linear Character Areas.

Community Facilities and Utilities: Community and municipal services, communication towers, electric supply improvements, public water supply resources, on-lot wells and septic systems, green energy uses, reliable internet service, churches and schools, and cemeteries.

Housing: Single-Family detached dwellings, Elder Cottage Housing Opportunity (ECHO) housing, and housing as an accessory use to a principle agricultural use.

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Natural Resource and Historic Protection: Conservation overlays including steep slopes, wetlands, streams, and surface water. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home business, rural occupations and businesses to serve the agricultural, recreation, agritainment and eco-tourism industries; bed and breakfasts, and road side stands that sell locally grown produce.

Keystone Principles: Increase Job Opportunities, Enhance Recreational and Heritage Resources, and Be Fair.

Rural Area - Developing Area

Description: Areas of the region where pressures for the typical types of rural/suburban development are the greatest and most likely will occur in the future due to availability of public water and future access to public sewer. Without intervention this area is likely to evolve with low pedestrian orientation, variety of lot sizes, accessibility issues, high to moderate degree of building separation, and scattered public/semi-public uses.

Representative Images:



Location: This area is located in Halifax Township along Route 225, starting at Mountain Road and ending at Route 147. It is locally identified as Matamoras.

Suggested Development Strategy: Maintain the rural, but developing, atmosphere while accommodating new residential development by:

1. This area should not be developed until the In-Town Core Corridor area is built out.
2. Promote moderate density, conservation subdivisions.
3. New development should be master-planned with mixed uses, blending residential development with parks, retail businesses and services, compact pattern that encourages walking.

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4. Encouraging a strong connectivity between this area and the In-Town Core Corridor, by connecting both by sidewalk, trails, or a combination of both.
5. Developing a regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.
6. Requiring the use of landscaping and buffer yards, and other performance standards to soften conflicts between residential and non-residential uses.
7. Require the use of best management practices, such as stormwater infiltration, for development that is permitted.

Types of Uses: Single-family detached dwellings, single-family semi-detached dwellings, recreation, public/semi-public uses, places of worship, no-impact home businesses, rural occupations and businesses, bed and breakfasts, nurseries and greenhouses, public and private schools, agricultural uses, and child and adult day care.

Suggested Density of Development: Two (2) acres minimum lot area for all uses utilizing both on-lot water and septic systems, or on-lot septic system and public water. If public water and public sewer are both available, or a community water and sewer system is utilized the minimum lot area for residential uses is recommended at 15,000 square feet per unit. The minimum lot area for non-residential uses where both public water and sewer, or community water and sewer are available is the minimum area needed to meet site development requirements such as building setback, off-street parking, impervious coverage, etc.

Prominent Features: Residential and commercial uses in the Matamoras area of Halifax Township.

Transportation: Focus should be on access management, maintaining the current roadways and construction of new roads to serve proposed development. Improvement projects should be coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for hiking, bicycling, walking, or recreation in this character Area has priority over other improvements in the Conservation, Linear, Agriculture, and Rural Resource Character Areas.

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Community Facilities and Utilities: Community and municipal services, on-lot wells and septic systems, public water and/or public sewage system, community water and sewage systems, green energy uses, high speed internet service, and churches and schools.

Housing: This is the future growth area of the region. It supplements the Core Corridor area by permitting single-Family detached dwellings and single-family semi-detached dwellings.

Natural Resource and Historic Protection: Where appropriate, conservation overlays including steep slopes, wetlands, streams, and surface water. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home business, rural occupations and businesses to serve the recreation and eco-tourism industries, and road side stands that sell locally and regionally grown produce.

Keystone Principles: Provide Efficient Infrastructure, Concentrate Development, Increase Job Opportunities, Foster Sustainable Businesses, Enhance Recreational and Heritage Resources, Expand Housing Opportunities, and Be Fair.

In-Town Core Corridor Area

Description: Developed or undeveloped land on both sides of designated high-volume transportation corridor. It acts as the main commercial corridor and uses include a mix of residential, commercial, and light industrial uses.

Representative Images:



Location: This Character Area is located in Halifax Township along Routes 147/225, starting at the “triangle” in Halifax Township and ending at the Halifax Township and Halifax Borough boundary line.

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Suggested Development Strategy:

1. Primary growth area of the region.
2. Promote higher density subdivisions and land development.
3. New development should be master-planned with mixed uses, blending residential development with parks, retail businesses and services, compact pattern that encourages walking.
4. There should be a strong connectivity between this area and the Rural Area - Developing, Traditional Neighborhood – New, Traditional – Stable, and Halifax Neighborhood Center by connecting both by sidewalk, trails, or a combination of both.
5. Should be connected to a regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.
6. Extensive use of landscaping and buffer yards, and other performance standards to soften conflicts between residential and non-residential uses.
7. Require the use of best management practices, such as stormwater infiltration, for development that is permitted.

Types of Uses: Single-family detached dwellings, single-family semi-detached dwellings, two-family dwellings, multiple dwelling structures (apartments and townhouse), senior citizen housing, conversion apartments, recreation, public/semi-public uses, places of worship, no-impact home businesses, regional commercial and office uses, gasoline and convenience stores, automotive repair, recreation businesses, nurseries and greenhouses, public and private schools, child and adult day care, and light industrial uses.

Suggested Density of Development: Uses within this area are required to be connected to public water and sewer. The minimum lot area for a single-family detached dwelling is 15,000 square feet. The minimum lot area for all other residential uses is 7,500 square feet per unit. The minimum lot area for non-residential uses where both public water and sewer is the minimum area needed to meet site development requirements such as building setback, off-street parking, impervious coverage, etc.

Prominent Features: Giant shopping Center, Sheetz, and light manufacturing uses.

Transportation: Focus should be on access management, maintaining the current roadways and construction of new roads to serve proposed development. Improvement projects should be

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coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for bicycling, walking, or recreation in this Character Area has priority over other improvements in the Conservation, Linear, Agriculture, Rural Resource, and Rural Area – Developing Character Areas. Other transportation improvements to consider are a park and ride lot, public transit, gateway signs, and a streetscape project to enhance the notion that this stretch of Routes 225/147 is the “jumping off point” for northern Dauphin County.

Community Facilities and Utilities: Community and municipal services, public water and public sewage systems, green energy uses, high speed internet service, churches and schools, and medical clinics and pharmacies.

Housing: Higher density housing, including single-family, duplexes, townhouses, and apartments. Mixed use development should also be considered an appropriate development option in this Character Area.

Natural Resource and Historic Protection: Where appropriate, conservation overlays including steep slopes, wetlands, streams, and surface water. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: Regional businesses, large employers, light industrial/manufacturing, personal services, professional office, and recreation based businesses.

Keystone Principles: Provide Efficient Infrastructure, Concentrate Development, Increase Job Opportunities, Foster Sustainable Businesses, Enhance Recreational and Heritage Resources, Expand Housing Opportunities, and Be Fair.

Traditional Neighborhood – Stable Area

Description: Residential areas located in mature developed areas of the community. Characteristics include high pedestrian orientation, sidewalks, street trees, on street parking, small, regular lots, limited open space, buildings are close to the front property line, predominance of alleys, low degree of building separation, and neighborhood-scale businesses scattered throughout the area.

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Representative Images:



Location: This area includes the developed portions of Halifax Borough and Halifax Township, with the exception of the Neighborhood Center area.

Suggested Development Strategy: Maintain the Traditional Neighborhood character by:

1. Focus on reinforcing stability by encouraging more homeownership and maintenance of or upgrade of existing properties.
2. Vacant properties offer an opportunity for infill development of new, architecturally compatible housing.
3. Strong pedestrian and bicycle connections should be provided to encourage residents to walk or bike to the In-Town Core Corridor, school, parks, and other destinations in the immediate area.
4. Require the use of best management practices, such as stormwater infiltration, for development that is permitted.

Types of Uses: Single-family residential dwellings, single-family semi-detached dwellings, two-family dwellings, multiple dwelling structures (apartments and townhouse), senior citizen housing, conversion apartments, recreation, public/semi-public uses, places of worship, no-impact home businesses, public and private schools, small scale industrial and light industrial, and child and adult day care.

Suggested Density of Development: Uses within this area are required to be connected to public water and sewer. The minimum lot area for a single-family detached dwelling is 15,000 square feet. The minimum lot area for all other residential uses is 7,500 square feet per unit. The minimum lot area for non-residential uses where both public water and sewer is the minimum area needed to meet site development requirements such as building setback, off-street parking, impervious coverage, etc.

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Prominent Features: Mix of older and newer homes, small businesses, on-street parking, alley access, sidewalks, recreation opportunities, historic buildings, and smaller building separation and front yard setbacks.

Transportation: Focus should be on maintaining the current roadways. Improvement projects should be coordinated with the list provided in Chapter 8 of the Background Studies and the Transportation Plan component of this Plan. Improvements to address current safety issues or to accommodate pedestrian level improvements for bicycling, walking, or recreation in this Character Area has priority over other improvements in the Conservation, Linear, Agriculture, Rural Resource, and Rural Area – Developing Character Areas.

Community Facilities and Utilities: Community and municipal services, public water and public sewage systems, library, public/semi-public uses, green energy uses, high speed internet service, and churches and schools.

Housing: This area supports all types of housing; however, given the developed nature of the borough and immediate area of Halifax Township opportunities for new housing is severely limited unless part of a redevelopment project.

Natural Resource and Historic Protection: Where appropriate, conservation overlays including steep slopes, wetlands, streams, and surface water. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home business, rural occupations and businesses to serve the immediate needs of the borough and surrounding areas of Halifax Township.

Keystone Principles: Redevelop First, Provide Efficient Infrastructure, Concentrate Development, Increase Job Opportunities, Foster Sustainable Businesses, Enhance recreational and Heritage Resources, Expand Housing Opportunities, and Be Fair.

Traditional Neighborhood – New Area

Description: An area where pressures for the typical types of rural/suburban development are the greatest and most likely will occur in the future due to availability of public water and public sewer.

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Representative Images:



Location: This area is limited to an area east of Routes 147/225 and south of Halifax Borough, and is primarily located in Halifax Township.

Suggested Development Strategy: Maintain the atmosphere by:

1. Develop in unison with the uses in the In-Town Core Corridor.
2. Must be master-planned with mixed uses, blending residential development with retail businesses and services, and compact pattern that encourages walking.
3. Have a strong connectivity between this area and the In-Town Core Corridor and Neighborhood Center by sidewalk, trails, or a combination of both.
4. Connect to a regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.
5. Use landscaping and buffer yards, and other performance standards to soften conflicts between residential and non-residential uses.
6. Require the use of best management practices, such as stormwater infiltration, for development that is permitted.

Types of Uses: Single-family detached dwellings, single-family semi-detached dwellings, two-family dwellings, multiple dwelling structures (townhouse), senior citizen housing, recreation, public/semi-public uses, no-impact home businesses, public and private schools, personal care services, small scale retail, and child and adult day care.

Suggested Density of Development: Uses within this area are required to be connected to public water and sewer. The minimum lot area for a single-detached dwelling is 15,000 square feet. The minimum lot area for all other residential uses is 7,500 square feet per unit. The minimum lot area for non-residential uses where both public water and sewer is the minimum area needed to meet site development requirements such as building setback, off-street parking, impervious coverage, etc.

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Prominent Features: The area is currently undeveloped. If it were to develop it would be an extension of the borough character and contain the following features: Liner streets, mix of residential and commercial uses, common open and greens connected to other areas by trails and sidewalks, central gathering place with visual focal points, and pleasing architecture.

Transportation: Access to this area should be from Hoffman Road with controlled ingress from Routes 147/225. Special care must be given when developing this area so as not to impact traffic flow on Routes 147/225.

Community Facilities and Utilities: Community and municipal services, public water and public sewage system, library, public/semi-public uses, green energy uses, high speed internet service, and churches.

Housing: As an extension of Halifax Borough this area would support single-family detached, single-family semi-detached, townhouses, and senior citizen housing.

Natural Resource and Historic Protection: Where appropriate, conservation overlays including steep slopes, wetlands, streams, and surface water. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: Limited to small scale retail and office, and personal services.

Keystone Principles: Provide Efficient Infrastructure, Concentrate Development, Increase Job Opportunities, Foster Sustainable Businesses, Enhance recreational and Heritage Resources, Expand Housing Opportunities, and Be Fair.

Halifax Neighborhood Center (Downtown) Area

Description: A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher density housing, and appropriate public and open space uses easily accessible by pedestrians.

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Representative Images:



Location: This area is located in Halifax Borough along Route 147 in the center of the Borough.

Suggested Development Strategy: Maintain the atmosphere by:

1. Include a mix of retail, office, service uses to serve the immediate region of Halifax Borough and surrounding Halifax Township.
2. Design should be very pedestrian-oriented, with strong walkable connections between different uses.
3. Enhance the pedestrian friendly environment by adding sidewalks and creating other pedestrian friendly trail/bike routes linking to major destinations such as libraries, health facilities, parks, and schools.
4. Period signage.
5. Building façade improvements.
6. Cross walks.
7. Rain gardens and other best management practices to control stormwater.

Types of Uses: Single-family detached dwellings, single-family semi-detached dwellings, single-family conversions, multiple dwelling structures (townhouse), senior housing, public/semi-public uses, no-impact home businesses, pedestrian oriented shops and restaurants, professional offices, personal services, and public open spaces.

Suggested Density of Development: Uses within this area are required to be connected to public water and sewer. The minimum lot area for a single-family detached dwelling is 7,500 square feet. The minimum lot area for all other residential uses is 2,500 square feet per unit. The minimum lot area for non-residential uses where both public water and sewer is the minimum area needed to meet site development requirements such as building setback, off-street parking, impervious coverage, etc.

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Prominent Features: Residential dwellings, small scale retail stores and offices, restaurants, historic buildings, and corner convenience store.

Transportation: Pedestrian level improvements including sidewalks and bicycle racks, and a by-pass around the center of the borough to eliminate truck traffic.

Community Facilities and Utilities: Community and municipal services, public water and public sewage system, library, public/semi-public uses, green energy uses, high speed internet service, and churches and schools.

Housing: This area supports all types of housing; including residential over commercial.

Natural Resource and Historic Protection: This area of Halifax Borough significantly developed; therefore, new development in this area will be “redevelopment” or “infill development” and the impact on natural resources will minimal. Historic resources should be preserved, rehabilitated, or incorporated into the proposed development.

Economic Development Opportunities: No-impact home businesses, pedestrian oriented shops and restaurants, professional offices, and personal services.

Keystone Principles: Redevelop First, Provide Efficient Infrastructure, Concentrate Development, Increase Job Opportunities, Foster Sustainable Businesses, Enhance recreational and Heritage Resources, Expand Housing Opportunities, and Be Fair.

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Valleys Vision 2020 - Plan Elements

The Valleys Regional Comprehensive Plan focuses on real community issues and needs as identified through an extensive public participation process and discussion with the advisory committee. In support of the aforementioned Character Areas and as required by Act 247, the Pennsylvania Municipalities Planning Code the following plan elements have been developed:

1. Natural Resource and Historic Preservation
2. Transportation
3. Housing
4. Community Facilities and Utilities
5. Economic/Neighborhood (Downtown) Center

Natural Resources and Historic Preservation

Introduction

Natural features and open space have been recognized throughout the plan as being important to the region's environmental health, diversity, character, and overall quality of life. The conservation, rural resource and agricultural character areas account for the majority of open space and rural type development in the region; however, floodplains, steep slopes, wetlands, and surface water are located throughout the region and demand recognition as sensitive natural resources. The municipalities of the Valleys recognize the interrelationship between their natural resources and the health, safety, and general welfare of the region and their local community. Because these natural resources play a major role in the quality of life in the region, they must be protected, maintained and preserved for future generations.

Goal: Natural Resource and Historic Preservation

Preserve and enhance the high quality, sensitive natural resources of the region and cultivate an increased awareness of and appreciation for important natural, historic, and cultural features.

Conservation Overlay

In order to adequately reflect the importance of the natural resources in the Valley area, the conservation overlay was developed indicating that the lands in this classification have unique natural features that mandate attention and require more stringent regulations. Conservation Overlays are often applied to municipal ordinances that regulate land use and development as a way to protect environmental features, and impose additional regulations or restrictions on development and use of the land. As this classification is integrated into the future land use for the region, it can be applied as an overlay district in a zoning ordinance to ensure conservation and protection of these unique areas. This plan recommends the conservation overlay be developed as an overlay district and be incorporated into applicable local and county ordinances to ensure protection of the area's natural resources.

The conservation overlay was developed as an overlay through a compilation of the area's most unique and sensitive environmental features. Environmental constraints in the region are graphically shown on

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Map 3-8 and are each discussed in the Natural Resources Profile. Each of these sensitive features is described below.

Slope Protection

The three ridges that traverse the municipalities in the Region are accompanied by very steep slopes. The comprehensive plan recognizes steep slopes and hillsides as unique areas which are fragile and susceptible to erosion, landslides, mudslides, degradation of their natural vegetation and increased flooding. Conventional development practices increase these threats. By protecting this asset the municipalities in the Region intend to:

- Guide development away from steep areas.
- Minimize grading and other site preparation in steep areas.
- Provide a safe means for ingress and egress while minimizing scaring from hillside construction.
- Preserve the natural conditions in steep areas.
- Prevent flooding and the deteriorating effects of erosion to streams and drainage areas.

It is recommended that areas of precautionary slopes (15% to 24%) and prohibitive slopes, those slopes 25% and greater, be subject to regulations that will control the intensity of development that can occur on these sensitive areas.

Stream Protection

The comprehensive plan identifies and recognizes streams and the natural areas around them as important hydrological assets that support sensitive ecological habitats. It is the intent of this plan to preserve natural and man-made waterways. By protecting this asset, the municipalities of the Region intend to:

- Protect wildlife
- Reduce exposure to high water and flood hazards
- Preserve existing vegetation along waterways
- Minimize the negative effects on waterways from agriculture and development related erosion
- Minimize scenic degradation
- Protect water quality by reducing stormwater runoff

Wetland Protection

The comprehensive plan recognizes wetland areas as indispensable and fragile hydrological natural resources that provide:

- Habitat for fish, wildlife and vegetation
- Water-quality maintenance and pollution control
- Groundwater recharge and filtration
- Flood control
- Erosion control
- Open space

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- Scientific study opportunities
- Recreational opportunities

Damaging or destroying wetlands threatens public safety and the general welfare. Because of their importance, wetlands are to be protected from negative impacts of development and other activities. It is the intent of this plan to:

- Require planning to avoid and minimize damage of wetlands whenever prudent or feasible
- Require that activities not dependent upon wetlands be located on other sites
- Allow wetland losses only where all practical or legal measures have been applied to reduce these losses that are unavoidable and in the public interest

Surface Water Protection

The comprehensive plan identifies and recognizes lakes and ponds and the natural areas around them as important hydrological and environmental assets. It is the intent of this plan to preserve these natural and man-made assets. By protecting this asset, the municipalities of the Valley Region intend to:

- Protect wildlife
- Preserve existing vegetation along lakes or ponds
- Minimize the negative effects on lakes or ponds from agriculture and development related erosion
- Minimize scenic degradation
- Protect the integrity of ponds and lakes as functioning wetland areas
- Protect the integrity of the DeHart Reservoir as a source of potable water for the City of Harrisburg

Floodplain Protection

Preserving floodplain areas from development is crucial in minimizing potential damages to property and the risk of injury caused by flooding. Allowing floodplain areas to remain in their natural state will also minimize any major changes to the balance of the hydrologic system and allow for groundwater recharge. Areas identified as being in the 100-year floodplain have been included in the conservation overlay.

Other Environmental and Land Use Considerations

The following items have not been included in the conservation overlay for this plan, but should be considered as additional areas of protection.

Potable Water Protection

Developing a potable water protection overlay would protect potable water and improve the quality of potable water resources in the Valley Region. Permitted uses within this land classification would include undeveloped land, cabins, and very low density residential development. Certain tools that mitigate the impacts associated with development, such as riparian buffers, will be required to act as primary filters.

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State Game Lands

The Valley Region is fortunate to have access to the state game lands that exist in Jefferson and Rush Townships. This natural resource has appeal to both residents and visitors as a recreational destination. State Gamelands should be protected from development, and when possible, be expanded by acquiring additional land through fair market purchases or donations.

Water Supply Plan

An understanding of a community's water resources is critical to achieve balance among human, economic, and environmental needs. The most significant challenge for preserving future water resource goals is growth patterns and activities on land. Protecting water supplies by strategically directing growth and development to suitable areas, promoting safe use and disposal of pollutants, such as fertilizers, industrial wastes, sewerage effluent from septic systems, and minimizing excessive erosion, is crucial in municipal planning.

This section presents a series of tools that the region may consider as it moves forward with implementing the plan. Not all of these tools will be applicable to the region's current situation, but these tools are meant to assist the municipal officials with understanding the resources that are available to them. These tools include:

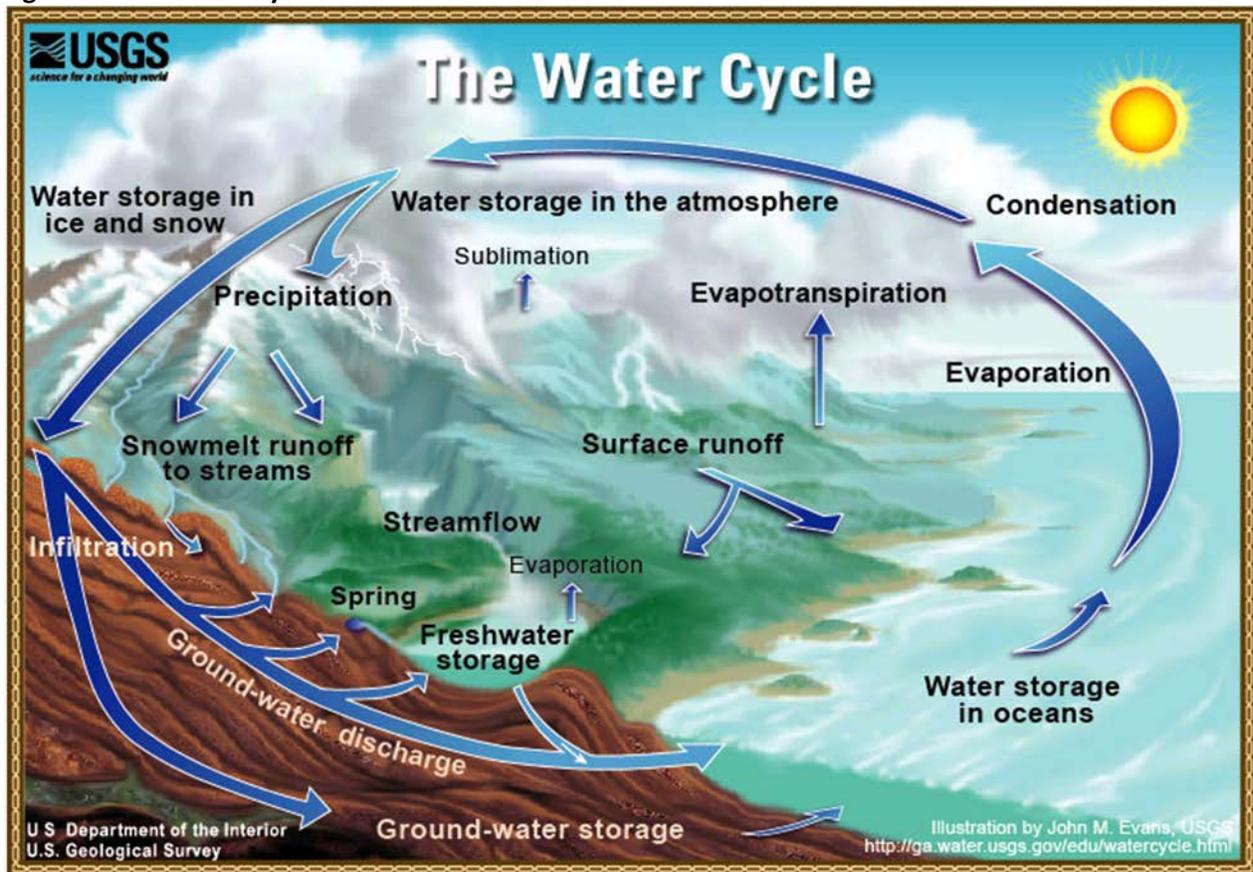
1. Critical Aquifer Recharge Area Identification
2. Water Budget and Groundwater Availability Analysis
3. Wellhead Protection
4. Well Drilling Techniques
5. Groundwater Management Plans
6. Water Supply Plans
7. Stormwater Management Plans
8. Integrated Water Resources Plan
9. Water Conservation Plan

The Hydrologic Cycle

The occurrence and interrelationship of water from and to the atmosphere, on the land surface, and in the ground is known as the hydrologic cycle, shown in **Figure 1**. Understanding the pathways and impact from human activities is fundamental to proper management of water resources. Surface waters consist of perennial and intermittent streams, lakes, reservoirs, ponds, wetlands, springs, and natural seeps. Groundwater is water contained in the soils and rock formations of the township. Most groundwater is derived from precipitation that has infiltrated and percolated through the soil after recharging the aquifer. The rates of recharge vary by location due to the diverse properties of soils in the underlying bedrock. After reaching the water table, groundwater moves towards points of discharge, such as surface waters, springs, and wells.

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Figure 1: The Water Cycle



Source: United States Geological Survey

While surface water and groundwater are often characterized separately, it is important to acknowledge that they represent one resource. The two “feed” one another, and also have the potential to contaminate one another. Run-off and ground-based pollutants often percolate into the water table, degrading the groundwater. Contaminated groundwater, emerging from springs, wells, and marshes, can pose threats to surface water.

Water Resources Protection Strategies

Critical Aquifer Recharge Area Identification (CARA)

Groundwater recharge refers to areas where water is added to the groundwater. These are areas where precipitation sinks into the ground, or a stream dives underground, sometimes called a swallow. Recharge occurs wherever the land surface is pervious and the water table is below the surface. However, some areas are characterized by features that provide an exceptional amount of recharge to the aquifer per unit area. These are termed critical aquifer recharge areas (CARAs). These areas are more vulnerable to contamination that could affect the potability of the water.

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One indication of a high recharge area is a watershed containing a low tributary density. The high permeability results in a water table with a low gradient under the land surface, thus fewer perennial streams. Other features are very deep soils or weathered zones that lie above bedrock aquifers. These areas are high volume storage areas that allow slow percolation of water from the shallow groundwater zone into the deeper aquifer. Groundwater aquifers associated with high recharge areas are also at a higher risk of becoming contaminated.

Identifying and maintaining CARAs will maximize recharge and the amount of groundwater available for utilization. The following steps can be followed in identifying and protecting CARAs:

1. Identify where groundwater resources are located
2. Analyze the susceptibility of the natural setting where groundwater occurs
3. Inventory existing potential sources of groundwater contamination
4. Classify the relative vulnerability of groundwater to contamination events
5. Designate areas that are most at risk to contamination events
6. Protect by minimizing activities and conditions that pose contamination risks
7. Ensure that contamination prevention plans and best management practices are followed
8. Manage groundwater withdrawals and recharge impacts to:
 - a. Maintain availability for drinking water sources
 - b. Maintain stream base flow from groundwater to support in-stream flows, especially for salmon-bearing streams.¹

Water Budget and Groundwater Availability Analysis

A water budget analysis provides an understanding of water flows through an area by treating the water resources of an area as an account, with recharge (income); withdrawals and in-stream flow needs (expenses); and storage (savings). Water budgets are useful for evaluating surface and groundwater resources available for development, troubleshooting water supply and well interference issues, and planning for future water needs. A groundwater availability analysis provides an assessment of the total volume of water withdrawn from (demand) and recharged to (supply) aquifers in a defined area, providing an indication of stress upon aquifers and stream base flow. When compared to projected demand in a defined area, a municipality can better prepare for targeting growth areas.

Wellhead Protection

Pennsylvania's Wellhead Protection (WHP) Program is a proactive effort designed to apply proper management techniques and various preventive measures to protect groundwater supplies, thereby ensuring public health and preventing the need for expensive treatment of wells to comply with drinking water standards. The underlying principle of the program is that it is much less expensive to protect groundwater than it is to try to restore it once it becomes contaminated.

A wellhead protection plan should detail the provisions of the local program including a schedule for implementation and demonstrate the commitment needed to support the ongoing efforts necessary for a successful local wellhead protection program. Therefore, the plan should not only describe how sources will be protected, but also document the resources necessary to implement the plan, thus

¹ Critical Aquifer Recharge Areas Guidance Document, Washington State Department of Ecology.

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linking implementation and management to finances. In order to be considered for DEP approval, a wellhead protection plan must have the following elements:

1. Steering committee and public participation
2. Wellhead protection area delineation
3. Contaminant source inventory
4. Wellhead protection area management and commitment
5. Contingency planning
6. New source planning

Well Drilling Techniques

State law requires drillers to have a valid rig permit and a Water Well Drillers License. They must also give the state and homeowner a copy of the Water Well Completion report. This report describes where, when, and how the well was constructed. However, when a new well is drilled, no state requirements for construction materials, yield, or quality apply. Pennsylvania is second among states in the number of residences served by private water wells, with more than a million households relying on private wells. Pennsylvania is also among only four states that do not have private water well construction standards. Poor well construction is increasingly the prime suspect in the presence of bacterial contamination. A properly constructed well minimizes the threat of contamination entering the well, and keeps people healthy who might otherwise get sick from their own well water.

A few local and county governments have adopted standards for private water supplies, e.g. Chester and Montgomery Counties. Those rules and regulations have established minimum standards for the location, construction, modification, or abandonment of water wells and installation; required a permit for the construction of a water supply including production wells, test wells, test borings, and monitoring wells, and/or the installation of pumping equipment; and required a license for well contractors and pump installation contractors.

Other specific situations may also require additional regulations, including instances in which mortgages associated with federal housing may require certain water analyses for the well. Other lending institutions also may have sampling requirements, but for the most part, private well owners must take responsibility for their own water quality and for maintaining their well.

Groundwater Management Plans

Groundwater management plans provide a thorough understanding of the watershed's hydrogeologic characteristics to protect and improve water supply reliability. The plan should address three components: identify existing and anticipated quantity and quality groundwater problems and management issues; recommend a series of actions needed to ensure the sustainability of the watershed; and address impacts on the resource, including those from growth and development, droughts, current and past mining, transfers out of watersheds, unknown and unregulated uses, and management measures. Components of the plan may include monitoring, as well as identification of wellhead protection areas and appropriate areas for development of groundwater models.

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Water Supply Plans

The goal of a water supply plan is to provide a guidance document for municipal officials and local planners, water suppliers, and other interested groups to follow and implement as they address water supply needs for the municipality. The water supply plan provides basic information and the direction needed to make planning decisions to provide residents with safe, adequate, and reliable drinking water at reasonable cost.

These plans inventory and evaluate available data and information on water systems and service areas. Results are compared to existing water system capabilities and future water need. Water system overviews for each community water system include estimates of water demands; identification of potential deficiencies; formulating water supply alternatives; presenting preliminary cost estimates for the selected alternatives; and providing recommendations for implementing improvements. Water systems need to provide an adequate supply of water, treatment capacity, treated storage capacity, and fire flow. The plan presents recommendations on supply-side and demand-side options.

Stormwater Management Plans

Stormwater discharges are generated by runoff from land and impervious areas such as paved streets, parking lots, and building rooftops during precipitation events. Changes in watershed hydrology due to growth and development directly impact the availability and quality of water resources. For example, in areas where residents depend on wells for their drinking water supply, underground aquifers can be depleted because of increasing demand from new development and an associated decrease in infiltration as impervious surfaces replace natural land cover. Changes in watershed hydrology include:

1. Increases in stormwater flows and flooding
2. Decrease in infiltration and groundwater recharge
3. Reduction in stream networks due to stormwater conveyances channeling water away from developing areas
4. Lowering of stream base flows and groundwater levels
5. Increased contaminant loading to streams and groundwater

Proper stormwater management efforts attempt to minimize the above problems by addressing not only the quantity of stormwater produced, but also the quality of the stormwater and the amount of water that is lost from the watershed. The Pennsylvania DEP promotes a comprehensive watershed approach to stormwater management to improve water quality and quantity through the use of best management practices (BMPs). The stormwater management approaches integrate existing planning and regulatory requirements to reduce pollutant loads to streams, recharge aquifers, maintain stream base flows, prevent stream bank erosion, and protect the environmental integrity of receiving waters.

The types and degree of BMPs that are prescribed in the watershed plan are based on the expected development pattern and hydrologic characteristics of each individual watershed. The final product of the Act 167 watershed planning process is a comprehensive and practical implementation plan and stormwater ordinance developed with a firm sensitivity to the overall needs, i.e. financial, legal, political, technical, etc., of the municipalities in the watershed.

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Integrated Water Resources Plans

Integrated Water Resource Plans (IWRPs) provide guidance to balance land use and growth that is consistent with the sustainability of aquifers and streams. Objectives outlined in IWRPs should be consistent with Pennsylvania's State Water Plan (Act 220) and should recognize stormwater, water quality, and aquatic resource issues. IWRPs are very comprehensive and include components of other water resource related plans, such as Act 167 stormwater management plans, groundwater management plans, wellhead protection areas, and water conservation. Water supply and wastewater planning needs are a component of the plan. The IWRP should allow a county to understand needs and opportunities within its watersheds, as well as present recommendations for improving and sustaining resources.

Water Conservation Plan

The benefits of implementing water conservation concepts throughout a water supply service area are many and should be carefully examined. Saving water will save money for consumers on water, sewer, and water heating bills. Demand for water has a pronounced impact on the environment by lowering stream flows, depleting groundwater aquifers, and in certain cases, requiring the impoundment of free flowing stream or the diversion of water from one drainage basin to another. Reducing per capita water use will decrease the amount of wastewater generated, and thereby maintain the operating efficiency of treatment plants over a longer period of time. Reducing water consumption will reduce operating costs for utilities, and will delay costly capital improvements. When compared to the cost of expanding existing facilities or developing new water sources, the most cost-effective alternative is conservation.

Pennsylvania's current water conservation program emphasizes education and guidance to reduce water use at the local level. DEP offers guidelines for designing a water conservation program. Under the provisions of recent legislation, the State Water Plan (Act 220), water conservation will continue as a voluntary program. The act establishes a formal program to promote voluntary water conservation and water use efficiency practices for all water users. As a resource to municipalities, DEP will create a Water Resources Technical Assistance Center to promote the use and development of water conservation and water use efficiency education and technical assistance programs. Act 220 also authorizes grants for water resources education and technical assistance.

Land Development and Zoning Ordinances

The most significant challenge for preserving future water resource goals is growth patterns and activities on land. Because local officials are responsible for planning for growth and have the authority to regulate the use of the land, they also have the most direct influence on water resources. The Pennsylvania Municipalities Planning Code grants direct authority to municipalities to regulate development activity through subdivision and land development ordinances and zoning ordinances. Many of the water resource protection strategies discussed in the water resources tool box section can be incorporated into one or both regulatory ordinances.

For example, the subdivision and land development ordinances may require that a development site plan include a specific amount of land for parkland, which could be part of a groundwater preservation strategy. Site design standards that promote pervious surface designs, e.g. porous pavement, can help to protect groundwater by controlling runoff and filtering potential pollutants to the underlying aquifer.

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Maps of specific features, such as critical aquifer recharge areas or wellhead protection areas can be incorporated into the zoning map through an overlay district. The overlay would impose an additional series of requirements to the permitted or conditional uses of the underlying district. For example, if vehicle fueling, maintenance, and storage are permitted uses, and if these uses were located in a wellhead protection area, they would require a containment system for collecting and treating all runoff and preventing release of fuels, oils, lubricants, and other automotive fluids into soil, surface water, or groundwater.

Key Practices for Members of the Community

Human uses often have the greatest impacts on water resources; therefore, educating the community is a necessary component in ensuring a water supply of adequate quality and quantity. Commercial and residential uses contribute to runoff from impervious surfaces, pollution from vehicles and chemicals, nutrient deposition from lawn fertilizers and septic tanks, and aquifer distribution from well withdrawals without recharge. Poor management of agricultural lands, in the form of excessive or poorly timed nutrient application or inadequate livestock fencing in riparian areas, can also have profound impacts on water quality.

1. Residential Practices

- a. Limit lawn watering and fertilizing
 - i) If lawns and gardens use native plants and grasses, attractive landscaping can be created with plant life adapted to local climate and soils, limiting and often eliminating the need for additional water and nutrients.
- b. Proper care of septic tanks
 - i) Beyond eventual contamination of groundwater, periodic maintenance improves public health by limiting contaminants in septic backup and saturated areas.
 - ii) Informing residents of basic upkeep routine, how to spot problems, and how often to pump, households will receive the added benefit of longer system life and fewer major, costly system repairs.
- c. Proper disposal of household pollutants
 - i) Items such as used motor oil, gasoline, solvents, paint, insecticides, batteries, oven cleaners, etc., can be very dangerous in areas where drinking water is obtained by wells. Dauphin County offers a free curbside collection program for household hazardous wastes that residents may take advantage of once a year.

2. Agricultural Practices

- a. Nutrient management
 - i) This is often considered the most important tool and only takes a minor change in habit that costs the farmer nothing. Timely application of manures and fertilizers is critical. Coordinating application with precipitation and thaws means more can be absorbed by the soil rather than carried off. Applying only as much fertilizer and manure as your soils needs is also valuable, as soil is only capable of absorbing a certain amount of nutrients.
- b. Maintain cover crops instead of fallow fields

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- i) Particularly in winter, this will help prevent nutrient loss.
- c. Nutrient Trading
 - i) Where one farmer has a nutrient surplus and another has a deficiency, trading solves multiple problems at once. A simple agricultural bulletin board where farmers can post their needs and get in touch with one another could facilitate this.
- d. Fencing
 - i) Fencing horses and cattle out of streams except for specific crossings at watering areas prevents bank erosion and manure flowing directly into waterways. This can be done with inexpensive temporary fencing, and adjusted as needed.
- e. No-till agriculture
 - i) Transitioning to no-till agriculture is beneficial in crop farming. While it does require an initial investment, it does have the benefit of retaining nutrients year round. Even without no-till, methods such as contour farming and tilling done at appropriate times can keep a great deal of nutrients on the field and out of the water.

Historic Preservation

Historic resources in the Valley Region are discussed in Chapter 2, the Historic and Cultural Resources Chapter. In the Region there are five National Register Listed properties and one historic marker marking the location of Fort Halifax. In addition to the five listed properties, another 52 sites have been identified as having historic value in the Region. Historical resources can be considered a portal to the past to be enjoyed and studied by current and future residents of the Region.

This Plan addresses the need for maintaining historic resources through measures such as continually updating the historical resources inventory and map, working with the Pennsylvania Historical and Museum Commission, working with the Halifax Historical Society, and preparing a historic preservation ordinance. The next step for historical preservation in the Valleys Region is to add a resident participation and education component to the preservation efforts. This component may include activities such as a community historical day or the presentation of yearly awards to residents for historic preservation activities. By educating and involving citizens and local government leaders in historic preservation initiatives, a greater appreciation for the area's historic resources is fostered. Showcasing historical assets and encouraging preservation initiatives will help to create a better understanding of the history of the community, thus adding to the residents' and visitors' sense of place and encouraging an increased quality of life.

Legal Foundation for Historic Preservation

Many historic preservation techniques and programs are available to facilitate historic resource protection. Most techniques and programs evolved out of federal or state laws. An understanding of the legal foundation for historic preservation is helpful to determine what techniques and programs a Historic Resources Protection Plan should include.

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Federal Level

The National Historic Preservation Act of 1966 (NHPA) earmarked the beginning of federal historic preservation policy. The NHPA was intended to stop the severe loss of historic resources in large cities and boroughs due to urban renewal. The legislation was intended to create a comprehensive framework for preserving historic resources through a system of reviews, regulations and incentives. The NHPA encouraged cooperation among federal, state and local governments to address historic resources protection. In Pennsylvania, the Bureau for Historic Preservation (BHP), an agency of the Pennsylvania Historical and Museum Commission (PHMC), is the state agency responsible for overseeing this coordination.

The NHPA formalized the National Register of Historic Places, in which a number of resources are either listed or eligible for listing. The NHPA also instituted the review process, discussed below, for any project that receives federal funds. The act also authorizes the Certified Local Government Program, which enables municipalities to participate directly in federal preservation programs and to access through the state, certain funds earmarked for historic preservation activities.

Section 106 Review Process

The Section 106 review process requires that any project using federal funds, which includes most PennDOT projects, be reviewed for its impact on historic resources either listed in, or determined to be eligible for, the National Register of Historic Places. Section 106 does not directly prohibit alteration or destruction of these resources, but it does require a thorough investigation of other alternatives and the consideration of mitigation measures.

State Level

The NHPA authorizes the appointment of a State Historic Preservation Office to administer provisions of the act at the state level. In Pennsylvania, the agency assigned to this responsibility is the Pennsylvania Historical and Museum Commission (PHMC). This entity is responsible for making initial determinations of eligibility for the National Register, managing state historic archives and administering a wide variety of historic preservation programs.

The Pennsylvania History Code pertains to conservation, preservation, protection, and management of historical and museum resources and identifies PHMC as the agency responsible for conducting these activities. It outlines Pennsylvania's legal framework for historic preservation and mandates cooperation among other state entities in identifying and protecting historic and archaeological resources.

Pennsylvania legislation provides the legal foundation for municipalities to adopt historic preservation ordinances through Act 167 and Act 247. The Historic District Act of 1961, Act 167 authorizes municipalities to create local historic districts and protect the historical and architectural character of the district through regulating new construction, building reconstruction, alteration, restoration, demolition, or razing of buildings within a certified local historic district. Local districts established under this act must be certified by PHMC. This act also requires the appointment of a Historical Architectural Review Board (HARB).

The Pennsylvania Municipalities Planning Code (MPC), Act 247 which authorizes the use of municipal land use controls such as use regulations and area and bulk regulations, to protect historic resources.

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The MPC specifically regulates places having unique historical, architectural, or patriotic interest or value through the creation of a specific zoning classification.

The Pennsylvania Municipalities Planning Code requires the comprehensive plan to include a plan for the protection of Natural and Historic Resources to the extent not preempted by federal or state law. The Natural and Historic Preservation Plan shall be consistent with and may not exceed those requirements imposed under the following:

1. Clean Streams Law
2. Surface Mining Conservation and Reclamation Act
3. The Bituminous Mine Subsidence and Land Conservation Act
4. The Coal Refuse Disposal Control Act
5. Oil and Gas Act
6. Non-coal Surface Mining Conservation and Reclamation Act
7. Agricultural Security Act
8. An Act Protecting Agricultural Operations from Nuisance Suits and Ordinances Under Certain Circumstances
9. Nutrient Management Act

Pennsylvania law recognizes the following regulatory techniques that can be employed by a municipality to protect and preserve their historic resources:

1. Enactment of a Historic District Ordinance
2. Conservation Overlay Districts
3. Traditional Neighborhood Developments
4. Official Maps
5. Historic Preservation Zoning

County and Local Levels

The County Planning Commission can support and provide necessary technical guidance to those municipalities that have an interest in adopting an historic preservation ordinance. The County Planning Commission can also assist with integrating historic resources in the county with other tourism initiatives.

At the local level, municipalities can adopt single purpose historic preservation ordinances and establish architectural and historic review boards. Generally, historic preservation regulations are part of a zoning ordinance, but some municipalities choose to adopt stand-alone ordinances instead.

Transportation

Introduction

Communities are continually challenged with providing safe, efficient access and mobility for residents and visitors. Planning for transportation involves providing access for employees to local businesses and industries, promoting efficient regional travel for visitors, and enhancing recreational transportation opportunities. The struggle in providing for the needs of automobiles, pedestrians, and other non-

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motorized forms of transportation is often complicated by the conflicting nature of these various forms of movement. This plan will develop guidelines for the Valleys Region that will focus on improving the regional transportation system.

The Pennsylvania Municipalities Planning Code states that the multi-municipal comprehensive plan must contain, “A plan for the movement of people and goods, which may include expressways, highways, local street systems, parking facilities, pedestrian and bikeway systems, public transit routes, terminals, airfields, port facilities, railroad facilities, and other similar facilities or uses.”

Goal: Transportation in the Valley Area

Encourage safe, reliable, and well-maintained transportation systems that meet the needs of residents and businesses in the area without compromising the region’s rural character.

Overview of Key Findings

Transportation Profile

- Regional access to the Valley Region is primarily by SR 147 and SR 225 via U.S. 22/322. Other options that exist include US 11/15 via the Clark’s Ferry Bridge, SR 81, or Goldmine Road; these routes are not as convenient for most travelers. SR 325 is considered a major corridor for commuters coming from the western portions of northern Dauphin County and western Schuylkill County to access the greater Harrisburg Area.
- Hegin Valley Lines and Capital Area Transit (CAT) operate daily commuting service Monday through Friday from northern Dauphin County to the Capitol Complex and Dauphin County Courthouse. Service is available from Halifax Borough. R&J Transportation Inc. operates daily commuting service from Frackville and Minersville areas in Schuylkill County to downtown Harrisburg and the Capitol Complex. Connections to Schuylkill Transportation System buses can be made in Frackville and Minersville. Riders can connect to the rest of the CAT bus system in Harrisburg to reach additional destinations in Dauphin and Cumberland Counties. Residents of the Valleys Region also have access to Commuter Services of South Central Pennsylvania which provides a free carpool matching service, directs commuters to information on various transportation options in the region, and provides an emergency ride home program. Commuter services also works with regional employers to develop in-house transportation options.
- The vast majority of the Valleys Region, due to its rural nature, lacks an integrated network of bicycle and pedestrian facilities. There are sidewalks located within Halifax Borough, but they are not continuous, and don’t effectively connect residences with neighborhood serving businesses and activities such as the park, schools, and commercial destinations outside of the borough. The Valleys Region in general is considered to be very unfriendly to bicycles. There are no bike paths and most roadways do not have adequate shoulder width for bicyclists.
- Several areas of concern were identified in the development of this plan and are listed in Transportation profile.

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Community Outreach

Throughout the development of the comprehensive plan two public participation meetings were conducted to engage the residents of the region. In general, feedback received through outreach initiatives pointed towards maintaining the current rural state of the region, but they also identified the need for growth both in the residential and non-residential markets. Since land use and transportation are closely linked it is important to ensure appropriate transportation improvements are occurring in the areas of the region that have been identified for growth. The top five transportation comments, as voted on by the residents that attended the public participation meetings, are as follows:

September 15, 2009 Meeting – Halifax Borough and surrounding developed areas of Halifax Township

SR 147/225 in borough bad configuration/geometry, especially for trucks (2 nd and Armstrong; 4 th and Armstrong; 2 nd and Market; 4 th and Market)
No good public transit into the valley
Peak hour congestion
No bike trails or designated walking trail
No stop lights (Armstrong in general; on-street parking, major cut thru to SR 147/225)

September 29, 2009 Meeting – Halifax Township, Jefferson Township, Rush Township, and Wayne Township

Need a way to get around Halifax, especially in the AM/PM rush hour (SR 147/225); bypass needed
Not enough signage coming off of US 322 to SR 335; problem especially for trucks
Lack of cheap, available, and convenient public transportation
Problem with intersection of 147 at 225 coming from Millersburg
Powell's Valley Road is too narrow
Need a traffic light at Powell's Valley Road and SR 225
Need for a light rail line / more public transit to Harrisburg
Truck traffic is increasing – especially on Peter's Mountain

A full summary of the public participating comments relative to transportation can be found in the Action Plan.

Other Relevant Studies

Dauphin County Comprehensive Plan, 2008

The Dauphin County Comprehensive Plan provides a series of goals, objectives, and action items that can be applied to transportation planning in the Region. Where appropriate, the action items contained in this plan will be integrated into the Action Plan for the Valleys Region. The Dauphin County Comprehensive Plan analyzes the status and need for transportation improvements in several categories including highways, transit, freight rail, aviation, and bicycle/pedestrian. The following recommendations are provided as a part of each category and can be applied to communities within the Valleys Region:

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Highway

- Encourage in-fill development and discourage sprawl development
- Encourage mixed-use development
- Promote public transit use/discourage road expansion
- Increased Coordination with County, State and Federal Agencies
- Coordination with developers, municipalities, and adjacent counties
- Implement more Intelligent Transportation Systems (ITS) technologies
- Ensure new, large developments have sufficient and appropriate ingress and egress
- Improve traffic law enforcement
- Ensure locally-initiated projects get on the TIP

Transit

- Encourage transit-oriented development
- Work with Capital Area Transit (CAT) to create appropriate new “non-traditional” routes
- Work with CAT to improve signage and parking at park and ride lots
- Encourage employers to provide transit subsidies
- Promote the Susquehanna Regional Transportation Partnership (SRTP), a seven county effort that will provide transit and carpool information for commuters traveling between or within the counties via an interactive website.

Aviation

- Open a public use airport in northwestern Dauphin County
- Create airport compatible zoning around the Bendigo Airport

Bicycle/Pedestrian

- Incorporate bicycle/pedestrian improvements into the transportation planning process.
- Encourage mixed use zoning and “traditional” community development.
- Encourage development/preservation of bike/walking trails, rail trails, greenways, and open space.
- Consider using county Liquid Fuels funds to finance certain bicycle and pedestrian improvements.

2030 Regional Transportation Plan

The 2030 Regional Transportation Plan was developed by HATS, the federally designated Metropolitan Planning Organization that includes Cumberland, Dauphin, and Perry Counties. The purpose of the plan is to document the current status of transportation projects and programs, identify long term needs, and recommend transportation projects and programs to meet those demands. The plan sets forth the following goals:

- Improve the quality of our current transportation system.
- Improve mobility and accessibility for all transportation system users.
- Promote and increase the use of alternate modes.
- Ensure safe and convenient access among different transportation modes.

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- Minimize negative effects of the transportation system on our communities and environment.
- Accomplish land use and transportation planning and administration that is mutually supportive.
- Improve the transportation planning and programming process.
- Enhance funding opportunities for transportation system improvements.

Regional Goods Movement Study

The Regional Goods Movement Study involved an eight county planning area: Cumberland, Dauphin, Perry, York, Lebanon, Lancaster, Franklin, and Adams Counties. The study was conducted to address several issues or factors:

- Improved understanding of how growth in freight movement impacts the economically and environmentally connected South Central PA region;
- Exploration of linkages between freight movement, land use, and economic growth;
- Development of goals, strategies, and recommendations that are consistent and equitable across the region;
- Dissemination of the benefits, costs, and issues of freight movement to politicians, stakeholders, and the general public; and
- Enhancement of the ability to continue future freight planning efforts.

The study focuses on several primary highways in the eight county region, none of which are located in the Valleys Region, but considers U.S. 22/322 to be a major regional roadway that provides access to primary trucking corridors. The study was organized to develop essential freight data, identify policies and strategies, and conduct outreach through public and private forums.

The study puts forth several policy recommendations that are organized under the following five goals:

- Develop a vision for the future of goods movement in South Central Pennsylvania
- Create a governance structure to identify issues, disseminate information, and guide investments.
- Develop and maintain data and tools to forecast and monitor goods movement.
- Establish a realistic funding program to implement the freight planning program.
- Maintain a continuing commitment to freight program delivery.

Pennsylvania Mobility Plan

The Pennsylvania Mobility Plan is the state-wide long range transportation plan that is currently being developed by PennDOT. The plan will build upon the current state-wide long range transportation plan, PennPlan, and consider a variety of different scenarios including capacity expansion, system preservation and enhanced operations, improved multimodal connectivity, as well as a series of “what-if” scenarios. Several draft goals have been developed and will be further refined as the plan progresses:

- Provide for a safe and secure transportation system.
- Balance transportation, land use, economic development, and the environment.
- Target investments for maximum statewide benefits.
- Create an efficient, interconnected, multimodal transportation system.

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- Ensure collaborative planning, funding, and implementation.

Relationship between Transportation and other Plan Elements

Transportation is related to many of the other planning components by its very nature. Transportation is linked to housing and the economy in that we rely on transportation for mobility to and from our homes. Various transportation modes and networks are used to move the goods that directly impact our economy. Transportation is also linked to natural resources and recreation. Many people utilize rail trails, bicycle paths, and walking trails as a part of leisurely activity. When transportation improvements are considered, it is important to recognize and plan to mitigate any potential negative environmental affects that result from a proposed transportation improvement. Transportation is also directly related to, and sometimes determines, the ways that land is or will be used. This section takes a deeper look at the relationship between land use and transportation.

Land Use

The interrelationship that exists between land use planning and transportation planning must come to the forefront in this plan. Ultimately, linking appropriate transportation infrastructure to the future land use plan will ensure that necessary system improvements occur in areas that are designated for development. It will also ensure that unnecessary transportation improvements do not occur in areas where development is not wanted, as improvements in transportation have the potential to attract different forms of development. In general, the transportation system has one of the greatest influences on the intensity of future growth and development, as the network of roadways in a community has an effect on land use relationships and configurations. Consequently, transportation planning has emerged as one of the most significant aspects of growth management planning in recent years.

Ineffectively linking land use planning with transportation planning will result in an inefficient planning cycle in which deficiencies are magnified as land is developed and traffic increases. Municipalities and regional planning organizations should strive to avoid this reactive cycle as described below:

- Land development generates vehicle trips
- Additional trips increase roadway needs
- Needs dictate roadway improvements
- Improvements modify access
- Modified access changes land values
- Change land value attracts intensified development
- Intensified development generates more trips
- More trips lead back to the second step of the cycle.

Effective transportation planning will schedule improvements based upon the plan for land use and development in the region. It is proactive in nature and begins with an understanding of existing conditions, and a series of important questions:

- What will be the magnitude of population and economic activities in the future?
- Where will these activities be located?
- Where will these trips be attracted?
- Which mode of travel will be used?
- What alternatives/strategies are available to relieve demands on the transportation system?
- Which route will be utilized to reach the trip destination?

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- What is the best overall transportation system to handle the future trip desires?

Transportation Priorities in the Valleys Region

In preparing the transportation profile, several necessary transportation improvements were identified. The following list of improvements contains those which are considered to be priority improvements, based upon their location in relation to the future land plan for the region. Identified transportation issues are graphically shown on **Map 8-1**.

Table 1: Priority Transportation Issues in the Valleys Region

Map Identification	Problem	Location	Municipality	Character Area	Priority
1	Crash Rate of 1 – 5 per million vehicle miles driven	SR 147 between Tourist Park Road and Seiders Road	Halifax Township	Rural Resource	2
2	Crash Rate of 1 – 5 per million vehicle miles driven	SR 147 near McClellan Rd.	Halifax Township	Rural Resource	2
3	Crash Rate of 1 – 5 per million vehicle miles drive	SR 147 in Halifax Borough	Halifax Borough	Neighborhood Center	1
4	Crash Rate of 1 – 5 per million vehicle miles driven	Entire length of SR 147 south of intersection with SR 225	Halifax Township	Rural Resource	2
5	Crash Rate of 1 – 5 per million vehicle miles driven	SR 225 at the intersection with SR 147	Halifax Township	In-Town Core Corridor	1
6	Crash Rate of 1 – 5 per million vehicle miles driven	SR 225 through Matamoras	Halifax Township	Rural Area – Developing	2
7	Crash Rate of 1 – 5 per million vehicle miles driven	SR 225 at the crest of Peter’s Mountain Road	Halifax Township	Linear	1
8	Crash Rate of 1 – 5 per million vehicle miles driven	Armstrong Valley Road between Hillcrest Drive and Kinsinger Road	Halifax Township	Rural Resource/ Agriculture	2
9	Crash Rate of 1 – 5 per million vehicle miles driven	Powell’s Valley Road east of Price Road	Halifax Township	Agriculture	2

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Map Identification	Problem	Location	Municipality	Character Area	Priority
10	Crash Rate of 1 – 5 per million vehicle miles driven	Powell's Valley Road between Matamoras Road and west of Radel Road	Wayne Township	Agriculture	2
11	Crash Rate of 1 – 5 per million vehicle miles driven	Powell's Valley Road between Radel Road and Shoop Lane	Wayne Township	Agriculture	2
12	Crash Rate of 5 or more per million vehicle miles driven	SR 225 in Halifax Borough	Halifax Borough	Neighborhood Center	1
13	Crash Rate of 5 or more per million vehicle miles driven	Powell's Valley Road from SR 147/225 to Price Road	Halifax Borough	In-Town Core Corridor/ Agriculture	1
14	Crash Rate of 5 or more per million vehicle miles driven	Powell's Valley Road east of Price Road to Dividing Road	Halifax and Wayne Townships	Agriculture	2
A	Volume, Speed, Sight Distance	Intersection of Powell's Valley Road and SR 225	Halifax Township	In-Town Core Corridor	1
B	Volume	It is difficult to pull out of Giant grocery store, especially when trying to make a left turn	Halifax Township	In-Town Core Corridor	1
C	Volume, Road Geometry	The bottleneck of SR 225 and SR 147, and where they separate	Halifax Township and Halifax Borough	In-Town Core Corridor and Neighborhood Center	1
D	Volume	Hazards at the Shell and Sheetz gas stations	Halifax Township	In-Town Core Corridor	1
E	Congestion	School speed limit signs blinking and causing congestion	Halifax Township	In-Town Core Corridor	1
F	Speed	Speeding north of Halifax Borough on SR 225	Halifax Township	Rural Resource/ Agriculture	3
G	Volume	SR 147 and SR 225 congestion during peak periods	Halifax Township and Halifax Borough	In-Town Core Corridor/ Neighborhood Center	1
H	Inadequate signage	Signage needs to be added to the traffic signal to show that Parker Drive	Halifax Township	In-Town Core Corridor	1

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Map Identification	Problem	Location	Municipality	Character Area	Priority
		south has a right-of-way on a green signal to travel onto SR 147			

Transportation Planning Toolbox

The following tools may be used to alleviate transportation issues in the region.

Pedestrian Mobility

Although the personal automobile will most likely never be replaced in the Valleys Region, the safety of pedestrians needs to remain a concern of utmost importance. Especially in Halifax Borough, and in areas immediately surrounding the borough, pedestrians should be able to safely walk, jog, and/or bike from one destination to another. Encouraging safe pedestrian mobility will encourage decreased use of the automobile and will allow residents to access public and private recreation centers, schools, residential areas, commercial centers, churches, and other community facilities and destinations. Common pedestrian routes connecting these locations should include sidewalks, trails, and designated walking paths.

Pedestrian mobility should also be considered in areas of new development within the townships. Incorporating sidewalks, trails, and walking paths into new developments provides a safe means for people to walk for exercise or leisure, in addition to walking to other homes in the Region.

Bicycling

The Commonwealth of Pennsylvania has recognized the importance of pedestrian level mobility and authorized PennDOT to develop a statewide Bicycle and Pedestrian Master Plan. The plan was completed in 1996 and the recommendations form the foundation for guidelines in this plan pertaining to pedestrian and bicyclist safety and mobility.

The plan establishes the following principles:

- Bicycles are considered to be a vehicle in Pennsylvania.
- Roadways should at a minimum be bicycle compatible.

Bicyclists are classified in one of the following groups, according to their level of ability. The plan provides general guidelines for each group that this plan supports.

Group A – Advanced Bicyclist

These are experienced riders who can operate under most traffic conditions. They comprise the majority of the users of collector and arterial streets and enjoy the ability to operate at maximum speed with minimum delays.

Recommendations to meet the needs of this class of bicyclist include:

- Provide direct access to destinations usually via the existing street and highway network.
- Provide sufficient operating space on the roadway or on the shoulder to reduce the need for either the bicyclist or the motorist to change position when passing.

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Group B – Base Bicyclist

This group consists of casual or new adult and teenage riders who are less confident in their ability to operate in traffic without special provisions for bicycles.

Recommendations to meet the needs of this class of bicyclist include:

- Provide comfortable access to destinations using low speed, low traffic volume, streets or designated bike paths.

There should be a well-defined separation of bicycles and motor vehicles on arterial and collector streets, or on a separate bike path.

Group C – Child Cyclist

This group of cyclists consists of pre-teen riders whose roadway use is initially monitored by parents.

Recommendations to meet the needs of this class of rider include:

- Provide access to key destinations surrounding residential areas including schools, recreation facilities, and other residential areas.
- Identify bike routes on residential streets with low motor vehicle speed limits and low volumes of traffic.
- Well defined separation of bicycles and motor vehicles on arterial and collector streets or on separate bike paths.

Greenway Planning

Mountain ridges, rivers and streams can be a significant asset to the region in terms of maintaining open space, sustaining biological and ecological diversity, and attracting tourism. Introducing bicyclist and pedestrian trails along streams helps to protect the waterway and add to the quality of life in the community. Dauphin County completed a Greenway, Recreation, and Open Space Plan which identifies various pedestrian connections in the Valleys Region.

Right-of-Way Preservation

The practice of right-of-way preservation allows the municipalities of the Region the opportunity to acquire additional areas of land needed to accommodate future expansions of transportation facilities or other public improvements associated with safety, access, or aesthetics. Right-of-way preservation can be accomplished through dedication of land or through the use of easements. Right-of-way dedication provisions can be included in a subdivision and land development ordinance.

Official Map

The official map is also discussed in the future land use plan as an effective tool for a municipality to facilitate the planning, acquisition, and implementation of community facilities and transportation improvements. The official map is a useful but underutilized planning tool. Its purpose is to identify public and private lands for which the public has a current or future need. It can be used to legally establish the location of existing and proposed streets, waterways, parks, bikeways, pedestrian paths, floodplains, stormwater management areas, public facilities, intersections needing improvement, and historic sites. Any or all of these features may be shown on the official map. The land that is shown on the map is not a “taking” from the landowner; the municipality must at all times be prepared to compensate the owner for the fair value of the land. The reservation on the map merely gives the

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municipality the first opportunity to purchase the identified property. The property owner must notify the municipality in writing of intent to develop or subdivide the property. From the date that the municipality receives the notice it has one year to purchase the property, obtain easements, or seek condemnation.

In order to assist with planning, acquisition, and implementation, as well as to inform residents of the region's future plans and transportation improvements, municipal officials should consider developing an official map. The official map can include existing and proposed publicly owned and operated facilities including the roadway network, water and sewer infrastructure, parks, greenways, and trails.

Access Management

Managing access to and from the roadway's abutting properties is a valuable tool because it manages the capacity and safety of the roadway. According to PennDOT's Access Management Model Ordinances for Pennsylvania Municipalities, the Transportation Research Board defines access management as, "the systematic control of the location, spacing, design, and operation of driveways, and street connections to a roadway. It also utilizes roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals. The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system." Access management incorporates the delicate balance between constitutional rights, private property rights, and state regulations. The principles of access management seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development.

Access management programs seek to limit and consolidate access points along major roadways, while promoting a supporting street system and unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life, and a more attractive corridor. The goals of access management are accomplished by applying the following principles:

- **Provide a specialized roadway system** – it is important to design and manage roadways according to the primary functions they are expected to serve
- **Limit direct access to major roadways** – roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function
- **Promote intersection hierarchy** – an efficient transportation network provides appropriate transitions from one classification of roadway to another
- **Locate signals to favor through movements** – long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and ensure continuous movement of traffic at the desired speed
- **Preserve the functional area of intersections and interchanges** – the functional area is where motorists are responding to the intersection (i.e. decelerating, maneuvering, into the appropriate lane to stop or complete a turn)
- **Limit the number of conflict points** – drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflicts. Traffic conflicts occur when the paths of vehicles intersect and may involve merging, diverging, stopping, weaving, or crossing movements

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- **Separate conflict areas** – drivers need sufficient time to address one potential set of conflicts before facing another
- **Remove turning vehicles from through-traffic lanes** – turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn, thereby reducing the severity and duration of conflict between turning vehicles and through traffic
- **Use non-traversable medians to manage turn movements** – they minimize left turns or reduce driver workload and can be especially effective in improving roadway safety
- **Provide a supporting street and circulation system** – a supporting network of local and collector streets to accommodate development, and unify property access and circulation systems. Interconnected streets provide alternate routes for pedestrians, bicyclists, and motorists.

The primary transportation corridor of the Region that requires access management attention is the stretch of Routes 147/225 from the triangle in Halifax Township through Halifax Borough.

Subdivision and Land Development Ordinance – Public Improvements Design and Construction Standards

Streets, sidewalks, trails, and other public improvements have a direct impact on the character and quality of a municipality or area they serve. Streets should be designed based on their intended function to move traffic and provide for pedestrian circulation and are an important element of the community setting and character. Street, sidewalk, and trail design standards are generally located in municipal subdivision and land development ordinances.

Transportation Capital Improvements Programming

One of the key ingredients to accommodating and guiding growth to the appropriate areas is to ensure that such areas have adequate infrastructure and can accommodate the projected growth. A municipality may develop a schedule of all planned capital expenditures for a particular period (5 to 10 years). The plan should include estimated costs for each project, proposed sources of funding, and the priority of the project within the plan. Such a schedule helps to ensure that yearly budgeting and spending priorities are coordinated with the comprehensive plan of the municipality.

Each municipality should develop a capital improvements program to include the priority transportation issues, and other identified deficiencies as listed in this plan and in the transportation profile. Each municipality should then communicate these needs to the Harrisburg Transportation Study (HATS).

Maintenance Program

A properly integrated regular program of maintenance carries the same level of importance as new capital projects when it comes to maintaining the functionality of a municipal roadway system. Improperly maintained roadways will deteriorate causing drivers to bypass these deteriorated routes and in the process put additional traffic on other roadways that were not designed to handle high traffic volume. Intersections where sight distance is inadequate can act as bottlenecks in the transportation system and can increase the incidence of accidents at these locations.

In order to ensure that the roadways of the Valleys Region are properly maintained, each municipality should establish a multiyear maintenance program. To establish this program, municipal road managers

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and engineers should drive and catalogue the condition of every road. Once this is completed, a prioritized list of maintenance needs, whether they be mill and overlay, tree removal, grading, etc. should be established and approximate costs assigned. These projects should then be placed into a five year program where they can be funded through the establishment of a long-term budget. The road survey should then be completed on an annual basis and the prioritized list updated so that the municipality or Region continually plans for and finances its maintenance needs in a five year cycle.

Municipalities of the Valleys Region may also consider pooling municipal road maintenance and repair materials to efficiently make improvements and decrease costs.

Traffic Calming

Speeding has been identified as an issue in the Region. Corrective measures to curtail speeding include increased police presence and employing traffic calming techniques. Increasing police presence is not always possible and comprehensive safety improvements may not be possible due to existing limitations. In lieu of increasing police presence or reconstructing entire sections of roadway to curtail speeding and other problems associated with vehicular traffic, this plan recommends the incorporation of traffic calming techniques where appropriate. The Pennsylvania Department of Transportation developed a “Traffic Calming Handbook” to provide information on traffic calming and its place on the roadways of Pennsylvania. The handbook contains information on various traffic calming issues such as legal authority, liability, funding, and impacts on emergency services.

Traffic calming began in the Netherlands in the 1960s with the design of “Woonerven” or “living yards.” “Woonerven” integrated motor traffic with pedestrian and bicycle traffic on shared street space. Traffic calming measures are typically limited for use on local streets; however, they have been incorporated on collector streets with predominantly residential land use and on streets through downtown business districts. Because traffic calming devices are designed to slow traffic and reduce cut-through volumes, they are generally not appropriate for use on arterial streets, which are intended to accommodate higher speeds and larger traffic volumes. For these reasons, the most appropriate locations to consider the incorporation of traffic calming devices would be Market Street, SR 17, and other locations in the borough, and on some of the roadways that carry traffic through the region’s villages.

Traffic calming measures are mainly used to address speeding and cut-through traffic volumes on neighborhood streets, which often cause intimidating or unsafe conditions for pedestrians and other non-motorized traffic. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists, and improve the quality of life within the neighborhood.

Traffic calming devices can be divided into three classifications: horizontal deflection; vertical deflection; and physical obstruction. Example traffic calming methods are listed below.

Horizontal Deflection

- **Curb extension/Bulb-out** – This type of device creates a safer atmosphere for pedestrians by lessening the crossing distance. Narrowing the street width encourages motorists to slow down.

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- **Chicane** – Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves and encouraging motorists to slow down. Chicanes can also be artificially created by allowing parking on alternating sides of the street.
- **Raised Median Island/Pedestrian Refuge** – islands in the middle of a crosswalk or intersection divide the distance pedestrians are required to walk in half and encourage motorists to slow down through the intersection.
- **Traffic Circles** – Raised islands, placed in intersections, around which traffic circulates. They are appropriate for neighborhood streets by forcing motorists to drive around the circle, but are not effective for large vehicles, such as fire trucks, or high volumes of traffic.
- **Roundabouts** – Roundabouts are circular intersections appropriate for streets with medium to high volumes of traffic and force motorists to decrease their speed by driving around the circle.

Vertical Deflection

- **Textured Pavement** – Textured and colored pavement highlights the presence of a crosswalk or intersection. Stamped pavement or alternating paving materials create an uneven surface for vehicles to traverse and may be used to emphasize an entire intersection, pedestrian crossing, or entire street block.
- **Speed Hump and Speed Table** – Round raised areas placed across the roadway that are generally 10 to 14 feet long and are 3 to 4 inches high. Speed tables are longer, flat-topped speed humps that are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Speed humps reduce speeds more than speed tables, but speed tables are good for locations where low speeds are desired but a somewhat smooth ride is needed for larger vehicles.
- **Raised Crosswalk** – Raised crosswalks are speed tables at a crosswalk location. They slow traffic and make pedestrians more visible to motorists.
- **Raised Intersections** – Flat, raised areas covering an entire intersection that can be marked with alternate paving materials. Raised intersections encourage decreased speed and make the intersection more pedestrian friendly.

Physical Obstruction

- **Diverter** – barriers that are placed diagonally through an intersection, creating two L-shaped streets, and forcing traffic to turn. Diagonal diverters maintain full bicycle and pedestrian access while decreasing volume on local streets.
- **Full or Partial Street Closure** – barriers placed across one or both lanes of a street to completely or partially close the street to through traffic, decreasing automobile volumes while maintaining pedestrian and bicycle accessibility.
- **Median Barriers** – islands located down the center of a street and continuing through an intersection, preventing through movement at a cross street.
- **Triangular Center Island or Forced Turn Island** – raised islands that block certain movements on approaches to an intersection. They reduce volumes, improve safety, and make crossing distance shorter for pedestrians. They can force right turns only or tighten a right turn, ensuring slowing or stopping before making a turn.

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Gateways

Gateways identify the beginning or the end of distinct places, such as counties and municipalities or villages, districts, or natural areas. They provide a sense of welcome and transition, as well help to orient pedestrians and motorists. Gateway treatments typically include signs, landscaping, lighting, and other amenities, and are typically located at entrances to developed areas such as villages or boroughs, or when transitioning from one natural feature or physiographic area to another. Gateways can also serve as a traffic calming device, alerting motorists that they are entering a developed area.

Speed Display Signs

Many of the transportation issues that were identified related to speeding on different roads in the region. PennDOT has speed display signs available that municipalities can borrow for a two week period to alert drivers of their speed and to discourage speeding in these problem areas.

Housing

Introduction

The quality, condition, location, and value of housing are extremely important to the future and prosperity of the Valleys Region. Attractive housing that is well maintained and able to be afforded by our current and future residents will assure a sound tax base that will continue to appreciate in value and will provide residents with one component of an environment that is conducive to a healthful and pleasing life.

The Pennsylvania Municipalities Planning Code states that the multi-municipal comprehensive plan must contain, “A plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality, which may include conservation of presently sound housing, rehabilitation of housing in declining neighborhoods and the accommodation of expected new housing in different dwelling types and at appropriate densities for households of all income levels.”

This plan provides direction for the municipalities of the Valleys Region to meet future housing needs, and to achieve the goal for housing in the region, as defined in this plan.

Goal: Housing in the Valleys Region

Allow for a variety of safe and affordable housing opportunities that complement existing development and infrastructure, and is constructed with sensitivity to the environment and are energy efficient.

Overview of Key Findings

Housing Profile

- Over 25% of the homes in the region were constructed prior to 1930. Halifax Borough has the highest percentage of homes constructed prior to 1939, 55.8%.
- Between 1940 and 2000, the most homes were constructed in the 1970s and 1980s in the region.
- Wayne Township experienced the most growth in the 1990s of the municipalities in the region. 33.5% of the housing units in the township were constructed in the 1990s. Approximately 20% of the homes in the township were constructed in the 1980s and another 20% in the 1970s.

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- Halifax Township and Wayne Township have seen the most housing unit construction over the past ten years. Between 1999 and 2008, Halifax Township saw an increase of 102 housing units and Wayne Township saw an increase of 85 housing units.
- Single family detached dwellings represent 75% of the housing stock in the region. This is much higher than the county or the state. The region also has a large percentage of mobile homes.
- Halifax Borough has the most diverse housing stock in the region. Only approximately 40% of the homes in the borough are single family detached dwellings. Over 20% of the housing stock is single family attached dwellings, and the borough also contains multi-family housing opportunities of varying sizes. The percentage of mobile homes in the borough is higher than the percentage of mobile homes in the county, but is roughly in line with the percentage of mobile homes in the state.
- The Valleys Region had a higher occupancy rate than the county or the state in 2000, but the vacancy rate is considered to be within the healthy range.
- Housing costs were the highest in Wayne, Halifax, and Rush Townships, respectively, in all three categories. Median gross rent, and the median monthly costs incurred for households with and without a mortgage in these three municipalities were roughly in line with the county and the state.

Community Outreach

Throughout the development of the comprehensive plan two public participation meetings were conducted to engage the residents of the region. In general, feedback received through outreach initiatives pointed towards maintaining the current state of the community. Residents were generally happy with most aspects of their communities and did not want to see a great deal of change. The following feedback was received and pertains directly to housing in the region.

September 15, 2009 Meeting – Halifax Borough and surrounding developed areas of Halifax Township

Non-owner occupied housing when you are coming from the south is an eyesore; landlords that don't care
Need for senior housing / condos with no maintenance responsibilities
Need for better enforcement of ordinances in the borough – junked cars
Need for assisted living
Conflict with housing / large lot sizes encroaching on farmland
Lack of zoning impacts housing and what is placed on a property
Safety of stormwater detention ponds (hazardous for children)
Lack of a good builder
Parking is an issue when single family dwellings are converted to multi-family
Renters creating problems

September 29, 2009 Meeting – Halifax Township, Jefferson Township, Rush Township, and Wayne Township

Need senior housing; 55+ community; graduated care
Housing that encourages sprawl
Ordinances in place preclude affordable housing for the future
Most ordinances don't allow for traditional village style development
No incentives to fit in with the heritage/history/architecture of the community
Older/retired people can't maintain housing
Need housing for young professionals / high density housing where maintenance is required

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A full summary of the public participating comments relative to housing can be found in the Action Plan.

Other Relevant Studies

Dauphin County Comprehensive Plan, 2008

The County Comprehensive Plan puts forth several recommendations for housing. Those which can be directly applied to the Valleys Region are listed below.

- Provide housing primarily in Community Service Areas where infrastructure exists and capacity is available or planned.
- Promote preservation of environmentally sensitive land, open space and prime agricultural land.
- Encourage the provisions of a mixture of densities and housing through.
- Promote neighborhood revitalization efforts.
- An emphasis should be placed on the conservation and rehabilitation of housing in the older areas of the county, especially the boroughs. Such efforts will promote economic reinvestment and encourage a social and economic mixture of residents within these areas while taking advantage of existing infrastructure.

Affordable Housing in Rural Pennsylvania

This study was conducted to determine the availability of quality affordable housing across Pennsylvania's rural counties. The study utilized a statistical analysis, telephone interviews, and case studies to determine major findings and present a series of policy considerations. The major findings include:

1. There is a shortage of affordable housing in all rural counties in Pennsylvania although the severity of and the reasons for the shortage vary.
2. The shortage is especially acute for extremely low-income households who want to rent.
3. The shortage of affordable rental housing is most severe in the northeast region of rural Pennsylvania.
4. There is a distinct regional pattern to the reasons for the affordable housing shortage. Shortages in the rural western side of the state are mainly due to a lack of rehabilitation funds, while those in the rural eastern half are a result of increased population that has led to increased land costs making the construction of affordable housing more difficult.
5. Throughout the state, increases in both single person households and households with older members are exacerbating the housing shortage.
6. The rise in the elderly rural population has increased the demand for housing suitable for the disabled.
7. Zoning, NIMBYism, and land use regulations are barriers to the construction of affordable housing in rural Pennsylvania.

Projecting Housing Unit Needs

The following projections for the number of additional housing units that will be required are based upon the population projections that were developed for each municipality, the total number of housing units in 2000, and the average household size in 2000.

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Housing Unit Needs Projections

Table 2: Housing Unit Needs, 2000-2020

	2000 population	2000 housing units	2010 projected population	2010 housing units 5% vacancy	2015 projected population	2015 housing units 5% vacancy	2020 projected population	2020 housing units 5% vacancy	2020 additional housing units needed (from 2000)	Number of Units Per Year 2000 – 2020
Halifax Borough	875	419	902	417	912	422	922	426	7	Less than 1 unit per year
Halifax Township	3,329	1,315	3,576	1,409	3,664	1,456	3,754	1,492	177	9
Wayne Township	1,184	423	1,329	485	1,381	503	1,434	523	100	5
Jefferson Township	327	137	358	153	369	158	380	162	25	Less than 1 unit per year
Rush Township	180	73	190	78	193	79	197	80	7	Less than 1 unit per year

Source: Dauphin County Planning Commission

It is important to note that during the preparation of this comprehensive plan a major recession occurred which impacted all segments of the housing market. It is difficult to predict what the impact of the recession will have on the Valleys Region, but it is safe to say that it has drastically affected people's lives and the projections prepared by the County. As the region, state, and nation emerge from the recession jobs will be created as will the need for housing for all income levels.

Assessing the Projections

Many residents of the region have indicated that they are content with the current conditions. Population projections for the region are modest and do not predict that a lot of growth will enter the region between 2000 and 2020. Due to the low forecasted population growth, and the existing stock of housing units, the municipalities in the Valleys Region will not need to add an abundance of new housing units to accommodate the current and projected population. However, Halifax and Wayne Townships are projected to be the recipients of the majority of the new housing units in the Region. Halifax Township is in a favorable position to direct a portion that growth to areas that are served by existing infrastructure thereby reducing the loss of farmland and open space to development.

A target of thirty percent of all housing in Wayne Township, Jefferson Township, and Rush Township would be directed to Halifax Township and Halifax Borough that would increase the housing demand in Halifax Borough and Township from 184 units over twenty years to 224 units which equates to 11 units per year, or two additional units.

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Of the 224 projected units, the goal is to have 50%, or 112 units developed in the in the In-Town Core or Rural Area – Developing Character Areas. In order to accomplish this, a mix of housing needs to be encouraged in these areas.

Preserving Existing Housing Stock

The housing projections represent the amount of housing units that will be needed to serve the projected population in each year. The number of additional housing units needed does not take into account any demolitions that may occur over this time period. It is important that as the Valleys Region moves into the future, each municipality takes appropriate measures to ensure that the existing housing stock remains in sound condition and is continuously maintained.

Good quality and well maintained housing contributes to a healthy community. Work is needed to ensure that the region’s housing stock is preserved, maintained, and updated for safe and healthy living conditions for existing and future home owners and renters. Properties that are old and in need of repair must be targeted by conservation and rehabilitation programs that perform improvements such as updates to plumbing and electrical systems, and other improvements, such as weatherproofing, to reduce energy consumption.

Conservation

Conservation of existing housing is a technique that is directed towards the prevention of blighted conditions. This technique should be applied to areas with little or no existing blight. The technique involves continued maintenance of structures and properties, repair of deteriorated structures, and enforcement of housing and building code standards.

Rehabilitation

Rehabilitation is a revitalization technique that is to be applied to areas that are experiencing a greater amount of deterioration. The goal of rehabilitation is to turn these places into sound, healthy neighborhoods. This is accomplished through an area wide renovation plan designed to facilitate the rehabilitation of deteriorated structures and properties.

Redevelopment

Redevelopment is the most comprehensive method of removing blight from an area. This technique is directed towards the removal of severely blighted areas through the combined use of conservation and rehabilitation. In a redevelopment project, property is normally acquired by a public body and substantially modified and sold to an agency to improve in accordance with an approved plan.

Affordability of Housing

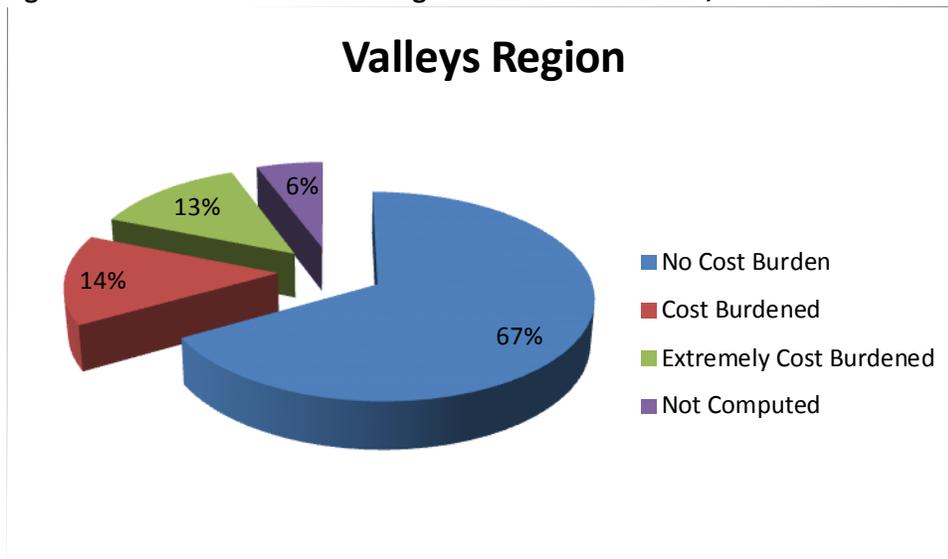
Analyzing the Housing Cost Burden

Ultimately, housing affordability is determined by household income. The U.S. Census Bureau evaluates the affordability of the housing stock by examining the cost of homes as a percentage of household income. According to federal standards, when the amount that a household is required to spend on housing and associated costs exceeds 30% of their income, the cost of housing is considered to be an unreasonable burden, and thus, the household is considered to be “cost burdened”. When this amount exceeds 50%, the household is considered to be extremely cost burdened. Information contained in this section is based on a sample of the population.

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This section looks at the percentage of renter occupied households, and owner occupied households with a mortgage, that are experiencing a housing cost burden. The data is broken down to show those households that pay less than 30% of their income on costs related to housing (no cost burden), those households that are required to pay between 30% and 50% of their income on costs related to housing (cost burden), and households that are required to pay 50% or more of their income on costs related to housing (extremely cost burdened). **Figure 2** contains data pertaining to the cost burden status of renter occupied households, and **Figure 3** contains data on the cost burdened situation of owner occupied households with a mortgage payment.

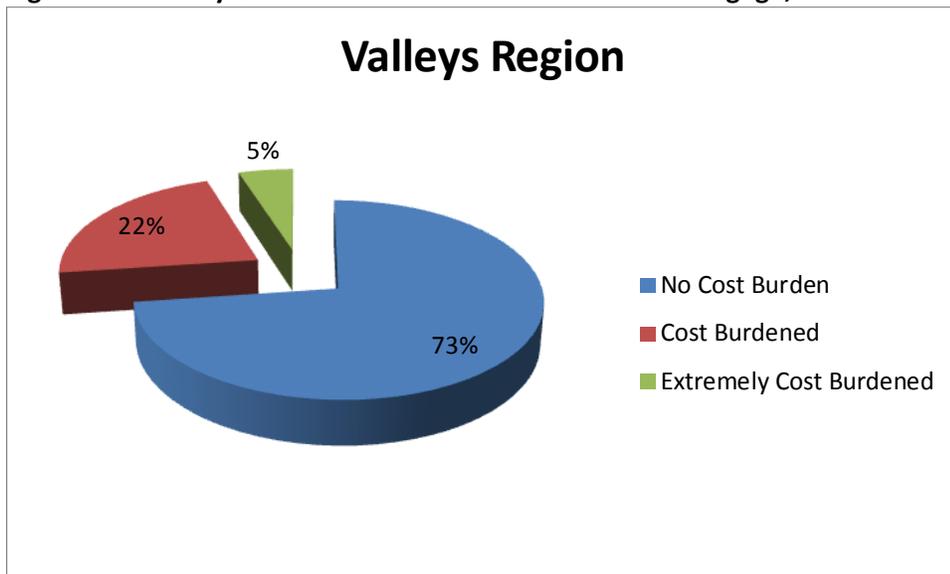
Figure 2: Gross Rent as a Percentage of Household Income, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

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Figure 3: Monthly Owner Costs for Households with a Mortgage, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Dauphin County has a slightly lower percentage of renters that are experiencing a cost burden than the state. In the county, 18.7% of renters are considered to be cost burdened, compared to 18.2% in the state, and 13.4% of renters are considered to be extremely cost burdened, compared to 17.4% in the state.
- Dauphin County also has a slightly lower percentage of owner occupied households with a mortgage who are experiencing a cost burden than the state. In Dauphin County, 15.9% of households with a mortgage are considered to be cost burdened and 7.9% are considered to be extremely cost burdened, compared to 17% and 8.9%, respectively, in the state.

Valleys Region and Municipal Trends

- The Valleys Region has a lower percentage of renters that are considered to be cost burdened or extremely cost burdened than the county or the state.
- Halifax Borough has the highest percentage of renters that are considered to be cost burdened. Jefferson and Halifax Townships have high percentages of renters that are considered to be extremely cost burdened, but the overall number of renters sampled in the townships in the region was low.
- The Valleys Region had a higher percentage of households with a mortgage that were cost burdened than the county or the state in 2000, but the region had a lower percentage of households that were considered to be extremely cost burdened.
- Halifax Borough had lowest percentage of households with a mortgage that were considered to be cost burdened in the region (6.3%). However, the borough had the highest percentage of households with a mortgage that were extremely cost burdened (10.5%). This figure was higher than the county or the state.

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- There were no extremely cost burdened households with a mortgage in Jefferson or Rush Townships. Rush Township had the highest percentage of households with a mortgage that were incurring monthly costs of less than 30% of their income.
- In Halifax Township, Jefferson Township, and Wayne Township, over 20% of households with a mortgage were considered to be cost burdened.

Reducing Barriers to Affordable Housing

It is important to differentiate between housing that is considered affordable by residents of the community, and assisted housing developments which are often accompanied by connotations of high density, urban settings, and decreased property values. Many people who need affordable housing are employed at respectable jobs; the price of housing in the state has simply outpaced increases in income. Young families, working adults, and senior citizens will need a home they can afford and adequately maintain.

The Governor’s Center for Local Government Services has compiled a series of common regulations that are often found in local land use ordinances and can act as barriers to affordable housing. For each barrier, a list of possible solutions have been offered as a potential means to mitigate the problem and encourage new housing to be constructed and sold at a price that will be able to be afforded by the residents of the community.

Table 3: Barriers to Affordable Housing and Suggested Solutions

Supply of Land, Affordable Housing Types, and Design Standards	
Problem	Solution
Zoning favors conventional site design rather than cluster design techniques which can be more cost effective by reducing the amount of infrastructure needed.	Allow Planned Residential Developments, cluster type developments, and conservation subdivision designs at higher densities and without special exception or conditional use requirements.
Lot dimensions such as frontage, front setbacks, and side yard requirements can be excessive and add unnecessary cost while operating as a redundant density control.	<p>Where appropriate, reduce lot frontage and effectually reduce costs for paving, storm water control, and utility installations.</p> <ul style="list-style-type: none"> • Reducing lot frontage when keeping the same number of lots will reduce the lengths that utilities and other improvements need to be extended, resulting in lowered costs. • Reducing lot frontage and adding additional lots will not reduce the length that improvements need to be extended, but will spread the costs out between more people, resulting in a decreased cost per lot. • Reduce front setbacks and thereby reduce costs for paving, service lines, site clearance, and landscaping. <p>Allow zero lot lines and alternative building styles on smaller lots which can reduce costs and still provide amenities.</p>
Excessive street widths and construction standards, which are often unrelated to expected uses,	Tailor development standards for streets to expected use or size of development, thereby reducing the cost of other improvements.

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area’s rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

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can be required in subdivision ordinances.	
Developers may need incentives to produce affordable units and to encourage infill development on vacant tracts.	Award density bonuses for construction of affordable housing units at controlled, below market rate prices, and for infill development of vacant tracts. Award density bonuses for rehabilitation of existing substandard housing provided the bonus units are available for low and moderate-income persons.
Parking standards can consume more land than necessary, especially in multifamily developments.	Reduce a percentage of the stalls in size to accommodate smaller compact cars. Consider linking the number of required parking spaces to the number of bedrooms, rather than the number of units in multifamily developments.
Many zoning ordinances limit affordable housing opportunities for one and two person households and elderly households.	Revise zoning provisions in select areas to facilitate conversion or alteration of an existing single family dwelling into two residential units (an accessory apartment) subordinate to the primary dwelling, or into two or more residential units (residential conversions). Allow the addition of a single, small elder cottage to a single family lot to be used by either elderly or disabled family members related to the occupant of the principal dwelling. Adjust zoning ordinances to allow establishment of in-law quarters within existing single family dwellings. Allow shared housing which involves the occupancy of a dwelling unit by two or more unrelated individuals who live as a single housekeeping unit and share kitchen, bath, living, and dining space. Allow group homes for foster children, the developmentally and mentally disabled, and the elderly by right in all districts where single family dwellings are permitted.
Application Processing	
Problem	Solution
Lack of uniformity among land use ordinances adds time and increases costs to resident property owners and developers.	Work to develop a common terminology that is agreed upon by each municipality and does not compromise the integrity of any municipality to incorporate into local land use and housing regulations. Common terminology can encourage consistency and increase understanding among property owners, thereby decreasing time and costs for making necessary improvements.
Good community design needs to be actively promoted.	Sponsor educational seminars on good design techniques. Develop a library of preferred design styles that can be referenced by developers looking to build in the community. Offer assistance in the design process.

Source: Pennsylvania Department of Community and Economic Development; RETTEW Associates, Inc.

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Senior Housing

As the population of the Valleys Region ages, there will be an increase in the demand for senior housing. Empty nesters and senior citizens with smaller family sizes will be looking to downsize their home after their need for additional bedrooms and living space no longer exists. Smaller homes are less expensive to maintain and require less energy. Seniors may also choose to live in one-story houses, or in communities where maintenance is provided by a homeowners association. Provisions should also be made for assisted living facilities and elder care housing opportunities (ECHO) that allow the construction of a small cottage on a lot with a principle residential dwelling to be used by a sick or elderly family member. This type of housing allows the family member to be close enough to receive the care that he or she needs, and preserves privacy for everyone involved.

Senior citizens' quality of life is improved when they live close to daily amenities. It is recommended that senior housing be constructed in Halifax Borough or in Halifax Township close to amenities such as shopping, recreation, medical, and social and cultural.

Community Facilities and Utilities

Introduction

The residents of the Region utilize a multitude of community facilities throughout their lives, including public schools, emergency services, and libraries, to name a few. The community facilities profile analyzes the existing conditions and functional adequacy of community facilities in the Region. This plan component evaluates the need for community facilities and services in the future, based upon the projected population growth, desired future land use patterns, and the existing demand for services.

The Pennsylvania Municipalities Planning Code states that the multi-municipal comprehensive plan must contain, "A plan for community facilities and utilities, which may include public and private education, recreation, municipal buildings, fire and police stations, libraries, hospitals, water supply and distribution, sewerage and waste treatment, solid waste management, storm drainage, and flood plain management, utility corridors and associated facilities, and other similar facilities or uses."

This plan provides direction for the municipalities of the Region to ensure adequate community services and facilities for current and future residents of the region. **Map 9-1** graphically shows the location of many existing community facilities and services, such as churches, schools, and municipal structures. **Map 9-2** includes parks and an interconnected system of greenways as identified in the Dauphin County Greenway and Recreation Plan, and **Map 9-3** shows the water and sewer service areas in the Region, to support the future land use plan in this area.

Goal: Community Facilities in the Valleys Region

Maintain and improve when necessary, the provision of high quality community facilities and services in the Valleys Region, focusing on coordinating the previous public investment in services with future growth.

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Overview of Key Findings

Community Facilities Profile

The Community Facilities and Utilities Profile discuss the scope and adequacy of the region's community facilities. Data in the community facilities profile were compiled through the Pennsylvania Department of Education, and through discussions with the individual service providers. The following represents some key findings from the community facilities profile:

- **Public Schools** - Students in Halifax Borough, Halifax Township, and Wayne Township attend the Halifax Area School District. Students in Jefferson Township attend the Upper Dauphin School District, and students in Rush Township attend the Williams Valley School District. Recent discussions occurred on the potential consolidation of the Halifax Area School District with the Millersburg School District and the Upper Dauphin Area School District; ultimately, the proposal to consolidate the districts was rejected.
- **Parks and Recreation** - There are several parks and recreational facilities in the Region that provide opportunities for active and passive recreation. Perhaps most notable are the state owned facilities, due to their large land areas, and the Appalachian Trail. These facilities were inventoried in Chapter 9. Dauphin County adopted a Parks, Recreation, Open Space, and Greenways Plan in April of 2009.
- **Emergency Services** - Basic Life Support (BLS) services are provided by the Halifax Area Ambulance and Rescue Association, Millersburg Area Ambulance Association, and Williamstown Area EMS, Inc. Tower City Community Ambulance Service provides BLS services in Rush Township.

Medic 6 provides the only Advanced Life Support (ALS) services in the area, and recently negotiated a reciprocity agreement among all four BLS providers so that as long as the patient belongs to his or her home organization, any of the four, if called for an emergency, will accept the patient's insurance payment as payment in full.

Halifax Area Regional Police Department provides police services to Halifax Borough, and the remainder of the Region receives police protection from Troop H of the Pennsylvania State Police. Recent proposals in the state legislature to charge municipalities that do not have their own police force for the services of the state police could have a significant impact on Valleys Region municipalities' future planning.

- **Library** - Residents in the Valleys Region have access to all of the libraries in the Dauphin County Library System, which includes a main library and seven branch libraries. Although there are no branch libraries located within the Valleys Region, residents are in close proximity to the branch libraries that are located in Harrisburg, Millersburg, Lykens, and Elizabethville.
- **Sewage Disposal** - Most of Halifax Borough and a portion of Halifax Township south of the borough along SR 225 receive public sewer service from the Halifax Area Water and Sewer

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Authority. Residents in Jefferson, Rush, and Wayne Townships, and the majority of Halifax Township utilize on-lot sewage disposal systems.

- **Water Supply** – Residents in Jefferson, Rush, and Wayne Townships, and the majority of Halifax Township rely on private wells for their water supply. Halifax Borough and portions of Halifax Township are connected to the Halifax Area Authority’s public water system. Public water serves approximately 2,500 residents via 645 connections.
- **Refuse Disposal** – Residents in Halifax Township utilize private waste haulers. Jefferson Township residents receive solid waste disposal hauling services from Charles Fulkroad Disposal; however, the township does not have a contract with this hauler or any other companies. Rush Township residents use private haulers for trash service, including Valley Waste and DMS.

None of the municipalities in the Valleys Region offer curbside recycling. There is a Dauphin County recycling drop off site located in Halifax Township on Route 225 near Deppen Park.

Community Outreach

Throughout the development of the comprehensive plan two public participation meetings were conducted to engage the residents of the region. In general, feedback received through outreach initiatives pointed towards maintaining the current state of the community. Residents were generally happy with most aspects of their communities and did not want to see a great deal of change. The following feedback was received and pertains directly to community facilities and utilities in the region.

September 15, 2009 Meeting – Halifax Borough and surrounding developed areas of Halifax Township

Library
Need to be able to recycle more types of items; county program not practical for residential cost
Water/sewer service expanded and updated to accommodate increased development
Poor response from police – local and state
Fort Halifax Park is a money pit
Closest hospital is an hour away. Need an emergency/trauma walk-in center
Need more large item recycling / spring cleaning days
Need for medical center
Too many parks
Recycling not emptied enough
Need more police
Need curbside/door to door recycling
Lack of a community center
Need an ambulance that can do EKG
Need more volunteers for fire company
Need a vet

September 29, 2009 Meeting – Halifax Township, Jefferson Township, Rush Township, and Wayne Township

Recycling facility is inadequate
Lack of a tax base to support future improvements / expansion of schools
No medical facility

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No library
Lack of public areas along the river / lack of a riverfront
No community building (for all ages and with a senior center)
No entertainment venues (movies, etc.)
Need to extend public sewer and water. Not having new developments connected is an issue
Problems with well water
Need a transfer station for trash
Lack of police protection
Developers should be required to provide package sewer plants for new development

A full summary of the public participating comments relative to Community Facilities and Utilities can be found in the Action Plan.

Community Public Meeting

- Residents are generally satisfied with their community facilities and utilities.
- They expressed a need for a Library in Halifax Borough.
- Recycling was very important to them.
- A local medical facility would be an asset to the Region.
- Better response from the Pennsylvania State Police is desirable.

Other Relevant Studies

Dauphin County Comprehensive Plan, 2008

The Dauphin County Comprehensive Plan puts forth several recommendations pertaining to community facilities in the county. Those which can be applied to the municipalities of the Valleys Region are listed below:

- Education – Sizeable residential development plans should be coordinated between the local planning commission and the area servicing school district.
- Emergency Services – When feasible, municipal officials should pursue consolidation of fire, emergency, and police service.
- Emergency Services – Municipal officials should continue with the coordination of municipal emergency service agreements.
- Parks and Recreation – The county and municipal officials should develop consistent park/open space/recreation decisions based on local and county level plans.
- Water Supply – Municipal officials are encouraged to develop water supply protection plans and ordinances.
- Sewerage Facilities – Municipal officials should adopt Act 537 sewerage facilities plans.

Interrelationship of Community Facilities to Other Plan Elements

Community facilities and services enhance the quality of life for citizens in the Valleys Region. They provide necessary emergency care and education, and offer leisure activities through recreation opportunities and the various civic and faith based organizations that exist in the region. Because these facilities and services support the function of the community and enhance its appeal, the plan for community facilities is directly related to many of the other land use planning elements.

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Future Land Use Plan

The plan for community facilities in the region is closely linked with the future land use plan. The provision of any infrastructure in the community should correspond to the desired locations for future development. The availability of water and sewer infrastructure may encourage a greater amount of residential and commercial development, and at higher densities, which will in turn have an effect on the other community facilities and services in region, including the school system and the local emergency service providers. At the same time, limiting the extension of infrastructure in those locations where additional growth is expected requires that more land be used for residential development in order to adequately accommodate an on-lot sewage system. The community facilities and Utilities plan is correlated with the future land use plan to ensure that land in the Valleys Region is utilized in a manner that is most desired, and to ensure that residents of the region are provided with adequate community facilities and services.

Housing Plan

Community facilities serving area residents are often tied to their location of residence. For this reason, a relationship exists between the community facilities plan and the housing plan. Considering the location of existing and future residential development, and the types of residential development to be constructed, will help to assure that residents in the region are being provided with adequate services, and the types of leisure activities they desire. Community facilities enhance the quality of life for a community; residents that are content in their community will show increased community pride and commitment, and will be more apt to contribute to the community.

Community Needs Assessment

Fire and Emergency Services

Fire and emergency services function for the protection and health of the community. Because these services are not used by residents every day, they are often taken for granted or under recognized. All of the fire and emergency service providers that serve the Valleys Region are volunteer organizations that depend on the local citizenry for volunteer support and monetary donations. As with many volunteer organizations, it is becoming more difficult to recruit new volunteers and sustain the volunteer base, often because of the necessary time commitment associated with volunteering. Increased training requirements result in more time that the volunteers must dedicate to the organization, thus compounding the issue.

It is imperative that municipal officials work with local emergency service providers to understand their needs and support their mission. If emergency service providers are able to adequately express their needs to municipal officials, each municipality can help to alert the community of these needs and encourage a greater level of volunteer and monetary support.

Public Water and Sewer Infrastructure

Currently, Halifax Borough and Halifax Township are the only municipalities in the Region with existing public water and sewer systems. In order to continue to deliver quality service to residents of the borough and township, it is imperative that this system be maintained to ensure functional adequacy. Extensions of public sewer to the Matamoras area correlates with the future land use plan.

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Map 9-3 displays proposed public water and sewer infrastructure in the Region. The extension of public sewer correlates with the Rural Area – Developing and In-Town Corridor Character areas. Any extensions that do occur to Matamoras will most likely be to address failing on-lot disposal systems in these areas and not to open additional area to development. As described in the Rural Area – Developing Character area the Matamoras area is a secondary growth area to the In-Town Corridor area. To address the sewage needs of Halifax Township, the Halifax Township Act 537 Plan should be adopted.

On-Lot Sewage Disposal

Much of the Region relies on on-lot sewage disposal systems. Unfortunately, the soils of the region are not optimal for such systems and as a result, additional steps may need to be taken to install and maintain such systems to ensure continued functionality and to minimize malfunctions. Municipal officials need to be proactive in addressing problems related to on-lot disposal systems by taking a first step to educate residents on the importance of proper management.

- As new residential properties are developed, municipalities need to ensure that adequate space is set aside for a primary and alternate on-lot system.
- Municipal officials should develop and implement a sewage management ordinance that requires regular pumping and inspection of all on-lot systems. Proper maintenance of on-lot systems is essential to mitigate potential pollution of the ground and surface water.
- Any malfunctions or problem areas that have been identified should be attended to and monitored after the problem is addressed.

Education

Student enrollment in the District's that serve the Region has remained fairly steady over the past few years, and both the elementary and high schools are in the process of being expanded or renovated. Although projections do not forecast large increases in the population of the area, municipal officials should involve school district administrators in discussions that relate to new residential development to determine the potential impact on classroom sizes at the school.

Electrical Utility Service

All of the municipalities in the Region receive electrical utility services from PPL Electric Utilities Corporation. Deregulation of the electric industry occurred in 1996 in Pennsylvania, allowing residents to compare electric service providers and choose a provider which best fits their needs and budgets.

The municipalities of the Region should also work with residents to ensure that they are aware of their options during times when electric service is not available. When power outages result from weather related issues or other reasons, rural customers may experience lengthy periods of time without electricity. Residents in more remote areas, especially elderly or disabled residents, should be encouraged to have an emergency plan in place, in case of an extended power outage, and should be encouraged to consider purchasing a backup generator to ensure that they will have a source of heat and necessary electrical devices.

Internet Service

The municipalities of the Region should work with utility service providers, specifically high speed internet service providers, to ensure that residents and businesses in Halifax Borough and designated growth areas have access to high speed internet and the latest in communications technology. Halifax

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Borough, the In-Town Corridor and Rural Area Developing Character areas should be the main area of focus, considering that it is the population and business anchor for the region. All other areas should also have access to communications technology.

Stormwater Management

Impervious surfaces, including roofs and pavement, prevent stormwater from naturally sinking into the ground. Instead, stormwater is carried over the land surface and directly into small tributaries and larger streams, which are not suited to handle the increased water volume and flow. As a result, these waterbodies may experience erosion of their banks, loss of habitat, degradation of quality, and an increased flooding potential. All of the municipalities in the Region must address the recently approved County-wide Act 167 Stormwater Management Plan.

This may require amendments to or adopting a subdivision and land development ordinance, or preparation of standalone stormwater management ordinances.

Communication/Community Outreach

Generally, residents of the Region have expressed satisfaction with their current community facilities and utilities. Several methods can be used by each municipality to encourage increased communication and collaboration including newsletters, the internet, pairing organizations to distribute information, holding monthly meetings, or funneling information through a heavily used, central community facility, such as the school district.

Scheduling conflicts tend to arise between the various community organizations, municipalities, churches, and the school district when determining a time and a place to hold an activity or event. Residents have expressed a need for a central body to collect and distribute information pertaining to the various organizations to increase awareness of events between the different organizations and within the community.

Economic Development/Neighborhood Center Plan (Downtown)

Introduction and Relationship to the Valleys Region

Halifax Borough serves as the anchor for the Valleys Region. As the only borough in the five-municipality planning area, it serves as the central point for population, commerce, and community activities. However, as with many small towns and boroughs in the state, Halifax is at a pivotal point in that it is being threatened by growth occurring outside of the borough and the decline of older structures. This plan is designed to lay the groundwork for the revitalization of the borough and to enhance its level of significance in the region, thereby improving the quality of life for residents in the borough and the region.

Goal: Halifax Neighborhood Center

Revitalize Halifax Borough as a destination where people live, work, play, and shop.

Community Outreach

Throughout the development of the comprehensive plan two public participation meetings were conducted to engage the residents of the region. In general, feedback received through outreach

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initiatives pointed towards maintaining the current state of the community. Residents were generally happy with most aspects of their communities and did not want to see a great deal of change. The following feedback was received and pertains directly to Economic Development and Downtown in the region.

September 15, 2009 Meeting – Halifax Borough and surrounding developed areas of Halifax Township

No library
Lack of things to do for seniors and active adults
Need quality sit-down restaurants
Lack of things for children to do
Need better accessibility to the post office
Can't walk to get groceries and other items
Need a movie theater
Lack of parking / accessibility
Businesses leaving downtown for SR 147 in the township
Undefined boundary

September 29, 2009 Meeting – Halifax Township, Jefferson Township, Rush Township, and Wayne Township

Need improved infrastructure for business growth
Lack of employment opportunities, especially for younger population / teens
People have to go over the mountain for certain items. There is no department store, no super Giant, or a Giant with a gas station
Lack of an industrial base
Need a decent restaurant
Lack of availability (products) at Giant
Demographics drives quality

A full summary of the public participating comments relative to Economic Development/Neighborhood Center can be found in the Action Plan.

SWOT Analysis

As part of the planning process, it is helpful to analyze the current conditions of the neighbor center through an analysis of strengths, weaknesses, opportunities, and threats (SWOT). Classifying current conditions in the downtown as a strength or weakness, and grouping external factors based upon whether they are considered an opportunity or a threat can help to provide an organized picture of the current state of the borough, and provide an indication of where the borough may be headed, should these trends continue. Following the SWOT analysis, a plan can be formed that will capitalize upon opportunities and ensure the continuance of the strengths of the downtown, while addressing the weaknesses and defending against any potential threats.

Strengths

Existing Development Patterns

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

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Halifax Borough is primarily a residential community with a defined Neighborhood Center. It has a traditional grid street pattern which creates a compact pattern of development. This compact pattern of development does not require use of the automobile; however, limited employment opportunities require residents to own an automobile. Pedestrian scale development affords residents the opportunity to reach a variety of destinations within the downtown within a relatively short distance of one another. Compact patterns of development are also more energy efficient, if older structures are kept up to code.

Active Community Organizations

Currently, there are a number of active community organizations in the downtown that are working to enhance the quality of life for residents in the borough and in the Region. The wide range of organizations includes civic organizations, private clubs, athletic associations, and groups focused on revitalizing and improving the appearance of significant features in the neighborhood center.

Structural Design

The age of many of the structures in the borough warrant investigation into their historical relevance. Their design reflects a quaint, small town, community feeling that accentuates the character of the Neighborhood Center. Documenting historical significance and design characteristics will ensure that the character of the downtown is preserved, as necessary rehabilitation, infill, and redevelopment occurs.

Weaknesses

Infrastructure

Because of the age of the much infrastructure, it is necessary that the borough perform all necessary maintenance to ensure continued adequate functionality. This includes making necessary improvements to public water and sewer infrastructure, as well as roadways. The borough must be active in working with HATS to ensure that necessary roadway improvements receive funding and are implemented. Current stormwater and resurfacing needs must be addressed.

Absence of a Variety of Daily Needs and a Library

Neighborhood Centers should serve as a location where residents are able to access most of their daily needs via personal service institutions, health services, eating establishments, and commercial retail and grocery. The absence of many of these daily needs, including a library, forces residents of the borough and of the Region, to travel elsewhere for these daily needs. Once people leave the borough for daily staples, they are more likely to spend additional time and money elsewhere, which can have negative impacts on the downtown businesses and the borough economy.

Opportunities

Location

The location of Halifax Borough provides an opportunity for the borough to serve as the anchor for the Region and northern Dauphin County. It is the central location in the region, and many necessary community services, including the Halifax School District Campus, are located within blocks of the Neighborhood Center. Access to primary transportation routes enhances accessibility. It is necessary that the borough take steps to capitalize on this opportunity.

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Adaptability

As the population of the community ages, it is necessary that the borough adapt to these conditions. The compact form of development provides opportunities to serve an aging population by allowing residents in the neighborhood center and surrounding neighborhoods to access the neighborhood center amenities in a relatively short walking distance, if they are unable to operate an automobile. Encouraging senior housing and services that target this population will allow the borough to adapt to the changing needs of its residents.

Threats

Sprawling Development and Suburban-Style Development

Although the Region has not experienced significant development pressures in the past few years, development around the borough has threatened the vitality of the borough and Neighborhood Center. The development of the Giant grocery store and commercial complex in Halifax Township gives residents a reason to leave the area to purchase groceries and other commercial goods. As this type of development occurs, and new residents move into the surrounding townships, it will be necessary for Halifax Borough to effectively market the Neighborhood Center so that residents moving into the surrounding area are aware of what the borough has to offer.

No Major Employers

Much of the working population of the Region leaves the area for employment. When people travel for employment, they are more likely to spend their dollars at other locations, closer to their place of employment. Encouraging employment centers to locate in or close to the downtown will grow the tax base and bring people into the downtown.

Truck Traffic and Major Transportation Routes

Access to northern Dauphin County begins at the State Route 147 and 225 split in Halifax Borough. This can serve as both an opportunity and a threat. These roads add to the accessibility of the Neighborhood Center, providing the borough with the opportunity to market to through travelers. However, the roads also results in more traffic and truck traffic through the borough.

Planning for Neighborhood Center “Downtown” Halifax

The Neighborhood Center or “Downtown” revitalization should be thought of as an on-going, multi-faceted process that involves the energy, enthusiasm, experience, and efforts of a committed group of volunteer stakeholders including business owners, residents, community groups, and local officials working together on multiple issues to achieve one common vision for the downtown. This plan will provide recommendations that the Borough may consider to begin a successful revitalization. Much of the information included in this plan is derived from principles established by the National Trust for Historic Preservation’s Main Street Approach.

The Main Street Approach

The Main Street Approach is a comprehensive community revitalization strategy for downtowns that pairs historic preservation with economic development to encourage downtowns to prosper. The approach is based upon four points which work together to encourage revitalization and sustainability.

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Eight principles serve as a philosophical tool to support the four points. As described by the National Trust for Historic Preservation, the four points are listed below.

Four Points

Organization

Organization involves getting everyone working toward the same goal and assembling the appropriate human and financial resources to implement a Main Street revitalization program. A governing board and standing committees make up the fundamental organizational structure of the program. Volunteers are coordinated and supported by a paid program director. This structure divides the workload, clearly delineates responsibilities, and builds consensus and cooperation among the various stakeholders.

Design

Design means getting Main Street into top physical shape. Capitalizing on its best assets, such as historic buildings and pedestrian oriented streets, is just part of the story. An inviting atmosphere, created through attractive window displays, parking areas, building improvements, street furniture, signs, sidewalks, street lights, and landscaping, conveys a positive visual message about what the downtown has to offer. Design activities also include instilling good maintenance practices, rehabilitating historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long term planning.

Promotion

Promotional efforts sell a positive image of the commercial district and encourage consumers and investors to live, work, shop, play, and invest in the Main Street district. By marketing a district's unique characteristics to residents, investors, business owners, and visitors, an effective promotional strategy forges a positive image through advertising, retail promotional activity, special events, and marketing campaigns carried out by local volunteers. These activities improve consumer and investor confidence in the district and encourage commercial activity and investment in the area.

Economic Restructuring

Economic restructuring strengthens a community's existing economic assets while expanding and diversifying its economic base. The Main Street program helps to sharpen the competitiveness of existing business owners and recruits compatible new businesses and new economic uses to build a commercial district that responds to today's consumers' needs. Converting unused or underused commercial space into economically productive property also helps boost the profitability of the district.

In addition to the four points, the approach stresses the importance of eight guiding principles listed below throughout implementation.

Eight Principles

- **Comprehensive** – revitalization activities should occur in each of the four points, rather than adopting one single focus.
- **Incremental** – basic and simple activities will demonstrate to the community that new things are happening and have a greater chance of success than trying to tackle complex and ambitious projects from the start.

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- **Self-help** – local leaders must have the will and desire to mobilize local resources and commit to revitalization.
- **Partnerships** – both the public and private sectors have a vital interest in the downtown and must work together.
- **Identifying and capitalizing on existing assets** – downtowns must identify and capitalize upon existing assets and unique qualities.
- **Quality** – emphasize quality over quantity to squash negative images of the downtown.
- **Change** – a carefully planned revitalization program will require changes in attitudes and processes, and will help to shift any negative public perceptions.
- **Implementation** – frequent, visible results will serve as a constant reminder that revitalization is occurring.

The Main Street Program

In Pennsylvania, the Department of Community and Economic Development (DCED) operates and funds the Main Street Program, which applies the four points of the Main Street Approach. Unfortunately, Halifax Borough does not meet the population and size requirements that are required for acceptance into the program. However, the points and principles of the Main Street Approach may still be utilized to develop a comprehensive approach for downtown revitalization and sustainability in the borough.

Opportunities and Recommendations

This section provides a variety of opportunities and recommendations for the borough to consider in their approach to downtown revitalization.

Business Recruitment and Retention

The Borough should take an active approach towards recruiting and retaining new businesses in the downtown. The borough's location lends itself to being a natural destination for residents of the Region and surrounding areas, if a variety of goods, services, and entertainment were available. A sufficient number of buildings are located in the borough, but many of these serve as single family dwellings. In the downtown area, the borough should encourage a mix of uses, and concentrate on adapting buildings to house first floor commercial uses, with upper floor residential uses.

Preserve the Existing Character of the Neighborhood Center (Downtown)

The borough should take steps to ensure that the existing character of the downtown is preserved including building type, building placement, and structural characteristics. Many of the properties in the borough are older in nature and exhibit unique architectural characteristics that help to define the downtown. By preserving these features and encouraging new and infill development to be designed in a compatible or similar format, the borough can preserve and enhance its structurally defining characteristics.

To make this process easier, the borough may consider performing a detailed building inventory to document the condition, placement, and architectural features that characterize the structures in the downtown. Building placement and structural design can add to the way in which the borough is perceived. Are the buildings inviting, or are they boxy and nondescript? In general, two to four story buildings that are set close (between 10 and 20 feet) to the street right-of-way with attractive windows

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and well-defined entrances, will help to create an inviting “outdoor room”, adding to the borough’s sense of place and pedestrian friendliness.

Increase Pedestrian Amenities

There are several tools that the borough can use to increase the pedestrian friendliness in the borough, ranging from full streetscape improvements to smaller improvements that will encourage increased pedestrian activity and safety. Example tools include:

- Encourage the placement of outdoor furniture including benches and waste receptacles in locations throughout the downtown.
- Discourage parking that is located in front of structures. Consider locating parking to the rear of structures that can be accessed by alleys.
- Discourage drive-up or drive through uses.
- Encourage attractive awnings on commercial structures that help to enhance the business and offer pedestrians some shelter from inclement weather.
- Implement appropriate traffic calming measures to alert motorists that they are entering the downtown, and to slow traffic. At a minimum, crosswalks should be placed on all major street corners in the downtown.
- Encourage pedestrian scaled improvements including attractive plantings and pedestrian scaled street lights as opposed to large luminaries.
- Provide a coordinated system of way-finding signs that direct people to destinations in the borough including the park, community center, the municipal building, the school, and other areas of community interest.

Support Volunteer Efforts

The borough should continue to work with and support the efforts of Northern Dauphin County Economic Development organization and other non-profit, volunteer revitalization organizations.

In addition to this design-related organization, the borough should support the creation of a business association that functions for the purpose of promoting the businesses in town. Bringing a sense of commercial vibrancy to the town will work in conjunction with design improvements to support a comprehensive revitalization effort.

Gateways

As discussed in the Transportation Plan gateways identify the beginning or the end of distinct places. They provide a sense of welcoming and transitioning, and help to orient pedestrians and motorists. Gateway treatments include signs, landscaping, lighting, and other amenities and area typically located at entrances to developed areas. In addition to making enhancements to the square, the borough may benefit by enhancing gateways to the downtown and gateways to the borough.

Enhance Existing Assets

The borough should work with the various community organizations to plan a collaborative effort for accentuating existing assets as part of the revitalization effort.

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Statement of Plan Interrelationships

Section 301.4.1 of the MPC requires a statement of plan interrelationships among the various plan components. This statement ensures that the plan elements are integrated and do not conflict with each other. This section provides a brief explanation of the consistent interrelationships that exist between the various plan elements. These relationships are expanded upon and further discussed following this brief explanation.

- Throughout the development of each of the plan components, the *Dauphin County Comprehensive Plan* and other relevant studies at the county or regional level, such as the *Tri-County Regional Growth Management Plan*, were utilized to maintain consistency between the recommendations presented in those plans and the recommendations presented in this plan. This plan considers the county level or regional recommendations and analyzes their application and relevance to the local level of this plan. Population projections developed by the Tri-County Regional Planning Commission were used in this plan to maintain consistency. These projections were also used to calculate the housing needs projections.
- The transportation portion of this plan includes several recommendations that will augment the future land use, natural resources, community facilities, and housing plans. Recommendations include addressing those issues that are located in proximity to areas that are currently developed or may be developed as dictated by the future land use plan, and designating them as priority issues. Encouraging the priority improvements will support the future land use plan and improve safety in the community. The Valleys Region also looked to PennDOT's *Smart Transportation Guidebook* to coordinate planning for transportation with future land use.
- The future land use plan applies a conservation overlay that consists of sensitive environmental features and notes that additional restrictions on the use of the land may apply in these areas. In this way, the future land use plan supports the natural resources plan.
- The future land use plan also supports agricultural preservation and the compatibility of agriculture and the rural resource areas by recognizing the conflicts that may exist between residential development and agriculture, and by recommending that potential new residents be made aware of the potential impacts associated with living in an agricultural and rural area.
- The community facilities plan works towards improving the quality of life for current and future residents in the region. The planned future sewer service area supports the future land use plan and provides an area that can accommodate necessary development without encroaching upon farmland in the prime agricultural area.

The Relationship between Future Land Use, Community Development, and Natural Resources

The plan for future land use in the region has a direct influence on the natural resources in the region. The type and location of land uses will be pertinent in ensuring natural resources protection. The ways in which the land is used and practices for management of the land, for example Best Management

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Practices (BMPs) in agricultural operations, will have an influence on waterways and other natural resources in the region. Land uses that adversely affect natural resources have the potential to endanger sensitive wildlife habitats, and will eventually lead to a reduced quality of life for residents.

For these reasons, a conservation overlay has been integrated into the future land use plan to protect the most sensitive environmental resources in the region. It is discussed in more detail in the future land use plan, but its purpose as an overlay is to indicate areas which may require additional protection or restrictions on development when considering the designated underlying use.

The design and placement of new housing developments should be guided by the established future land use character areas, and the development of such housing units has the potential to impact natural resources in the region. Efforts should be made to conserve sensitive features in the design of a site for a residence, and larger housing developments may consider open space conservation in their design to preserve large contiguous tracts of open space that foster wildlife habitat, groundwater recharge, passive recreation, and erosion control, to name a few benefits. Additionally, when natural resources are incorporated into specific site designs, they have the potential to benefit the homeowner by reducing energy consumption.

The use of the land influences the demand for community facilities, and conversely, the availability of community facilities can influence the ways in which the land can be used.

The Relationship between Transportation and Land Use

The interrelationship that exists between land use planning and transportation planning must come to the forefront in this plan. Ultimately, linking appropriate transportation infrastructure to the future land use plan will ensure that necessary system improvements occur in areas that are designated to accommodate necessary future growth. It will also ensure that unnecessary transportation improvements do not occur in areas where development is not wanted, as improvements in transportation have the potential to attract different forms of development. In general, the transportation system has one of the greatest influences on the intensity of future growth and development, as the network of roadways in a community affects land use relationships and configurations. Consequently, transportation planning has emerged as one of the most significant aspects of growth management planning in recent years.

Ineffectively linking land use planning with transportation planning will result in an inefficient planning cycle in which deficiencies are magnified as land is developed and traffic increases. Municipalities and regional planning organizations should strive to avoid this reactive cycle as described below:

- Land development generates vehicle trips
- Additional trips increase roadway needs
- Needs dictate roadway improvements
- Improvements modify access
- Modified access changes land values
- Changed land value attracts intensified development
- Intensified development generates more trips
- More trips lead back to the second step of the cycle.

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Effective transportation planning will schedule improvements based upon the plan for land use. It is proactive in nature and begins with an understanding of existing conditions, and a series of important questions:

- What will be the magnitude of population and economic activities in the future?
- Where will these activities be located?
- Where will these trips be attracted?
- Which mode of travel will be used?
- What alternatives/strategies are available to relieve demands on the transportation system?
- Which route will be utilized to reach the trip destination?
- What is the best overall transportation system to handle the future trip desires?

The Relationship between Housing and Economic Development

When analyzing and planning for housing in the community, it is important to recognize the direct relationship between housing and economic development. These two components together influence the demand for and provision of community facilities and services, the strength of the local job market, the economic stability of the region, and the health of the housing market.

New residential development will result in an increased demand for community services and facilities. It will also put additional strains on the road infrastructure and potentially public utilities and natural resources. All of these items will require additional funds in order to maintain them at their current status or to make necessary improvements to accommodate the increased population. Some of this money can be recuperated through the taxes that are levied on residential property. However, residential development tends to use more services than it pays for in taxes. In order to make up for the deficit, a base of commercial and industrial development is needed. This type of development not only boosts the local economy, but also pays more in taxes than it uses in services. Commercial and industrial developments also provide an employment base for the local region.

The relationship between housing and economic development can also be described in terms of the jobs/housing balance. The amount of income generated by a household will ultimately determine the type of house that the household is able to afford. Therefore, it is important that the jobs that are available or are coming into the region are appropriately matched with the skill level of the people that live there, and the price of housing in the region. When jobs are inappropriately matched with the skill level of the local residents, or employee base, it can lead to a shortage of available workers for the businesses, a shortage of jobs that match the skills of the existing residents, and ultimately a change in the demographic composition of the community. This change in demographic composition will increase the demand for housing that is able to be afforded by this population, whether the jobs and industry at question generate high, moderate, or low employee incomes.

The Relationship between Housing, Transportation, and Community Facilities

Following World War II, the nation saw an increase in suburban housing developments and a heightened reliance on the personal automobile. As such, residential developments constructed post 1950 are evidenced by automobile dominance. Sidewalks are often absent from developments, and residents became accustomed to driving their automobiles up their driveways and into their two-car garages that

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were located on the front of the house. This fostered increased isolation from neighbors and distancing from community services.

As new neighborhoods are constructed and existing neighborhoods preserved and enhanced, it will be pertinent to focus on the connectivity within the neighborhood and to other places. This connectivity includes ways to link pedestrians, automobiles, bicycles, and other non-motorized forms of transportation. Bike paths, walking trails, and sidewalks help to interconnect places and decrease dependency on the automobile. The placement of housing in relation to transportation improvements will ultimately affect how the community is perceived in terms of its connectedness, safety, and appeal.

Any new housing will have an impact on community facilities and services such as schools and fire and emergency services. Community character is often linked closely with community services, but it can also be linked to housing and neighborhoods. Identifying, maintaining, and creating neighborhoods will help to increase residents' sense of place in the community and increase community pride. It is often up to residents and stakeholders in a community to form the organizations that encourage neighborhood activities, improvements, and interactions. Neighborhood associations, crime watch groups, or student service clubs can help to build a sense of community and improve the welfare of the community, thus creating a neighborhood and not just a housing development.

Consistency Analysis

The MPC, Act 247 of 1968, as amended, requires municipal and multi-municipal comprehensive plans to be generally consistent with the county comprehensive plan. The general future land use patterns that were presented in the *Dauphin County Comprehensive Plan* were used as a guideline for consistency in the development of the future land use plan for the municipalities in the Valleys region. The Jefferson Township Comprehensive Plan was also considered when establishing future land use character areas in Jefferson Township.

This plan was developed at the multi-municipal level, which results in it showing much greater detail than the county future land use plan. In general, the future land uses described in this plan are consistent with the future land uses designated in the 2008 *Dauphin County Comprehensive Plan* and the planned growth areas and community service areas designated in the 2003 *Tri-County Regional Growth Management Plan*.

In addition to recognizing the County's planning efforts, this plan was prepared to be consistent and not exceed the requirements of several state enacted policies, such as the State Water Plan. Lawful activities such as extraction of minerals may impact water supply sources and such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities. Additionally, in implementing the recommendations of this plan, zoning regulations and any subsequent policy actions shall be consistent with, and may not exceed, those requirements imposed under the following Acts:

- The Clean Streams Law
- Surface Mining Conservation and Reclamation Act
- The Bituminous Mine Subsidence and Land Conservation Act
- Coal Refuse Disposal Control Act

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- Oil and Gas Act
- Non-Coal Surface Mining Conservation and Reclamation Act
- Agricultural Area Security Law
- An Act protecting agricultural operations from nuisance suits and ordinances under certain circumstances
- Nutrient Management Act

Consistency with Surrounding County Comprehensive Plans

Although the Valleys Region is located entirely within Dauphin County, the Lebanon and Schuylkill County comprehensive plans were reviewed for consistency because they border at least one of the municipalities in the region. The Perry County Comprehensive Plan was not reviewed, as the Susquehanna River is considered to be a natural buffer/barrier between land uses in Halifax Borough and Halifax Township and land uses in Perry County.

Schuylkill County Comprehensive Plan

Schuylkill County borders Jefferson and Rush Townships to the east. Future land use character areas in Jefferson and Rush Townships along this border include conservation and agricultural land uses, in addition to the linear features, the mountain ridges. A small area of rural resource land is located in Rush Township near the Schuylkill County border. The 2006 *Schuylkill County Comprehensive Plan* designates future land uses along the border with Jefferson and Rush Townships in Dauphin County as Agricultural, Resource Conservation & Residential – Very Low Density; and Parks, Permanent Open Space & Preserved Areas. Proposed future land use character areas in Jefferson and Rush Townships are consistent with the designated future land uses in bordering Schuylkill County.

Lebanon County Comprehensive Plan

Cold Spring Township, Lebanon County borders Rush Township to the south. In Rush Township, the mountain ridge located on the border is characterized as a linear feature. A conservation character area is located on the northern side of the ridge. The 2007 *Lebanon County Comprehensive Plan* designates future land use in the portion of Cold Spring Township that borders Rush Township as conservation. Designated future land use character areas in Rush Township align with the designated future land use in bordering Lebanon County.

Consistency with Surrounding Municipalities' Comprehensive Plans

Surrounding municipalities' land use objectives were reviewed for consistency with the future land use plan developed for the municipalities in the Valleys Region. Every attempt has been made through the development of this plan to eliminate land use inconsistencies and the potential for conflicts between dissimilar uses within and adjoining the Valleys Region that may occur with future development. The municipalities in the region may consider the following actions to eliminate or lessen the impact of dissimilar uses:

- Draft, or review and update the subdivision and land development ordinance and zoning ordinance.
- Create a buffer area to separate dissimilar uses.
- Establish landscaping requirements that utilize new and existing vegetation to reduce the visibility between uses.

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- Establish setback requirements that prevent building, parking, and storage areas from being constructed close to property lines.
- Buildings should be designed around the environment to limit unnecessary disturbance. Roof mounted systems, such as HVAC units, should be screened from view.
- Natural areas and connectors between the natural areas should be retained to create wildlife corridors throughout developments that do not interfere with traffic patterns.

Upper Paxton Township, Dauphin County

Halifax Township is bordered by Upper Paxton Township to the north. The proposed future land use character area in Halifax Township along this border is a linear feature, the mountain ridge, and conservation to the south of the mountain ridge. This aligns with the conservation future land use classification in Upper Paxton Township, as designated by the 1992 *Upper Paxton Township Comprehensive Plan*. This is also consistent with the conservation zoning district shown on Upper Paxton Township's zoning map, revised April 1999.

Jackson Township, Dauphin County

Jackson Township borders Halifax Township to the east, and Wayne and Jefferson Townships to the north. Jackson Township does not have a municipal comprehensive plan or an adopted zoning ordinance.

East Hanover Township, Dauphin County

East Hanover Township borders Rush Township to the south, along a designated linear feature, the mountain ridge. Future land use in Rush Township to the north of the ridge is characterized as conservation. East Hanover Township participated in and subsequently adopted the Lower Dauphin Area Regional Comprehensive Plan in July 2005. The future land use classification bordering Rush Township is Major Community Facilities, Parks & Recreation, representing State Game Lands #211. The linear feature and conservation areas in Rush Township are consistent with the future land use classification in East Hanover Township.

Middle Paxton Township, Dauphin County

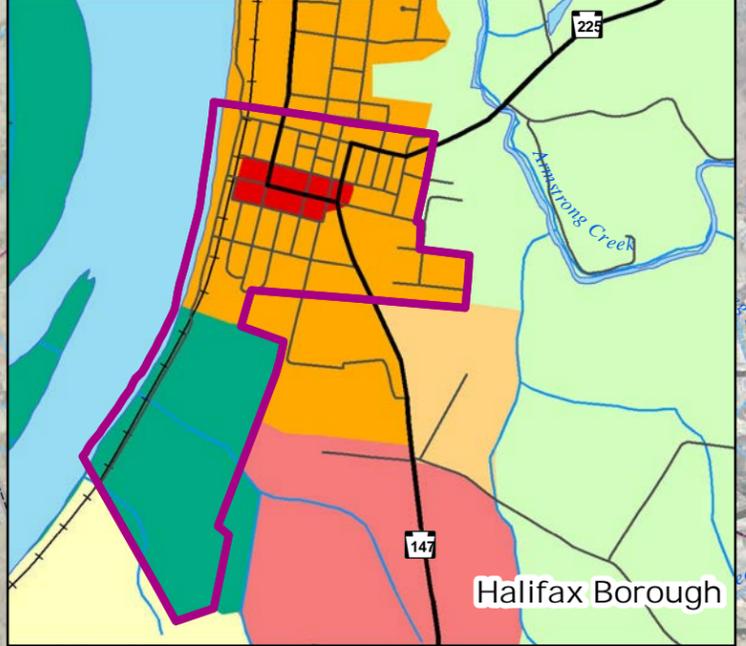
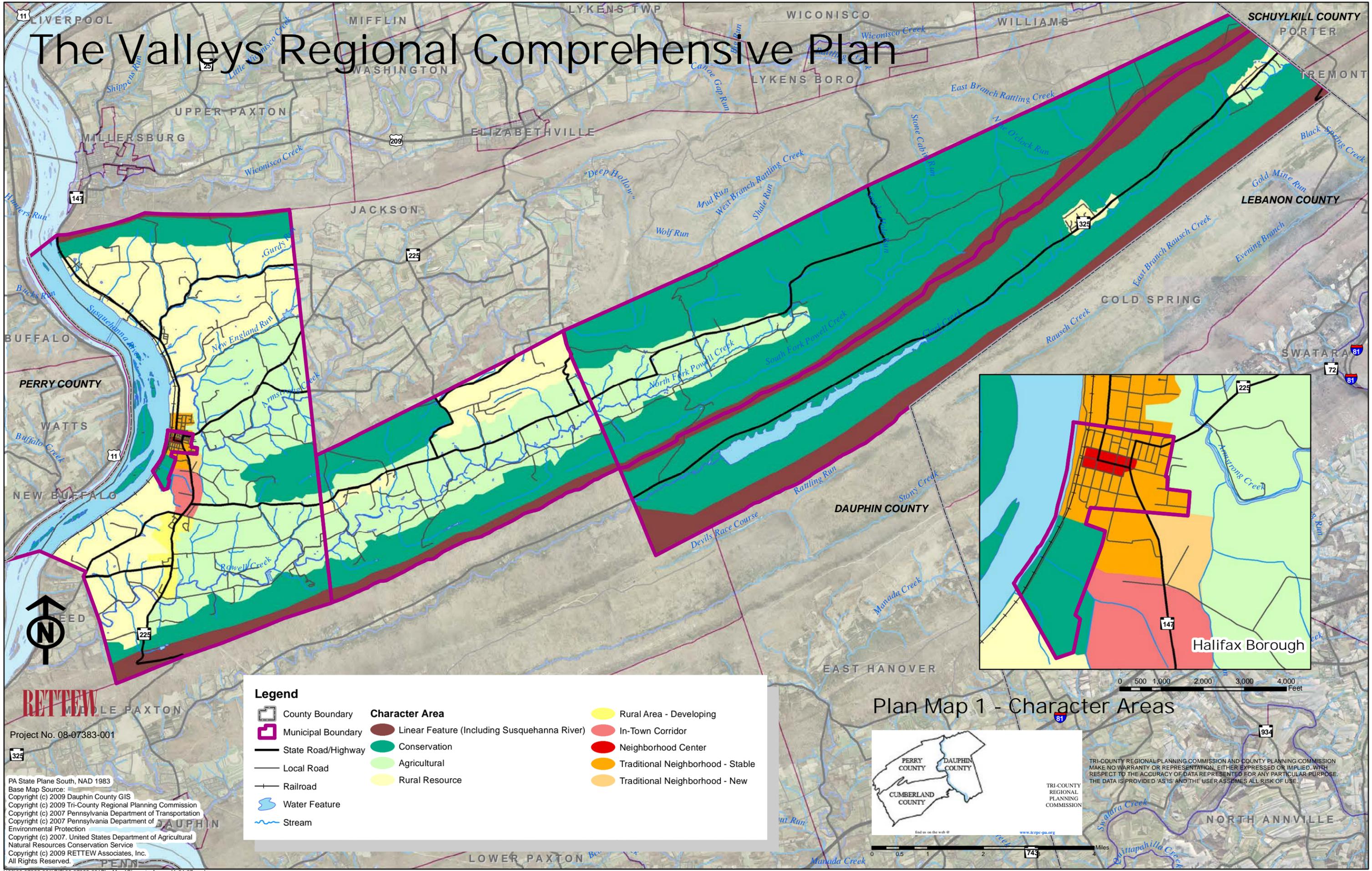
Middle Paxton Township borders Rush Township to the south and east; Wayne Township to the south; and Halifax Township to the south. Future land use in Rush Township along the Middle Paxton Township boundary is characterized as conservation and the linear mountain ridge feature. The 1999 *Middle Paxton Township Comprehensive Plan* designates this area as Open Space/Recreation, which is consistent with the proposed future land use in Rush Township. Along the border with Wayne Township, the future land use in Middle Paxton Township is classified as Open Space/Recreation, with a small area of Agriculture/Rural Residential along the western part of the boundary, near the Wayne Township/Halifax Township border. The proposed linear feature and conservation future land uses in Wayne Township are consistent with the designated future land uses along the border in Middle Paxton Township. The mountain ridge linear feature extends into Halifax Township and is classified as such along the border with Middle Paxton Township. Land to the north of the mountain ridge is classified as conservation. These proposed future land uses are consistent with the Open Space/Recreation and Agriculture/Rural Residential uses designated in Middle Paxton Township.

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Reed Township, Dauphin County

Reed Township borders Halifax Township to the southeast. Future land use character areas in Halifax Township along the Reed Township border are rural resource to the north, and conservation and linear feature to the south. Reed Township adopted a comprehensive plan in 1999. The plan designates the following future land use classifications along the border with Halifax Township: between the Susquehanna River and SR 147, the future land use is classified as residential; between SR 147 and Powell's Creek, the future land use is classified as agricultural; between Powell's Creek and the mountain top, the future land use is conservation; and at the top of the mountain ridge, the future land use is classified as public/semi-public, most likely indicating the location of the Appalachian Trail. The rural resource character area in Halifax Township should be consistent with the proposed residential and agricultural uses in Reed Township, although residents should be made aware of the potential for areas that are more residential than rural in nature in the neighboring residential area of Reed Township, and of the potential for agricultural uses that may be viewed as being incompatible with residential development in the bordering agricultural areas. The conservation areas and linear feature in Halifax Township are consistent with the conservation and public/semi-public areas in Reed Township.

The Valleys Regional Comprehensive Plan



Legend

County Boundary	Character Area	Rural Area - Developing
Municipal Boundary	Linear Feature (Including Susquehanna River)	In-Town Corridor
State Road/Highway	Conservation	Neighborhood Center
Local Road	Agricultural	Traditional Neighborhood - Stable
Railroad	Rural Resource	Traditional Neighborhood - New
Water Feature		
Stream		

Plan Map 1 - Character Areas



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Action Plan 2020

Action Plan 2020

Introduction

Early in the process the Valleys Regional Comprehensive Plan Committee (Committee) recognized the importance of engaging the public through an effective public participation program. A total of four public participation meetings were conducted during the course of the project. The first of two facilitated public meetings was conducted on September 15, 2009 and focused on assets and challenges in Halifax Borough and the surrounding developed area of Halifax Township. The second meeting was conducted on September 29, 2009 and focused on more rural issues associated with Halifax Township, Wayne Township, Jefferson Township, and Rush Township. The third meeting was dedicated to presenting to the public the findings of the two aforementioned meetings and achieving public consensus on the project mission statement, overriding goals, and vision statement as well as the project objectives. The final meeting was used to present the draft plan to the public prior to the public review process and public hearing.

The meetings were designed to allow residents to share their thoughts on what they like about the region, and to discuss their concerns about any issues or threats they feel the region is facing. Residents also discussed how they would like to see the region ten or fifteen years from now.

The Committee recognized that the Valleys Region is diverse. Halifax Borough and the surrounding developed areas of Halifax Township act as the central node of the region providing a variety of housing and employment opportunities. The region is divided into discernable valleys by Peter's Mountain, Third Mountain, Berry Mountain, Broad Mountain, and Stony Mountain. The valleys created by the mountains are rich in agricultural resources. The Dehart Reservoir is located in Rush Township and provides potable water to the City of Harrisburg.

Residents were personally invited to attend the meetings that were being held by post cards that were mailed to all property owners, and information about the meetings was posted on the project's website and advertised in the newspaper.

All meetings were held in the cafeteria of the Halifax Elementary School. Residents were invited to an informal meet and greet from 6:30 p.m. to 7:00 p.m. to view project displays, participate in a site specific assets and issues mapping exercise, review the project mission statement and preliminary overriding goals, and to talk with neighbors, committee members, municipal officials, and members of the consultant team.

Residents were given an agenda that included the list of topics to discuss and sample items that would be included under each topic to provide an understanding of what "land use" or "community facilities" actually refer to. Residents were also urged to contact their committee members and use these people as conduits and representatives of the planning process. A copy of the exercise was available for people to take with them if they had a friend or family member that was unable to attend, or if there was other information that they wanted to provide but did not feel comfortable discussing in front of a group.

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Mission Statement

Prior to the public participation meetings, the Committee developed a mission statement to help develop the project direction. The draft mission statement was presented at these meetings and the public had an opportunity to provide input on it. The following is the project mission statement:

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

The public's reaction to the mission statement was very positive. A total of 69 residents had an opportunity to review the statement and there were no negative comments.

Project Overriding Goals

The Committee, in addition to the mission statement, also prepared a series of overriding goals with probable future statements to help set the direction of the planning process. The following are the overriding goals and probable future statements:

Land Use

Encourage a land use pattern that is cohesive with the unique natural environment, supports the rural character of the region, and recognizes the Halifax area as the regional anchor that supports residences, commerce, and employment.

Probable Future:

- Housing development necessary to serve the projected future population, without exceeding this amount
- Village style development located around existing village centers to allow for smaller lot sizes
- Expanded commercial and service opportunities in the Halifax area
- Sufficient and appropriate land use regulations in place
- Identified areas for future growth (coordinated with necessary infrastructure)
- Incentives for farmers to support and encourage the continuance of farming in the Valleys Region

Natural Resources and Historic Preservation

Preserve and enhance the high quality, sensitive natural resources of the region and cultivate an increased awareness of and appreciation for important natural, historic, and cultural features.

Probable Future:

- Natural resources preservation efforts coordinated with planned growth areas
- Farmland preservation
- Natural resources protected through adequate land use regulations
- Littering/polluting reduction efforts underway (public educated on proper waste disposal methods and impacts of littering/dumping on natural resources)
- Dark skies still present

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Transportation

Encourage safe, reliable, and well-maintained transportation systems that meet the needs of residents and businesses in the area without compromising the region's rural character.

Probable Future:

- Collaboration with TCRPC/HATS on major roadway improvement project
- Reconsideration of SR 147/225 bypass around Halifax
- Affordable and convenient public transportation to Harrisburg
- Improved signage on US 322 directing trucks to take SR 147 to Halifax
- Improved sidewalk infrastructure in and around Halifax Borough
- Improved peak hour congestion
- Traffic light studies and necessary improvements (esp. Powell's Valley Road and Armstrong Valley Road)
- Coordinated greenways and trails for non-motorized transportation

Housing

Allow for a variety of safe and affordable housing opportunities that complement existing development and infrastructure, and is constructed with sensitivity to the environment and are energy efficient.

Probable Future

- Senior housing / graduated care facility
- Ordinances that allow for housing development that is affordable to the general population in the region
- Ordinances that allow for traditional village style development
- Appropriate ordinances and adequate ordinance enforcement
- Affordable homes for all income levels

Economy

Focus economic development efforts in the Halifax area where infrastructure is available to support non-residential development and where the population is concentrated to support these establishments with employees and increased sales.

Probable Future

- Improved infrastructure that allows for business growth
- Increased commercial and service opportunities
- Concentration of "Main Street" type commercial and service businesses in Halifax Borough
- Employment opportunities – especially for teens and young adults
- Quality restaurant(s)

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Community Facilities

Maintain and improve when necessary, the provision of high quality community facilities and services in the Valleys Region, focusing on coordinating the previous public investment in services with future growth.

Probable Future

- Improved recycling facility
- Local library in Halifax area
- New medical center / emergency care facility
- Expanded and updated water and sewer infrastructure that can accommodate existing and new development
- Community center available that serves all ages

Intermunicipal Cooperation

The Valleys Regional Comprehensive Plan provides a foundation for future regional endeavors and encourages ongoing communication and updates to the comprehensive plan as necessary to ensure effective working relationships among the municipalities in the region and to maximize administrative and financial efficiency.

Probable Future

- Coordinated planning
- Coordinated / joint ordinance development
- Annual meetings between the municipalities in the region to discuss the future and plan for the future
- Continued outreach to other surrounding municipalities including Reed Township and Jackson Township

Halifax Borough

Revitalize Halifax Borough as a destination where people live, work, play, and shop.

Probable Future

- Improved pedestrian amenities, e.g. improved sidewalk system within the borough and linking surrounding residential and commercial areas, crosswalks, etc.
- Improved parking
- Appropriate ordinances and adequate ordinance enforcement
- Increased business activity in the downtown
- Additional opportunities for human activity – community center, library, restaurants, entertainment, etc.
- Aesthetic improvements – street trees, greening, etc.
- Need gas station in borough

Community Character

Retain the distinctive rural character and close-knit community feeling that is present in the Valleys Region by working to protect vital natural resources, provide necessary community facilities, infrastructure, and housing, and working to ensure that new development does not compromise this character.

Probable Future

- Retain the region's scenic beauty
- People know their neighbors

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- The look and feel of the of the Valleys and mountains remains largely unchanged
- Necessary growth coordinated with appropriate community facilities

Similar to the mission statement these overriding goals were presented to the public for comment. The goals were well received by the public and no changes were requested.

This proactive approach to planning for the future has provided the region with a mechanism to be responsive to the needs of its residents. In conjunction with the development of the mission statement and overriding goals, the region's public outreach initiative should further demonstrate to its residents its intent to guide the region into the future and grow responsibly through sound planning.

In many ways, the mission statement and overriding goals support many of the items that residents discussed at the public participation meetings including a desire for the region to maintain its rural character and to grow responsibly by planning for future growth.

Summary of Results and Resident Visioning

At the end of the meeting residents were asked to state what their vision is of the region 10 to 15 years from now. The following is the result of that exercise:

Vision Statements from the September 15, 2009 meeting:

- More attractive community
- Rural/undeveloped areas
- Pocket sized developments of specific interests
- Separate uses / main traffic
- Library
- Concentrate development around established areas so it can be properly supported by water and sewer
- Small communities with large open spaces
- Peter's Mountain preserved the way it looks now and the valley
- Sustainable development within the community with open space, services, shopping, affordable housing, and some growth (we as landowners can't afford the taxes; need non-residential development to offset taxes and provide jobs)
- Bypass around Halifax to mitigate trucks
- Matamoras and Halifax all as one
- Keep business close to main corridor rather than encroach on rural land
- Not a lot of change, just some new houses
- Traffic
- An area protected from some of the harmful things that could come
- More businesses in Halifax area, remainder of region more rural
- High speed commuter train for Upper Dauphin
- Commercial development around core area with rest rural and open space

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Vision Statements from the September 29, 2009 meeting:

- Beautiful natural area
- Historic preservation
- Sustain beauty that we have and opportunities for progress/growth
- Protection from outside effects
- Fort Halifax
- High speed internet
- Some industry/business to support tax base
- Comprehensive
- Business/industrial campus separate from beauty
- Better traffic facility around Fort Halifax
- Balanced growth/balanced preservation
- More planning – especially for larger development (traffic)
- Sustainable growth

Overall, residents indicated that they appreciate the existing character of the region, and many people expressed a desire to “keep it like it is”. Residents value the natural resources in the region including the streams, Susquehanna River, woodlands, large contiguous areas of open space, and the overall rural character. They recognize the agricultural importance the region has and, realizing that change is inevitable, indicated that there is a need to carefully plan for and manage growth.

The following is the Vision Statement for the Valleys Region:

- The Valleys Region is still recognized for its pristine natural resources, scenic vistas, and dark skies.
- Residents in the region appreciate the rural character and separation from Harrisburg, but many people still travel to the state capital for employment.
- Development that has occurred since 2010 has been near other developed areas where public/private infrastructure exists or is planned, with additional residential development occurring outside of the defined growth areas on larger lots.
- Residents living on the outskirts of the region continue to associate with commercial uses outside of the region for daily convenience items.
- Halifax Borough serves as an anchor in the region, and initiatives have been undertaken to revitalize the downtown area.
- Significant improvements to pedestrian and bicycle facilities have occurred within the borough and in the areas that link the borough to the new senior housing development and the surrounding commercial developments on SR 147/225.

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- Municipalities in the region continue to work with HATS to address traffic and congestion issues in the areas of SR 147 and SR 225; recent signage improvements have helped to eliminate truck traffic over Peter’s Mountain Road.
- Residents in the region are content with their community services and facilities including the parks and recreational facilities, regional recycling days, the new Halifax Area Community Library, and the community center.
- The five municipalities continue to meet twice a year to review and update the comprehensive plan, and determine where they may be able to work together and pull resources to further implement the plan.

Topical Results

September 15, 2009 Meeting

Focus: Halifax Borough and the surrounding developed areas of Halifax Township

Issues

Economic Development / Downtown		
Rank	No. of Votes	Comment
1	21	No library
2	12	Lack of things to do for seniors and active adults
3	11	Need quality sit-down restaurants
4	8	Lack of things for children to do
5	7	Need better accessibility to the post office
5	7	Can't walk to get groceries and other items
6	6	Need a movie theater
7	5	Lack of parking / accessibility
8	3	Businesses leaving downtown for SR 147 in the township
9	2	Undefined boundary

Housing		
Rank	No. of Votes	Comment
1	14	Non-owner occupied housing when you are coming from the south is an eyesore; landlords that don't care
1	14	Need for senior housing / condos with no maintenance responsibilities
1	14	Need for better enforcement of ordinances in the borough – junked cars
2	8	Need for assisted living
2	8	Conflict with housing / large lot sizes encroaching on farmland
3	7	Lack of zoning impacts housing and what is placed on a property
3	7	Safety of stormwater detention ponds (hazardous for children)
4	6	Lack of a good builder
5	4	Parking is an issue when single family dwellings are converted to multi-family
5	4	Renters creating problems
6	3	Front Street is a concern with maintenance

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Transportation		
Rank	No. of Votes	Comment
1	15	SR 147/225 in borough bad configuration/geometry, especially for trucks (2 nd and Armstrong; 4 th and Armstrong; 2 nd and Market; 4 th and Market)
2	14	No good public transit into the valley
3	11	Peak hour congestion
4	9	No bike trails or designated walking trail
5	7	No stop lights (Armstrong in general; on-street parking, major cut thru to SR 147/225)
6	6	Need better speed limit enforcement
6	6	Lack of guiderails on SR 147
7	5	No local rail access
7	5	Poor roadway geometry; improvements induce speed, traffic
7	5	Problems with railroad crossings (noise, safety at unsignalized crossing, no "arms")
8	4	Need to increase speed limit from 15 mph to 25 mph in front of school
9	3	Inconsistent sidewalks (connections – variable; condition – variable)
10	1	Need better transportation and land use coordination
10	1	Need to do a study to reduce speed limits
11	0	No berms
11	0	Poor sight distances
11	0	Better signal timing/coordination

Community Facilities		
Rank	No. of Votes	Comment
1	15	Library
2	14	Need to be able to recycle more types of items; county program not practical for residential cost
3	12	Water/sewer service expanded and updated to accommodate increased development
4	10	Poor response from police – local and state
5	9	Fort Halifax Park is a money pit
5	9	Closest hospital is an hour away. Need an emergency/trauma walk-in center
6	7	Need more large item recycling / spring cleaning days
6	7	Need for medical center
7	5	Too many parks
8	4	Recycling not emptied enough
8	4	Need more police
9	3	Need curbside/door to door recycling
10	3	Lack of a community center
11	2	Need an ambulance that can do EKG
12	1	Need more volunteers for fire company
13	1	Need a vet

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Natural Resources		
Rank	No. of Votes	Comment
1	17	Better maintenance of the sycamore trees is needed (original comment: sycamore trees are a safety hazard)
2	15	Housing development impacting farms
3	13	No zoning. Leaves natural resources unprotected
4	11	Development in the floodplain and along the river
5	9	Need more water in the river for recreational purposes
5	9	Building on steep slopes
6	7	Sycamore trees threatened by road expansion
7	4	Flooding
8	2	Radon
9	0	Topography

Land Use		
Rank	No. of Votes	Comment
1	11	Lack of parking is an issue
2	10	Need larger scale and more shopping opportunities
3	9	Fragmented government – lack of coordination
4	6	Lack of or limited public water/sewer
4	6	Transportation issues affect land use
5	5	No zoning regulations
6	4	Lack of developable land in the borough
6	4	Lack of sidewalks to businesses
6	4	Neighbors around downtown (transitional, lack of relationships, no community feeling)
6	4	Need to reintroduce the square
6	2	Lack of greening / street trees in borough
7	1	Developable land
7	1	Lack of a dog park
8	0	Need for interconnection of shopping

Assets

Economic Development / Downtown Comment
Pride in ownership and community
Ice cream shops – hard and soft
Pizza
Front Street beautification
Historical society / museum
Good homes – historic
Good reuse of building - housing, laundromat

Housing Comment
More affordable
Not congested
Great views from houses
Good variety

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

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Transportation Comments

Major road
Rail road
Bus
Good interconnections of side roads to main road
Scenic corridors
PennDOT Bypass study

Community Facilities Comments

Good fire / EMT service
New teen center
Churches
Parks
Pool
Recycling center
State troopers have increased presence
Historical society
Camp Hebron
Community medical center on SR 147

Natural Resources Comment

River/streams
Peter's Mountain
Water
Scenic
Valley
Sycamore trees on SR 147
Wildlife
Forests
Fishing
Open space

Land Use Comment

Development mainly along major roads
Great scenery / natural (townships)
Good farmland left (townships and borough)
Good boat landing (borough and township)
Sycamore trees on SR 147
Fort Halifax Park
Good land for hunting (townships)
Appalachian trail (townships)
Deppen Park – picnics, recreation
Memorial park
Baseball fields
Good access to fishing
Pool
Dark skies

Action Plan 2020

September 29, 2009 Meeting

Focus: Rural planning issues that affect Halifax, Jefferson, Rush, and Wayne Townships

Issues

Economic Development		
Rank	No. of Votes	Comment
1	30	Need improved infrastructure for business growth
2	27	Lack of employment opportunities, especially for younger population / teens
3	17	People have to go over the mountain for certain items. There is no department store, no super Giant, or a Giant with a gas station
4	15	Lack of an industrial base
5	13	Need a decent restaurant
6	9	Lack of availability (products) at Giant
7	8	Demographics drives quality

Housing		
Rank	No. of Votes	Comment
1	21	Need senior housing; 55+ community; graduated care
2	18	Housing that encourages sprawl
2	18	Ordinances in place preclude affordable housing for the future
3	14	Most ordinances don't allow for traditional village style development
3	14	No incentives to fit in with the heritage/history/architecture of the community
4	11	Older/retired people can't maintain housing
5	8	Need housing for young professionals / high density housing where maintenance is required
6	5	Lack of government leadership/programs to protect historic structures
7	1	Need more apartments

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Transportation		
Rank	No. of Votes	Comment
1	24	Need a way to get around Halifax, especially in the AM/PM rush hour (SR 147/225); bypass needed
2	19	Not enough signage coming off of US 322 to SR 335; problem especially for trucks
3	14	Lack of cheap, available, and convenient public transportation
4	7	Problem with intersection of 147 at 225 coming from Millersburg
4	7	Powell's Valley Road is too narrow
4	7	Need a traffic light at Powell's Valley Road and SR 225
5	6	Need for a light rail line / more public transit to Harrisburg
5	6	Truck traffic is increasing – especially on Peter's Mountain
6	5	Limited accessibility from this region to Harrisburg
6	5	No accommodations for bikes / alternative modes of transportation (especially connections to public facilities and for kids)
7	4	Maintenance of roadways is an issue (local and state)
8	3	Armstrong and 4 th and other turns in Halifax; once trucks are committed there is no place to turn around
9	2	SR 225 at Kinsinger Rd – need a turning lane on the north side
9	2	Need to link transportation and land use when planning for growth
10	1	No taxi service available
11	0	Amish would have problems in this area because roads are dangerous for buggies
11	0	Development causes traffic

Community Facilities		
Rank	No. of Votes	Comment
1	22	Recycling facility is inadequate
2	21	Lack of a tax base to support future improvements / expansion of schools
3	16	No medical facility
3	16	No library
4	13	Lack of public areas along the river / lack of a riverfront
5	12	No community building (for all ages and with a senior center)
6	9	No entertainment venues (movies, etc.)
7	8	Need to extend public sewer and water. Not having new developments connected is an issue
8	4	Problems with well water
9	2	Need a transfer station for trash
9	2	Lack of police protection
9	2	Developers should be required to provide package sewer plants for new development

Natural Resources		
Rank	No. of Votes	Comment
1	25	It is a challenge to balance natural resources with technology/energy requirements that come with growth, e.g. wind energy, transmission lines, etc.
2	21	Need to balance natural resources protection with development
3	20	Natural resources are not adequately protected (e.g. Marcellus shale, impacts on water quality)
4	19	People polluting / littering
5	7	Lack of a long term conservation mindset
5	7	Dark skies threatened with light pollution
6	6	Low flying aircraft impacts air quality and peace in the valley
7	5	People are disrespectful to the environment
8	4	Air quality (e.g. leaf burning vs. composting)
9	3	Pursuit of natural resources has taken away from focusing on other community facilities

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

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9	3	Business should be providing trash receptacles
10	1	Antiquated view of energy use
Land Use		
Rank	No. of Votes	Comment
1	21	Short term mindset of the population and leadership; not considering impacts/effects of actions
2	20	Amount of housing development (too much, taking away farmland, changing the character, necessary improvements fall back on taxpayers)
3	17	Need small village areas where people don't have to have large lots
4	16	Land use regulations needed
5	14	Need identified areas for growth to concentrate development and have water and sewer
6	10	Lack of coherent planning
7	9	Need to incentivize farmers rather than over-regulate
8	7	Dumping – there isn't an easy way for people to dispose of things like large appliances and construction waste
9	2	Halifax Borough is ugly / not welcoming
9	2	Property maintenance and lack of ordinances to enforce
9	2	Concern about developers that have no regard for residents that live in the area
10	1	Too much lawn area
10	1	Lack of value of historic infrastructure
11	0	Need a bed and breakfast
11	0	Posted properties – large tracts – have to go to SGLs to hunt
11	0	The amount of hunting around the house

Assets

Economic Development Comment

Outdoor recreation – people can visit and then go home
 Historic infrastructure
 Ingenuity of individuals (farmers, contractors, etc.)
 Good workforce / good people
 Grocery store, pizza shops, ice cream, hardware store

Housing Comment

Lots of historic architecture / historic homes
 Most people own their homes
 Affordable
 5 apartment buildings
 A lot of land to develop on
 A lot of entry level / first homes
 Subsidized housing is an asset

Transportation Comments

Major route – SR147
 Not far from other major routes
 Traffic light at SR 147 / 225
 A few public transportation buses
 Turning lane at SR 147 / 225
 Addressing / road signs
 Ambulances gave out signs for addresses
 Limited access
 River

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CAT provides public transit for the elderly
Lack of traffic lights
Very few roads that aren't beautiful

Community Facilities Comments
All fire companies
Halifax ambulance
Fort Halifax Park
Good school district – Halifax, Upper Dauphin
Parks – Ibberson Conservation Area, Deppin Park, Halifax Community Park
Churches
Recycling center
Youth center
Swimming pool
Camp Hebron
Hemlock Girl Scout Council
Lake Tobias
Boat launch

Natural Resources Comment
All –the existing natural environment
River
Streams
Woodlands
Forestry
Mountains
State forests
Good air quality
Natural topography
Twin Valley Conservation
Eagles
Quiet and dark / dark skies
Wildlife

Land Use Comment
Powell's valley / rural character
Village style communities
Forested wildlife
Historical character of infrastructure
Farmland
Viewsheds
Valleys and mountains
Access to river for fishers, boaters
Agricultural Security Areas
Ibberson Conservation Area
3 trout streams / fishing
Public land
Camp Hebron

Action Plan 2020

Common Themes

Although the September 15, 2009 meeting focused on Halifax Borough and the surrounding developed area in Halifax Township, and the September 29, 2009 meeting focused on more rural planning issues, there were several common themes that emerged at both meetings concerning the Valleys Region in general. These themes include the following:

- Residents at both meetings indicated their desire for a local library in Halifax to serve the region.
- The exceptional natural resources in the area including the river and streams, scenic viewsheds, wildlife, woodlands, mountains and valleys, and others were noted in both meetings. Residents recognize that the unique natural features are assets to the region and in a sense help to define the region. They also recognize that these valuable resources are vulnerable to development pressures because there are currently no regulations in place to protect them. On a similar note, residents recognize that development is threatening farmland and that land use regulations are needed to ensure that new development is sustainable, complements existing development styles and the character of the region, and is located in an area that is served by water and sewer. People indicated a preference for village style development and expressed concerns that existing regulations prohibit this type of development.
- Residents at both meetings also recognized the problems with peak hour traffic in the Halifax area where SR 147 and SR 225 come together from the north, and where they separate in the south. The poor configuration of SR 147/225 in Halifax Borough was noted in both meetings; people indicated that these turns are especially troubling for trucks. Residents at both meetings mentioned the need for a bypass around Halifax Borough.
- Most of the traffic and congestion problems on SR 147/225 are a direct result of morning and evening peak hour traffic to and from Harrisburg. Many people in upper Dauphin County travel to Harrisburg for employment and these routes represent the only routes into the city. Additionally, there is no viable public transportation into Harrisburg for residents in the northern part of the county. Residents at both meetings indicated a desire for increased public transit opportunities (that are cheap, available, and convenient) to and from Harrisburg.
- Residents at both meetings recognized that the available housing stock in the region is affordable, compared to other places. Although residents at the first meeting expressed a concern with non-owner occupied housing and absentee landlords in Halifax Borough, residents at both meetings agreed that there is a need for more senior housing in the region. Residents discussed senior housing opportunities where maintenance is provided, 55+ communities, and graduated care.
- In general, residents in both meetings talked about coordinating growth with water and sewer availability, and the need to improve and extend water and sewer infrastructure to serve new developments.
- Residents at both meetings expressed concerns with the current recycling facility. Although residents appreciated having access to a recycling facility, they thought that the current operation was inadequate in that the recycling containers need to be emptied more often. Residents at both meetings also indicated a need for more large item recycling / spring clean up events, and thought that an increased frequency in this type of event might decrease the amount of dumping.

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- Another concern that residents expressed related to commercial development. Residents commented that there is a need for increased businesses and services in the Halifax Area and noted that it is necessary to travel over the mountain for certain products. In the first meeting, people commented on the lack of sidewalk infrastructure connecting the borough to the commercial businesses in Halifax Township. This creates unsafe conditions for pedestrians, bicyclists, and motorists in this area.

Committee Strengths and Issues/Weaknesses Exercise Results - August 11, 2009 Committee Meeting

The committee identified the following strengths and weaknesses in the region:

Strengths:

- Halifax Borough has a variety of pizza shops and ice cream shops
- Close knit community
- Many people that live here grew up here
- Peace and quiet
- Crime free
- Open space / mountains / vistas
- Rural landscape and everything that you sense
- Susquehanna River and fishing opportunities
- Proximity and apparent isolation from Harrisburg
- Caring people
- Volunteer agencies (fire, EMS, etc.)
- Forest lands
- Hunting
- Wildlife
- Dehart Dam – Also a weakness because you can't access it
- Appalachian Trail
- Two conservation areas (donated by Joe Ibberson)
- Small schools
- Business growth at the triangle in Halifax Township
- Don't have to drive to Harrisburg for services (e.g. Giant, Wal-Mart)

Issues/Weaknesses:

- Giant / Wal-Mart – change the character of the region; create congestion
- Transportation
 - Powell's Valley Road and SR 225
 - Tough to get out at Giant – especially turning left
 - Bottleneck of SR 225/147 and where they separate
 - Hazards at Shell and Sheetz
 - School speed limit signs blinking and causing congestion (especially an issue when the signs are for the elementary school, which is not near the highway)
- Development
 - Losing farmland

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- Factory farms – a different kind of development issue; also the political infighting that can occur surrounding the topic of factory farms.
- The whole face of the valley could change because there is no protection
- Generations of families want things to stay the way they are
 - Don't change the character of the region
 - Not in a position to manage growth
- Not enough businesses in the borough
- Need a convenience store and personal service uses in the Borough
- Need sidewalks to connect the borough to the surrounding commercial areas
- High speed internet is not available in many of the rural areas of the region
- Cell phone coverage is not available in Rush Township
 - The county recently approved two cell towers in Rush Township
- Small schools can also mean fewer opportunities for students
- Dehart dam is an issue because you can't go near it
- Availability or non/availability of water and sewer service
- Dumping is an issue – need to educate residents about proper waste disposal and recycling opportunities in the county
- Issue with single family conversions and converting duplexes into two or three apartments
- No “quality” rental opportunities in Halifax Borough
- Need to find a way to encourage energy efficient buildings and renewable energy production equipment (e.g. there is a tendency of developments to have homeowners associations that ban clotheslines and solar roof panels, and mandate manicured lawns for “aesthetics”, and consequently foster energy waste and lawn pesticide runoff, instead of using renewable energy ideas and water gardens to replenish the groundwater.) Even townships mandate wide streets and curbs in developments that foster runoff and flooding instead of putting water back into the ground.)
- Challenge to maintain or improve both surface and groundwater. People should be encouraged to not mow to the edge of streams and provide a riparian buffer, and to plant rain and rock gardens and plant trees.

The Strengths and Issues/Weaknesses were further refined and distributed into the following topical headings:

- Agriculture/Conservation
- Communication
- Community
- Education
- Infrastructure
- Landscapes
- Land Use/Economic Development
- Quality of Life
- Recreation/Family Traditions
- Transportation

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Agriculture/Conservation

Strengths:

- Two conservation areas (donated by Joe Ibberson)

Issues/Weaknesses:

- Losing Farmland to Development
- Factory farms – A different kind of development issue; also the political infighting that can occur surrounding the topic of factory farms
- Challenge to maintain or improve both surface and groundwater. People should be encouraged not to mow to the edge of streams and provide a riparian buffer, and to plant rain and rock gardens and plant trees.

Communication

Strengths:

- None Identified

Issues/Weaknesses:

- High speed internet is not available in many of the rural areas of the region
- Cell phone coverage is not available in Rush Township

Community

Strengths:

- Close knit community
- Many people that live here grew up here
- Caring people

Issues/Weaknesses:

- None identified

Education

Strengths

- Small schools

Issues/Weaknesses

- Small schools can also mean fewer opportunities for students

Infrastructure

Strengths

- None Identified

Issues/Weaknesses:

- Availability or non/availability of water and sewer service

Landscapes

Strengths

- Open space / mountains / vistas
- Rural landscape and everything that you sense
- Forest lands
- Dehart Dam – Also a weakness because you can't access it

Issues/Weaknesses

- None Identified

Land Use/Economic Development

Strengths

- Halifax Borough has a variety of pizza shops and ice cream shops
- Don't have to drive to Harrisburg for services (e.g. Giant, Wal-Mart)
- Business growth at the triangle in Halifax Township

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Issues/Weaknesses

- Giant / Wal-Mart – change the character of the region; create congestion
- Development
- The whole face of the valley could change because there is no protection
- Not in a position to manage growth
- Not enough businesses in the borough
- Need a convenience store and personal service uses in the Borough
- Issue with single family conversions and converting duplexes into two or three apartments
- No “quality” rental opportunities in Halifax Borough

Energy

- Need to find a way to encourage energy efficient buildings and renewable energy production equipment (e.g. there is a tendency of developments to have homeowners associations that ban clotheslines and solar roof panels, and mandate manicured lawns for “aesthetics”, and consequently foster energy waste and lawn pesticide runoff, instead of using renewable energy ideas and water gardens to replenish the groundwater.) Even townships mandate wide streets and curbs in developments that foster runoff and flooding instead of putting water back into the ground.)

Quality of Life

Strengths

- Peace and quiet
- Crime free
- Proximity and apparent isolation from Harrisburg

Local Interrelationships

The committee identified the following local interrelationships – activities within the region that affect the region and may have an influence on areas outside the region.

- Volunteer agencies (fire, EMS, etc.)
- Wildlife

Issues/Weaknesses

- Generations of families want things to stay the way they are
- Don’t change the character of the region
- Dumping is an issue – need to educate residents about proper waste disposal and recycling opportunities in the county

Recreation/Family Traditions

Strengths:

- Susquehanna River and fishing opportunities
- Hunting
- Appalachian Trail

Issues/Weaknesses:

- Dehart dam is an issue because you can’t go near it

Transportation

Strengths:

- None identified

Issues/Weaknesses:

- Powell’s Valley Road and SR 225
- Tough to get out at Giant – especially turning left
- Bottleneck of SR 225/147 and where they separate
- Hazards at Shell and Sheetz
- School speed limit signs blinking and causing congestion (especially an issue when the signs are for the elementary school, which is not near the highway)
- Need sidewalks to connect the borough to the surrounding commercial areas

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- Recycling is not required but needs to be promoted
- Agriculture
- Multiple small school districts
- Peter's Mountain – outsiders think it is horrible to drive over
- Small municipalities with restricted budgets
- Public infrastructure
- Transportation infrastructure
- Commercial center in Halifax Township
- Villages
- Natural resources
- Upper Dauphin COG – includes all 19 municipalities in upper Dauphin County
- Halifax Township has two mobile home parks, will have three soon.
- Seasonal cabins turning into full time residences in Jefferson Township

Outside Influential Factors

The committee identified the following outside influential factors that impact the region.

- Dauphin County – Peter's Mountain is the divide between northern Dauphin County and "that other place"
- Transportation
- Upper Dauphin Income Tax
- Concern that a landfill could come
- Wind energy

- Harrisburg and urban areas
 - Don't have much employment in the Valleys Region
 - Someone right out of high school could find employment at Metal Industry (MI) or Harman Stove. Willets Shoe Factory no longer manufactures shoes at their Halifax location.
- Where do people in Rush Township go to the grocery store?
- Issue with single family conversions and converting duplexes into two or three apartments

Action Plan Development

After careful review of the input received during the public participation meeting the committee developed a series of action items for Natural Resources, Historic Preservation, Housing, Community Facilities and Utilities, and Transportation and voted on them to determine the top actions items that would be identified in the Action Plan.

Natural Resources

Action Plan Strategies

1. Amend the Halifax Borough, Halifax and Wayne Townships Subdivision and Land Development Ordinances or create a regional rural subdivision and land development ordinance to ensure

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that natural resources, including the region's aquifers, streams and ponds, and the DeHart Reservoir are adequately protected.

2. Control illegal dumping by providing adequate opportunity for bulk trash removal and educate residents on recycling and household toxic waste disposal, and expansion/improvements to the region's recycling facility
3. Develop an integrated water supply plan that includes a groundwater management component and a well head protection component
4. Consider designating zoning provisions for mineral recovery that is based upon protecting groundwater resources, high quality streams, and the Dehart Reservoir.

Support Strategies

1. Support the managed timbering of woodlands and develop ordinances to protect the environment from destructive timbering practices.
2. Support the managed timbering of woodlands and develop ordinances to protect the environment from destructive timbering practices.
3. Initiate discussions with the Harrisburg Authority to determine if it is possible to allow visitors to access the Dehart Dam property
4. Pursue an enhanced stream quality designation for Powell's Creek.
5. Encourage agricultural operations to limit the access of livestock to streams.
6. Educate residents on the importance of conserving natural resources in their daily lives through tools such as municipal websites and newsletters.
7. Work with the Dauphin County Conservation District to educate farmers on the opportunities available at the county level to encourage farmland preservation.
8. Create a farming advisory committee that serves as an advisory board to the Township Board of Supervisors.

Historic Preservation

Primary Action Plan Strategies

1. Utilize the Halifax Area Historic Society or other organization and develop a detailed historic resources plan to identify, document, promote, and preserve historic resources in the region.

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2. Promote the protection of historic buildings and landmarks through private historic preservation measures.
3. Promote the protection of and adaptive reuse of historic structures as alternatives to major alterations or demolition.

Secondary Strategies

1. Develop appropriate and coordinated wayfinding signage to highlight historic places of interest.
2. Recognize business owners and homeowners who undertake historic character building renovations.
3. Determine if an historic district should be designated in Halifax Borough.
4. Develop a historic structure/barn driving tour to increase tourism into the area.
5. Apply to become a Certified Local Government through the PHMC and the National Park Service.
6. Support the conversion of the existing Rush Township Municipal Building to a local museum.

Housing

Primary Action Plan Strategies

1. Designate areas for all types of housing growth in conjunction with existing and future water and sewer infrastructure
2. Encourage improvements that make development in the growth area more pedestrian friendly and inviting
3. Promote compact development in Halifax Borough, the county-designated community service area, and in the growth areas of the region

Secondary Strategies

1. Work with property owners and developers to encourage rehabilitation and renovation projects in Halifax Borough to ensure the viability of this area.
2. Adopt, review, revise, or more systematically enforce existing regulations for building and housing codes
3. Create a housing pride and recognition program

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4. Develop gateway treatments to Halifax Borough and the villages of the region to create a sense of place.
5. Work with the Dauphin County Housing Authority to develop affordable housing opportunities for low income households.
6. Encourage buffers and lighting control between residential development and uses that are incompatible with residential development.
7. Provide educational material to new residents that are considering locating near agricultural development of the impacts associated with living in an agricultural area.
8. Identify conservation by design or open space development as an option within the growth area to preserve open space within new developments.
9. Promote the use of existing housing stock through renovation and rehabilitation
10. Develop ordinance provisions to control the amount of cabins and seasonal dwellings that are being converted to full-time residences.
11. Encourage infill and redevelopment housing to maximize existing infrastructure.
12. Pursue Elm Street designation for specific neighborhoods surrounding downtown Halifax.
13. Opportunities available in the region are adequate to meet the needs of the current and projected future populations and no action is necessary at this time.
14. Develop a housing approach that builds upon the existing variety of housing types located throughout the region, geographic location to services and infrastructure, and accessible for income levels.
15. Develop a program to assist seniors and other borough/township residents with property maintenance and upkeep.

Community Facilities and Services

Primary Action Plan Strategies

1. Evaluate all development activity against the comprehensive plan and other plans to ensure potable water and sewer service improvements/extensions are consistent with the vision of the region.
2. Evaluate opportunities for intermunicipal cooperation with surrounding municipalities.

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3. Sponsor community clean up days to encourage residents to become involved in cleaning up debris from roadways in the region.
4. Encourage two-way communication with the school districts about anticipated growth in the region to allow the school district to plan for changes in the student population.

Secondary Strategies

1. Develop individual Act 537 Plans and an on-lot disposal system management ordinance
2. Consider negotiated municipal contracts with trash and recycling haulers.
3. Build upon the Dauphin County Open Parks, Greenway and Open Space Plan and develop a regional parks, recreation, open space, and greenways plan to evaluate and plan for the passive and active recreation needs in the region.
4. Evaluate the need for municipal or regional police services to provide additional service in areas that are currently only served by the state police.
5. Openly communicate with emergency service providers to better understand their equipment and human resources needs.
6. Utilize existing municipal websites and newsletters and establish to increase awareness of community events and happenings.
7. Develop provisions for cell towers and determine feasible locations on which to locate a tower to improve cell phone coverage in the region.
8. Work with utility providers to ensure that township residents receive adequate service.
9. Consider holding a bi-annual or annual town meeting to encourage residents to come out and voice their concerns.
10. Solicit input from emergency service providers to develop improved safety design with regard to new development proposals.
11. Pursue the establishment of a Public Library in Halifax Borough.

Transportation

Primary Action Plan Strategies

1. Work with the Harrisburg Area Transportation Study (HATS) to communicate and coordinate necessary transportation improvements in the region.

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2. Develop a streetscape plan to improve accessibility, appearance, walkability, driveability, and overall flow of traffic between the SR 147/225 intersection in Halifax Township and Halifax Borough
3. Maintain and improve roads as needed to provide reasonably smooth transportation. Roads should only be maintained at a level and cost matching the needs of our rural area.
4. Review and revise municipal ordinances and specifications to ensure transportation improvement criteria and standards are appropriately scaled to protect and enhance existing developed areas.
5. Ensure that the existing and proposed road infrastructure is able to support new developments.

Secondary Strategies

1. Develop an official map for each municipality in the region that supports the vision for the region through continuity and compatibility.
2. Develop designated bicycle routes within the region and post with appropriate signage.
3. Notify local or state police of existing speed corridors and request additional enforcement to slow down motorists.
4. Develop gateway treatments for main corridors into Halifax Borough, and for the villages and specific places in the townships.
5. Work with HATS and CAT to increase public transit opportunities in region (bus, car pooling, park and ride lots)
6. Incorporate PennDOT's Land Use and Transportation Strategies into our local planning program to ensure consistency and financing leverage.
7. Determine if it is possible to eliminate school speed limit zones and flashing lights on SR 225/147 when the lights are for the elementary school, which does not front on this road.
8. Focus local, state, and project contribution money, to improve roadways initially in the designated growth areas unless a public safety issue needs immediate attention.
9. Enhance existing or extend unopened alleys, trails, and other walkable corridors as alternative pedestrian corridors in Halifax Borough and the villages in the region
10. Require professionally prepared traffic impact studies for developments.
11. Through the development processes require sidewalks, trails or a combination of both to be installed within designated areas with an emphasis in Halifax Borough and between Halifax Borough and nearby commercial uses in Halifax Township.

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12. Ensure that ordinances provide for two points of ingress/egress for all new development in the region.
13. Evaluate the safety of rail crossings in the region and remedy any existing deficiencies.
14. Consider traffic calming mechanisms along heavily traveled roads where speed is an issue.
15. Review and prioritize the list of transportation issues identified by the public.
16. Develop a capital/roadway improvement program and initiate improvement projects when economically feasible, or to eliminate a safety concern.
17. Maintain an open line of communication with PennDOT regarding roadway improvements and access/driveway construction.
15. Promote linkages for non-motorized transportation between communities.

Economic Development - Halifax Borough and Region

The following are observations from a windshield survey conducted on August 26, 2009:

Halifax, Wayne, Rush, and Jefferson Townships

- Most of the villages, with the exception of Carsonville, are small, cross roads villages.
- Recent development in Wayne Township is evident in places – e.g. Miller Rd, pheasant estates
- Logging/forestry/partial clearing along SR 325 in Rush Twp.

Halifax borough

- Some trees on Market Street, but generally lacking street trees.
- Hard to tell if there is a real square/center of town.
- Sidewalks on Armstrong end at Pizza Delight (6th Street) and there are no sidewalks to the Lin Don Townhouse development or Deppen Park and Recycling center located just over the hill on Armstrong. This area is very pedestrian un-friendly and must be reached by auto.
- Cobrahead lighting.
- Sidewalks in need of repair in many places.
- Lots of duplexes and truck traffic.
- Seems to be a good handful of multi-family housing opportunities, but most aren't context sensitive.
- Businesses intermixed with residents in many areas, including Market St. and 2nd St.
- Most services/daily needs are outside of the borough in Halifax Township.

The following is a set of themes, principles, key strategies, and standards relating to the improvement of core communities, such as Halifax Borough. This component is organized within the framework of the National Trust for Historic Preservation's Four Point Main Street Approach, and details a series of

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specific key strategies including various policies, partnerships, projects, and programs to be pursued at the borough and regional level.

Organization

1. Develop a comprehensive, multi-year fundraising plan to support ongoing organizational expenses and implement specific downtown programs and projects.
2. Coordinate, support, recognize, and manage volunteer and other resource development to ensure maximum benefits and effectiveness.
3. Develop a communication plan to ensure the consistent flow of accurate information, both internally within the Borough and externally throughout the region.
4. Develop a comprehensive management plan for the organization to ensure ongoing success and sustainability.

Design

1. Pursue a coordinated streetscape improvement effort for Routes 147/225, and other important areas that are adjacent to this core commercial area.
2. Develop a plan to create, enhance, and maintain sustainable public spaces and public amenities in the borough.
3. Develop a design improvement program for enhancements to downtown properties, buildings, or businesses to include technical and financial assistance, incentives, and recognition.
4. Incorporate appropriate infill, replacement, and redevelopment design standards into zoning and subdivision and land development ordinances for buildings, uses, parking, signs in the borough.

Promotion

1. Develop a marketing program – to include image and brand development – that will promote the borough and region as the place to live, work, shop, and play. Focus in established industries such as an “outdoor” oriented theme.
2. Provide coordinated advertising, visual merchandising, and vacant store front enhancement assistance.

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3. Sponsor business recognition and community pride events and activities to celebrate existing and new business in the borough as well as the overall revitalization effort within the community and region.
4. Coordinate the planning and execution of business promotional and community events to maximize resources and effectiveness, and minimize conflicts with other regional events.

Economic Restructuring

1. Work closely with the Northern Dauphin County Revitalization Project and conduct a market assessment and cluster analysis of the business climate on the region.
2. Create a business recruitment, retention, and expansion strategy based on current market assessment information.
3. Develop an entrepreneurial and business development assistance system that connects business owners with appropriate resources within the region's existing economic development network.
4. Identify investment opportunities to engage interested developers and investors in rehabilitating key properties in the borough and region.

Implementation Organization

As conveyed through its mission and vision statements, the Valleys Regional Comprehensive Plan establishes a vision for the future of the Valleys Region. Achieving that vision will require ongoing dialogue and cooperation among many different people and organizations in the region. The Steering Committee guided this important regional comprehensive planning process and determined the most appropriate strategies for addressing important issues.

From the outset, they identified several issues, several of the more important ones being a need to work collaboratively together in implementing the plan, the need to get more citizens involved, building capacity, and grow the regional volunteer base. With those directives, the Steering Committee completed their work with a focus toward regional implementation of the plan's many key strategies, while still allowing each municipality the ability to implement strategies within their own community.

Case Study – West Shore Collaborative Task Force

During the Steering Committee meetings discussions revolved around regional implementation. The consultant provided an example of an implementation organization that was developed in conjunction with the Imagine West Shore Joint Comprehensive Plan (IWS). The consultant explained that while the Steering Committee had the primary responsibility for the planning process, another group, the West Shore Collaborative Task Force (WSCTF), was tasked with developing an effective organizational system (tentatively called the *West Shore Collaborative*) to get the region on a path to implementation. Task Force representatives from each community met over the course of several months to learn about other successful community and regional implementation systems; discuss viable organizational options for

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structure, operations, oversight, etc.; and determine a preferred implementation system for pursuing and successfully completing larger, more regional types of projects.

Based on their own community knowledge and experience—and most importantly their strong desire to “get moving and working on regional projects”—the WSCTF reached general consensus on the development of a simple system of regional coordinating committees to implement the IWS Joint Comprehensive Plan. Although not as strictly prescribed as a formalized Intergovernmental Cooperation Agreement (ICA), Task Force members concluded that this type of organizational structure will provide a viable framework to establish and cultivate strong working relationships among the three communities. In the immediate term and over the long run, the West Shore Collaborative (WSC or Collaborative), as proposed, can establish a positive track record of implementation. Further, the three boroughs will be in a much better position to investigate a more formalized organization for regional planning, policy development, and project execution.

With the adoption of the IWS Joint Comprehensive Plan, the three communities have the opportunity to finalize the details of this implementation system, secure their respective borough’s sign-off on the West Shore Collaborative model, and finally, begin implementation. The Task Force is proposing that the West Shore Collaborative be structured as a committee system with representation from each of the three participating boroughs. Oversight of the organization/implementation system will be provided by a “Regional Coordinating Committee”. A series of “Functional Committees” will each be responsible for the implementation of regional initiatives in the following fairly broadly defined areas: Community Infrastructure, Economic Development, and Quality of Life. The Task Force envisions that the functional committees will each take responsibility for fairly broad functional areas. An example of the types of issue/project areas is shown below:

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Functional Committees		
Economic Development	Community Infrastructure	Quality of Life
Downtown Revitalization	Roads	Housing
Commercial / Industrial Redevelopment	Bridges	Public Safety
Workforce Development	Sidewalks	Open Space / Recreation
Historic and Cultural Assets	Water	Municipal Services / Planning / Code Enforcement
	Sewer	Schools
	Stormwater	
	Transit	
	Streetscapes	

The individuals initially appointed by their respective communities to serve on the proposed West Shore Collaborative Coordinating Committee will have the responsibility of prioritizing the key regional strategies identified in the IWS Joint Comprehensive Plan and assigning them to one of the functional committees for implementation. The functional committees will then be tasked with undertaking the work of selected high priority regional projects/programs. It will be important that none of the functional committees take on more work than their current level of resources (financial, volunteer, and community partnerships) will allow them to complete successfully.

It is recommended that in order to successfully implement the Valleys regional Comprehensive plan an implementation organization be created that may or may not mirror that of the WSC.

To Keep Moving Forward:

Focus on Organizational Development

Organizational development is the process through which an organization develops the internal capacity to be the most effective it can be in working towards its mission and sustaining itself over the long term. The individuals representing the five municipalities will need to be both motivated to tackle the hard work of organizational development and appreciative of the importance of the connection between achievement of the region’s vision and the strengths of the organization.

The proposed organization will be comprised of a diverse set of components that will define its effectiveness and sustainability over time. In addition to launching the exciting work of implementing regional projects, the municipalities must also keep their focus on the overall growth and development of the regional organizational structure. While perhaps not as exciting as rolling up their sleeves to start working on actual projects, these efforts will ensure that the organization will remain in alignment with

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the Valleys mission and that the organization is set up for success going forward. Moving forward together, these communities will further define and refine the following core components of the organization:

Governance and Structure

The organization will need to ensure they have a viable organizational structure and policies for decision making. They will need to work toward seamless relationships among committees and elected and appointed officials and staff members, as well as establish clear committee roles and responsibilities, governance systems and structures. Finally, they will benefit greatly from the development of individual committee members' skills and capacity and from planning for leadership development and transitions.

Strategic Thinking and Planning

Using the Valleys Regional Comprehensive Plan as their strategic road map, the organization work will have clear priorities and be able to focus on a reasonable number of regional initiatives and key strategies. Periodically, the organization will need to take stock of their strengths and weaknesses and the environment in which they work in order to (re)set clear goals, objectives, strategies, and tactics. Additionally, the organization should recognize the importance of adapting to change, internally and externally, to keep regional initiatives on track.

Program and Project Development and Implementation

The organization will need to pay careful attention to identifying desired outcomes, developing appropriate activities, and giving staff and/or volunteers the necessary resources. Likewise, the organization will not remain effective if they do not monitor their results and adapt the program to new information and lessons learned from evaluation.

Evaluation, Learning and Accountability

To be effective, the organization must be accountable to its constituents, including funders, their own committees, and respective communities. They will need to be active in evaluating their work and learning from success and failure. The organization will need to make a commitment to documenting their work, reporting and communicating in timely and appropriate ways, and aspiring to be transparent to their internal and external publics (**See Model Regional Communication Plan**). Being a learning organization means having the systems in place to evaluate progress and having an organizational culture that is willing to learn and open to change.

Human Resource Management

People are the most valuable resource an organization has. How the organization develops and manages people will be critical to their productivity and success. The organization should strive to develop volunteers that embrace and support the organization's values, vision, and mission. They should also embrace their role in providing individuals with avenues of service and opportunities for personal development that match their skills and interests. Furthermore, the WSC will need to appreciate that their volunteers must take care of themselves and not be overwhelmed or exhausted by the work.

Organizational Culture

Organizational culture includes written and unwritten rules that shape and reflect the way an organization operates. In short, it is how people do the work of the organization. It is the environment in

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which decisions are made and conflicts are resolved. The management structure, tone, and appearance of publications of the organization will be true expressions of its culture.

Management Systems and Structures

If organizational culture is the informal, invisible way the organization works, the management systems and structures are the formal and visible ways the organization will complete its work. In effective organizations, these systems and structures are aligned with the organization's vision, values, and mission. They are reviewed and adapted regularly so that they stay responsive to the current needs of the organization. Policies and procedures are documented in writing, as appropriate and understood by the people most affected by them.

Resource Development

Organizations that have all the other core components in place cannot be successful without resources to do the work. To be effective, the organization must have clear plans for resource development and the human capacity to implement those plans. Sustainable resource development requires clear understanding of each committee's regional priorities, programs, and financial objectives, as well as a long-range plan and an annual plan for funding.

Model Regional Communication Plan

Introduction / Purpose

As conveyed through the adopted mission and vision statements, the Valleys Regional Comprehensive Plan will establish a vision for the future of the participating communities. Achieving that vision will require ongoing dialogue and cooperation among many different people and organizations. When communities expand their planning scale beyond their own borders, the resulting region requires a strong framework to guide their efforts. To that end, is recommended that these municipalities establish a responsible system for implementation of the plan. This proposed organization will require a good strategic Regional Communication Plan as one of the fundamental building blocks for effective and accountable plan delivery.

For the purposes of this regional planning effort, the region should adopt a Regional Communication Plan with a focus on both the short and long term. Short-term activities will guide communications during the completion and adoption of the plan and start up of the implementation effort. In the long term, activities will direct and sustain communication throughout regional implementation. The following Model Regional Communication Plan proposes a proactive approach to foster effective two-way communication, enable regional problem solving, and deliver strong and consistent information that will reinforce the idea of a region with one common purpose: the citizens.

Model Regional Communication Plan

1. Core Communication Values / Foundation for Regional Communication

The following core values are essential to cultivating effective regional communication:

- Communication is a two way process. The region will work to emphasize and practice active listening and encouraging feedback.
- Communication will be accurate and timely. To be influential, regional communication must be credible.
- Communication will be grounded in the interests and language of the receiver in both content and context.
- Communication will be compelling and continuous to compete for regional audience attention.
- Evaluation is an essential tool in continual communication improvement.

Through commitment to the above core values, the region will be able to build and maintain a strategic communication system based on a strong foundation, including the following principles:

- Participating communities are committed to making a good start in the regional planning effort and then turning that momentum into an established pattern for communication. Early and continual communications will be key to developing a long-term regional communication system.
- No one community will dominate regional communication. As in the planning process, all must participate equally.
- Although the Regional Communication Plan has an overall regional goal (objectives, initiatives, and actions), it will respect local and regional differences.
- The success of the regional communication effort will require that the region invest in it. Communication, like all aspects of inter-municipal cooperation, takes resources. The region will address, at the earliest possible time, where such resources will come from and how they will manage them over the long term.
- For the Plan to achieve sustainable implementation, the communication system needs to come from a stable institutional base. The strategy requires both strong leadership and accountability to ensure the consistent delivery of communication activities.

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2. Communication Ground Rules

It is important to agree to a set of ground rules for communication at the initial stages of the planning process. They are an important basis for valuing and respecting the individuals and organizations from the participating communities as well as the communities themselves. The ground rules define a behavioral model which addresses how individuals work together, communicate, participate, cooperate, and support each other. They may be used to define and standardize procedures, use of time, work assignments, meeting logistics, preparation, minutes, discussion, reporting, respect, and courtesy. To be effective, ground rules must be clear, consistent, agreed to, and followed; furthermore, they should be added to and revised as needed.

Meeting Logistics

- The Coordinating and Functional Committees will each establish a schedule of regular meetings based on the scope of their current initiatives on a date and time as agreed to by the communities. Location of the meeting will rotate among the communities.
- All meetings will have an agenda. The agenda and any additional materials to be discussed at the meeting will be developed by the respective Committee Chair or their designee and distributed to committee members ahead of the meeting in enough time to absorb the information.
- Committee members are responsible for contacting the Committee Chairperson(s) with any agenda items they want to include at least two weeks prior to each meeting. Agenda items can be added at the meeting with the concurrence of the committee members present.
- All Committee members are expected to attend regularly scheduled meetings unless they are out of town, on vacation, or sick. If a Committee member is unavailable, he or she may have a designated, empowered representative attend in his or her place.
- Meetings will start promptly. All members are expected to be on time. If, for extenuating circumstances a member is late, he/she must catch-up on his/her own.
- Each Committee will designate an individual responsible for taking and distributing meeting minutes, including an action item list identifying deadlines and responsible individuals.
- Meeting minutes will be distributed within a reasonable timeframe following each meeting.

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Regarding individual rules of engagement, all Committee Members will:

- Emphasize collaboration and use consensus for important decisions and issues. For less important issues, committees will rely on a subject matter expert with input from others. When the committee cannot reach consensus, an agreed upon alternative method for reaching a final agreement is implemented.
- Practice both active and reflective listening. Before making a point, members will confirm to the group that they appreciate the views of others by restating their point and seeking agreement that they truly understand the prior points.
- Practice self respect and mutual respect.
- Avoid finger pointing—address the process not the individual. Criticize only ideas, not people.
- Focus on the future, instead of getting stuck in the past.
- Watch for "trigger" words – remembering that language IS important.
- Be open to new concepts and to concepts presented in new ways. Keep an open mind. Appreciate other points of view.
- Agree to disagree, when necessary.
- Participate enthusiastically.

Regarding Committee rules of engagement, all Committees will:

- Include everyone in the discussion. Allow each participant to speak on an issue once before anyone gets to speak twice on the same issue.
- Handle differences or conflicts openly and positively. Differing perspectives about issues and approaches will be regarded as *problems to be solved* rather than as *battles to be won*.
- Ensure only one person talks at a time. Allow the person speaking to finish his/her statements. Don't interrupt someone while he/she is talking.
- Avoid the use of "killer" statements; don't shoot down ideas.
- Participate in "one" meeting and discuss items being handled by the entire group. Questions, ideas, and thoughts are shared with the whole group – rather than in sidebar conversations.
- Share the responsibility for keeping each meeting on track (and, when necessary, call for a review of the ground

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rules).

3. Overall Goal

The primary goal of the plan is to create a common framework for the effective development and delivery of regional communication both throughout the planning process and following plan adoption. Each community accepts their role in the course of the planning process to create an environment that will produce positive and constructive communication. Moreover, the region accepts responsibility for working together to achieve consistent, efficient, and high impact regional communication toward the long term visibility and viability of the effort.

4. Focus on Short- and Long-Term Communication

For the immediate timeframe, the communities will spend the coming months completing the plan and finalizing the details of the implementation system, securing their respective community's sign-off on the regional committee model and finally, beginning implementation. In the short term, the Regional Communication Plan will provide an internal structure to define how all involved communicate:

- with the County and any professional advisors;
- among its members; and,
- back to each municipality's elected and appointed officials.

Over the long term, the Regional Communication Plan will ensure that the implementing organization delivers timely, clear, and consistent communication to its stakeholder audiences. The established organizational framework – based on strong leadership – will ensure that the communication activities keep pace with plan implementation and remain focused on the relevant issues of the region.

Most importantly, the Regional Communication Plan will serve as a guide to managing the involvement and, when necessary, conflicting viewpoints of a wide range of stakeholders. Understandably, the participating communities do not all have the same interests, agendas, or priorities. The communication system provides a process to account for and respectfully accommodate these differences so that the region can take the resulting recommendations seriously.

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The process will also ensure that the region is ready to take advantage of all opportunities both while developing the plan and as implementation gets underway.

5. Objectives

The following objectives define what the region wants to achieve through communication.

- Engage all key internal and external audiences impacted by the regional comprehensive plan.
- Ensure that both internal and external stakeholders understand the goals, objectives, and expected outcomes of the regional comprehensive plan.
- Exploit innovative and existing communication channels and techniques to maximize awareness and understanding of both the regional plan and the regional implementation effort.
- Establish an element as part of the implementation effort (e.g., Regional Communication Team) to ensure an integrated and consistent approach to sustainable communications within the region and beyond.

6. Key Audiences

- Regional Plan Steering Committee
- Implementation/Organizational Committee
- Municipal Staff
- Local Elected Officials
- Planning Commissions
- Zoning Hearing Boards
- Parks/Recreation Commission
- Shade Tree Commission
- Environmental Advisory Council
- Public Safety and Emergency Service Providers
- Residents
- Property Owners

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- Community Development Organizations (Local / County)
- Economic Development Organizations (Local / County)
- Civic Associations (Local / County)
- Educational Institutions
- Business Sector (Industrial/Commercial) Partners
- Neighboring Municipalities
- County Officials and Agencies
- State Officials and Agencies
- Federal Officials and Agencies

7. Key Message

In the short term, the Regional Communication Plan will establish a simple yet clear and effective key message for external communication:

EXAMPLE: The participating communities have joined forces to plan for the future of the region. Through the efforts of the implementation effort/organization, these communities will work to advance the quality of life in region by identifying, evaluating, and implementing community and economic development strategies consistent with the Regional Comprehensive Plan. There is great strength in unity, and by coming together to develop and implement a regional comprehensive plan, these communities are greatly enhancing their ability to get things done.

8. Critical Initiatives

The following critical initiatives will enable the participating communities to operate both during the process to create the plan as well as going forward with implementation.

- Develop and commit to implement both short-term and long-term regional communication plans.
- Establish roles, responsibilities, and expectations of committee members as well as any professional advisors.

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- Agree upon the approach for dealing with conflicts before they arise. Set up a structure specifically to deal with potential conflicts – such as a Regional Communication Team (RCT) – so that if a situation does occur, there is a neutral path that individual participants, organizations, and/or the region can take to mitigate the negative effects. A RCT could use a convener to guide the team. The convener role may be better played by a regional business or nonprofit partner.

9. Communication Tools

Methods to carry out the Region’s communications initiatives will include:

Media Statements / Press Releases	Annual Regional Meeting/Event
Annual Reports	Newsletters
Website	Q&A / FAQ Sheets
Fliers / Brochures	Background Papers
Letters / Memos	Speakers Bureau
PowerPoint Presentations	Videos
Personal Communication	

10. Specific Actions: Short-Term

In the short term, communication activities will focus on developing and managing an internal system for both the Regional Plan Steering Committee and the group considering the implementation framework under which to operate during the regional planning and capacity building process.

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Activity / Message / Method	Audience	Timing / Frequency	Responsibility

11. Specific Actions: Long-Term

Over the long term, the Regional Communication Plan will ensure that the region works proactively to deliver timely, clear, and consistent communications to its stakeholder audiences. Once the Coordinating Committee is in place, they will establish a communication team and/or subcommittee with responsibility for developing, implementing and reviewing all communication activities. This committee – based on supportive leadership and strong accountability – will ensure that communication activities keep pace with plan implementation and remain focused on the relevant issues of this region. Recommended long-term communication activities include regular reporting to the communities, regular updates or inserts in each of the three community newsletters, development and maintenance of a regional website, annual event and related document to report on and celebrate regional accomplishments.

12. Evaluation and Improvement

The region will measure the success of the Regional Communication Plan by the extent to which they achieve both their communication and plan implementation objectives. Ongoing evaluation, review and improvements will ensure that communications activities keep pace with the implementation of plan and remain focused on the relevant regional issues.

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Future Consideration:

Intergovernmental Cooperation Agreement

Should the region wish to investigate a formal Intergovernmental Cooperation Agreement (ICA) at a later date, there are a number of issues to consider:

Basic Provisions of the Intergovernmental Cooperation Act

The Pennsylvania legislature enacted the Intergovernmental Cooperation Act of July 12, 1972, P.L. 762, which is now codified as *53 Pa.C.S. §§ 2301 to 2315*. The Act authorizes two or more "local governments" to "...jointly cooperate...in the exercise or in the performance of their respective governmental functions, powers or responsibilities." *53 Pa.C.S. § 2303(a)*. In order to do so the local governments are required to enter into "...any joint agreements as may be deemed appropriate for such purposes."

A local government may institute intergovernmental cooperation by an ordinance of its governing body, and also it may be required to take such action if so directed by voter approved initiative or referendum. *53 Pa.C.S. § 2305*. Ordinances approving inter-municipal cooperation must specify the conditions of the agreement, the duration, the purposes, the manner and extent of any financing, the organizational structure necessary to implement the agreement and the manner in which any property, real or personal, shall be acquired, managed or disposed of. *53 Pa.C.S. § 2307*.

Other Issues of Intergovernmental Cooperation Agreements:

In addition to the basic provisions of ICAs set forth above, the following are additional issues that municipalities should consider in pursuing more formalized ICAs:

- Drafting the ordinance to allow modifications to the agreement after the ordinance is enacted. If the ordinance approves a specific draft of an agreement, there has to be a new ordinance enacted to approve a modification to the agreement.
- Adding general language authorizing municipal officials to take all actions such as "Borough Council is authorized to take such other action as may be necessary to carry out the purposes of this Ordinance in connection with the implementation of the Agreement."
- Ensure the ordinance for each local government has similar provisions concerning modification of the agreement and authorization to take all necessary action.
- Consider a joint legal advertisement for the proposed ordinance for all three boroughs to lessen advertising costs.
- No municipality should enact the ordinance before the language of the Intergovernmental Cooperation Agreement is finalized.
- Determine who will draft the agreement and how the five municipalities will allocate initial costs.
- Make sure the agreement spells everything out. Accept no assumptions and force each governing body to consider all issues.

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- Address the procedure for making and communicating future decisions regarding the agreement.
- Ensure that if any other statute (e.g. the PA Municipalities Planning Code) is involved, the terms of the agreement comply with that statute.
- Clearly address how any costs are going to be allocated or shared.
- Address whether other local governments can join into the agreement, withdrawal of a participating local government, complete termination of the agreement, and dispute resolution procedures, such as mediation.

In Closing...

In closing, adoption of the Valleys Regional Comprehensive Plan or development of any regional implementation organizational structure should not be interpreted to suggest that the regional planning program and collaboration process for the Valleys region is complete. Actually, adoption of the comprehensive plan signifies the region's future planning, collaboration, and implementation activities are just beginning. Strategies and recommendations have been established for the future of the Valleys region in a number of social, environmental, and physical areas. It will be up to each community along with its leadership, residents, and volunteers to continue communicating and collaborating on local and regional implementation projects to attain the region's vision.

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The Action Plan table has been developed to provide direction for the five municipalities in implementing the identified Action Plan Strategies. For each strategy, the table lists proposed action step, the priority status, the timeframe to implement, responsible party, and potential funding. Priority status and time frame qualifiers are described in more detail below.

- Priority Status – classified as low, medium, or high, this field can also be thought of as the level of importance or criticality to the action step. Priority status does not necessarily correspond directly to the implementation timeframe, as there could be segments that are considered a low priority, but are easy to implement, and are therefore projected to be completed in a short or medium timeframe. Conversely, there may also be proposed projects that are of a medium to high priority, but due to circumstances surrounding the project may not be completed in the near term.
- Time Frame – Classified as short, medium, or long, this field identifies when the project will be implemented. Although the region will first focus on short term improvements, it should also consider components of medium to long term projects that may take multiple years to implement. For the purpose of this plan Short Term is 1 to 3 years, Medium Term and 4 to 6 years, and Long Term is 7 years and beyond.

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Natural Resources

Natural Resources Strategy #1: Amend the Halifax Borough, Halifax and Wayne Townships Subdivision and Land Development Ordinances or create a regional rural subdivision and land development ordinance to ensure that natural resources, including the region’s aquifers, streams and ponds, and DeHart Reservoir are adequately protected.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Hold a regional meeting with the five municipalities, the county, and other stakeholders to determine how to approach subdivision and land development in the region, i.e. determine whether the municipalities will look to develop a regional ordinance, or if each municipality look to create their own ordinance.	High	Short	Municipal governing bodies	DCED Land Use Planning and Technical Assistance Program (LUPTAP)
2. Determine who will be responsible for guiding the development of the ordinance, including volunteer steering committee members, appointed boards or commissions, municipal staff members, regional planning entities, and consultants.				
3. Utilize the inventory of natural resources identified in the comprehensive plan to establish which features should be protected and determine how they will be protected.				
4. Draft, review, and adopt the new ordinance.				
5. Enforce the ordinance.				
6. Convene a follow-up regional meeting to discuss each municipality’s experience with the ordinance(s), the perceived effectiveness of the ordinance(s), and any retrospective changes that should be considered				

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Natural Resources Strategy #2: Control illegal dumping by providing adequate opportunity for bulk trash removal and educate residents on recycling and household toxic waste disposal, and expansion/improvement to the region's recycling facility.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Work with Dauphin County Waste Management and Recycling Department to increase awareness of the programs available to County residents, including Household Hazardous Waste curbside pickup program and Recycling Drop-Off sites.	High	Short	Municipal governing bodies; township staff; Dauphin County Waste Management and Recycling Department	DEP Municipal Recycling Program Grant
2. Evaluate the feasibility of contracting with a municipal waste hauler that offers large item/bulk waste collection for trash collection	Medium	Short	Municipal governing bodies	<ul style="list-style-type: none"> • Municipal budgets • Resident trash service fees
3. Include information on the above noted programs available to County residents in municipal buildings, area businesses, on municipal websites, or included in a mailing to residents.	Medium	Medium	Municipal governing bodies; municipal staff; volunteers; Dauphin County Waste Management and Recycling Department	Municipal budgets
4. Work with Dauphin County Waste Management and Recycling to evaluate use at the Halifax recycling drop-off site and determine if additional pick-ups are necessary.	Medium	Medium	Municipal governing bodies; municipal staff; volunteers; Dauphin County Waste Management and Recycling Department	<ul style="list-style-type: none"> • Municipal budgets • Dauphin County • DEP Municipal Recycling Program Grants

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Natural Resources Strategy #3: Develop an integrated water supply plan that includes a groundwater management component and a well head protection component.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Determine if each municipality will develop its own plan, or if this will be a regional effort to include the five municipalities or others within a designated watershed.	Medium	Medium	Municipal governing bodies	Municipal Budgets
2. For the Groundwater Management Plan: <ol style="list-style-type: none"> a. Identify existing and anticipated quantity and quality groundwater problems and management issues. b. Recommend a series of actions needed to ensure the sustainability of the watershed c. Address impacts on the resource, including those from growth and development, droughts, current and past mining, transfers out of watersheds, unknown and unregulated uses, and management measures. 	Medium	Medium	Municipal governing bodies; appointed boards and commissions, county, regional, or state organizations; volunteers	DEP Growing Greener
3. Develop a wellhead protection plan component that details the provisions of the local program including a schedule for implementation, and demonstrate the commitment needed to support the ongoing efforts necessary for a successful local wellhead protection program.	Medium	Medium	Municipal governing bodies; appointed boards and commissions, county, regional, or state organizations; volunteers	DEP Growing Greener

Natural Resources Strategy #4: Consider designating zoning provisions for mineral recovery that are based on protecting groundwater resources, high quality streams, and the DeHart Reservoir.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Determine if zoning provisions will be developed to be consistent throughout the region, or if each municipality will develop their own provisions	Medium	Medium	Municipal governing bodies	<ul style="list-style-type: none"> • Municipal budgets • DCED LUPTAP
2. Use the natural resources inventory information contained in the comprehensive plan to determine the specific resources to protect.				
3. Develop, review, adopt, and enforce ordinance language				
4. Conduct a regional meeting to discuss each municipality's experience with the ordinance, perceived and actual effectiveness, and any changes that are needed.				

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Historic Preservation

Historic and Cultural Resources Strategy #1: Utilize the Halifax Area Historic Society or other organization and develop a detailed historic resources plan to identify, document, promote, and preserve historic resources in the region.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Determine which municipalities in the Valleys Region are interested in participating in the development of a historic resources plan.	Medium	Medium	Municipal governing bodies	<ul style="list-style-type: none"> Local or County Historical Societies PHMC
2. Determine who will be responsible for guiding the effort, e.g. a steering committee made up of representatives from each municipality and the Halifax Area Historical Society, or maybe the Halifax Area Historical Society will lead the effort. Define roles and responsibilities and involvement of other local, county, and state historic resources specialists.	Medium	Medium	Municipal governing bodies; Halifax Area Historical Society	
3. Identify potentially historic features including physical features, architectural features, or archeological features and document their historical significance, descriptive architectural features, date or period of construction, date and description of any additions or renovations, and other unique qualities.	Medium	Medium	Halifax Area Historical Society; volunteers	
4. Document the chronological history of the region, including significant people, places, and events, as well as the relationship to state or national movements or events.	Medium	Medium	Halifax Area Historical Society; volunteers	
5. Identify any existing historical preservation initiatives and determine their effectiveness.	Medium	Medium	Halifax Area Historical Society; volunteers	
6. Educate the community and the general public on the history of the township and its significant historical features.	Low	Long	Halifax Area Historical Societies; volunteers; school district	

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Historic and Cultural Resources Strategy #2: Promote the protection of historic buildings and landmarks through private historic preservation measures.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Work with the Halifax Area Historical Society to educate residents on historic preservation initiatives available to them, and things that they can do to preserve their unique historic properties.	Low	Long	Halifax Area Historical Society	Local or County Historical Societies
2. Develop a database of resources for interested property owners that include public/semi-public agencies and businesses that offer historic preservation services or restoration services.	Low	Long	Halifax Area Historical Society	<ul style="list-style-type: none"> Local or County Historical Societies Local businesses
3. Develop a recognition program that acknowledges residents efforts to preserve unique historic features on their properties.	Low	Long	Halifax Area Historical Society; volunteers	Local or County Historical Societies

Historic and Cultural Resources Strategy #3: Promote the protection of and adaptive reuse of historic structures as alternatives to major alterations or demolition.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Work with property owners to identify their specific needs, and if they cannot be met in the existing property, help them to find another suitable location.	Medium	Long	Halifax Area Historical Society; municipal governing bodies	<ul style="list-style-type: none"> Local or County Historical Societies Property owners
2. Work with property owners to determine if it is feasible for them to rent or sell their structure for another purpose whose needs can be easily met within the existing structure or with minor alterations.	Medium	Long	Halifax Area Historical Society; municipal governing bodies	<ul style="list-style-type: none"> Local or County Historical Societies Property owners
3. Work with property owners to develop context-sensitive and historically sensitive designs that are consistent with the character of surrounding historic structures.	Medium	Long	Halifax Area Historical Society; municipal governing bodies	<ul style="list-style-type: none"> Local or County Historical Societies Property owners

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Housing

Housing Strategy #1: Designate areas for all types of housing growth in conjunction with existing and future water and sewer infrastructure.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Update municipal Act 537 plans to appropriately plan for anticipated new housing growth.	High	Short	Municipal governing bodies; planning commissions; water/sewer authorities	<ul style="list-style-type: none"> • Municipal budgets • DCED • DEP
2. Develop zoning provisions that align with the designated future land use character areas.	Medium	Medium	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal budgets • DCED LUPTAP
3. Coordinate necessary new housing with the identified future land use character areas, keeping in mind the types of housing that are best suited for each character area.	Medium	Medium	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal budgets • Developers
4. Encourage new housing units and developments to be designed in a manner that is consistent with existing development, and blends land use efficiency with community character in areas where water and sewer are available.	Medium	Long	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal budgets • Developers

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Housing Strategy #2: Encourage improvements that make development in the growth area more pedestrian friendly and inviting.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. In the Traditional Neighborhood – New character area, work with developers to see that new developments represent an extension of the existing borough grid, that contain a “borough-feel”, and that amenities that are typically found in the Traditional Neighborhood-Stable environment are incorporated into new developments, such as sidewalks, street trees, lamp posts, alleys, shallow or 0 ft. front setbacks, etc. See that these same considerations are made for infill development	High	On-going	Municipal governing bodies; planning commissions; developers.	Developers
2. As infill occurs in the borough work with developers and/or property owners to see that proposed improvements are consistent with the character of the surrounding area and encourage pedestrian amenities such as sidewalks and walking trails.	High	On-going	Municipal governing bodies; planning commissions; developers	N/A
3. Consider appropriate streetscape improvements and amenities in the Neighborhood Center, Traditional Neighborhood - New and In-Town Corridor areas including visible crosswalks, pedestrian crossing signals and signage, benches, street trees, municipally maintained waste receptacles.	High	On-going	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal Budgets • PennDOT
4. In the Rural Area – Developing character area encourage improvements within developments such as open space areas, walking trails, sidewalk, and shade trees that make the neighborhood more inviting and give residents an opportunity to walk, even in less densely developed areas.	High	On-going	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal Budgets • Developers

Housing Strategy #3: Promote compact development in the county-designated community service area.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Coordinate necessary new housing with the identified future land use character areas, keeping in mind the types of housing that are best suited for each character area.	High	Short	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal budgets • Developers
2. Work with developers to design desirable livable communities with smaller lot sizes in areas where water and sewer infrastructure is available.	High	On-going	Municipal governing bodies; planning commissions; developers.	<ul style="list-style-type: none"> • N/A

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3. Develop zoning provisions that align with the designated future land use character areas.	Medium	Medium	Municipal governing bodies; planning commissions; developers	<ul style="list-style-type: none"> • Municipal budgets • Developers
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Community Facilities and Services

Community Facilities and Services Strategy #1: Evaluate all development activity against the comprehensive plan and other plans to ensure potable water and sewer service improvements/extensions are consistent with the vision of the region.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Consider community health and safety in requests for water and sewer extensions to ensure that residential areas have access to a potable water supply and properly functioning sewage facilities.	High	On-going	Municipal governing bodies; planning commissions	PA DEP
2. Develop zoning provisions that are based on and consistent with the established future land use character areas.	Medium	Medium	Municipal governing bodies; planning commissions;	<ul style="list-style-type: none"> • Municipal budgets • DCED LUPTAP
3. Evaluate requests for water/sewer improvements/extensions in conjunction with the future land use character areas, and community service areas designated by the <i>Regional Growth Management Plan</i> .	Medium	On-going	Municipal governing bodies; planning commissions; Tri-County Regional Planning Commission; developers	Municipal Budgets

Community Facilities and Services Strategy #2: Evaluate opportunities for intermunicipal cooperation with surrounding municipalities.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Convene representatives of the Valleys region municipalities for at least an annual meeting to discuss implementation of the comprehensive plan, regional issues, and opportunities for intermunicipal cooperation. Consider creating an implementation organization as discussed in the West Shore Collaborative Task Force Case Study.	High	On-going	Municipal governing bodies; planning commissions	Municipal budgets
2. Identify other municipalities that may be interested in regional cooperation, including Jackson Township and Reed Township, and actively encourage their participation in discussions.	Medium	Ongoing	Municipal governing bodies; planning commissions	Municipal budgets

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Community Facilities and Services Strategy #3: Sponsor community clean-up days to encourage residents to become involved in cleaning up debris from roadways in the region.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Hold a semi-annual community clean-up day for the municipalities in the region. Actively encourage participation through brochures, including notices with mailings to residents, and reaching out to the school district and area groups and organizations.	Medium	Short	Municipal governing bodies; planning commissions; volunteers; businesses; local and regional groups and organizations	<ul style="list-style-type: none"> • Municipal budgets • Local businesses
2. Encourage local businesses to donate supplies to the community clean-up effort, e.g. trash bags, reflective vests, etc., and appropriately recognize such donations by publicly thanking participating businesses.	Medium	Short	Municipal governing bodies; planning commissions; volunteers; businesses; local and regional groups and organizations	<ul style="list-style-type: none"> • Municipal budgets • Local businesses
3. Involve the media to increase community support and participation in the event.	Medium	Short	Municipal governing bodies; planning commissions; volunteers; businesses; local and regional groups and organizations	<ul style="list-style-type: none"> • Municipal budgets • Local businesses
4. Consider teaming with other regional or statewide organizations and events, such as the Great American Cleanup of PA. http://www.gacofpa.org/	Medium	Short	Municipal governing bodies; planning commissions; volunteers; businesses; local and regional groups and organizations	<ul style="list-style-type: none"> • Municipal budgets • Local businesses
5. Determine if one or two community volunteers or a community group or organization wants to be responsible for organizing and coordinating the event, if it becomes beyond the purview of the municipalities.	Medium	Short	Municipal governing bodies; planning commissions; volunteers; businesses; local and regional groups and organizations	<ul style="list-style-type: none"> • Municipal budgets • Local businesses

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Community Facilities and Services Strategy #4: Encourage two-way communication with the school districts about anticipated growth in the region to allow the school district to plan for changes in the student population.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Provide a copy of the adopted regional comprehensive plan to the school districts and develop a one-page memo summarizing key trends and their potential impacts to the school district population, from a tax base standpoint, as well as a student population standpoint.	High	Short	Municipal governing bodies; planning commissions; school districts	Municipal budgets
2. Invite the school districts to be part of conversations relating to the review of the comprehensive plan and the status of implementation.	High	On-going	Municipal governing bodies; planning commissions, school districts	Municipal budgets
3. Propose an annual meeting with the school district to discuss development trends that the municipalities are experiencing, as well as any new plans or projections that the school district has.	Medium	Medium/on-going	Municipal governing bodies; planning commissions; school districts	N/A

Transportation

Transportation Strategy #1: Work with the Harrisburg Area Transportation Study (HATS) to communicate and coordinate necessary transportation improvements within the region.				
Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Schedule a meeting with a HATS representative and the municipalities of the Valleys Region to discuss the adopted comprehensive plan and transportation projects coming out of that plan.	High	Short	Municipal governing bodies; planning commissions; HATS	Municipal budgets
2. Provide a copy of the comprehensive plan to the HATS representative, along with a one-page memo discussing proposed transportation improvements.	High	Short	Municipal governing bodies; planning commissions, HATS	Municipal budgets
3. Convene an annual meeting with the municipalities of the Valleys Region and a HATS representative to discuss transportation improvement priorities.	High	On-going	Municipal governing bodies; planning commissions; HATS	Municipal budgets
4. Follow-up annual meetings with a summary of the meeting that documents the priority projects discussed and any associated information, e.g. cost estimates, related projects, or timing.	High	Ongoing	Municipal governing bodies; planning commissions; HATS	Municipal budgets

Action Plan 2020

Transportation Strategy #2: Develop a streetscape plan to improve accessibility, appearance, walkability, driveability, and overall flow of traffic between the SR 147/225 intersection in Halifax Township and Halifax Borough.

Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Determine who will guide the planning effort; e.g. municipal governing bodies, municipal planning commissions, or a steering committee. Consider the involvement of regional planning organizations, such as HATS.	High	Medium	Municipal governing bodies; planning commissions; HATS	<ul style="list-style-type: none"> • Municipal budgets • PennDOT • DCED • DCNR
2. Determine the scope of the streetscape planning effort, including defining the exact corridor.			Municipal governing bodies; planning commissions, HATS	
3. Hire a consultant to coordinate the planning effort.			Municipal governing bodies; planning commissions; HATS	
4. Prioritize identified improvements and work to secure funding to implement the streetscape plan.			Municipal governing bodies; planning commissions; HATS	

Transportation Strategy #3: Maintain and improve roads as needed to provide reasonably smooth transportation. Roads should only be maintained at a level and cost matching the needs of our rural area.

Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Develop a schedule for regular road maintenance and evaluation of the condition of local roads to determine if additional maintenance is needed.	Medium	Ongoing	Municipal governing bodies; road crews	Municipal budgets
2. Discuss opportunities for intermunicipal cooperation that relate to road maintenance including sharing equipment or personnel, or joint purchasing of materials to receive a better price.	Medium	Medium	Municipal governing bodies; road crews	Municipal budgets

Action Plan 2020

Transportation Strategy #4: Review and revise municipal ordinances and specifications to ensure transportation improvement criteria and standards are appropriately scaled to protect and enhance existing developed areas.

Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Review and revise municipal ordinances and specifications to be consistent with the future land use character areas identified in this plan.	Medium	Medium	Municipal governing bodies; planning commissions	<ul style="list-style-type: none"> • Municipal budgets • PennDOT • DCED
2. Encourage context sensitive design in the design of transportation improvements to meet the needs of the region and maintain consistency with the intended character of the area	Medium	On-going	Municipal governing bodies; planning commissions, developers	Municipal budgets

Transportation Strategy #5: Ensure that the existing and proposed road infrastructure is able to support new developments.

Benchmarking Action Steps	Priority Status	Time frame	Responsible Parties	Potential Funding Sources
1. Review and revise municipal ordinances and specifications to ensure transportation improvement requirements and standards are adequate to support new developments.	Medium	Medium	Municipal governing bodies; planning commissions	Municipal budgets
2. Align required transportation improvements with the intent of the character areas.	Medium	On-going	Municipal governing bodies; planning commissions, developers	Municipal budgets
3. Require traffic studies with proposed new developments.	Medium	On-going	Municipal governing bodies; planning commissions, developers	Municipal budgets
4. Consider developing a traffic impact fee ordinance.	Low	Long	Municipal governing bodies; planning commissions, developers	Municipal budgets

Background Data

Chapter 1

Regional Location and Purpose of Planning

Regional Location

The Valleys Region is located in northern Dauphin County, north of the City of Harrisburg. The region has been protected from suburban sprawl that has become common-place in many of the municipalities south of Blue Mountain; however, it has not been immune to rural development patterns that have impacted the region in other ways, such as loss of farmland, road frontage development, stormwater runoff issues, and traffic-related problems.

Lack of development in the region can most likely be attributed to a variety of factors including the physical boundary presented by Peter's Mountain, lack of major highways accessing the region, and lack of typical suburban services. Until recently, there were no fast food establishments in the Valleys Region; local grocery stores and few local gas stations served the population; and residents were expected to travel to purchase things like clothes or small appliances. Communications and technology advancements have been slow to reach the region; full coverage of cable TV and inadequate cell phone coverage still characterize certain areas of the region. Commercial strip development in the last few years along SR 147, including McDonalds, Giant, Sheetz, are changing the way that people look at the Valleys Region. Surrounding commercial development, such as the Wal-Mart in Washington Township, has also influenced development in the Valley's Region. State Routes 147 and 225 are the primary routes that access the region, but are also considered "choke points" to the region. Residents have to cope with steep grades and severe horizontal and vertical curves when traveling Route 225 over Peter's Mountain, making for extremely dangerous conditions in winter months. Route 147 has similar geometry and dangerous conditions during bad weather. SR 325 meets SR 225 at the southern base of Peter's Mountain and is the primary route through Rush Township.

Map 1-1 graphically shows the location of the Valleys Region in Dauphin County and Central Pennsylvania.

Local Interrelationships

Because of their locations, it is logical that the five municipalities work together to plan for the Valleys Region. In addition to sharing municipal boundaries, there are several local interrelationships that unite the five municipalities. These local interrelationships are factors that influence at least two of the municipalities within the region, and may have an influence on areas outside of the region.

- Recycling is not required but needs to be promoted
- Agriculture
- Multiple small school districts
- Peter's Mountain – outsiders think it is horrible to drive over
- Small municipalities with restricted budgets
- Public infrastructure
- Transportation infrastructure
- Commercial center in Halifax Township
- Villages
- Natural resources
- Upper Dauphin COG – includes all 19 municipalities in upper Dauphin County
- Halifax Township has two mobile home parks, will have three soon.
- Seasonal cabins turning into full time residences in Jefferson Township
- Many people are part of families that have been in the area for generations; inter-marriages have linked those families
- Small town, rural friendliness and support

- Schools and school rivalries
- Council of Government (COG)
- Economic redevelopment effort
- Harrisburg City Watershed (DeHart Reservoir) in Rush Township
- State Game Lands

Outside Influential Forces

In addition to influential factors that occur within the region, there are outside influential factors that have an impact on the Valleys Region and potentially other surrounding areas in Dauphin and neighboring counties. These factors may include places, developments of regional significance, or natural resources, among other items. As this plan is implemented, the five municipalities in the Valleys Region should be cognizant of these factors and their potential influences to strategically capitalize upon opportunities, and to mitigate any potential threats. The following outside influential forces were identified by the steering committee for the comprehensive plan, and at the public participation meetings.

- Dauphin County – Peter’s Mountain is the divide between northern Dauphin County and “that other place”
- Transportation
- Upper Dauphin Income Tax
- Concern that a landfill could come
- Wind energy
- Harrisburg and urban areas
 - Don’t have much employment in the Valleys Region; jobs are mostly in Harrisburg
 - Someone right out of high school could find employment at Metal Industry (MI) or Harman Stove. Willets Shoe Factory no longer manufactures shoes at their Halifax location.
- Where do people in Rush Township go to the grocery store?
- Issue with single family conversions and converting duplexes into two or three apartments
- County and state governments; national government to a lesser extent
- Relationship of Rush Township to Porter Township and Tower City Borough in Schuylkill County (school, church, shopping, services, local organizations)

Planning as a Concept

The municipalities in the Valleys Region recognize the necessity of developing a plan that is comprehensive in nature to guide them through the next ten to fifteen years. Planning is not a new concept to the region, but it is also not considered widespread. Most municipalities don’t have comprehensive plans and some previous planning efforts have failed. Jefferson Township formally adopted a comprehensive plan in 2009; Wayne Township enacted a subdivision and land development ordinance in 1990; and Halifax Township adopted a subdivision and land development ordinance in 2006.

The Valleys Regional Comprehensive Plan will take into consideration the influences from within the region and from outside the region, to work to form a plan that focuses on the protection and preservation of the region’s rural heritage, while encouraging and implementing smart growth policies recommended and supported by the Commonwealth of Pennsylvania. The plan is intended to organize and coordinate the interrelated collection of people, ideas, land, facilities, services, infrastructure, agricultural preservation efforts, land uses, and environmental elements that comprise the region as a whole. Thus, the term “comprehensive” is used to express the scope of the plan’s content.

The comprehensive plan is a policy guide for decisions and for the orderly development and redevelopment of the region. The plan’s primary objective is to promote and improve the quality of life, health, safety, and conveniences for residents of the Valleys Region, as reflected in the following mission statement for the plan:

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area’s rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

The comprehensive plan is not a solution for all of the problems and concerns of the community, nor is it a finished product only to be reviewed and updated every decade or so. Rather, it is an on-going process and a schedule which municipal governments may use as a roadmap to guide them through future decisions. It should be noted that when conditions evolve within the region, the comprehensive plan should be modified to address these changes and recognize new demands.

The plan, in effect, charts the course for regional and municipal growth by:

- Expressing the aims and ambitions of area residents, landowners, and businesses;
- Being responsive to changes in the region;
- Providing a framework necessary for continual review and revision;
- Identifying the existing character of the region and that which it seeks to achieve.

In part, the comprehensive plan is a factual report that examines how the past has led to the present; it is a report of the region's history and its current status. It is also a statement of the direction the citizens want for the future and provides a roadmap of actions necessary to head in that direction. Much of the value of a comprehensive plan can be found in the process of identifying that future direction and in examining and selecting the actions available to reach the destination.

Legislative Authority

Pennsylvania local governments receive legislative authority from the Pennsylvania Municipalities Planning Code, Act 247, as amended, to manage and plan for development within their respective municipal boundaries. This legislation sets forth general guidelines, as well as specific administrative and procedural requirements, that municipalities must adhere to in developing and implementing municipal or multi-municipal comprehensive plans. The Pennsylvania Municipalities Planning Code states that the multi-municipal comprehensive plan shall include the following:

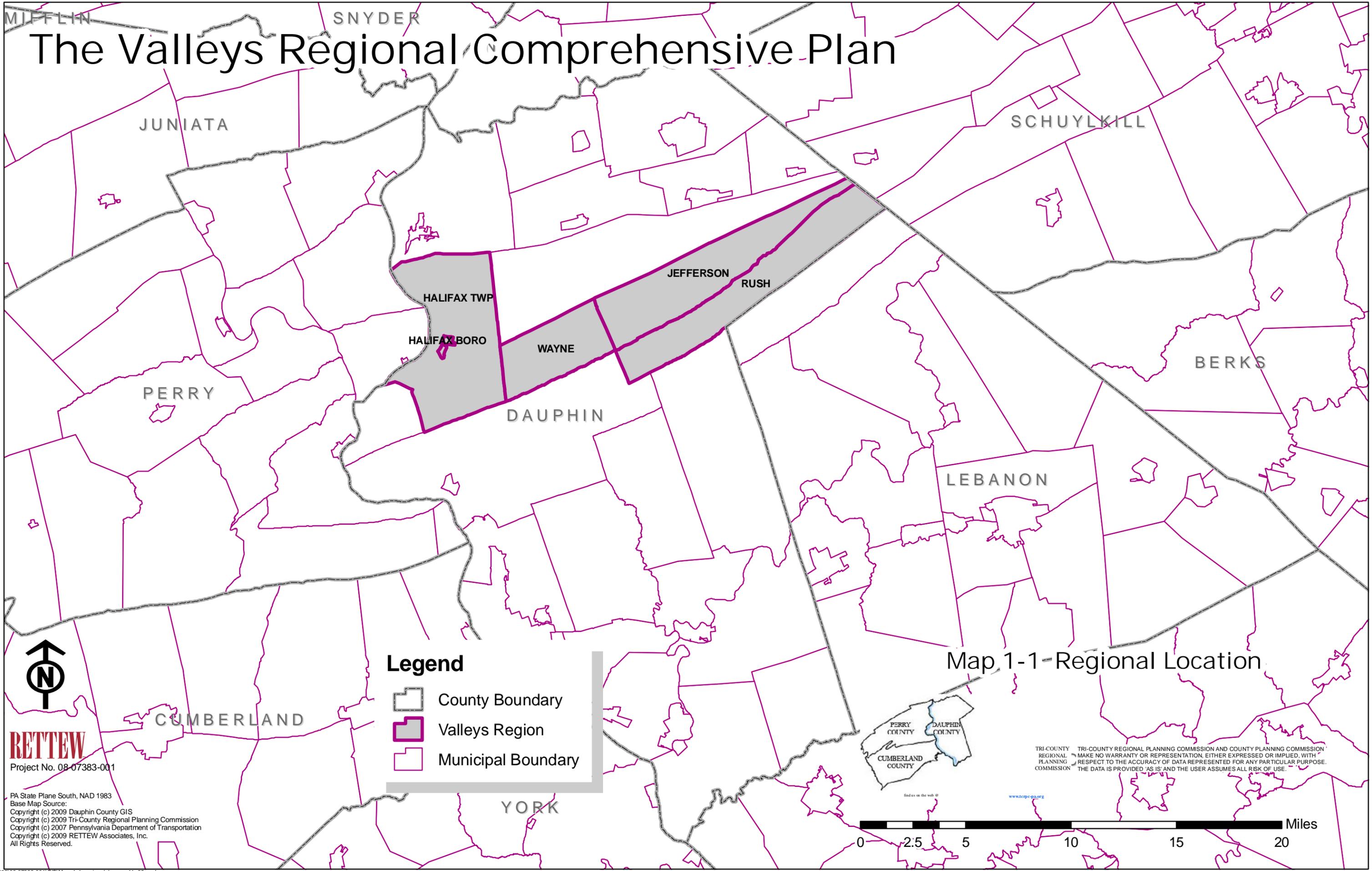
- A statement of objectives of the municipality concerning its future development;
- A plan for land use;
- A plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality;
- A plan for the movement of people and goods;
- A plan for community facilities and utilities;
- A statement of the interrelationships among the various plan components;
- A discussion of short- and long-range plan implementation strategies;
- Either a statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures which have been taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipalities is generally consistent with the objectives and plans of the county comprehensive plans; and
- A plan for the reliable supply of water.

Expected Outcomes

Based upon public input provided through a facilitated public participation program, the ultimate outcome of this planning effort will be a policy document to guide future growth to areas of the region that can support it, protect natural, historic and cultural features, protect prime farmland and groundwater resources, and retain the rural heritage that makes the region a quality place to live.

Prospective results of this comprehensive plan consist of intergovernmental agreements relative to codes enforcement, zoning administration, subdivision and land development plan review, equipment sharing, and recreational facilities. All recommendations and policies will be measurable and understandable through the development of an action plan with an implementation schedule.

The Valleys Regional Comprehensive Plan



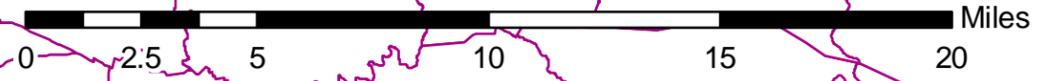
Legend

-  County Boundary
-  Valleys Region
-  Municipal Boundary

Map 1-1 - Regional Location



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Chapter 2

Historic and Cultural Resources

Municipal Historical Perspectives

Halifax Borough

Halifax Borough is situated at the western end of beautiful Armstrong Valley. It is the oldest town in upper Dauphin County and was founded July 18, 1794 by two German settlers, Peter Rise and George Sheaffer, who platted the town and had a survey and map made, upon which the building lots, streets and alleys of the town were designated as they exist today. The town was named Halifax, because of its close proximity to the location of Fort Halifax, one of the early provincial forts on the Susquehanna. It was a coincidence that the year the town was laid out that a highway over Peter's Mountain was built. The land where the town of Halifax stands was first deeded to a James Aston. The Halifax Historical Society is located in the borough and its volunteers maintain the history of the region and several donated artifacts.

Halifax Township

Halifax Township was created in 1804 from parts of Upper and Middle Paxtang Townships. The history of Halifax Township centers about Fort Halifax and the town of Halifax, now Halifax Borough. Fort Halifax was erected in 1756 by its Commander, Col. William Clapham, as one of the chain of frontier defenses of the Province of Pennsylvania in the French and Indian Wars.

Within the confines of Halifax Township are two valleys containing lush farm lands, good woods to hunt in, and Powell's and Armstrong Creeks to fish and swim in. Armstrong Valley was named for Robert Armstrong, as was Armstrong Creek. Armstrong's Mill was located at the mouth of the creek.

Matamoras in Halifax Township is on Highway 225 just north of Peter's Mountain. The name came from a Mexican town along the Rio Grande River. It was here in May of 1846 during the Mexican War that Gen. Zachary Taylor was victorious in taking the town Matamoras, Mexico. This battle gained the attention of the whole country, so this little settlement without a name decided upon it for its name.

Buffalo Park was located just north of the borough along the river and included swings and possibly a bandstand.

Jefferson Township

Jefferson Township, named for President Thomas Jefferson, formed on April 23, 1842. In 1870, the population was 843. Jefferson Township had previously been part of Jackson Township and it continued until 1879, when the western and most populous portion was divided into a separate township and called Wayne Township. As reported in 1890, Jefferson Township had a population of 317 people. Current population is only slightly more than that at 327 according to the 2000 Census. Clearly the small, rural nature of Jefferson Township has endured over the years.

The early settlers in Jefferson Township were the Buffingtons, Bordners, Etzweilers, Hoffmans, Shoops, Pauls, Millers, Werts, Runks, Wolfgangs, Enders, Deitrichs, Trawitzs, Lehrs, Hawks, and others of German descent, nearly all of whom still have representatives in the valley.

According to a Dauphin County atlas from the late 1800's, "The surface of this township is one of the most irregular and abrupt in the County. Its farms, however, are well cultivated and quite noted for the excellence of their root crops."

Powell's Creek rises in Jefferson Township, flows westward, emptying into the Susquehanna River above Clark's Station. As stated in the book *The History of the Counties of Dauphin & Lebanon* (1883), "Powell's creek and valley, named for a family of that name who settled near its mouth about 1760, perhaps at an earlier date. Parts of the valley are quite fertile. Its source is in Jefferson Township."

Old churches in Jefferson Township, as reported in 1883, were St. James Reformed Church and St. Jacob's Lutheran Church. Today the only remaining church is St. James.

Carsonville was the only village in Jefferson Township, and contained a store, church, post office, blacksmith shop, and a schoolhouse. Near the village are the remains of old Shawanese Indian camps and burying grounds, the location being on one of the Shamokin trails, which passes through the limits of Dauphin County.

Today, the post office and store are gone, replaced by the only commercial establishment in the Township, a restaurant and tavern named the Carsonville Hotel. The St. James Independent Church thrives, but all Jefferson Township children attend school in the Upper Dauphin Area School District. The old one-room schoolhouse in Carsonville is the only public historic building in the Township. It is currently being used as the Township's municipal building, for meetings of the Boy Scouts and periodically for other community activities.

Peter's Mountain has borne the same designation since 1729, named after Peter Allen who came into what is now Dauphin County from Conestoga and Chester Townships which are now part of Lancaster County.

Wayne Township

Wayne Township was created from Jackson Township in 1878, and was the last township created in the county. The early settlers were the Buffingtons, Hoffmans, Lebos, Gross, Swigards, Millers, Sheets, Sheesleys, Breslers, Enterlines, Lenkers, Bowermans, Lehrs, Enders, Etsweilers, Engles, Lanes, Shoops, Zimmermans, Wises, Sponslers, Hoovers, Pauls, and Pottigers. Enterline Post Office is in the center of the township. In 1855, Jonathan Enterline opened a store here and kept the same for fifteen years. He was the first postmaster, the office being named in his honor. The Reformed Church here was erected about 1830. The post office was discontinued in 1914 by Rural Free Delivery from Halifax.

Jacobs' United Brethren Church is a one story frame building located in the western part of the township, built in 1861. Its pastors have been Reverends George Hoffman, Amos Yeager, Israel Carpenter, Kunkle, Loose, Dotter, and Jacob Funk. The Hoffman Church edifice, just east of Enterline Post Office, is no longer used for worship. Attached to it is an old graveyard, but with few tombstones.

Historic Resources Preservation

Historic preservation has not been in the forefront of activities in the Valleys Region. However, there are many options available for the municipalities in the region to take to identify and maintain historic and cultural resources. These items include preparing a historical resources inventory and map, working with the Pennsylvania Historical and Museum Commission, and working with local historians and the county historical society.

Another preservation component involves educating residents and local government leaders on the history of the community, and the various preservation tools that are available. Showcasing historical assets and encouraging preservation will help to create a better understanding of the history of the community, thus adding to residents' and visitors' sense of place, and encouraging an increased quality of life.

As positive as historic preservation is there is a perception that historic preservation can usurp private property rights, require long and expensive reviews before changes can be made to historic buildings, or buildings in a historic district, and cause restriction or interference in development plans if historic buildings or sites are involved or nearby. Effective historic preservation begins with desire to protect your "window into the past" and begins at the local level. Not all

municipalities in the Valleys Region may be as open to historic preservation as others and the level of historic preservation will be dictated by the type of ordinances developed by the individual municipality.

Legal Foundation for Historic Preservation

Many historic preservation techniques and programs are available to facilitate historic resource protection. Most of the techniques and programs listed here evolved out of federal or state laws. An understanding of the legal foundation for historic preservation is helpful to determine what techniques and programs are available.

Federal Level

- The National Historic Preservation Act of 1966 (NHPA) earmarked the beginning of federal historic preservation policy. The NHPA was intended to stop the severe loss of historic resources in large cities and boroughs due to urban renewal. The legislation was intended to create a comprehensive framework for preserving historic resources through a system of reviews, regulations and incentives.
- The NHPA encouraged cooperation among federal, state and local governments to address historic resources protection. In Pennsylvania, the Bureau for Historic Preservation (BHP), an agency of the Pennsylvania Historical and Museum Commission (PHMC), is the state agency responsible for overseeing this coordination.
- The NHPA formalized the National Register of Historic Places. The NHPA also instituted the review process, discussed below, for any project that receives federal funds. The act also authorizes the Certified Local Government Program, which enables municipalities to participate directly in federal preservation programs and to access, through the state, certain funds earmarked for historic preservation activities.
- Section 106 Review Process – The Section 106 review process requires that any project using federal funds, which includes most PennDOT projects, be reviewed for its impact on historic resources either listed in, or determined to be eligible for, the National Register of Historic Places. Section 106 does not directly prohibit alteration or destruction of these resources, but it does require a thorough investigation of other alternatives and the consideration of mitigating measures.

State Level

- The NHPA authorizes the appointment of a State Historic Preservation Office to administer provisions of the act at the state level. In Pennsylvania, the agency assigned to this responsibility is the PHMC. This entity is responsible for making initial determinations of eligibility for the National Register, managing state historic archives and administering a wide variety of historic preservation programs.
- The Pennsylvania History Code pertains to conservation, preservation, protection, and management of historical and museum resources and identifies PHMC as the agency responsible for conducting these activities. It outlines Pennsylvania's legal framework for historic preservation and mandates cooperation among other state entities in identifying and protecting historic and archaeological resources.
- Pennsylvania legislation provides the legal foundation for municipalities to adopt historic preservation ordinances through Act 167 and Act 247. The Historic District Act of 1961, Act 167, authorizes municipalities to create local historic districts and protect the historical and architectural character of the district through regulating new construction, building reconstruction, alteration, restoration, demolition, or razing of buildings within a certified local historic district. Local districts established under this act must be certified by PHMC. This act also requires the appointment of a Historical Architectural Review Board (HARB).
- The MPC, Act 247, authorizes the use of municipal land use controls such as use regulations and area and bulk regulations, to protect historic resources. The MPC specifically regulates places having unique historical, architectural, or patriotic interest or value through the creation of a specific zoning classification.

County and Local Levels

- The County Planning Commission can support and provide necessary technical guidance to those municipalities that have an interest in adopting an historic preservation ordinance. The County Planning Commission can also assist with integrating historic resources in the county with other tourism initiatives.

- At the local level, municipalities can adopt single purpose historic preservation ordinances and establish architectural and historic review boards. Generally, historic preservation regulations are part of a zoning ordinance, but some municipalities choose to adopt stand-alone ordinances instead.

Identification of Historic Resources

A community’s history is contained in its historic resources. These resources may take many forms, including architecturally and historically significant buildings, sites, structures, objects, and districts. A comprehensive historic preservation program begins with the identification and evaluation of historic resources. Once this step is performed, programs can be developed for their preservation and enhancement.

National Register of Historic Places

- One tool for identifying historical features is the National Register of Historic Places, which is managed by the National Park Service. Placement of a building or structure on the National Register increases awareness of its level of importance as a historic place, but does not protect the structure.
- In the Valleys Region, the Clemson Island Prehistoric District in Halifax Township and the Shoop Site 36DA0020 in Wayne Township are listed on the National Register of Historic Places. There are also three properties that are considered eligible for listing on the National Register.
- **Table 2-1** identifies properties whose status on the National Register is either listed or eligible. Properties listed on the National Register are also shown on **Map 2-1**. The properties that were determined ineligible for listing on the National Register are still important to list for their local historical significance.

Table 2-1: National Register Listed and Eligible Properties

Property Name	Municipality	Address	Status	Date
Lee and Cheri Bechtel Property	Jefferson Township	860 Carsonville Road	Eligible	08/09/2005
Clemson Island Prehistoric District	Halifax Township		Listed	09/17/1981
John Meech House	Halifax Township	3059 Peter’s Mountain Road	Eligible	09/18/1989
Legislative Route 1 Sycamore Allee	Halifax Township		Listed	02/07/2007
Shoop Site 36DA0020	Wayne Township	Classified	Listed	02/13/1986

Source: Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation, 2007; Halifax Township

Historic Marker Program

- Between 1914 and 1933, The Pennsylvania Historical Commission, predecessor to the PHMC, installed bronze plaques to commemorate significant individuals, events, and landmarks throughout the state. However, during the 1920s and 1930s, it was realized that the plaques were difficult to read from a moving vehicle. For this reason, the PHMC, created by the state legislature in 1945, developed the modern style of historical marker.
- PHMC revised its guidelines for historic markers in the 1970s to require, “that the person, event, or site to be commemorated have had a meaningful impact on its times and be of statewide or national rather than only local significance.” The most recent revision of the guidelines occurred in December of 1987 when the agency adopted a standard urging, “that significant subjects that have hitherto been given less attention by the Historical Marker Program receive more favorable consideration (other factors being equal) than subjects which have already had fuller coverage.”
- There is one historic marker located in the Valleys Region. The Fort Halifax historic marker is located in Halifax Township on PA 147, approximately 0.5 miles north of Halifax Borough. This historic marker is shown on **Map 2-1**. The marker contains the following text, “Just west of this point stood Fort Halifax. It was built in 1756 by Col. William Clapham, and was one of the chain of frontier forts built to protect settlers in this region during French and Indian War days.”

Identification of Local Cultural and Historic Resources

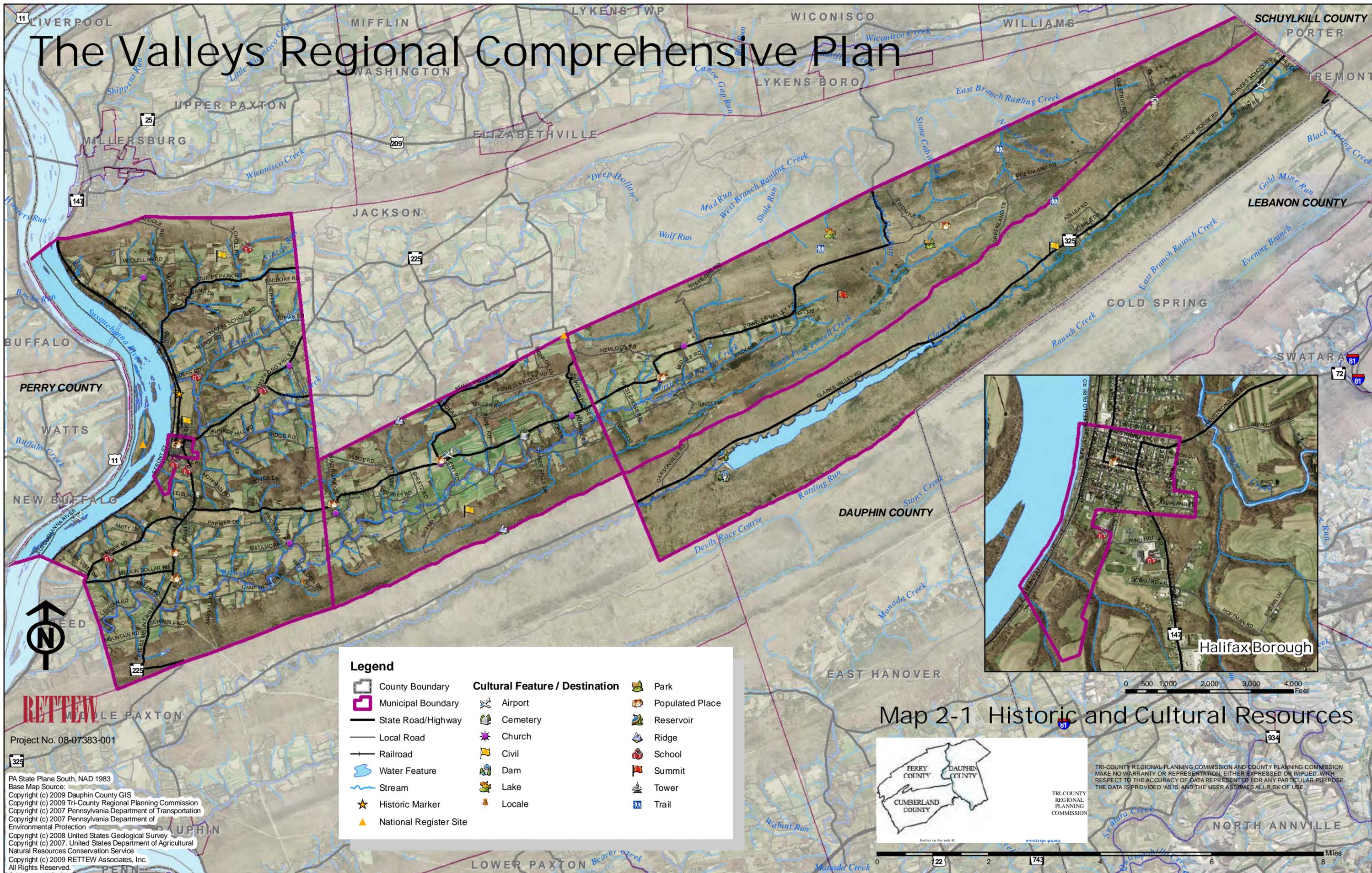
Map 2-1 also displays several cultural resources and destinations. These features are important in the day to day life of residents in the community. In some cases, these cultural resources, sacred places, and destinations represent landmarks that help to define the Valleys Region and provide a sense of place. These features include:

- Walsh Airport
- Gusler Airport
- Bendigo Airport
- Union Church Cemetery
- Bowerman Cemetery
- Powell’s Valley Church
- Jacobs Church
- St. Paul Lutheran Church (formerly Bowerman Church)
- Powell’s Church
- Trinity Church
- Fetterhoff Church
- Saint James Church
- Ebenezer Church
- Halifax United Methodist Church
- Dehart Dam
- Bressler Island
- Clemson Island
- Lingle Island
- Bear Puddles
- Camp Hebron
- Village of Powell’s Valley
- Village of Matamoras
- Village of Waynesville
- Village of Enterline
- Halifax Borough
- Village of Carsonville
- Village of Spechty Kopf
- Dehart Reservoir
- Dehart Dam
- Peter’s Mountain
- Dividing Ridge
- Lebo House and Mill
- Cozy Corner in Halifax Borough
- Bill Leidlers House – former Toll House and tavern/inn. John Mectche original owner
- Bower Residence (SR 147, white horse markers) – Abraham Lincoln stopped during trip to Gettysburg
- Original aqueduct across Armstrong Creek (Bruce Snyder’s property)
- Finney House (Karen Penman’s property)
- Shammos School
- Halifax Area High School
- Halifax Area Elementary School
- Rutter School (historical)
- Dunkle School
- Hartmens School
- Waynesville School
- Taylor School (being restored by the Halifax Historical Society)
- Enterline School (now Wayne Township Municipal Building)
- Enterline Store and Post Office Building (now a private residence)
- Ravine Omni Tower
- Lukes Trail
- Ibberson Conservation Area
- Hostler Trail
- Greenland Trail

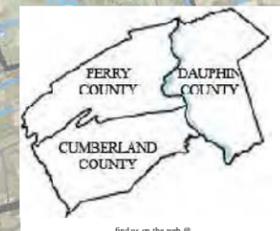
Sycamore Trees along SR 147

Planted in the early 1920s as a living memorial to the World War I veterans, these trees remain as a reminder of people who served in the United States in wartime.

The Valleys Regional Comprehensive Plan



Map 2-1 Historic and Cultural Resources



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Chapter 3

Natural Resources

The Natural Resources Profile is designed to identify and analyze the vast assortment of natural resources that are found within or have an influence on the Valleys Region. These resources and features include the physical geography; topography; soils; geologic formations and physiographic provinces; water resources; woodlands; and wildlife. The value of these resources to economic pursuits, including agriculture, and to the region's overall environmental quality will be examined.

The purpose of the profile is to help local, regional, and state government officials and decision-makers, developers, and citizens make more informed planning decisions. Sensitive environmental resources, threats to resource existence and function, the impacts of development, and different types of protection techniques are of specific interest. Understanding these parameters will aid in the identification of natural resources in need of remediation, the location and types of features that impose constraints to development, key areas to be preserved, and areas that are well-suited for development. **Map 3-8** summarizes the environmental constraints that exist in the region and may hinder development potential.

Climate

The climate of Dauphin County, as in other parts of the Susquehanna River Valley, is quite variable. This is due mainly to the prevailing westerly winds which usher in both low and high pressure systems every few days. Generally, however, Blue Mountain moderates the effect of weather systems approaching from the northwest, thus explaining why the southern portion of the county has a milder and drier climate than the valley and ridge province to the north. The annual average temperature of the county is 50 degrees. Sub-zero temperatures are occasionally attained in the winter, and temperatures in excess of 100 degrees are reached in humid summer months.

The growing season between the last killing frost in the spring and the first in the fall normally extends from early May to the beginning of October and sometimes mid May to late September.

Precipitation is spread out fairly evenly during the year, and averages 46 inches annually. Normal monthly precipitation ranges from 2.6 inches in February to 4.3 inches in August. Average annual snowfall is 30 inches, and the average number of days with snow cover greater than one inch is 50 days annually.¹

Physiography

The Valleys Region is located in the Anthracite Upland Section and Susquehanna Lowland Section of the Ridge and Valley Province. The Ridge and Valley Province is characterized by large ridges and a valley that extends from New York to Alabama. The province is composed of mostly sandstones and shales.

The Anthracite Upland Section consists of an upland that has low, linear to rounded hills, strip mines, and mining waste piles. The upland is surrounded by an escarpment, a valley, and a mountain rim. The dominant rock types are sandstone, siltstone, conglomerate, and anthracite coal. The local relief ranges from low to high; the range in elevation is from 320 feet to 2,094 feet. Rocks are folded; many folds are narrow with steep limbs.

The Susquehanna Lowland Section consists of low to moderately high, linear ridges and linear valleys, and the Susquehanna River Valley. Relatively soft shales, limestone, and siltstones occur in most of the lowlands. The local relief

¹ Climate information for Dauphin County taken from the Dauphin County Comprehensive Plan, 2008, and Conewago Township Comprehensive Plan, 2009

is much less than the Appalachian Mountain section to the west. The Section was formed in the same way; the rocks were compressed toward the northwest by pressure from the southeast. This pressure folded the rocks into the long, linear folds. Erosion of the folded rocks created the ridges and valleys of the Susquehanna Lowland Section. The shales and siltstones are eroded more easily than the sandstones. Thus, as erosion proceeded, the slowly eroded harder rocks like sandstones form ridges while the softer rocks such as shales and siltstones are eroded more rapidly to form the lowlands.

Geology

The geology of the Valleys Region is graphically displayed in **Map 3-1**. Understanding the geologic composition of the area is critical to effective planning. Geologic characteristics influence groundwater quality and quantity, on-lot sewage disposal, drainage, and construction costs. Engineering characteristics of the bedrock geology are also important as they help to determine ease of excavation, slope stability, and foundation stability. This section discusses characteristics of the different geologic formations in the Valleys Region; however, site-specific evaluations may be necessary to determine the feasibility and impacts of a proposed project.

Table 3-1 lists the geologic formations found in the Valleys Region and associated information. A physical description of each formation follows the table. The groundwater quality rating of each formation is graphically shown on **Map 3-2**. A formation is classified as “good” if it has good aquifer potential. Formations classified as “poor” have documented occurrences of hydrogen sulfide, hydrogen sulfide gas, or high iron content in the water.

Table 3-1: Geologic Formations

Map Symbol	Name	Geologic Time Period	Dominant Lithology	Secondary Lithology	Groundwater Quality Rating	Groundwater Quality/Yield Description
Dccf	Clark’s Ferry Member of Catskill Formation	Devonian	Sandstone	Siltstone	Good	Low to moderate aquifer potential, yields may reach 20 gallons per minute (gpm) in wells about 200 feet deep; iron content may be high
Dcd	Duncannon Member of Catskill Formation	Devonian	Sandstone	Siltstone	Good	Moderate to good aquifer potential; best yields from sandstone; reported yields are 7 to 40 gpm in wells averaging 150 feet deep; quality is generally good, except for occasional high sulfur content.
Dciv	Irish Valley Member of Catskill Formation	Devonian	Siltstone	Mudstone	Poor	Median is 35 gpm; water quality problems include salty water and hydrogen sulfide.
Dcsc	Sherman Creek Member of Catskill Formation	Devonian	Mudstone	Siltstone	Good	Well yields are good to excellent; water quality is generally good, but water may be high in iron.
Dh	Hamilton Group	Devonian	Shale	Siltstone	Poor	Median yield is 30 gpm; water may have high iron and sulfur content; hydrogen sulfide gas is common
Dtr	Trimmers Rock Formation	Devonian	Siltstone	Shale	Poor	Median yield is 30 gpm; May be high in total dissolved solids; very soft water; may contain hydrogen sulfide.
MDsk	Spechty Kopf Formation	Mississippian and Devonian	Sandstone	Siltstone	Good	Median yield is 25 gpm from wells between 40 and 350 deep; generally good quality; occasional high iron content; salt water may be found in deep wells.
Mmc	Mauch Chunk Formation	Mississippian	Shale	Siltstone	Good	Median yield is 55 gpm; Iron content may be high, generally water quality is good and water is soft.
Mp	Pocono Formation	Mississippian	Sandstone	Siltstone	Poor	Median yield is 40 gpm, high iron may be a quality problem; soft water.

Map Symbol	Name	Geologic Time Period	Dominant Lithology	Secondary Lithology	Groundwater Quality Rating	Groundwater Quality/Yield Description
Pl	Llewellyn Formation	Pennsylvanian	Sandstone	Siltstone	Poor	Average yield is 38 gpm. High iron and acidity are common quality problems.
Pp	Pottsville Formation	Pennsylvanian	Sandstone	Conglomerate	Good	Median yield is 50 gpm; sandstone and limestone provide highest yields, which may exceed 300 gpm; iron content of water may be high

Source: Pennsylvania Department of Conservation and Natural Resources; Geyer, Alan R. and J. Peter Wilshusen, 1982, Engineering Characteristics of the Rocks of Pennsylvania, Environmental Geology Report No. 1, Pennsylvania Bureau of Topographic and Geologic Survey, 4th Series, Harrisburg, Pennsylvania; RETTEW

Description of Geological Formations

Information contained in this section is derived from the Dauphin County Comprehensive Plan and the United States Geological Survey.

Clarks Ferry Member of Catskill Formation

These rocks are typically grayish-purple and light gray to olive gray, and are medium to coarse grained conglomerate sandstones with thin interbeds of dark gray shaly claystone. Moderately weathered, they provide good surface drainage, are an adequate source for domestic water, and can be used for random rock fill and rock protection. The sandstone has been used as a decorative building stone.

Duncannon Member of Catskill Formation

This formation is composed of interbedded red and grey sandstone, red siltstone, and red mudstone, and is located in hills and ridges of moderate to high relief and lower slopes of mountains. The formation has good surface drainage, is a fair source for some domestic water, and is good for rock fill and riprap.

Irish Valley Member of Catskill Formation

These non-marine grayish red siltstone and mudstone rocks provide an adequate source of domestic water with good surface drainage, and can be used for rock fill.

Sherman Creek Member of Catskill Formation

This formation is made up of alternating grayish-red mudstone and siltstone in poorly defined fining-upward cycles, and minor intervals of gray sandstone.

Hamilton Group

The Hamilton Group includes, in descending order, the Mahantango and Marcellus Formations. The primary rock type is black shale.

Trimmers Rock Formation

The Trimmers Rock Formation consists of olive-gray siltstone and shale, characterized by graded bedding.

Spechty Kopf Formation

This formation contains fine-to-medium grained, light to olive gray sandstone, with interbeds of olive-gray to dark gray shale and siltstone and may contain minor thin coal and coalified plant fragments. The rocks can be highly resistant, possess good surface drainage, have moderate to low porosity, are an adequate source for domestic water, and are quarried for crushed stone and aggregate utilized in road construction, riprap, rock protection, and rock fill.

Mauch Chunk Formation

This formation consists of shale, claystone, sandstone, and siltstone; the shales and claystones are red, the sandstones and siltstones are green. The rocks are moderately resistant to weathering and are a source of groundwater for individual and industrial uses. Sandstone areas have the greatest amount of groundwater available; the average depth for accessibility is 590 feet. The rock in this formation may be used for road material and fill and the shale is a good raw material for brick.

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

Pocono Formation

The sandstones, siltstones, and shales that make up the Pocono Formation are highly resistant to weathering and serve as a good source of material for embankment facing, riprap, road materials, and building stone. This geologic area is productive in obtaining groundwater, has adequate surface drainage, and an excellent area to hold heavy structures.

Llewellyn Formation

Interbedded sandstone, siltstone, and conglomerate are common in these medium to coarse grained, light gray to brown rocks that also contain coal and dark-gray to black shales. They have good surface drainage, are an adequate source for domestic water, and are a good source of road material and fill. The conglomerate is suitable for building stone, flagstone, embankment facing, and riprap.

Pottsville Formation

Conglomerate sandstone, gray shale, siltstone, limestone, coal and underclay are characteristic of this group. They form crests, flanks of ridges, and other breaks in topography. Sandstone provides good groundwater amounts but at depth may contain brackish water. Some areas are good for heavy structures; however underclay portion of this group is not due to possible landslides. They can be used for refractory clay, road material and fill, building stone, riprap, and embankment facing.

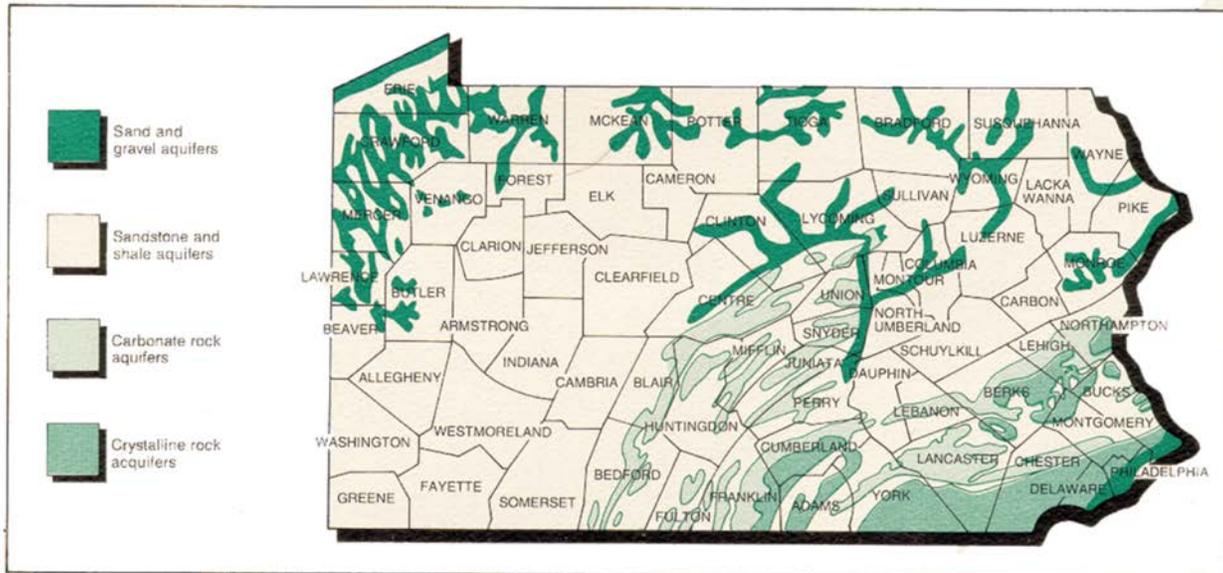
Aquifers

The Pennsylvania Department of Environmental Protection defines an aquifer as a formation, group of formations, or part of a formation that contains sufficient saturated, permeable material to yield significant quantities of water to wells and springs. Hydrogeologists have identified four principle types of aquifers in the state: sand and gravel; sandstone and shale; carbonate rock; and crystalline rock, as shown in Figure 3-1.

The Valleys Region is underlain by sandstone and shale aquifers. Sandstone and shale aquifers contain the sandstones, siltstones, and shales that are the predominant component of Pennsylvania's bedrock. In the bedrock, these components are interlayered and there can be more than one waterbearing zone in a vertical thickness. Where sandstones are dominant the water is soft; where shales are dominant the water is hard. Yields from these aquifers range from 5-20 gal/min for shales and 5-60 gal/min for sandstones. However, drilling on a fracture intersection can increase these yields substantially.²

² Groundwater: A Primer for Pennsylvanians

Figure 3-1: Aquifers of Pennsylvania



Source: PA League of Women Voters; excerpt from *Groundwater: A Primer for Pennsylvanians*

Topography

The topography of a landscape greatly affects the degree of development that is possible. Areas of steeper slope are more susceptible to erosion than shallow slopes and flatlands. Erosion concerns need to be considered prior to development approval and may result in limits to site disturbance. Additionally, soils on steep slopes are often slightly-to-severely rocky. These constraints typically discourage agricultural uses and more intensive development from locating in these areas, leaving them naturally covered with woodlands and forests.

The topographic features of the landscape are derived from the underlying bedrock geology. More weather resistant rock is responsible for areas of higher elevation, while less resistant rock, such as limestone and shale, has eroded to form low lying valleys of moderate relief. In the Valleys Region, the areas of steepest slope, those 15% and greater, are found along the slopes of the ridges that run through the region, including Peter's Mountain, Stony Mountain, and Berry Mountain. Steep slopes in the Valleys Region are shown on **Map 3-8**.

Woodlands

Forested areas of Pennsylvania provide multiple benefits to the citizens of the Commonwealth. These include:

- Improvements in air quality
- Improving water quality
- Providing habitat for a variety of plant and animal species
- Providing recreation and scenic opportunities
- Supporting a dynamic forest products industry that supports many rural communities and is an economic driving force in the Commonwealth.
- Protection from floods by reducing downstream flood peaks
- Protection from water and wind erosion

Forests offer protection from floods and erosion. The forest floor, covered with leaves and twigs, also called litter, acts as a protective layer to the soil and reduces the possibility of erosion. The litter decays into humus, which helps to form a highly permeable layer of soil, which causes infiltration rates to usually exceed rainfall intensities. This helps to reduce downstream flood peaks. The forest floor becomes disturbed through construction and building activities. By disturbing litter and humus, soil erosion and flooding are more likely. Preserving wooded areas on steep slopes and along streams

will help to prevent erosion and reduce flooding downstream. Although forests offer protection from floods and erosion, during the growing season they can contribute to some of the depletion of stream flows.

There are significant sections of woodlands in the Valleys Region, primarily in the mountainous areas of the region, in Weiser State Forest, and in the State Game Lands. In the county, the most common variety of forest cover is mixed oak-hickory stands consisting mainly of white oak, red oak, hickory, black oak, and chestnut oak trees. Other tree species that may be found in the county include yellow poplar, shagbark hickory, white ash, red maple, beech, elm, birch, sycamore, hemlock, white pine, and Virginia pine.³ Woodland areas are shown on **Map 3-8**.

Soils

The qualities of soil determine the capability of that soil to support various types and intensities of land uses. For example, agriculture typically requires soils that are level, well-drained and fertile. Residential development in general is adaptable to a wider range of conditions, though the intensity of residential development can be limited by the soil's suitability for on-lot disposal systems and the cost of excavation. Industrial uses favor soils that are sturdy enough to withstand the heavy weights associated with the construction and operation of large industrial plants. Information contained in this section, in addition with land use, land cover, and community facilities data will be useful in developing the future land use plan for the region.

Prime Agricultural Soils

The United States Department of Agriculture (USDA) recognizes that responsible levels of government, as well as individuals, should encourage and facilitate the wise use of our nation's "prime farmland". Prime farmland is of major importance in meeting the nation's short and long-range needs for food and fiber.

The USDA's Natural Resources Conservation Service (NRCS) classifies certain soils as Prime Farmland soils based on the following definition. Farmland of Statewide Importance is another agriculturally significant classification given to certain soils.

- "Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil quality, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, and acceptable salt and sodium content, and few or no rocks. The water supply is dependable and of adequate quality. Prime farmland is permeable to water and air. It is not excessively erodible or saturated with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding. Slope ranges mainly from 0 to 6 percent."
- "In addition to prime farmland, there are soils that are considered to be "farmland of statewide importance" for the production of food, feed, fiber, forage, and oilseed crops. The criteria for defining and delineating farmland of statewide importance are determined by the appropriate state agencies. Generally this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some areas may produce as high a yield as prime farmland if conditions are favorable. Farmland of statewide importance may include tracts of land that have been designated for agriculture by state law."⁴

³ Dauphin County Comprehensive Plan

⁴ United States Department of Agriculture, Natural Resources Conservation Service

Much of the Valleys Region is underlain by prime agricultural soils and farmland of statewide importance. These areas are found in the valleys between the mountain ridges. Halifax Township and Wayne Township contain the greatest concentrations of prime agricultural soils and farmland of statewide importance, but these soils can also be found in parts of Jefferson and Rush Townships. **Map 3-3** displays prime agricultural soils and farmland of statewide importance. It is important to note that although a large portion of the area is underlain by prime farmland, development has resulted in an irreversible conversion of agricultural soils in certain areas, such as Halifax Borough and surrounding developed areas in Halifax Township.

Agriculture and Land Preservation Initiatives

Agriculture has historically been, and continues to be a key industry in much of the Valleys Region. There are several tools available to municipalities and farmers to encourage the continuance and sustainability of farming in the region.

Agricultural Security Areas

Act 43 of 1981 allows any owner or owners of land used for agricultural production totaling at least 500 acres to submit a petition to the municipal governing body for the creation of an Agricultural Security Area. If the petition is approved, the participating land owners agree to keep their lands in agriculture in return for certain benefits that the municipality will give.

Benefits of an Agricultural Security Area are:

- Local governments are not to pass ordinances that unreasonably restrict farm structures or properties.
- Prevents local governments from prohibiting agricultural activities and operations within the security area as a public nuisance.
- Protects farm operations by discouraging condemnation of agricultural land through eminent domain.
- Acreage in the security area can participate in the Agricultural Easement Program.

Participation in the Agricultural Security Area is purely voluntary. There are no penalty provisions for an individual who changes land use while in a security area. The term of an Agricultural Security Area is seven years, followed by a re-certification process. According to the Tri-County Regional Planning Commission's GIS data, in December of 2008, there were 407 parcels or portions of parcels in the Valleys Region enrolled in an Agricultural Security Area. This amounts to approximately 13,470 acres of land. Properties in the Valleys Region that are included in an Agricultural Security Area are shown on **Map 3-4**.

Agricultural Easements

The Agricultural Conservation Easement Purchase Program was developed to strengthen Pennsylvania's agricultural economy and to protect prime farmland through the purchase of agricultural conservation easements, i.e. development rights, on prime agricultural land from willing land owners with the use of federal, state, county, and local funds. The program is administered by the State Agricultural Land Preservation Board and the Pennsylvania Department of Agriculture, Bureau of Farmland Preservation. The Dauphin County Conservation District administers Dauphin County's Agricultural Land Preservation (ALP) Program.

The program is voluntary and there are several requirements that must be met to participate in the program including a minimum size of 50 acres and enrollment in an Agricultural Security Area. The farm is then given a numerical score through a land evaluation and site assessment and is ranked against other eligible farms. The numerical score determines which properties will be granted easements, based on available funds. Farms are ranked based on the following criteria:

- Quality of farmland – size of the farm and type of soil
- Stewardship – the use of conservation practices and best management practices of nutrient management and control of soil erosion and sedimentation
- Likelihood of conservation

- Potential for development – extent of non-agricultural land use in an area; road frontage; availability of public water and public sewer
- Cluster potential – proximity to other preserved farms; proximity to Agricultural Security Areas

Farmers that enroll their land in the program receive a stipend for agreeing to place certain restrictions upon the land to maintain and permanently preserve high quality, functional farmland. In Dauphin County, the maximum payment that a land owner may receive through the program is \$1,500 per acre. The land continues to be the farmer’s private property and the farmer retains all privileges of land ownership, except the ability to sell the land for non-agricultural development or to develop the land for non-agricultural purposes. An agricultural conservation easement is permanent and transferable; if the landowner sells the property, the new landowner is subject to the same restrictions and must continue to use the property exclusively for agriculture. As of January 2009, approximately 240 acres of land in the Valleys Region have been preserved through the Agricultural Conservation Easement Program. A total of five parcels or portions of parcels in the Valleys Region have been preserved. These parcels are located in Jackson and Wayne Townships. These properties are shown on **Map 3-4**.

Conservation Easements

A conservation easement is a legal agreement between a land owner and a nonprofit land trust or government agency that permanently limits uses of the land in order to protect important conservation values. Property owners may receive federal tax incentives to conserve land. There are two conservation easements in the Valleys Region. An easement is held by the Manada Conservancy and is located in Wayne Township along Powell’s Creek. The Manada Conservancy states on their website, “Powell’s Valley itself, with its rolling hills and intermittent woodlands, is a picture of rural agricultural beauty. The Laudenslager farm epitomizes this, as it offers an open vista with scenic blending with Peter’s Mountain behind it, as well as being a state-of-the-art working farm, where no-till farming has been the norm since the 1970s and the yields are some of the best in Dauphin County...” Additionally, the Central Pennsylvania Conservancy holds a conservation easement of approximately 142 acres on the property that is the future site of Fort Halifax Park in Halifax Township. Both of these properties are included on **Map 3-4**.

Suitability of Soils for On-Lot Disposal Systems

Soil properties are analyzed to determine the suitability for on-lot disposal systems (OLDS). The main constraints that limit the ability for on-lot disposal systems are restricted permeability, steep slopes, presence of cobbles, stones or boulders, insufficient depth to bedrock, flooding, the presence of a high water table, underlying cavernous limestone and hydric soils. **Map 3-5** displays the suitability of the soils in the region for conventional on-lot disposal systems, or septic systems, based on criteria established by the USDA, NRCS. The rating class terms indicate the extent to which the soils are limited by all of the soil features that affect their use for OLDS.

- **Not Limited** indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected.
- **Somewhat Limited** indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.
- **Very Limited** indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

The majority of the soils in the Valleys Region are considered to be very limited for OLDS. Portions of Halifax Borough and areas north of Halifax Borough in Halifax Township along North River Road, are considered to be only slightly limited or moderately limited. There are several alternative methods to standard septic system designs that reduce the effects of limiting soil types, including elevated sand mounds, oversized drain fields, and individual spray irrigation systems. These techniques are designed to compensate for soil characteristics such as permeability which is too slow or too rapid and shallow depth to bedrock or high water table. Technological advances have allowed the Pennsylvania Department of

Environmental Protection (DEP) to expand the authorized on-lot sewage system designs permitted in Pennsylvania to a matrix of conventional, alternate, and experimental sewage systems.

Hydric Soils

In recent years, wetlands have been given increased attention as a valuable resource. One of the decisive indicators of wetlands is the presence of hydric soils. The values of wetlands are further discussed in the “Water Resources” section of this chapter.

The USDA, NRCS defines hydric soils as, “soils that form under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part. The concept of hydric soils includes soils developed under sufficiently wet conditions to support growth and regeneration of hydrophytic vegetation. Soils that are sufficiently wet because of artificial measures are included in the concept of hydric soils. Also, soils in which the hydrology has been artificially modified are hydric if the soil, in an unaltered state, was hydric. Some series, designated as hydric, have phases that are not hydric depending on the water table, flooding, and ponding characteristics.”

When describing hydric soils, it is helpful to know the drainage conditions of the soil. The NRCS considers soils to be *somewhat poorly drained* if water is removed slowly enough that the soil is wet for significant periods during the growing season. A soil is *poorly drained* if water is removed from the soil so slowly that the soil is saturated periodically during the growing season or remains wet for long periods of time. A soil is considered *very poorly drained* if water is removed from the soil so slowly that free water remains at or on the surface during most of the growing season.⁵

Most areas of hydric soils in the Valleys Region are located around the creeks and streams of the region, but there are more widespread areas of hydric soils in Halifax Township. Hydric soils in the Valleys Region are graphically displayed in **Map 3-6**. Most of the hydric soils in the region are classified as “partially hydric” but there are limited areas in the region with soils classified as “all hydric”.

Hydrology

An understanding of a community’s natural water resources is critical to planning for future land use and community facilities and services. Water resources provide on-lot and public water systems with domestic and commercial/industrial water supplies; provide recreational opportunities; support fire protection services; and have an inherent value to the environment. Protecting the area’s water supplies by strategically directing development to suitable areas, promoting safe use and disposal of pollutants, such as fertilizers, industrial wastes, sewage effluent from septic systems, and minimizing excessive erosion, is crucial in municipal planning.

Water resources can generally be described as groundwater or surface water. Groundwater is water contained in the soils and rock formations, and is further discussed in the section of this chapter pertaining to geology and aquifers. Groundwater is derived from precipitation that has infiltrated and percolated through the soil. After reaching the water table, groundwater slowly moves toward points of discharge, such as surface waters, springs, and man-made wells. The pumping of wells draws water from all directions, changing the natural groundwater flow. These areas of modified groundwater flow are called discharge areas. Surface water is water on the surface of the ground and consists of perennial and intermittent streams, lakes, reservoirs, ponds, wetlands, springs, natural seeps and estuaries, and excludes water at facilities approved for wastewater treatment and constructed wetlands used as part of a wastewater treatment process.

Surface Water

The Pennsylvania Department of Environmental Protection defines surface water as “water on the surface of the earth, including water in a perennial or intermittent watercourse, lake, reservoir, pond, spring, wetland, estuary, swamp or

⁵ Ibid.

marsh, or diffused surface water, whether such body of water is natural or artificial. The term does not include re-circulated processed water or wastewater stored in an off-stream impoundment, pond, tank or other device unless such water or wastewater is withdrawn and used by a person other than the person who initially withdrew the water from a water resource or obtained such water from a public water supply agency.”

Surface water is intricately connected to groundwater. The two “feed” one another, and also have the potential to contaminate one another. Run-off and ground-based pollutants often percolate into the water table, degrading groundwater. Contaminated groundwater, emerging from springs, wells, and marshes can pose threats to surface water.

Chapter 93 of the Pennsylvania Code provides stream classifications which include Trout Stocking Fisheries (TSF), Cold Water Fisheries (CWF), Warm Water Fisheries (WWF), High Quality Waters (HQ), and Exceptional Value Waters (EV). TSF, CWF, and WWF classifications are based on maintenance or propagation of the fish species, or both, and the flora and fauna which are native to their habitat. The Special Protection waters, HQ and EV classifications are to be maintained and protected based on the chemical and biological water quality standards established for these classifications. HQ and EV waters are surface waters having quality which exceeds levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water. The difference between the two is EV waters are to be protected at their existing water quality because they have outstanding recreational or ecological values. HQ waters are also to be protected, but their water quality can be lowered if a discharge is a result of necessary social and economic development and all in-stream uses are protected. EV classification mandates a higher level of protection since the HQ classification provides for anti-degradation based upon specific criteria.

The Valleys Region is known for its high quality water resources. Moving forward, it will be important that the region adequately plan to protect these vital resources. The following list displays the stream classifications for watercourses in the Valleys Region. The protected status of streams is shown on **Map 3-7**.

Exceptional Value

- Shale Run
- Stone Cabin Run
- Nine O’clock Run
- Doc Smith Run
- East Branch Rattling Creek

High Quality – Cold Water Fishery

- Conleys Creek
- Clark ‘s Creek

Trout Stocked Fishery

- New England Run
- Powell’s Creek
- Armstrong Creek

Cold Water Fishery

- North Fork Powell’s Creek
- South Fork Powell’s Creek
- Smoke Hole Run
- Conley’s Creek

Drainage and Watersheds

The principal natural unit for topographic studies is the watershed drainage basin. It is the foundation for sanitary sewer, storm sewer and most conservation planning. Development activities that occur in a particular drainage basin can have a

significant impact on the natural equilibrium of water infiltration and surface movement. Stormwater from development, if carelessly directed, may force unnatural levels of water into gullies, streams and creeks causing excessive erosion to stream banks and abnormal levels of silt. Careless use and management of agricultural practices can also play a role in lowering the water quality of these surface drainage areas.

In the early 1970s, the Bureau of Resources Programming of the Pennsylvania Department of Environmental Resources (now DEP) developed a water management program that divided the state into twenty large study areas called sub-basins. In the Valleys Region, the area north of Peter's Mountain is located in the Lower Central Susquehanna River Sub-Basin (Sub-Basin 6), and the area south of Peter's Mountain is located in the Lower Susquehanna River Sub-Basin (Sub-Basin 7). These major watersheds are further divided, as shown on **Map 3-7** and are listed below.

- Susquehanna River
- Gurdy Run
- New England Run
- Armstrong Creek
- Powell's Creek
- North Fork Powell's Creek
- Wolf Run
- West Branch Rattling Creek
- South Fork Powell's Creek
- Clark's Creek
- Stone Cabin Run
- East Branch Rattling Creek
- Wiconisco Creek

Floodplains

Floodplains are defined by the severity of storm needed to flood an area. The most common measure of floodplain is the 100-year floodplain. A 100-year flood or 100-year floodplain, also known as the "base flood", describes a flood event having a 1% chance of being equaled or exceeded in any given year.⁶ Adequate floodplain management is crucial to municipalities that have extensive floodplain areas. Preserving floodplain areas from development disturbances minimizes potential damages to property and risk of injury due to extensive flooding. Allowing the floodplain areas to remain in their natural state will also minimize any major changes to the balance of the hydrologic system and provide a protective buffer to the waterways, thereby reducing pollutant levels which may reach the waterway. The unplanned encroachment of structures and land filling activities in floodplain areas has the potential to reduce the floodplain land area and water carrying capacity, thus increasing water heights, velocities, and flood hazards in areas beyond these encroachments.

Incorporating conservation areas in the landscape along watercourses will be effective in preserving floodplain areas. A community's agreement to adopt and enforce floodplain management ordinances, particularly with respect to new construction, is an important element in making flood insurance available to home and businesses owners. Additionally, communities can mitigate risk by reclaiming floodplains as older homes deteriorate or are destroyed by flooding.

Floodplains in the Valleys Region are shown on **Map 3-7**. The largest floodplain areas in the region are associated with the Susquehanna River, Armstrong Creek, Powell's Creek, and Clark's Creek.

⁶ Federal Emergency Management Agency

Wetlands

As defined by the Pennsylvania Department of Environmental Protection (DEP), Environmental Protection Agency (EPA), and the US Army Corps of Engineers, wetlands are those areas which are inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas which possess three essential characteristics: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology.

Wetlands have become recognized as uniquely important components of the landscape by scientists, engineers, public interest groups, and governmental agencies. Their importance lays both on the traditional values of wetlands as areas of fish and wildlife protection as well as in newly found values of wetlands as areas for stormwater management. Wetlands are a critical component of the following:

- Fish and Wildlife Habitat
- Water Quality Maintenance
- Pollution Filter
- Sedimentation Removal
- Oxygen Production
- Nutrient Recycling
- Aquatic Productivity
- Open Space Preservation
- Microclimate Regulation
- World Climate Regulation
- Flood Control
- Energy Source Production (peat)
- Recreational Land Preservation
- Chemical and Nutrient Absorption

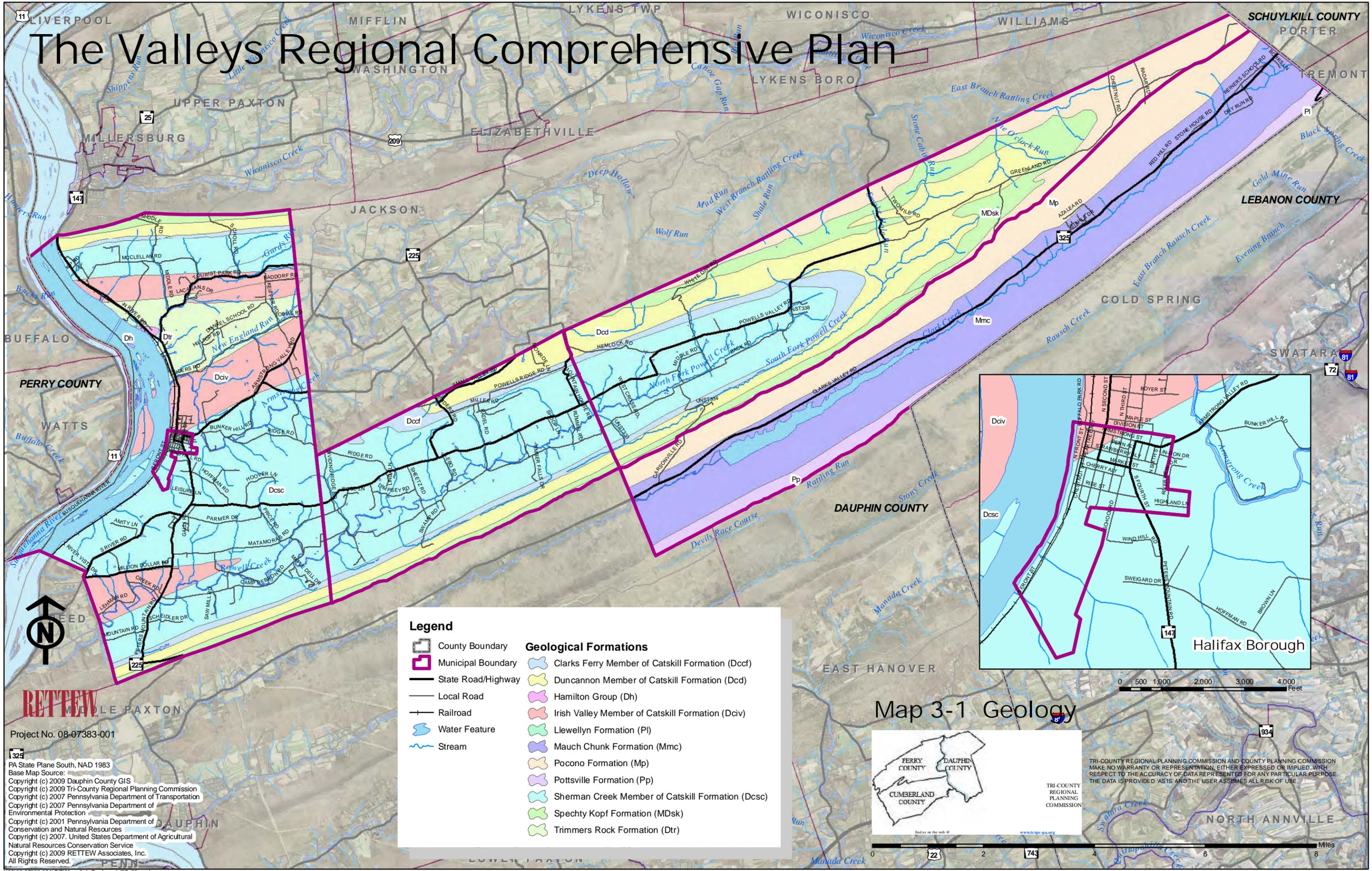
The National Wetlands Inventory (NWI) Maps were compiled by the U.S. Fish and Wildlife Service using color infrared aerial photos for the identification of wetlands using soil moisture content. The quality of the maps vary greatly depending on the quality of the photos, the time the photos were taken, and the type of wetlands being identified. The NWI map is a helpful background source for wetland investigations. However, field research by a trained expert is necessary to determine the prevalence or absence of wetlands. Wetlands are shown on **Map 3-7**.

Environmental Limitations

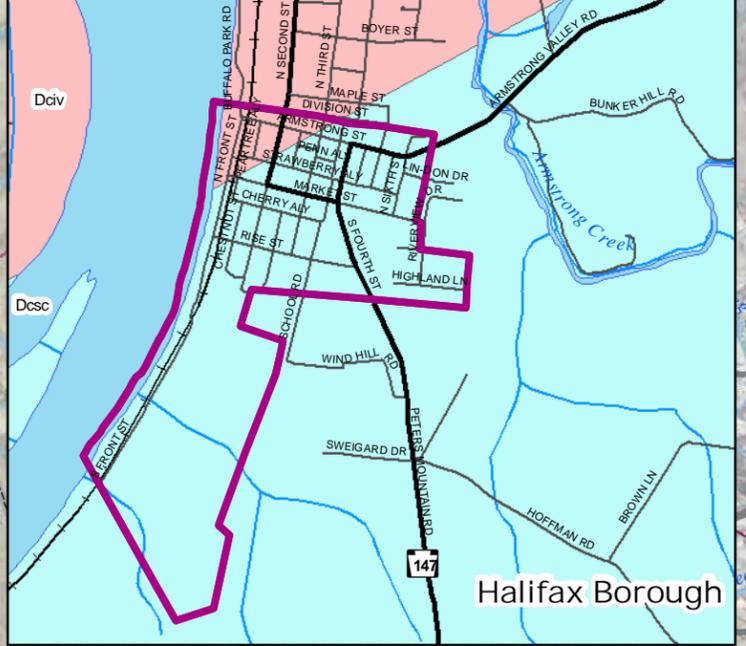
The Valleys Region is fortunate in that it has an abundance of natural resources, as described in detail in this chapter. Information presented in this chapter may be helpful in making future decisions regarding the location of development, to ensure that these vital resources are not compromised.

Identification of sensitive natural features is the first step in identifying areas for preservation and limited development. **Map 3-8** depicts environmental constraints, that is to say, sensitive natural features that may pose constraints to development. Such features include steep slopes, floodplains, wetlands, prime agricultural soils, farmland of statewide importance, forest cover, and water features. The areas shown on this map to be covered with one or more environmental constraints should be avoided when considering future locations for development.

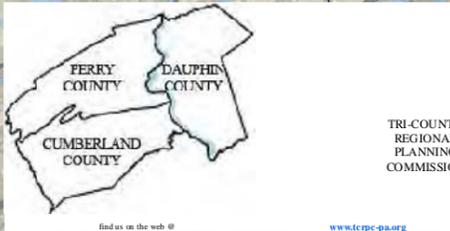
The Valleys Regional Comprehensive Plan



Legend	
	County Boundary
	Municipal Boundary
	State Road/Highway
	Local Road
	Railroad
	Water Feature
	Stream
Geological Formations	
	Clarks Ferry Member of Catskill Formation (Dcf)
	Duncannon Member of Catskill Formation (Dcd)
	Hamilton Group (Dh)
	Irish Valley Member of Catskill Formation (Dciv)
	Llewellyn Formation (Pl)
	Mauch Chunk Formation (Mmc)
	Pocono Formation (Mp)
	Pottsville Formation (Pp)
	Sherman Creek Member of Catskill Formation (Dcsc)
	Spechtly Kopf Formation (MDsk)
	Trimmers Rock Formation (Dtr)



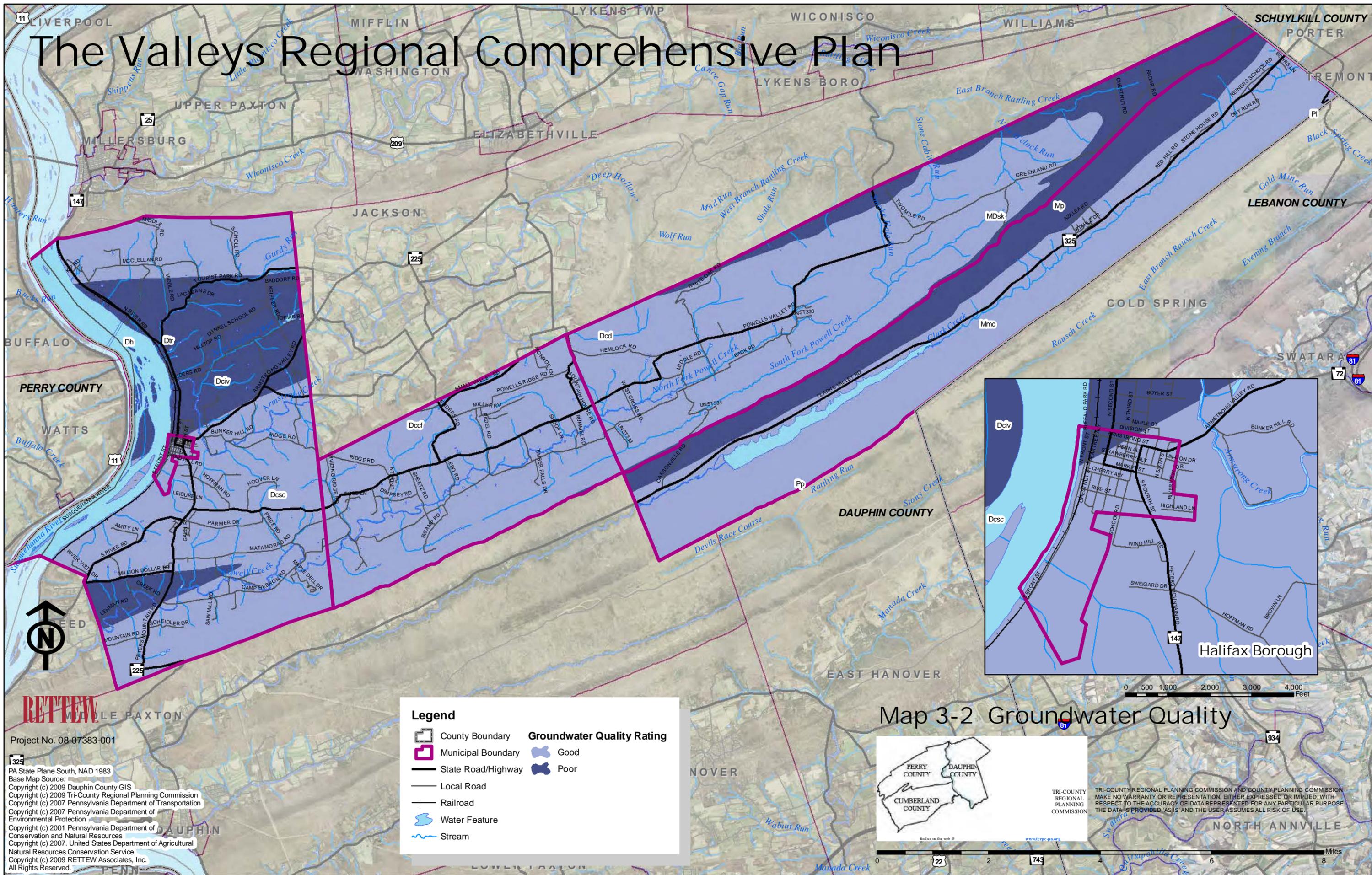
Map 3-1 Geology



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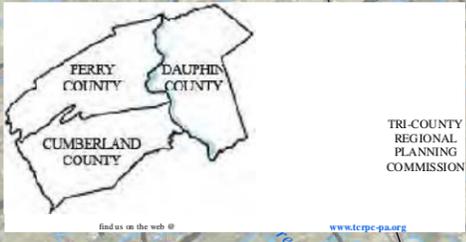
The Valleys Regional Comprehensive Plan



Legend

	County Boundary		Good
	Municipal Boundary		Poor
	State Road/Highway		
	Local Road		
	Railroad		
	Water Feature		
	Stream		

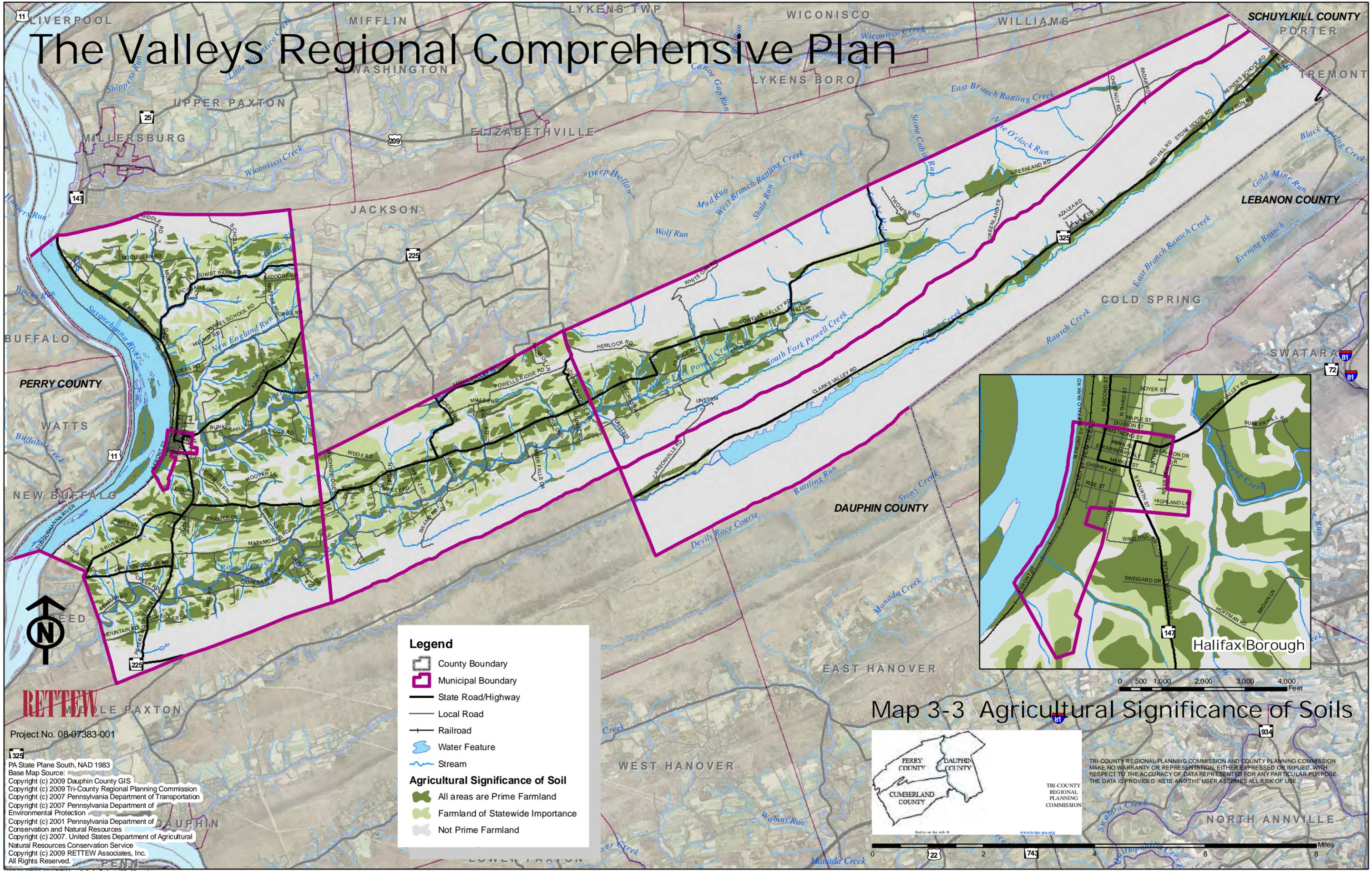
Map 3-2 Groundwater Quality



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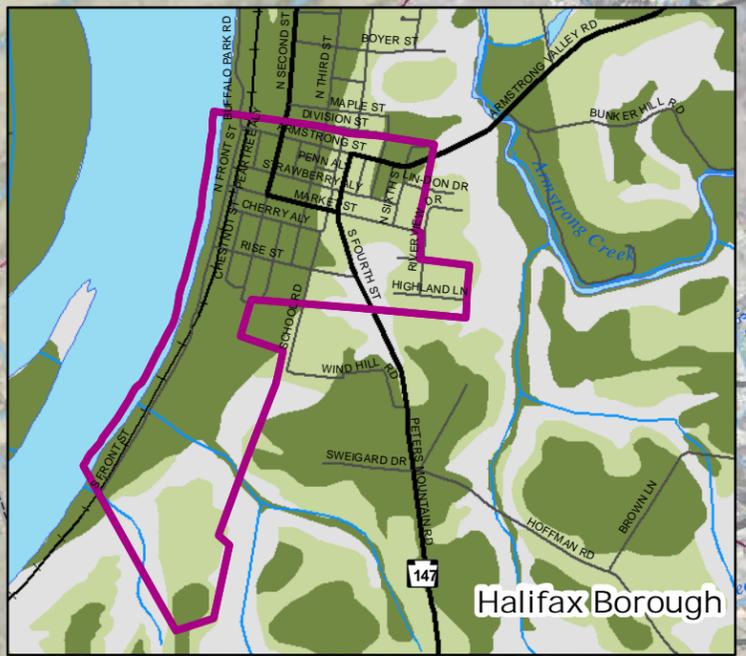


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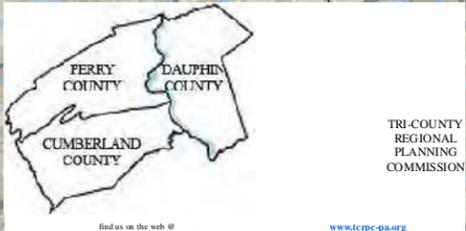
- County Boundary
- Municipal Boundary
- State Road/Highway
- Local Road
- Railroad
- Water Feature
- Stream

Agricultural Significance of Soil

- All areas are Prime Farmland
- Farmland of Statewide Importance
- Not Prime Farmland



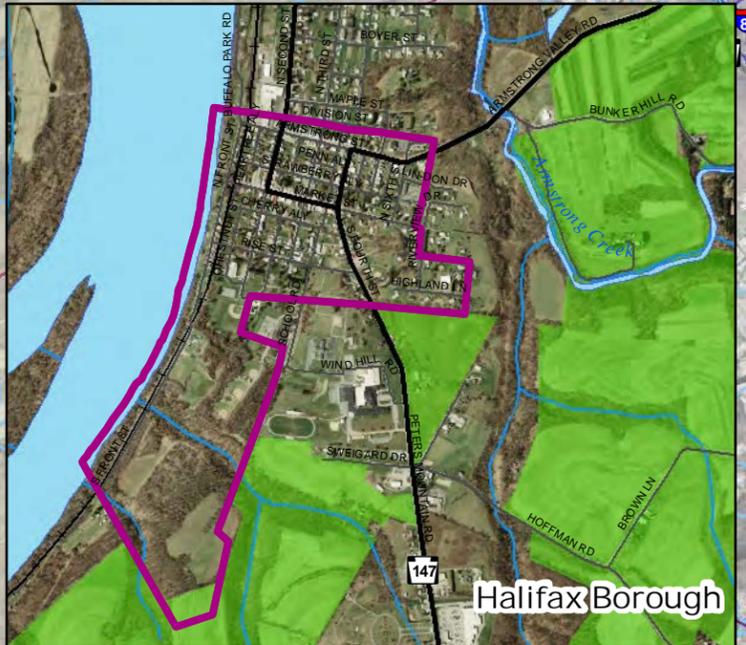
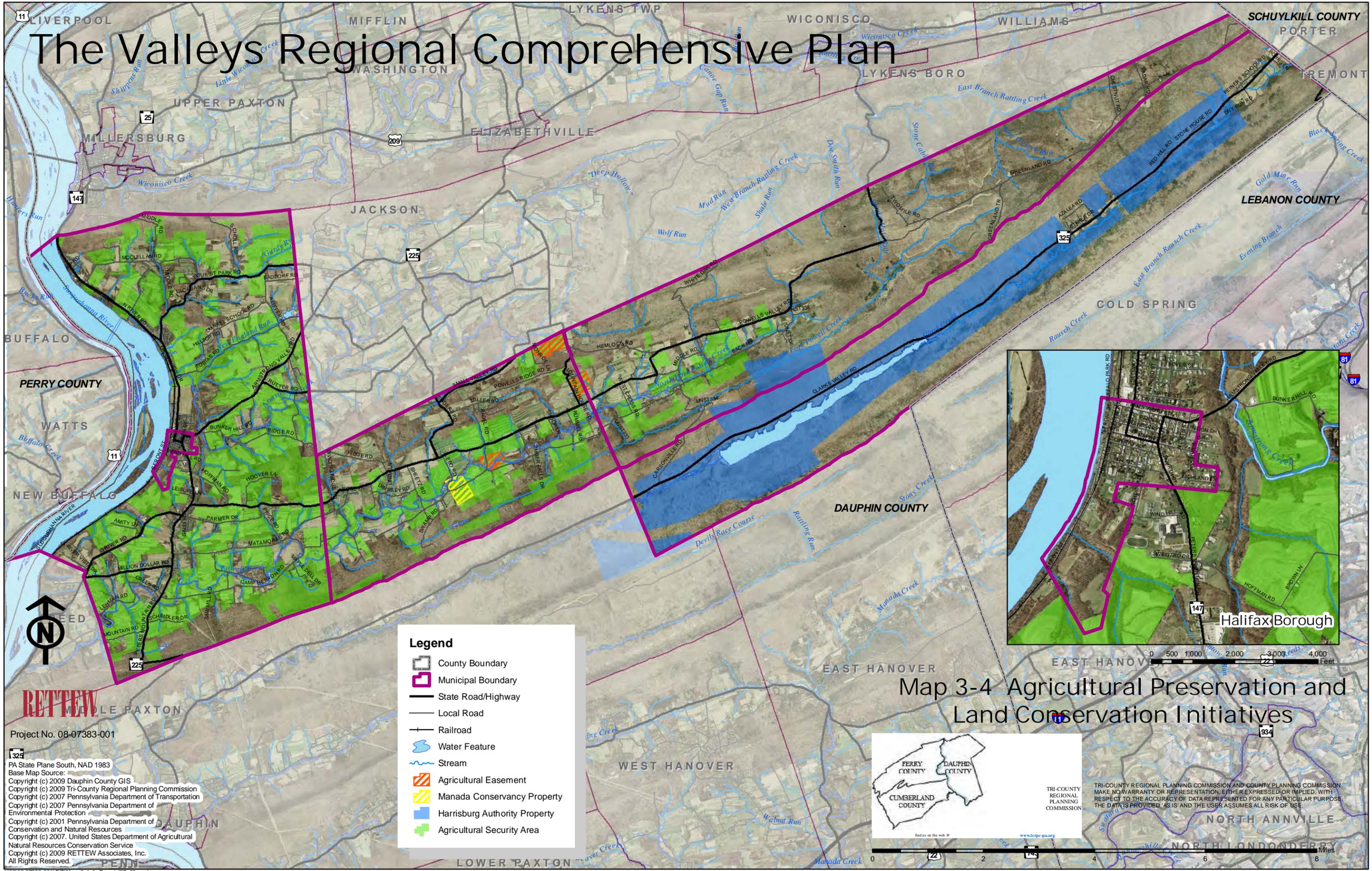
Map 3-3 Agricultural Significance of Soils



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Legend

- County Boundary
- Municipal Boundary
- State Road/Highway
- Local Road
- Railroad
- Water Feature
- Stream
- Agricultural Easement
- Manada Conservancy Property
- Harrisburg Authority Property
- Agricultural Security Area

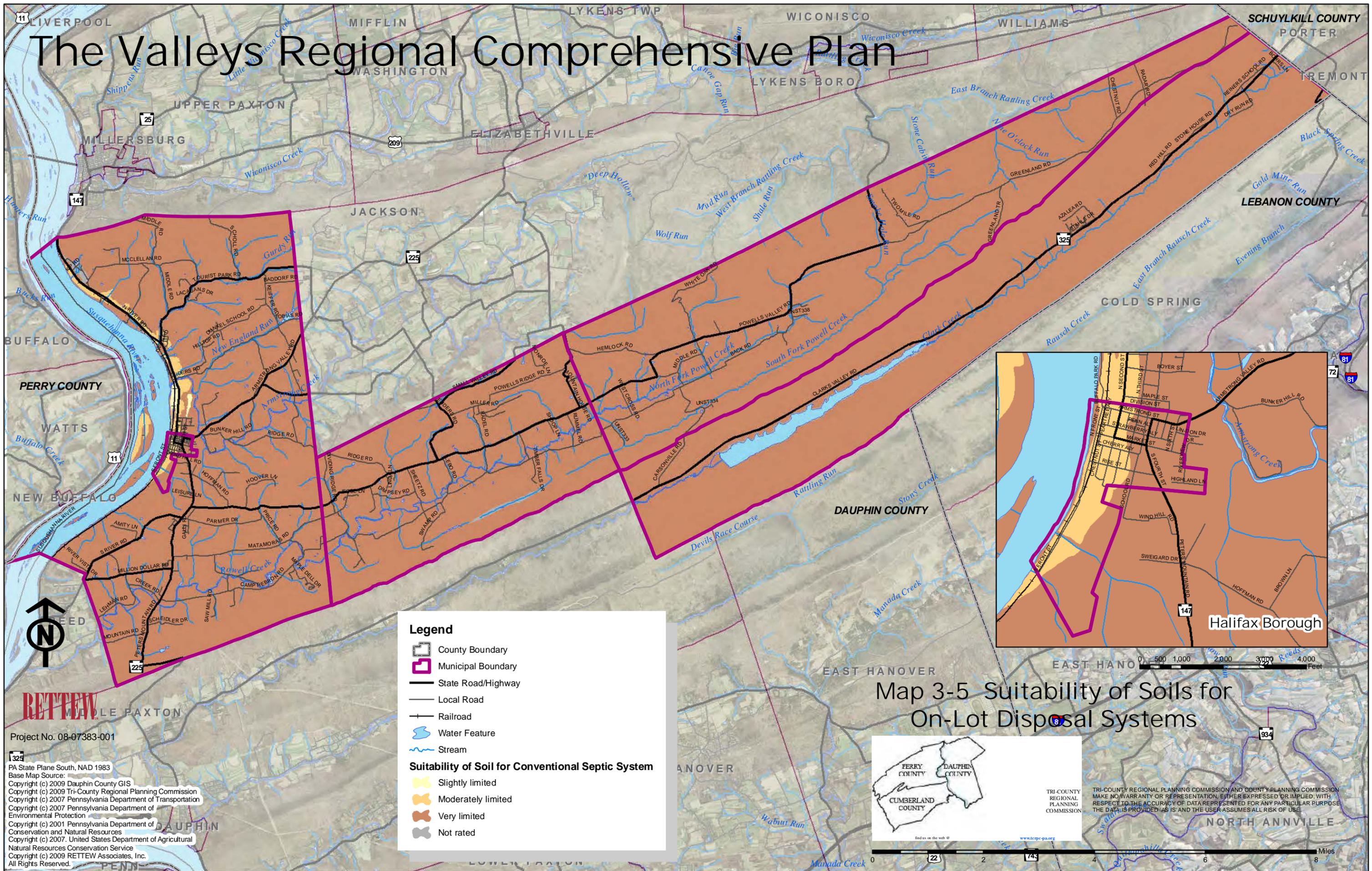
Map 3-4 Agricultural Preservation and Land Conservation Initiatives



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Legend

- County Boundary
- Municipal Boundary
- State Road/Highway
- Local Road
- Railroad
- Water Feature
- Stream

Suitability of Soil for Conventional Septic System

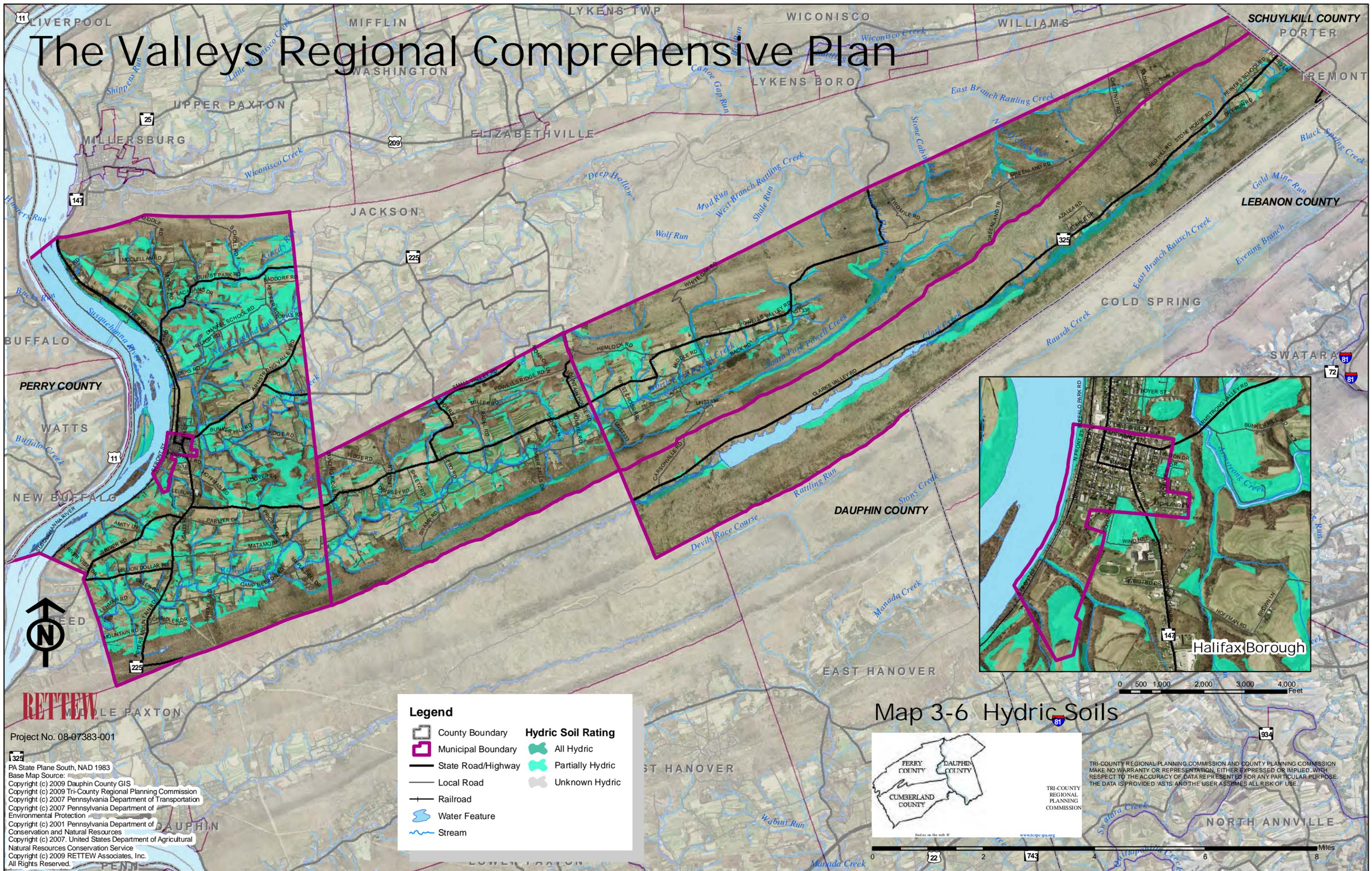
- Slightly limited
- Moderately limited
- Very limited
- Not rated

Map 3-5 Suitability of Soils for On-Lot Disposal Systems



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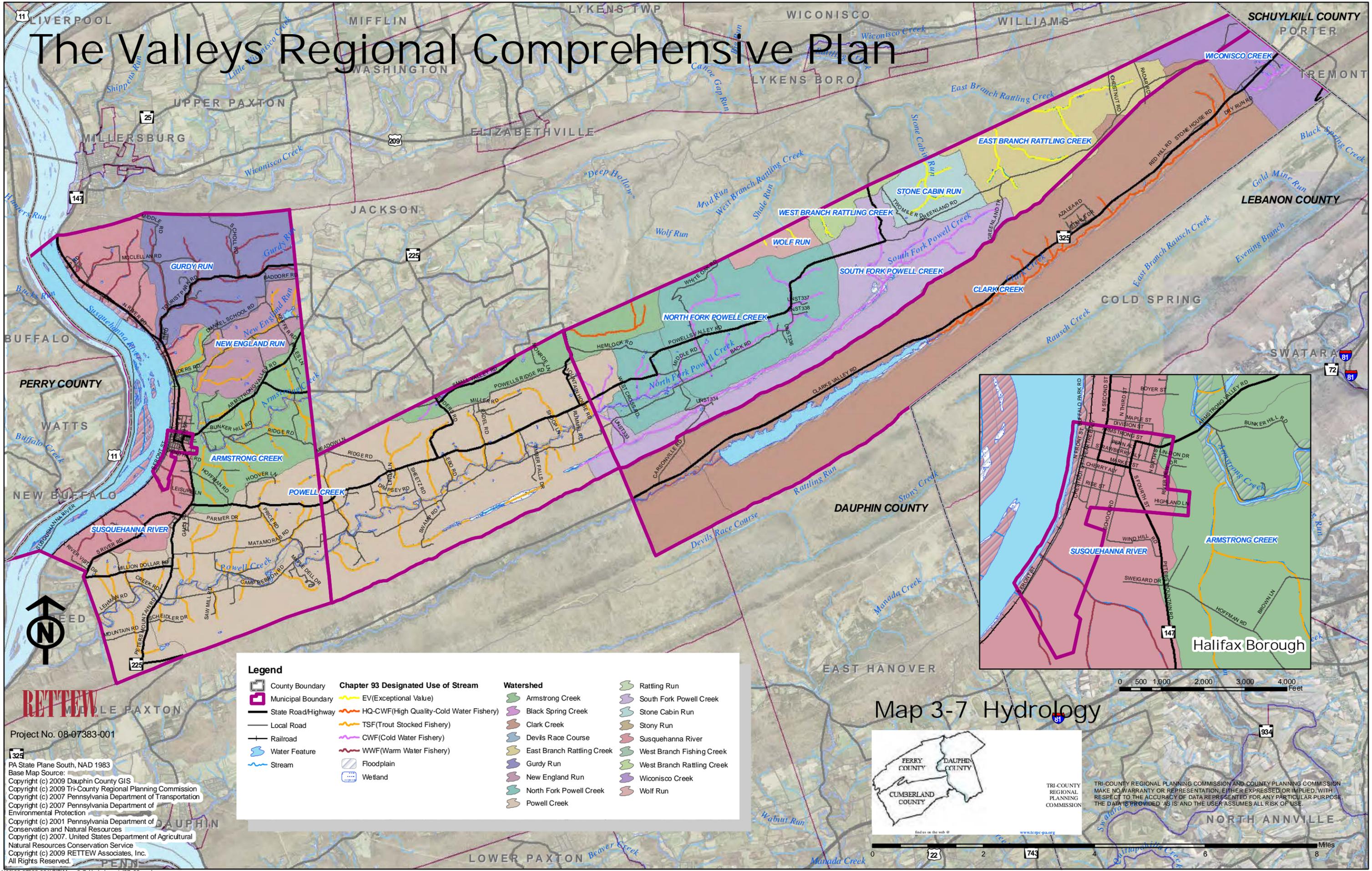
Map 3-6 Hydric Soils



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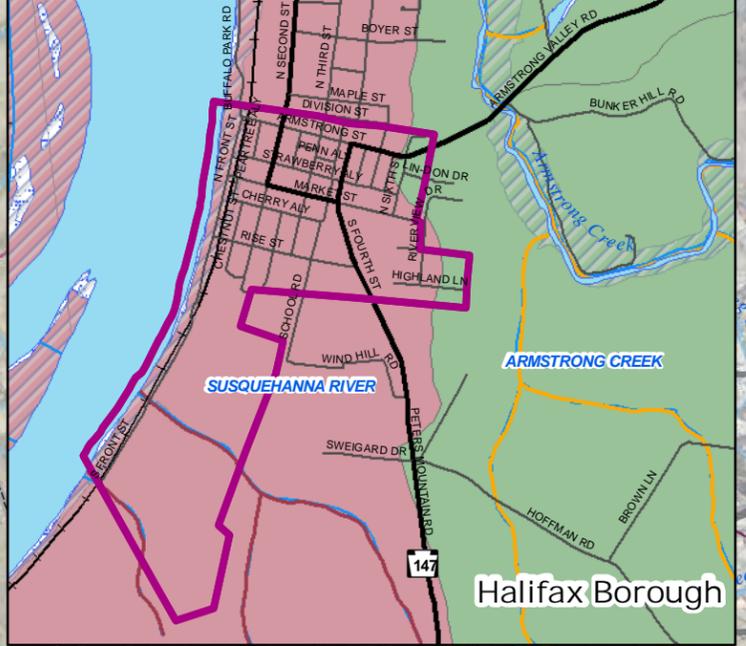
The Valleys Regional Comprehensive Plan



Legend		Chapter 93 Designated Use of Stream		Watershed	
	County Boundary		EV (Exceptional Value)		Armstrong Creek
	Municipal Boundary		HQ-CWF (High Quality-Cold Water Fishery)		Black Spring Creek
	State Road/Highway		TSF (Trout Stocked Fishery)		Clark Creek
	Local Road		CWF (Cold Water Fishery)		Devils Race Course
	Railroad		WWF (Warm Water Fishery)		East Branch Rattling Creek
	Water Feature		Floodplain		Gurdy Run
	Stream		Wetland		New England Run
					North Fork Powell Creek
					Powell Creek
					Rattling Run
					South Fork Powell Creek
					Stone Cabin Run
					Stony Run
					Susquehanna River
					West Branch Fishing Creek
					West Branch Rattling Creek
					Wiconisco Creek
					Wolf Run

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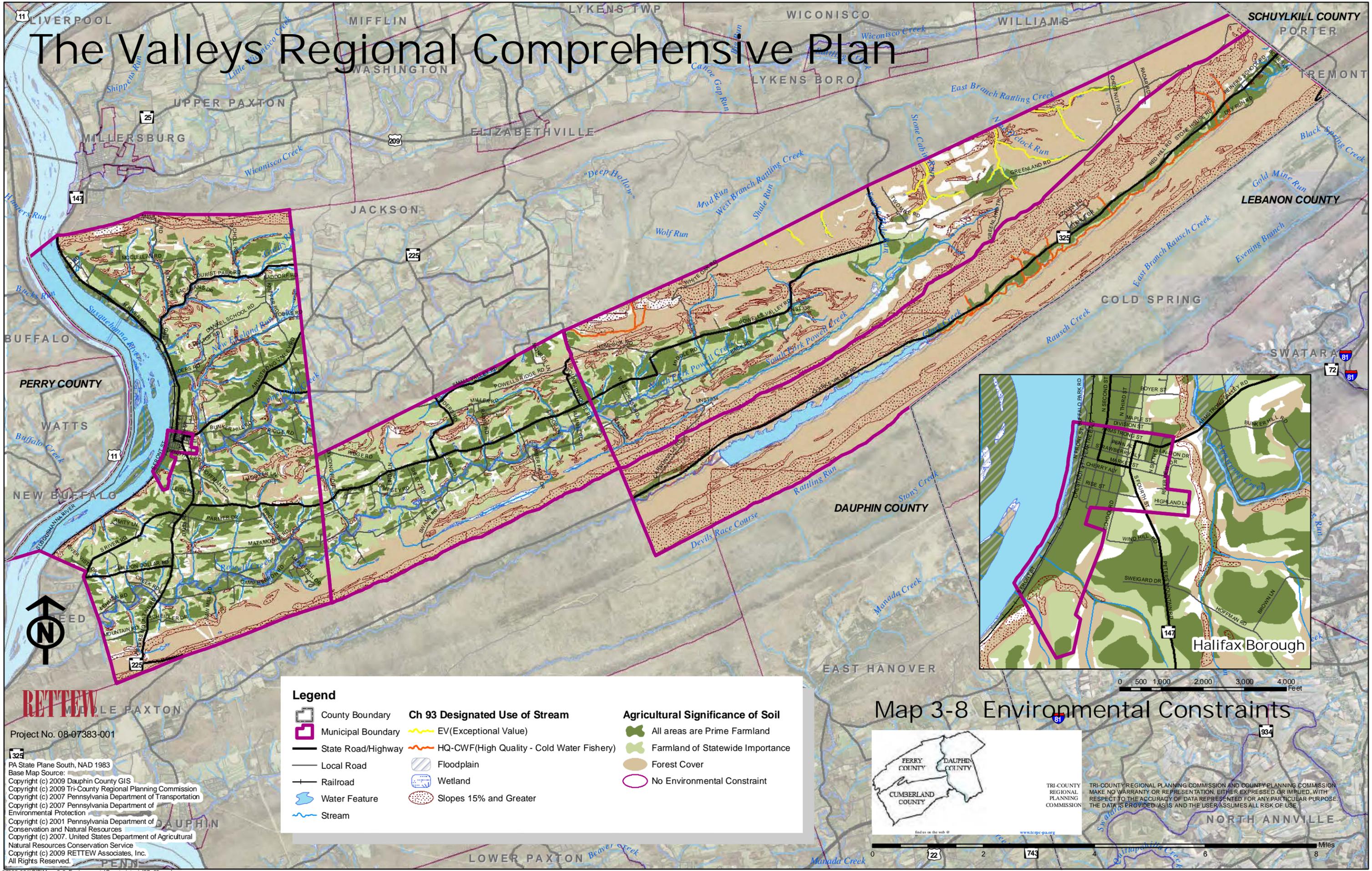
Map 3-7 Hydrology



0 500 1000 2000 3000 4000 Feet

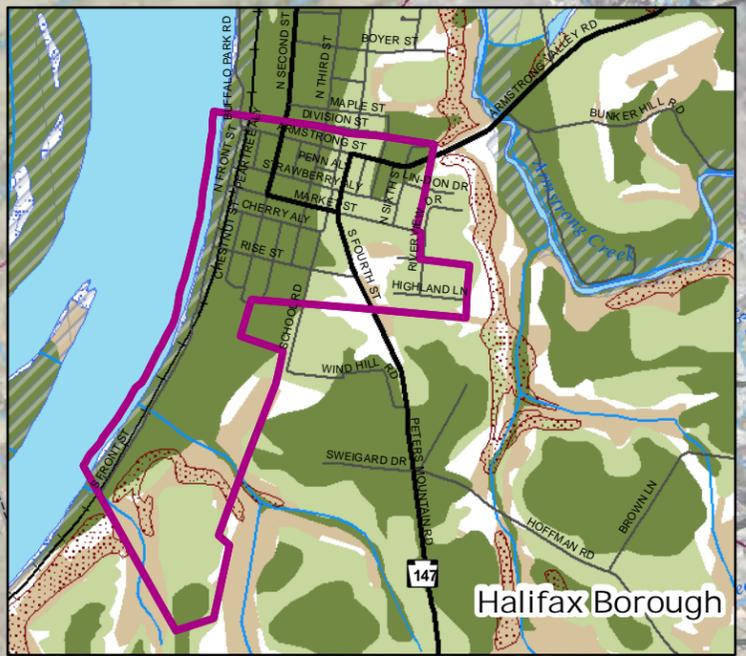
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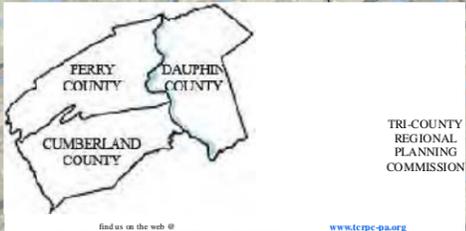


Legend

County Boundary	Ch 93 Designated Use of Stream	Agricultural Significance of Soil
Municipal Boundary	EV (Exceptional Value)	All areas are Prime Farmland
State Road/Highway	HQ-CWF (High Quality - Cold Water Fishery)	Farmland of Statewide Importance
Local Road	Floodplain	Forest Cover
Railroad	Wetland	No Environmental Constraint
Water Feature	Slopes 15% and Greater	
Stream		



Map 3-8 Environmental Constraints



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Chapter 4

Demographic/Socioeconomic Profile

Communities constantly change as the residents mature and marry, have children, and go through various stages of life. In addition, people are continually moving to and from the community. By studying demographic trends, a community can better understand the changes taking place and plan for the future needs of its residents. This section provides a picture of county and municipal growth trends that affect the Valleys Region now and are likely to affect it in the future. Analysis of population trends, coupled with the housing analysis chapter, provides a context for making decisions about land use and the nature and intensity of development to be either encouraged or discouraged. Data included in this chapter are derived from the United States Census Bureau.

Description of Terms

The following terms are found throughout this chapter and are listed as defined by the U.S. Census Bureau.

Educational attainment – The highest level of education completed in terms of the highest degree or the highest level of schooling completed.

Family – A group of two or more people who reside together and who are related by birth, marriage, or adoption.

Family household (Family) – A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder’s family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.

Household – A household includes all the people who occupy a housing unit as their usual place of residence.

Income – “Total Income” is the sum of the amounts reported separately for wages, salary, commissions, bonuses, or tips; self-employment income from own non-farm or farm businesses; including proprietorships and partnerships; interest, dividends, net rental income, royalty income, or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); any public assistance or welfare payments from the state or local welfare office; retirement, survivor, or disability pensions; and any other sources of income received regularly such as Veterans’ Administration (VA) payments, unemployment compensation, child support, or alimony.

Per capita income – average obtained by dividing aggregate income by total population in a given area.

Population – all people, male and female, child and adult, living in a given geographic area.

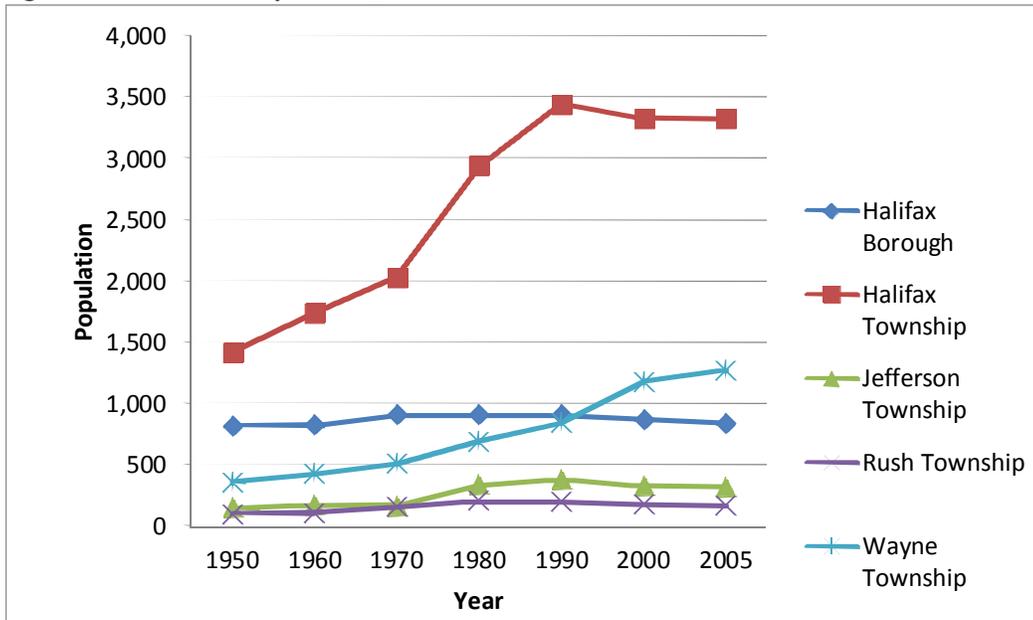
Population density – the total population within a geographic entity divided by the number of square miles of land area of that entity measured in square kilometers or square miles.

Poverty - Following the Office of Management and Budget’s (OMB’s) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being “below the poverty level”.

Historic Population Trends

In this section, historic population figures for each municipality in the Valleys Region are compared to historic population trends in the region as a whole, the county, and the state. These comparisons can be used to determine if relative changes in population are unique to one municipality, or if the trends are occurring on more of a regional or state level. **Figure 4-1** graphically shows population change between 1970 and 2005. **Table 4-1** lists numerical population data for this same time period and provides tabulations on the percent change in population over each decade. **Map 4-1** graphically shows the population density based on the 2000 Census.

Figure 4-1: Historic Population, 1950-2005



Source: Tri County Regional Planning Commission; U.S. Census Bureau
 *2005 data are representative of U.S. Census Bureau population estimates in 2008

Trends in Pennsylvania and Dauphin County

- Population growth in the state has slowed since the 1950s. Between 1950 and 1960, the state saw a 7.7% increase in population. Although population continued to increase, it did so at a slower rate each decade through 1990. Between 1990 and 2000, the rate of growth increased slightly, to 3.4%.
- Dauphin County experienced similar growth patterns, although the county saw larger relative increases in population than the state in each decade since 1950, with the exception of the 1960s.
- It is estimated that between 2000 and 2005, both the county and the state experienced less than a 1% increase in population.

Valleys Region and Municipal Trends

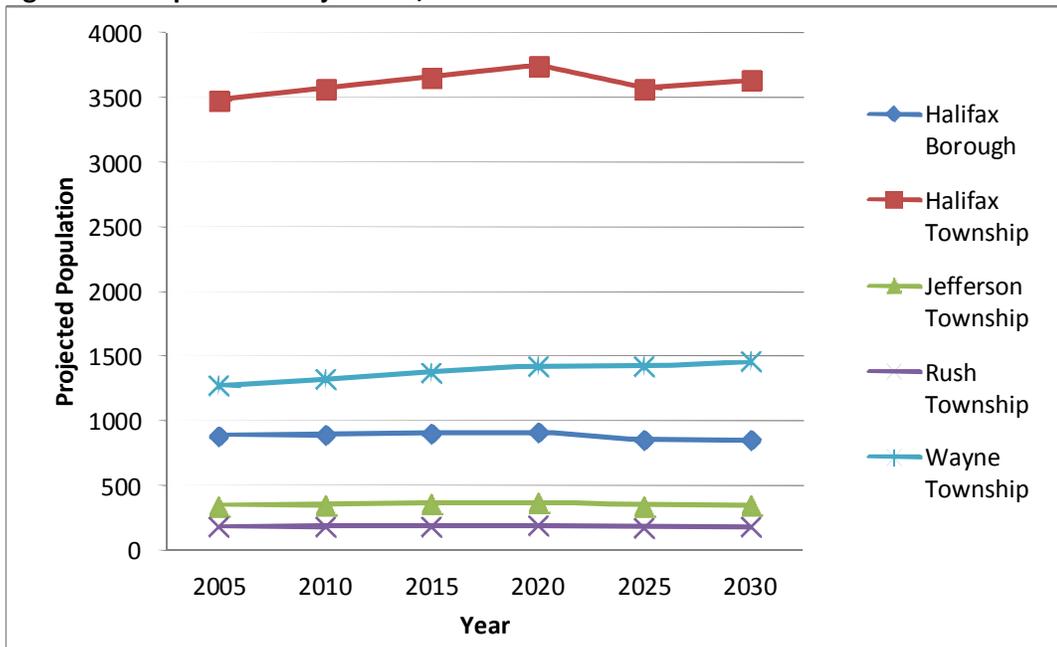
- The Valleys Region grew differently than the county and the state between 1950 and 2005. The region as a whole saw a growth rate ranging from 13.5% to 34.9% each decade between 1950 and 1990, with the 1970s seeing the largest influx in population. Growth in the region slowed during the 1990s, and it is estimated that population growth between 2000 and 2005 is just under 1%.
- In 2008, the U.S. Census Bureau estimated the 2005 population for the region to be 5,949 people.
- Although Halifax Borough experienced a population increase of 10.1% between 1960 and 1970, the borough only saw minimal population increases in each of the other decades between 1950 and 1990. The borough experienced a population decline of 4% between 1990 and 2000, and it is estimated that the population declined by another 4.1% between 2000 and 2005.

- Halifax Township has had the largest population of the municipalities in the region in each decade since 1950. The township also experienced growth rates ranging from 16.7% to 44.4% between 1950 and 1990. The township experienced a decline in population between 1990 and 2000, and it is estimated that growth was minimal (.2%) between 2000 and 2005.
- After seeing a slight dip in the population, Jefferson Township more than doubled its population between 1970 and 1980. Population increased again between 1980 and 1990, but has declined since. It is estimated that the population of the township in 2005 was 323.
- Rush Township contains the least amount of people. The population of the township in 2005 was estimated to be 173 people. The township experienced increases in population between 1950 and 1980, but the population has declined each decade since 1980.
- Wayne Township is the only municipality in the region that has seen increases in population in each decade since 1950. The highest rates of growth were between 1990 and 2000, when the township increased its population by 39.8%. It is estimated that the population increased by 8% between 2000 and 2005. The population has increased from 363 people in 1950 to 1,279 people in 2005.

Population Projections

The Tri-County Regional Planning Commission has developed population projections for each of the municipalities in the county, and the county as a whole, through 2030. This information is shown in **Table 4-2** and **Figure 4-2**. In general, it is projected that more people will move into the Valleys Region, with additional settlement starting at the western end in Halifax Township, and progressing throughout the valley, reducing in volume. It is assumed that this population will come from people who work in the Harrisburg area, but want to live in a more rural area. This migration has been enabled by better roads from Harrisburg to the Clark’s Ferry Bridge.

Figure 4-2: Population Projections, 2005-2030



Source: Tri-County Regional Planning Commission; Pennsylvania State Data Center; U.S. Census Bureau

Valleys Region and Municipal Trends

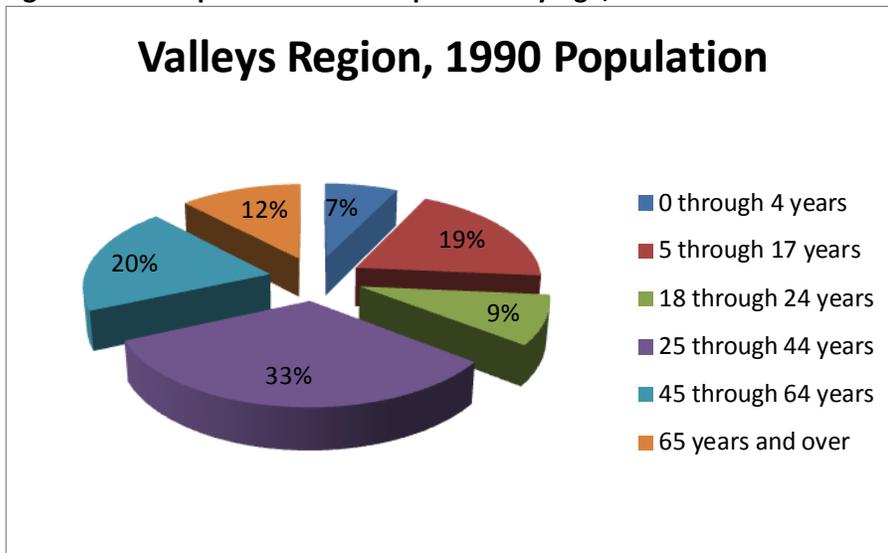
- Population growth in the Valleys Region is expected to be minimal between 2005 and 2030. During this time, the population in the region is projected to increase from 6,191 to 6,510 persons. The population is projected to decrease by 4.3% between 2020 and 2025.
- Between 2005 and 2030, the population in Halifax Borough and Rush Township is projected to decrease, while Halifax Township, Jefferson Township, and Wayne Township are projected to see increases in population. Halifax Township is projected to see an increase of 151 people and Jefferson Township is projected to see an increase of 12 residents.
- Wayne Township is projected to see the largest increase in population in the region, an increase of 188 residents.

Age Distribution

Classifying the population of a community by age provides an indication of what particular facilities, services, or housing types may be needed. An area in which a large percentage of the population is comprised of senior citizens will see a difference in the types of services demanded than an area that contains a lot of families with small children, or an area that is characterized by a large concentration of single working adults. As the “baby boomer” generation enters retirement and ages, the region may need to consider additional services directed toward this segment of the population, including senior housing and graduated care facilities.

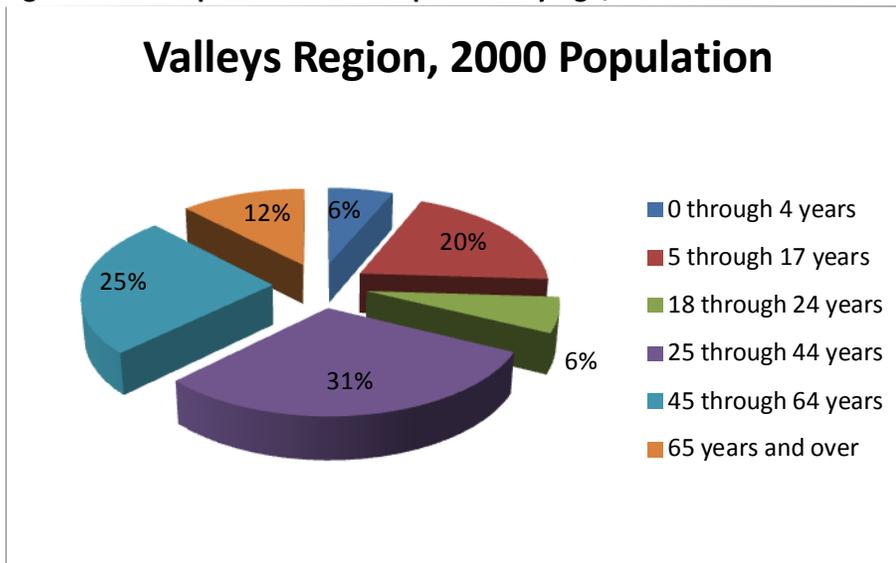
Age classifications considered for this plan include the following 0-4, 5-17, 18-24, 25-44, 45-64, and 65 and older.: The 0-4 age grouping represents young children, while the 5-17 age grouping represents school aged children that will have direct planning implications on available school facilities and recreational facilities and programs. The 18-24 age grouping are most likely either college students, or young adults just entering the workforce. This age group is likely to demand rental housing opportunities. Those individuals aged 25-44 represent the young labor force and tend to produce the most children. Like those aged 18 to 24, the 25-44 age group is highly mobile. The mature labor force, those aged 45 to 64, tends to be more settled and at the height of their earning potential. Those aged 65 and older are considered to be the senior citizen segment of the population. The senior citizen segment of the population is characterized by limited purchasing power, and an increased demand on health and public transit services. They may also have different recreational and housing needs. **Table 4-3** and **Table 4-4** look at the composition of the population in these different age groupings in 1990 and 2000. Data for the Valleys Region is also shown in **Figure 4-3** and **Figure 4-4** on the following pages. **Figures 4-5, 4-6, 4-7, 4-8, and 4-9** show municipal data for 2000.

Figure 4-3: Composition of the Population by Age, 1990



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 4-4: Composition of the Population by Age, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- It is to be expected that the 25-44 and the 45-64 age groupings would comprise the largest segments of the population because these two groups span the greatest number of years. In general, the composition of the population by age in the county is similar to the composition of the population in the state.
- As the majority of the baby boomers moved into the 45-64 age category between 1990 and 2000, this group increased by nearly 5% in both the county and the state. The percentage of senior citizens, those residents age 65 and older, also increased in the state, but declined slightly in the county.

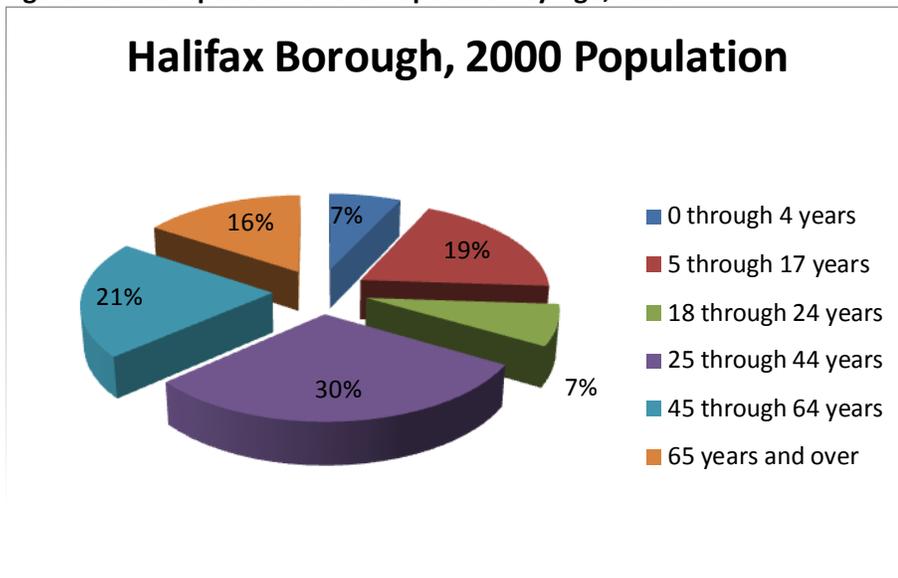
Valleys Region and Municipal Trends

- The composition of the population in the region did not change drastically between 1990 and 2000. As in the county and the state, the percentage of residents between the ages of 45 and 64 increased by approximately 5%. With the

exception of the 65 years and older classification, all other age groupings saw decreases in their relative populations between 1990 and 2000.

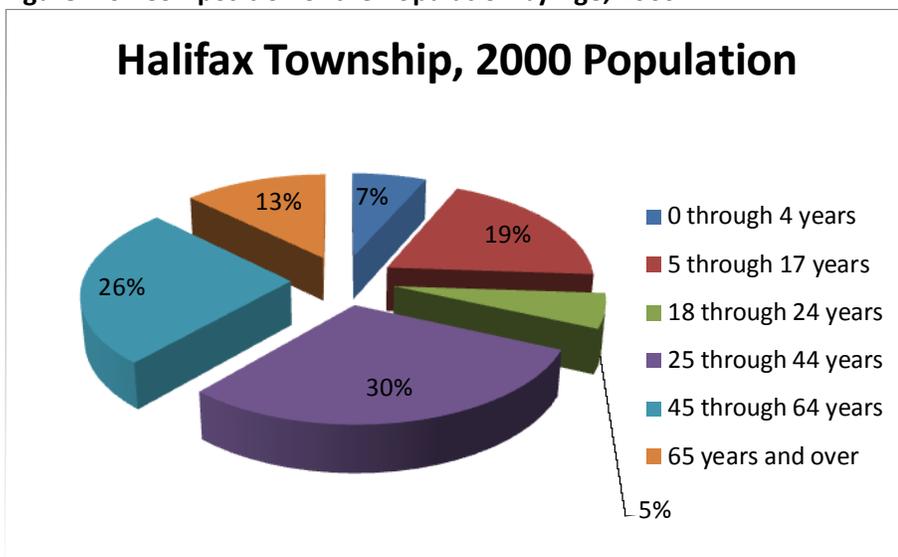
- In 2000, Halifax Borough had the largest percentages of children aged 0-4 and senior citizens 65 and over of the municipalities in the region.
- Wayne Township had the highest percentages of children aged 5-17 and adults aged 25-44.
- Halifax Township had the lowest percentage of young adults aged 18 through 24.
- Jefferson Township had the lowest percentage of young children (0-4 years) and the highest percentage of adults aged 45-64.
- Rush Township had the highest percentage of young adults aged 18 through 24.

Figure 4-5: Composition of the Population by Age, 2000



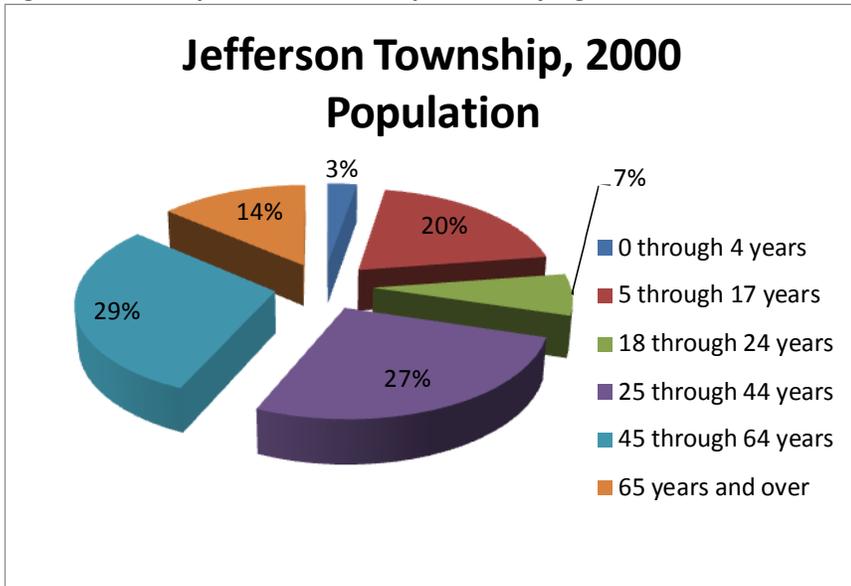
Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 4-6: Composition of the Population by Age, 2000



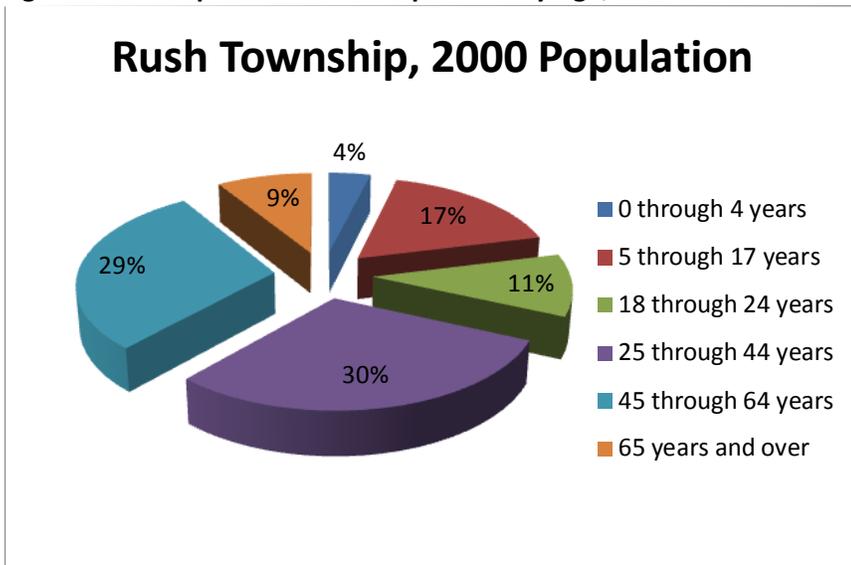
Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 4-7: Composition of the Population by Age, 2000



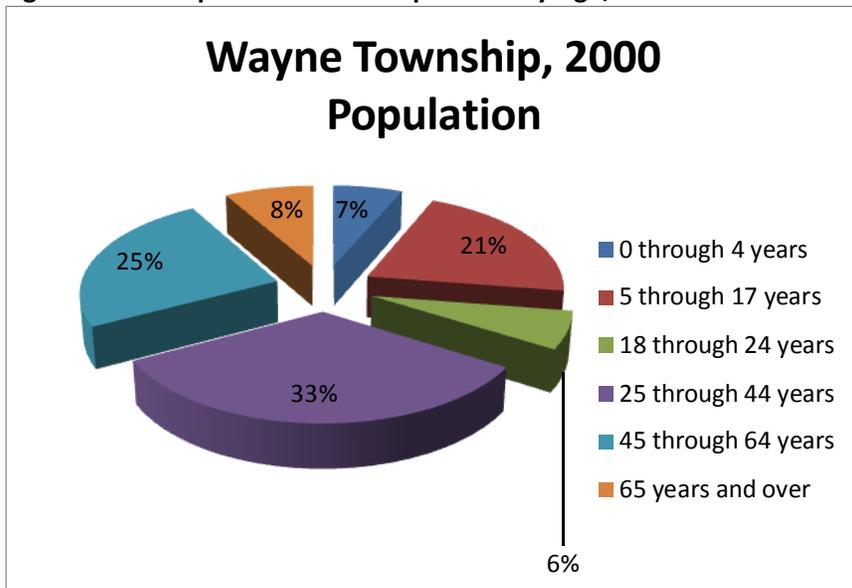
Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 4-8: Composition of the Population by Age, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 4-9: Composition of the Population by Age, 2000

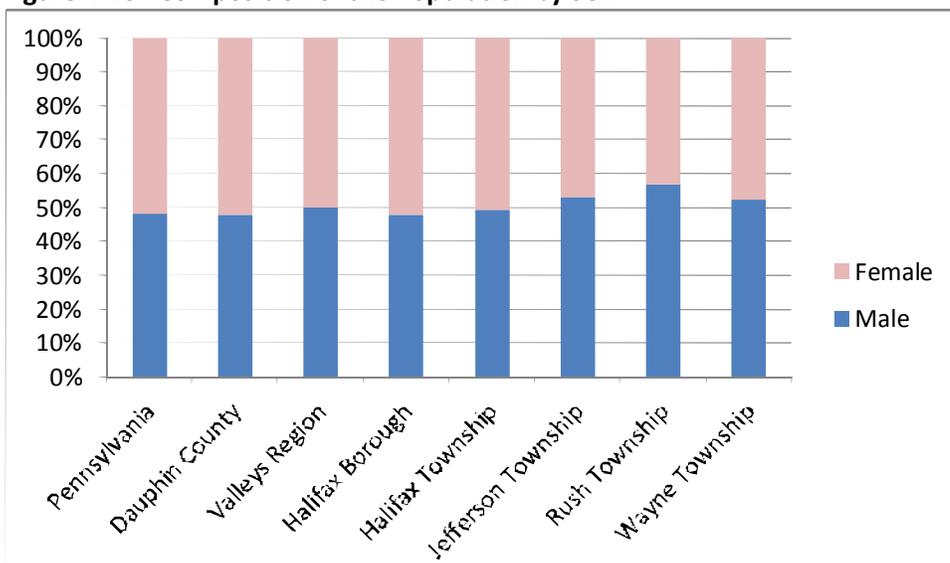


Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Male/Female Distribution

This section analyzes the composition of the population in each of the municipalities in the Valleys Region by gender, as shown in **Figure 4-10**. Numerical data relating to gender is listed in **Table 4-5**. It is generally recognized that the balance between males and females in an area will affect family formation and future births. A slightly higher proportion of females to males is more favorable in creating a stable population.

Figure 4-10: Composition of the Population by Sex



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Pennsylvania and Dauphin County both had a larger percentage of females than males in 2000.

Valleys Region and Municipal Trends

- With the exception of Halifax Borough, all of the municipalities in the Valleys Region had a lower percentage of females than the county or the state. Halifax Borough had a slightly higher percentage of females than both the county and the state.
- Jefferson, Rush, and Wayne Townships contained more males than females in 2000.

Race / Ethnic Composition of the Population

The U.S. Census Bureau considers race to be a self-identification data item in which respondents choose the race or races with which they most closely identify. In 1997, the Federal Office of Management and Budget revised the standards for how the Federal Government would collect and present data. Therefore, information collected on the topics of race and ethnicity in the 2000 Census cannot be compared with U.S. Census data from 1990 and other previous years. The Census Bureau states that the new guidelines reflect “the increasing diversity of our Nation’s population stemming from growth in interracial marriages and immigration.”

This section will examine racial characteristics of the population as compiled by the Dauphin County Planning Commission. It should be noted that race differs from ethnicity in that ethnicity refers to a method of classification according to common racial, national, tribal, religious, linguistic, or cultural origin or background. When the standards were changed, ethnicity questions were added to the survey, querying whether a person considered himself or herself to be of Hispanic or Latino ethnicity. Therefore, those considering themselves to be of Hispanic or Latino ethnicity may represent a variety of races. Data pertaining to race and ethnicity is shown in **Table 4-6**.

State and County Trends

- Approximately 85% of the population in Pennsylvania is of the white race. Those considering themselves to be black or African American account for the second largest proportion of the population. Asian or Pacific Islanders represent the third most common race in the state.
- The population of Dauphin County is more diversified than the state. Only 77% of people in Dauphin County consider themselves to only be of the white race.
- Dauphin County also contains a greater percentage of individuals who consider themselves to be of Hispanic or Latino ethnicity.

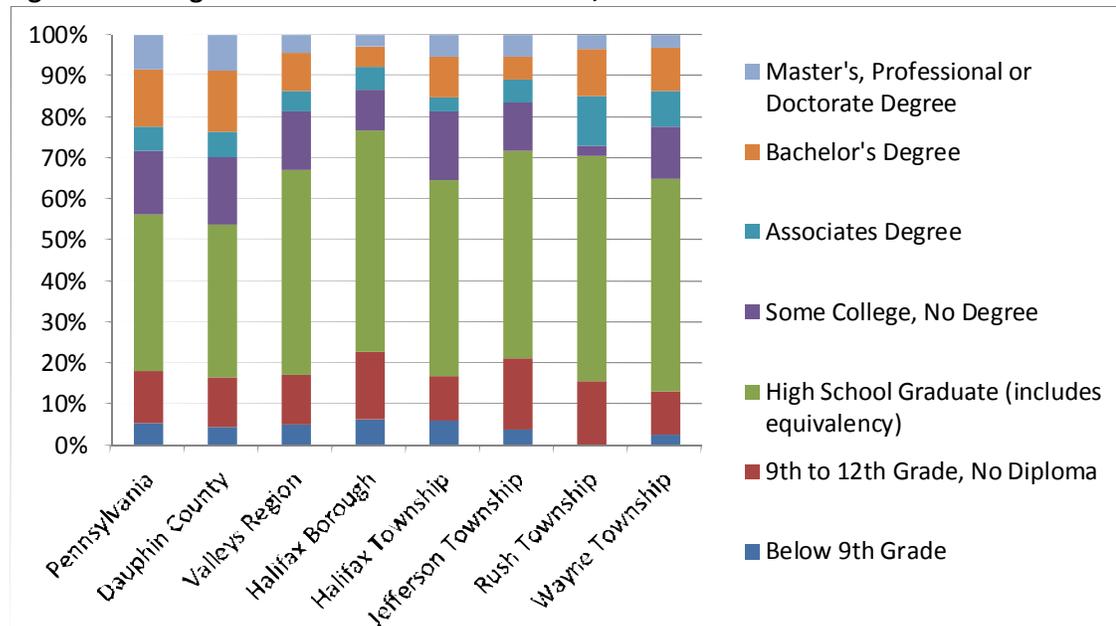
Valleys Region and Municipal Trends

- The Valleys Region is more homogeneous than the county or the state. 98.5% of people in the Valleys Region consider themselves to only be of the white race.
- The region also contains a smaller percentage of people who consider themselves to be of Hispanic or Latino ethnicity.
- Halifax Township is the most racially and ethnically diverse municipality in the Valleys Region.

Educational Attainment

Data relating to educational attainment are presented according to the highest level of attainment. Therefore, someone who received an Associates Degree before going on and completing a Bachelors Degree would only be counted as having attained a Bachelors Degree, as opposed to being represented as having attained all other levels prior to attaining a Bachelors Degree. Data on educational attainment can provide an indication of how the region compares to the rest of the county or the state. It can also be linked to employment and other socioeconomic statistics. **Table 4-7** and **Figure 4-11** display these data.

Figure 4-11: Highest Level of Education Attained, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- The educational attainment of residents of Dauphin County is roughly in line with the educational attainment of the entire state.

Valleys Region and Municipal Trends

- Trends pertaining to educational attainment in the Valleys Region are roughly in line with the state and county with the exception that the Valleys Region has a lower percentage of people who have attained college degrees than the county or the state, but a higher percentage of high school graduates..
- Of the municipalities in the Valleys Region, Halifax Township has the highest percentage of people that have attained a degree beyond a Bachelor’s Degree. Rush Township has the highest percentages of people that have attained a Bachelor’s Degree, and people that have attained an Associate’s Degree.

Demographics / Socioeconomic Data Tables

Table 4-1: Historic Population, 1950-2005

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
1950	10,498,012	197,784	2,862	822	1,424	150	103	363
1960	11,305,093	220,255	3,294	824	1,747	178	113	432
1950 - 1960 % Change	7.7%	11.4%	15.1%	0.2%	22.7%	18.7%	9.7%	19.0%
1970	11,798,876	223,713	3,782	907	2,038	164	160	513
1960 - 1970 % Change	4.4%	1.6%	14.8%	10.1%	16.7%	-7.9%	41.6%	18.8%
1980	11,864,904	232,317	5,102	909	2,943	340	212	698
1970 - 1980 % Change	0.6%	3.8%	34.9%	0.2%	44.4%	107.3%	32.5%	36.1%
1990	11,881,643	237,813	5,793	911	3,449	385	201	847
1980 - 1990 % Change	0.1%	2.4%	13.5%	0.2%	17.2%	13.2%	-5.2%	21.3%
2000	12,281,054	251,798	5,895	875	3,329	327	180	1,184
1990 - 2000 % Change	3.4%	5.9%	1.8%	-4.0%	-3.5%	-15.1%	-10.4%	39.8%
2005	12,351,881	252,721	5,949	839	3,335	323	173	1,279
2000 - 2005 % Change	0.6%	0.4%	0.9%	-4.1%	0.2%	-1.2%	-3.9%	8.0%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 4-2: Population Projections, 2005-2030

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
2005	12,426,603	259,933	6,191	892	3,488	347	186	1,278
2010	12,584,487	264,378	6,355	902	3,576	358	190	1,329
2005 - 2010 % Change	1.3%	1.7%	2.6%	1.1%	2.5%	3.2%	2.2%	4.0%
2015	12,710,938	268,909	6,519	912	3,664	369	193	1,381
2010 - 2015 % Change	1.0%	1.7%	2.6%	1.1%	2.5%	3.1%	1.6%	3.9%
2020	12,787,354	273,483	6,687	922	3,754	380	197	1,434
2015 - 2020 % Change	0.6%	1.7%	2.6%	1.1%	2.5%	3.0%	2.1%	3.8%
2025	12,801,945	266,530	6,398	857	3,579	351	183	1,428
2020 - 2025 % Change	0.1%	-2.5%	-4.3%	-7.0%	-4.7%	-7.6%	-7.1%	-0.4%
2030	12,768,184	269,855	6,510	861	3,639	359	185	1,466
2025 - 2030 % Change	-0.3%	1.2%	1.8%	0.5%	1.7%	2.3%	1.1%	2.7%

Source: Tri-County Regional Planning Commission; Pennsylvania State Data Center; U.S. Census Bureau

Table 4-3: Composition of the Population by Age, 1990

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
1990 Population	11,881,643	237,813	5,793	911	3,449	385	201	847
0 through 4 years								
Total	797,058	16,576	421	75	245	28	12	61
Percent	6.7%	7.0%	7.3%	8.2%	7.1%	7.3%	6.0%	7.2%
5 through 17 years								
Total	1,997,752	39,049	1,109	181	636	84	34	174
Percent	16.8%	16.4%	19.1%	19.9%	18.4%	21.8%	16.9%	20.5%
18 through 24 years								
Total	1,226,775	22,157	520	103	313	18	11	75
Percent	10.3%	9.3%	9.0%	11.3%	9.1%	4.7%	5.5%	8.9%
25 through 44 years								
Total	3,657,323	79,030	1,911	271	1,167	133	53	287
Percent	30.8%	33.2%	33.0%	29.7%	33.8%	34.5%	26.4%	33.9%
45 through 64 years								
Total	2,373,629	46,989	1,130	152	677	61	68	172
Percent	20.0%	19.8%	19.5%	16.7%	19.6%	15.8%	33.8%	20.3%
65 years and over								
Total	1,829,106	34,012	702	129	411	61	23	78
Percent	15.4%	14.3%	12.1%	14.2%	11.9%	15.8%	11.4%	9.2%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 4-4: Composition of the Population by Age, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
2000 Population	12,281,054	251,798	5,895	875	3,329	327	180	1,184
0 through 4 years								
Total	727,804	15,490	373	61	220	9	7	76
Percent	5.9%	6.2%	6.3%	7.0%	6.6%	2.8%	3.9%	6.4%
5 through 17 years								
Total	2,194,417	45,623	1,160	167	648	65	31	249
Percent	17.9%	18.1%	19.7%	19.1%	19.5%	19.9%	17.2%	21.0%
18 through 24 years								
Total	1,094,449	19,055	368	64	186	23	19	76
Percent	8.9%	7.6%	6.2%	7.3%	5.6%	7.0%	10.6%	6.4%
25 through 44 years								
Total	3,508,562	75,753	1,794	264	993	88	54	395
Percent	28.6%	30.1%	30.4%	30.2%	29.8%	26.9%	30.0%	33.4%
45 through 64 years								
Total	2,836,657	60,033	1,480	182	858	97	53	290
Percent	23.1%	23.8%	25.1%	20.8%	25.8%	29.7%	29.4%	24.5%
65 years and over								
Total	1,919,165	35,844	720	137	424	45	16	98
Percent	15.6%	14.2%	12.2%	15.7%	12.7%	13.8%	8.9%	8.3%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 4-5: Composition of the Population by Sex, 2000

	Pennsylvania		Dauphin County		Valleys Region		Halifax Borough		Halifax Township		Jefferson Township		Rush Township		Wayne Township	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total	12,281,054	100.0%	251,798	100.0%	5,895	100.0%	875	100.0%	3,329	100.0%	327	100.0%	180	100.0%	1,184	100.0%
Male	5,929,663	48.3%	120,853	48.0%	2,957	50.2%	419	47.9%	1,643	49.4%	174	53.2%	102	56.7%	619	52.3%
Female	6,351,391	51.7%	130,945	52.0%	2,938	49.8%	456	52.1%	1,686	50.7%	153	46.8%	78	43.3%	565	47.7%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 4-6: Racial and Ethnic Composition of the Population

	Pennsylvania		Dauphin County		Valleys Region		Halifax Borough		Halifax Township		Jefferson Township		Rush Township		Wayne Township	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total	12,281,054	100.0%	251,798	100.0%	5,895	100.0%	875	100.0%	3,329	100.0%	327	100.0%	180	100.0%	1,184	100.0%
Population of One Race	12,138,830	98.8%	247,138	98.1%	5,861	99.4%	866	99.0%	3,312	99.5%	325	99.4%	180	100.0%	1,178	99.5%
White alone	10,484,203	85.4%	194,158	77.1%	5,809	98.5%	861	98.4%	3,274	98.3%	325	99.4%	175	97.2%	1,174	99.2%
Black or African American alone	1,224,612	10.0%	42,580	16.9%	15	0.3%	0	0.0%	11	0.3%	0	0.0%	4	2.2%	0	0.0%
American Indian and Alaska Native alone	18,348	0.1%	415	0.2%	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.1%
Asian alone	219,813	1.8%	4,931	2.0%	25	0.4%	4	0.5%	18	0.5%	0	0.0%	0	0.0%	3	0.3%
Native Hawaiian and Other Pacific Islander alone	3,417	0.03%	82	0.03%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Some Other Race Alone	188,437	1.5%	4,972	2.0%	11	0.2%	1	0.1%	9	0.27%	0	0.0%	1	0.6%	0	0.0%
Population of Two or More Races	142,224	1.2%	4,660	1.9%	34	0.6%	9	1.0%	17	0.5%	2	0.6%	0	0.0%	6	0.5%
Hispanic or Latino Ethnicity	392,121	3.2%	10,713	4.3%	127	2.2%	11	1.3%	106	3.2%	6	1.8%	2	1.1%	2	0.2%

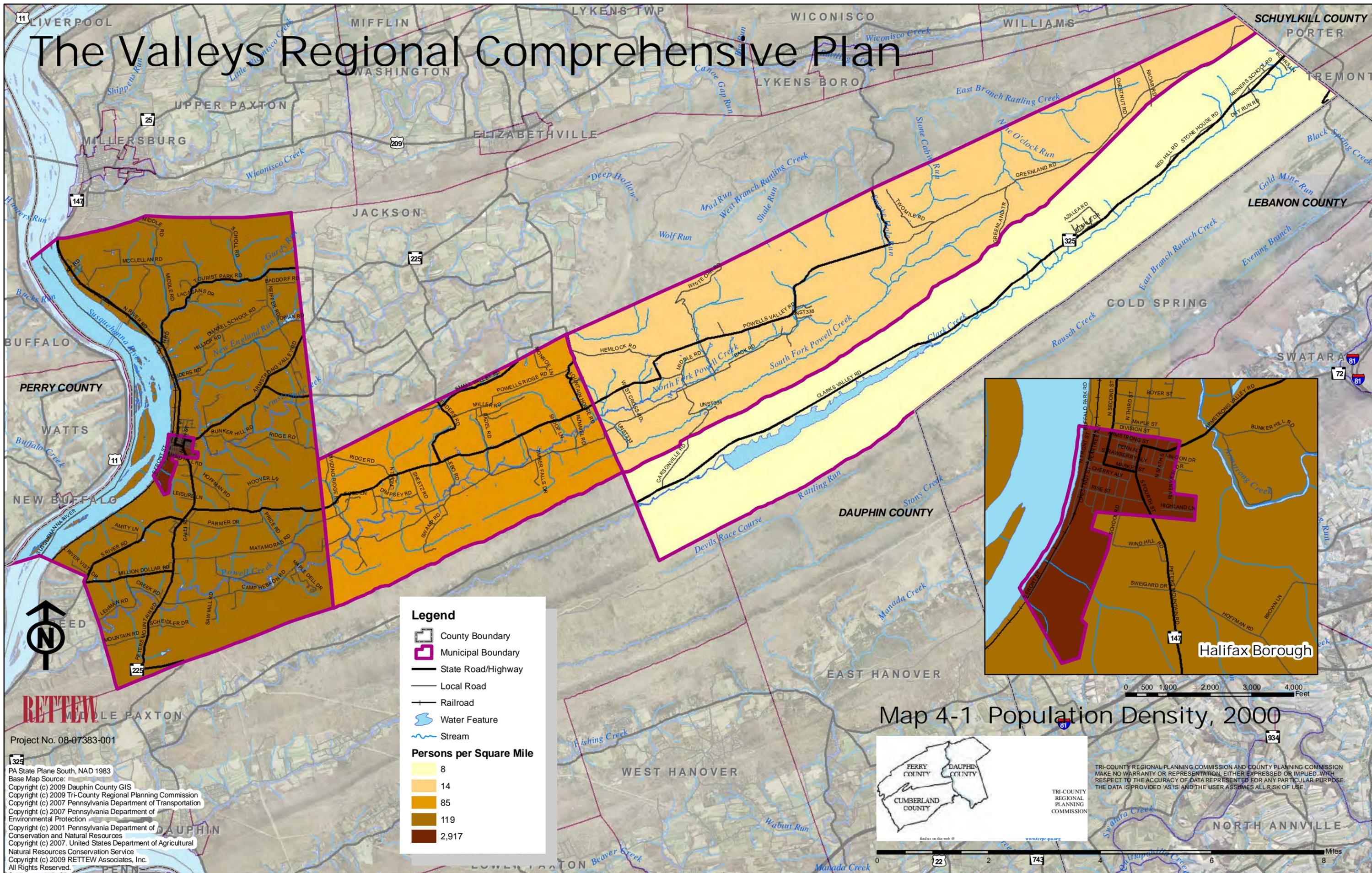
Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 4-7: Highest Level of Education Attained, 2000

	Pennsylvania		Dauphin County		Valleys Region		Halifax Borough		Halifax Township		Jefferson Township		Rush Township		Wayne Township	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total	8,266,284	100.0%	171,783	100.0%	3,963	100.0%	576	100.0%	2,227	100.0%	251	100.0%	122	100.0%	787	100.0%
Below 9th Grade	452,069	5.5%	7,940	4.6%	206	5.2%	37	6.4%	138	6.2%	10	4.0%	0	0.0%	21	2.7%
9th to 12th Grade, No Diploma	1,044,036	12.6%	20,607	12.0%	480	12.1%	95	16.5%	241	10.8%	43	17.1%	19	15.6%	82	10.4%
High School Graduate (includes equivalency)	3,150,013	38.1%	64,174	37.4%	1,974	49.8%	310	53.8%	1,062	47.7%	127	50.6%	67	54.9%	408	51.8%
Some College, No Degree	1,284,731	15.5%	27,902	16.2%	565	14.3%	58	10.1%	373	16.7%	30	12.0%	3	2.5%	101	12.8%
Associates Degree	487,804	5.9%	10,780	6.3%	204	5.1%	32	5.6%	75	3.4%	14	5.6%	15	12.3%	68	8.6%
Bachelor's Degree	1,153,383	14.0%	25,279	14.7%	359	9.1%	28	4.9%	221	9.9%	14	5.6%	14	11.5%	82	10.4%
Master's, Professional or Doctorate Degree	694,248	8.4%	15,101	8.8%	175	4.4%	16	2.8%	117	5.3%	13	5.2%	4	3.3%	25	3.2%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

The Valleys Regional Comprehensive Plan

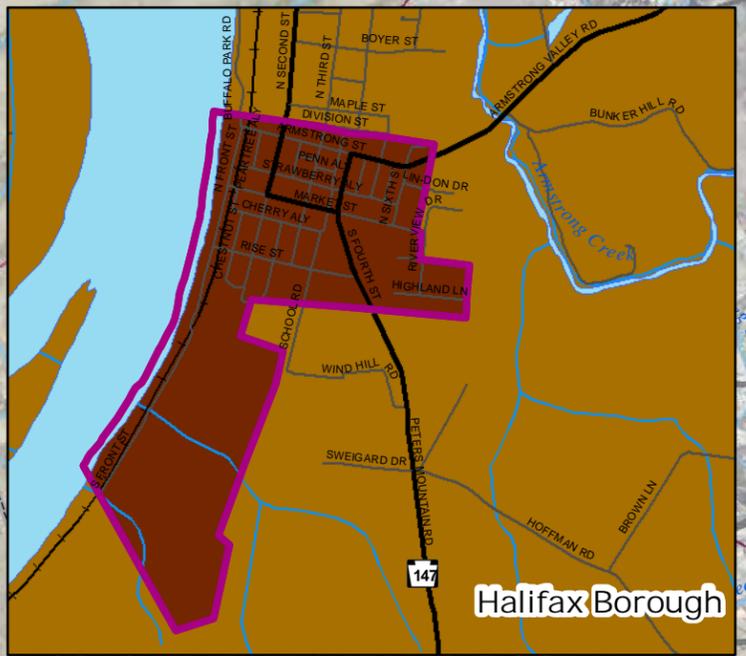


Legend

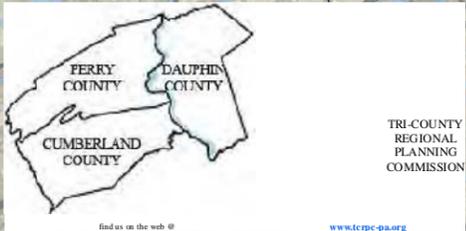
- County Boundary
- Municipal Boundary
- State Road/Highway
- Local Road
- Railroad
- Water Feature
- Stream

Persons per Square Mile

- 8
- 14
- 85
- 119
- 2,917



Map 4-1 Population Density, 2000



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Chapter 5

Economic Base

The economic conditions of a community have a significant effect on the quality of life for residents within that community. Understanding current economic conditions will help to determine future business development potential. An attractive community with a high quality of life and a system of local government that is responsive to the needs of business owners will be better suited economically than a community which lacks these characteristics. This chapter analyzes several economic indicators including the number and type of industries, income characteristics, and unemployment rates.

First, it is important to understand what is meant by the term, “economy”. For the purpose of this plan, an economy can be defined as:

An aggregate of people within a given area who produce and consume goods and services. Economic activity is reflected in the buying and selling of “economic goods and services” (e.g. labor, food, raw materials, finished goods, personal services, etc.) through a medium of exchange (e.g. money). The people within the economy are independently related by obliged relationships of demand, supply, and price. Price is the critical index which drives the dynamics of a free market economy by defining the value of any given economic exchange. It does two things: it determines what people choose to consume and what people choose to produce; or where and how they choose to live and work.

Description of Terms

The following terms are found throughout this chapter and are listed as defined by the U.S. Census Bureau.

Employed - Employed includes all civilians 16 years old and over who were either (1) "at work" -- those who did any work at all during the reference week as paid employees, worked in their own business or profession, worked on their own farm, or worked 15 hours or more as unpaid workers on a family farm or in a family business; or (2) were "with a job but not at work" -- those who did not work during the reference week but had jobs or businesses from which they were temporarily absent due to illness, bad weather, industrial dispute, vacation, or other personal reasons. Excluded from the employed are people whose only activity consisted of work around the house or unpaid volunteer work for religious, charitable, and similar organizations; also excluded are people on active duty in the United States Armed Forces. The reference week is the calendar week preceding the date on which the respondents completed their questionnaires or were interviewed. This week may not be the same for all respondents.

Family – A group of two or more people who reside together and who are related by birth, marriage, or adoption.

Household – A household includes all the people who occupy a housing unit as their usual place of residence.

Income – “Total Income” is the sum of the amounts reported separately for wages, salary, commissions, bonuses, or tips; self-employment income from a person’s non-farm or farm businesses; including proprietorships and partnerships; interest, dividends, net rental income, royalty income, or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); any public assistance or welfare payments from the state or local welfare office; retirement, survivor, or disability pensions; and any other sources of income received regularly such as Veterans’ (VA) payments, unemployment compensation, child support, or alimony.

Industry – Information on industry relates to the kind of business conducted by a person's employing organization. For employed people the data refer to the person's job during the reference week. For those who worked at two or more

jobs, the data refer to the job at which the person worked the greatest number of hours. Some examples of industrial groups shown in products include agriculture, forestry, and fisheries; construction; manufacturing; wholesale or retail trade; transportation and communication; personal, professional and entertainment services; and public administration.

Labor force – The labor force includes all people classified in the civilian labor force, plus members of the U.S. Armed Forces (people on active duty with the United States Army, Air Force, Navy, Marine Corps, or Coast Guard). The Civilian Labor Force consists of people classified as employed or unemployed.

Median – This measure represents the middle value (if n is odd) or the average of the two middle values (if n is even) in an ordered list of data values. The median divides the total frequency distribution into two equal parts: one-half of the cases fall below the median and one-half of the cases exceed the median. The median income divides the income distribution into two equal groups, one having incomes above the median, and other having incomes below the median.

Not in Labor Force – All people 16 years old and over who are not classified as members of the labor force. This category consists mainly of students, home workers, retired workers, seasonal workers interviewed in an off season who were not looking for work, institutionalized people, and people doing only incidental unpaid family work (less than 15 hours during the reference week).

Occupation – Occupation describes the kind of work the person does on the job. For employed people, the data refer to the person's job during the reference week. For those who worked at two or more jobs, the data refer to the job at which the person worked the greatest number of hours. Some examples of occupational groups shown in this product include managerial occupations; business and financial specialists; scientists and technicians; entertainment; healthcare; food service; personal services; sales; office and administrative support; farming; maintenance and repair; and production workers.

Per capita income – Average obtained by dividing aggregate income by total population in a given area.

Regional Influence of the Valleys Region

Agricultural area

Halifax Borough is the anchor of the region/central node

Shopping opportunities available in Halifax Township along SR 147/225 and also in parts of Halifax Borough

Type of employment in the region

Lower property values attract lower wage labor force; are a less educated population

Farming is primarily small family farms or “contracted” farming.

Comment:

Long distance travel to jobs is a negative influence. Blue-collar workforce leads to lower incomes and less spending power. Distance from the city plus Peter’s Mountain as a barrier keeps property values down. By and large the majority of inhabitants do not “value” education. This leads to a workforce of lower socio-economic population, thus this is also one reason why most of the workforce is in manufacturing.

Influence of Dauphin County and the Surrounding Area on the Valleys Region

Although the Valleys Region is in a rural area of Dauphin County, the region is located in close proximity to and is influenced heavily by the City of Harrisburg and the capital area as a whole. Harrisburg provides employment and

Influence of Schuylkill County on the eastern part of Rush Township. Influences of Hollywood Casino and gaming monies – Rush Township recently received money to build a new municipal building and are now working on getting new

ambulances for Medic 6. Shopping opportunities in Elizabethville including Wal-Mart, Klingers lumber yard, and Kratzers hardware store. Farmers market in Gratz along with other services in Elizabethville and Millersburg including a vet, library, pool, park

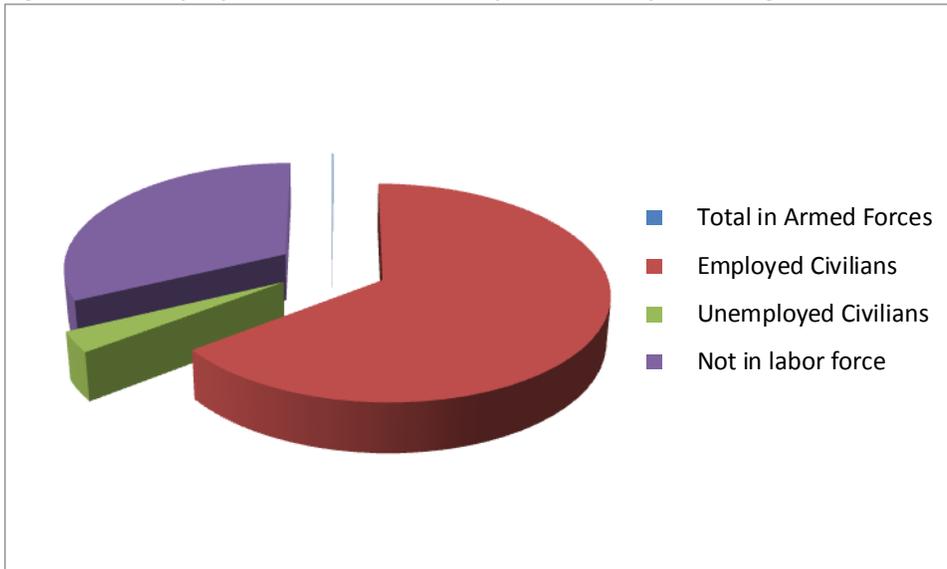
Major Employers in the Region

Metal Industries (MI)
Harman Stove / Hearth and Home
Halifax Area School District
Giant Foods
Accu-Mold
Small and medium sized farming operations

Labor Force Population

This section analyzes how the population of the region fits into the labor force. Data contained in this section are representative of data collected at the time of the 2000 census. Labor force population statistics are shown in **Table 5-2** and **Figure 5-1**. See the definitions section of this chapter for a more detailed description of who is categorized as being in the labor force, and who is characterized as not in the labor force.

Figure 5-1: Employment Status of the Population, 16 years of age and over, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Dauphin County has a slightly higher percentage of residents in the labor force than the state.
- The county also has a lower unemployment rate (4.5%) than the state (5.7%).

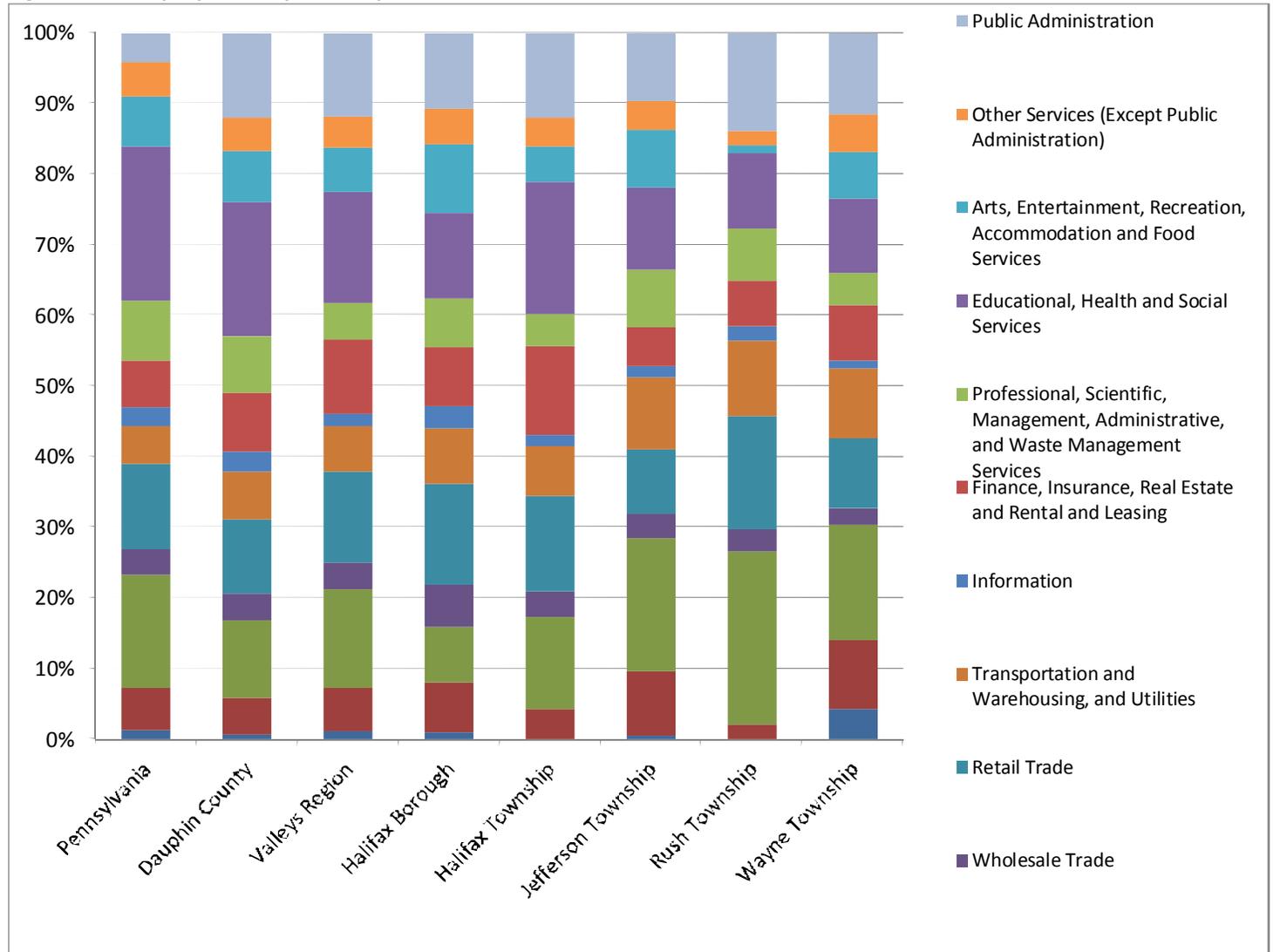
Valleys Region and Municipal Trends

- Of the people in the labor force in the Valleys Region, 99.9% are in the civilian labor force. At the time of the 2000 census, 4.6% of people in the civilian labor force in the Valleys Region were unemployed.
- Of the municipalities in the region, Jefferson Township had the lowest unemployment rate, followed by Wayne Township. Rush Township had the highest unemployment rate.
- Halifax Township and Halifax Borough had unemployment rates of 5.3% and 5.4%, respectively.

Employment by Industry

The U.S. Census Bureau states that, “information on industry relates to the kind of business conducted by a person’s employing organization.” Examining employment characteristics by type of industry will provide an indicator of what kinds of businesses are needed to support workers in the region. Coupling data on employment with the location of employment and top employers in the region will help to determine where deficiencies may exist in the types of employment opportunities available in the area. Employment by industry data is shown in **Table 5-3** and **Figure 5-2**.

Figure 5-2: Employment by Industry



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- The most drastic difference between the state and Dauphin County when examining the distribution of the employed population by industry is that there are almost three times the relative amount of people employed in Public Administration in the county than there are in the state. This is a direct result of Harrisburg’s position as the state capital and its location in Dauphin County.

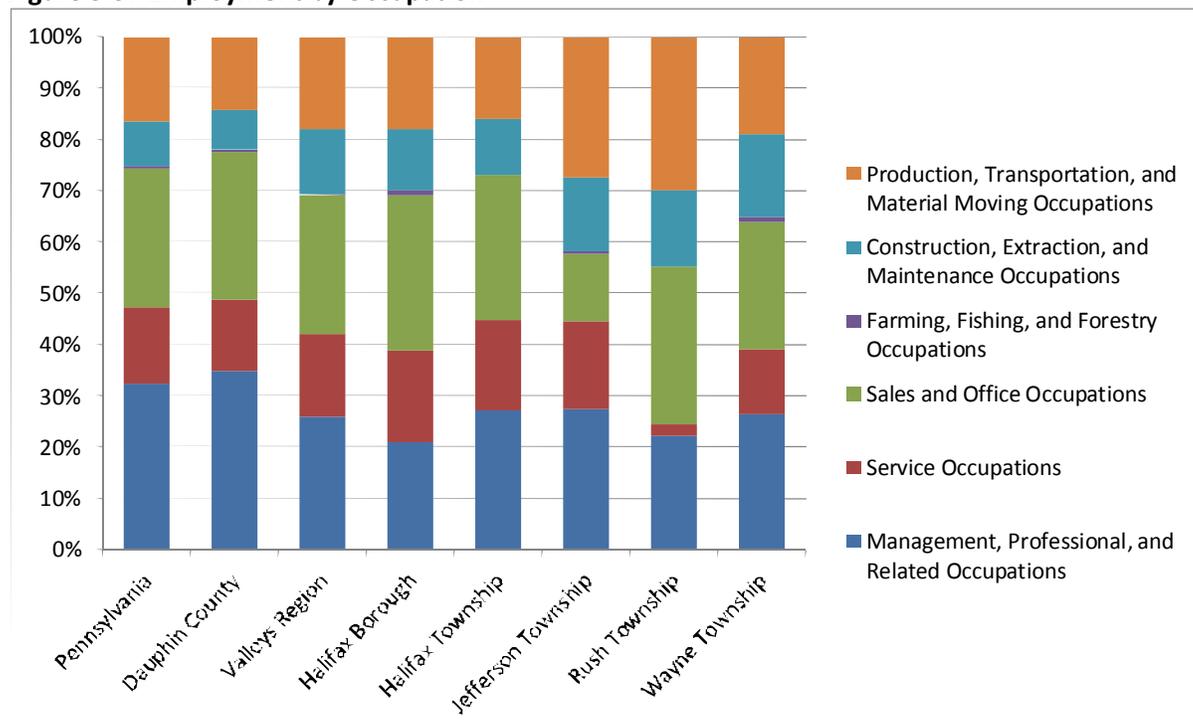
Valleys Region and Municipal Trends

- The distribution of the population by industry in the Valleys Region is similar to the county. As with the county, the region has a greater percentage of people employed in public administration. Again, this is likely due to the influence of Harrisburg and the large concentration of state and county offices.
- The region has smaller percentages of people employed in the educational, health, and social services; information; and professional, scientific, management, administrative, and waste management industries than the county or the state.
- The region has a greater percentage of people employed in the retail trade and construction industries than the county and the state. The region has a higher percentage of people employed in agricultural, forestry, fishing and hunting, and mining; and manufacturing than the county, but a lower percentage than the state.
- Halifax Township has the largest percentage of workers employed in the education, health, and social services industry. This may be due to the influence of the Halifax Area School District.
- All of the townships in the region have a higher percentage of people employed in the manufacturing industry than the state. Rush, Jefferson, and Wayne Townships have a higher percentage of people employed in manufacturing than in the state. Local manufacturers include Metal Industries, Harman Stoves, and Accu-Mold Plastics.
- Wayne Township has the highest percentage of people employed in agriculture, forestry, fishing and hunting, and mining of the municipalities in the region.
- In Halifax Borough, the largest percentage of the population is employed in retail trade.

Occupation Characteristics

Occupation describes the type of work the person does on the job, which may not be related to the type of industry in which they are employed. For those who worked at two or more jobs the data refer to the job in which the person worked the greatest number of hours. **Table 5-4** and **Figure 5-3** show the occupation classifications for the Valleys Region, Dauphin County and Pennsylvania.

Figure 5-3: Employment by Occupation



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- The percentages of people employed in various occupations in Dauphin County are similar to the state.

Valleys Region and Municipal Trends

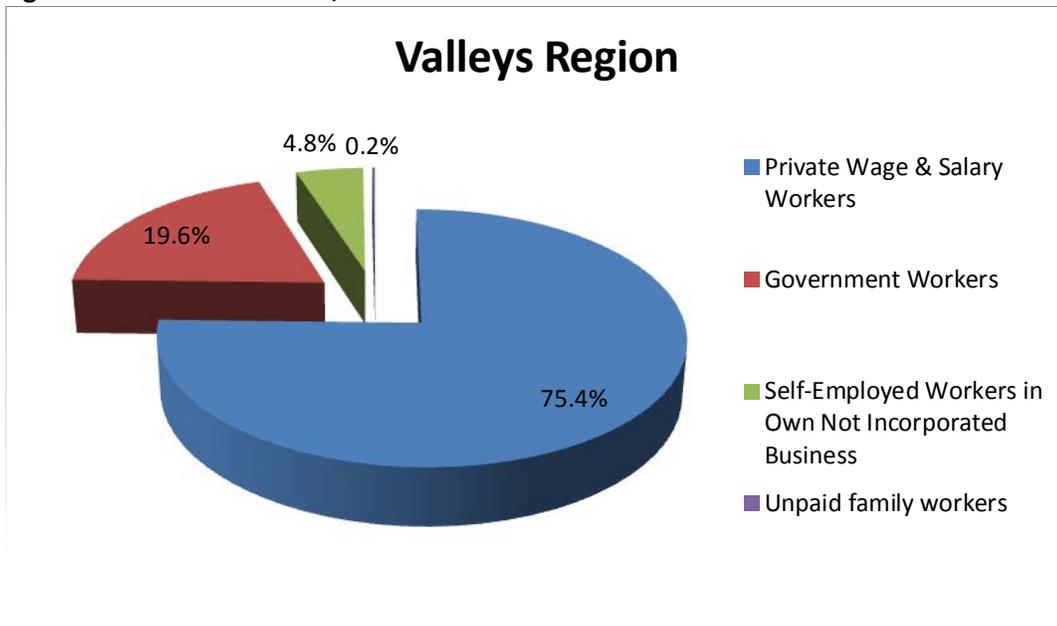
- Compared to the county and the state, the Valleys Region has a smaller percentage of people employed in management, professional and related occupations; and sales and office occupations, and a higher percentage of people employed in service occupations; construction, extraction, and maintenance occupations; and production, transportation, and material moving occupations. The percentage of people employed in fishing, farming, and forestry occupations is roughly in line with the county and the state.
- Jefferson and Rush Townships had high percentages of people employed in production, transportation, and material moving occupations.
- Rush Township had a very low percentage of people employed in service occupations, and a high percentage of people employed in sales and office occupations.
- Halifax Township and Wayne Township were roughly in line with the county and the state when considering the distribution of the population by occupation.
- Halifax Borough had a high percentage of people employed in sales and office occupations and a low percentage of people employed in management, professional, and related occupations.

Class of Worker

Table 5-5 compares the worker classes within the Valleys Region to Dauphin County and Pennsylvania. **Figure 5-4** graphically displays this information. The U.S. Census Bureau breaks down the occupations and types of work into the following five classes:

- **Private Wage and Salary Workers**--Includes people who worked for wages, salary, commission, tips, pay-in-kind, or piece rates for a private-for-profit employer or a private-not-for-profit, tax-exempt, or charitable organization.
- **Self-employed people whose business was incorporated** are included with private wage and salary workers because they are paid employees of their own companies. Some tabulations present data separately for these subcategories: "For profit," "Not-for-profit," and "Own business incorporated."
- **Government Workers**--Includes people who are employees of any local, state, or federal governmental unit, regardless of the activity of the particular agency. For some tabulations, the data are presented separately for the three levels of government.
- **Unpaid Family Workers**--Includes people who worked 15 hours or more without pay in a business or on a farm operated by a relative.
- **Salaried/Self-Employed**--In tabulations that categorize persons as either salaried or self-employed, the salaried category includes private and government wage and salary workers; self-employed includes self-employed people and unpaid family workers.

Figure 5-4: Class of Worker, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Dauphin County has a higher percentage of government workers than the state. This is likely due to the influence of the many state offices in Harrisburg.

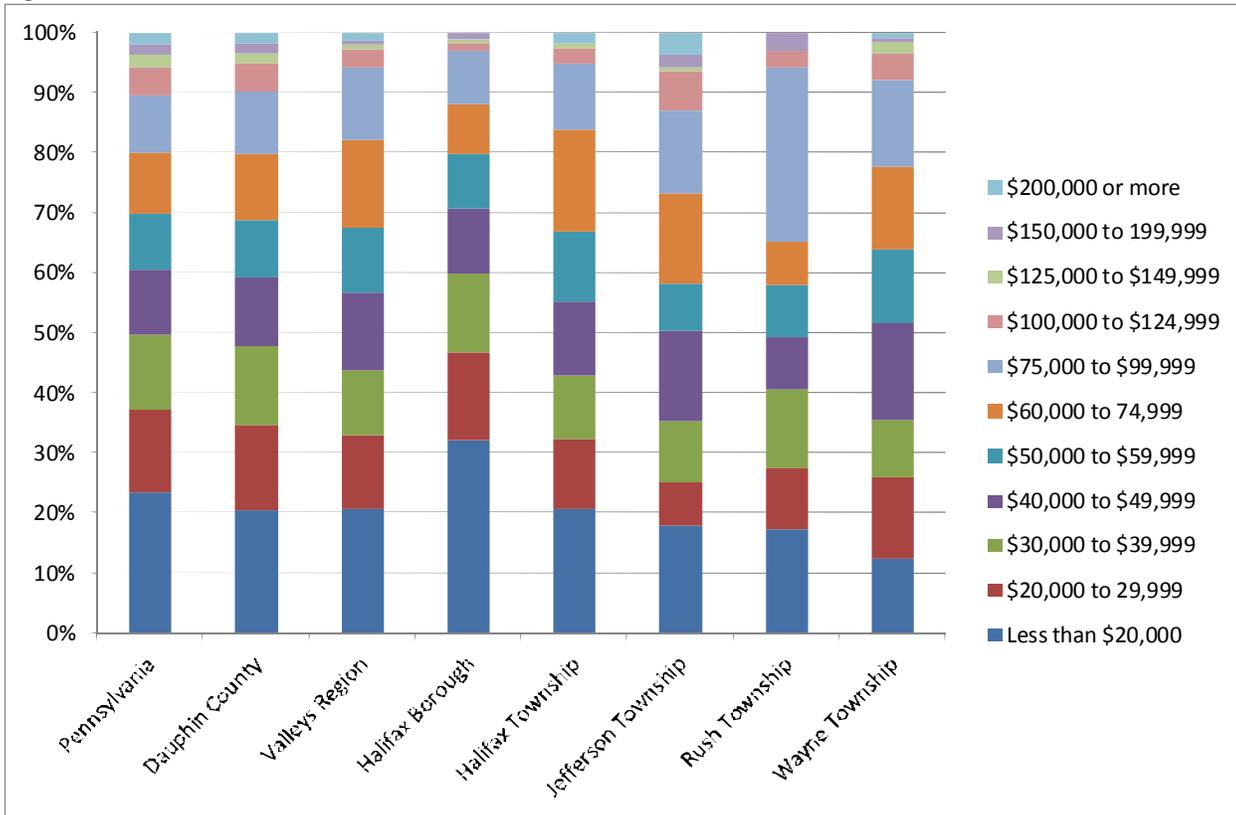
Valleys Region and Municipal Trends

- Over 20% of people in the Valleys Region are classified as government workers. This is a higher percentage than the county or the state, and is likely due to the proximity of the state capital in Harrisburg.
- Halifax Borough has the highest percentage of private wage and salary workers of the municipalities in the region. This figure is greater than the county, but less than the state.
- Halifax Township has the highest percentage of government workers.
- Wayne and Jefferson Townships have the highest percentages (8.8% and 7.6% respectively) of self-employed workers in their own not incorporated business. These figures are higher than the county (4.8%) and the state (6.0%).

Income Characteristics

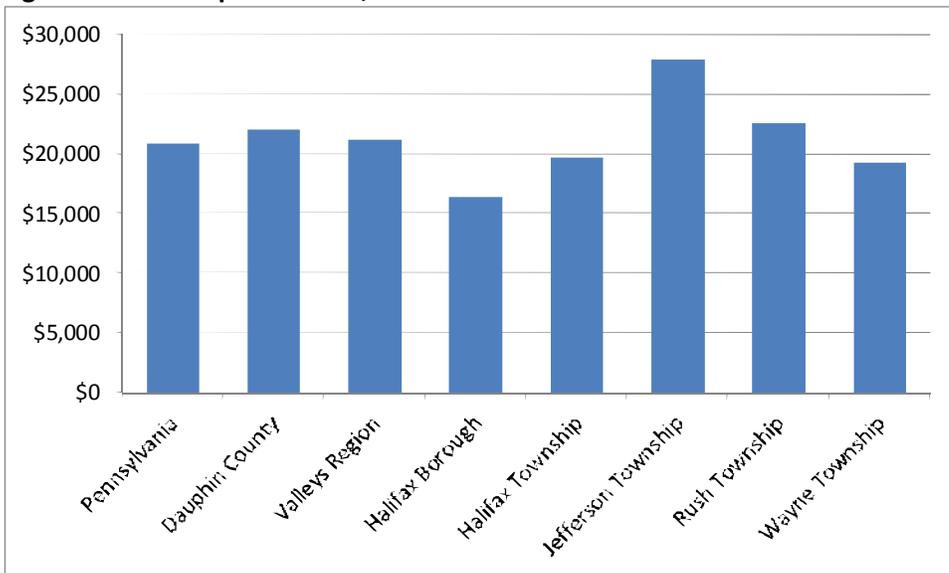
This section compares total income including wages, interest and other sources on a per capita and household basis for the municipalities in the Valleys Region, Dauphin County and Pennsylvania. A median value is not available for the region, so this analysis looks at the median income in each municipality individually, and the average median value for the region. **Table 5-6, Table 5-7, and Figure 5-5, Figure 5-6 and Figure 5-7** show this information.

Figure 5-5: Household Income, 2000



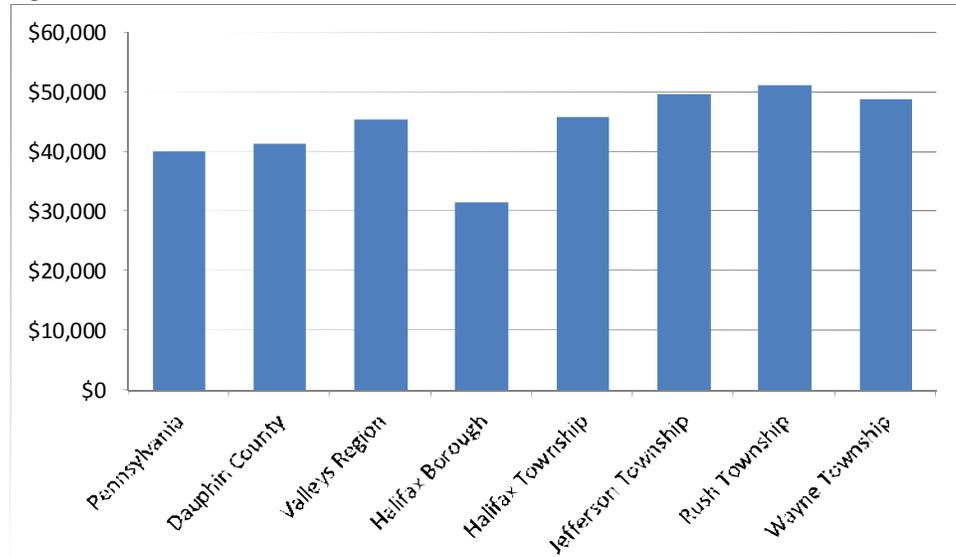
Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 5-6: Per Capita Income, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 5-7: Median Household Income



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- The percentage of households in each of the income categories in Dauphin County is roughly in line with the state.
- In 2000, Dauphin County had a slightly higher per capita income and median household income than the state.

Valleys Region and Municipal Trends

- The percentage of households in each of the income categories in the Valleys Region is similar to Dauphin County and the state.
- Per capita income in the Valleys Region was higher than the state's per capita income, but lower than the county's per capita income. Median household income in the Valleys Region was higher than the county and the state. This is reflective of the larger average household sizes in the municipalities in the valleys region.
- Jefferson Township had the highest per capita income and the second highest median household income of the municipalities in the region.
- Halifax Borough had the lowest per capita income and median household income of the municipalities in the region.
- Halifax and Wayne Townships had lower per capita incomes than the county, but higher median household incomes. Again, this is reflective of the larger household sizes in the region.

Poverty

The U.S. Census Bureau sets income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the threshold, then every individual in that family is considered to be in poverty. Table 5-7 also contains the number of persons in poverty. In the Valleys Region, the U.S. Census reported that 467 persons were in poverty. Of these individuals, 94 persons in Halifax Borough were in poverty; 296 persons in Halifax Township were in poverty; 58 persons in Wayne Township were in poverty; and 19 persons in Jefferson Township were in poverty. There were no persons in Rush Township that were considered to be below the poverty threshold.

Economic Base Data Tables

Table 5-2: Employment Status of the Population, 16 years of age and over, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total Population 16 Years of Age & Older	9,693,040	197,683	4,577	680	2,544	290	146	917
Total in Labor Force	6,000,512	128,945	3,106	444	1,722	199	101	640
Percent	61.9%	65.2%	67.9%	65.3%	67.7%	68.6%	69.2%	69.8%
Total in Armed Forces	7,626	334	4	0	0	0	0	4
Percent	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%
Total in Civilian Labor Force	5,992,886	128,611	3,102	444	1,722	199	101	636
Percent	99.9%	99.7%	99.9%	100.0%	100.0%	100.0%	100.0%	99.4%
Employed Civilians	5,653,500	122,805	2,958	420	1,631	197	94	616
Percent	94.3%	95.5%	95.4%	94.6%	94.7%	99.0%	93.1%	96.9%
Unemployed Civilians	339,386	5,806	144	24	91	2	7	20
Percent	5.7%	4.5%	4.6%	5.4%	5.3%	1.0%	6.9%	3.1%
Not in labor force	3,692,528	68,738	1,471	236	822	91	45	277
Percent	38.1%	34.8%	32.1%	34.7%	32.3%	31.4%	30.8%	30.2%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 5-3: Employment by Industry, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total	5,653,500	122,805	2,958	420	1,631	197	94	616
Agriculture, Forestry, Fishing and Hunting, and Mining								
Total	73,459	906	32	4	0	1	0	27
Percent	1.3%	0.7%	1.1%	1.0%	0.0%	0.5%	0.0%	4.4%
Construction								
Total	339,363	6,249	179	30	69	18	2	60
Percent	6.0%	5.1%	6.1%	7.1%	4.2%	9.1%	2.1%	9.7%
Manufacturing								
Total	906,398	13,604	407	33	214	37	23	100
Percent	16.0%	11.1%	13.8%	7.9%	13.1%	18.8%	24.5%	16.2%
Wholesale Trade								
Total	201,084	4,536	109	25	59	7	3	15
Percent	3.6%	3.7%	3.7%	6.0%	3.6%	3.6%	3.2%	2.4%
Retail Trade								
Total	684,179	12,942	373	60	219	18	15	61
Percent	12.1%	10.5%	12.6%	14.3%	13.4%	9.1%	16.0%	9.9%
Transportation and Warehousing, and Utilities								
Total	304,335	8,322	188	33	116	20	10	61
Percent	5.4%	6.8%	6.4%	7.9%	7.1%	10.2%	10.6%	9.9%
Information								
Total	148,841	3,480	50	13	26	3	2	6
Percent	2.6%	2.8%	1.7%	3.1%	1.6%	1.5%	2.1%	1.0%
Finance, Insurance, Real Estate and Rental and Leasing								
Total	372,148	10,245	307	35	206	11	6	49
Percent	6.6%	8.3%	10.4%	8.3%	12.6%	5.6%	6.4%	8.0%
Professional, Scientific, Management, Administrative, and Waste Management Services								
Total	478,937	9,802	153	29	73	16	7	28
Percent	8.5%	8.0%	5.2%	6.9%	4.5%	8.1%	7.4%	4.5%
Educational, Health and Social Services								
Total	1,237,090	23,314	455	51	306	23	10	65
Percent	21.9%	19.0%	15.4%	12.1%	18.8%	11.7%	10.6%	10.6%
Arts, Entertainment, Recreation, Accommodation and Food Services								
Total	397,871	8,973	180	41	82	16	1	40
Percent	7.0%	7.3%	6.1%	9.8%	5.0%	8.1%	1.1%	6.5%

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Other Services (Except Public Administration)								
Total	274,028	5,653	129	21	65	8	2	33
Percent	4.8%	4.6%	4.4%	5.0%	4.0%	4.1%	2.1%	5.4%
Public Administration								
Total	235,767	14,779	344	45	196	19	13	71
Percent	4.2%	12.0%	11.6%	10.7%	12.0%	9.6%	13.8%	11.5%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 5-4: Occupation Characteristics of the Employed Civilian Population, 16 years of age and over, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total:	5,653,500	122,805	2,958	420	1,631	197	94	616
Management, Professional, and Related Occupations								
Total	1,841,175	42,833	772	88	445	54	21	164
Percent	32.6%	34.9%	26.1%	21.0%	27.3%	27.4%	22.3%	26.6%
Service Occupations								
Total	838,137	17,254	476	76	287	34	2	77
Percent	14.8%	14.0%	16.1%	18.1%	17.6%	17.3%	2.1%	12.5%
Sales and Office Occupations								
Total	1,525,131	35,345	796	127	461	26	29	153
Percent	27.0%	28.8%	26.9%	30.2%	28.3%	13.2%	30.9%	24.8%
Farming, Fishing, and Forestry Occupations								
Total	26,722	447	11	4	0	1	0	6
Percent	0.5%	0.4%	0.4%	1.0%	0.0%	0.5%	0.0%	1.0%
Construction, Extraction, and Maintenance Occupations								
Total	500,898	9,435	371	50	179	28	14	100
Percent	8.9%	7.7%	12.5%	11.9%	11.0%	14.2%	14.9%	16.2%
Production, Transportation, and Material Moving Occupations								
Total	921,437	17,491	532	75	259	54	28	116
Percent	16.3%	14.2%	18.0%	17.9%	15.9%	27.4%	29.8%	18.8%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 5-5: Class of Worker, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total	5,653,500	122,805	2,958	420	1,631	197	94	616
Private Wage & Salary Workers								
Total	4,657,372	92,570	2,152	334	1,151	149	70	448
Percent	82.4%	75.4%	72.8%	79.5%	70.6%	75.6%	74.5%	72.7%
Government Workers	11.3%	19.6%	21.1%	16.2%	23.7%	16.2%	23.4%	18.5%
Total	639,049	24,091	623	68	387	32	22	114
Percent								
Self-Employed Workers in Own Not Incorporated Business								
Total	339,631	5,889	180	16	93	15	2	54
Percent	6.0%	4.8%	6.1%	3.8%	5.7%	7.6%	2.1%	8.8%
Unpaid family workers								
Total	17,407	255	3	2	0	1	0	0
Percent	0.3%	0.2%	0.1%	0.5%	0.0%	0.5%	0.0%	0.0%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 5-6: Household Income, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total Households	4,779,186	102,667	2,225	369	1,230	139	69	418
Less than \$20,000								
Total	1,124,566	20,988	463	119	255	25	12	52
Percent	23.5%	20.4%	20.8%	32.2%	20.7%	18.0%	17.4%	12.4%
\$20,000 to 29,999								
Total	654,324	14,574	272	54	144	10	7	57
Percent	13.7%	14.2%	12.2%	14.6%	11.7%	7.2%	10.1%	13.6%
\$30,000 to \$39,999								
Total	604,038	13,607	241	48	130	14	9	40
Percent	12.6%	13.3%	10.8%	13.0%	10.6%	10.1%	13.0%	9.6%
\$40,000 to \$49,999								
Total	516,697	11,673	285	40	151	21	6	67
Percent	10.8%	11.4%	12.8%	10.8%	12.3%	15.1%	8.7%	16.0%
\$50,000 to \$59,999								
Total	437,118	9,823	244	34	142	11	6	51
Percent	9.1%	9.6%	11.0%	9.2%	11.5%	7.9%	8.7%	12.2%
\$60,000 to 74,999								
Total	492,745	11,378	323	30	209	21	5	58
Percent	10.3%	11.1%	14.5%	8.1%	17.0%	15.1%	7.2%	13.9%
\$75,000 to \$99,999								
Total	457,480	10,595	267	33	135	19	20	60
Percent	9.6%	10.3%	12.0%	8.9%	11.0%	13.7%	29.0%	14.4%
\$100,000 to \$124,999								
Total	218,369	4,801	68	5	33	9	2	19
Percent	4.6%	4.7%	3.1%	1.4%	2.7%	6.5%	2.9%	4.5%
\$125,000 to \$149,999								

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total	98,802	1,812	20	2	9	1	0	8
Percent	2.1%	1.8%	0.9%	0.5%	0.7%	0.7%	0.0%	1.9%
\$150,000 to 199,999								
Total	84,173	1,689	11	4	0	3	2	2
Percent	1.8%	1.6%	0.5%	1.1%	0.0%	2.2%	2.9%	0.5%
\$200,000 or more								
Total	90,874	1,727	31	0	22	5	0	4
Percent	1.9%	1.7%	1.4%	0.0%	1.8%	3.6%	0.0%	1.0%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 5-7: Median Household Income, Per Capita Income, and Poverty Rates, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Income (Dollars)								
Per Capita	\$20,880	\$22,134	\$21,200	\$16,443	\$19,749	\$27,951	\$22,579	\$19,279
Median Household	\$40,106	\$41,507	\$45,496	\$31,597	\$45,913	\$49,750	\$51,250	\$48,971
Persons in Poverty	1,304,117	23,706	467	94	296	19	0	58

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Chapter 6

Existing Land Use

Economic influences, historical development trends, cultural attitudes and physical features of the landscape all contribute to the existing land use patterns of a community. As one of the major components of the comprehensive plan, the Existing Land Use Profile provides important information regarding the general development patterns and characteristics of the region. Information collected in the existing land use inventory will serve as an important component of the region's inventory of resources. Grouped with other studies, this analysis will form the basis for recommendations regarding future land uses in the region.

The following discussion and analysis describes the categories used to inventory and report existing land uses in the Valleys Region. It should be noted that this is a general representation of the land uses in the region. The composition of land uses in each municipality and the region in terms of amount of acreage is listed in **Table 6-2** and graphically displayed in **Figure 6-1**. The spatial arrangement of land uses is shown in **Map 6-1**.

Land Use Classifications and Descriptions

The following land classifications were used in the Modified Anderson Level III Land Use Classification for Dauphin County. Not all of these classifications are present in the Valleys Region.

- Residential – less than 2 units per acre
- Residential – 2.1 to 7 units per acre
- Residential – more than 7 units per acre
 - This classification includes villages, neighborhoods, and highway strip houses
- Farmsteads – farmhouses, usually associated with and including barns and outbuildings
 - The property may or may not be being actively farmed. This classification does not include large, commercial-sized hog or chicken operations.
- Commercial and Services
 - This classification includes stores, shops, malls, gas stations, and other places of business where production is not occurring.
- Industrial
 - Large buildings that may have production in process
- Transportation and utilities
 - Wide transportation corridors, including 4-land divided highways, toll booth areas, highway departments, transmission stations, water towers/tanks, sewage treatment plants
- Industrial and commercial complexes
 - Large areas where there are many adjacent industrial plants and/or other businesses.
 - This classification is used when it is difficult to classify the use as either commercial and services or industrial.
- Mixed urban or built-up land – densely developed land generally associated with urban centers.
 - This category is often comprised of a mix of other developed land categories and is generally only used where development patterns are too complex to easily delineate separate developed land categories.
- Other
 - This classification is reserved for land uses that do not fit into any particular category or cannot be interpreted from aerial photography.

- Institutional
 - Schools; hospitals; churches; cemeteries adjacent to a church; municipal buildings; including parking/storage areas for municipal equipment; fire houses; and other institutional uses
- Recreational
 - Active recreation parks (e.g. ball fields, playgrounds, tennis courts), campgrounds, golf courses and hunt clubs
- Agriculture – cropland
- Agriculture – pasture
- Agriculture – other unclassified agricultural land
- Orchards/groves/vineyards/nurseries/other horticulture
 - Trees/plants form a grid or regular pattern
- Large confined feeding operations
 - Usually associated with a farmstead, this classification represents commercial-sized buildings housing hog or chicken operations
- Other agriculture
- Herbaceous
 - This classification is representative of open grassy areas with few trees or shrubs
 - This classification generally refers to ungrazed or uncontrolled grass land, but also includes very large lawns and large cemeteries that are not adjacent to a church
- Shrub/brush
 - This classification is used to identify areas where shrubs, brush, and/or very small trees are present
- Mixed cover
 - Areas that are not forested but have a mixture of vegetation
- Deciduous forest
- Coniferous forest
- Mixed forest
- Open water
- Sandy
 - Sandy, non-beach areas
- Rock outcrops
- Mines/quarries/pits and junk yards/landfills
- Transitional
 - This category is used to describe land that is under construction
- Mixed barren and vegetated
- Islands less than minimum mapping unit size

Methodology – Anderson Land Use and Land Cover Analysis

Tri-County Regional Planning Commission is in the process of completing an Anderson Land Use and Land Cover analysis of the county. Data for the Valleys Region has been completed and is used as the basis for analysis in this plan. The GIS layer that displays land use data is a land use and land cover layer based on, *A Land Use and Land Cover Classification System for Use with Remote Sensor Data* by James R. Anderson, Ernest E. Hardy, John T. Roach, and Richard E. Witmer. It covers the Tri-County Region and uses the ID categories set forth by Lancaster County's modified Anderson level 3 land use and land cover model completed in 1999, parcel-based existing land use layers, aerial photography from 2003 and 2005, hydrology, and forest block layers. The land use and land cover analysis is not parcel based, but may appear to be more parcel based in developed areas, such as boroughs and village centers, where the parcels are smaller and each parcel may represent a specific use or land cover.

In the modified level 3 land use and land cover classification, each number in a series represents a different level. Each additional level provides more detail as to the specific use on an area of land. The first number is rather general (level 1), the second number provides greater detail (level 2), and the third number provides more specific information about the use (level 3). The classifications developed by the Tri-County Regional Planning Commission for Dauphin County are primarily level 2 classifications, but level 3 has been used for residential and agricultural land to more specifically describe the use. The classifications are listed in **Table 6-1**.

Table 6-1: Land Use / Land Cover Classifications

Level 1		
		Level 2
		Level 3
100	Built Areas	
	110	Residential
		111 Less than 2 units per acre
		112 2.1 to 7 units per acre
		113 More than 7 units per acre
		114 Farmsteads
	120	Commercial and Services
	130	Industrial
	140	Transportation and Utilities
	150	Industrial and Commercial Complexes
	160	Mixed Urban or built-up land
	170	Other
	180	Institutional
	190	Recreational
200	Agriculture/Farming	
	210	Agricultural crop production
		211 Cropland
		212 Pasture
		213 Other agricultural land
	220	Orchards/groves/vineyards/nurseries/other horticulture
	230	Large confined feeding operations
	240	Other agriculture
300	Vegetative Cover	
	310	Herbaceous
	320	Scrub/brush
	330	Mixed cover
400	Forest Cover	
	410	Deciduous forest
	420	Coniferous forest
	430	Mixed forest
500	Open Water	
700	Non-vegetated land	
	730	Sandy, non-beach
	740	Rock outcrops
	750	Mines/quarries/pits and junk yards/landfills
	760	Transitional
	770	Mixed barren and vegetated

Source: Tri-County Regional Planning Commission; RETTEW

Distribution of Land Use / Land Cover in the Valleys Region

This section looks at the distribution of land use in each municipality and in the Valleys Region as a whole.

Table 6-2: Existing Land Use / Land Cover in the Valleys Region, 2008

ID	Name	Total Acreage	Percent
111	Residential - less than 2 units per acre	1,839	3.06
112	Residential - 2.1 to 7 units per acre	167	0.28
113	Residential - more than 7 units per acre	62	0.10
114	Farmsteads	475	0.79
120	Commercial and services	140	0.23
130	Industrial	4	0.01
140	Transportation and utilities	739	1.23
180	Institutional	115	0.19
190	Recreational	78	0.13
211	Agriculture - cropland	11,558	19.25
212	Agriculture - pasture	163	0.27
220	Orchards/groves/vineyards/nurseries/other horticulture, trees or plants forming a grid or regular pattern	6	0.01
230	Large confined feeding operations	31	0.05
310	Herbaceous	389	0.65
320	Shrub/brush	296	0.49
330	Mixed cover	1,272	2.12
410	Deciduous forest	37,138	61.86
420	Coniferous forest	2,449	4.08
430	Mixed forest	104	0.17
500	Open water	3,013	5.02
TOTAL - THE VALLEYS REGION		60,037	100.00

Source: Tri-County Regional Planning Commission; RETTEW

Table 6-2: Existing Land Use / Land Cover in Halifax Borough, 2008

ID	Name	Total Acreage	Percent
111	Residential - less than 2 units per acre	8	3.72
112	Residential - 2.1 to 7 units per acre	39	18.25
113	Residential - more than 7 units per acre	23	10.51
114	Farmsteads	0	0.00
120	Commercial and services	6	2.74
130	Industrial	1	0.50
140	Transportation and utilities	19	8.63
180	Institutional	13	5.93
190	Recreational	10	4.76
211	Agriculture - cropland	4	1.78
212	Agriculture - pasture	0	0.00
220	Orchards/groves/vineyards/nurseries/other horticulture, trees or plants forming a grid or regular pattern	0	0.00
230	Large confined feeding operations	0	0.00
310	Herbaceous	1	0.37
320	Shrub/brush	20	9.33
330	Mixed cover	0	0.00
410	Deciduous forest	66	30.33
420	Coniferous forest	0	0.00
430	Mixed forest	0	0.00
500	Open water	7	3.16
TOTAL - HALIFAX BOROUGH		216	100.00

Source: Tri-County Regional Planning Commission; RETTEW

Table 6-2: Existing Land Use / Land Cover in Halifax Township, 2008

ID	Name	Total Acreage	Percent
111	Residential - less than 2 units per acre	955	4.79
112	Residential - 2.1 to 7 units per acre	124	0.62
113	Residential - more than 7 units per acre	39	0.20
114	Farmsteads	282	1.41
120	Commercial and services	124	0.62
130	Industrial	3	0.02
140	Transportation and utilities	368	1.85
180	Institutional	91	0.46
190	Recreational	49	0.25
211	Agriculture - cropland	7,263	36.42
212	Agriculture - pasture	76	0.38
220	Orchards/groves/vineyards/nurseries/other horticulture, trees or plants forming a grid or regular pattern	6	0.03
230	Large confined feeding operations	7	0.03
310	Herbaceous	147	0.74
320	Shrub/brush	100	0.50
330	Mixed cover	157	0.79
410	Deciduous forest	7,623	38.23
420	Coniferous forest	121	0.61
430	Mixed forest	57	0.29
500	Open water	2,348	11.77
TOTAL - HALIFAX TOWNSHIP		19,941	100.00

Source: Tri-County Regional Planning Commission; RETTEW

Table 6-2: Existing Land Use / Land Cover in Jefferson Township, 2008

ID	Name	Total Acreage	Percent
111	Residential - less than 2 units per acre	176	1.13
112	Residential - 2.1 to 7 units per acre	1	0.01
113	Residential - more than 7 units per acre	0	0.00
114	Farmsteads	65	0.42
120	Commercial and services	7	0.04
130	Industrial	0	0.00
140	Transportation and utilities	76	0.49
180	Institutional	3	0.02
190	Recreational	19	0.12
211	Agriculture - cropland	1,029	6.59
212	Agriculture - pasture	42	0.27
220	Orchards/groves/vineyards/nurseries/other horticulture, trees or plants forming a grid or regular pattern	0	0.00
230	Large confined feeding operations	9	0.06
310	Herbaceous	108	0.69
320	Shrub/brush	70	0.45
330	Mixed cover	1,042	6.68
410	Deciduous forest	12,464	79.88
420	Coniferous forest	482	3.09
430	Mixed forest	10	0.07
500	Open water	0	0.00
TOTAL - JEFFERSON TOWNSHIP		15,603	100.00

Source: Tri-County Regional Planning Commission; RETTEW

Table 6-2: Existing Land Use / Land Cover in Rush Township, 2008

ID	Name	Total Acreage	Percent
111	Residential - less than 2 units per acre	103	0.67
112	Residential - 2.1 to 7 units per acre	0	0.00
113	Residential - more than 7 units per acre	0	0.00
114	Farmsteads	5	0.03
120	Commercial and services	1	0.00
130	Industrial	0	0.00
140	Transportation and utilities	146	0.95
180	Institutional	1	0.00
190	Recreational	0	0.00
211	Agriculture - cropland	163	1.06
212	Agriculture - pasture	0	0.00
220	Orchards/groves/vineyards/nurseries/other horticulture, trees or plants forming a grid or regular pattern	0	0.00
230	Large confined feeding operations	0	0.00
310	Herbaceous	36	0.23
320	Shrub/brush	50	0.33
330	Mixed cover	5	0.04
410	Deciduous forest	12,607	81.89
420	Coniferous forest	1,625	10.55
430	Mixed forest	0	0.00
500	Open water	652	4.24
TOTAL - RUSH TOWNSHIP		15,395	100.00

Source: Tri-County Regional Planning Commission; RETTEW

Table 6-2: Existing Land Use / Land Cover in Wayne Township, 2008

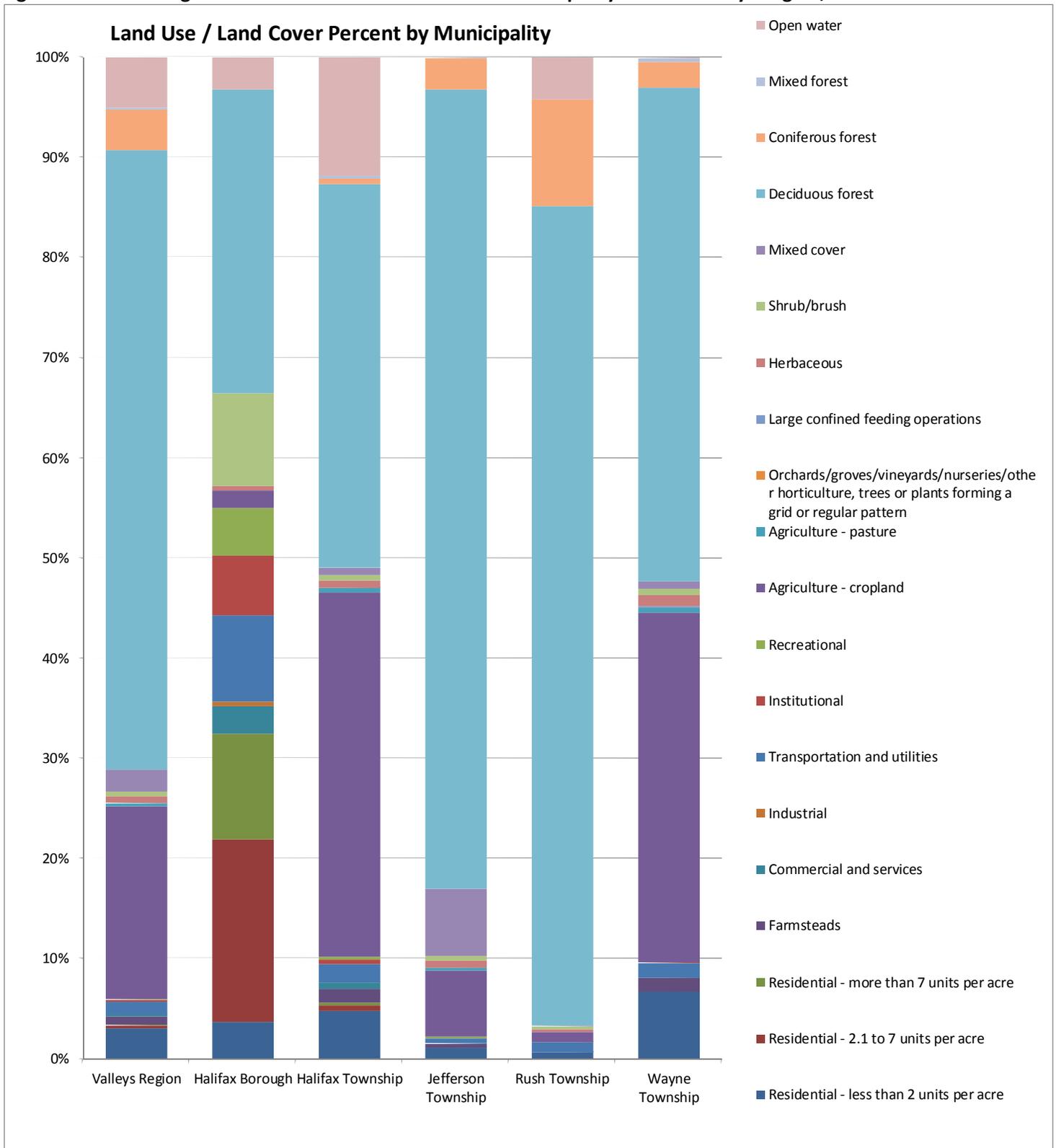
ID	Name	Total Acreage	Percent
111	Residential - less than 2 units per acre	596	6.71
112	Residential - 2.1 to 7 units per acre	3	0.03
113	Residential - more than 7 units per acre	0	0.00
114	Farmsteads	122	1.38
120	Commercial and services	2	0.02
130	Industrial	0	0.00
140	Transportation and utilities	130	1.47
180	Institutional	7	0.07
190	Recreational	0	0.00
211	Agriculture - cropland	3,096	34.87
212	Agriculture - pasture	45	0.50
220	Orchards/groves/vineyards/nurseries/other horticulture, trees or plants forming a grid or regular pattern	0	0.00
230	Large confined feeding operations	15	0.17
310	Herbaceous	97	1.09
320	Shrub/brush	56	0.63
330	Mixed cover	68	0.77
410	Deciduous forest	4,378	49.31
420	Coniferous forest	222	2.50
430	Mixed forest	37	0.41
500	Open water	6	0.07
TOTAL - WAYNE TOWNSHIP		8,879	100.00

Source: Tri-County Regional Planning Commission; RETTEW

Valleys Region and Municipal Trends

- Deciduous Forest represents the largest land cover in the Valleys Region. Over 60% of the land in the region is classified as deciduous forest, totaling over 37,138 acres. Rush Township and Jefferson Township have over 12,000 acres of land classified as deciduous forest, representing nearly 80% of the land in each municipality.
- Wayne Township has the greatest percentage of residential land that is less than two units per acre (6.71%), followed by Halifax Township (4.79%), and Halifax Borough (3.72%). This classification represented less than 1% of total land in Rush Township. .
- Halifax Borough has the greatest percentages of residences that are 2.1 to 7 units per acre, or more than 7 units per acre, which is not surprising considering the increased densities that are typical of the borough setting. Halifax Township is the only township in the region that contains residential land at a density of greater than 7 units per acre.
- Halifax Borough also has the greatest percentages of land in the commercial and services, institutional, recreational, and industrial classifications. This demonstrates the diversity of built land uses in the borough.
- The presence of agriculture is greatest in Halifax Township and Wayne Township; in both municipalities, agricultural cropland accounts for approximately 35% of the land in the township.
- The large percentage of land classified as open water in Halifax Township is a result of the Susquehanna River.

Figure 6-1: Percentage of Each Land Classification in Each Municipality and the Valleys Region, 2008



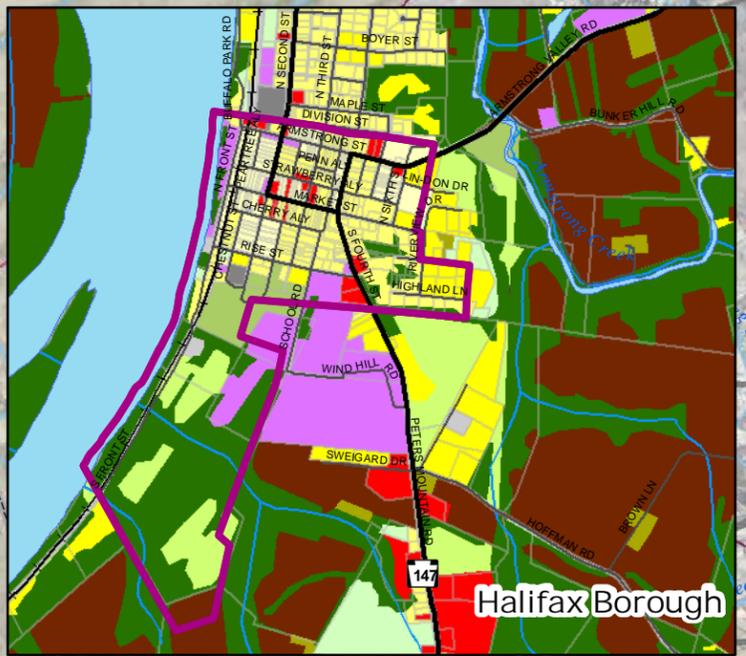
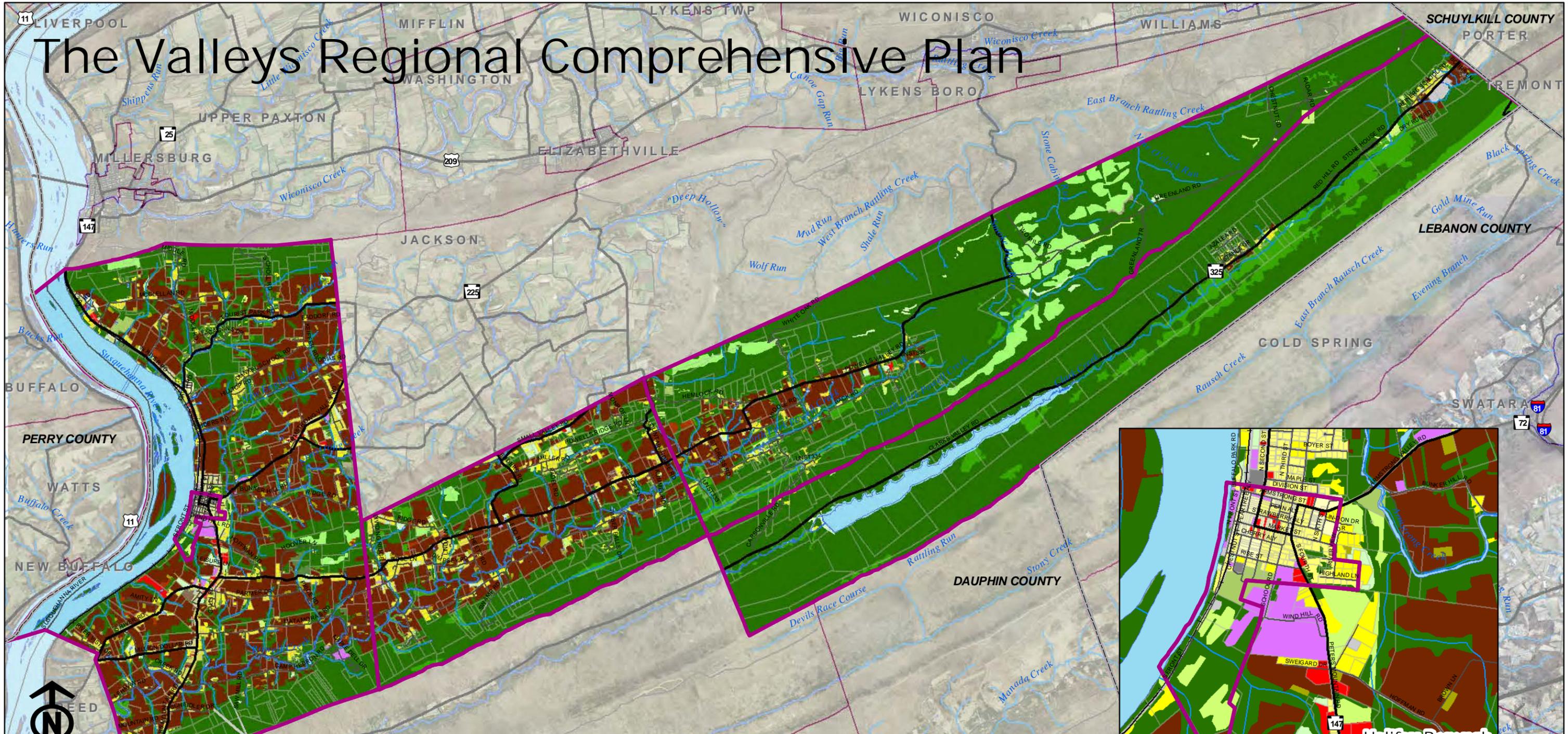
Source: Tri-County Regional Planning Commission; RETTEW

Approved Developments

In addition to existing land use, it is important to consider developments that are being constructed or are currently on the books. Residential development that is being constructed in Halifax Township includes Lenker Estates, containing 166 single family homes on SR 147, and River Ridge Mobile Home Park, that will contain 21 units on Peter's Mountain Road next to Patton Tire.

Commercial development that has been approved in Halifax Township includes Halifax Commons, located on the northwest corner of the intersection of SR 147 and SR 225, and Halifax Plaza on SR 147/225. Halifax Commons will contain a Rite Aid pharmacy, a Dunkin Donuts, and another commercial establishment. The final plan for Halifax Plaza has not yet been approved, but the proposed plan contains an enlarged Giant grocery, reconfigured plaza and parking, and a proposed traffic signal.

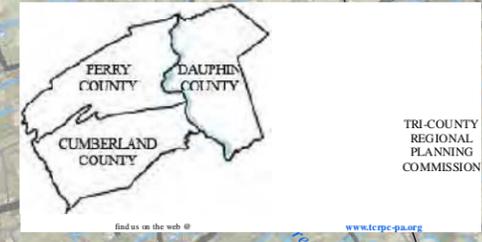
The Valleys Regional Comprehensive Plan



Legend

County Boundary	Municipal Boundary	State Road/Highway	Local Road	Railroad	Water Feature	Stream	Parcel
Farmsteads	Commercial and services	Industrial	Transportation and utilities	Mixed urban or built-up land	Institutional	Recreational	Agriculture: cropland
Agriculture: pasture	Agriculture: other unclassified agriculture land	Orchards/groves/vineyards/nurseries/other	Large Confined Feeding Operations	Herbaceous - Open, grassy areas with few trees or shrubs	Shrub/brush	Mixed cover	Deciduous forest
Coniferous forest	Mixed forest	Open water	Forested wetlands	Mines/quarries/pits and junk yards/land fills	Transitional (under construction)		
Residential - less than 2 units per acre	Residential - 2.1 to 7 units per acre	Residential - more than 7 units per acre					

Map 6-1 Existing Land Use



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Chapter 7

Housing Profile

The quality and condition of housing are extremely important to the growth and prosperity of a community. Attractive, affordable housing that is well maintained will assure a sound tax base that will continue to appreciate in value and provide residents with one component of an environment that is conducive to a healthful and pleasing life. Where substandard or deteriorated conditions exist, public and private action is necessary to prevent the spread of these conditions and to restore these areas to a sound state. By analyzing existing and historic housing characteristics, areas of the region which require attention can be identified and suited with appropriate actions.

Data collected on housing can be used in conjunction with demographic characteristics and population projections to determine the amount and types of homes that will be needed to accommodate the current and future projected population. People of different ages and lifestyles will choose their housing based on different factors including the size of the property or structure, location, affordability to their specific income or living situation, required maintenance, structural layout, and nearby amenities. Older adults may be looking for a smaller house with less area to maintain, single story living, or a location close to necessary health care and other services. Young families with school aged children may appreciate neighborhood parks and sidewalks in their community, to increase safety and recreational opportunities for children while others may want larger lots in a more rural setting. Finally, single adults and recent college or high school graduates may be looking for some type of rental housing or lower cost housing option to meet their needs.

This chapter will analyze the types and location of housing in the Valleys Region and investigate recent trends and their impacts on the housing stock and its ability to provide for and appeal to the existing population.

Description of Terms

The following terms are found throughout this chapter and are listed as defined by the U.S. Census Bureau.

Household – A household includes all of the people who occupy a housing unit as their usual place of residence.

Housing Unit – A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters or, if vacant, intended for occupancy as separate living quarters.

Manufactured Home – A mobile housing unit.

Multi-unit structure (multi-family unit) – A building that contains more than one housing unit, for example, an apartment building.

Owner-occupied housing unit – A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid.

Renter-occupied housing unit – all occupied units which are not owner occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.

Selected owner costs (selected monthly owner costs incurred) – selected monthly owner costs incurred are the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgage, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood,

etc.). It also includes, where appropriate, the monthly condominium fees or mobile home costs (installment loan payments, personal property taxes, site rent, registration fees, and license fees).

Single unit, attached – a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from the ground to the roof.

Single unit, detached – a one-unit structure detached from any other house; that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides. Mobile homes or trailers to which one or more permanent rooms have been added or built also are included.

Two or more units – Units in structures containing two or more housing units, further categorized as units in structures with 2, 3, 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more units.

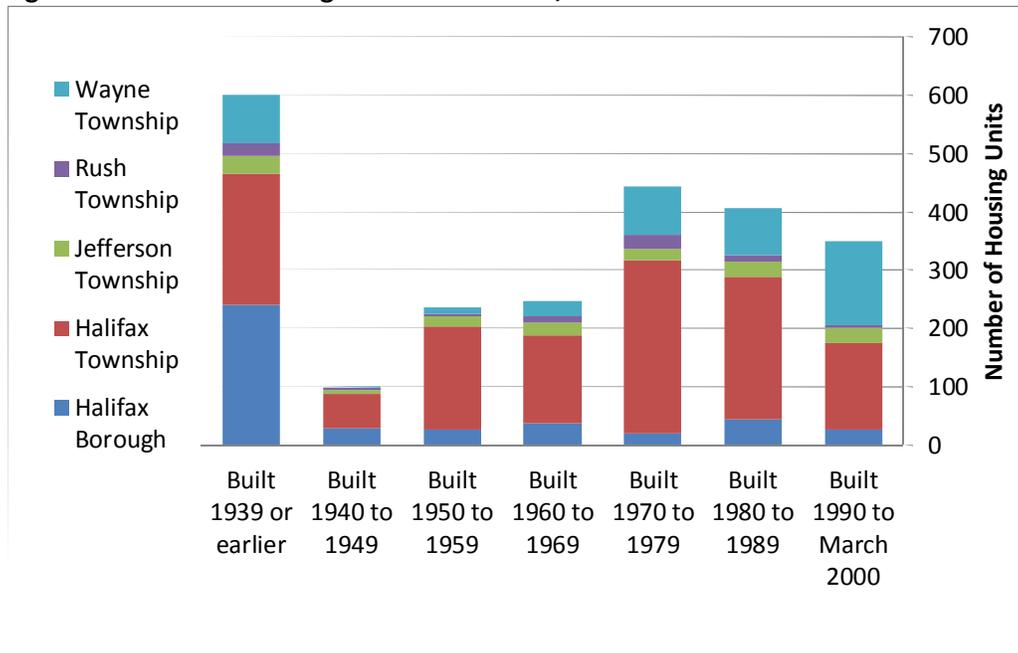
Vacant housing unit – a housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied entirely by people who have a usual residence elsewhere at the time of enumeration are also classified as vacant.

Year structure built – the date the building was first constructed, not when it was remodeled, added to, or converted. The data on year structure built were obtained from both occupied and vacant housing units. The data relate to the number of units built during the specified periods that were still in existence at the time of enumeration.

Historic Housing Unit Construction

This section analyzes the age of the housing stock and recent building trends as they pertain to the Valleys Region. Structural age is compared to the age of units in the county and state. In general, boroughs in the state were settled and developed prior to the townships, so many times, the oldest housing stock in a county is found in its boroughs. **Table 7-1** and **Figure 7-1** contain data pertaining to the year of housing unit construction, represented by the year of construction for housing units that were standing in March of 2000. Housing units that were previously constructed, but have since been demolished, are not included. Looking at the age of structures in the region helps to show when growth occurred, and may also provide an indication of structural soundness.

Figure 7-1: Year of Housing Unit Construction, 1939-March 2000



Source: Tri-County Regional Planning Commission, U.S. Census Bureau

State and County Trends

- Pennsylvania still contains a lot of older homes; in 2000, over 30% of the homes in the state were constructed prior to 1939.
- Next to older homes, housing units from the 1950s and the 1970s comprise the second and third largest percentages of the housing stock.
- Dauphin County contains slightly newer homes than the state. There are a smaller percentage of homes in the county that were constructed prior to 1939.

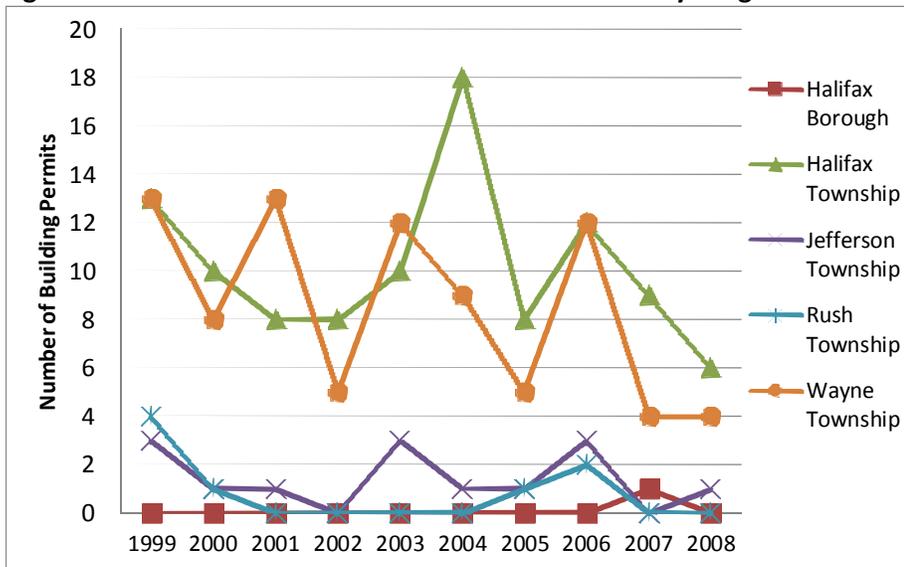
Valleys Region and Municipal Trends

- Over 25% of the homes in the region were constructed prior to 1930. Halifax Borough has the highest percentage of homes constructed prior to 1939, 55.8%.
- Between 1940 and 2000, the most homes were constructed in the 1970s and 1980s in the region.
- Although Halifax Borough contains such a large percentage of older homes, over 10% of the homes in the borough were constructed in the 1980s.
- The largest decade for housing growth in Halifax Township was the 1970s. Housing growth has slowed each decade since, but the township has continued to see more than 10% increases in each decade.
- Although approximately 20% of the housing stock in Jefferson Township predates 1940, the township has seen an increase in the number of units constructed each decade since the 1970s.
- Growth in Rush Township peaked in the 1970s, and has slowed each decade since. Growth in the 1990s was minimal.
- Wayne Township experienced the most growth in the 1990s of the municipalities in the region. 33.5% of the housing units in the township were constructed in the 1990s. Approximately 20% of the homes in the township were constructed in the 1980s and another 20% in the 1970s.

Recent Residential Construction

This section analyzes recent building permit data to gain insight to recent construction trends in the region. **Table 7-2** and **Figure 7-2** display building permits recorded in the years 1999-2008.

Figure 7-2: Recent Residential Construction in the Valleys Region



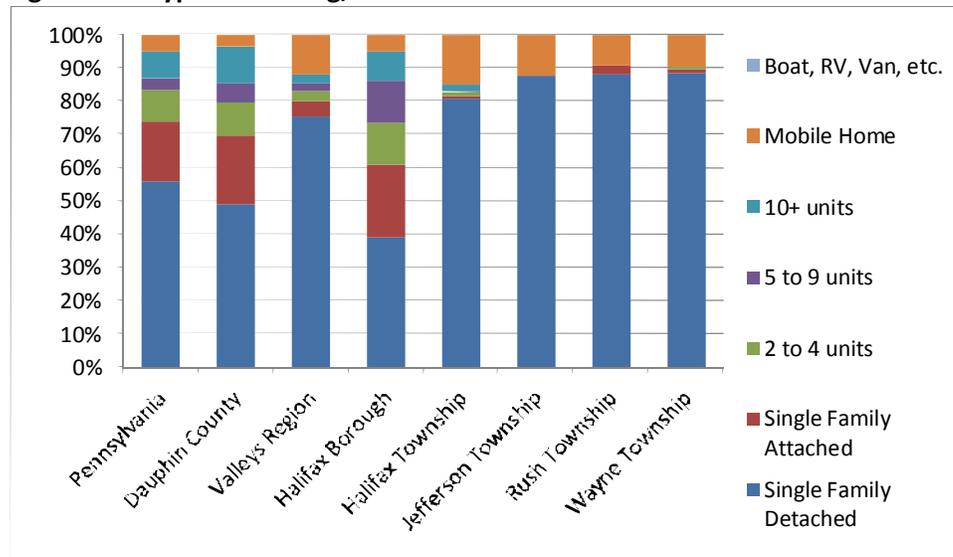
Source: Tri-County Regional Planning Commission Building Activity Report, 2008

- Halifax Township and Wayne Township have seen the most housing unit construction over the past ten years. Between 1999 and 2008, Halifax Township saw an increase of 102 housing units and Wayne Township saw an increase of 85 housing units.
- Jefferson Township and Rush Township experienced slower rates of growth over the last ten years. Halifax Borough only added one unit between 1999 and 2008.

Type of Housing

It is important that a community provide a diverse mix of housing to meet the differing needs of its residents. This section will examine the different types of housing that are available in the Valleys Region and compare these statistics with the mix of housing that is provided in the county and the state. Recent residential development in Pennsylvania's townships has largely consisted of single family detached dwellings, and multifamily housing opportunities are thought to be more readily available in the boroughs of the state. Many boroughs in the state have seen a wave of residential conversions in which an older single family dwelling is divided into apartments. **Figure 7-3** graphically shows the composition of the housing stock by type. **Table 7-3** lists statistics pertaining to the type of housing.

Figure 7-3: Type of Housing, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Single family detached housing is the dominant housing type in the state, followed by single family attached housing units.
- Multi-family housing units account for approximately 20% of the housing stock in the state.
- Mobile homes account for nearly 5% of the housing stock in the state.

Valleys Region and Municipal Trends

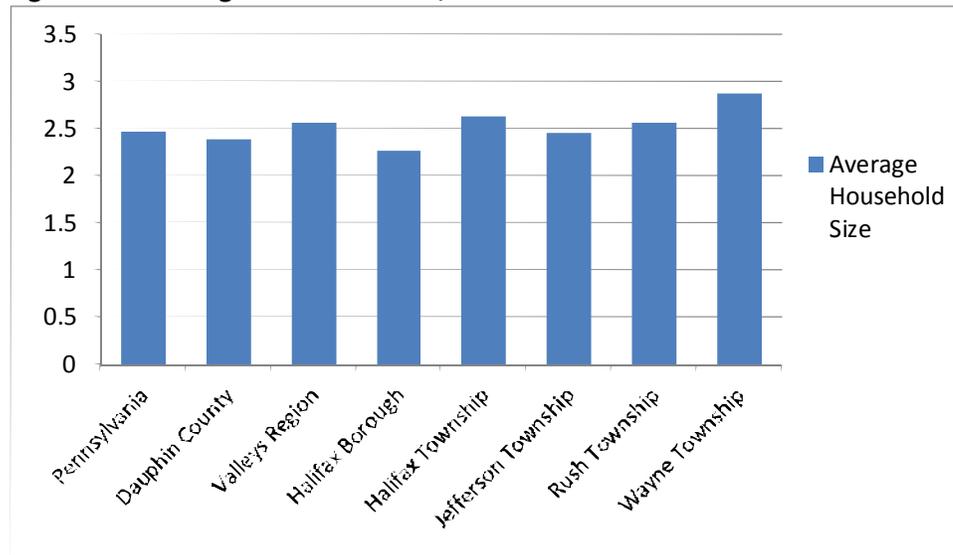
- Single family detached dwellings represent 75% of the housing stock in the region. This is much higher than the county or the state. The region also has a large percentage of mobile homes.
- Halifax Borough has the most diverse housing stock in the region. Only approximately 40% of the homes in the borough are single family detached dwellings. Over 20% of the housing stock is single family attached dwellings, and the borough also contains multi-family housing opportunities of varying sizes. The percentage of mobile homes in the borough is higher than the percentage of mobile homes in the county, but is roughly in line with the percentage of mobile homes in the state.
- Halifax Township has the second most diverse housing stock. The township has some multi-family housing opportunities, but the township is largely comprised of single family detached dwellings. Halifax Township also has the greatest percentage of mobile homes of the municipalities in the region. Approximately 15% of the homes in the township are mobile homes.
- Nearly 90% of the homes in Jefferson, Rush, and Wayne Townships are single family detached dwellings. This is often common in more rural areas.
- Jefferson Township only contains single family detached dwellings and mobile homes. The township does not contain any single family attached or multi-family housing. Single family attached and multi-family housing opportunities are also limited in Rush and Wayne Townships.

Average Household Size

Analyzing trends in the average size of a household, or the average number of people per household show that household size is decreasing across the state. This trend can be attributed to two main factors: families are having fewer children and the number of older people living alone is increasing. Household sizes tend to be the largest in more rural areas and in farming communities where additional hands are needed to help with farming duties. Larger household

sizes are also characteristic of impoverished urban areas. **Table 7-4** and **Figure 7-4** display data pertaining to average household size.

Figure 7-4: Average Household Size, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- The average household size in Pennsylvania decreased by 6.16% between 1990 and 2000. In 2000, the average household size in Pennsylvania was 2.48 persons per household.
- Dauphin County has a slightly lower average household size than Pennsylvania. Decreases in household size in the county between 1990 and 2000 were less than in the state.

Valleys Region and Municipal Trends

- The Valleys Region had a higher average household size than the county or the state in 2000.
- Halifax Borough had the lowest household size in the region, 2.27 persons per household. This figure was lower than the county or state average household size.
- Jefferson Township had an average household size that was between the county and the state values.
- Halifax Township, Rush Township, and Wayne Township had average household sizes that were larger than the county or the state. Wayne Township had the largest household size, 2.88 persons per household.

Occupancy and Vacancy Statistics

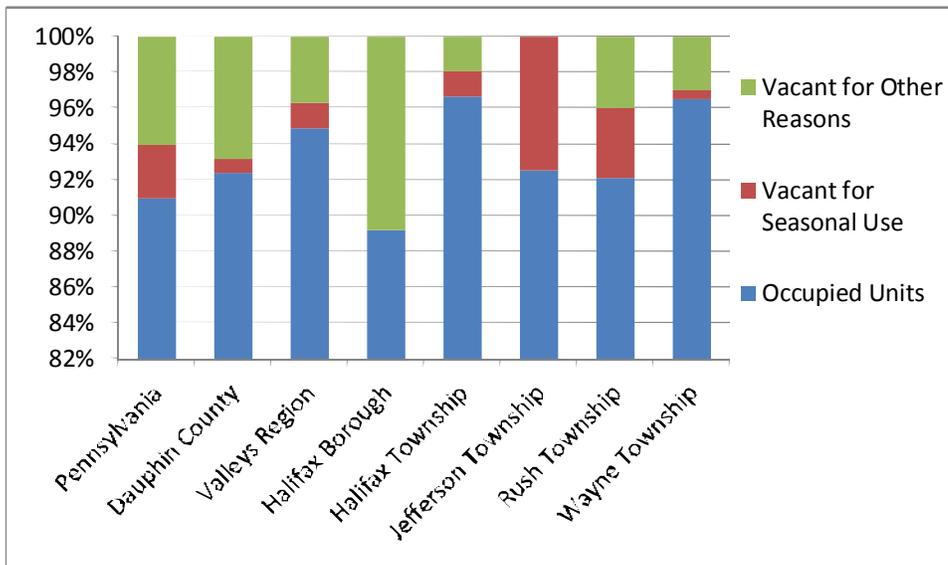
The U.S. Census states that a housing unit is vacant, “if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g. for rent, for sale, or for seasonal use only.”

Occupancy and vacancy rates are key indicators of the health of a community’s housing market and can have an effect on local economic stability. A high occupancy rate can be indicative of limited housing availability in a community and an inability to absorb new residents moving into a community. A sudden growth of a single company or a new industry could conceivably require the development of new homes or increase the travel time for workers, thus adding to commuting costs and stress on the transportation system. Conversely, a high vacancy rate can be an indicator of too many units which can lead to deflated prices and lower demand. Generally, a vacancy rate of 4%-6% is considered a healthy rate for a community.

It is important to remember that the vacancy rate in an area is constantly changing as new units are constructed, units come on the market, and units are sold. Homes that are considered vacant for recreational, seasonal, or occasional use may also cloud the true picture in some instances. This is case in the Valleys Region; for example, Jefferson Township has a vacancy rate of 7.4%, but all of these units are represented by seasonal dwellings. When these are taken into account, the vacancy rate of the township drops to 0%. The vacancy rates that are collected by the U.S. Census represent the status of homes in the municipality at a single point in time and although they serve as a guide, it is important to recognize that they are constantly fluctuating.

Occupancy and vacancy data are shown in **Figure 7-5** and **Table 7-5**.

Figure 7-5: Occupancy and Vacancy Statistics, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Dauphin County had a slightly higher percentage of occupied units than the state in 2000.
- There were a lower percentage of units that were vacant for seasonal use in Dauphin County than in the state.

Valleys Region and Municipal Trends

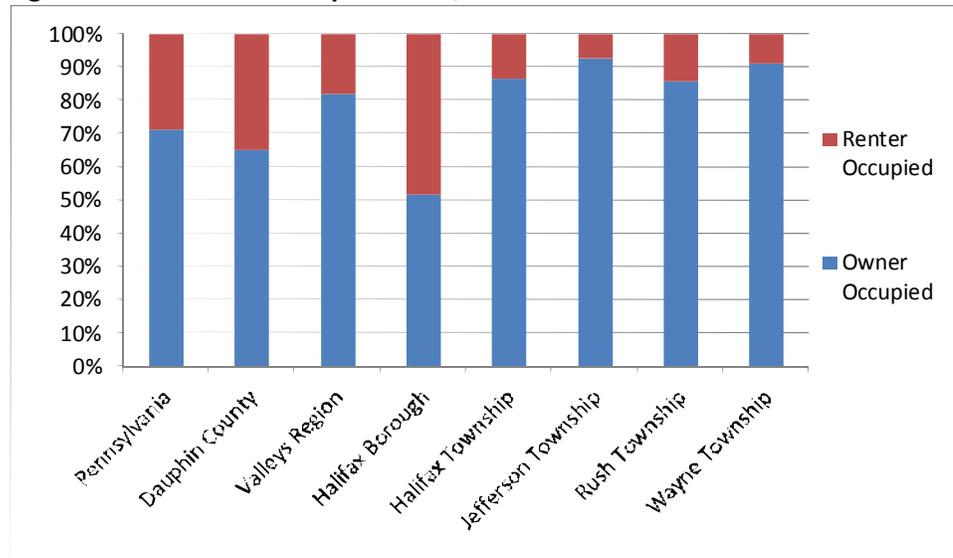
- The Valleys Region had a higher occupancy rate than the county or the state in 2000, but the vacancy rate is considered to be within the healthy range.
- Halifax Borough had a very high vacancy rate, 10.8%. There are no seasonal dwellings in the borough; most of the vacancies were represented by vacant rental units.
- Halifax Township had the lowest overall vacancy rate of the municipalities in the region, 3.3%. 1.2% of units were considered vacant for seasonal purposes.
- Wayne Township also had a low vacancy rate, 3.5%.
- Jefferson Township and Rush Townships appear to have high vacancy rates, but all of the vacant units in Jefferson Township and half of the vacant units in Rush Township are represented by seasonal dwellings.

Tenure

Tenure refers to the distinction between owner occupied and renter occupied housing units. Although it is important to provide for rental properties, a sense of pride is instilled with home ownership. Homeownership can encourage better property maintenance, especially if the owner is living on the property. That is not to say that renters are negligent

when it comes to maintaining their residence; individual maintenance problems occurring with rental units may also depend on the individual tenant-landlord agreement of maintenance and landscaping responsibilities. Blighted conditions and uninhabitable structures often arise from absentee landlords, careless tenants, or outright neglect of a property. **Table 7-6** and **Figure 7-6** display tenure data for the region in the year 2000.

Figure 7-6: Tenure of Occupied Units, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Dauphin County had a slightly higher percentage of renter occupied housing than the state in 2000.

Valleys Region and Municipal Trends

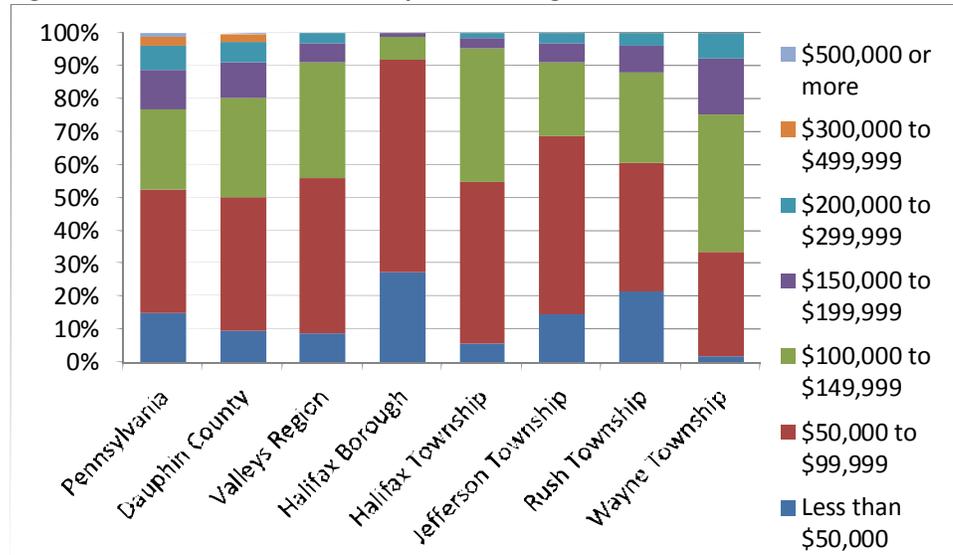
- As a region, the Valleys Region has a slightly higher percentage of owner occupied units than the county or the state.
- Approximately 48% of the occupied housing units in Halifax Borough are renter occupied. This is considerably higher than the state and county.
- The townships in the region have a much higher percentage of owner occupied housing than the county or the state.
- Halifax Township has nearly as many renter occupied units (166) as Halifax Borough (187), but the relative percentage of renter occupied units is much lower in the township (13.2%) than in the borough (48.3%).

Value of Owner Occupied Housing Units

Examining the value of housing in conjunction with household income can help to determine if housing in the area is affordable to the people who live there. The type of housing that is considered affordable for both renters and homeowners depends on many factors including the age, quality, size, location, and availability of the housing stock in an area. Typically newer housing units which are larger and offer more amenities such as central heat and air, multiple bathrooms and bedrooms, larger kitchens and garages, and family rooms, and are located in areas with high owner occupancy rates or in rapidly growing areas tend to have higher values than smaller, older housing units lacking many new amenities and those located in areas with a greater concentration of rental units and/or higher vacancy rates. This is not always the case, however. Well maintained historic homes located in an historic area can exhibit value added qualities.

This section looks at the value of homes as of the 2000 U.S. Census. The median value and the number of homes in a specific value bracket are considered. **Table 7-7** lists the value of owner occupied units in the year 2000. This information is graphically displayed in **Figure 7-7** and the median value of homes is listed in **Table 7-8**.

Figure 7-7: Value of Owner Occupied Housing Units



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Housing values in Dauphin County very closely resemble housing values in the state.
- The median value of homes in Dauphin County (\$99,900) was slightly higher than the median value of homes in the state (\$97,000) in 2000.

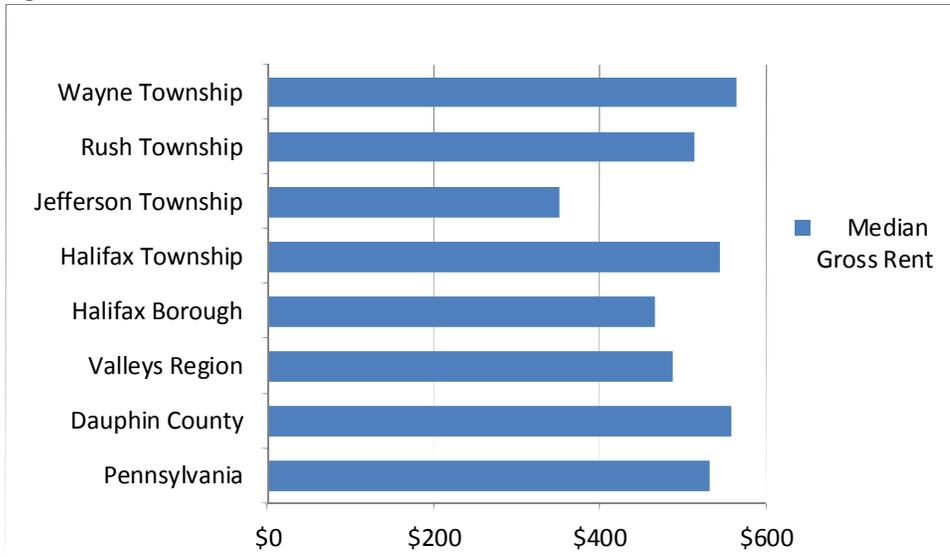
Valleys Region and Municipal Trends

- The value of the housing stock in the Valleys Region is similar to the value of the housing stock in the county and the state, but the region does not contain any homes that were valued over \$300,000 in the year 2000.
- Halifax Borough contains the largest percentage of homes valued at less than \$100,000. In 2000, only two homes in the borough had values over \$150,000. The median value of homes in the borough was \$67,200.
- Jefferson and Rush Townships have a similar composition in the value of the housing stock. The median value of homes in Rush Township was slightly higher.
- Wayne Township contains the largest percentage of homes with values above \$100,000. Wayne Township also has the highest median home value, \$122,600.
- The median value of homes in Halifax Township (\$97,400) was similar to the median value of homes in the state (\$97,000).

Cost of Housing

Analyzing the cost of housing in the region in conjunction with income characteristics, can help to provide an indication of how affordable the housing in the region is considered to be to the people that live there. The type of housing that is considered affordable to a renter or a homeowner depends on many factors including the age, quality, size, location, and availability of housing stock in an area. This section will look at the monthly costs incurred by residents of the Valleys Region. Median gross rent and the median monthly costs for households with a mortgage and without a mortgage are discussed and shown in **Table 7-9**, and **Figures 7-8, 7-9, and 7-10**.

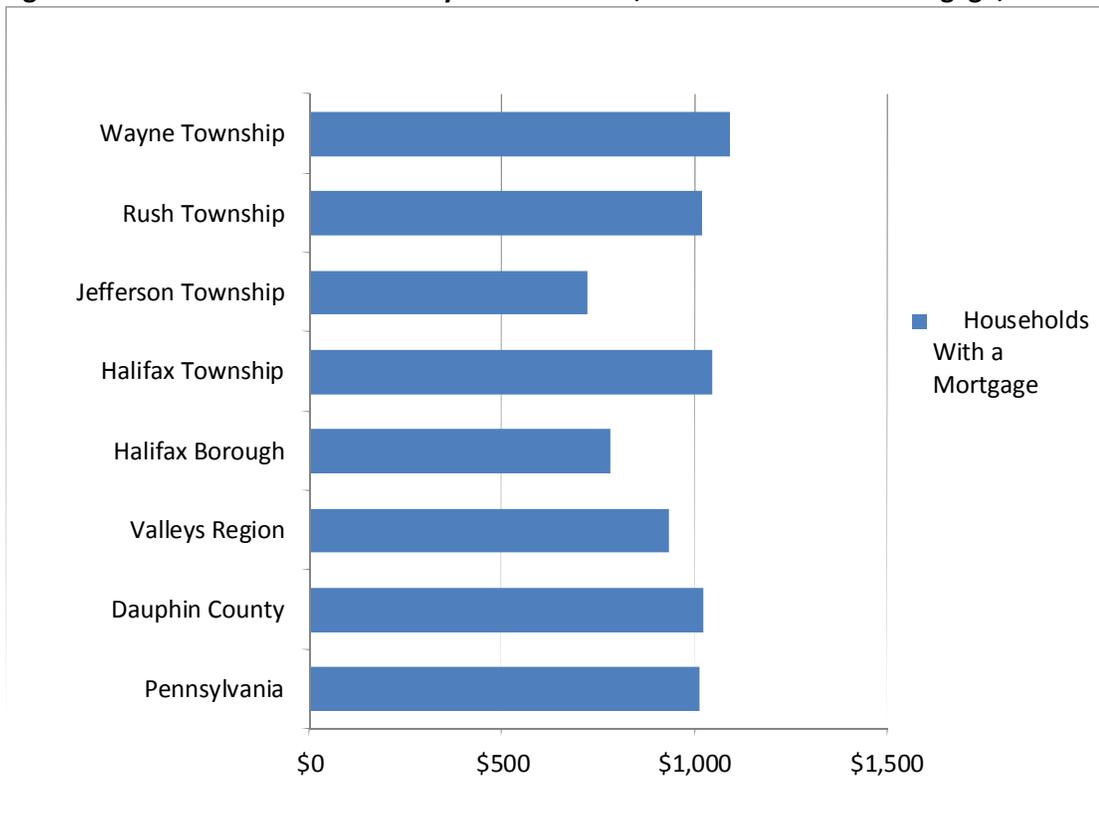
Figure 7-8: Median Gross Rent, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

*Data for the region represents the average median value

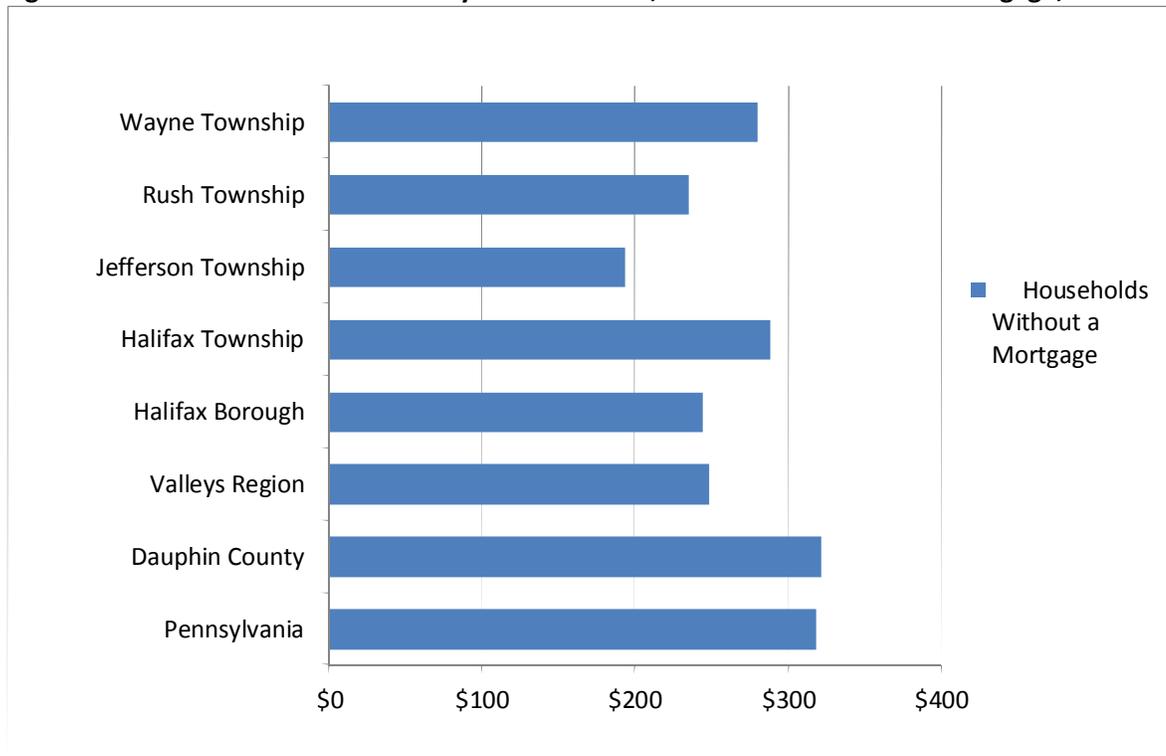
Figure 7-9: Median Selected Monthly Costs Incurred, Households with a Mortgage, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

*Data for the region represents the average median value

Figure 7-10: Median Selected Monthly Costs Incurred, Households without a Mortgage, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

*Data for the region represents the average median value

State and County Trends

- The cost of housing in Dauphin County for renters, households with a mortgage, and households without a mortgage, is slightly higher than the cost of housing in the state.

Valleys Region and Municipal Trends

- Housing costs were the highest in Wayne, Halifax, and Rush Townships, respectively, in all three categories. Median gross rent, and the median monthly costs incurred for households with and without a mortgage in these three municipalities were roughly in line with the county and the state.
- Housing costs were the lowest in Jefferson Township in all three categories. Halifax Borough had the second lowest median gross rent and median monthly costs for households with a mortgage.

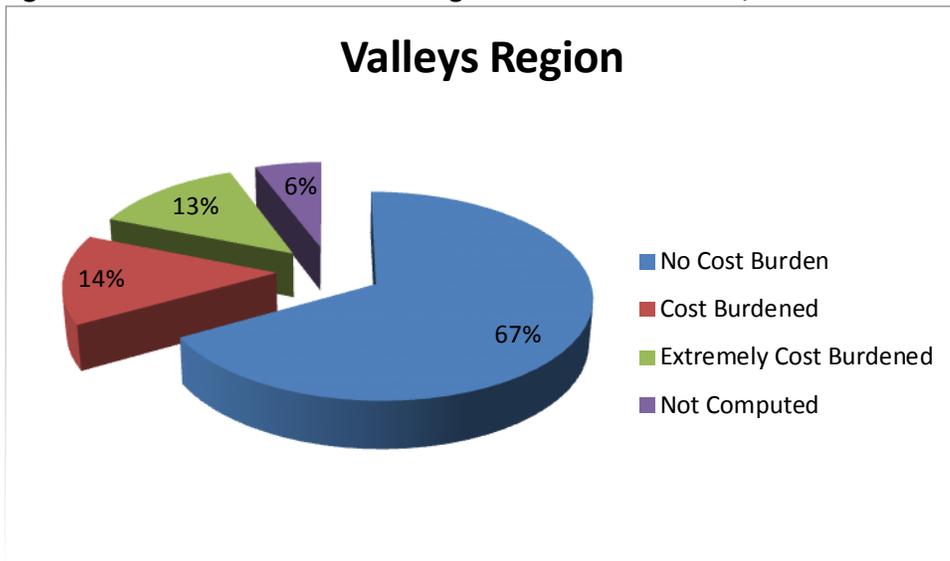
Analyzing the Housing Cost Burden

Ultimately, housing affordability is determined by household income. The U.S. Census Bureau evaluates the affordability of the housing stock by examining the cost of homes as a percentage of household income. According to federal standards, when the amount that a household is required to spend on housing and associated costs exceeds 30% of their income, the cost of housing is considered to be an unreasonable burden, and thus, the household is considered to be “cost burdened”. When this amount exceeds 50%, the household is considered to be extremely cost burdened. Information contained in this section is based on a sample of the population.

This section looks at the percentage of renter occupied households, and owner occupied households with a mortgage, that are experiencing a housing cost burden. The data is broken down to show those households that pay less than 30% of their income on costs related to housing (no cost burden), those households that are required to pay between 30% and 50% of their income on costs related to housing (cost burden), and households that are required to pay 50% or more of their income on costs related to housing (extremely cost burdened). **Tables 7-10** and **Figure 7-11** contain data

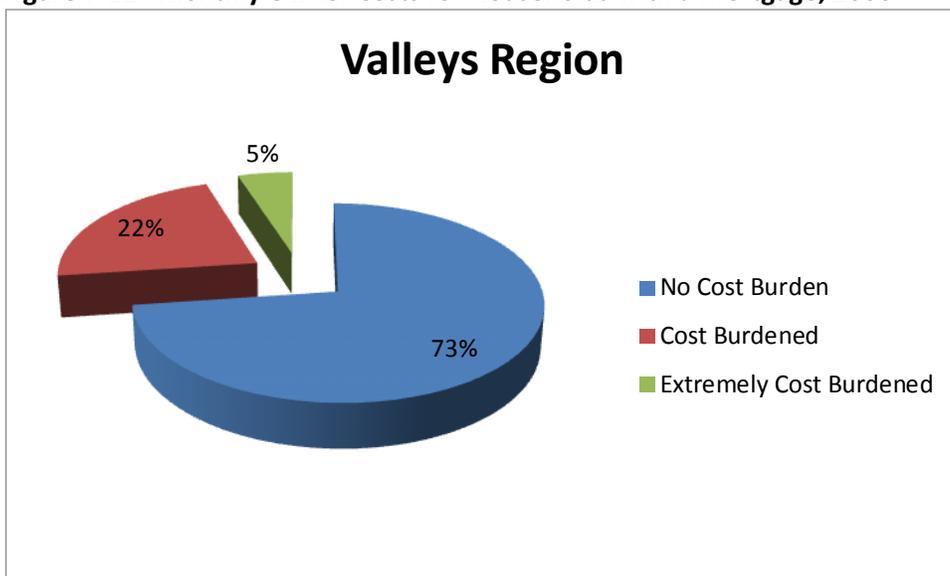
pertaining to the cost burden status of renter occupied households, and **Table 7-11** and **Figure 7-12** contain data on the cost burdened situation of owner occupied households with a mortgage payment.

Figure 7-11: Gross Rent as a Percentage of Household Income, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Figure 7-12: Monthly Owner Costs for Households with a Mortgage, 2000



Source: Tri-County Regional Planning Commission; U.S. Census Bureau

State and County Trends

- Dauphin County has a slightly lower percentage of renters that are experiencing a cost burden than the state. In the county, 18.7% of renters are considered to be cost burdened, compared to 18.2% in the state, and 13.4% of renters are considered to be extremely cost burdened, compared to 17.4% in the state.
- Dauphin County also has a slightly lower percentage of owner occupied households with a mortgage who are experiencing a cost burden than the state. In Dauphin County, 15.9% of households with a mortgage are considered to be cost burdened and 7.9% are considered to be extremely cost burdened, compared to 17% and 8.9%, respectively, in the state.

Valleys Region and Municipal Trends

- The Valleys Region has a lower percentage of renters that are considered to be cost burdened or extremely cost burdened than the county or the state.
- Halifax Borough has the highest percentage of renters that are considered to be cost burdened. Jefferson and Halifax Townships have high percentages of renters that are considered to be extremely cost burdened, but the overall number of renters sampled in the townships in the region was low.
- The Valleys Region had a higher percentage of households with a mortgage that were cost burdened than the county or the state in 2000, but the region had a lower percentage of households that were considered to be extremely cost burdened.
- Halifax Borough had lowest percentage of households with a mortgage that were considered to be cost burdened in the region (6.3%). However, the borough had the highest percentage of households with a mortgage that were extremely cost burdened (10.5%). This figure was higher than the county or the state.
- There were no extremely cost burdened households with a mortgage in Jefferson or Rush Townships. Rush Township had the highest percentage of households with a mortgage that were incurring monthly costs of less than 30% of their income.
- In Halifax Township, Jefferson Township, and Wayne Township, over 20% of households with a mortgage were considered to be cost burdened.

Housing Data Tables

Table 7-1: Year of Housing Unit Construction

	Pennsylvania		Dauphin County		Valleys Region		Halifax Borough		Halifax Township		Jefferson Township		Rush Township		Wayne Township	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Total:	5,249,750	100.0%	111,133	100.0%	2,393	100.0%	43	100.0%	1,302	100.0%	14	100.0%	7	100.0%	43	100.0%
Built 1990 to March 2000	546,277	10.4%	13,443	12.1%	351	14.7%	27	6.2%	150	11.5%	26	17.6%	3	3.9%	14	33.5%
Built 1980 to 1989	531,986	10.1%	12,702	11.4%	407	17.0%	45	10.4%	245	18.8%	25	16.9%	1	14.5%	81	18.7%
Built 1970 to 1979	709,768	13.5%	18,379	16.5%	445	18.6%	22	5.1%	296	22.7%	21	14.2%	2	28.9%	84	19.4%
Built 1960 to 1969	595,897	11.4%	13,607	12.2%	248	10.4%	39	9.0%	150	11.5%	22	14.9%	1	14.5%	26	6.0%
Built 1950 to 1959	752,400	14.3%	17,697	15.9%	238	9.9%	28	6.5%	177	13.6%	17	11.5%	4	5.3%	12	2.8%
Built 1940 to 1949	522,749	10.0%	10,747	9.7%	102	4.3%	31	7.1%	59	4.5%	6	4.1%	4	5.3%	2	0.5%
Built 1939 or earlier	1,590,673	30.3%	24,558	22.1%	602	25.2%	24	55.8%	225	17.3%	31	20.9%	2	27.6%	83	19.2%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-2: Recent Residential Construction

	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
1999	33	0	13	3	4	13
2000	20	0	10	1	1	8
2001	22	0	8	1	0	13
2002	13	0	8	0	0	5
2003	25	0	10	3	0	12
2004	28	0	18	1	0	9
2005	15	0	8	1	1	5
2006	29	0	12	3	2	12
2007	14	1	9	0	0	4
2008	11	0	6	1	0	4
Total	210	1	102	14	8	85

Source: Tri-County Regional Planning Commission Regional Building Activity Report, 2008

Table 7-3: Type of Housing

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total	5,249,750	111,133	2,393	434	1,302	148	76	433
Single Family Detached								
Total	2,935,248	54,748	1,804	170	1,054	130	67	383
Percent	55.9%	49.3%	75.4%	39.2%	81.0%	87.8%	88.2%	88.5%
Single Family Attached								
Total	940,396	22,613	110	95	7	0	2	6
Percent	17.9%	20.3%	4.6%	21.9%	0.5%	0.0%	2.6%	1.4%
2 to 4 units								
Total	515,543	11,159	73	55	16	0	0	2
Percent	9.8%	10.0%	3.1%	12.7%	1.2%	0.0%	0.0%	0.5%
5 to 9 units								
Total	179,909	6,612	61	54	7	0	0	0
Percent	3.4%	5.9%	2.5%	12.4%	0.5%	0.0%	0.0%	0.0%
10+ units								
Total	415,405	12,042	65	39	26	0	0	0
Percent	7.9%	10.8%	2.7%	9.0%	2.0%	0.0%	0.0%	0.0%
Mobile Home								
Total	258,551	3,917	280	21	192	18	7	42
Percent	4.9%	3.5%	11.7%	4.8%	14.7%	12.2%	9.2%	9.7%
Boat, RV, Van, etc.								
Total	4,698	42	0	0	0	0	0	0
Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-4: Average Household Size

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Average Household Size	2.48	2.39	2.56	2.27	2.64	2.46	2.57	2.88

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-5: Occupancy and Vacancy Statistics, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total Housing Units	5,249,750	111,133	2,393	434	1302	148	76	433
Occupied Units								
Total	4,777,003	102,670	2,271	387	1,259	137	70	418
Percent	91.0%	92.4%	94.9%	89.2%	96.7%	92.6%	92.1%	96.5%
Vacant								
Total	472,747	8,463	122	47	43	11	6	15
Percent	9.0%	7.6%	5.1%	10.8%	3.3%	7.4%	7.9%	3.5%
Vacant for Seasonal Use								
Total	154,495	863	34	0	18	11	3	2
Percent	2.9%	0.8%	1.4%	0.0%	1.4%	7.4%	3.9%	0.5%
For Rent								
Total	106,925	3606	29	29	0	0	0	0
Percent	2.0%	3.2%	1.2%	6.7%	0.0%	0.0%	0.0%	0.0%
For sale only								
Total	65,431	1623	35	3	25	0	0	7
Percent	1.2%	1.5%	1.5%	0.7%	1.9%	0.0%	0.0%	1.6%
Rented or sold, not occupied								
Total	46,001	950	8	2	0	0	3	3
Percent	0.9%	0.9%	0.3%	0.5%	0.0%	0.0%	3.9%	0.7%
For migrant workers								
Total	458	19	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other vacant								
Total	99,437	1402	16	13	0	0	0	3
Percent	1.9%	1.3%	0.7%	3.0%	0.0%	0.0%	0.0%	0.7%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-6: Tenure of Occupied Units, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total Occupied Housing Units	4,777,003	102,670	2,271	387	1,259	137	70	418
Owner Occupied								
Total	3,406,167	67,116	1,861	200	1,093	127	60	381
Percent	71.3%	65.4%	81.9%	51.7%	86.8%	92.7%	85.7%	91.1%
Renter Occupied								
Total	1,370,836	35,554	410	187	166	10	10	37
Percent	28.7%	34.6%	18.1%	48.3%	13.2%	7.3%	14.3%	8.9%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-7: Value of Owner Occupied Units, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total Specified Owner Occupied Housing Units	2,889,484	59,315	1,368	172	790	67	51	288
Less than \$50,000								
Total	435,193	5,789	121	47	47	10	11	6
Percent	15.1%	9.8%	8.8%	27.3%	5.9%	14.9%	21.6%	2.1%
\$50,000 to \$99,999								
Total	1,079,698	23,951	644	111	386	36	20	91
Percent	37.4%	40.4%	47.1%	64.5%	48.9%	53.7%	39.2%	31.6%
\$100,000 to \$149,999								
Total	703,093	17,819	483	12	322	15	14	120
Percent	24.3%	30.0%	35.3%	7.0%	40.8%	22.4%	27.5%	41.7%
\$150,000 to \$199,999								
Total	344,172	6,552	81	2	22	4	4	49
Percent	11.9%	11.0%	5.9%	1.2%	2.8%	6.0%	7.8%	17.0%
\$200,000 to \$299,999								
Total	214,812	3,659	39	0	13	2	2	22
Percent	7.4%	6.2%	2.9%	0.0%	1.6%	3.0%	3.9%	7.6%
\$300,000 to \$499,999								
Total	84,425	1,292	0	0	0	0	0	0
Percent	2.9%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
\$500,000 or more								
Total	28,091	253	0	0	0	0	0	0
Percent	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-8: Median Value of Owner Occupied Dwelling Units, 2000

	Pennsylvania	Dauphin County	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Median Value of Owner Occupied Housing Units	\$97,000	\$99,900	\$67,200	\$97,400	\$86,900	\$93,100	\$122,600

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

*The median value is not available at the regional level

Table 7-9: Median Monthly Costs Incurred

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Renter Occupied Units								
Median Gross Rent	\$531	\$557	\$487	\$465	\$544	\$350	\$513	\$563
Owner Occupied Units								
Households With a Mortgage	\$1,010	\$1,020	\$930	\$779	\$1,043	\$719	\$1,016	\$1,091
Households Without a Mortgage	\$318	\$321	\$248	\$244	\$288	\$193	\$235	\$280

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-10: Gross Rent as a Percentage of Household Income, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total	1,348,824	35,130	365	187	138	8	8	24
Less than 30%								
Total	618,622	18,025	244	131	88	2	6	17
Percent	45.9%	51.3%	66.8%	70.1%	63.8%	25.0%	75.0%	70.8%
30% to 50%								
Total	245,324	6,581	52	34	14	0	0	4
Percent	18.2%	18.7%	14.2%	18.2%	10.1%	0.0%	0.0%	16.7%
50% or more								
Total	234,320	4,703	48	18	28	2	0	0
Percent	17.4%	13.4%	13.2%	9.6%	20.3%	25.0%	0.0%	0.0%
Not computed								
Total	110,681	1,725	21	4	8	4	2	3
Percent	8.2%	4.9%	5.8%	2.1%	5.8%	50.0%	25.0%	12.5%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Table 7-11: Monthly costs for Households with a Mortgage as a Percentage of Household Income, 2000

	Pennsylvania	Dauphin County	Valleys Region	Halifax Borough	Halifax Township	Jefferson Township	Rush Township	Wayne Township
Total	1,798,402	39,891	862	95	485	43	19	220
Less than 30%								
Total	1,324,392	30,231	628	79	340	34	17	158
Percent	73.6%	75.8%	72.9%	83.2%	70.1%	79.1%	89.5%	71.8%

The Valleys Regional Comprehensive Plan will document who we are and what we want for our future. It will act as a guide to manage growth and change in the region with a focus on retaining the area's rural character and community heritage while being conscious and respectful of individual and personal freedoms, and the environment.

30% to 50%								
Total	304,926	6,329	191	6	124	9	2	50
Percent	17.0%	15.9%	22.2%	6.3%	25.6%	20.9%	10.5%	22.7%
50% or more								
Total	160,640	3,144	43	10	21	0	0	12
Percent	8.9%	7.9%	5.0%	10.5%	4.3%	0.0%	0.0%	5.5%
Not computed								
Total	8,444	187	0	0	0	0	0	0
Percent	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Tri-County Regional Planning Commission; U.S. Census Bureau

Chapter 8

Transportation Profile

A safe and efficient transportation system is essential for the free flow of people and goods within and through the community. It also provides for necessary and efficient response by public and emergency services personnel. The location, quality, and availability of transportation facilities have a significant impact and an influence on where future growth and development is likely to occur. Therefore, understanding the composition, efficiency, and adequacy of a community's transportation system is essential.

The municipalities in Dauphin County are part of the Harrisburg Metropolitan Planning Organization. Transportation planning for this MPO is conducted by the Harrisburg Area Transportation Study (HATS), and covers all of the municipalities in Cumberland, Dauphin and Perry Counties as well as Palmyra Borough and North and South Londonderry Townships in Lebanon County. This section of the comprehensive plan will inventory the region's existing transportation system. Additional information concerning county-wide and regional transportation planning can be found in the Dauphin County Comprehensive Plan and the HATS 2030 Regional Transportation Plan – 2007 Update.

Regional Access

The Valleys Region is significant from a regional transportation viewpoint in that it is heavily used by commuters in northern Dauphin County and western Schuylkill County that travel to Harrisburg. Halifax Borough and areas outside of Halifax Township often experience congestion as traffic drains from these locations on PA State Route (SR) 147 and SR 225. Because of geographical constraints, Peter's Mountain to be specific, these two routes represent the two most direct routes for residents from these areas that travel to Harrisburg or other points south for employment. Although other options exist, including US 11/15 via the Clark's Ferry Bridge, SR 81, or Goldmine Road, these routes are not as convenient for most travelers. SR 325 is considered a major corridor for commuters coming from the western portions of northern Dauphin County and western Schuylkill County to access the greater Harrisburg Area.

Commuting to Employment

This section looks at commuting patterns in the Valleys Region. This involves looking at the commuting patterns of employed residents and looking at commuting patterns that are generated by employers in the region. Analyzing commuting patterns provides an indication of the number of trips generated by employment that cause an increased volume of traffic on the roadways. Commuting patterns can also serve as an economic indicator by analyzing the number of residents that are employed in the region versus those that leave the region for employment, the number of non-residents that are employed in the region, and the total number of employees that are supported by jobs in the region, as compared to the total number of residents.

Table 8-1 contains data about the commuting patterns of residents of a place and employees working in a certain place. Data for Dauphin County represents county-level data; i.e. it looks at people living or working inside or outside of the county, as opposed to inside or outside of a certain municipality.

- *Employed Resident Trips* represent the total number of residents that are employed, regardless of their place of employment.
- *Locally Employed Resident Trips* represents individuals who are employed in their location of residence.
- *Total Employee Trips* represents the number all people who are employed within a certain geography, regardless of their location of residence.
- *Percent of Residents Working in Other Municipalities* represents the percentage of all residents who travel outside of their location of residence for employment.

- *Percent of Employees Living in Other Municipalities* represents that percentage of employees in a given area who live in other places and travel into the area for employment.
- *Employee to Resident Ratio* compares the number of employees, or jobs, that an area supports with the number of residents that live in that same area. The higher the ratio, the more people there are that travel into the region to fill employment positions. A negative ratio indicates that there are more people living in an area than there are jobs. A high negative ratio indicates that an area provides many residential options, but limited employment opportunities, which impacts the sustainability of the tax base. Places that meet these characteristics are often thought to be “bedroom communities”.

Figure 8-1 shows the relationship between a person’s location of residence and their location of employment for residents of the Valleys Region. It shows the percentage of people who live in the Valleys Region and are employed in the Valleys Region, compared to the percentage of people who live in the Valleys Region, but travel out of their municipality of residence for employment.

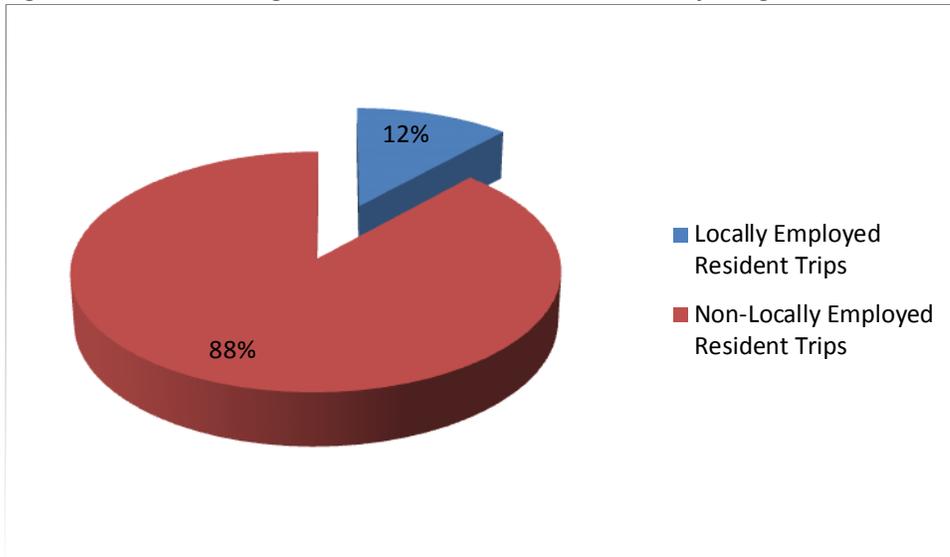
Figure 8-2 looks at the location of residence for people that are employed in the Valleys Region. It shows the percentage of people that live in the same municipality as their place of employment as compared to the percentage of people who migrate into the municipality where their employment is located, from some other municipality.

Table 8-1: Commuting to Employment Patterns

	Employed Resident Trips	Locally Employed Resident Trips	Non-Local Employee Trips	Total Employee Trips	% of Residents Working in Other Municipalities	% of Employees Living in Other Municipalities	Employee to Resident Ratio
Dauphin County	121,202	93,958	70,602	164,560	22.5	42.9	36%
Halifax Borough	400	33	425	458	91.8	92.8	15%
Halifax Township	1,620	247	651	898	84.8	72.5	-45%
Jefferson Township	190	17	5	22	91.1	66.0	-16%
Rush Township	94	4	13	17	95.7	76.5	-82%
Wayne Township	609	41	19	60	93.3	31.7	-90%
Valleys Region	2,913	342	1,113	1,455	88.3	76.5	-50%

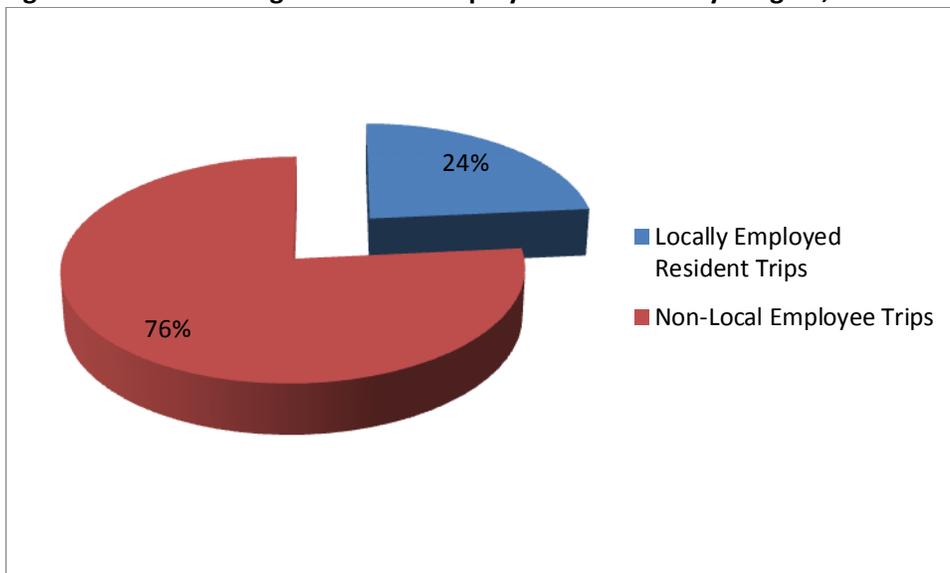
Source: HATS 2030 Regional Transportation Plan – 2007 Update

Figure 8-1: Commuting Patterns of Residents in the Valleys Region to their Place of Employment



Source: HATS 2030 Regional Transportation Plan – 2007 Update

Figure 8-2: Commuting Patterns of Employees in the Valleys Region, from their Location of Residence



Source: HATS 2030 Regional Transportation Plan – 2007 Update

Valleys Region and Municipal Trends

- With the exception of Halifax Borough, all of the municipalities in the Valleys Region have a high negative employee to resident ratio. This indicates that the region supports more residences than it does jobs, which can hinder the economic base of the region. Wayne Township and Rush Township have the lowest employee to resident ratios. The close location of Harrisburg as an employment center likely contributes to this ratio.
- Halifax Borough is the only municipality in the Valleys Region that has a positive employee to resident ratio. The ratio of 15% indicates that the region supports 15% more employees than it does residents. This demonstrates the role of Halifax Borough in the Valleys Region as an anchor community and the potential for employment at this location.

- Although Halifax Borough has a positive employee to resident ratio, 91.8% of employed residents leave the borough for employment and 92.8% of employees in the borough live in other municipalities. This indicates that the type of employment available in the borough is not matched with the skills of the workers that live in the borough.
- In Halifax Township, 84.8% of employed residents work in other municipalities. Halifax Township has the lowest percentage of residents that leave their municipality of residence for employment of the municipalities in the region.
- SR 325 is used by residents in Rush Township to commute to employment in Schuylkill County.

Roadway Functionality

Several functional classifications are used in transportation planning to describe a roadway, or a section of roadway in terms of capacity, access, and design characteristics. **Table 8-2** represents the functional classification system utilized by the Tri-County Regional Planning Commission.

Table 8-2: Functional Classification Characteristics

Characteristic	Arterial	Collector	Local
Sub-Classifications	<ul style="list-style-type: none"> • Limited Access / Interstate • Other Principal Arterials • Minor Arterials 	<ul style="list-style-type: none"> • Major • Minor 	None
Mobility vs. Access	Mobility of utmost importance	Mobility and land access of equal importance	Land access of utmost importance
Trip Distance	Typically used for longer trips (inter and intra-state, inter-region and longer intra-region and intra-county trips)	Short to medium distance intra-regional trips and for accessing arterial and local systems	Typically used for short trips and for accessing higher order systems
Traffic Volumes	Highest volume roadways; moderate to high volume on most arterials	Generally moderate volumes	Low volume roadways
Design Features	Limited, partial and unlimited access controls; widest right-of-way, cartway and shoulders; often 3 to 4 lane facilities	No access controls; moderate to minimum right-of-way, cartway and shoulder widths; often 2-lane facilities	No access controls; minimum right-of-way, cartway and shoulder widths; often 2 lane facilities
Speeds	Typically 45-65 mph	Typically 35-45 mph	Typically 25 mph
Through/Local Traffic	Minimal interference to through travel; local travel discouraged, especially on limited access roads	Balanced through and local travel	Through travel discouraged; local travel encouraged
Relation to Other Systems	Most important connections with other arterials and collectors, usually via grade separated interchanges or signalized intersections	Connects with Arterials and Locals. Collector/Arterial intersection often signalized. Collector/Local intersections often stop controlled.	Primarily connects with other locals and collectors. Most intersection of locals with other roadways are stop controlled.

Source: PennDOT; Tri-County Regional Planning Commission

In the Valleys Region, SR 147 and SR 225 are considered minor arterials. Clark’s Valley Road, SR 325 is considered a major collector. Powell’s Valley Road and Enders Road are considered minor collectors. The remaining roadways in the region are considered local roads. **Map 8-1** graphically shows the functional classification of the roads in the Valley Region.

Traffic Volume

PennDOT collects and maintains traffic counts for state roadways and publishes data on the Average Annual Daily Traffic (AADT) for segments of roadways. AADT is considered to be the typical daily amount of traffic, in both directions, on a particular road segment. Monitoring AADT flows on roadways is important because roadways of different functional classifications are designed to handle different volumes of traffic. AADT data contained in this section is representative of the 2007 Traffic Volume Map, published in April 2009 and prepared by PennDOT.

Arterials are roads designed to carry larger volumes of traffic, specifically “through” traffic, at higher speeds, and with limited access. The roads with the highest volumes of traffic in the region are the two minor arterials, SR 147 and SR 225. Where SR 147 and SR 225 join together, the AADT is 18,000 vehicles. This further demonstrates the regional significance of this roadway. Separately, south of the borough in Halifax Township, SR 147 carries approximately 7,300 vehicles and SR 225 carries approximately 11,000. Coming into Halifax Borough, SR 147 has an AADT of 7,400 vehicles and SR 225 has an AADT of 5,800 vehicles.

Collector roads are designed to carry less traffic and at lower speeds than arterials. Traffic on collector roads usually represents a mix of local and through traffic, and collector roads have a greater number of access points than arterials. SR 325, a major collector, has an AADT of 1,200 vehicles in Rush Township. Powell’s Valley Road, a minor collector, has an AADT of between 350 and 1,400 vehicles in Jefferson, Wayne, and Halifax Townships. Enders Road, in Wayne Township, a minor collector, has an AADT of 550 vehicles.

Level of Service

According to the Dauphin County Comprehensive Plan, Level of Service (LOS) is a qualitative measure describing the operational conditions within a roadway’s traffic stream. It is based on service measures such as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Standards that define the minimum acceptable operating LOS for arterials, collectors and local roads have been developed. Determining where a particular roadway may fall below the acceptable LOS is a useful technique to identify congestion and areas where deficiencies need to be addressed and remedied. Levels of service are identified by alphanumeric designations ranging from “A” through “F”, with “A” being the best and “F” being the worst. The various LOS for roadways generally include:

- LOS A - Excellent traffic flow, favorable progression, most vehicles do not stop at all.
- LOS B - Very good traffic flow, short delays, more vehicles stop than under LOS A causing higher levels of delay.
- LOS C - Traffic flow is still good, but the number of vehicles stopping is significant. Many vehicles still proceed without stopping.
- LOS D - The influence of congestion becomes noticeable. Few vehicles advance through the intersection without stopping.
- LOS E - The limit of acceptable delay for many agencies. Virtually no vehicles proceed without stopping.
- LOS F - Traffic volumes exceeds available capacity. All vehicles must stop at least once, and possibly must wait through several signal cycles before proceeding.

All of the state roadways in the Valleys Region area rated as LOS A during their peak traffic hour except SR 147 and SR 225. SR 147 in Halifax Township, north of Halifax Borough to its intersection with SR 225 in Halifax Borough is classified as LOS B. The segment of roadway that is designated as SR 147 and SR 225 is rated as LOS C. South of the southern split with SR 147 in Halifax Township; SR 225 is classified as LOS B.

A traffic study done in 2007 and 2008 for the Halifax Commons indicates that both SR 225 and SR 147 were at a LOS F during peak periods at the traffic light.

Crash Corridors

The 2030 Regional Transportation Plan – 2007 Update identifies general locations of frequent and severe crashes that should be considered community planning priorities. The plan identifies certain corridors in the region that experience crashes at a higher rate than the statewide average for that type of facility, as well as those that experience serious crashes (those resulting in fatality or major injury) at a higher rate than would be expected. The plan utilized PennDOT accident data from 2000 to 2006. Sections of SR 147, SR 225, SR 325, and Powell’s Valley Road were identified as having high crash occurrences. The plan notes that these areas should be targeted for priority safety improvements.

The following segments of state roadways are shown as having a crash rate of 1-5 per million vehicle miles between 2000 and 2006. These locations are approximate:

- SR 147 between Tourist Park Road and Seiders Road
- SR 147 near McClellan Rd.
- SR 147 in Halifax Borough
- Entire length of SR 147 south of intersection with SR 225 in Halifax Township
- SR 225 at intersection with SR 147
- SR 225 through Matamoras
- SR 225 at the crest of Peter's Mountain
- Armstrong Valley Road between Hillcrest Dr. and Kinsinger Rd.
- Powell's Valley Road east of Price Road
- Powell's Valley Road between Matamoras Road and west of Radel Rd.
- Powell's Valley Road between Radel Road and Shoop Ln.

The following segments of state roadways are shown as having a crash rate as 5 or more per million vehicle miles between 2000 and 2006. These locations are approximate.

- SR 225 in Halifax Borough
- Powell's Valley Road from SR 147/225 to Price Road
- Powell's Valley Road east of Price Road to Dividing Ridge Road

Additionally, the following locations are listed as potential corridors or intersections for safety initiatives (based on future detailed study of conditions specific to the area):

1. Intersection of SR 225 and SR 147 in Halifax Borough
2. Powell's Valley Road – SR 147 to Dividing Ridge Road

Map 8-1 graphically shows the location of the crash corridors.

Intelligent Transportation Systems (ITS)

The 2007 Update to the HATS 2030 Regional Transportation Plan also discusses Intelligent Transportation Systems (ITS) planning. Also called operations planning, ITS planning is a congestion management system (CMS) related effort that addresses congestion and safety issues by making the existing transportation system work more efficiently. HATS is in the process of implementing an ITS Regional Operations Plan. The plan identifies various operational strategies that can help reduce recurring congestion caused by accidents, special events, and other, non-regular occurrence factors.

There may be an opportunity for municipalities in the Valleys Region to work with PennDOT District 8 Traffic Management Center to ensure coordinated efforts and utilize the ITS Regional Architecture. The architecture is a formal communications procedure through which transportation system managers, transportation operators and providers, emergency service agencies, major event generators, municipalities, and information service providers can communicate more efficiently with one another and respond more quickly and appropriately to congestion or emergency related situations.

Bridges

Bridges are another important component of the transportation system. Maintenance of bridges is an ongoing priority at the local, state, and federal levels because of the diversions in travel created when bridges are posted or closed. Bridge restrictions divert and delay the movement of goods and people, adding to congestion and air quality concerns, and may also increase response time for emergency services providers.

PennDOT is responsible for the management of all bridge structures in the state that are greater than 8 feet in length, regardless of ownership. The bridge management system (BMS) implemented by PennDOT includes a database that contains attributes for the location, dimensions, and physical and administrative characteristics for each bridge in the system.

PennDOT has an aggressive bridge inspection program in place to ensure that all of Pennsylvania's bridges are inspected at least once every two years. Bridges are rated to provide an indication of the bridge's overall status in terms of structural soundness and ability to service traveling public. A functionally obsolete rating indicates that the bridge has older features (e.g. road widths and weight limits) compared to more recently built bridges. A structurally deficient rating indicates that the bridge has deterioration to one of more of its major components. Structurally deficient bridges are inspected more frequently if their condition warrants. A structurally deficient bridge is considered to be safe, but is in need of costly repairs or replacement to bring it up to current standards. As of June, 2009, there were five bridges in the Valleys Region that were considered structurally deficient, and four bridges that are considered functionally obsolete.

Structurally Deficient Bridges

- Halifax Township – SR 147 Bridge over Gurdy Run
- Halifax Township – SR 4006 bridge over Gurdy Run
- Jefferson Township – SR 4013 (Powell's Valley Road) bridge over a tributary to Powell's Creek, one mile east of Carsonville (scheduled to be replaced by PennDOT in 2009)
- Wayne Township – SR 4001 bridge over a tributary to Armstrong Creek
- Wayne Township – Rummel Road (T-538) bridge over Powell's Creek

Functionally Obsolete Bridges

- Halifax Township – SR 4006 bridge over Gurdy Run
- Wayne Township – SR 4013 (Powell's Valley Road) bridge over a tributary to Powell's Creek in Enterline
- Wayne Township – SR 4013 (Powell's Valley Road) bridge over a tributary to Powell's Creek, one mile east of Enterline
- Jefferson Township – West Cross Road (T-535) over North Fork Powell's Creek

The West Cross Road Bridge over the North Fork Powell's Creek is also posted with a weight limit of 10 tons.

Public Transportation

Public transportation helps to provide increased mobility for people without vehicles, environmentally conscious individuals, those who work within an area that has limited to no parking facilities or those that are unable to drive or do not want to drive due to various reasons.

The 2030 Regional Transportation Plan – 2007 update notes that the Northern Dauphin County planning section (which includes all of the municipalities in the Valleys Region with the exception of Rush Township) has the highest percentage of households without access to a vehicle (8.6%). Most of the region's boroughs have a higher percentage of households without vehicles, and while the boroughs do have a denser population and some services are within walking distance, necessary services such as grocery stores and medical facilities are often outside of smaller boroughs and not within walking distance.

Hegins Valley Lines and Capital Area Transit (CAT) operates daily commuting service Monday through Friday from northern Dauphin County to the Capitol Complex and Dauphin County Courthouse. Service is available from Halifax Borough. R&J Transportation Inc. operates daily commuting service from Frackville and Minersville areas in Schuylkill County to downtown Harrisburg and the Capitol Complex. Connections to Schuylkill Transportation System buses can be made in Frackville and Minersville. Riders can connect to the rest of the CAT bus system in Harrisburg to reach additional destinations in Dauphin and Cumberland Counties.

Share-A-Ride

CAT's Share-A-Ride program is a door-to-door service that provides transportation to senior citizens, riders with disabilities, and other members of the general public throughout Dauphin County. Customers often share their ride with others who have scheduled trips to the same general area. CAT service is sometimes supplemented by other private vendors. Drivers will assist passengers to get into the vans, though they will not lift passengers or take a wheelchair up or down steps.

Commuter Services of South Central Pennsylvania

Commuter Services of South Central Pennsylvania provides a free carpool matching service, directs commuters to information on various transportation options in the region, and provides an emergency ride home program. Commuter services also works with regional employers to develop in-house transportation options.

Commuter Services is administered by the URS Corporation and is overseen by the Susquehanna Regional Transportation Partnership (SRTP). In addition to developing carpooling and transit options for workers and employers, it also promotes the use of the neighboring public transit providers including Rabbit Transit in York County, the Red Rose Transit Authority in Lancaster County, and COLT Transit in Lebanon County.

SRTP was formed in response to concerns about increasing congestion and decreasing air quality in the region and consists of the transit agencies, regional chambers, and metropolitan planning organizations of the four major metropolitan areas in South Central Pennsylvania, including Harrisburg, Lancaster, Lebanon, and York. Funding for the program comes mainly from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which funds projects that reduce criteria air pollutants regulated from transportation-related sources.

Intercity Bus Service

Residents also have access to long distance bus transportation providers. A variety of providers offer service at the bus terminal located at the Harrisburg Transportation Center. Capitol Trailways provides service to customers in Pennsylvania, New York, New Jersey, Maryland, and Washington D.C.; Fullington Trailways provides service throughout Western Pennsylvania and New York State; Susquehanna Trailways provides service through Eastern Pennsylvania and into New Jersey and New York; and Greyhound lines offer service throughout the United States.

Rail

Freight Rail

Norfolk Southern operates an active freight rail line that parallels the Susquehanna River in the Valleys Region. This is the only active rail line in the region. Harrisburg is considered one of Norfolk Southern Railroad's three primary intermodal hubs in their system.

Passenger Rail

The nearest passenger rail service terminals are in Lewistown and Harrisburg. Amtrak train service is available in these locations and provides service to Philadelphia and points east, as well as Pittsburgh and points west of the region. From these hubs, riders can transfer to Amtrak's nationwide rail network.

Aviation

There are three private airports within the Valleys Region. Walsh Airport is located in Halifax Township; Gusler Airport in Wayne Township; and Bendigo Airport is located in Rush Township. Although these airports are primarily used for private use and by single engine planes, there are several nearby airports that transfer people and commerce to and from the region.

The information contained in this section is taken from the HATS 2007 Update to the 2030 Regional Transportation Plan. The Susquehanna Area Regional Airport Authority (SARAA) operates three of the public airports in the Central

Pennsylvania region including the Harrisburg International Airport (HIA), Capital City Airport (CXY), and the Franklin County Regional Airport, which serves Shippensburg, western Cumberland, and Franklin Counties. While SARAA continues to make improvements at these three airports, it is also considering the purchase of other regional airports such as the Carlisle and Gettysburg Airports.

- *Harrisburg International Airport* provides commercial airline service to the Harrisburg region. In 2003, 1.33 million passengers traveled through HIA, and in 2004, the airport opened a new terminal building. There are eight major airlines offering over 120 flights a day with non-stop service to 14 domestic cities and Toronto.
- *Capital City Airport*, located in New Cumberland, is the general aviation airport for the capital city of Harrisburg, and all of central Pennsylvania. CXY averages more than 57,000 corporate, charter, and private aircraft operations every year. It is the designated reliever and sister airport of HIA.
- *Franklin County Regional Airport* is located outside of Shippensburg. It provides corporate and charter airline services as well as a large skydiving school.
- *Carlisle Airport* provides corporate and charter flight service to the Carlisle region. Bus Airport of Carlisle, Inc. owns the airport.

Bicycle and Pedestrian Planning

The transportation network must not only support automobile traffic; it must also account for non-motorized forms of transportation including bicycles and pedestrian activity. Walking and bicycling contribute to the health of the people in the community, and the overall health of the environment as they reduce the number of vehicles that are on the road.

The vast majority of the Valleys Region, due to its rural or suburban nature, lacks an integrated network of bicycle and pedestrian facilities. There are sidewalks located within Halifax Borough, but they are not continuous, and don't effectively connect residences with neighborhood serving businesses and activities such as the park, schools, and commercial destinations outside of the borough. The Valleys Region in general is considered to be very unfriendly to bicycles. There are no bike paths and most roadways do not have adequate shoulder width for bicyclists.

The HATS 2007 Update to the 2030 Regional Transportation Plan identifies several priority bicycle and pedestrian needs and associated actions. The priority needs and actions identified in the HATS plan that pertain to the Valleys Region are listed below:

Creation of a Regional Pedestrian/Bicycle Database

- **School sidewalk inventory** – This initiative focuses on establishing safe routes to school and connections between neighborhoods and school facilities.
- **Commercial retail sidewalk inventory** – A sidewalk inventory, as well as observed pedestrian counts should be conducted in areas within ½ mile of commercial attractors in an effort to encourage municipalities to build sidewalks in appropriate, high use locations. This initiative recognizes that many pedestrian trips are made to reach commercial retail attractors including restaurants, grocery stores, and convenience stores. This may be appropriate in Halifax Borough and the villages of the region, as well as areas of Halifax Township that have commercial development.
- **State roadway width/shoulder inventory** – Such an inventory would allow for an evaluation of general bicycle and pedestrian needs where sidewalks or other, well-defined walkways are otherwise not available or appropriate.
- **“Share the Road” signage inventory** – “Share the Road” signs help to increase awareness between different users, i.e. motorists, bicyclists, and pedestrians, on the roadways. An inventory of existing signage will be helpful in understanding the benefits of the signs and identifying locations where additional signs should be installed.
- **Intersection analysis, free right turns** – Free right turns can be problematic for bicycles and pedestrians due to their infrequent nature. An analysis of these intersections would help determine the types of improvements that could make the intersection safer for bicyclists and pedestrians while still alleviating motorized vehicle congestion.

- **Trail inventory** – Trails serve both a recreation and transportation purpose. An inventory of existing and proposed trail facilities is beneficial, particularly in areas where sidewalks are not present.

Bicycle Parking on Buses and Bicycle/Pedestrian Facilities coordinated with Transit Facilities

- **Bike racks on intercity buses or passenger trains** – Benefits could be realized if intercity bus providers and passenger rail operators allowed bikes aboard their buses or trains. Currently, Capitol Trailways allows bikes to be stored in the storage compartment under the bus, subject to certain regulations, while Greyhound and Amtrak only allow collapsible bikes to be transported.
- **Bike racks or shelters at major public transit stops/centers** – A CAT bus stop inventory is currently in progress to determine locations where shelters or bike racks/lockers would be beneficial. These facilities assist people in making long distance trips, and protect riders in poor weather conditions.

Promote Local and Regional Bicycle/Pedestrian Planning

- **Improve pedestrian signal timings** – Improved pedestrian signal timings at intersections would increase the safety of these intersections while facilitating further pedestrian use and improving connectivity between residential and commercial retail attractors. New or improved signals should be installed with crossing countdown timers if possible to allow pedestrians to have a better idea of how long they have to safely cross the street.
- **More clearly mark pedestrian crosswalks/crosswalk painting program** – Clearly marked crosswalks help to increase motorists’ awareness of crosswalks and decrease speeds, making the crosswalks safer for pedestrians.
- **Enforce pedestrian crosswalk regulations** – Enforce traffic laws that require motorists to yield to pedestrians in crosswalks.
- **Update sidewalk/pedestrian walkway ordinances** – Review and revise ordinances to ensure that sidewalks or other designated pedestrian walkways are required to be constructed and maintained.
- **Install signage indicating bicycle routes** – To raise awareness of bicycle routes among bicyclists and motorists, and to alert bicyclists when a road changes its purpose, e.g. when an expressway begins, and if alternate routes are available.
- **Educate bicyclists about highway driving rules** – As fuel prices continue to rise, the amount of bicyclists is also increasing. However, many novice bicyclists are not fully knowledgeable about roadway rules as they pertain to bicyclists, and should be educated through various sources of information.
- **Educate the community about roadway design uniting or dividing a community** – Roadway systems that have high redundancy tend to spread out traffic and reduce the need for road widening. By contrast, roadway systems that have low redundancy tend to focus traffic on a small number of roads. This contributes to wider roads with heavier traffic volumes, which makes it difficult and unsafe for bicyclists and pedestrians to use. If municipalities are aware of the impacts that roadway design has on the community, development can be encouraged that unites the community and has the benefit of being bicycle and pedestrian friendly.

Projects Listed on the 12-year Plan

HATS coordinates the transportation improvement program (TIP) that lists the transportation projects receiving federal funding over the next four years. The following projects in the Valleys Region were listed on the 2009 to 2012 TIP.

- **Halifax NS Corridor** was listed as a railway-highway crossing project. The purpose of this program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings
- **The River Road** project in Halifax Township consists of resurfacing SR 147 from Fisher Street to Dawn Road in Halifax Township.
- **The SR 225** project will resurface 1.93 miles of SR 225 from Terry Lane to the Halifax Borough line in Halifax Township and Halifax Borough.

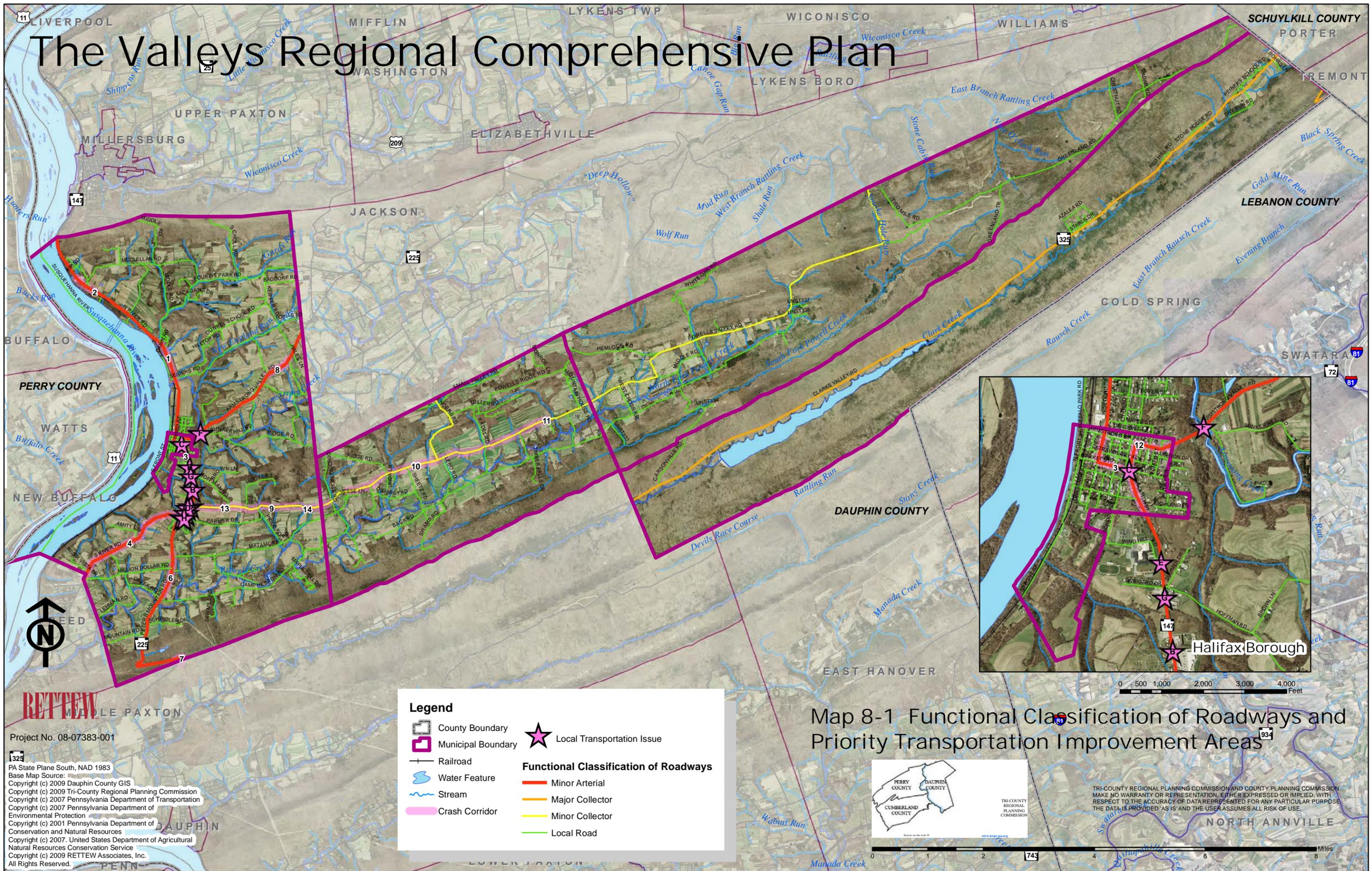
Locally Identified Transportation Issues

In addition to the regional initiatives discussed throughout this section, there are several areas of local concern that have been evaluated in the development of the transportation plan. These include items discussed at the public participation meeting, and other issues recognized by the steering committee. These issues include:

- Intersection of Powell's Valley Road and SR 225
- It is difficult to pull out of Giant grocery store, especially when trying to make a left turn
- The bottleneck of SR 225 and SR 147, and where they separate
- Hazards at the Shell and Sheetz gas stations
- School speed limit signs blinking and causing congestion (this is especially an issue when the signs are for the elementary school, which is not near the highway). The school zone signals create stopped traffic flow during the morning commute. Delays getting through Halifax Borough to the traffic signal can exceed 10 minutes. Commuters speed through borough streets to reduce the time of the delay.
- Speeding north of Halifax Borough on SR 225
- SR 147 and SR 225 congestion during peak periods
- Signage needs to be added to the traffic signal to show that Parker Drive south has a right-of-way on a green signal to travel onto SR 147.

Map 8-1 graphically shows the location of the locally identified transportation issues.

The Valleys Regional Comprehensive Plan



Legend

- County Boundary
- Municipal Boundary
- Railroad
- Water Feature
- Stream
- Crash Corridor
- Local Transportation Issue

Functional Classification of Roadways

- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

Map 8-1 Functional Classification of Roadways and Priority Transportation Improvement Areas



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Chapter 9

Community Facilities Profile

There are numerous public facilities and services, which must be provided by local governments to meet the health, safety, convenience and cultural needs of the community. The need for these services and the degree to which they are provided is dependent upon the size and density of development, the distribution of the population, and the financial resources available. The following inventory of existing community facilities, in conjunction with population and housing projections, will help to determine the future needs of the township. The adequacy and availability of these services and facilities are extremely important to all area residents as they reflect the quality, convenience, and general character of the community as a place to live.

Education

Public Schools

The Pennsylvania General Assembly is charged by the State Constitution to provide “for the maintenance and support of a thorough and efficient system of public education to serve the needs of the Commonwealth.” School boards are provided broad authority by the Pennsylvania School Code to establish, equip, furnish, and maintain the public schools in the district. To support these activities, school boards are provided with the authority to levy taxes, borrow funds, obtain grants, and expend funds as outlined in the Pennsylvania School Code and other state and federal laws.

Students in Halifax Borough, Halifax Township, and Wayne Township attend the Halifax Area School District. Students in Jefferson Township attend the Upper Dauphin School District, and students in Rush Township attend the Williams Valley School District. Recent discussions occurred on the potential consolidation of the Halifax Area School District with the Millersburg School District and the Upper Dauphin Area School District; ultimately, the proposal to consolidate the districts was rejected.

Halifax Area School District

Students in Halifax Borough, Halifax Township, and Wayne Township attend the Halifax Area School District. The mission of the Halifax Area School District, as a partnership of students, parents, schools, and the community, is to prepare all students to be life-long learners and responsible, productive, and accountable citizens in a continually changing world. The district is located at

Halifax Area School District
3940 Peter’s Mountain Road
Halifax, PA 17032
717-896-3416

The high school and middle school are located in one building, and one elementary school is located to the rear of the high school and middle school. The elementary school houses grades 2-5 and the Enders-Fishersville School houses kindergarten and first grade students. The district sees an average yearly enrollment of approximately 1,250 students, and average of about 100 students per grade. Enrollment numbers have remained fairly steady over the past ten years, and are projected to remain steady in the future.

The Halifax School Board has been studying options to provided needed renovations and additional classroom space for the high school / middle school campus. The existing high school / middle school building was constructed in 1958;

additions were constructed in 1967-68, 1987-88, and 1991. Although enrollment numbers have not increased dramatically, changes in programming have resulted in the need for increased capacity.¹

The district currently offers distance learning opportunities in conjunction with the Millersburg School District, and the district will be offering virtual learning opportunities by providing students with the capability to take certain classes on-line through the Capital Area Intermediate Unit 15. In the future, the district would like to offer a cyber charter school. The district has seen an increase in the number of students that are home schooled or attending cyber charter schools. In the 2008-2009 school year, approximately 21 students in the district were enrolled in cyber charter schools, 17 students were home schooled and 35 students attended private schools. In addition to contributing to tuition costs, the district funds transportation costs for the students that are bussed to private schools, and by law, these students are allowed to participate in extracurricular activities that are not part of a regular class. In some cases, the district has also permitted these students to participate in extracurricular activities that are part of a regular class, for example, chorus.

The district has a cooperative relationship with the surrounding community. The district also has procedures in place for rental of their facilities by community groups. Pertaining to recreation, the school district owns the land that the little league fields are located on, but the fields are managed by the little league association.

Upper Dauphin School District

Students in Jefferson Township attend the Upper Dauphin School District. The district enrollment is 1,250 students in kindergarten through twelfth grade. The mission of the Upper Dauphin School District is to “empower our students to be lifelong learners in order to reach their greatest potential.”

Williams Valley School District

Students from Rush Township attend the Williams Valley School District. The district serves students in Dauphin and Schuylkill Counties. The district is located at:

Williams Valley School District
10330 Route 209
Tower City, PA 17980

In the 2008 to 2009 school year, the district had an enrollment of 1,065 students in kindergarten through twelfth grade. In the last ten years, the district has seen a declining student population, but the last two incoming kindergarten classes have been larger than average. The district does not maintain student enrollment projections. Although the district has seen a decline in the student enrollments, its buildings are at capacity due to changes in programming. The district does not currently have any plans for renovations or expansions.

Students in the district may attend the Schuylkill Technology Center in Mar-Lin or Frackville for a half year program during 10th, 11th, and 12th grade. The district also has a dual enrollment agreement with the Lehigh Carbon Community College, which enables students to take certain classes on-line.

Dauphin County Technical School

The Dauphin County Technical School was created in 1970 and is sponsored by the Halifax Area School District and five other districts in Dauphin County. It enrolls students in grades 9-12 and offers a full time program including academic study. The curriculum offers a wide range of programs including trades/industrial, business, health, food service, distributive education, cosmetology, and child care.

Home Schools and Internet Schools

Since 1988 home schooling has grown in popularity. In 1998 Pennsylvania passed Act 169 which amended the Pennsylvania School Code to allow parents or guardians to home school their children as an option to the requirement

¹ El Associates, Halifax Area School District

of school attendance. This Act specified the requirements and responsibilities of the parents and the corresponding school district. The Pennsylvania Department of Education provides school districts with lists of nationally formed standardized tests for testing home schooled children.

Statewide, the number of children enrolled in internet schools is increasing. Although these schools offer a different method of education, they do pose a direct financial burden on the school district. The school district receives tax dollars directly from the state. For every student that is living in the district but attending internet schooling, a certain dollar value is taken from the total amount that the school district would receive, and is given to the internet school.

Private Schools

The Armstrong Valley Christian School is located in Halifax Township. In the 2008 to 2009 school year, the school enrolled 16 elementary students and 5 secondary students. The school is located at:

943 Enders Road
Halifax, PA 17032

Colleges and Universities

Residents in the Valleys Region have access to several institutions of higher learning. Although there are no colleges or universities located within the region, there are several colleges and universities located in proximity to the region. The following colleges, universities, and institutions of higher learning are located within a 30 mile radius of the region²:

Dickinson College, Cumberland County, PA
Dixon University Center, Dauphin County, PA
Elizabethtown College, Lancaster County, PA
Evangelical School of Theology, Lebanon County, PA
Harrisburg Area Community College, Harrisburg, Dauphin County, PA
Lebanon Valley College, Lebanon County, PA
Messiah College, Cumberland County, PA
Penn State Dickinson School of Law, Cumberland County, PA
Penn State Harrisburg, Dauphin County, PA
Penn State Schuylkill, Schuylkill County, PA
Pennsylvania State College of Medicine, Dauphin County, PA
Susquehanna University, Snyder County, PA
Temple University, Harrisburg Campus, Dauphin County, PA
Widener University Law School, Dauphin County, PA

Libraries

Residents in the Valleys Region have access to all of the libraries in the Dauphin County Library System, which includes a main library and seven branch libraries. Although there are no branch libraries located within the Valleys Region, residents are in close proximity to the branch libraries that are located in Harrisburg, Millersburg, Lykens, and Elizabethville. The mission of the Dauphin County Library System is to “strengthen the community by promoting literacy and providing resources and services for information, education, and recreation.”

In addition to the Dauphin County Library System, several of the colleges and universities in the area have libraries that residents may access for more specialized information.

Hospitals and Health Care Facilities

There are no hospitals located in the Valleys Region, but there are four hospitals located in Dauphin County. They include: Harrisburg State Hospital, a psychiatric state hospital located in Harrisburg; the Milton S. Hershey Medical

² Epodunk.

Center, a general non-profit hospital located in Derry Township; Pinnacle health Hospitals, a general non-profit hospital located in Harrisburg; and SCCI Hospital, an LTC-Acute for-profit hospital located in Harrisburg. Residents in the Valleys Region may also use the Evelyn Frederick Health Center in Millersburg for health care services.

Emergency Services, Fire Protection Services, and Public Safety

The Dauphin County Emergency Management Agency is responsible for providing a comprehensive emergency management system in the county, through coordination of the four phases of emergency management: preparedness, response, recovery, and mitigation. The county operates a 911 Enhanced System to dispatch emergency services. When a person dials 911, it is routed to the correct emergency call center, regardless of telephone service areas and political boundaries. The following fire and emergency services providers serve the municipalities in the Valleys Region.

Fire Protection Services

Halifax Fire Department

The Halifax Fire Department provides volunteer fire rescue service to Halifax Borough, Halifax Township, Wayne Township and most of Reed Township. The department also provides first due rescue service for Jefferson Township and Jackson Township. The station is located at 22 S. River Road in Halifax Township, near the intersection of SR 147 and SR 225. The department averages over 200 calls per year.

Carsonville Fire Department

The Carsonville Fire Department provides fire protection services to Jefferson Township.

Sheridan – West End Fire Company

The Sheridan – West End Fire Company in Schuylkill County provides volunteer fire rescue service to Rush Township.

Halifax Forest Fire Crew

The Halifax Forestry Crew consists of members of Halifax Fire Department, Fisherville Fire Company, Carsonville Fire Company, Millersburg Fire Company, Wiconisco Fire Company, and private citizens. The crew is summoned by the Bureau of Forestry to respond to large scale forest/wildland fires in Dauphin County and surrounding areas.

Emergency Management Services

Basic Life Support (BLS) services are provided by the Halifax Area Ambulance and Rescue Association, Millersburg Area Ambulance Association, and Williamstown Area EMS, Inc. Tower City Community Ambulance Service provides BLS services in Rush Township.

Upper Dauphin EMS (Medic 6)

Medic 6 provides the only Advanced Life Support (ALS) services in the area, and recently negotiated a reciprocity agreement among all four BLS providers so that as long as the patient belongs to his or her home organization, any of the four, if called for an emergency, will accept the patient's insurance payment as payment in full.

Police Service

Halifax Area Regional Police Department provides police services to Halifax Borough, and 100% of department funding comes from the borough. The department employs five part-time officers including the chief of police. The borough currently has one patrol car and is in need of a replacement primary car so that the existing car can be used as a secondary vehicle.

Safety concerns in the borough include serious traffic congestion in the morning and evening rush hours; speeding, especially in the area of 4th Street and Rise Street; and the borough has seen a trend of criminal mischief and trespassing in the borough parks, especially during the spring and early summer months when schools let out.

The remainder of the Valleys Region receives police service from Troop H of the Pennsylvania State Police. Headquarters is in Harrisburg, but the Valleys Region often receives service from the Lykens Station. Recent proposals in the state legislature to charge municipalities that do not have their own police force for the services of the state police could have a significant impact on Valleys Region municipalities' future planning.

Municipal Buildings

Each of the municipalities in the Valleys Region maintains a structure in which to conduct governmental business. Halifax Borough shares a space with the Halifax Area Regional Police Department. Halifax Township owns and maintains the Halifax Township Municipal Building. Jefferson Township conducts municipal government meetings at the Carsonville Fire Company building, and also owns and maintains an old school house property that can be used to hold meetings if scheduling conflicts arise. Wayne Township and Rush Township both own their own municipal buildings.

Parks and Recreation

There are several parks and recreational facilities in the Valleys Region that provide opportunities for active and passive recreation. Perhaps most notable are the state owned facilities, due to their large land areas. This section will inventory the different parks and recreational opportunities in the Valleys Region. Dauphin County adopted a Parks, Recreation, Open Space, and Greenways Plan in April of 2009. Much of the information contained in this section is taken from the plan.

National Recreational Facilities

Appalachian Trail

The Appalachian Trail passes through Halifax, Wayne, and Rush Townships in the Valleys Region. The trail was completed in 1937 and is a unit of the National Park Service. It is the nation's longest marked footpath; at 2,178 miles it runs from Georgia to Maine and touches 14 states. The Susquehanna Appalachian Trail Club and the York Hiking Club are responsible for maintenance of portions of the trail in the Valleys Region.

State-Owned Facilities

Weiser State Forest

The Weiser State Forest consists of eight tracts of land comprising 17,961 acres located in northern Dauphin, Schuylkill, Carbon, and Berks Counties. Portions of Weiser State Forest are located in Jefferson Township. All state forest lands are open to the public for hunting, fishing, and general recreation. There are two small state forest picnic areas located on the Haldeman State Forest Tract in Jackson Township, Dauphin County, and the Appalachian Trail traverses the forest.

State Game Lands

Portions of State Game Lands #210, #211, and #254 are located within the townships in the Valleys Region. The Pennsylvania Game Commission manages the state game lands and the wildlife resources of Pennsylvania. State game lands provide opportunities for hunting, fishing, orienteering, snowmobiling, horseback riding, and other similar passive recreation activities.

Joseph E. Ibberson Conservation Area

The Joseph E. Ibberson Conservation Area is a 370 acre facility that straddles Peter's Mountain and is partially located in Wayne Township. The area is dominated by large hardwood trees and contains an elaborate trail system. Other recreational opportunities include cross country skiing, hunting, and environmental education and interpretation.

Greenways

The following greenways were included as part of the Dauphin County Parks, Recreation, Open Space, and Greenways Plan. The Appalachian Trail was also identified in the plan, but is discussed in a previous section due to its national significance.

Susquehanna River Greenway and Water Trail

The Middle and Lower Sections of the Susquehanna River Greenway and Water Trail, flowing from Sunbury to the Maryland border and including the portion of the Susquehanna River in the Valleys Region, were designated as a National Recreation Trail in 2008. The Valleys Region is located on the Middle Section, and there is a river access point in Halifax Township. This access contains a large parking area and restrooms and provides access for boats as well as a fishing area. The Susquehanna River Trail Association sponsors this segment of the trail.

Victoria Trail Greenway

The Victoria Trail Greenway is an existing trail in the Joseph E. Ibberson Conservation Area that has been designated as a multi-use greenway in the Dauphin County Parks, Recreation, Open Space, and Greenways Plan. The trail is 1.8 miles long and is the most difficult hiking trail in the conservation area. It connects PA 325 to the Appalachian Trail.

Armstrong Creek Greenway

The Armstrong Creek Greenway is a proposed conservation greenway along the Armstrong Creek, partially located in Halifax Township. The greenway also includes a spur in Jackson Township.

Powell's Creek Greenway

The Powell's Creek Greenway is a proposed conservation greenway along the Powell's Creek, extending from State Game Lands #210 to the Susquehanna River. The proposed greenway is approximately 20.8 miles long and is located in Jefferson, Wayne, Halifax, and Reed Townships.

Local Public Parks and Recreational Facilities

Local parks and recreational facilities provide close-to-home recreational opportunities for residents. Currently, the local public parks and recreation opportunities are located in Halifax Borough and Halifax Township. Jefferson, Rush, and Wayne Townships do not contain any municipal park facilities.

Halifax Borough

Veterans Memorial Park

This is a community park containing approximately 30 acres. It is maintained by the Halifax Area Recreation Authority and contains a baseball field, lighted multi-court, playground, picnic tables, two pavilions, a swimming pool, concession stands, and restrooms. The park also contains a gazebo, bleachers, and a stage.

Halifax Midget Baseball Fields

The Halifax Midget Baseball Fields are located on the Halifax Area School District's property, behind the elementary school.

Halifax Township

Halifax Recreational Park

The Halifax Recreational Park is maintained by the Halifax Area Recreation Authority and contains approximately 55 acres. The park contains two football/soccer/lacrosse fields.

Deppen Park

Deppen Park is a one acre facility in Halifax Township that contains a playground, picnic tables, and three pavilions, as well as a parking area and restrooms.

Fort Halifax Park

Fort Halifax Park is a 172 acre park along the Susquehanna River in Halifax Township. The park is the site of Fort Halifax. The township has partnered with the Dauphin County Commissioners to present the Fort Halifax Music Fest. The event is held on an evening in July and features bands for an admission fee.

Fetteroff Softball Fields

The Fetteroff Softball Fields are located in Halifax Township,

Solid Waste Disposal

Residents in Halifax Township utilize private waste haulers. Jefferson Township residents receive solid waste disposal hauling services from Charles Fulkroad Disposal; however, the township does not have a contract with this hauler or any other companies. Rush Township residents use private haulers for trash service, including Valley Waste and DMS.

None of the municipalities in the Valleys Region offer curbside recycling. There is a Dauphin County recycling drop off site located in Halifax Township on Route 225 near Deppen Park. Residents can take cardboard, newspapers and inserts, magazines and catalogues, telephone books, plastics #1 and #2, aluminum cans, and clear, green, and brown glass to this facility to be recycled.

Residents in Rush Township use the Schuylkill County Recycling drop off site in Porter Township.

Public Sewer and Septic

Most of Halifax Borough and a portion of Halifax Township south of the borough along SR 225 receive public sewer service from the Halifax Area Water and Sewer Authority. The Dauphin County Comprehensive Plan indicates that the sewage treatment plant (STP) has a permitted capacity of .14 mgd and is currently operating at an average daily flow of .100 mgd which is 71% of its permitted capacity. The STP has .040 in excess capacity which equates into approximately 100 Equivalent Dwelling Units (EDU). 1 EDU equates to 400 gallons per day of sewage.

Residents in Jefferson, Rush, and Wayne Townships, and the majority of Halifax Township utilize on-lot sewage disposal systems. As noted in the natural resources profile, many of the soils in the region are considered very limited for a standard septic system. Much of the region requires sand mounds to mitigate these problems.

Public Water and Wells

Residents in Jefferson, Rush, and Wayne Townships, and the majority of Halifax Township rely on private wells for their water supply. Halifax Borough and portions of Halifax Township are connected to the Halifax Area Authority's public water system. Public water serves approximately 2, 500 residents via 645 connections. Treatment capacity is .25 mgd and is operating at 80% of capacity. The excess capacity can be applied to accommodate additional growth within the planned growth area of Halifax Borough and Halifax Township.

Community Service Areas with Vacant Buildable Land

The Tri-County Regional Growth Management Plan developed Community Service Areas (CSAs) to define where community facilities, services and utilities exist or may be reasonably expanded over a period of time based on current plans and policies. It is the policy of both that plan and the Dauphin County Comprehensive Plan that growth should be directed into the CSAs where services exist or are planned. This will maximize the efficiency of the existing and planned services. It will also be more cost efficient for the municipalities to utilize those services where capacity is available, rather than to expand into new areas where expansion costs will be incurred.

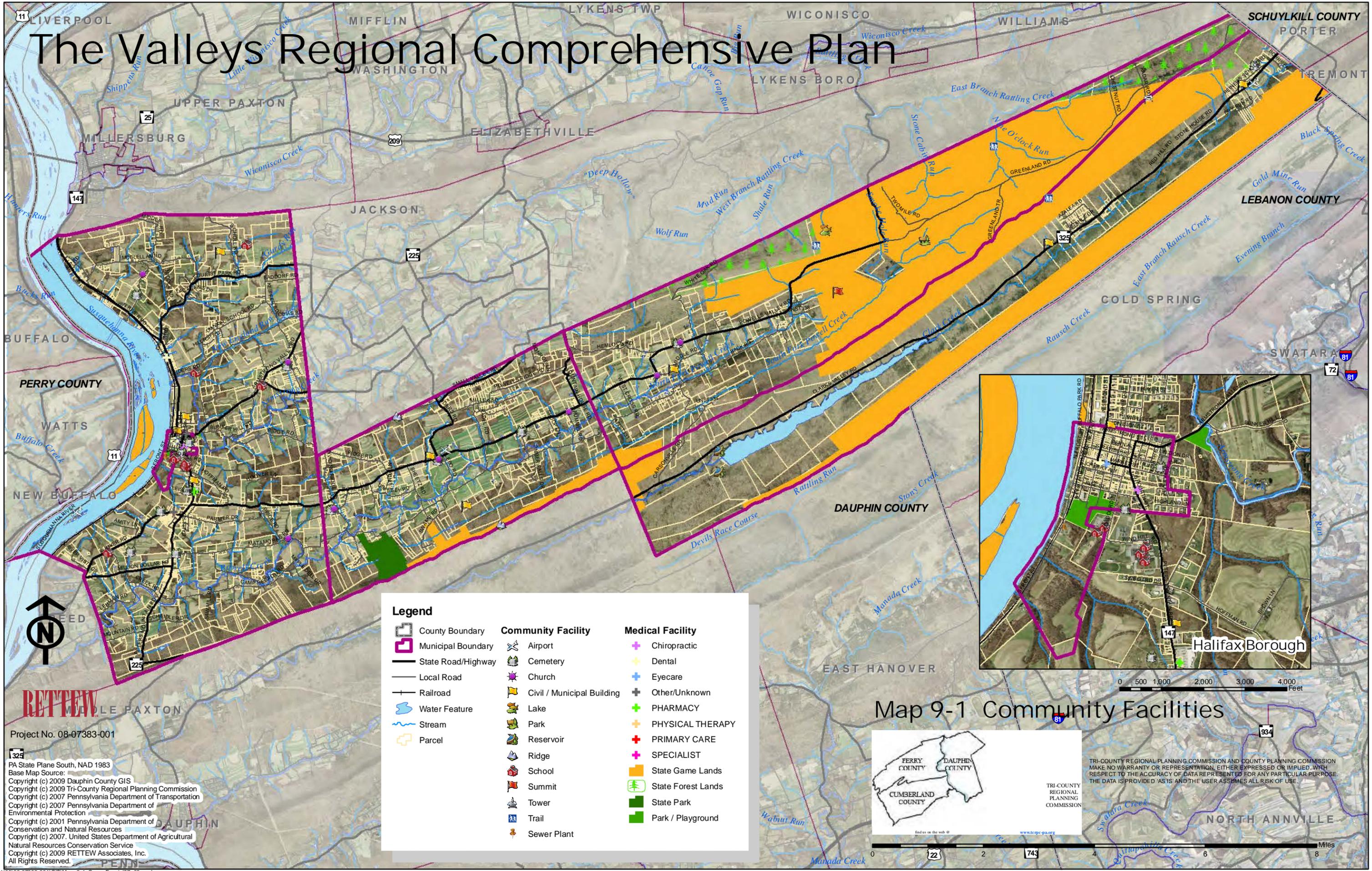
The Dauphin County Comprehensive Plan identifies planned growth areas (PGAs) based on the existing CSAs with the intent to target future development in and near the existing boroughs, villages, and urban centers. Halifax Borough and portions of Halifax Township north and south of the borough are included in a planned growth area identified in the comprehensive plan.

Utility Service Providers

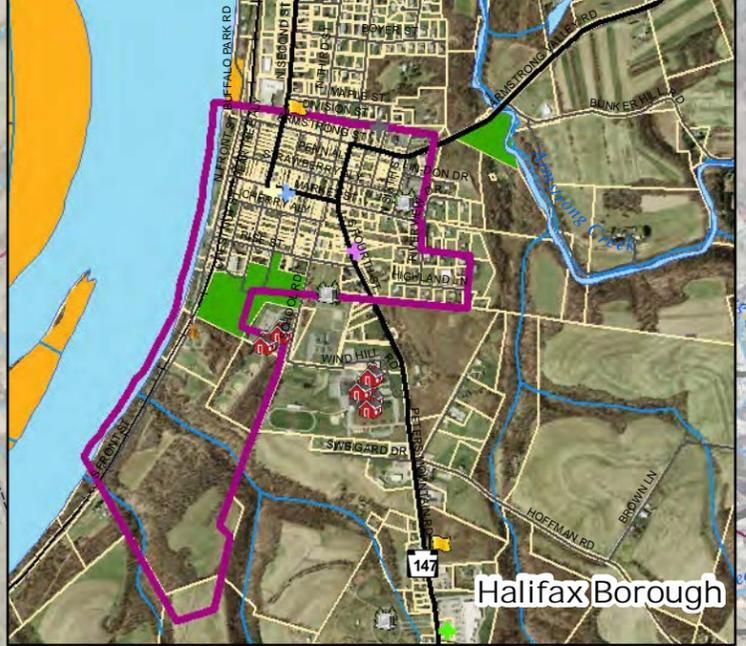
- Natural gas service is not available to the municipalities in the Valleys Region.
- All of the municipalities receive electric service from PPL Electric Utilities Corporation.

- Telephone service is provided by Verizon in Halifax Borough; Verizon in Halifax Township; Frontier and Verizon in Jefferson Township; Frontier in Rush Township; and Frontier and Verizon in Wayne Township.
- Comcast provides cable TV services to all of the municipalities in the Valleys Region; however, not all areas of the region are able to receive cable TV. For example, Comcast only provides service to the east end of Rush Township. Many residents use satellite service for television, such as DirectTV or the Dish Network. Both of these companies provide service nationwide, offering customers in rural areas a viable alternative to cable TV.
- High speed internet access is available in the more populated areas of the Valleys Region. Rural areas of the region that are not served by Comcast for cable TV, are also not able to receive high speed internet. Some of these areas now have DSL service from Frontier.
- Cellular phone service is not available in all areas of the Valleys Region, especially the more rural areas of Jefferson and Rush Townships. As technology continues to advance, adequate cell phone coverage is something that businesses and residents come to expect. However, with adequate cell phone coverage comes the need for cellular towers, which are often viewed as a scar to the landscape by residents and property owners. The two cell towers proposed for Rush Township will not expand cell phone service in Rush Township; the western half of Rush Township will still be without service.

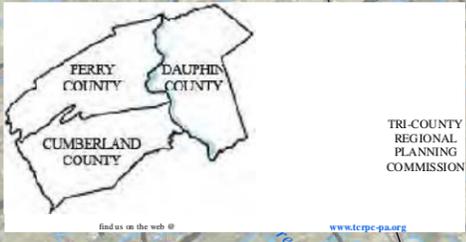
The Valleys Regional Comprehensive Plan



Legend		
	County Boundary	
	Municipal Boundary	
	State Road/Highway	
	Local Road	
	Railroad	
	Water Feature	
	Stream	
	Parcel	
Community Facility		
	Airport	
	Cemetery	
	Church	
	Civil / Municipal Building	
	Lake	
	Park	
	Reservoir	
	Ridge	
	School	
	Summit	
	Tower	
	Trail	
	Sewer Plant	
Medical Facility		
	Chiropractic	
	Dental	
	Eyecare	
	Other/Unknown	
	PHARMACY	
	PHYSICAL THERAPY	
	PRIMARY CARE	
	SPECIALIST	
	State Game Lands	
	State Forest Lands	
	State Park	
	Park / Playground	



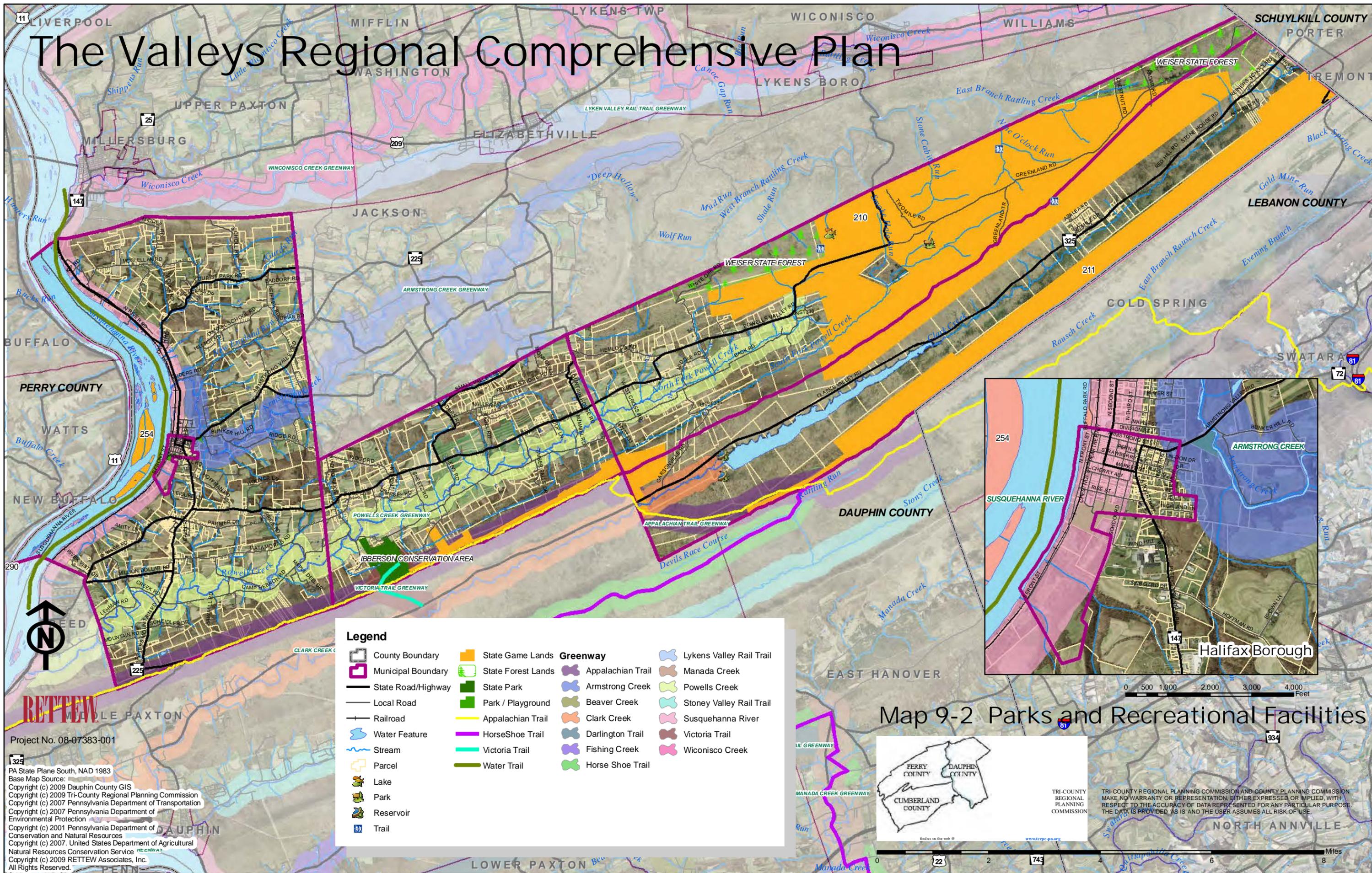
Map 9-1 Community Facilities



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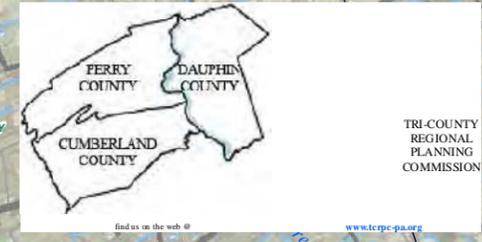
The Valleys Regional Comprehensive Plan



Legend			
	County Boundary		State Game Lands
	Municipal Boundary		State Forest Lands
	State Road/Highway		State Park
	Local Road		Park / Playground
	Railroad		Appalachian Trail
	Water Feature		Armstrong Creek
	Stream		Beaver Creek
	Parcel		Clark Creek
	Lake		Darlington Trail
	Reservoir		Fishing Creek
	Trail		Horse Shoe Trail
			Lykens Valley Rail Trail
			Manada Creek
			Powells Creek
			Stoney Valley Rail Trail
			Susquehanna River
			Victoria Trail
			Wiconisco Creek

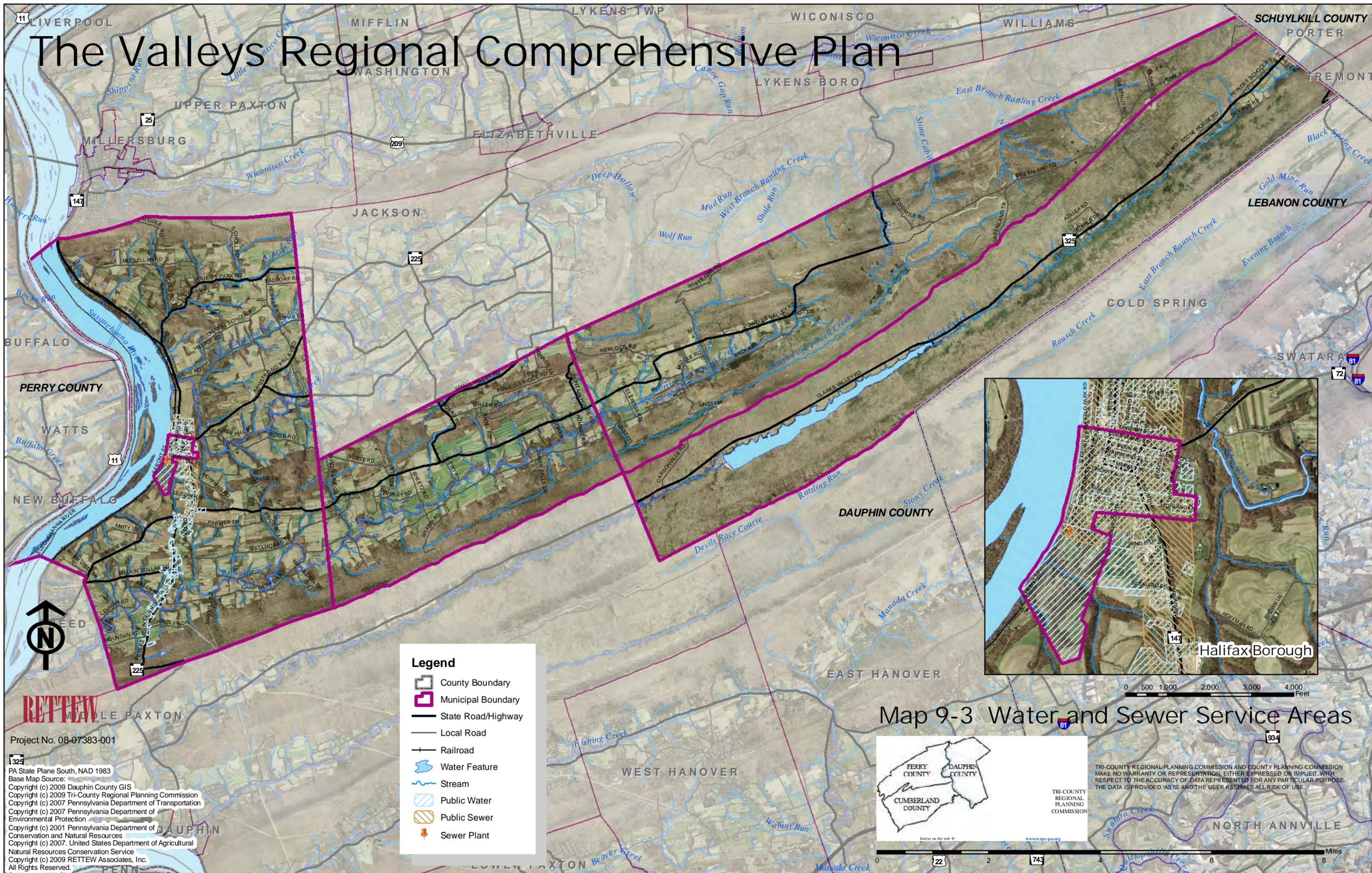
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Map 9-2 Parks and Recreational Facilities



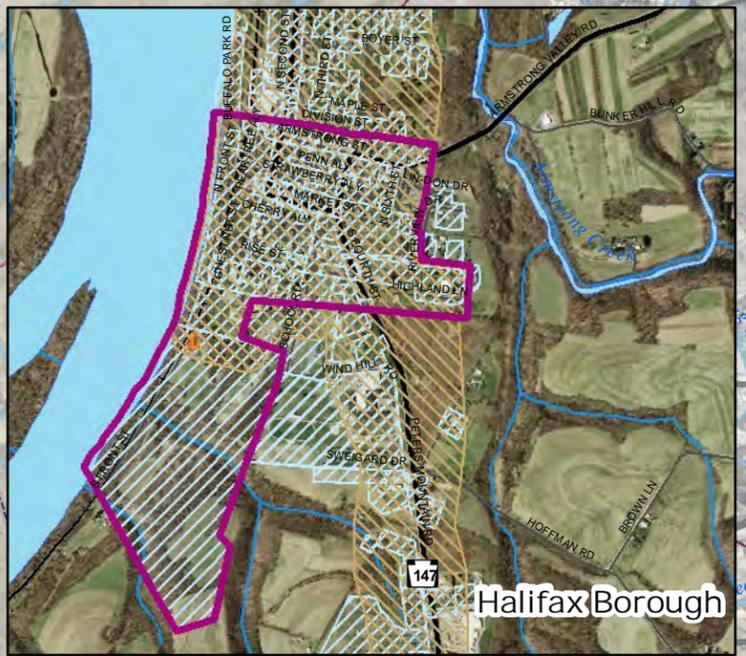
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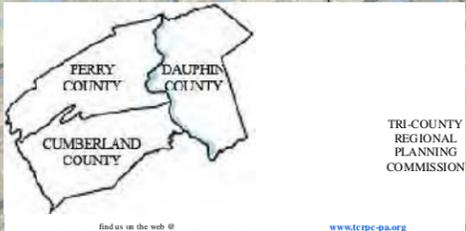


Legend

- County Boundary
- Municipal Boundary
- State Road/Highway
- Local Road
- Railroad
- Water Feature
- Stream
- Public Water
- Public Sewer
- Sewer Plant



Map 9-3 Water and Sewer Service Areas



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Chapter 10

Municipal Administration

Municipal Administration

The comprehensive plan will provide a roadmap for the future of the Valleys Region. However, after the plan has been adopted, the implementation of identified goals, objectives, and action items, and administration and enforcement of the plan policies will largely rest with elected and appointed officials in each municipality. Successful implementation of the planning program is also dependent upon the financial resources of each municipality.

This chapter will outline the general administrative structure of each municipality, as well as the primary agencies and personnel that are vital to the implementation of the comprehensive plan. This information may be useful in assessing the capacity of each municipality to proceed with implementing plan recommendations.

Federal and State Representation

As of 2009, all of the municipalities in the Valleys Region were in the 17th U.S. Congressional District, represented by Congressman Tim Holden. U.S. Senators of the 111th Congress representing Pennsylvania were Arlen Specter and Robert P. Casey, Jr. All of the municipalities in the Valleys Region were in the 104th Pennsylvania House of Representative District, receiving representation from Sue Helm. Halifax Borough and Halifax Township were in the 15th Pennsylvania Senatorial District, represented by Senator Jeffrey E. Piccola. Jefferson, Rush, and Wayne Townships were located in the 48th Pennsylvania Senatorial District, represented by Senator Mike Folmer.

The Second Class Township Code

Halifax, Jefferson, Rush, and Wayne Townships are all considered to be Second Class Townships and operate under the Second Class Township Code of Pennsylvania. Under this form of local government, general policy, administrative, and legislative powers are the responsibility of the locally elected Board of Supervisors. The Board of Supervisors is composed of three elected members from an at-large election. Two additional supervisors may be elected if approved by referendum. All are elected at-large for six-year terms.

Other elected township officials include the tax assessor, tax collector, and three auditors or a controller. Appointive officers include the secretary, township manager (if desired), chief of police, fire chief, engineer, solicitor and others. Elected and appointed officials for the four townships, as of 2009, are listed in Table 10-1 and 10-2.

Table 10-1: Elected and Appointed Officials, Halifax and Jefferson Townships

Title	Halifax Township	Jefferson Township
	Name	Name
Chairperson		Alan Loesch
Supervisor	Linda Ruff	Gregory Gusler
Supervisor	Gary Shultz	Keith Crum
Supervisor	Ken Hoover	
Supervisor	Carol Eppley	
Tax Collector	Melinda Warfel	Jayne Wentzel
Chair, Auditors	Robert Artman (Appointed)	Lynette Schell
Secretary, Auditors	Daniel Shearer (Appointed)	Pamela Crum
Elected Auditor	Lorie Mauser (Appointed)	Carol Lark
Secretary	David W. Hoover	Robyn Loesch
Appointed Treasurer	David W. Hoover	Robyn Loesch
Road Master / Street Superintendent	Dale Shoop	Keith Crum
Emergency Management Coordinator	Mike Decker	Barry Everly
Solicitor	Steve Dzurainin	Stanley J.A. Laskowski
Engineer	Tom Wilson	Ed Fisher
Independent Auditor/CPA	Patton & Lettich	N/A
Chair, Planning Commission	Jim Eppley	Debbie Everly
Secretary, Planning Commission	Robert Artman	Alan Loesch
Building Code Official	Chris Hoover	Ed Fisher

Source: PA Department of Community and Economic Development, Governors Center for Local Government Services

Table 10-2: Elected and Appointed Officials, Rush and Wayne Townships

Title	Rush Township	Wayne Township
	Name	Name
Chairperson	John Kasputis	Gary E. Miller
Supervisor	Ronald Koppenhaver	John C. Shoop
Supervisor	Ann Shomper	Wesley Lee Warfel
Tax Collector	Marianne Houtz	Peggy L. Snyder
Chair, Auditors	Peter E. Bohr, Sr.	Ralph L. Zimmerman
Secretary, Auditors	Douglas A. Harrison	Kathy Shoop
Elected Auditor		Vicki L. Boyer
Secretary	Ann M. Shomper	Shirley B. Radel
Appointed Treasurer	Ann M. Shomper	Shirley B. Radel
Road Master / Street Superintendent	Ronald Koppenhaver	
Emergency Management Coordinator	Michael Frankenstein	
Solicitor	Richard Thornburg	Linus Fenicle Appointed
Engineer	Light Heigel and Associates	Ed Fisher Appointed
Independent Auditor/CPA		
Building Code Official		Light Heigel & Associates Appointed

Source: PA Department of Community and Economic Development, Governors Center for Local Government Services

Borough Code

The elective officers of a borough government are the mayor, council members, and three auditors or a controller. Other, less influential elective positions include the tax assessor, tax collector, and constables. Many other borough officers and employees are appointed by the borough council and include the positions of treasure, solicitor, engineer, manager, street commissioner, and secretary, among other officers. By a two-thirds vote, it may appoint a professional accountant or firm to conduct the annual audit.

The present form of borough government is the weak mayor form, which governed all incorporated municipalities during the 19th century. Boroughs have a strong and dominant council, a weak executive and other elected officers with powers independent of the council. The governing body of the borough is the elected council. The mayor is elected for a four-year term; council members are elected for four-year overlapping terms. A borough that is not divided into wards usually has seven council members. The powers of council are broad and extensive, covering virtually the whole range of urban municipal functions. Elected and appointed officials for Halifax Borough as of 2009 are listed in Table 10-3.

Table 10-3: Elected and Appointed Officials in Halifax Borough

Title	Name
Mayor	Jeffrey Enders
President	Irene Bahner
Council Member	Michael Enders
Council Member	James Brown
Council Member	Paul Enders, Jr.
Council Member	Charles Basking
Council Member	Deanna Hoffman
Council Member	Bonnie Lidle
Tax Collector	Brydon Lidle
Chair, Auditors	Beverly Poffenberger
Secretary, Auditors	Ken Poffenberger
Elected Auditor	Connie Endears
Secretary / Treasurer	David W. Hoover
Emergency Management Coordinator	Jeffrey Enders
Building Code Official	David Matafka
Solicitor	Eteweilor & Associates
Engineer	Glance Associates, Inc.
Chair, Recreation Board	Larry Rank
Borough Manager	Larry Rank

Source: PA Department of Community and Economic Development, Governors Center for Local Government Services

General Administration

The Pennsylvania Second Class Township Code and the Pennsylvania Borough Code authorize the Township Board of Supervisors and Borough Council, respectively, to create a variety of other boards, commissions, and authorities to assist in carrying out local government functions. In order for the municipalities of the Valleys Region to successfully implement the comprehensive plan, various committees, boards, and personnel will have to administer and enforce the ordinances and codes that may be adopted as a result of the plan.

Halifax Borough Council and Township Supervisors in Halifax and Jefferson Townships have each appointed a Planning Commission. Halifax and Jefferson Townships are the only municipalities in the region that have adopted comprehensive plans. None of the municipalities in the Valleys Region has adopted a zoning ordinance. Halifax Borough, Halifax Township, and Wayne Township have adopted a subdivision and land development ordinance; Jefferson Township and Rush Township rely on the county to be the subdivision approving body.

Planning Commission

The Pennsylvania Municipalities Planning Code (MPC), Act 247, as amended, provides for the creation of a planning commission by the Township Board of Supervisors or Borough Council to assist and/or oversee the administration of the planning program. The planning commission consists of three to nine members who must be residents of the municipality. The term of a planning commission member is four years. The terms are staggered and any vacancy occurring during a term of office is filled for the unexpired portion of the term. A planning commission member cannot serve on the Zoning Hearing Board and only a certain number of planning commission members can be officers or employees of the municipality, based on the size of the planning commission.

Through the planning process, the planning commission has an important function as an advisory board to the governing body on matters pertaining to the comprehensive plan, land use and development, and other community related topics.

The planning commission has two functions at the request of the governing body: to prepare a comprehensive plan and to keep records of all its actions. Under MPC Section 209.1, it is also empowered to:

- Make recommendations to the governing body concerning the adoption or amendment of an official map.

- Prepare and present to the governing body of the municipality a zoning ordinance, and make recommendations to the governing body on proposed amendments to it.
- Prepare, recommend, and administer subdivision and land development and planned residential development regulations.
- Prepare and present to the governing body of the municipality a building code and a housing code and make recommendations concerning proposed amendments thereto.
- Do such other acts or make studies as may be necessary to fulfill the duties and obligations imposed by this act.
- Prepare and present to the governing body of the municipality an environmental study.
- Submit to the governing body of a municipality a recommended capital improvements program.
- Prepare and present to the governing body of the municipality a water survey, which shall be consistent with the State Water Plan and any applicable water resources plan adopted by a river basin commission. The water survey shall be conducted in consultation with any public water supplier in the area to be surveyed.
- Promote public interest in, and understanding of, the comprehensive plan and planning.
- Make recommendations to governmental, civic, and private agencies and individuals as to the effectiveness of the proposals of such agencies and individuals.
- Hold public hearings and meetings.
- Present testimony before any board.
- Require from other departments and agencies of the municipality such available information as relates to the work of the planning agency.
- In the performance of its functions, enter upon any land to make examination and land surveys with the consent of the owner.
- Prepare and present to the governing body a study regarding the feasibility and practicability of using renewable energy sources in specific areas within the municipality.
- Review the zoning ordinance, subdivision and land development ordinance, official map, provisions for planned residential development, and such other ordinances and regulations governing the development of land no less frequently than it reviews the comprehensive plan.¹

The planning commission is also responsible for maintaining continuity across the overall planning program. After the comprehensive plan is prepared, the planning process is not finished. As the region continues to grow and develop, physical, social and public policy changes will occur. Some of these changes will influence specific facets of community planning. The planning commission has an important role in providing recommendations and maintaining policy that steers new development and change within the community to be on target with the goals and objectives of the adopted comprehensive plan. The municipal governing bodies and planning commissions will be able to meet this challenge by continuing to see that codes and ordinances are properly enforced, and that changes or revisions to codes and ordinances are made when necessary.

Recommendations generated from studies, as well as the planning body's role in subdivision and land development review, should consistently reflect the goals and objectives of the comprehensive plan and planning program.

Enforcement of Codes

Various codes and ordinances will need to be put to work to meet established goals and objectives. No matter what levels of implementation the municipalities will choose, a code or ordinance is only as effective as the enforcement structure and personnel responsible for its administration.

¹ Governor's Center for Local Government Services. *The Planning Commission in Pennsylvania*. 2001.

Zoning Hearing Board

The physical development and redevelopment objectives of a municipality are generally connected to the municipality's subdivision and land development ordinance, building codes, and the zoning ordinance. Any municipality enacting a zoning ordinance must also create a zoning hearing board. The zoning hearing board acts as a quasi-judicial board; its purpose is to help assure fair and equitable administration of the zoning ordinance by hearing appeals on the zoning officer's determination and by granting relief in the literal enforcement of the ordinance in certain hardship situations. Currently, none of the municipalities in the Valleys Region have enacted a zoning ordinance; however, information on the zoning hearing board is included in this plan as a general reference, should any of the municipalities choose to adopt a zoning ordinance in the future.

Since the zoning hearing board is not a legislative body, it can neither make nor modify policy. It also does not have any enforcement powers. Its scope of activities is limited to those permitted by the MPC and the local zoning ordinance. Decisions of the zoning hearing board will, to a large degree, determine the overall effectiveness of the zoning ordinance. Therefore, the zoning hearing board should be thoroughly familiar with the zoning ordinance and with the development goals and objectives of the community so that their decisions are based not only on the letter of law, but also on the intent of the law.

The permitted functions of the zoning hearing board are found in MPC Section 909.1 – Jurisdiction. The zoning hearing board jurisdictional matters are found in subsection (a). In brief, nine matters are enumerated as the exclusive jurisdiction for the zoning hearing board to hear and decide the following:

- Substantive challenges to the validity of any land use ordinance, except curative amendments.
- Procedural challenges to a land use ordinance.
- Appeals from the determination of the zoning officer, including, but not limited to:
 - The granting or denial of any permit, or failure to act on the application.
 - The issuance of any cease and desist order.
 - The registration or refusal to register any nonconforming use, structure or lot.
- Appeals from a determination by the municipal engineer or zoning officer with respect to the administration of any floodplain or flood hazard ordinance or such provisions within a land use ordinance.
- Applications for variances.
- Applications for special exceptions.
- Appeals from the determination of any officer or agency charged with the administration of any transfers of development rights or performance density provisions of the zoning ordinance.
- Appeals from the zoning officer's determination for a preliminary opinion under Section 916.2.4
- Appeals from the determination of the zoning officer or municipal engineer in the administration of any land use ordinance or provision with reference to sedimentation and erosion control or storm water management insofar as the same relates to development not involving Article V (subdivision or land development) or VII (planned residential development) applications. In other words, appeals from erosion or storm water provisions under a zoning ordinance dealing with building on a single lot.

Authorities

Authorities are governmental bodies created to finance and/or operate specific public works projects without tapping the general taxing powers of the municipality. They act as an alternate vehicle for accomplishing public purposes rather than through the direct action of counties, municipalities, and school districts. The Municipal Authorities Act of 1945 describes an authority as, "a body corporate and politic" authorized to acquire, construct, finance, improve, maintain and operate projects, provide financing for insurance reserves, make loans, and to borrow money and issue bonds to finance them.

Although local governments play a role in the creation of an authority and appoint the members of its board, the authority is not part of the municipal government. An authority is a separate legal entity with the power to incur debt, own property, and finance its activities by means of user charges or lease rentals. An authority can be a financing agent for a capital project, an operating entity or both.

There are a variety of reasons for creating authorities including financial, administrative, and jurisdictional reasons. As governmental entities, authorities enjoy certain advantages over private companies operating services such as public water supply and solid waste disposal. As governments, they do not pay corporate taxes or sales taxes when they purchase supplies, they can issue tax-exempt debt at a lower rate than private corporations, and their debt structure does not need to include a return to shareholders. Another financial consideration is the desire to avoid local tax increases. User charges can result in a more equitable distribution of the burden of government by shifting costs to the actual consumers with payments based on the level of service consumed. Administratively, authorities may be able to better administer certain entrepreneurial-type services more efficiently than a municipal government. Jurisdictional reasons to create an authority are often apparent when the most efficient service area does not coincide with municipal boundaries.

In the Valleys Region, the Halifax Area Water and Sewer Authority provides public water and sewer service to Halifax Borough and areas of Halifax Township. The Halifax Area Recreation Authority operates and manages the public swimming pool in Halifax Borough.

Advisory Councils

In addition to the planning commission, which serves as an advisory board to the township board of supervisors or borough council, the governing body may also appoint certain other advisory councils to review plans or provide input to the governing body on one or more topics. Such advisory councils may include parks and recreation boards, open space committees, agricultural advisory committee, etc. Typically, these boards do not have decision making power, but provide the governing body with recommendations.

With the exception of the Upper Dauphin Tax Advisory Board, none of the municipalities in the Valleys Region currently have advisory councils other than the planning commission.

Intergovernmental Organizations

By coming together to develop the Valleys Region Comprehensive Plan, Halifax Borough, Halifax Township, Jefferson Township, Rush Township, and Wayne Township recognize that there are sometimes benefits to working together or cooperating. Reasons why municipalities work together are numerous, but often involve efficiency, lower costs or financial benefits, and a general understanding that many of the natural features and community services that residents rely on do not end at municipal boundaries.

There are several ways that municipalities may choose to enter into an intergovernmental agreement, with varying levels of formality. The Halifax Area Water and Sewer Authority is one formal example of intergovernmental cooperation, but a handshake agreement to share equipment such as a tractor is a form of intergovernmental cooperation as well. Intergovernmental cooperation agreements involve the following:

- Handshake agreements – unwritten working arrangements between municipalities and any written agreements that are not formally adopted under the provisions of the Intergovernmental Cooperation Law
- The Intergovernmental Cooperation Law (Act 177 of 1996) agreements – agreements that are enacted by ordinance under the provisions of Act 177.
- Councils of governments – a special type of Act 177 organization that is established to enable a group of municipalities to work together on whatever programs are in their mutual interest
- Joint authorities – the Municipal Authorities Act of 2001 (Act 22 of 2001) authorizes the creation of municipal authorities by two or more local governments

- Cooperative planning and land use regulation – Act 68 of 2000 amended the MPC to specifically authorize municipalities to engage in cooperative planning activities and to enter into joint cooperation agreements in accordance with Act 177.
- Other methods of cooperation – including tax collection, transportation partnerships, environmental improvement compacts, and environmental advisory councils

All of the municipalities are involved in the Upper Dauphin Council of Governments, which is a very active organization in the region. The COG is comprised of elected officials of municipalities in Upper Dauphin County that wish to participate on a yearly basis. Other municipalities that participate include Berrysburg, Dauphin, Elizabethville, Gratz, Lykens, Millersburg, Pillow, and Williamstown Boroughs, and Jackson, Lykens, Mifflin, Reed, Upper Paxton, Washington, Wiconisco, and Williams Townships. Jefferson Township also has an intermunicipal agreement for the UCC Appeals Board.

County Planning

The municipalities of the Valleys Region have taken the next step in community planning by coming together as a region to form a joint municipal comprehensive plan. Dauphin County also has an important role and purpose in coordinating the planning and development of communities in the county and the region. The Dauphin County Planning Commission and Tri-County Regional Planning Commission are all valuable in promoting public and inter-municipal relations and planning awareness among communities, as well as providing a variety of planning services to the regional community. The Dauphin County Comprehensive Plan was adopted in 2008 and sets forth several goals and objectives that are applicable to the Valleys Region, and as such, have been referenced throughout this plan.

APPENDIX I

Sample Community Planning Definitions

APPENDIX I - SAMPLE DEFINITIONS

GENERAL INTERPRETATION

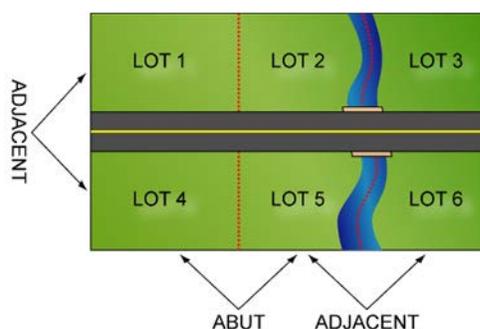
For the purposes of this Ordinance, words and terms used herein shall be interpreted as follows:

1. Unless stated otherwise, words in the present tense shall include the future tense.
2. Unless stated otherwise, words used in the singular tense imply the plural and words used in the plural tense include the singular.
3. The word "shall" or "must" means mandatory; the word "may" or "should" is directive and means strongly encouraged.
4. The words "used" or "occupied" as applied to any land or building include the words "intended, arranged, or designed to be used or occupied."
5. The word "structure" includes "building"; both terms shall be construed as if followed by the phrase "or part thereof."
6. The words "such as," "includes," "including" and "specifically" shall provide examples. These examples shall not, by themselves, limit a provision to the examples specifically mentioned if other examples would otherwise comply with the provision.
7. Unless stated otherwise, the male gender is neutral and includes the female gender.
8. The word "person" includes a firm, company, corporation, partnership, trust, organization or association, as well as an individual.
9. The word "lot" includes the word plot or parcel.
10. The term "Board" shall refer to the Zoning Hearing Board.
11. If a word or term is not defined by this Ordinance, but is defined in the Township Subdivision and Land Development Ordinance (SALDO), then the SALDO definition shall apply. If a word or term is not defined in this Ordinance nor the SALDO, then the word or term shall have its plain and ordinary meaning within the context of the section. In the latter case, a standard reference dictionary should be consulted.

SPECIFIC TERMS AND PHRASES

ABUT

Areas of contiguous lots that share a common property or lot line, except not including lots entirely separated by a street or a waterway. See also definition of "adjacent."

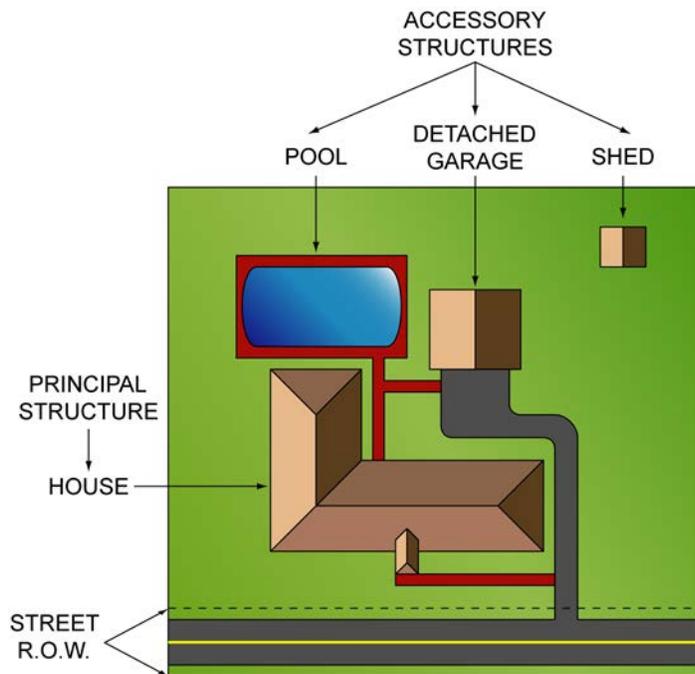


ACCESS DRIVE

A private improved surface other than a street or driveway designed and constructed to provide for vehicular movement from a street to a parking area, garage, dwelling, building or other structure within a lot or a property containing any use other than one single-family or two family dwelling or farm. For purposes of this Ordinance, access drives shall be required for all commercial, institutional, industrial, multi-family and all other uses not served by a Driveway as defined in this Ordinance.

ACCESSORY STRUCTURE

A structure closely incidental or subordinate to the principal building or land on the same lot and serving a purpose customarily incidental or subordinate to the use of the principal building or land use on the same lot.



ACCESSORY USE

A use closely incidental or subordinate to the principal use of a building or land on the same lot and serving a purpose customarily incidental or subordinate to the use of the principal building or land on the same lot.

ADJACENT

Two (2) or more lots that share a common property or lot line or that are separated only by a street or waterway from each other. See also definition of “abut”.

ADULT-RELATED USES

A business or club that engages in one or more of the following areas of sales, services or entertainment:

ADULT BATH HOUSE

An establishment or business that provides the services of baths of all kinds, including all forms and methods of hydrotherapy during which specified anatomical areas are displayed or specified sexual activity occurs. This section shall not apply to hydrotherapy treatment practiced by, or under the

supervision of a medical practitioner. A medical practitioner, for the purpose of this Ordinance, shall be a medical doctor, physician, chiropractor, physical therapist or similar professional licensed by the Commonwealth.

ADULT BODY PAINTING STUDIO

Any establishment or business that provides the service of applying paint or other substance whether transparent or nontransparent to or on the human body when specified anatomical areas are exposed.

ADULT BOOKSTORE

Any establishment that has a substantial or significant-portion of its stock in trade:

- Books, films, magazines or other periodicals or other forms of audio or visual representation which are distinguished or characterized by an emphasis on depiction or description of specified sexual activities or specified anatomical areas; and
- Instruments, devices or paraphernalia that are designed for use in connection with specified sexual activities.

ADULT CABARET

A nightclub, theater, bar or other establishment that features live or media representations of performances by topless or bottomless dancers, go-go dancers, exotic dancers, strippers, or similar entertainers, where such performances are distinguished or characterized by an emphasis on specified sexual activities or specified anatomical areas.

ADULT MASSAGE ESTABLISHMENT

Any establishment or business that provides the services of massage and body manipulation, including exercises, heat and light treatments of the body, and all forms and methods of physiotherapy, unless operated by a medical practitioner, chiropractor or professional physical therapist licensed by the Commonwealth. This definition does not include an athletic club, health club, school, gymnasium, reducing salon, spa or similar establishment where massage or similar manipulation of the human body is offered as an incidental or accessory service.

ADULT MINI-MOTION PICTURE THEATER

An enclosed or unenclosed building with a capacity of more than five (5), but less than fifty (50) persons used for presenting any form of audio or visual material, and in which a substantial portion of the total presentation time measured on an annual basis is devoted to the showing of material that is distinguished or characterized by an emphasis on depiction or description of specified sexual activities or specified anatomical areas.

ADULT MODEL STUDIO

Any place where, for any form of consideration or gratuity, figure models who display specified anatomical areas are provided to be observed, sketched, drawn, painted, sculptured, photographed or similarly depicted by persons paying such consideration or gratuity, except that this provision shall not apply to any "figure studio" or "school of art" or similar establishment that meets the requirements established in the Education Code of the Commonwealth of Pennsylvania for the issuance or conferring of, and is in fact authorized thereunder to issue and confer, a diploma.

ADULT MOTEL

A motel or similar establishment offering public accommodations for any consideration, that provides patrons with material distinguished or characterized by an emphasis on depiction or description of specified sexual activities or specified anatomical areas.

ADULT MOTION PICTURE ARCADE

Any place to which the public is permitted or invited wherein coin or slug operated or electronically or mechanically controlled still or motion picture machines, projectors or other image producing devices are maintained to show images to five (5) or fewer persons per machine at any one time, and where the images so displayed are distinguished or characterized by an emphasis on depiction or description of specified sexual activities or specified anatomical areas.

ADULT MOTION PICTURE THEATER

An enclosed or unenclosed building with a capacity of fifty (50) or more persons used for presenting any form of audio or visual material, and in which a substantial portion of the total presentation time, measured on an annual basis, is devoted to the showing of material that is distinguished or characterized by an emphasis on depiction or description of specified sexual activities or specified anatomical areas.

ADULT NEWS RACK

Any coin-operated machine or device that dispenses material substantially devoted to the depiction of specified sexual activities or specified anatomical areas.

ADULT OUT-CALL SERVICE ACTIVITY

Any establishment or business that provides an out-call service that consists of individuals leaving the premises upon request or by appointment to visit other premises for a period of time for the purpose of providing any service during which time specified anatomical areas are displayed or specified sexual activity occurs.

ADULT SEXUAL ENCOUNTER CENTER

Any business, agency, or person who, for any form of consideration or gratuity, provides a place where two (2) or more persons, not all members of the same family may congregate, assemble or associate for the purpose of engaging in specified sexual activity or exposing specified anatomical areas, excluding psychosexual workshops operated by a medical practitioner licensed by the Commonwealth to engage in sexual therapy.

ADULT THEATER

A theater, concert hall, auditorium or other similar establishment, either indoor or outdoor in nature that regularly features live performances that are distinguished or characterized by an emphasis on specified sexual activities or by exposure of specified anatomical areas for observation by patrons.

ADULT VIDEO STORE

A commercial use that has fifty (50) percent or more of its stock in trade consisting of video tapes, video discs, or both, which are distinguished or characterized by an emphasis, depiction or description of specified sexual activities or specified anatomical areas.

ADULT OTHER

Any other business or establishment that offers its patrons services or entertainment characterized by an emphasis on matter depicting, describing or relating to "specified sexual activities" or "specified anatomical areas."

AGE-RESTRICTED COMMUNITY

A residential development planned and designed for persons over a specified age in conformance with the federal Fair Housing Act and the Pennsylvania Human Relations Act. Age restricted communities may include a variety of single-family and two family dwelling types, or apartments, provided these dwelling types are permitted in the underlying zoning district. These communities may include a community center, personal service shops, recreation areas and common open areas.

AGENT

Any person, other than the developer, who acting for the developer submits a plan for development, including, but not limited to, subdivision and/or land development, zoning permit, certificate of use and occupancy, special exception, conditional use or variance to the Township for the purpose of obtaining approval(s) thereof.

AGRIBUSINESS

Agricultural uses that involve, but are not necessarily limited to, one or more of the following conditions:

CONCENTRATED ANIMAL FEEDING OPERATION (CAFO)

An animal feeding operation that is required to obtain NPDES permits in accordance with the Clean Water Act.

CONCENTRATED ANIMAL OPERATION (CAO)

An animal feeding operation that is required to develop a nutrient management plan in accordance with the Pennsylvania Nutrient Management Act.

OTHER

Any agricultural operation, whether involving animal, animal product, or vegetable production, which occurs within an enclosed structure exceeding ten thousand (10,000) square feet.

AGRICULTURAL OPERATION

An enterprise that is actively engaged in the commercial production and preparation for market of crops, livestock and livestock products and in the production, harvesting and preparation for market or use of agricultural, agronomic, horticultural, silvicultural and aquacultural crops and commodities. The term includes an enterprise that implements changes in production practices and procedures or types of crops, livestock, livestock products or commodities produced consistent with practices and procedures that are normally engaged by farmers or are consistent with technological development within the agricultural industry.

AGRICULTURE

The tilling of the soil, the raising of crops, forestry, horticulture and gardening, including but not limited to, the keeping or raising of livestock, such as cattle, cows, hogs, horses, sheep, goats, poultry, rabbits, birds, fish, bees and other similar animals, but excluding concentrated animal operations (CAOs) and Concentrated Animal Feeding Operations (CAFOs). This definition also includes non-commercial greenhouses, as well as the processing and accessory retail sale of goods produced on the farm.

AIRPORT/HELIPORT

A commercial use where aircraft are stored, maintained, repaired and refueled, and where aircraft take-off and land. Airports may also include other accessory accommodations for aircraft passenger, or cargo or both. For purposes of this definition, an airport shall be available for use by the general public and may include more than fifteen (15) total landings and take-offs in any seven (7) day period.

AIRSTRIP/HELI-PAD

An area adapted with minimal improvements for use as a temporary runway for aircraft where aircraft take-off and land. For purposes of this definition, an airstrip or heli-pad shall not be generally available for use by the general public and may include not more than fifteen (15) total landings and take-offs in any seven (7) day period.

AISLES

A private drive intended principally to provide vehicular access within a parking lot for a non-residential or multi-unit residential land use. Although aisles provide interior vehicular circulation, their principal

function is to provide entrance and exit for individual parking spaces. Aisles may not be used to intersect streets.

ALTERATION

As applied to a building or structure, any change or rearrangement in the total floor area, or an enlargement, whether by extending on a side or by increasing in height, to a building or structure or the moving of a building or structure from one location or position to another.

ALTERATIONS, STRUCTURAL

Any change in the supporting members of a building or structure, such as bearing walls, columns, beams or girders.

ALLUVIAL SOIL

A soil developing from recently deposited alluvium and exhibiting essentially no horizon development or modifications of the recently deposited material.

ALLUVIUM

A general term for all detrital material deposited or transmitted by streams, including gravel, sand, silt, clay and all variations and mixtures of these. Unless otherwise noted, alluvium is unconsolidated.

AMENDMENT

A revision to the Ordinance or to the Official Zoning Map.

ANIMAL HOSPITAL

A commercial use offering veterinary services to all types of animals, which also includes outdoor and overnight boarding of animals.

APARTMENT

An individual dwelling unit within a multi-family dwelling structure or building.

APPLICANT

A landowner or developer, as hereinafter defined, who has filed an application for development including his heirs, successors and assigns.

ASSISTED LIVING FACILITY

Coordinated and centrally managed rental housing, including self-contained units, designed to provide a supportive environment and to accommodate a relatively independent lifestyle. Such a development may contain a limited number of supportive services, such as meals, transportation, housekeeping, linen and organized social activities for residents and their invited guests. Such a use shall primarily serve persons fifty-five (55) and older, persons with physical handicaps and/or the developmentally disabled. Assisted Living Facilities shall be licensed as Personal Care Centers by the Commonwealth.

AUTHORITY

A body politic and corporate created pursuant to the act of May 2, 1945 (P.L.382, No.164), known as the "Municipality Authorities Act of 1945."

AUTOMOBILE SALES/REPAIR/SERVICE/WASHING

This definition includes the following commercial uses:

AUTOMOBILE, HEAVY EQUIPMENT AND SIMILAR MOTOR VEHICLE SALES

The display or sale of new and used cars, trailers or mobile homes where mechanical repairs and body work may be conducted as an accessory use incidental to the principal use. This use shall also include the sale of boats, heavy equipment, recreational vehicles, trucks and other similar motor vehicles.

AUTOMOBILE, HEAVY EQUIPMENT AND SIMILAR MOTOR VEHICLE REPAIR/SERVICE

The practice of mechanical and/or body repairs, storage, rental, servicing and/or supplying of gasoline or oil to automobiles, trucks, or similar motor vehicles.

AUTOMOBILE OR GASOLINE SERVICE STATION

The retail sale of gasoline, oil, or other fuel, which may include facilities used for servicing automobiles, trucks and other similar motor vehicles.

AUTOMOBILE WASHING (CAR WASH)

The washing and polishing of automobiles, which may include accessory services.

BANK

See definition of "financial institution".

BASEMENT

Any areas of the building having a floor below ground level on all sides.

BED AND BREAKFAST INN

An accessory use to an owner-occupied principal dwelling contained in the principal dwelling and/or its accessory structure that includes the rental of overnight sleeping accommodations and bathroom access for temporary overnight guests and does not exceed the maximum number of overnight guests specified for this use; that does not provide any cooking facilities for actual use by guests, and that only provides meals to overnight guests, employees of the establishment and residents of the dwelling. Overnight stays shall be restricted to transient visitors to the area, employees of the establishment and their family.

BERM

A landscaped mound of earth or the act of pushing earth into a mound to shield, screen, separate and/or buffer two separate, incompatible land uses. Berms also may be used to provide visual interest, decrease noise and control the direction of water flow.

BILLBOARD

A sign, whether freestanding or attached to the surface of a building or other structure, upon which images, messages, or both, of any kind are printed, posted or lettered to advertise products, services or business at a location other than the premises on which the sign is placed, or to disseminate other messages. For purposes of this definition, billboards shall be considered off-premise signs.

BLOCK

A tract of land or a lot or group of lots, bounded by streets, public parks, railroad right-of-way, water courses or bodies of water, boundary lines of the Township or any combination of the above.

BUFFER

An area within a property or site and generally adjacent to and parallel with the property line, either consisting of natural existing vegetation or created by the use of trees, shrubs, fences and/or berms, that is designed to limit the view, sound and/or light from the site to adjacent sites or properties.

BUILDING

Any structure, either temporary or permanent, having walls and a roof or other covering, designed or used for the shelter or enclosure of any person, animal or property of any kind or combination thereof, including tents, awnings or vehicles situated on private property and used for purposes stated above.

ATTACHED BUILDING

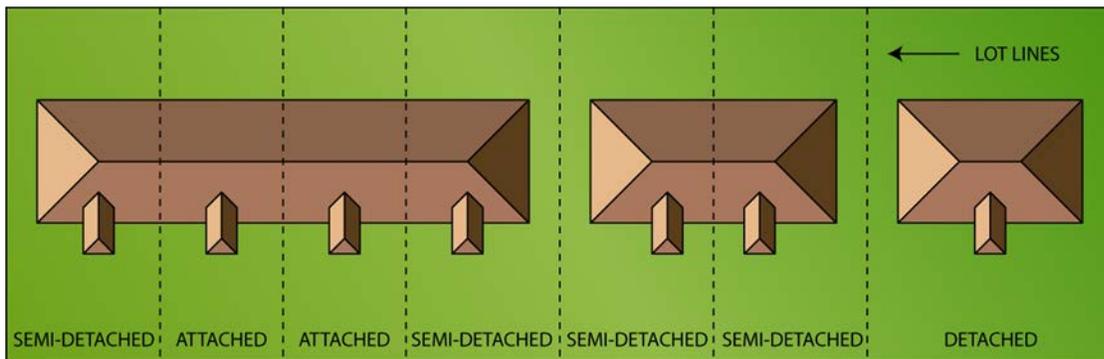
A building which is connected to another by two (2) or more party walls in common, except for end units which are considered semi-detached. For purposes of this definition, attached buildings shall each have one front yard and one rear yard, and two (2) party walls in common with and attached to two (2) other buildings, except for end units which are considered semi-detached.

DETACHED BUILDING

A building that is not connected to any other building and is completely surrounded by permanent open space. For purposes of this definition, detached buildings shall have two (2) side yards, one front yard and one rear yard.

SEMI-DETACHED BUILDING

A building that is connected to another building by only one party wall in common. For purposes of this definition, semi-detached buildings shall each have one side yard, one front yard, one rear yard and one party wall in common with and attached to another building. End units of attached buildings shall be considered semi-detached buildings.



BUILDING COVERAGE

The horizontal area measured around the exterior foundation of the walls of buildings plus the floors of roofed porches, patios, decks, awnings and terraces, and including the area of all accessory buildings.

BUILDING HEIGHT

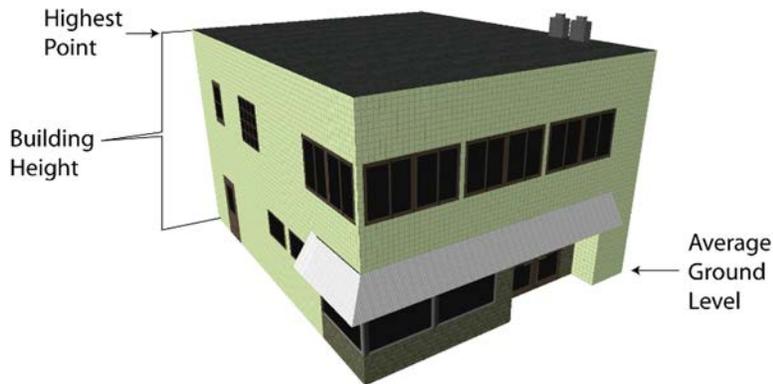
The vertical distance measured from the average ground level on all sides of the structure to the level of the highest point of the roof or top of a structure having a flat roof, or the mean level between the eaves and the highest point of the roof of a structure having a pitched roof. Fence or wall height shall be measured as the vertical distance from the average level of the ground adjacent to the fence or the wall to the top of the highest projection.

PITCHED ROOF BUILDING



NOTE: "Average Ground Level" only shown for illustrative purposes, not to indicate how it is measured.

FLAT ROOF BUILDING



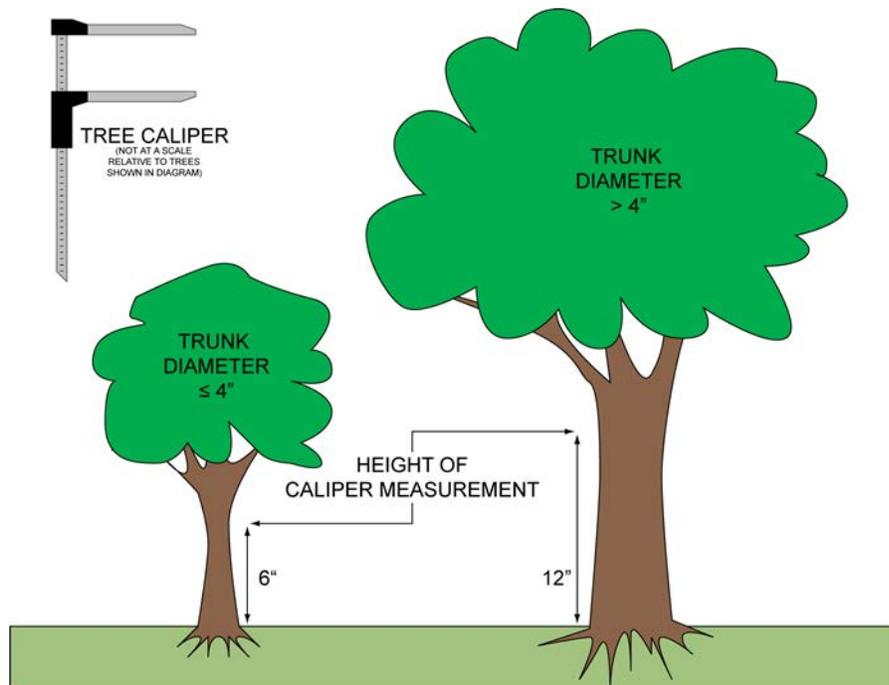
NOTE: "Average Ground Level" only shown for illustrative purposes, not to indicate how it is measured.

BUSINESS AND/OR INDUSTRY PARK

A commercial office, industrial or mixed commercial-industrial use of a tract of land designed and developed from a single, unified plan, involving the layout of lots, buildings and improvements together with a landscaping and open space plan, in order to achieve a campus theme and provide for shared utilities and roads.

CALIPER

The diameter of a tree trunk, measured in inches, six inches above ground level for trees up to four (4) inches in diameter and twelve (12) inches above ground level for trees over four (4) inches in diameter.



CAMPGROUND

A commercial use on a lot, tract or parcel of land upon which two (2) or more campsites are located or established, intended and maintained for occupation by transients for seasonal, recreational or similar type living purposes in temporary, moveable buildings such as recreational vehicles, tents or shelters, and which may include accessory recreational facilities.

CAMPSITES

A plot of ground within a campground intended for occupation by a recreational vehicle, tent or shelter.

CARTWAY

The portion of the street or alley right-of-way that is improved, designated and intended for vehicular use.

CEMETERY

Land used or intended to be used for burial of the deceased, including columbaria, crematoria, mausoleums and mortuaries when operated in conjunction with the cemetery and within the boundaries thereof.

CENTRALIZED SEWAGE SYSTEM

A public or private utility system designed to collect, centrally treat and dispose of sewage from customers, and designed in compliance with Pennsylvania Department of Environmental Protection (PA DEP) regulations and/or regulations of the Township, whichever is more stringent.

CENTRALIZED WATER SYSTEM

A public or private utility system designed to transmit potable water from a common source to customers, and designed in compliance with PA DEP regulations and/or regulations of the Township, whichever are more stringent.

CERTIFICATE OF USE AND OCCUPANCY

A statement signed by the Zoning Officer setting forth that a building, structure or use legally complies with the requirements of the Zoning Ordinance and other applicable codes and regulations.

CLEAR SIGHT TRIANGLE

A triangular shaped portion of land in which nothing may be erected, placed, planted or allowed to green in a manner that limits or obstructs the sight distance of motorists entering or leaving an intersection.

CLUB ROOM, CLUB GROUNDS, MEETING HALL

An institutional use of land and/or a building within which is housed an organization and that caters exclusively to members and their guests. They shall include premises or buildings for social, recreation, and administrative purposes that are not conducted for profit, provided there area no vending stands, merchandising or commercial activities, except as required for the membership of such club. Clubs shall include but not be limited to, service and political organizations, labor unions and social and athletic clubs. Club rooms, club grounds, and meeting halls shall not be used for adult-related facilities.

CO-LOCATION

The act of placing two (2) or more communications antennas or facilities on one tower or other structure.

COMMERCIAL RECREATION

Any commercial use whose main purpose is to provide the general public with an amusing or entertaining activity, and where tickets are sold or fees are collected for the activity:

INDOOR COMMERCIAL RECREATIONAL ESTABLISHMENT

An establishment operated as a gainful business, open to the public, for the purpose of leisure time activities, public recreation or entertainment, including, but not limited to, arcade, arena, assembly hall, bingo parlor, bowling alley, gymnasium, miniature golf course, skating rink, swimming pool, tennis courts, theatre, etc., when operated within a completely enclosed building. For purposes of this Ordinance, this use excludes a health and fitness club and indoor shooting range.

OUTDOOR COMMERCIAL RECREATIONAL ESTABLISHMENT

An establishment operated as a gainful business and open to the public upon open land, wholly or partially outside of a building, for the purpose of leisure time activities, public recreation or entertainment such as a swimming pool, tennis court, batting and pitching cages, go-cart track, and skating rinks, but also including amusement rides or regular live entertainment. For purposes of this Ordinance this use excludes a park, golf course and an outdoor shooting range.

COMMERCIAL USE

This term includes, but is not limited to retail sales, offices, personal services, auto sales, auto repair garages and other uses of a similar profit-making non-industrial nature. The sale of goods or services from a vehicle on a lot shall also be considered to be a commercial use.

COMMON OPEN SPACE

A parcel or parcels of land or an area of water, or a combination of land and water, within a development site and designed and intended for the use or enjoyment of residents of a development, not including streets, off-street parking areas and areas set aside for public facilities.

COMMUNICATIONS ANTENNA

Any device or facility used for the transmission or reception of radio, television, wireless telephone, pager, commercial mobile radio service or any other wireless communications signals, including without limitation omnidirectional or whip antennas and directional or panel antennas, owned or operated by any person or entity licensed by the Federal Communications Commission (FCC) to operate such device. This definition shall not include private residence-mounted satellite dishes or television antennas or amateur radio equipment including, without limitation, ham or citizen band radio antennas.

COMMUNICATIONS EQUIPMENT BUILDING

An unmanned building or cabinet containing communications equipment required for the operation of communications antennas and covering an area on the ground not greater than two hundred fifty (250) square feet.

COMMUNICATIONS TOWER

A structure, other than a building, such as a monopole, self-supporting or guyed tower, designed and used to support communications antennas and facilities.

COMMUNITY CENTER

A building used for recreational, social, educational and cultural activities within a subdivision and/or land development exclusively for the use of residents/tenants and their guests.

COMPREHENSIVE PLAN

The most recently adopted version of the official Comprehensive Plan including any amendments thereto.

CONDITIONAL USE

A use permitted in a particular zoning district only upon approval by the governing body pursuant to the express standards and criteria set forth in this Ordinance and such conditions as may lawfully be attached to such approval under the MPC.

CONDOMINIUM

A form of property ownership providing for individual ownership of a specific dwelling unit or other space, not necessarily on ground level, together with an undivided interest in the land or other part of the structure in common with other owners.

CONSERVANCY LOT

Pursuant to Article 6, Section 3 of this Ordinance relating to Conservation Subdivisions, a large, privately owned lot comprising all or part of an area of open land. The purpose of the conservancy lot is to voluntarily limit full development of the property for the purpose of providing surrounding residents with visual access to open space and greenway land, while keeping the land under private ownership and maintenance. Only a small portion of such lots may be developed; the remainder must be protected through a conservation easement and used in conformance with the standard for greenway land. Public access to a conservancy lot is not required.

CONVENIENCE STORE

A commercial use that primarily sells routine household goods, groceries, prepared ready-to-eat foods and similar miscellaneous items to the general public, but that is not primarily a restaurant. Convenience stores may also provide for any or all of the following as an accessory use:

- Rental of video tapes, DVDs or video games provided that an adult-related facility is specifically prohibited.
- Preparation and sales of delicatessen sandwiches and foods, which may include interior patron seating limited to not more than fifteen (15) percent of the gross floor area of the principal structure.
- Use of no more than two (2) amusement devices (e.g., pinball machines, video games, and other similar devices).

Convenience stores may include the dispensing of gasoline or other vehicle fuels when the appropriate approvals for an Automobile or Gasoline Service Station (as defined herein) have been obtained.

COUNTY

The County of Dauphin, Commonwealth of Pennsylvania.

COUNTY PLANNING COMMISSION

The Dauphin County Planning Commission and its professional staff.

DAYCARE

The offering of care or supervision of minors or special needs adults in lieu of care or supervision by family members. This definition does not include the offering of overnight accommodations.

ACCESSORY DAYCARE

An accessory use to a dwelling unit, whereby care and supervision is offered to no more than three (3) nonresidents of the site during any calendar day.

FAMILY DAYCARE

An accessory use to a single-family detached dwelling, in which the care and supervision is offered to between four (4) and six (6) nonresidents of the site during any calendar day. Family daycare facilities must be registered with the Pennsylvania Department of Public Welfare of the Commonwealth of Pennsylvania.

COMMERCIAL DAYCARE

A commercial use which the care and supervision to more than six (6) nonresidents of the site during any calendar day. Commercial daycare facilities can be operated as principal uses or as accessory uses associated with other uses (e.g., schools, places of worship, industries, residential complex, etc.); however, in no case shall a commercial daycare be considered an accessory use to one dwelling unit. Commercial daycare facilities shall include "group child daycare homes" and "child daycare centers," as defined and regulated by the Department of Public Welfare of the Commonwealth of Pennsylvania.

DEED RESTRICTION

A private covenant, running with a parcel of land, which places specific conditions, limitations or requirements on the use of such parcel of land, and which is applied to the parcel owner, his or her successors, or assigns.

DENSITY

A term used to express the allowable number of dwelling units per acre of land, exclusive of public rights-of-way, private streets way and/or recorded easements.

DESIGNATED GROWTH AREA

A region within a county or counties described in a municipal or multi-municipal plan that preferably includes and surrounds a city, borough or village, and within which residential and mixed use development is permitted or planned for at densities of one unit to the acre or more, commercial, industrial and institutional uses are permitted or planned for and public infrastructure services are provided or planned.

DEVELOPMENT

Any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavating, or drilling operations.

DEVELOPMENTAL DISABILITY

A disability of a person that has continued or can be expected to continue indefinitely and that is:

- Attributable to mental retardation, cerebral palsy, epilepsy or autism.
- Found to be attributable to any other conditions found to be closely related to mental retardation because such condition results in similar impairment of general intellectual functioning or adaptive behavior to that of mentally retarded persons, or requires treatment and services similar to those required for such persons.

- Attributable to dyslexia resulting from a disability described in Subsections (a) and (b) of this definition.

DEVELOPMENTALLY DISABLED PERSON

A person with a developmental disability.

DISTRIBUTION

A process whereby materials, goods, or products are imported and stored by one person and then delivered to another.

DOMESTIC PETS

An accessory use to a dwelling unit involving the keeping of not more than three (3) adult animals that are locally available for purchase as pets for the company or enjoyment of the owner. Domestic pets shall not include farm animals, horses, or any animal or bird for which a permit is required under the Pennsylvania Game and Wildlife Code, 34 Pa. C.S. s. 101 et seq., or the regulations of the Pennsylvania Game Commission.

DRIVEWAY

A private improved surface other than a street or access drive designed and constructed to provide for vehicular movement from a street to a parking area, garage, dwelling, building or other structure within a lot or a property containing one single-family dwelling and two-family dwelling or farm.



* - RIGHT OF WAYS, SETBACKS, AND OTHER LINES NOT DRAWN TO SCALE

DUMPSTER

A container generally two or more cubic yards in capacity, for the disposing of refuse, whether generated by residential, commercial, industrial, or other use.

DWELLING

Any residential building or structure designed for living quarters for one or more families or housekeeping units, including mobile homes, which are supported by a permanent foundation, but not including tents, recreational vehicles, hotels, motels, hospitals, nursing homes, treatment centers or other accommodations used for transient occupancy.

MULTI-FAMILY DWELLING

A residential use of a detached building, or a group of attached or semi-detached buildings designed for and/or used as dwellings housing more than two (2) families or housekeeping units.

SINGLE-FAMILY ATTACHED DWELLING

A residential use of a dwelling considered an attached building, used by one family or housekeeping unit. For purposes of this definition, row house and townhouse are considered single-family attached dwellings.

SINGLE-FAMILY DETACHED DWELLING

A residential use of a dwelling considered a detached building, used by one family or housekeeping unit.

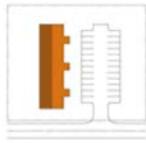
SINGLE-FAMILY SEMI-DETACHED DWELLING

A residential use of a dwelling considered a semi-detached building, used by one family or housekeeping unit.

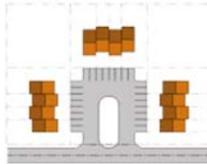
TWO-FAMILY DWELLING

A residential use of a detached building, used by not more than two (2) families or housekeeping units..

DWELLING - MULTI-FAMILY



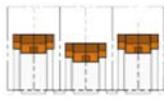
DWELLING - SINGLE FAMILY ATTACHED



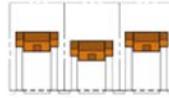
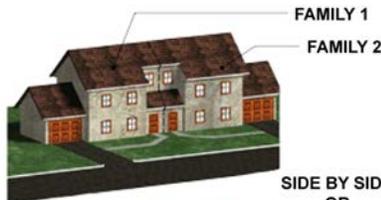
DWELLING - SINGLE FAMILY DETACHED



DWELLING - SINGLE FAMILY SEMI-DETACHED



DWELLING TWO FAMILY



DWELLING UNIT

A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

EASEMENT

A right-of-way granted for limited use of private land for a public or quasi-public or private purpose, and within which the owner of the property or another easement holder in a nonexclusive easement shall not have the right to make use of the land in a manner that violates the right of the grantee.

ECHO HOUSING

An additional temporary dwelling unit placed on a property for occupancy by either an elderly, handicapped, or disabled person related by blood, marriage, adoption or in foster care, to the occupants of the principal dwelling.

EMERGENCY SERVICES

A public use owned and/or operated by an independent fire department or company and/or emergency medical service or ambulance provider for related activities. Accessory club rooms, club grounds and meeting halls may be included if it they are permitted uses in that zoning district. This use may include accessory housing for emergency service or fire personnel while on-call.

ESSENTIAL SERVICES

The erection, construction, alteration, or maintenance of public utilities or municipal or other governmental agencies or private corporations under contract to a municipality, of gas, electrical, telephone, steam or water transmission or distribution system, and sewage disposal systems, including buildings, enclosures, wells, pumping stations, poles, wires, mains, drains, sewers, pipes, conduits, cables, and accessories and services, fire alarm boxes, police equipment and accessories and services in connection therewith, reasonably necessary for the furnishing of adequate service by such public utilities or municipal or other agencies or private corporations under contract to a municipality, excluding firehouses or fire companies and emergency services and/or ambulances under agreement with the municipality or for the public health or safety or general welfare, as well as excluding wireless telecommunications facilities.

FAMILY

Any one (1) or more of the following:

- A single individual occupying a dwelling unit.
- Two (2) or more persons related by blood, marriage, or adoption occupying a dwelling unit.
- Not more than three (3) unrelated persons occupying a dwelling unit.
- Not more than eight (8) related or unrelated persons who are the functional equivalent of a family in that they live together, participate in such activities as meal planning, shopping, meal preparation and the cleaning of their dwelling unit together and who are part of a community based residential home which qualifies as a community living arrangement licensed by the Pennsylvania Department of Public Welfare or other appropriate federal or state agency having jurisdiction, where the persons occupying the home are handicapped persons under the terms of the Fair Housing Amendments Act of 1988, and where the operator of the home provides room and board, personal care, rehabilitative services and supervision in a family environment. The presence of staff persons in a home meeting this definition shall not disqualify the group of persons occupying the dwelling unit as a family. Through this definition, the Township's intent is to comply with the federal Fair Housing Act, as amended.

FARM

A parcel or parcels of land, totaling at least ten (10) acres in size used for a principal agricultural use. A farm may, include one single-family detached dwelling and other necessary farm structures and the use, repair, maintenance and storage of equipment associated with the principal agricultural use.

FARM OCCUPATION

An accessory use to an active farm in which the residents engage in a secondary, supplemental occupation.

FARM-RELATED BUSINESS

A commercial use such as occupations and services directed at meeting the needs of those engaged in local farming. Activities are typically directed at providing materials and services needed to farm, rather than the distribution of goods produced on the farm. Farm-related businesses include, but are not limited to blacksmith shop, butcher shop, composting and other farm waste storage facility, feed supply, fuel and fertilizer distributor, grain mill, processing of locally-produced agricultural products, and sales and/or repair of agricultural equipment.

FENCE

A freestanding structure constructed as a barrier to restrict the movement or view of persons, animals, property, vehicles or any combination thereof, to enclose an outdoor activity or to serve as a screen between incompatible uses.

FINANCIAL INSTITUTION

A commercial use such as a bank, savings and loan association, credit union, finance or loan company, etc.

FLOOR AREA, GROSS

The sum of the gross horizontal areas of the several floors of a building and its accessory buildings on the same lot measured from the exterior faces of walls or from the center line of party walls separating two (2) buildings, excluding cellar and basement areas used only for storage and the operation and maintenance of the building.

FLOOR AREA, GROSS LEASABLE

The sum of the floor area of the several floors a building designed for the conduct of business and occupancy by an owner or tenant, as measured to the center of the interior joint walls and exterior of outside walls. For purposes of this definition, gross leasable floor area shall not include public or common areas such as utility rooms, stairwells, hallways or corridors, etc.

FLOOR AREA, HABITABLE

The sum of the floor area of the several floors of a dwelling unit as measured to the outside surfaces of exterior walls and including all rooms used for habitation, such as living room, dining room, kitchen, bedroom, bathroom, closets, hallways, stairways, but not including basement, attic space, service rooms or areas such as utility rooms, unheated areas such as enclosed porches, nor rooms without at least one window or skylight opening onto an outside yard or court. At least one-half of the floor area of every habitable room shall have a ceiling height of not less than seven (7) feet and the floor area of that part of any room where the ceiling height is less than five (5) feet shall not be considered as part of the habitable floor area.

FOOTCANDLE

Unit of light density incident on a plane (assumed to be horizontal unless otherwise specified), stated in lumens per square foot and measurable with an illuminance meter, a.k.a. light meter.

FORESTRY

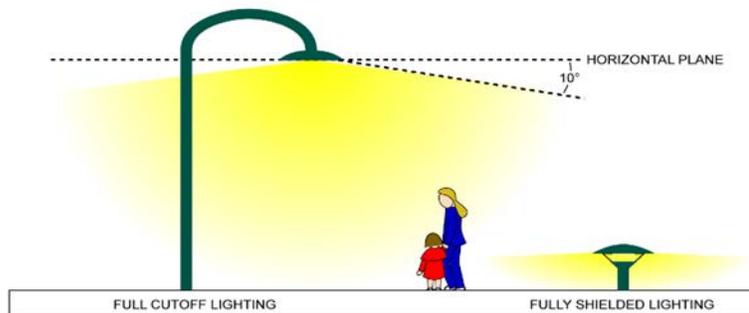
The management of forests and timberlands when practiced in accordance with accepted silvicultural principles, through developing, cultivating, harvesting, transporting and selling trees for commercial purposes, which does not involve any land development.

FRONTAGE

That side of a lot abutting on a street; the front lot line.

FULL CUTOFF

Attribute of a lighting fixture from which no light is emitted at or above a horizontal plane drawn through the bottom of the fixture and no more than ten (10) percent of the lamp's intensity is emitted at or above an angle ten (10) degrees below that horizontal plane, at all lateral angles around the fixture.



FULLY SHIELDED

Attribute of a lighting fixture provided with internal and/or external shields and louvers to prevent brightness from lamps, reflectors, refractors and lenses from causing glare at normal viewing angles.

FUNERAL HOME

A principal use for the preparation and viewing of the deceased prior to burial or cremation. Funeral homes shall not include cemeteries, columbariums, mausoleums, nor entombments, but may include mortuaries and crematoriums.

GARAGE, PRIVATE

An accessory building for the storage of one or more automobiles, other vehicles accessory and incidental to the principal use of the premises, or both.

GARAGE/YARD SALE

A temporary use conducted from or on a residential premise in any zoning district involving all general sales and open to the public for the purpose of disposing of personal property. This definition shall not include a situation where no more than two (2) specific items are held out for sale and all advertisements of such sale specifically names those items to be sold.

GLARE

Excessive brightness in the field of view that is sufficiently greater than the brightness to which the eyes are adapted, to cause annoyance or loss in visual performance and visibility, so as to jeopardize health, safety or welfare.

GOLF COURSE

A tract of land laid out for at least nine (9) holes for playing the game of golf and improved with tees, greens, fairways, and hazards and that may include a clubhouse, shelters, maintenance and storage facilities, and a driving range.

GOVERNMENT FACILITY OR USE, OTHER THAN TOWNSHIP-OWNED

A public use owned by a government, government agency or government authority for valid public health, public safety, recycling collection or similar governmental purpose, and which is not owned by a municipality or an authority created by a municipality.

GREENHOUSE OR HORTICULTURAL NURSERY

A commercial use primarily involved in horticulture that includes the sale of plants grown on the premises and related goods and materials, as well as the storage of equipment customarily incidental and accessory to the principal use.

GROUND COVER

A planting of low-growing plants or sod that in time forms a dense mat covering the area, preventing soil from being blown or washed away and the growth of unwanted plants.

GROUP HOME

A dwelling unit directly associated with and operated by a responsible individual, family or organization with a program to provide a supportive living arrangement for individuals where special care is needed by the persons served due to age, emotional, mental, developmental or physical disability. Such administration is through the direction of paid professional staff and for supervision of residents by full time resident staff. This definition shall expressly include facilities for the supervised care of persons with disabilities subject to protection under the Pennsylvania and Federal Fair Housing Acts, as amended. Group homes must be licensed where required by any appropriate government agencies, and a copy of any such license must be delivered to the Zoning Officer prior to the initiation of the use.

- Group homes shall be subject to the same limitations and regulations by the Township as the type of dwelling unit they occupy.
- It is the express intent of the Township to comply with all provisions of the Pennsylvania and Federal Fair Housing Acts, as amended, and regulations promulgated thereunder, in the construction of this term.

* NOTE: The Federal Fair Housing Act Amendments defined "handicap" as follows: "1) a physical or mental impairment which substantially limits one or more of such person's major life activities, 2) a record of having such an impairment, or 3) being regarded as having such an impairment, but such term does not include current, illegal use of or addiction to a controlled substance as defined in Section 802 of Title 21." This definition was subsequently adjusted by Section 512 of the Americans with Disabilities Act to address certain situations related to substance abuse treatment.

HAZARDOUS MATERIAL

A substance or combination of substances that, because of the quantity, concentration, physical, chemical or infectious characteristics, if not properly treated, stored, transported, used, or disposed of, or otherwise managed, would create a potential threat to public health through direct or indirect introduction into groundwater resources and the subsurface environment which includes the soil and all subsequent materials defined as Hazardous Waste herein below. Such hazardous substances include substances under PA DEP regulations.

HAZARDOUS WASTE

Any substance defined as a hazardous waste under the Pennsylvania Solid Waste Management Act, 35 P.S. s. 6018.101 et seq., the Pennsylvania Municipal Waste Planning, Recycling, and Waste Reduction Act, 53 P.S. s 4000.101 et seq., the Pennsylvania Hazardous Sites Cleanup Act, 35 P.S. s. 6020.101 et seq., the Clean Streams Law, 35 P.S. s. 691.1 et seq., the Federal Resource Conservation and Recovery Act, 42 U.S.C. s 6901 et seq., and the regulations of the PA DEP and the United States Department of Environmental Protection.

HEALTH AND FITNESS CLUB

A commercial business that offers active recreational activities, fitness activities, or both. Such activities are provided only to club members and their guests. For purposes of this ordinance, such facilities do not include golf courses or other uses identified as indoor commercial recreation.

HEAVY EQUIPMENT

Machinery, vehicles and other devices that are moveable and/or transportable which are commonly used in commercial, industrial or construction enterprises, including, but not limited to, trucks, trailers, bulldozers, cranes, backhoes, rollers, loaders, lifts, etc., having a gross weight of four and one-half (4.5) tons or more.

HOME OCCUPATION

A business or commercial activity other than a no-impact home occupation that is conducted as an accessory use to and within principal single-family detached dwelling.

HORTICULTURE

The growing of fruits, vegetables, flowers, or ornamental plants.

HOSPITAL

An institutional use, licensed in the Commonwealth as a hospital, which renders inpatient and outpatient medical care for a twenty-four (24) hour per day basis; and provides primary health services and medical/surgical care to persons suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions. A hospital use can also include attached and detached accessory uses, provided that all uses are contained upon the hospital property.

HOTEL

A commercial use which provides lodging to boarders for compensation, which contains more than eight (8) rooms with less than twenty-five (25) percent of all rooms having direct access to the outside without the necessity of passing through the main lobby of the building, and which may provide meals and other services as part of the compensation.

IMPERVIOUS COVERAGE

The percentage of the lot area covered by man-made surfaces that have a coefficient of runoff of eighty-five hundredths (0.85) or greater. For the purposes of determining compliance with this ordinance, any compacted stone surfaces regularly used for vehicle parking and movement shall be considered to be impervious. In addition, all buildings, structures, driveways and sidewalks shall be considered as impervious surfaces for computation of lot coverage. See definition of "lot coverage".

IMPORTANT NATURAL HABITAT

Any land area characterized by any or all of the following:

- Wetlands as defined herein;
- Pennsylvania Natural Diversity Inventory (PNDI) confirmed extant plant and animal species and communities that are listed as Pennsylvania Threatened or Pennsylvania Endangered;
- PNDI confirmed extant plant and animal species and communities that have a State Rank of S1 or S2; and

INDOOR SHOOTING RANGE

A commercial use within a completely enclosed building where firearms and other projectile-type weapons (e.g. guns, rifles, shotguns, pistols, air guns, archery, cross-bows, etc.) can be shot for recreation competition, skill development, training, or any combination thereof. Nothing within this definition shall be construed to include hunting when conducted in accordance with the rules and regulations of the Commonwealth.

INDUSTRIAL USE

Any enterprise in which goods are generally mass produced from raw materials on a large scale through use of an assembly line or similar process, usually for sale to, wholesalers or other industrial or

manufacturing uses. This term includes but is not limited to those involving manufacturing; processing; packaging; printing, publishing and binding; production; testing of materials, goods and products; conversion and assembly; industrial laundries; repair of large appliances and equipment; machine shops, and welding shops.

GENERAL INDUSTRIAL USE

Manufacturing, processing, fabricating or storage uses which, because of their shipping, storage and other requirements, should not be located in close proximity to residential areas.

LIGHT INDUSTRIAL USE

Manufacturing, processing, fabricating or storage uses which are characterized by uses of large sites, and processes that can be compatible with neighboring residential uses.

ILLUMINANCE

Quantity of light, measured in footcandles.

JUNK

Used materials, discarded materials, or both, including but not limited to, waste paper, rags, metal, building materials, house furnishings, machinery, vehicles, or parts thereof, which are being stored awaiting potential reuse or ultimate disposal.

JUNK YARD

An industrial use with or without buildings, used for the storage, outside of a completely enclosed building, of used or discarded materials, including but not limited to, paper, rags, metal, building materials, house furnishings, machinery, vehicles, or parts thereof, with or without the dismantling, processing, salvage, sale or other uses or disposition of the same. The deposit or storage on a lot of one or more unlicensed, wrecked, or disabled vehicles, or the major part thereof, shall be deemed to constitute a "junk yard". For the purposes of this definition, a disabled vehicle is:

- a vehicle intended to be self-propelled that shall not be operable under its own power for any reason; or
- where inspection and/or registration is required, a vehicle that does not have a valid current registration plate or that has a certification of inspection which more than sixty (60) days beyond expiration date.
- Notwithstanding the foregoing, the storage of disabled farm vehicles or pieces of farm equipment on a lot shall not be considered a junkyard if:
 - the lots are currently being used for agriculture; and
 - the vehicle or equipment is owned by the landowner or the operator of the farm; and
 - the vehicle or equipment was used on the lots in connection with the agricultural operation before such vehicle or equipment became disabled.

KENNEL

A principal commercial use or accessory use to a principal single-family detached dwelling, for the sheltering, boarding, breeding or training of more than three (3) dogs, cats, fowl or other small domestic animals defined herein at least six (6) months of age and kept for purposes of profit, but not to including livestock, animals and fowl raised for agricultural purposes. A kennel operation may include accessory uses such as animal grooming.

KNOLL

A small, round hill.

LANDOWNER

The legal or beneficial owner or owners of land including the holder of an option or contract to purchase (whether or not such option or contract is subject to any condition), a lessee if he is authorized under the lease to exercise the rights of the landowner, or other person having a proprietary interest in land.

LANDSCAPE PLAN

A component of a development plan, where required, on which is shown proposed landscape species (such as number, spacing, size at time of planting and planting details); proposals for protection of existing vegetation during and after construction; proposed treatment of hard and soft surfaces; proposed decorative features; grade changes; buffers and screening devices; etc.

LIFE CARE COMMUNITY

A development designed for the residence and care of elderly persons that provides a continuum of care and services. These facilities shall include independent living, assisted living and skilled nursing home facilities. These facilities may include a community center, personal service shops, recreation areas and common open areas. Age-restricted communities shall not be considered as life-care communities.

LIGHT TRESPASS

Light emitted by a lighting fixture or installation which is cast beyond the boundaries of the property on which the lighting installation is sited.

LIVESTOCK

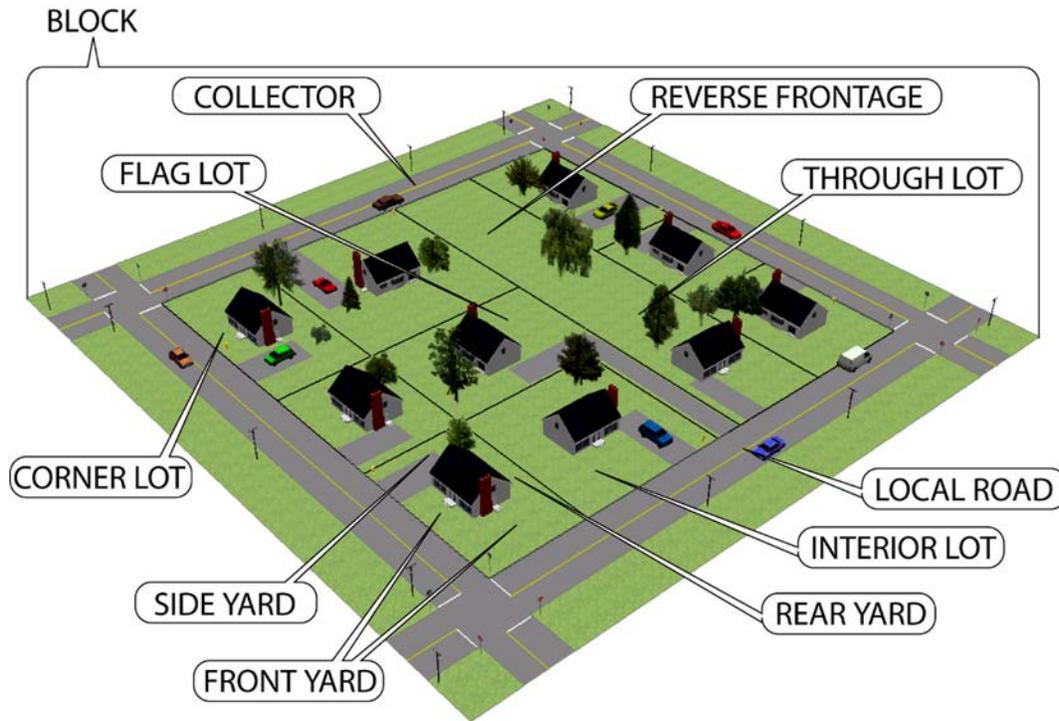
Large animals, including, but not necessarily limited to, the following: horses, ponies, donkeys, mules, cattle, sheep, goats or swine but also includes poultry. For purposes of this ordinance, livestock shall not be considered domestic pets.

LOADING BERTH/SPACE

An off-street area on the same lot with a building or contiguous to a group of buildings for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials.

LOT

A designated parcel, tract or area of land established by a plat or otherwise as permitted by law and to be used, developed or built upon as a unit.



LOT, CORNER

A lot that has an interior angle of less than one hundred thirty-five (135) degrees at the intersection of two (2) street lines. A lot abutting upon a curved street shall be considered a corner lot if the tangents to the curve at the points of intersection of the side lot lines with the street line interest at an interior angle of less than one hundred thirty-five (135) degrees. Corner lots shall have two (2) front yards (abutting the street), one side yard and one rear yard. For purposes of this Ordinance, the front lot line of the street in which the lot is addressed shall be the primary front lot line, and the other front lot line shall be the secondary front lot line. The rear lot line shall be the lot line directly opposite of the primary front lot line. The side lot line shall be the lot line directly opposite the secondary lot line.

LOT, INTERIOR

A lot other than a corner lot, the sides of which do not abut a street right-of-way.

LOT, REVERSE FRONTAGE

A lot extending between and having frontage on more than one street right-of-way of differing classifications, and with vehicular access typically from the street of lower classification.

LOT, THROUGH

An interior lot having frontage on two (2) parallel or approximately parallel street rights-of-way.

LOT AREA, NET

The area contained within the property lines of a lot excluding any areas within any public or private rights-of-way and/or recorded easements.

LOT AREA, GROSS

The area contained within the property lines of a lot including any areas within any public or private rights-of-way and/or recorded easements.

LOT COVERAGE

See definition of “impervious coverage”.

LOT LINES

The lines bounding a lot as defined herein.

LOT DEPTH

The linear horizontal distance measured between the street right-of-way line and the closest rear property line. On corner, reverse frontage and through lots, the depth shall be measured from the street right-of-way line of the street of address (primary front lot line) to the property line (rear lot line) directly opposite.

LOT OF RECORD

A lot that has been recorded in the Office of the Recorder of Deeds of Dauphin County, Pennsylvania.

LOT WIDTH

The continuous linear horizontal distance measured at the required minimum front setback line, between side property lines. On corner lots, lot width shall be measured from the street right-of-way line of the non-address street (secondary front lot line) to the property line (side lot line) directly opposite.

LUMEN

As used in the context of this Ordinance, the light-output rating of a lamp (light bulb).

MANUFACTURE

A function involving either the processing, conversion or production of materials, goods or products.

MANURE

The fecal and urinary excrement of livestock and poultry, often containing some spilled feed, bedding or litter.

MANURE STORAGE FACILITY

A detached structure or other improvement built to store manure for future use, or disposal. Types of storage facilities are as follows: underground storage, in-ground storage, earthen bank, stacking area, and above-ground storage.

MEDICAL OR DENTAL CLINICAL FACILITY

A commercial use of land and/or buildings for examination, diagnosis, and treatment of ill or afflicted human outpatients, including office, laboratory and dispensaries for the use of physicians, dentists, technicians and pharmacists.

METHADONE TREATMENT FACILITY

A commercial use of land and/or buildings for a facility licensed by the Department of Health to use the drug methadone in the treatment, maintenance or detoxification of persons.

MINERAL EXTRACTION OR RECOVERY OPERATION

The searching for or removal of rock, soil or mineral from the earth by excavating, stripping, mining, leveling, or any other process, but exclusive of excavations or grading involved in the construction of a building. Also includes any processing operations in connection with the above activities.

MINERALS

Any aggregate or mass of mineral matter, whether or not coherent. The term includes, but is not limited to, limestone and dolomite, sand and gravel, rock and stone, earth, fill, slag, iron ore, zinc ore, vermiculite and clay, anthracite and bituminous coal, coal refuse, peat and crude oil and natural gas.

MINI-STORAGE/ SELF-STORAGE FACILITY

A building and/or series of buildings divided into separate storage units for personal property and/or property associated with some business or other organization. These units shall be used solely for dead storage and no processing, manufacturing, sales, research and development testing, service and repair, or other non-storage activities shall be permitted.

MOBILE HOME

A transportable, single family dwelling intended for permanent occupancy, contained in one unit, or in two or more units designed to be joined into one integral unit capable of again being separated for repeated towing, which arrives at a site complete and ready for occupancy except for minor and incidental unpacking and assembly operations, and constructed so that it may be used without a permanent foundation.

MOBILE HOME LOT

A parcel of land in a mobile home park, improved with the necessary utility connections and other appurtenances necessary for the erections thereon of a single mobile home.

MOBILE HOME PARK

A parcel or contiguous parcels of land which has been so designated and improved that it contains two or more mobile home lots for the placement thereon of mobile homes.

MOTEL

A commercial use which provides lodging to boarders for compensation, which contains more than eight (8) rooms with at least twenty-five (25) percent of all rooms having direct access to the outside without the necessity of passing through the main lobby of the building, and which may provide meals and other services as a part of the compensation.

MUNICIPAL USE

Any use owned or operated by a municipality.

NATURE PRESERVE AND WILDLIFE SANCTUARIES

An area maintained in a natural state for the preservation of both animal and plant life.

NIGHTCLUB

Any commercial use for which the on-site consumption of alcoholic or nonalcoholic beverages where live entertainment is offered. For the purposes of this definition, "live entertainment" is meant to include the use of disc-jockeys for the purposes of supplying musical entertainment. Nightclubs may also provide for on-site consumption of food. Additionally, nightclubs can offer the retail sale of carry out beer, wine and liquor as an accessory use. This is also meant to include an "under 21" club which features entertainment.

NO-IMPACT HOME OCCUPATION

A business activity administered or that is clearly conducted as an accessory use to and within residential dwelling and which involves no customer, client or patient traffic, whether vehicular or pedestrian, pick-up, delivery or removal functions to or from the premises, in excess of those normally associated with the residential use. This use is subject to the following:

- The business activity shall be compatible with the residential use of the property and surrounding residential uses.
- The business shall employ no employees other than family members residing in the dwelling.
- There shall be no display or sale of retail goods and no stockpiling or inventory of substantial nature.

- There shall be no outside appearance of a business use, including but not limited to parking, signs or lights.
- The business may not use any equipment or process that creates noise, vibration, glare, fumes, odors or electrical interference, including interference with radio or television reception, which is detectable in the neighborhood.
- The business activity may not generate any solid waste or sewage discharge in volume or type, which is not normally associated with residential use in the neighborhood.
- The business activity shall be conducted only within the dwelling and may not occupy more than twenty-five (25) percent of the habitable floor area.
- The business may not involve any illegal activities.

NONCOMMERCIAL KEEPING OF LIVESTOCK

An accessory use to a principal single-family detached dwelling that is not contained upon a farm, whereupon livestock are kept exclusively by the residents of the site.

NONCONFORMING LOT

A lot the area or dimension of which was lawful prior to the adoption or amendment of a zoning ordinance, but which fails to conform to the requirements of the zoning district in which it is located by reasons of such adoption or amendment.

NONCONFORMING STRUCTURE

A structure or part of a structure manifestly not designed to comply with the applicable use or extent of use provisions in a zoning ordinance or amendment heretofore or hereafter enacted, where such structure lawfully existed prior to the enactment of such ordinance or amendment or prior to the application of such ordinance or amendment to its location by reason of annexation. Such nonconforming structures include, but are not limited to, nonconforming signs.

NONCONFORMING USE

A use, whether of land or of structure, which does not comply with the applicable use provisions in a zoning ordinance or amendment heretofore or hereafter enacted, where such use was lawfully in existence prior to the enactment of such ordinance or amendment, or prior to the application of such ordinance or amendment to its location by reason of annexation.

NONCONFORMITY, DIMENSIONAL

Any aspect of a land use that does not comply with any size, height, bulk, setback, distance, landscaping, coverage, screening, or any other design or performance standards specified by this Ordinance, where such dimensional nonconformity lawfully existed prior to the adoption of this Ordinance or amendment thereto.

NRCS

Natural Resources Conservation Service of the United States Department of Agriculture.

NURSING, REST OR RETIREMENT HOMES

Institutional uses designed for the full-time care, housing, boarding, and dining of human beings, being provided with some level of nursing care.

OFFICE

A use that involves administrative, clerical, financial, governmental or professional operations and operations of a similar character, generally on an appointment basis. This use shall include neither retail sales nor industrial uses, but may include business offices, medical offices, laboratories, photographic studios and/or television or radio broadcasting studios.

ON-SITE SEWER SERVICE

The disposal of sewage generated by one principal use with the use of a private, safe and healthful means within the confines of the lot on which the use is located, as approved by the PA DEP.

ON-SITE WATER SERVICE

The provision of a safe, adequate and healthful supply of water to a single principal use from a private well.

OPEN SPACE

Unoccupied area open to the sky and on the same lot with the principal use.

OUTDOOR SHOOTING RANGE

A commercial use outside of a completely enclosed building where firearms and other projectile-type weapon (e.g. guns, rifles, shotguns, pistols, air guns, archery, cross-bows, etc.) can be shot for recreation competition, skill development, training, or any combination thereof. Nothing within this definition shall be construed to include hunting when conducted in accordance with the rules and regulations of the Commonwealth of Pennsylvania.

OWNER

The owner of record of a parcel of land.

PA DEP

Pennsylvania Department of Environmental Protection.

PA PUC

Pennsylvania Public Utility Commission.

PARCEL

A unit of land which meets all of the following criteria:

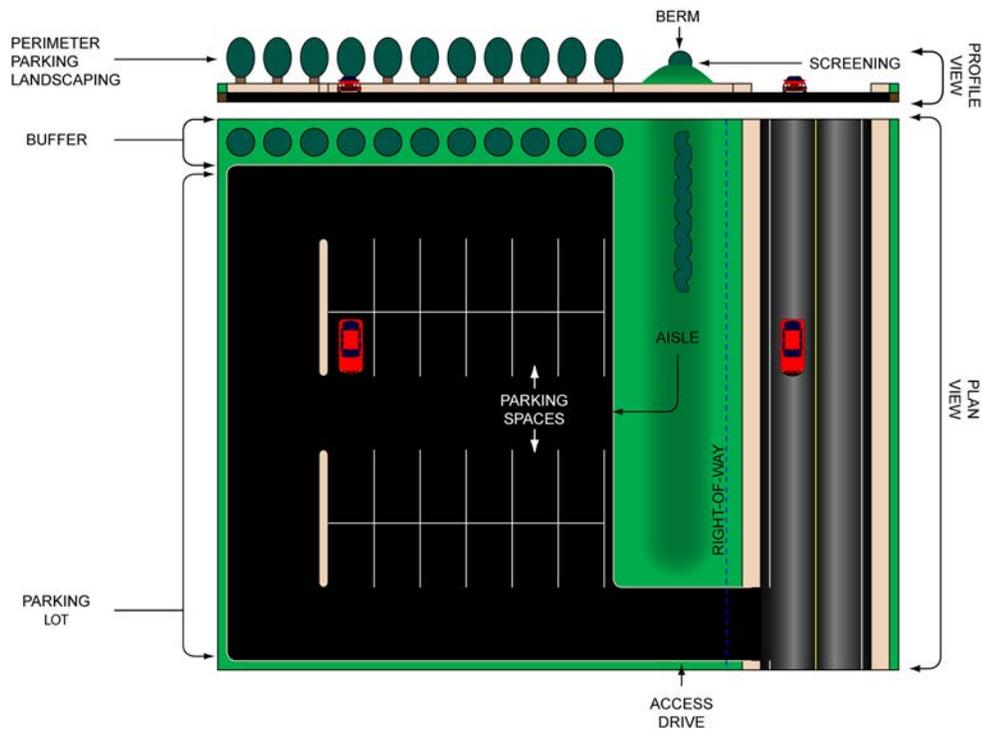
- Owned by the same owner or owners on July 16, 1985; and
- Obtained by its owners at the same time and by the same instrument (deed, will, etc.); and
- Is contiguous – land shall be considered contiguous even though separated by public or private roads.

PARK

A use of land, which may include accessory buildings and structures, for active and/or passive outdoor recreation for the purpose of pleasure, leisure, fellowship or exercise, commonly involving a sporting activity, camping, hiking, jogging, bicycling, swimming, picnicking and other related activities which is open to the public. A park may include amenities such as ball fields, tennis courts, trails, playground equipment, restrooms, picnic tables, cooking grills and similar facilities. For purposes of this ordinance, parks shall not include improvements for or permit uses considered commercial recreational uses.

PARKING LOT

An off-street area designed and improved solely for the parking of motor vehicles, including driveways, aisles and maneuvering space appurtenant thereto.



PARKING SPACE

An off-street space within a building, or on a lot or parking area, available for the parking of one motor vehicle and having direct usable access to a street right-of-way or aisle.

PARTYWALL

A wall on an interior lot line used or adopted for joint services between two buildings.

PENNDOT

Pennsylvania Department of Transportation.

PERIMETER PARKING LOT LANDSCAPING

Landscape located around the outside perimeter of a parking lot, except along the street frontage. Perimeter landscaping includes the area provided in the setback required between the parking spaces and the building.

PERSONAL PROPERTY

Shall mean property that is owned, utilized and maintained by an individual or members of his or her residence and acquired in the normal course of living and maintaining a residence. It shall not include merchandise which was purchased for resale or obtained on consignment.

PERSONAL SERVICE BUSINESS

A commercial use that provides a service oriented to personal needs of the general public, which do not involve primarily retail sales of goods or does not involve professional advisory services. Personal services include barber and beauty shops, shoe repair shops, household appliance repair shops and other similar establishments.

PICNIC AREA

A place equipped with tables, benches, grills and trash receptacles for people to assemble, cook, eat and relax outdoors.

PLACE OF WORSHIP

An institutional use wherein persons regularly assemble for religious worship and which is maintained and controlled by a religious body organized to sustain public worship, together with all buildings accessory buildings, structures and uses customarily associated with such primary purpose including rectories, convents and church-related schools and daycare facilities. Includes synagogue, temple, mosque, or other such place for worship and religious activities.

PLANNING COMMISSION

The Planning Commission of the municipality.

PRIME AGRICULTURAL LAND

Land used for agricultural purposes that contains soils of the first, second or third class as defined by the United States Department of Agriculture/Natural Resources Conservation Service's Dauphin County Soil Survey.

PRINCIPAL STRUCTURE

The structure in which the principal use of a lot is conducted. Any structure that is physically attached to a principal structure shall be considered part of that principal structure.

PRINCIPAL USE

A dominant use(s) or main use on a lot, as opposed to an accessory use.

PROCESSING

A function that involves only the cleaning, sorting, sizing, packaging or any combination thereof, of products.

PUBLIC HEARING

A formal meeting held pursuant to public notice by the governing body or planning agency, intended to inform and obtain public comment, prior to taking action in accordance with this Ordinance and the MPC.

PUBLIC MEETING

A forum held pursuant to notice under 65 Pa. C.S. CH. 7 (Relating to open meetings).

PUBLIC NOTICE

Notice published once each week for two successive weeks in a newspaper of general circulation in the municipality. Such notice shall state the time and place of the hearing and the particular nature of the matter to be considered at the hearing. The first publication shall not be more than thirty (30) days and the second (2nd) publication shall not be less than seven (7) days from the date of the hearing.

PUBLIC USE

A use owned, operated or controlled by a government, government agency or government authority (Federal, State, or County) for valid public health, public safety, recycling collection or similar governmental purpose, and which is not owned by the Township or an authority created by the Township.

RAVINE

A valley with sharply sloping walls created by the action of stream waters.

RECREATION, ACTIVE

Leisure time activities, usually of a formal nature and often performed with others, requiring equipment and taking place at prescribed places, sites, pools, courts, tracks, playgrounds or fields.

RECREATION AREAS

A place designed and equipped for the conduct of sports, leisure time activities and other customary and usual recreational activities. Public recreation areas are those owned and operated by a unit of local government. Private recreation areas are those owned and operated by a nonprofit organization, and open only to bona fide members and their guests. Commercial recreation areas are those operated as a business and open to the public for a fee.

RECREATION, PASSIVE

Activities that involve relatively inactive or less energetic activities such as walking, sitting, picnicking, card games, chess, checkers and similar table games.

RECREATIONAL VEHICLE

A portable structure, primarily designed to provide temporary living quarters for recreation, camping or travel purposes. For purposes of Campgrounds, the term shall include a vehicle that is:

- built on a single chassis;
- not more than four hundred (400) square feet, measured at the largest horizontal projections;
- designed to be self-propelled or permanently towable by a light duty truck;
- not designed for uses as a permanent dwelling but as temporary living quarters for recreational, camping, travel and seasonal use.

RENTAL

A procedure by which services or personal property are temporarily transferred to another person for a specific time period for compensation.

REPAIR

A function involved in correcting deficiencies of products that affect their performance, appearance or both.

RESIDENTIAL CONVERSION

The conversion of a single-family detached dwelling into accommodations for more than one dwelling unit.

APARTMENT CONVERSION

A residential use designed through the creation of three (3) or more living units by conversion of an existing single-family detached dwelling.

TWO-FAMILY CONVERSION

A residential use designed through the creation of not more than two (2) living units by conversion of an existing single-family detached dwelling.

RESTAURANT

A commercial use that primarily prepares food, confections, or beverages served to the customer on non-disposable tableware, but can provide incidental carry-out service so long as the area used for carry-out services does not exceed ten (10) percent of the total patron seating area or two hundred (200) square feet (whichever is less). A restaurant may include the accessory sale of alcoholic beverages. However, if such sale is the primary portion of the total trade, the requirements of a "tavern" or nightclub as applicable must be met.

RESTAURANT, DRIVE-IN

A commercial use that primarily prepares food, confections, or beverages served to the customer in a ready-to-consume state, and whose method of operation includes a drive-up window so that foods or beverages are served directly to motorist customers or by means that eliminate the need for the customer to exit the motor vehicle.

RESTAURANT, FAST-FOOD

A commercial use that primarily prepares food, confections, or beverages served to the customer in a ready-to-consume state, and whose method of operation is such that customers normally order the product at a central location separate from the tables or counters used for consumption.

RETAIL

Those businesses whose primary activities involve the display and sales of goods and products to the general public. This term shall not include adult-related uses as defined herein.

RETAIL STORE OR SHOP

A commercial use in which merchandise is sold to the general public, but not including the following: sales and/or service of automobiles, heavy equipment and similar motor vehicles or boats, adult related uses, automobile or gasoline service station, car wash, convenience store, manufacturing, tavern, nightclub or restaurant.

RIGHT-OF-WAY

A right of passage across land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or for another special use. If the right-of-way involves maintenance by a public agency, it shall be dedicated to public use by the maker of the plat on which such right-of-way is established. For the purpose of this Ordinance, also includes easements.

RIDING SCHOOLS

An agricultural use where horses are boarded and cared for, and where instruction in riding, jumping, and showing is offered, and where horses may be hired for riding.

ROADSIDE STAND

An accessory use to a farm, which primarily involves the retail sale of agricultural products such as fresh fruits, vegetables, herbs or plants produced on site during the harvesting season.

RURAL OCCUPATION

An accessory use to a principal single-family detached dwelling in which the owners engage in an occupation contained within an accessory building.

SAWMILL OPERATION

An industrial use consisting of a building, structure, or area where timber is cut, sawed or planed, either to finished lumber, or as an intermediary step and may include facilities for the kiln drying of lumber and may include the distribution of such products on a wholesale or retail basis. The processing of timber may be from the property on which it is located, from abutting property or from other properties removed from the sawmill.

SCHOOL, COMMERCIAL

A school that may offer a wide range of education or instructional activities (excluding vocational-mechanical trade schools, defined below), that may, or may not, be operated as a gainful business by some person or organization other than the public school district.

SCHOOL, PRIVATE

A school that offers elementary, secondary, post-secondary, post graduate, or any combination thereof, education that may or may not be operated as a gainful business.

SCHOOL, PUBLIC

A school licensed by the Commonwealth, for the purpose of providing, elementary, secondary, adult education.

SCHOOL, VOCATIONAL-MECHANICAL TRADE

A school that may or may not be operated as a gainful business that principally offers training in any of the following occupations: truck driving, engine repairs, building construction and general contracting, woodworking, masonry, plumbing, electrical contracting and other similar type uses.

SCREENING

- The method by which a view of one site from another adjacent site is shielded, concealed or hidden. Screening techniques include fences, walls, hedges, berms or other features.
- A device or materials used to conceal one element of a development from other elements or from adjacent or contiguous development.
- Screening may include one or a combination of the following materials of sufficient mass to be opaque or that shall become opaque after twelve (12) months and which shall be maintained in an opaque condition: walls, berms or plantings.

SETBACK

The required horizontal distance between a minimum setback line and a property or street right-of-way line.

SETBACK, FRONT

The distance between the street right-of-way line and the minimum required front setback line projected the full width of the lot.

SETBACK, REAR

The distance between the rear lot line and the minimum required rear setback line projected the full width of the lot.

SETBACK, SIDE

The distance between the side lot line and the minimum required side setback line projected the full depth of the lot.

SETBACK LINE

A line within a property and parallel to a property or street right-of-way line which delineates the required minimum distance between some particular permitted use of property, building and/or structure and that property or street right-of-way line..

SHOPPING CENTER

A commercial use in which one store, or a planned center of stores, or stores and offices containing more than forty thousand (40,000) square feet of gross leasable floor area designed for the site on

which it is built, functioning as a unit, which may include shared off-street parking provisions on the property as an integral part of the unit.

SOLID WASTE

Garbage, refuse and other discarded materials including, but not limited to, solid and liquid waste materials, resulting from municipal, industrial, commercial, agricultural and residential activities. Such wastes shall not include biological excrements or hazardous waste materials as defined in the Municipal Waste Planning, Recycling and Waste Reduction Act, Act 101 of 1988, and 25 PA Code Chapter 273, as amended, supplemented or revised.

SOLID WASTE DISPOSAL AND/OR PROCESSING FACILITY

A property or facility, licensed and approved by the PA DEP, for the disposal or storage of solid waste material, including garbage, refuse and other discarded materials including, but not limited to, solid and liquid waste materials, resulting from municipal, industrial, commercial, agricultural and residential activities. Such wastes shall not include biological excrements or hazardous waste materials as defined in the Municipal Waste Planning, Recycling and Waste Reduction Act, Act 101 of 1988, and Section 25 Pennsylvania Code Chapter 273, as amended, supplemented or revised. The term Solid Waste Processing Facility includes any appurtenance that supports the operation of the facility, including haul roads, structures or storm water management facilities.

SPECIAL EXCEPTION

The granting of the right to use land is generally compatible with the particular zoning district once specified criteria have been met, as authorized by the Zoning Hearing Board under the terms, procedures and conditions prescribed herein.

STORAGE

A function involving the depositing of materials, goods, products or combination thereof, for safekeeping.

STREAM

A watercourse with definite bed and banks which confine and convey continuously or intermittently flowing water.

STREAM, INTERMITTENT

A natural stream carrying water during the wet seasons and having at least one critical area feature.

STREAM, PERENNIAL

A stream that is present at all seasons of the year.

STREET

A public or private way, excluding driveways, access drives and alleys, which affords the means of access to abutting properties, intended to be used by vehicular traffic or pedestrians. Includes street, avenue, boulevard, road, highway, freeway, lane, viaduct and any other dedicated and accepted public right-of-way or private right-of-way. Streets are further classified as follows:

- **Arterial** – A street designed to maximize mobility over land access. As a result, arterials should have minimal to no direct land access. Arterials generally convey between ten thousand (10,000) and twenty-five thousand (25,000) average daily trips (ADT) for distances greater than one mile. This type of roadway often connects urban centers with outlying communities and employment or shopping centers.
- **Major Collector** – A street designed to provide for medium length travel distances and generally convey between one thousand five hundred (1,500) and ten thousand (10,000) ADT. Major collectors also provide land access to major land uses, such as regional shopping centers, large

industrial parks, major subdivisions, and community-wide recreation facilities. The primary utilization of major collectors is by motorists traveling between local streets and community wide activity centers or arterial roads.

- Minor Collector – A street designed and intended to serve as the main circulation roads within large residential subdivisions and small rural settlements. Trip lengths tend to be shorter in developed areas than in the outlying rural areas.
- Local Collector – A street intended to balance the functions of mobility and access. These roads can be found as the main circulation roads within large residential subdivisions and small rural settlements. Trip lengths can range from fairly short in developed neighborhoods to slightly longer in rural areas.
- Local Road – A street designed and intended to provide immediate access to abutting land uses. These roads may serve up to twenty-five (25) dwellings. In outlying rural areas local roads may tend to run for great distances and serve more individual properties. Local roads are generally intended for transportation within a particular neighborhood or to or from one of the higher classifications of roadways.

STREET GRADE

The officially established grade of the street upon which a lot fronts or in its absence the established grade of other streets upon which the lot abuts at the midway of the frontage of the lot thereon. If there is no officially established grade, the existing grade of the street at such midpoint shall be taken as the street grade.

STREET LINE

A line defining the edge of a street right-of-way and separating the street from abutting property or lots. Commonly known as the "street right-of-way line."

STRUCTURE

Any man-made object having an ascertainable stationary location on or in land or water, whether or not affixed to the land, but excluding patios, driveways, access drives, walkways and parking areas or other at-grade structures. All structures must meet setback requirements. See also definition of "building".

SWIMMING POOL, HOUSEHOLD OR PRIVATE

A man-made area with walls of man-made materials intended to enclose water at least thirty (30) inches deep for bathing or swimming and that is intended to serve the residents of only one dwelling unit and their occasional guests.

SWIMMING POOL, NON-HOUSEHOLD OR PUBLIC

A man-made area with walls of man-made materials intended to enclose water at least thirty (30) inches deep for bathing or swimming and that does not meet the definition of a "household" swimming pool.

TAVERN

A commercial use which serves primarily alcoholic beverages for mostly on-premises consumption and which is licensed by the Pennsylvania Liquor Control Board. Taverns may also serve food.

THEATER

A building or part of a building devoted to the showing of motion pictures or theatrical or performing arts productions as a principal use, but not including an outdoor drive-in theater.

USE

The purpose, activity, occupation, business or operation for which land or a structure is designed, arranged, intended, occupied or maintained. Uses specifically include but are not limited to the following: activity within a structure, activity outside of a structure, any structure, recreational vehicle storage or parking of commercial vehicles on a lot.

VARIANCE

The granting of specific permission to use, construct, expand or alter land or structures in such a way that compliance is not required with a specific requirement of the Zoning Ordinance. Any variance shall only be granted as authorized by the Zoning Hearing Board under the terms, procedures and conditions prescribed herein.

VETERINARIAN'S OFFICE

A commercial use used primarily for the treatment, by a veterinarian, of small domestic animals such as dogs, cats, rabbits, and birds or fowl. No outdoor boarding of animals is permitted.

WAREHOUSE

An industrial use of building or group of buildings primarily used for the indoor storage, transfer and distribution of products and materials, but not including retail uses or a truck terminal, unless such uses are specifically permitted in that zoning district.

WATERCOURSE

A channel for the conveyance of surface water, such as a stream or creek, or intermittent stream, having a defined bed and banks, whether natural or artificial, with perennial or intermittent flow.

WATERSHED

A region or area bounded peripherally by a contour elevation devising line where surface water drains into a particular waterway or stream. A watershed is the total area drained by a stream or tributary.

WETLANDS

Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs and similar areas. (The term includes but is not limited to, wetland areas listed in the State Water Plan, the United States Forest Service Wetlands Inventory of Pennsylvania, the Pennsylvania Coastal Zone Management Plan and a wetland area designated by a river basin commission. This definition is used by the United States Environmental Protection Agency and the United States Army Corps of Engineers.)

WHOLESALE

Any distribution procedure involving persons who, in the normal course of business, do not engage in sales to the general public.

WILDLIFE HABITAT

Land set aside for animal habitation.

WILDLIFE PRESERVE

An area restricted for the protection and preservation of natural resources and wildlife.

WILDLIFE PROPAGATION

Raising of nondomestic wildlife.

WOODLAND, MATURE

Woodlands consisting of thirty (30) percent or more canopy trees having a twelve-inch or greater caliper, or any small concentration of trees consisting of eight (8) or more trees having a sixteen (16) inch or greater caliper.

WOODLAND, YOUNG

Woodlands consisting of seventy (70) percent or more canopy trees having a two-and-one-half (2 ½) inch caliper or greater.

WOODLANDS

Areas covered with stands of trees, the majority of which are greater than twelve-inch caliper, covering an area greater than one quarter (¼) acre; or a small concentration of mature trees without regard to minimum area consisting of substantial numbers of individual specimens.

YARD

An unoccupied and unobstructed open space between the permitted structures and the property line.

YARD, FRONT

The yard area contained between the street right-of-way line and the principal structure. Corner lots shall have two (2) front yards. See also definition of "lot, corner".

YARD, REAR

The yard area contained between the principal structure and the property line directly opposite the street of address (primary front lot line).

YARD, SIDE

The yard area(s) between a principal structure and any side lot line(s). On corner lots, any yard area not abutting a street right-of-way line of the street of address (primary front lot line) and not determined to be the rear yard shall be considered the side yard.

ZONING DISTRICT

A portion of the Township or adjacent municipality(s) within which certain uniform regulations and requirements or various combinations thereof apply under the provisions of this Ordinance (or the adjacent municipality's Zoning Ordinance).

ZONING MAP

The Official Zoning Map of a Township which is an integral part of this Ordinance and which is kept up-to-date and on display at the Township office.

ZONING OFFICER

The person charged with the duty of enforcing the provisions of the Zoning Ordinance, and any officially designated assistant.

ZONING ORDINANCE

The municipality Zoning Ordinance, as amended.

ZONING PERMIT

Written authorization from the Zoning Officer to alter, improve, construct and/or make use of an area of land as regulated by this Ordinance.