CONEWAGO TOWNSHIP
MANCHESTER TOWNSHIP
NORTH YORK BOROUGH

MULTI-MUNICIPAL COMPREHENSIVE PLAN

HRG

Resolution #2025-11

Adopting the Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P.L. 805, No. 247 as reenacted and amended, empowers Counties to plan their development through provisions of comprehensive planning; and

WHEREAS, Conewago Township, Manchester Township and North York Borough began the process of preparing the Comprehensive Plan in 2023; and

WHEREAS, the process of preparing the Comprehensive Plan included: a Community Survey; public meetings and presentations; meetings with governmental agencies; and appointment of a Steering Committee; and

WHEREAS, the Conewago Township Planning Commission held Public Meetings in accordance with the Municipalities Planning Code, Section 302 (a); and

WHEREAS, the Conewago Township Board of Supervisors held a Public Hearing pursuant to public notice, in accordance with the Municipalities Planning Code, Section 302 (b); and

WHEREAS, the creation process has produced a document containing maps, charts, textual matter and other data, titled Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025, Section 302 (c);

NOW, THEREFORE BE IT RESOLVED by the Conewago Township Board of Supervisors, in accordance with the Municipalities Planning Code, Section 302 (c), that the Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025 is hereby adopted for use as the planning document for Conewago Township.

ENACTED, into a Resolution this 3rd day of June, 2025.

ATTEST

Secretary

Shannon M. Hausman

CONEWAGO TOWNSHIP BOARD OF SUPERVISORS

Barrett L. Wenrich

B. K.

MANCHESTER TOWNSHIP

3200 Farmtrail Road, York, PA 17406

YORK COUNTY, PENNSYLVANIA

RESOLUTION #2025-13

Adopting the Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P.L. 805, No. 247 as reenacted and amended, empowers Counties to plan their development through provisions of comprehensive planning; and

WHEREAS, Conewago Township, Manchester Township and North York Borough began the process of preparing the Comprehensive Plan in 2023; and

WHEREAS, the process of preparing the Comprehensive Plan included: a Community Survey; public meetings and presentations; meetings with governmental agencies; and appointment of a Steering Committee; and

WHEREAS, the Manchester Township Planning Commission held Public Meetings in accordance with the Municipalities Planning Code, Section 302 (a); and

WHEREAS, the Manchester Township Board of Supervisors held a Public Hearing pursuant to public notice, in accordance with the Municipalities Planning Code, Section 302 (b); and

WHEREAS, the creation process has produced a document containing maps, charts, textual matter and other data, titled Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025, Section 302 (c);

NOW, THEREFORE BE IT RESOLVED by the Manchester Township Board of Supervisors, in accordance with the Municipalities Planning Code, Section 302 (c), that the Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025 is hereby adopted for use as the planning document for Manchester Township.

ENACTED, into a Resolution this 10th day of June, 2025.

ATTEST:

Timothy R. James, Secretary

MANCHESTER TOWNSHIP
BOARD OF SUPERVISORS

Rodney K. Brandstedter, Chairperson

Craig M. Miller, Vice-Chairperson

Debra K. McCune., Supervisor

Harry Long, Jr., Supervisor

David J. Chiaverini, Supervisor

A Resolution of the Borough of North York to Adopt the Conewago Township, Manchester Township and North York Borough Multi-Municipal Comprehensive Plan 2025

Resolution #2025-8

WHEREAS, the Pennsylvania Municipalities Planning Code, Act of 1968, P.L, 805, No. 247 as reenacted and amended, empowers Counties to plan their development through provisions of comprehensive planning; and

WHEREAS, Conewago Township, Manchester Township and North York Borough began the process of preparing the Comprehensive Plan in 2023; and

WHEREAS, the process of preparing the Comprehensive Plan included: a Community Survey; public meetings and presentations; meetings with governmental agencies; and appointment of a Steering Committee; and

WHEREAS, the North York Borough Planning Commission held Public Meetings in accordance with the Municipalities Planning Code, Section

WHEREAS, the North York Borough Council held a Public Hearing pursuant to public notice, in accordance with the Municipalities Planning Code, Section 302 (b); and

WHEREAS, the creation process has produced a document containing maps, charts, textual matter and other data, titled Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025, Section 302 (c);

NOW, THEREFORE BE IT RESOLVED by the North York Borough Council, in accordance with the Municipalities Planning Code, Section 302 (c), that the Conewago Township, Manchester Township, and North York Borough Multi-Municipal Comprehensive Plan 2025 is hereby adopted for use as the planning document for North York Borough

Enacted , into a Resolution this 12th day of August, 2025.

Attest

Borough Secretary

NORTH YORK BOROUGH

Borough Council President

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THEMES

The three municipalities that comprise this multi-municipal comprehensive plan, **Conewago Township**, **Manchester Township**, and **North York Borough**, contrast in terms of existing land use patterns and potential for future development.

Conewago Township can be characterized primarily as a rural Township with almost 70% of its land use being either agricultural or open spaces. An additional 21% of the Township has been developed for single-family detached homes. However, the rural bedroom community character of the Township has been and will continue to change. The region's transportation network has attracted warehouse development and potentially, a very large residential development in Freedom Square.

Manchester Township has already experienced much of the suburban development that is coming to Conewago Township. While a quarter of the Township is still classified as either agriculture or open space, an extensive amount of suburban residential development has occurred with single-family detached residential comprising about 30% of the Township. There has also been an extensive amount of industrial, warehouse, and commercial development that has been located primarily in the I-83 and Susquehanna Trail corridor. Together, commercial and industrial development make up about 20% of the Township's land base.

North York Borough contrasts with the two Townships in that it is an almost entirely built-out urban community. Over 40% of the Borough is made up of residential development with the only concentration in the region of multi-family housing. Roughly equal percentages of commercial, industrial, and institutional uses comprise most of the rest of the Borough.

Two things tie each of these three communities together. The first is their location in a fast-growing intersection of two urban areas, York and Harrisburg, that will continue to bring development pressure for suburban residential housing, and warehouse, industrial, and commercial development drawn to the region's transportation network. The second common thread among these three communities is their desire to maintain their quality of life while managing the impacts the future will bring.

This Comprehensive Plan has been developed to address the challenge of maintaining the best of these communities in the face of a changing regional landscape. The Plan has four Themes that connect and direct all the recommendations found in the specific topical chapters of the Plan.

These Themes are:

1. **DIRECT GROWTH** to the Designated Growth Area in Conewago Township and monitor buildout.
2. **MANAGE IMPACTS** of development through transportation improvements, emergency service upgrades, expanded park facilities and programming, and other facility and infrastructure improvements.
3. **REDEVELOP AND REINVEST** focusing on the Route 30 Corridor in Manchester Township and the North George Street Corridor in North York Borough.
4. **REIMAGINE AND CELEBRATE** the region's historic villages of Emigsville, Strinestown, and Zions View.

Although this regional Comprehensive Plan was a collaborative effort, each municipality shall make planning decisions individually and is not required to obtain approval for any planning actions from any or all the collaborative municipalities.

HOUSING

INTRODUCTION

The pattern of residential development in the Manchester/Conewago/North York Region is consistent with trends seen across Pennsylvania. Suburban populations continue to expand while older communities in urban areas see stagnating or declining populations. Each of these scenarios presents a set of unique challenges. However, perhaps the most common challenge seen across the entire region is providing a range of housing opportunities for all residents regardless of their stage in life, household type, or income.

EXISTING CONDITIONS

The York County Housing Study - Needs and Conditions Assessment (2023) identified the following key findings for the County's housing market:

- York County is growing and diversifying, leading to a tight housing market for residents of all income levels. It is especially challenging for low- and mid-income residents.
- Household incomes have risen in the County but have not kept pace with inflation.
- Homeowners in York County are trending older. In 2010, 57% of homeowners were under age 55. By 2020 this percentage had dropped to 47% of homeowners under age 55.
- To preserve York County's agricultural and rural areas, more infill development and denser development will be required. York County has largely built out the most desirable areas for housing, such as those near job centers. Large, developable parcels in or near designated growth areas have become scarcer.
- York County has a lower rental vacancy rate than the state average, suggesting a need for more rental development.
- Affordable housing options are vital to attract and retain younger workers.
- Assisted living has been identified as a need for seniors and other residents with certain disabilities.
- Tools to enable the renovation and maintenance of older homes are needed.

Both Conewago and Manchester Township's housing stock are typical of a suburban community. According to the U.S. Census Bureau's 2021 American Community Survey (ACS), approximately 98% of the dwelling units in Manchester Township, and 89% of the units in Conewago Township are single-family homes (single-family dwellings are defined by the U.S. Census as fully detached, semi-detached, row houses, duplexes, quadraplexes, and townhomes).

Most of these homes are owner-occupied, with 88% in Manchester Township and 83% in Conewago Township. North York Borough has a more even distribution of dwelling types with 57% single-family units and 43% multi-family. Similarly, 45% of the units in the Borough are owner-occupied and 55% renter-occupied.

York County GIS parcel data indicates that approximately 30.9% of the existing land use in Manchester Township is in single-family residential use, including mobile homes, and an additional 0.4% in multi-family residential use. Similarly, single-family residential development and mobile homes comprise 23.4% of the existing land use in Conewago Township, with an additional 0.3% in multi-family use. In North York Borough, the distribution of land used for single-family and multi-family land use is more balanced, with 29.8% in single-family and 10.9% in multi-family.

33.3% Residential Low Density

10.6% Residential Medium Density

4.5% Residential High Density

Most of the land in Manchester Township is zoned for residential development. More than a third (35.3%) of the Township's land base is zoned RL Residential Low Density (Open Space) which only permits single-family detached residential development. There are large areas zoned RL, primarily in the central part of the Township, that are undeveloped. An additional 10.6% of the Township is zoned RM Residential Medium Density (Open Space) which also only permits single-family detached residential development, and 4.5% is zoned RH Residential High Density which allows a full range of residential development including single-family detached, one-family, and two-family semi-detached dwellings, attached dwellings, and multi-family units. Most of the land zoned RM and RH is fully built out. (see Section 27 of the Manchester Township Code of Ordinances)

77.5% Conservation/Agriculture

7.9% Residential Low/Med/High

60.0% Village

In Conewago Township, more than three-fourths (77.5%) of the Township is zoned either CV Conservation or A Agriculture. The only residential uses permitted in these districts are single-family Detached dwellings. Approximately 7.9% of the Township is zoned either R-1 Low-Density Residential, which permits only single-family detached residential, or R-2 Medium-Density Residential which permits single-family detached, semi-detached, and two-family dwellings by right and single-family attached dwellings by special exception. Most of the land zoned R-1 and R-2 is fully built out. Additionally, 7.0% of the Township is zoned V Village which permits a full range of residential types by right or by special exception. Approximately 60% of the land zoned Village is part of the Freedom Square development.

29.1% Residential Low Density

17.5% Residential Medium Density

In North York Borough, almost half (46.6%) of the land base is zoned residential. R-1 Residential Low Density and comprises 29.1% of the total. The R-1 District permits single-family detached and semi-detached dwellings by right. The R-2 Medium Density Residential makes up an additional 17.5% of the total land base and permits single-family detached, single-family semi-detached, single-family attached, and two-family dwellings by right and apartments by conditional use.

DEVELOPMENT ACTIVITY

Both Manchester and Conewago Townships have seen significant residential development in the recent past. Since 2021 Manchester Township has issued building permits for 109 new single-family units. Conewago Township has issued permits for 272 single-family units and manufactured homes from 2020-2023. Additionally, both municipalities have seen large development plans for new residential development.

By far the largest development proposed is Freedom Square in Conewago Township which projects to develop 2,210 dwelling units

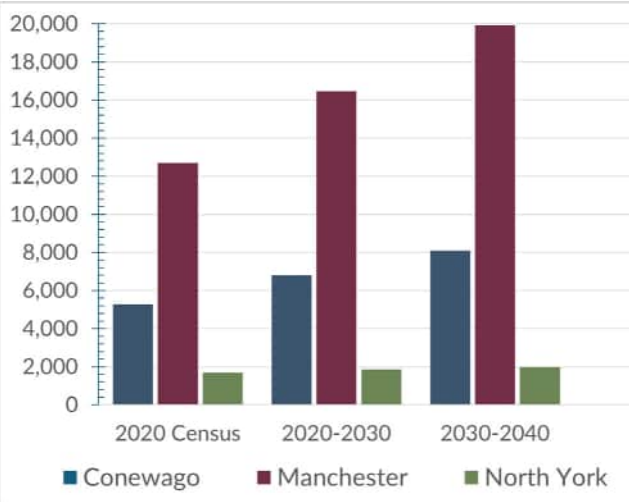
over a 20-year buildout with a mix of single-family detached homes, apartments, townhouses, and active adult units. Also proposed in Freedom Square are a memory care facility, office space, hotels, and stores. The projected 20-year buildout is dependent upon the availability of public sewer service.

Manchester Township has also received several residential plan applications since the beginning of 2020. Among the largest are:

- Gray Apple Village - 28 single-family units
- Welbourne Reserve, Phase 2 - 88 single-family units
- Susquehanna Trail Apartments - 267 apartments
- Farmbrook Meadows, Phase 3 - 35 single-family units
- Farmbrook Meadows, Phase 1 - 27 single-family units
- Eagles View Phase 4 - 22 single-family units

POPULATION AND HOUSING DEMAND PROJECTIONS

The two Townships and North York Borough are characterized by strikingly different growth projections.



MUNICIPALITY	2020 CENSUS	2020-2030	2030-2040
Conewago	5,278	6,801	8,091
Manchester	12,700	19,514	19,918
North York	1,689	1,859	1,985

According to the Pennsylvania Department of Environmental Protection (DEP) Population Projections Report, Conewago Township is projected to grow 1,523 persons, or 17.7% from 2020-2030. For the next decade, the Township's population is projected to grow by an additional 1,290 persons, or 11.3% from 2030-2040. Given the Township's average household size of 2.46 persons per household, this results in 619 new households from 2020-2030, and a further 524 from 2030-2040.

According to the DEP population projections, Conewago Township is expected to add a total of 1,143 new households from 2020-2040. If the Freedom Square development fully builds out as expected over the next 20 years, that development alone will meet the projected new housing demand for the Township. Also, if the annual average number of building permits for new homes continues at the same pace as seen between 2020-2023, this could result in an additional 1,000+ new homes between 2020-2040.

Manchester Township is projected to have similar population increases. According to DEP's projections. Manchester Township is expected to grow by 3,770 or 17.6% from 2020-2030. The projected population increase from 2030-2040 is an additional 3,448 persons, or 13.7%. This results in 1,417 new households between 2020-2030, and an additional 1,296 new households from 2030-2040.

Manchester Township is expected to add 2,713 new households between 2020-2040, according to projections. Between building permits for new residential development and subdivision plans submitted for review, the Township has seen an additional 467 dwelling units between 2020-2023. If this trend continues through 2040, new household formations should exceed projected new residential development by approximately 350 households.

Alternatively, North York Borough's population is forecasted to grow more slowly. The projected growth from 2020-2030 is 170 persons or about 8.5%. The projection for 2030-2040 is an additional 126

persons, or 5.8%. New household projections are 74 from 2020-2030 and 55 from 2030-2040. The Borough has recently seen new apartment development, and an additional redevelopment project is expected at the former Wolfgang Confectioners property.

According to the DEP population projections, Conewago Township is expected to add a total of 1,143 new households from 2020-2040. If the Freedom Square development fully builds out as expected over the next 20 years, that development alone will meet the projected new housing demand for the Township. Also, if the annual average number of building permits for new homes continues at the same pace as seen between 2020-2023, this could result in an additional 1,000+ new homes between 2020-2040.

Projections of a significant increase in population and households in both Conewago and Manchester Townships from 2020 through 2040 indicate a need for more dwelling units to house the projected increase in population.

PUBLIC INPUT

Some participants at both Open Houses (Manchester Township on March 26, 2024 and Conewago Township on April 25, 2024) expressed concern with additional residential development in the region because of the increase in traffic it could create. Some participants especially noted the potential impact of the Freedom Square development in Conewago Township.

GOALS AND OBJECTIVES

Goal 1: Provide opportunities for the development of a range of housing types and price points.

Taken as a whole, the three municipalities currently provide a wide range of housing options in terms of rental and ownership options, housing types, and price points. Proposed residential development in both Manchester and Conewago Townships will further expand housing choices with new apartments, single-family homes, and townhouses.

The region is well situated to provide what has been described as "missing middle housing," characterized by low-rise, smaller-scale multi-unit housing. This type of housing is the segment of the market between single-family detached dwellings on one end and large multi-family developments on the other. These units can look like, and fit into, blocks that include single-family units.

Another segment of the housing market that will continue to increase as the Baby Boom generation ages is options for seniors to age in place, or in communities that provide a range of managed and independent housing choices. Accessory dwelling units, or ADUs, are second, smaller dwelling units located on the same lot as a single-family dwelling and can provide a more manageable and affordable housing option for seniors or disabled residents.

1. Investigate opportunities to permit accessory dwelling units to promote housing affordability and enable aging in place. Accessory dwelling units (ADUs) are smaller, independent dwelling units located on the same lot as a single-family detached home. They can be within the primary structure as a separate apartment or within an accessory structure, such as a portion of a garage that has been converted into an apartment. ADUs can also be a separate structure attached to the primary dwelling, or a separate structure usually located in the backyard.

   ADUs are often created to provide an independent living option for elderly or disabled family members. They can also offer additional affordable housing choices. Limitations are placed on the size and location of separate or built-on dwellings, and each structure is required to connect to separate utilities, like a single-family semi-detached dwelling.

2. Provide density bonuses and streamlined development approval processes for proposals that include below-market or moderately priced units.

3. Create zoning and permitting incentives to facilitate affordable housing units for infill development, rehabilitation, and adaptive reuse of non-residential properties. For instance, infill properties could be permitted to provide some of their required parking spaces nearby if the developer provides an agreement indicating that dedicated parking will be provided at the off-site location and that the parking location is within walking distance. Another example is increasing the permitted lot coverage requirements for the redevelopment of existing non-residential properties. Because these buildings were developed originally as industrial more commercial properties, their existing lot coverages are often greater than would be allowed for a residential development.

4. Ensure that design guidelines in ordinances reflect the existing character of development.

5. Explore zoning flexibility which will allow second-floor residential rentals in mixed-use buildings. Currently, mixed residential and non-residential uses in a single building are not permitted in any of the three zoning ordinances.

6. Increase opportunities for residents to age in place by evaluating zoning ordinances and building codes to encourage and permit universal design features.

   Universal Design has been defined as "Design that's usable by all people, to the greatest extent possible, without the need for adaptation or specialized design." The Americans with Disabilities Act requires accessible design for public spaces and multi-family residential development but not for single-family homes.

   The Residential Universal Design Building Code has been developed to supplement existing residential building codes. The Code includes alternative standards for all areas of the home as well as parking areas, entranceways, and the location of electrical outlets, light switches, and alarm systems.

Goal 2: Improve and maintain the conditions of existing housing units for suitable living environments.

1. Review North York Borough's Property Maintenance Code to ensure that the existing housing stock meets minimum public health standards. Consider adopting a property maintenance code in Conewago and Manchester Townships.

2. Utilize county and federal grant programs to facilitate housing rehabilitation and maintenance for low to moderate-income and elderly households.

3. Consider adopting rental housing registration, licensing, and inspection programs.

4. Promote participation in the York County Land Bank Authority (YCLBA). The Authority was created to help facilitate the conversion of vacant and/or tax-delinquent properties and to bring them back into productive use and onto the tax rolls.

5. The York County Planning Commission administers a number of home maintenance programs including the Home Improvement Program, the Whole Homes Repairs Program, the Weatherization Assistance Program, and the Lead and Healthy Homes Grant Program.

Goal 3: Balance rental and homeownership opportunities in North York Borough to provide multi-generational and multi-income neighborhoods and stabilize high percentage rental neighborhoods with property maintenance efforts.

The York County Housing Opportunity Center provides free housing counseling services for both homebuyers and renters. Counseling services help with budget and credit questions as well as pre-purchase and pre-closing assistance. The Center also offers first-time homebuyer down payment and closing assistance through the York Homebuyer Assistance Program for first-time homebuyers.

The Pennsylvania Department of Community and Economic Development (DCED) provides grant and loan assistance through its HOME Investment Partnerships Program. HOME funding can be used for the rehabilitation of owner-occupied dwelling units, as well as to help first-time homebuyers, including acquisition and rehabilitation assistance. All eligible uses of this funding must benefit very low-, low- and/or moderate-income households.

York County also provides assistance for the rehabilitation of existing rental units, new construction of rental units, and assistance to first-time homebuyers through the Home Investment Partnership (HOME) Program. The County works with the Housing Authority, with non-profit and for-profit developers, and the City of York to implement these activities. The County coordinates its HOME and Community Development Block Grant (CDBG) funded housing activities for affordable housing. This program is funded by the U.S. Department of Housing and Urban Development.

The Pennsylvania Housing Finance Agency (PHFA) also works to provide affordable homeownership and rental apartment options for older adults, low- and moderate-income families, and people with special needs. They do this through a variety of home mortgage programs as well as financial education and coaching.

NATURAL & CULTURAL RESOURCES

INTRODUCTION

Conewago Township, **Manchester Township**, and **North York Borough** are served by the York County Conservation District (YCCD). This government office exists to "assist farmers and all county residents by promoting maintenance, improvement, and wise use of land, water, soil, and other natural resources" (YCCD, 2023). YCCD provides educational programs and guidance regarding the laws and regulations of the Pennsylvania Department of Environmental Protection, the Pennsylvania Department of Agriculture, and the State Conservation Commission.

NATURAL RESOURCES INVENTORIES

The County maintains a Natural Heritage Areas Inventory. An update to the report was initiated by the Western Pennsylvania Conservancy in Spring 2024 and is anticipated to be completed in the Summer of 2026.

York County also maintains an Environmental Resources Inventory. The following "unique features and areas" are in Manchester Township:

- Bootlegger Sink Cave is formed from knotty blue limestone and dark massive dolomite associated with the Kinzers formation. The name of the cave is derived from its past use as a shelter for a moonshine still. Currently, it is listed as gated, with no access, by the Pennsylvania Cave Conservancy.
- Emigs Cave formed in vintage dolomite.
- North York Cave is associated with the Kinzers formation. Two (2) invertebrate species listed as species of special concern are found within this cave.

Conewago Township's natural resources include the hemlock grove of Laurel Run and the Conewago Hills.

WATER

Conewago Township, Manchester Township, and North York Borough benefit from three primary water sources: Conewago Creek, Little Conewago Creek, and Codorus Creek. These creeks, tributaries of the Susquehanna River (Conewago and Codorus), and the Conewago Creek itself (Little Conewago) are used recreationally for fishing, canoeing, and kayaking. The creeks are cold-water fisheries, natural resources, with a wide range of fish including smallmouth bass, walleye, bluegill, rock bass, sunfish, carp, channel catfish, flathead catfish, yellow perch, rainbow trout, muskellunge, and crappie.

The United States Geological Survey (USGS), through a Joint Funding Agreement with York County, continuously monitors the water quality in six York County locations. The West Conewago Creek station is in Manchester Township. According to the York County Conservation District, station indicator parameters include temperature, conductance, dissolved oxygen, pH, and turbidity. In addition, the stations measure levels of nitrogen, phosphorous, and sediment.

HISTORIC AND CULTURAL RESOURCES

Conewago Township

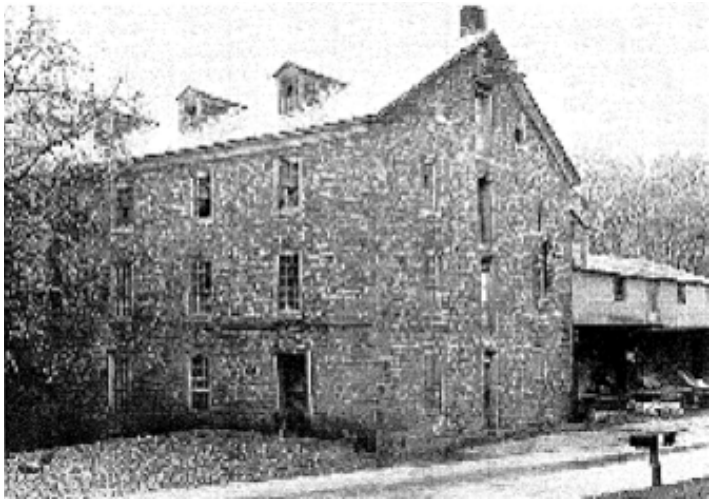
In 1742, John Garretson, one of the first Quaker settlers, built the first mill along the Conewago Creek north of Strinestown. Conewago Township was formed out of Newberry and Dover Townships in 1818.

CONEWAGO TOWNSHIP HISTORICALLY SIGNIFICANT SITES AND STRUCTURES (2010 CONEWAGO TOWNSHIP COMPREHENSIVE PLAN)			
NAME	DATE	TYPE	LOCATION
Baker Historic District	1780-1950	Barn/Dwelling	Conewago Creek
Col. Jacob Baker Mill	1849	Mill	100 Hykes Road
Jacob Bear Barn	1860	Barn/Dwelling	Southwest side of Copenhaffer Road
Mechlin Property	c. 1860	Dwelling	Bowers Bridge Road
Adam Miller House	1774	Dwelling	440 Cloverleaf Road
George E. & Elizabeth Neuman	c. 1797	Dwelling	475 Jug Road
Nieman House	c. 1860	Dwelling	East Canal Road, just east of Bull Road
Rudy's School	c. 1859	School	Butter Road, NW side, east of Bull Road
Rachel Lane Farm	c. 1865	Sweitzer Wagon Shed	440 Copenhaffer Road
Jensenius Farm	c. 1850	Dwelling	540 Green Springs Road

Bear's Mill (Bair's Mill), Conewago Roller Mill. The first mill was built 1788-90 by Martin Shetter. The mill was last operated in 1956 by Harry Hykes.

Manchester Township

Manchester Township is the center portion of what was once a large township when it was first formed in 1740. The western portion became West Manchester Township in 1799, and East Manchester Township was formed in 1887. Manchester Borough, once known as Liverpool, now lies within East Manchester Township.



Villages located in Manchester Township on the 1876 York County Atlas include Mount Wolf, Manchester, and Emigsville.

The following is a list of National Register of Historic Places in Manchester Township:

- Emig Mansion, Manchester Township, 3342 North George Street, Emigsville. The structure is a Georgian-style dwelling built about 1810.
- Sinking Springs Farm, Manchester Township is a historic farm and district which includes 32 contributing buildings, 2 contributing sites, and 17 contributing structures. The earliest buildings on the site date to about 1841. It is roughly bounded by Church Road, Sinking Springs Lane, Locust Lane, and Susquehanna Trail.

The 2004 Manchester Township and North York Borough Comprehensive Plan also listed the following historic resources in Manchester Township. The list included buildings that are primarily over 125 years old (in 2004) and/or that have architectural significance, and/or historical significance to the area.

- Aughenbach Church and Cemetery on Bear Road at Susquehanna Trail
- Lime kiln on the 2200 block of Susquehanna Trail (only remaining lime kiln of six that existed as of 1876)
- Foustown one-room schoolhouse on Greenbriar Road
- Weightlifting Hall of Fame Building on Board
- Bob Hoffman mansion on Heidelberg Avenue
- Emigsville Band Hall on North George Street
- Bentzel's Mill on Greenbriar Road at Little Conewago Creek
- Old Mill at Susquehanna Trail at the Little Conewago Creek
- Henry Taylor House on Susquehanna Trail
- Locust Lane Mill on East Locust Lane
- Baker Estate on Sinking Springs Lane
- Grace Lutheran Church on Church Road and Sinking Springs Lane
- Center Square one-room schoolhouse
- Otterbein United Methodist Church North George Street
- St. Marks Lutheran Church on St. Marks Street at Broad Street
- Adams House on 1300 block of Greenbriar Road
- York Flour Mills on Blackridge Road over Codorus Creek
- Acme Wagon Works on the east side of North George Street in Emigsville

Additional Historic Resources in Manchester Township:

- The Water Sink plantation house/mansion is located at 3100 N George Street in Emigsville. It adjoins the Sinking Spring Farm. The property appears on the original warrant map of Manchester Township and there was a plantation called Water Sink. It was owned in part by Peter Shultz through a land grant in 1773 from John and Thomas Penn. The house was built in 1839 and was originally owned by Benjamin Myers. Some restoration has been made to the original springhouse to the rear of the kitchen. A completed Pennsylvania Historical Resource Survey Form was prepared by C. Neff in October 1988.
- 1860 small mansion set back in the woods at Sinking Springs and Susquehanna Trail, also Louis Appell's mother's home. Late 19th-century Colonial Revival/Dempwolf architect. Late Victorian shingle style. Has room interiors sourced from a Dupont Mansion in Delaware that was torn down and added to this building in the 1930s. National Register of Historic Homes.

- Fair Oaks Mansion, 2835 Susquehanna Trail, and part of and borders the former Sinking Spring Farm tract, Mr. Kasee, the owner, bought acreage from that farm and added it to his road frontage. Recently completed massive exterior renovation/ restoration of shake shingle exterior.
- Emig store building on the 3300 block of N. George Street Emigsville. Civil War Military Significance: Virginia Cavalry raided the store on June 28, 1863, before the Battle of Gettysburg. They took boots, shoes, hats, caps, calicoes, tobacco, cigars, merchandise, 10 bushels of oats, and two (2) barrels of flour. The building still exists; modified into a house owned by YorkHoist,
- Two-room brick schoolhouse with tower, 3215 Broad Street, Emigsville (now two apartments and new construction on the former playground). A good example of a village schoolhouse before school district consolidation.
- Grange Building, 3300 N. George Street, Emigsville. Middle to late 19th-century brick commercial structure, currently several commercial uses, served as a store from its origin with agricultural meeting space on the second floor and was key access to the former railroad station that was behind it.
- William Willis House, 135 Willis Road. The William Willis House, built in 1762, is significant for its associations with the early brick industry and the English Quaker Willis family, who was influential in 18th and 19th century York. In 1752, a deed by Thomas Penn and Richard Penn granted 480 acres to John Wright, James Wright, and William Willis. This land is where William Willis built his brick home in 1762.In 1809, a stone barn was built on the property and at one time was used as a station for the Underground Railroad. The barn was destroyed by fire in 1967; however, portions of the foundation remain.

The Manchester Township Historical Society's Historical Property Review is a mapped searchable database of historic sites in the Township. It uses Shearer's 1860 Map of York County as a base and provides details of each site's architectural significance, building status, and other details. The York County Heritage Trust recognized it with an award in 2015.

Manchester Township Zoning Ordinance Regulation of Historic Structures

Manchester Township has determined that the preservation of historic structures is an essential element of planning and zoning for the Township, providing significant benefits, both economically and culturally, for residents. Preservation of historical buildings is also a concern of the state of PA and is of national importance as

Abraham Frantz Farm "Long View" home built in 1816, Greenbriar Road

Manchester Township Historical Society

well. The Manchester Township zoning ordinance includes language to help property owners protect these historic assets, including the land upon which they reside from deterioration and incursion from surrounding development and abatement.

A list of identified historic properties, included in the Zoning Ordinance as Appendix B, is an ongoing resource of the Township and is updated periodically and incorporated by reference. The development of the inventory was based upon various techniques including an overlay of existing properties shown on the 1860 "Shearer" map (done in conjunction with the latest Google Maps). In addition, this list includes properties complying with guidance provided by the Pennsylvania Historic and Museum Commission (PHMC) definition of historic buildings (see Appendix 2), citizen input, and observation.

Adaptive Reuse of Historic Structures

While preservation of all historic structures is preferred, it is understood that with restoration and maintenance costs being significant this is sometimes economically unfeasible. As such, the Township grants favorable disposition towards these properties generating revenue through adaptive reuse that can aid historical property owners with income to help sustain them. However, it is recognized that at times demolition may be necessary to implement a project of special public importance without options, such as an important intersection for public safety reasons. In such cases, the Township supports and requests property owners to allow the MTHS to access the property to document and file its historical architecture pictorially before demolition commences. An example of where this would have proven beneficial is the stone farmhouse, barn, and other outbuildings at Farmbrook Drive, which was demolished in 2022 in favor of a housing development.

Resources for Property Owners, Contractors, and Developers

Further information and guidance regarding historical properties may be found through many Internet sources including among others, the National Park Service website, www.nps.gov and the National Trust for Historic Preservation, www.preservationnation.org. Additional resources include the Manchester Township Historical Society website at https://sites.google/com/site/manchestertownshipprofiles/home. General guidelines are also in the The Secretary of the Interior's Standards for the Treatment of Historic Properties: https://www.nps.gov/articles/000/treatment-standards-rehabilitation.htm.

North York Borough

The Borough of North York was incorporated on April 17, 1899, when a charter was issued by the County Court. The borough contained about 146 acres.

The 2004 Manchester Township and North York Borough Comprehensive Plan listed the following historic resources in North York Borough:

- Prospect Hill Cemetery Office and Stable, North George Street

PUBLIC INPUT

According to the Public Engagement Survey, tree planting campaigns and green space expansion are two sustainability measures to consider related to natural and cultural resources. Participants commented on the importance of preservation, open space, and overall land maintenance.

Residents at the first public meeting expressed a need for the use of native plants and the preservation of natural habitats. Residents are concerned that these have been put into jeopardy by development and the fragmentation of open space. There were several suggestions regarding requirements for incorporating natural spaces into newly developed areas, including warehouses, to promote the development of healthy ecosystems. In addition, with the anticipation of additional park space, the argument was made that these spaces should be more "natural," with tall grasses and open meadows, rather than mowed lawns with play equipment.

GOALS AND OBJECTIVES

Goal 1: Agricultural preservation

Conservation Easements

Conservation easements are voluntary, legal agreements that permanently limit the uses of land to protect a property for future generations. Four properties in Manchester Township, a total of 914.4 acres, are preserved by a non-profit organization, the Farm & Natural Lands Trust of York County, through conservation easements. These properties are restricted to no- or limited development, thereby protecting natural resources such as soils, woodlands, streams, and more. While the land is protected, it is not necessarily zoned for agriculture.

Agricultural Security Areas

Landowners who place their farms in an Agricultural Security Areas (ASA) are eligible to participate in the York County Agricultural Land Preservation Program. ASA participants are also protected from local ordinances and nuisance affecting normal farming practices lawsuits, as well as most eminent actions. To establish an ASA, a petition is submitted to the township supervisors by the farmers. If the land meets the requirements of a combined minimum of 250 acres, it can be established as an ASA. The land is then re-evaluated every seven years. An ASA may include non-adjacent farmland parcels of at least 10 acres or parcels that are able to produce $2,000 annually from the sale of agricultural products. However, new parcels of farmland may be added to an established ASA at any time. ASA status protects the farmer from nuisance claims regarding how the property is being used. Within the region, there is a combined 3,330.7 acres of land under ASA, with 2,035 acres located in Conewago Township and 1,296 acres in Manchester Township.

Goal 2: Update zoning and subdivision and land development ordinances to incorporate natural resource protection standards

The following is a list of regulatory tools that can better protect the region's natural resources, including riparian buffers, steep slopes, hydrogeologic hazardous areas, and forests. Municipalities should consider amending their zoning ordinances and subdivision and land development ordinances to incorporate these tools.

Riparian Buffers

Forested or, to a lesser extent, otherwise vegetated lands bordering streams, lakes, and other water bodies protect water quality and provide other environmental, economic, public health, and safety benefits.

Only when a waterway is state-designated as Exceptional Value or High Quality and, even then, only in certain circumstances do state regulations protect these riparian buffers. Riparian buffer regulations can and should be adopted either as part of the zoning ordinance or subdivision and land development ordinance (SALDO). Some municipal zoning regulations establish inner and outer riparian buffers with an inner buffer extending 15-25 feet from a wetland or stream bank, and an outer riparian buffer that could extend an additional 50-75 feet. If the regulation is included in a SALDO, it could require any development plan that includes a stream or wetlands on the subject property to delineate an easement restricting development within the protected area.

Steep Slopes

Municipalities use steep slope regulations to prevent erosion which can degrade adjacent streams and wetlands, as well as destabilize building sites and driveways. Steep slope regulations can, and should be, included in both the zoning ordinance and the SALDO. If the regulation is included only in the SALDO, it wouldn't apply to earthmoving activities on properties where no subdivision plan is required. The definition of steep slopes should be tied to specific soil types which differ in terms of soil stability. Most municipalities define steep slopes with limitations starting at 10-15%, and prohibition of earth disturbances over 20-25%.

Hydrogeologic Hazards
Some municipal SALDOs require a hydrogeologic report to be prepared and submitted with subdivision and land development plan applications for projects that are in areas where there may be carbonate geologic hazards. A map would be required which shows the location of sinkholes, depressions, springs, and similar features. The map would also delineate the location of all adjacent private water supplies and wastewater disposal locations.

Forests
Consider adopting the Pennsylvania Model Forestry Ordinance which was prepared by Penn State University's School of Forest Resources. Many municipalities in Pennsylvania have adopted zoning regulations to limit tree clearance and otherwise regulate forestry practices in their community. However, many of these regulations are inconsistent with the Pennsylvania Municipalities Planning Code and the protections it affords to forestry practices. Furthermore, the state Agricultural, Communities, and Rural Environment (ACRE) Act which protects agricultural and forestry practices in the Commonwealth, further limited the ability of municipalities to regulate forestry practices.

The Model Ordinance requires a landowner to prepare a written logging plan for any land where timber harvesting is to occur. It also includes requirements for specific forestry activities.

Agricultural Preservation Zoning
Conewago Township should explore the adoption and implementation of Agricultural Preservation Zoning in its zoning ordinance. The existing A-Agricultural Zone requires a minimum lot size of one acre for building lots. However, it does not limit the number of building lots that can be subdivided from a property. Adopting a more restrictive Agricultural Zone, for instance, limiting the number of lots that could be subdivided based on the size of the parent tract, could better implement the Purpose of this Zone which is to "… maintain and promote the rural-agricultural character of the land within this zone."

Environmental Advisory Council
An Environmental Advisory Council (EAC) is authorized by state law and a group of community residents, appointed by the elected officials, to advise them and other municipal officials about the protection, conservation, management, promotion, and use of natural resources. EACs have been formed by other communities to inform the elected officials on a few community environmental projects such as greenway and trail development, riparian buffer plantings, site plan reviews, recycling efforts, environmental education, and habitat conservation and replanting.

Agricultural, Natural and Cultural Resources Map
- Preserved farms, Agricultural Security Areas, Clean and Green parcels
- PHMC sites
- Natural Areas Inventory sites

Hydrology
- Waterbodies
- Wetlands
- Watersheds
- Floodplains
- Non-attaining streams

COMMUNITY FACILITIES

INTRODUCTION

The community facilities and utilities needed to serve the region are wide-ranging and face a number of challenges to keep up with increased demand brought about by a rapidly developing suburban area. One response to this increased demand has been to regionalize service provision. Examples include the York Area United Fire and Rescue, the Community Life EMS system, the acquisition of public sewer service by Pennsylvania-American Water Company, and the creation of the York County Stormwater Consortium.

Additionally, the region will face challenges in maintaining and upgrading infrastructure in the region's older development areas. Sewer and water conveyance systems and wastewater treatment plants will all need to be continually inspected and maintained. Stormwater management will also be challenging as runoff from the boom in residential development and non-residential development, especially large facilities such as warehouses and distribution centers, will be added to runoff from existing development that may have been built with minimal or no stormwater management measures. Stormwater is required to be managed on-site in accordance with the municipal Stormwater Management Ordinance.

EXISTING COMMUNITY FACILITIES

FIRE

Manchester Township

The Department of Fire Services was created in February 1991, when an agreement was signed between the Alert Fire Company #1 and the Manchester Township Board of Supervisors to cooperatively provide fire, rescue, and quick response medical assistance services in Manchester Township with the volunteer members of the Alert Fire Company and the career fire personnel employed by the Township.

In May 1999, operations for the department transitioned to the newly constructed Township municipal services facility which houses a fire station at 3200 Farmtrail Road. Originally, the Alert Fire Company agreed to relocate an engine, ladder, and rescue truck to the new facility. Today, all apparatus is department-owned, except for the traffic control unit. All apparatus responds from the Farmtrail Road location. Alert Fire Company volunteers continue to operate the fire station located in Emigsville at 3118 North George Street for fundraising and lease space at this location to the EMS provider for the Township.

In 2010, Manchester Township began contracting chief management services from York Area United Fire & Rescue (YAUFR). In 2018, the Manchester Township Department of Fire Services was officially merged into the regional department as Manchester Township became the third charter municipality to participate in the intergovernmental cooperative, regional fire department.

In an interview with Chief Hoff of YAUFR, he noted the following points:

- The department has one member of the staff who works with the municipalities regarding development reviews. Staff also walk through developments as they are being built.
- YAUFR has a core of 4-5 members in Manchester Township, but more volunteers are needed. Other volunteers also assist with non-firefighting tasks. Currently, there are also 18 career firefighters.
- The bulk of their calls continue to be residential structures. He noted that solar panel development will require new and different training.
- He noted that in Conewago Township, a second station for the Strinestown Fire Company was constructed using donations from a developer and other members of the community. The Township should pursue donations from other developers to help offset the impacts of new development.
- The Chief indicated that national standards dictate that there should be four firefighters per apparatus; YAUFR currently runs its apparatus with two. This results in them often not being able to perform their duties in a timely manner. In 2022, their request for an additional salaried position for each of the three shifts was denied by Springettsbury Township which is a member of YAUFR.
- Manchester Township needs a station in the western part of the Township to support development occurring there.
- The department could use a brush truck (urban interface vehicle) that can be driven on farm or wooded land. Volunteers have used ARPA funding to turn a pickup truck into a brush truck.
- The Manchester Township station has two vehicles that are 22 years old. A replacement order is in, but the lead time is 3-3.5 years. YAUFR has an apparatus replacement plan to replace apparatus every 12 years instead of every 20 years currently. In 2018, they initiated a capital campaign to spend $2.7 million on four engines, one ladder truck, and two SUVs. These expenditures were paid off in 2024. The current capital campaign will cost $5.7 million. The fire department also needs to budget for fire hydrants necessitated by new development.

Conewago Township

Strinestown Community Fire Company Station 26 provides fire services to Conewago Township. The historic station is located at 5690 Susquehanna Trail. A second station was built on the same grounds as the municipal building, on Copenhaffer Road. Strinestown is an all-volunteer force.

Chief H.O. "Frosty" Wertz noted that call volumes to the Strinestown Fire Company are increasing but staffing levels are not keeping up. He said that the volunteer crews are of minimal size and that many of the firefighters are retired and in their 70s. He noted that young people who wish to be firefighters need a lot of training and face age restrictions on serving. The Junior Firefighters program is a training program for people under 18 but they cannot actually work as firefighters until they are 18.

Chief Wertz noted that the Strinestown station does not have a live-in firefighter, even though they added living areas when they renovated the building. He stated there has been opposition to a live-in firefighter because of maintenance and insurance issues. He also added that within the next 10 years, the Strinestown Fire Company will probably need a paid, career firefighter as a driver or chief. He also said an additional station will probably be required in the Township.

He noted that the warehouses in the Township are creating service problems. Among the issues he mentioned are an increase in truck traffic with increased crashes, trucks going onto streets they aren't supposed to travel on, and them knocking down utility poles. He also noted that automatic alarms from warehouses contribute to increased calls, and how traffic on I-83 is impacted by truck traffic, needing to shut down lanes in order to keep emergency personnel safe.

Chief Wertz also mentioned that a lack of public water supply and hydrants in the Township have created problems. He said that there are areas of Conewago Township, including many residential areas, businesses, and car dealerships, without fire hydrants and no direct access to water. The new warehouses have hydrants which are located about 1,000 feet apart based on the hose length on engines.

He noted that when water lines were extended to the I-83 interchange it wasn't extended across the bridge. This requires firefighters to fill tankers before they cross the bridge. Chief Wertz asked if this could be retrofitted.

Chief Wertz stated that that their equipment, trucks, and apparatus are all in good shape, but that they will need a new rescue squad soon, and that they have to keep up with progressive technologies on the trucks.

North York Borough

North York Borough is serviced by the City of York Department of Fire and Rescue Services which has four fire stations. It is comprised of full-time paid personnel as well as volunteer firefighters.

York County Fire Training School

The York County Fire Training School is in Manchester Township. The school is operated by the Fire Chiefs and Firefighters Association of York County and offers a variety of courses including interior and exterior firefighting, HAZMAT operations, boat rescues, CPR, among others.

Police

Law enforcement services in Conewago Township, Manchester Township, and North York Borough are provided by the Northern York County Regional Police Department. The number of police calls for each municipality decreased in 2020 and has since generally stabilized.

MUNICIPALITY	2020	2021	2022	YTD 11/2023
Conewago	2,699	2,903	2,937	3,008
Manchester	8,453	9,215	8,873	8,795
North York	1,894	2,241	2,211	2,140

The new Northern York County Regional Police Department headquarters is being constructed in Manchester Township in the Manchester Commerce Center between Bear Road and Canal Road.

EMS

Manchester Township and North York Borough are served by UPMC's Community Life Team Station 2-5, 3118 North George Street.

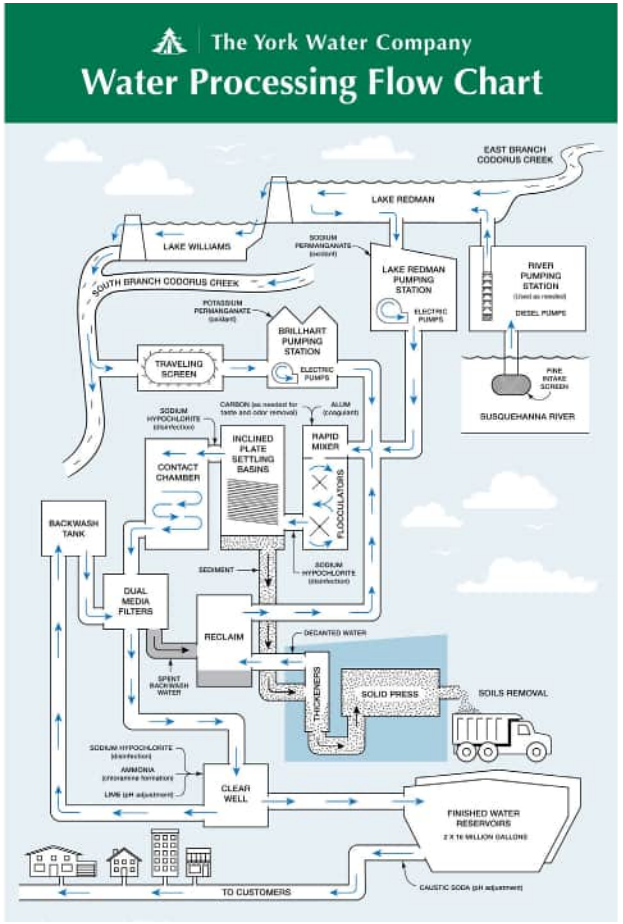
Conewago Township is served by Wellspan EMS. Station 97-3 (Manchester Station).

UTILITIES

Public Water

Public water service is provided by The York Water Company which is a privately owned public facility. It provides service to Manchester Township, Conewago Township, and North York Borough, in addition to other communities in York, Adams, and Franklin Counties.

Section 301 of the Pennsylvania Municipalities Planning Code (MPC) requires comprehensive plans to "… include a plan for the reliable supply of water, considering current and future water resources availability, uses, and limitations, including provisions adequate to protect water supply sources." Neither of the land use activities, mineral extraction or commercial agriculture, identified in this section of the MPC are significant land uses in the planning region that would impact water supply.



Public Sewer

Manchester Township* and *North York Borough

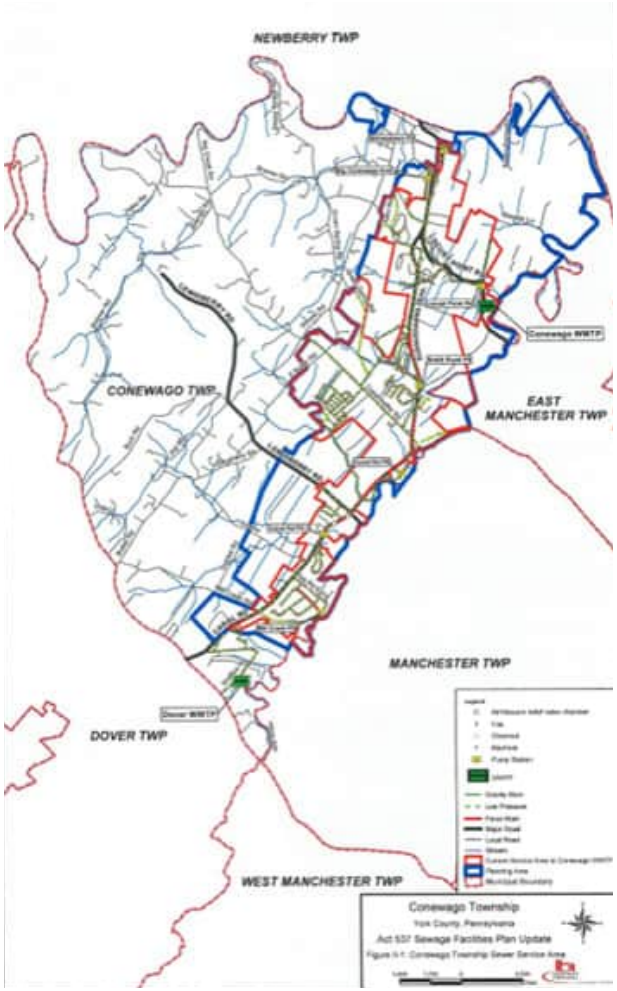
The City of York's wastewater system was originally constructed by the City, transferred to the York City Sewer Authority in 1952, and operated by the City pursuant to a long-term lease entered with the Authority in 1987.

In 2021, the Pennsylvania-American Water Company, the City of York, and the York City Sewer Authority entered into an Asset Purchase Agreement. The Pennsylvania Public Utility Commission (PUC) approved the acquisition in 2022.

The system furnishes wastewater services to approximately 13,700 direct customers in addition to approximately 30,000 customers served by surrounding municipalities with whom York has bulk (wholesale) wastewater service agreements, including the townships of Spring Garden, Manchester, West Manchester, York, and Springettsbury, and the Boroughs of North York and West York.

Approximately 75% of Manchester Township's geographic area is served by public sewers. There are almost 100 miles of public sewer lines in the Township, and sewerage pumping stations. Sewerage is pumped to three treatment facilities:

- Dover Township
- Springettsbury Township
- York City (the facility is in Manchester Township, along Codorus Creek at Toronita Street)



According to the York City Sewer Authority's Chapter 94 (Pennsylvania Department of Environmental Protection Chapter 94 Wasteload Management) Report, the Total Amount of Available Sewage Treatment Capacity for Manchester Township has continually decreased since 2020:
2020- 1,240,126 gpd
2021- 1,231,301 gpd
2022- 1,180,551 gpd
2023 – 1,106,471 gpd
2024 – 1,083,371 gpd
2025 – 1,061, 871 gpd

All of North York Borough is served by public sewer.

Conewago Township

Act 537 Sewage Facilities Plan (2014) and Special Study (2023)
Conewago Township has a 0.5 million gallon per day treatment plant and conveyance system. The plant is located at 600 Locust Point Road. It discharges to Little Conowingo Creek.

The Conewago Township Act 537 Plan Sewage Facilities Plan (2014) identified the following public sewer service areas. The Plan identified upgrades to the Wastewater Treatment Plant with an estimated project cost of $11.4 million.

In 2023, the Conewago Township Sewer Authority (CTSA) authored and submitted to the Pennsylvania Department of Environmental Protection (DEP) an Act 537 Special Study (Study). The purpose of the Study is to… "Identify the most cost-effective wastewater treatment plant renovation alternative for satisfying the probable treatment requirements of the CTSA sewage service area for the next 20+ planning period, including addressing the significant future growth of the developer's pending project (Freedom Square)."

The WWTP upgrades will be completed in two phases:

- Phase 1- permitted for 0.98 MGD, estimated total project cost of $20 million. Substantial construction of Phase 1 is projected to be completed by winter 2025.
- Phase 2- permitted for 1.5 MGD. The estimated permitting costs are $50,000.
- Conveyance system upgrades estimated cost of $3 million.

The Study notes that the conveyance system upgrades and Phase 2, Re-permitting to 1.5 MGD are To Be Determined- dependent upon the progress of Freedom Square.

Conewago Township Sewer Authority Existing Conditions

The CTSA existing customer base includes the following:

- 2,597 EDUs flowing to CTSA Wastewater Treatment Plant (WWTP)
- 346 EDUs flowing to Dover WWTP
- 403 EDUs reserved to CTSA WWTP (these are not active customers, but this is planned flow within the next five years)

*An EDU (Equivalent Dwelling Unit) is the typical volume of wastewater generated by a single-family home

The collection system is comprised of approximately 28.4 miles of gravity sewer mains, 2.88 miles of high-pressure force mains, and 2.79 miles of low-pressure force mains.

The Conewago Township Sewer Authority WWTP is located at 600 Locust Point Road. It discharges to Little Conowingo Creek. The Plant has a current capacity of 500,000 GPD (Gallons Per Day) with a proposed capacity with the initial upgrade that is currently being designed of 950,000 GPD. The Final Capacity of the WWTP, which would include all the projected growth identified in the Act 537 Plan Sewage Facilities Plan is 1,500,000 GPD.

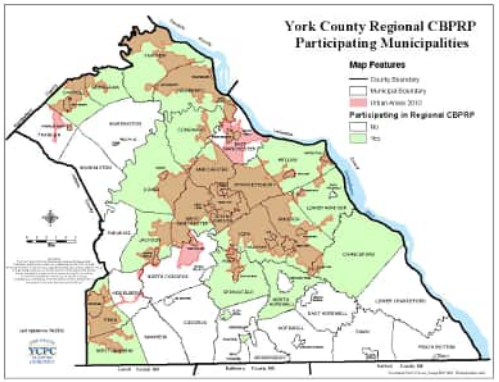
The Freedom Square development currently has 227 EDUs of reserved treatment capacity. Phase 1 of the Project is 167 single-family detached dwellings, and Phase 2a includes an additional 60 single-family detached and townhouse dwellings. The total projected buildout of the development would require 2,255 EDUs.

STORMWATER

Municipal Separate Storm Sewer System (MS4)

Under the Municipal Separate Storm Sewer System (MS4) program, Manchester Township and North York Borough have a National Pollution Discharge Elimination System, or NPDES, Permit and are required to submit Annual Progress Reports to the Pennsylvania Department of Environmental Protection (DEP), demonstrating compliance with all program requirements. Conewago Township has obtained an MS4 waiver.

The York County Planning Commission (YCPC) led the charge to develop a Regional Chesapeake Bay Pollutant Reduction Plan (CBPRP). The CBPRP provides an alternative to each municipality developing their own Plan. Through an Intergovernmental Cooperation Agreement, the York County Stormwater Consortium was formed to implement the Plan and thereby meet the Permit's pollutant reduction requirements.



The Permit includes the following six Minimum Control Measures (MCMs), which must be addressed in each Annual Progress Report:

- Public Education and Outreach on Stormwater impacts,
- Public Involvement/Participation,
- Illicit Discharge Detection and Elimination,
- Construction Site Runoff Control,
- Post Construction Management, and
- Pollution Prevention/Good Housekeeping for Municipal Operations.

The Permit also requires municipalities to have a DEP-approved Chesapeake Bay Pollutant Reduction Plan.

Participants in the agreement "share in the cost to implement stormwater and water quality Best Management Practices Projects… that are selected by the Participants in accordance with the terms of [the] agreement" (2017). Manchester Township and North York Borough participate in the CBPRP as MS4 permit holders. Conewago Township has an MS4 permit waiver but opted to participate in the development and implementation of the CBPRP. All three municipalities are members of the York County Stormwater Consortium.

Stormwater Management Ordinances and Regulations
The York County Planning Commission provides a Model Stormwater Management Ordinance upon which all three municipalities in this Plan can base their local ordinance.

However, Manchester Township and North York Borough, both of which have a Municipal Separate Storm Sewer (MS4) Permit, must adopt a stormwater management ordinance that is consistent with PA DEP's Model MS4 Stormwater Management Ordinance.

Conewango Township Subdivision and Land Development Ordinance (SALDO) and Storm Water Ordinances
Section 503 of the SALDO includes design standards for development in floodplains. These regulations are consistent with the National Flood Hazard regulations adopted by the Federal Emergency Management Agency (FEMA).

Stormwater management is regulated through Section 515 of the SALDO and the Township's separate Stormwater Management Ordinance (SMO). The SMO regulates stormwater volume and rate control, design criteria, land developments on carbonate geology, and erosion and sedimentation control.

The SALDO also regulates land grading and developments that could impact watercourses and drainageways.

Manchester Township Subdivision and Land Development and Stormwater Management Ordinances
Manchester Township has also adopted ordinances to manage development in areas that could affect waterways, as well as stormwater management regulations in both the SALDO and the Stormwater Management Ordinance.

North York Borough Subdivision and Land Development Ordinance
North York Borough's SALDO includes regulations for stormwater management (Section 153.080), erosion and sediment control (Section 153.086), and floodplain regulations (Section 153.087).

NPDES Permitting and York County Conservation District
The U.S. Environmental Protection Agency is charged with enforcing the National Pollutant Discharge Elimination System (NPDES) which controls water pollution by regulating point sources that discharge pollutants to waters of the United States. The York County Conservation District administers the NPDES program through Chapter 102 of the National Clean Water Act. Agricultural plowing and tilling are

exempt from NPDES permitting, but other earth disturbances may be regulated depending on the amount of land disturbed. The Conservation District and the PA Department of Environmental Protection also administer applications for stormwater discharges associated with construction activities.

SCHOOLS

Manchester Township and North York Borough, along with most of neighboring Springettsbury Township, are served by the Central York School District. The District serves approximately 5,800 students in seven schools. Both Central York Middle School and High School are in Springettsbury Township.

The District has three elementary schools serving grades Kindergarten-3rd grade:

- Hayshire Elementary School - located in Manchester Township
- Roundtown Elementary School - located in Manchester Township
- Stony Brook Elementary School - located in Springettsbury Township

The following elementary schools serve Grades 4-6:

- Sinking Spring Elementary School- located in Manchester Township
- North Hills Elementary School- located in Springettsbury Township

The District uses population projections from the Pennsylvania Economy League to determine where growth will occur in the District. They noted that with the increased commercial and industrial development, traffic has greatly impacted bus transportation for students making it very difficult to provide accurate timing of bus routes. Truck traffic from the warehouses near the high school has resulted in people trying to avoid traffic on Route 30, leading to congestion on secondary roads.

The Assistant to the Superintendent noted that the use of their facilities has become an increasingly difficult issue. Every gym is used to capacity and the pool has been so overused that the District is investing $2 million in a new HVAC system that should have been in service for several more years. Similarly, the turf field that was installed three years ago looks like it was five or six years ago.

The District is monitoring the progress of the multi-sport facility being constructed in North York Borough. The District also has a capital campaign of $26 million over the next 8-10 years to fix deficiencies and is open to discussions with the municipalities about the use of school facilities. They noted that John Rudy County Park in East Manchester Township could potentially be used for sports facilities.

Conewago Township is a part of the Northeastern School District, along with Mount Wolf, Manchester, Goldsboro, and York Haven Boroughs, and East Manchester and Newberry Townships. The District has seven schools, including four elementary schools for grades K-3, two intermediate schools for grades 4-6, Northeastern Middle School for grades 7-8, and Northeastern High School for grades

9-12. Conewago Elementary School is located at 570 Copenhafer Road. Both Shallow Brook and Spring Forge Intermediate Schools, as well as Northeastern High School, are in Manchester Borough. Northeastern Middle School is in East Manchester Township.

In discussions with Northeastern School District Superintendent Dr. Jason Bottiglieri and Director of Business Operations Brian Geller, they noted that the District's biggest concern is the impact that the Freedom Square development will have on their schools. They estimate that there will be 700-800 new students from Freedom Square when it is fully built out and that Conewago Elementary School is currently at full capacity in terms of available classrooms and class sizes.

In addition to the demands brought about by additional students, they also are impacted by the needs of their existing student base. The District is attempting to meet the medical needs of students by planning for dentists and medical facilities in trailers. Prior to the 2024-25 school year, the District had approximately 150 students who didn't have the necessary immunizations to start the school year.

The District also needs additional space to serve students who require an Individual Education Program (IEP) and would like to expand the Head Start and Pre-K Counts programs but don't have the available space. The District would also like to partner with the YMCA and other partners to bring a YMCA branch to the area for before and after-school programs. The District is also interested in providing adult education/GED programs, as well as summer programming and increased use of schools.

The District representatives noted that they have had to redesign their drop-off and pick-up areas at Conewago Elementary School because of traffic concerns on Copenhaffer Road. They also noted that flooding of some roads in the Township, including Sheepbridge Road and Bowers Bridge Road, has affected some of their transportation routes.

PUBLIC INPUT

Participants at the Manchester Township Open House on March 26, 2024, noted a need to improve or replace infrastructure before more buildings. Similarly, at the Conewago Township Open House on April 25, 2024, an attendee stated that new development should be made to pay for new infrastructure and roads. Two people stated that a space for a new school should be designated for the Freedom Square development.

GOALS AND OBJECTIVES

Goal 1: Plan for adequate fire protection services.

- Work with York Area Fire and Rescue (YAUFR) to determine the feasibility of building a new fire station in the western part of Manchester Township.
- Conduct a water supply and hydrant availability study with Strinestown Fire Company to ensure water availability to all areas of Conewago Township. Work with the Strinestown Fire Company to study alternatives, including extending public water lines, to serve the area of the Township east of I-83.
- Conewago Township should work with the Strinestown Fire Company to determine if a second fire station is needed in the Township, as well as the location for that fire station.
- Conewago Township should offer real estate and earned income tax credits to active members of the Strinestown Fire Company. The Township would have to adopt the tax credits by ordinance or resolution and forward it to the Office of the State Fire Commissioner.

Goal 2: Coordinate planning for future development in the region with service providers.

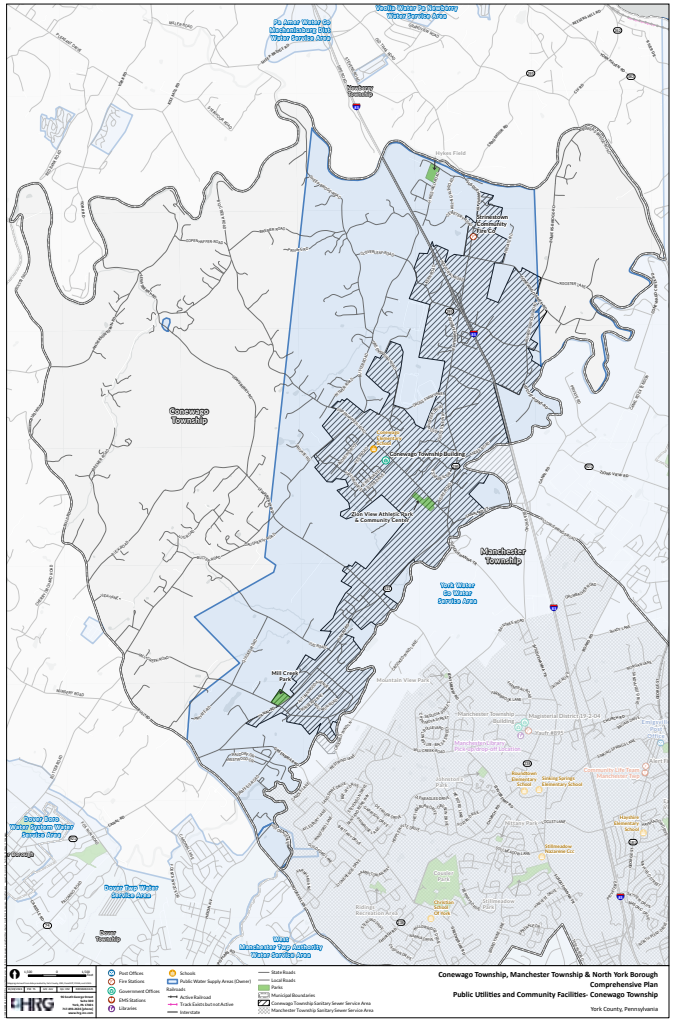
Most of the public services and utilities that serve the citizens of the three municipalities are provided by non-municipal entities. Fire protection for Manchester Township is provided by a regional fire company while Conewago Township is served by a volunteer

fire company and North York Borough contracts with York City for fire protection. Police protection is provided by a regional police force. EMS services are provided by UPMC's Community Life Teams.

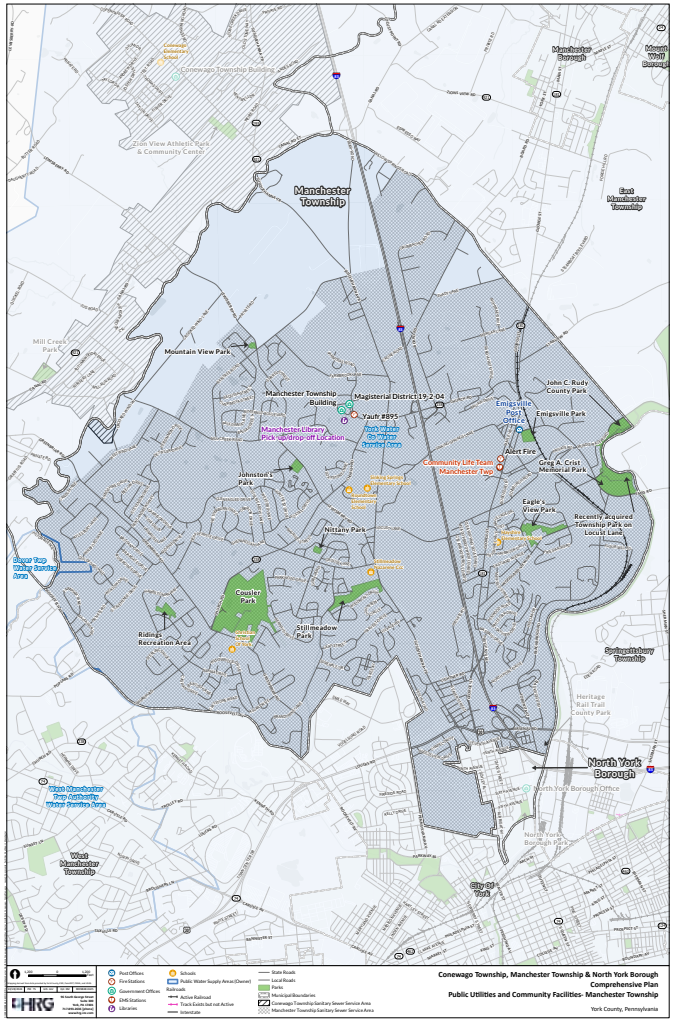
Public water service to each of the three municipalities is provided by a private company, York Water Company. Manchester Township and North York Borough also receive sewer service from a private company, PA American Water. Conewago Township has its own Sewer Authority.

Although these community facilities and public utilities are, for the most part, not provided by the municipal governments, it is important that each municipality continue to collaborate with these providers in planning for future development.

Conewago Township



Manchester Township



North York Borough

INTRODUCTION

In the region, there are 13 parks and recreation spaces. There are nine parks in Manchester Township, three in Conewago Township, and one in North York Borough. The combined acreage for Manchester Township is 153 acres, about 126 people per acre of parkland. Conewago Township has four parks comprising 36 acres, which is about 236 people per acre of parkland. North York Borough has 9 acres, which is about 246 people per acre of parkland. Based on the National Recreation and Park Association standards, all three municipalities fall far below the proportional amount of park space based on their residential populations.

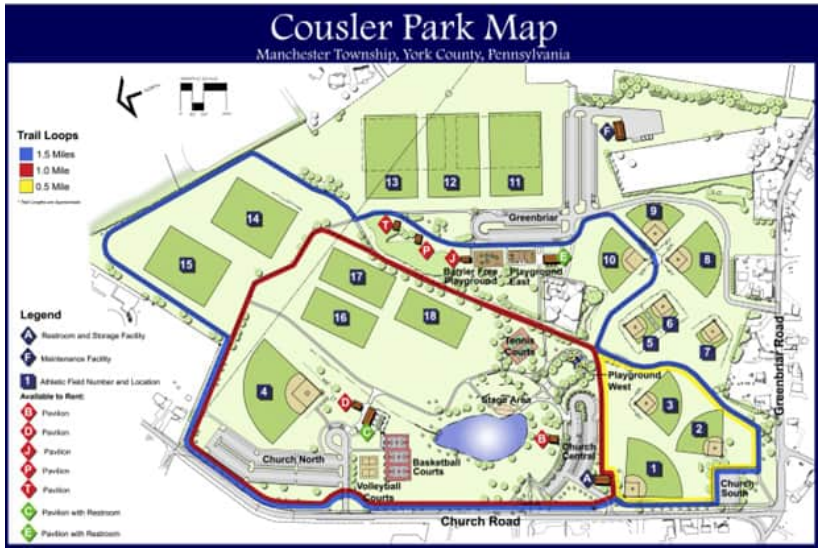
Conewago Township also has three private recreational facilities which are either open for membership or available for rental. These facilities are:

- YMCA Camp Cann-EDI-On, 870 Sheepbridge Road, which operates daily summer youth activities.
- Northern York County Game and Fish Association, 40 Brenner Road.
- Conewago Trail Riders, 1395 Sheepbridge Roads.

MANCHESTER TOWNSHIP PARKS AND RECREATION

Cousler Park

At 106.82 acres, Cousler Park has something for everyone: a walking trail, 4 baseball/softball fields, 6 soccer fields, tennis, basketball, and volleyball courts, play equipment, pavilions, a pond, and 8 pickleball courts. Survey responses and input from the public consistently noted how well-loved, and well-used Cousler Park is. Because Cousler Park has become, in effect, a regional park because of its size and variety of recreational opportunities, demands for the use of the park by families and league activities have experienced growing pains. The primary issue for the park's operation has been inadequate parking and traffic circulation.



Eagle's View Park

There is great potential in these 11.2-acres. Redevelopment is on the horizon to make better use of this space, including a pavilion, restrooms, and a half-court for basketball.

Emigsville Park

This park is 5 acres of activity – a baseball field, tennis, basketball, and sand volleyball courts, as well as a tot lot, and a pavilion. The Emigsville Recreation Building is located at the park and is available for rental.

Johnston's Park

This is a quieter park of 4 acres, offering a tot lot and gazebo, as well as benches and plenty of open space. There is a small indoor facility available for rental.

Mountainview Park

A smaller area of 1.6 acres, this park has a play area and a pavilion, as well as a paved walking path.

Municipal Building Multi-Purpose Room
This space, including an indoor basketball or volleyball court, is available for rental.

Nittany Park
This smaller, 1.67-acre park features play equipment and a pavilion.

Ridings Recreation Area
The Township boasts 5.23- acres of natural open space in this location.

Stillmeadow Park
This 17.63-acre park has a 0.8-mile walking trail, a double tennis court, tot lot, and a pavilion.

New Manchester Township Park on Locust Lane
This recently purchased piece of property is located on Locust Lane contiguous to the Crist Softball Fields which are located on Emig Road. The parcel is 8.43 acres in size, includes a historic mill, pavilion, and, most importantly for recreation purposes, provides water access to Codorus Creek. The parcel is also contiguous to the York County Rail Trail.

Central York/Manchester Township Athletic Association (CYMTAA)
The CYMTAA offers baseball and softball programs for children ages 4-19.

MANCHESTER TOWNSHIP PROGRAMMING

The Manchester Township Recreation Department offers a variety of activities and sports at Township parks. This includes a variety of community events such as the Family Fun Festival, Food Trucks and Flicks, and bus trips. A variety of youth sports are offered including basketball, volleyball, lacrosse, and soccer. The Recreation Department also provides a summer playground program.

CONEWAGO TOWNSHIP PARKS AND RECREATION

Zion View Athletic Park
This 10.28-acre park includes three baseball fields pavilion, a playground, and a BBQ area. It also has a 0.4-mile walking path. The Social Center located at this park is available for residents to rent throughout the year.

Community Memorial Park
Located on the 10-acre parcel that includes the Township Municipal Building, this park has two play structures, a basketball court, and a paved walking trail (approximately 1/3 of a mile).

Mill Creek Park
This 9.6-acre park has a playground structure and a pavilion, as well as plenty of open space, and a 0.35-mile walking path. Mill Creek Park also hosts Food Truck Friday events from May to October.

Hykes Mill Park
This park is 9.2 acres in size and features a baseball field.

Northeastern Senior Community Center
The Northeastern Senior Community Center serves seniors in 10 municipalities. It provides home-delivered meals and lunch at the Center as well as activities with programming. All York County residents over 60 can join the Center. Both Conewago and Manchester townships donate to the Center. The Center is located in Mount Wolf Borough. In 2024, the purchase of the closed Brethren church in Strinestown was completed and renovations are underway to move to this location in 2025. The new larger facility will allow for the expansion of activities.

Northeastern Youth Sports Association (NEYSA)
The NEYSA provides programming for basketball, cheerleading, football, and soccer.

Scouting America
Cub Scout Pack 248 is open to boys and girls in grades 1-5, and Scout Troop 248 is open to boys and girls from 5th grade, or ages 11-18. Both programs focus on citizenship training, character development, outdoor skills, and personal fitness. The meetings are held at the Zion View Community Center.

NORTH YORK BOROUGH PARKS

North York Borough Park
Featuring some older playground equipment, along with basketball and volleyball courts, this 9.1-acre is the sole park for the Borough.

PUBLIC INPUT

According to both the survey and interviews, Cousler Park is overwhelmingly the most popular park in the region. This is in part due to the paved walking path as a convenient place to exercise and the availability of fields to serve as a host location for sports tournaments. A consideration going forward is whether there is a need for an additional facility to take some of the pressure off Cousler Park. Residents do get frustrated over the constant busyness of the park, which also leads to parking and traffic issues. Given the lack of open space available to build a new park, the idea of an indoor facility was raised by multiple stakeholders. It was pointed out that neighboring municipalities have indoor facilities. If such a facility had both a turf field and gym/basketball court, potentially a pool, this would also take stress away from facility use within the Central York School District (CYSD). To determine whether an indoor facility should be considered in earnest, a feasibility study is recommended.

A new facility may, or may not, be a long-term goal. In the short term, conversations about facility coordination between municipal recreation departments and CYSD would be beneficial to develop a common understanding regarding costs and fees. In addition, a common theme among stakeholders was the lack of use of the smaller, neighborhood parks. Perhaps this is due to their size and/or lack of amenities, but the municipalities might consider whether developers should continue to be required to dedicate land versus requiring a fee-in-lieu that could be put toward better use.

GOALS AND OBJECTIVES

Goal 1: Develop a regional trail and greenway system.

Integrate existing trails and greenways into a regional trail system which would include the northern extension of the York County Heritage Trail and the Mason-Dixon Trail. Prioritize implementation to focus on connections to municipal parks and nearby county parks, especially John Rudy, and state parks such as Gifford Pinchot. Explore the feasibility of creating a water trail or trails on portions of the Conewago and Little Conewago Creeks.

Goal 2: Coordinate with Central York School District (CYSD) and other recreation providers to address future facility needs.

Representatives from the Central York School District (CYSD) have stated that increased participation in sports leagues in Manchester Township and the CYSD region has placed a strain on the school's facilities. CYSD has a capital campaign of $26 million over the next 8-10 years to fix deficiencies, including sports facilities.

Manchester Township should initiate a parks facilities and programming study with representatives from the School District, Springettsbury Township, and the developers of the indoor sports facility in North York Borough. The York County Department of Parks and Recreation should also be involved in discussions of the use of John Rudy Park in East Manchester Township which has sand volleyball, soccer fields, and softball fields.

Goal 3: Develop a parking and facilities use plan for Cousler Park.

Update the Cousler Park Parking and Facilities Plan. The Plan should examine the current usage patterns of all facilities and programmed activities at the park and determine if the current layout is efficiently maximizing the facilities for recreation demand. The Plan should also conduct a traffic study for a range of days, times of day, and seasons to determine peak demand times and identify where specific conflict areas between vehicles and park visitors are most severe. Parking demand should also be analyzed and parking options, including satellite parking locations and shared parking agreements.

Goal 4: Consider acquiring land and developing a township park and reserve in Conewago Township between Canal Road and North Susquehanna Trail.

The park area would incorporate floodplain and wooded areas along the Little Conewago Creek The dimensions of the lots, coupled with the large floodplain area along the creek would provide an excellent opportunity for the Township to create a park/reserve area to prevent damage to the riparian area and over development in the floodplain. This would provide an ideal opportunity to provide residents with water access and serve as a nature park with minimal maintenance costs. Other uses of the park area could include picnic areas, an overlook, or other appropriate nodes with extensive walking trails that connect even to the adjacent cemetery on Copenhaffer Road.

A path under the bridge may be feasible to prevent pedestrians from walking across the road. Additional lots along the creek could possibly be added in the future.

Development of a park in this area would also prevent deep commercial lots that front Canal Road that would best be developed as shallower commercial lots. Buffering and screening would also be required for future commercial development along Canal Road to further protect the park area.

The area identified for the Township Park and Reserve should be identified on a Conewago Township Official Map.

Goal 5: Consider completing an existing and future needs analysis for Conewago Township recreation facilities to guide the allocation and use of recreation fees from the Freedom Square development and others.

TRANSPORTATION

INTRODUCTION

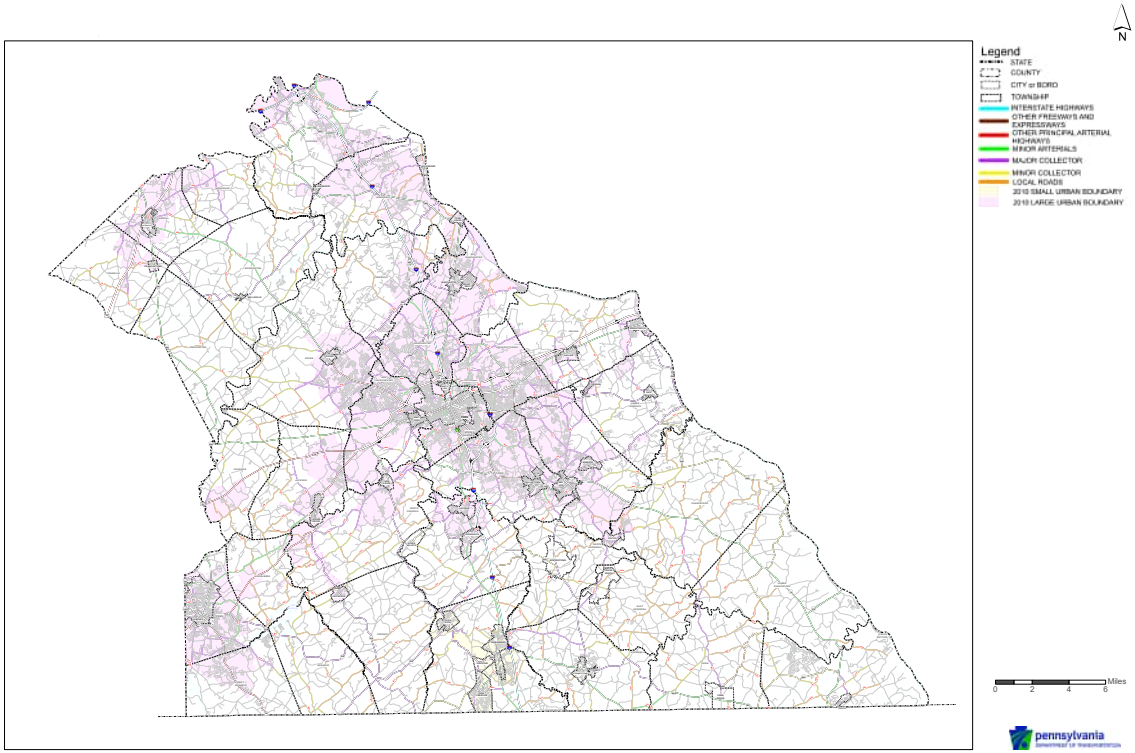
The regional transportation network has been strained by the impacts brought about by significant amounts of residential and warehouse development. While the focus of the region is on traffic concerns due to increasing levels of cars and trucks on the road, all transportation modes in the region – including pedestrian, bicycle, mass transit, freight rail, and air - will be examined. Looking back at goals set in previous plans will help determine where areas of concern have persisted over the years, what has been accomplished, and where there is work to be done.

ROADWAY CLASSIFICATION

Roadways are classified based on the function they serve. Local roads are designed specifically to have high accessibility and to connect to collector and arterial roads and are typically not used for through traffic. Collector roads are designed to serve as a connection between local roads and arterial roads. They provide a balance between access and mobility. Arterial roads are designed primarily for higher speed through traffic and long-distance travel with fewer points of access to minimize disruption of traffic flow. Classifications of collector and arterial roads are also further designated as either “minor” or “major.”

YAMPO has submitted proposed classification changes to PennDOT in 2024.

PennDOT Road Classification - 2023



TRANSPORTATION IMPACT FEES

Transportation Impact Fees (TIF) are a funding mechanism permitted by the Pennsylvania Municipalities Planning Code (MPC). Fees can be assessed for new development in proportion to its impact on transportation, the traffic the development is expected to generate during peak commuter periods. Funds collected are used to improve roadways used by development-related traffic, enabling municipalities to provide adequate infrastructure to support economic growth and development. Transportation impact fees can't be used to address existing or anticipated deficiencies in the transportation network that are unrelated to the proposed new development.

There are five steps required to establish a TIF program. Some of these steps are being undertaken concurrently with the preparation of this Comprehensive Plan, leading to the timeliness of preparing and adopting a TIF ordinance. The five steps required by the Municipalities Planning Code are:

1. Create a TIF Advisory Committee

2. Create a Land Use Assumptions Report. Most of the information needed for this Report has been created as part of this Comprehensive Plan. These include a description of existing land uses in the study area, and projecting changes in land uses, densities of development, population growth rates, and location and intensity of nonresidential development. It utilizes reports of recently issued building permits and forecasts of buildings in the permitting pipeline, employment levels, and analyses of developable lands in the Township.

3. Create a Roadway Sufficiency Analysis to determine the improvements that would be required to obtain a preferred Level of Service (LOS). This Analysis looks at existing traffic volumes and peak hours of traffic flow and identifies intersections and segments of roads that are to be studied. The Roadway Sufficiency Analysis provides a baseline of existing conditions to compare with projected impacts from proposed developments.

4. Create a Capital Improvements Plan (CIP). This phase of the TIF is primarily intended to assign project costs to the improvements identified in the Roadway Sufficiency Analysis. It provides a specific schedule for completing the engineering, right-of-way, and construction phases for each of the identified improvements.

5. Transportation Impact Fee Ordinance. This is the formal ordinance that the Township adopts to be able to legally assess TIFs.

Municipalities in York County that have adopted Transportation Impact Fees include York, Windsor, Peach Bottom, and Fairview Townships.

GOYORK 2045

GoYork 2045, the 2021 – 2045 Metropolitan Transportation Plan (MTP) for York County was adopted by the York Area Metropolitan Planning Organization (YAMPO) Coordinating Committee in 2021 and is in the process of being updated. The MTP is "the umbrella document that serves as the basis for the Transportation Improvement Program (TIP), a capital program of highway, bridge, bicycle, pedestrian, and public transit projects. It provides the basis for construction projects, identifies special projects, and generates the annual work plan for the YAMPO staff. The York County Planning Commission (YCPC) uses the MTP "to evaluate the consistency of the transportation element of municipal and multi-municipal comprehensive plans." Municipalities use the plan to prioritize future infrastructure improvements in conjunction with future development.

YORK 2025 TIP

The CIP was created and adopted by YAMPO's Coordinating Committee in June 2021. The CIP ensures that YAMPO has the necessary revenue to construct the projects that will implement the goals and objectives outlined in the County's Metropolitan Transportation Plan. The first four years of the CIP are the TIP.

The 2021-2024 TIP includes the following projects in the region:

Conewago Township

- MPMS 116001 - Bull Road/Canal Road Intersection Improvements - a land development plan is currently underway that might result in the developer putting in a traffic signal.

Manchester Township

- MPMS 116003 - Exit 24 SB off-ramp improvements - construction beginning 2025.
- MPMS 116004 - Church Road/Susquehanna Trail WB Widen - construction beginning 2025.
- MPMS 92924 - North York Widening #3 - construction ongoing.
- MPMS 91031 - Canal Road Ext Bridge - this bridge is in the process of being weight posted at 29 tons, but still anticipating construction in 2025, in conjunction with the Canal Road Betterment Project.
- MPMS 87689 - Bull Road over Little Conewago Creek - construction in 2026.
- North George Street/Emig Road - Intersection Improvements - on MTP for future work.

North York Borough

- MPMS 92924- North York Widening #3 - construction ongoing.
- MPMS 112550- North York Widening #2 - construction ongoing.

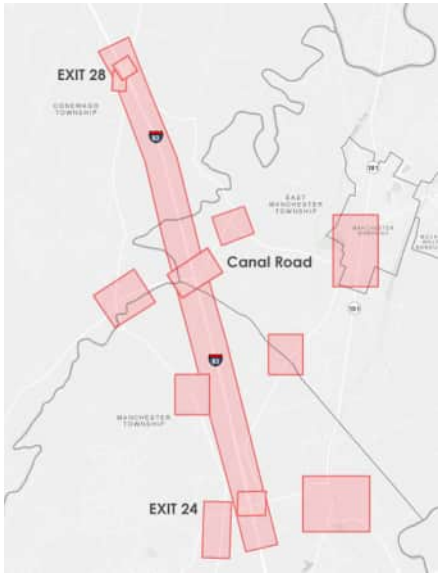
Projects identified on the "Out-Years" list (2025-2045)

- I-83 Exit 24 southbound off-ramp widening.
- Church Road and Susquehanna Trail westbound right turn.
- Emig Road and North George Street scheduled for capacity/ operations improvements.
- Church Road from Farmtrail Road to George Street scheduled for maintenance.

I-83 MASTER PLAN FOR EXITS 24-28 (2018)

Previous discussions of a new interchange in this area were limited by the U.S. Department of Transportation's rule limiting "breaking of access" (interchanges) in Rural Areas. The expansion of the York Urbanized Areas with the 2010 Census reclassified the area around Canal Road/SR 921 as urbanized. Under this new designation, YAMPO, Pennsylvania Department of Transportation (PennDOT), and the municipalities were now permitted to submit the request for a new point of access.

The I-83 Master Plan for Exits 24-28, conducted by PennDOT focused on 5.3 miles in northern York County. A primary outcome of this study was the recommendation to construct Exit 26 (SR 921/ Canal Road), in between Exit 24 (Emigsville, SR 238/Church Road) and Exit 28 (Strinestown, SR297/ North Susquehanna Trail). While this is not the first time such an idea has been discussed (discussions date back to the 1970s), the urgency conveyed in the Master Plan Report, indicated that this idea might finally come to fruition.



The issue is no longer one of future traffic congestion, but one of current and proliferating traffic hazards. There is no quick fix; the timeline for the new exit is approximately 20 years, following

full approval from PennDOT and the Federal Highway Administration (FHWA). In 2021, PennDOT reviewed a Point of Access (POA) study as part of the FHWA funding requirements. FHWA granted conditional approval for the POA in March 2022. The conditions for an FHWA Final Point of Access approval are as follows:

- Identify funding source(s) for the project and place the project on the York County TIP and the Metropolitan Transportation Plan (MTP).
- When and if the proposed interchange is programmed and funded, schedule a Scoping Field View, and develop the environmental document for approval.
- Due to changes that could occur in design and the time delay to construction (2027 milestone date in the report), anticipate submitting a revised/updated POA that will provide a reevaluation of the proposed interchange and local road improvements.
- Obtain National Environmental Protection Agency approval. If the funding is not awarded, PennDOT and York County will return to the question of traffic mitigation around Exit 24.

I-83 EXIT 26 LAND USE PLAN

The I-83 Master Plan for Exits 24-28 was prepared by PennDOT in 2018 and focused on the section of I-83 from the Church Road interchange in Manchester Township to the Susquehanna Trail interchange in Conewago Township, approximately 5.3 miles. The plan also evaluated other network intersections, not located directly along I-83, in Manchester Township, East Manchester Township, Conewago Township, and Manchester Borough. The study provided recommendations to improve safety and mobility throughout the study area, addressed tiered improvements that can be completed within ten years, and provided the required background information to develop long-term goals for the future. In addition to the existing interchanges, the study addressed the feasibility of an interchange at Exit 26 (Canal Road).

The I-83 Master Plan recommended a new interchange — Exit 26 at SR 921/Canal Road — to alleviate area congestion and improve traffic flow at Exit 24 to the south (SR 238/Church Road, Emigsville) and Exit 28 to the north (North Susquehanna Trail, Strinestown). The proposed interchange is under review by PennDOT and the FHWA.

In February 2021, YAMPO and the four municipalities that are adjacent to the Exit 26 Impact Area - Manchester, Conewago, and East Manchester Townships and Manchester Borough - adopted a Project Prioritization List based on the I-83 Exit 24-28 Master Plan. The project list has two scenarios: I-83 Exit 26 approved and Exit 26 not approved. The list also identifies projects that can start before the two-year review and determination process and other projects listed in the master plan that should not advance for various reasons.

According to the YCPC, land use revisions and zoning updates would be required in Conewago and Manchester Townships if Exit 26 is approved and constructed. The municipalities were cautioned by the YCPC to not make these changes in advance of PennDOT and FHWA approval as they would encourage premature development, elevating concerns about traffic congestion and safety.

In 2022, the four impacted municipalities adopted the I-83 Exit 26 Land Use Plan as an addendum to their comprehensive plans. The plan recommendations will be implemented if/when Exit 26 has full approval.

As part of the MTP, YAMPO adopted a project priority list with two scenarios: Exit 26 gets approved and Exit 26 does not get approved. The list, including 18 projects, was generated based on projects that were recommended from the I-83 study, removing those that were completed, no longer a priority, or not locally supported. Three projects are top priorities regardless of which scenario results, one is in Conewago Township, and two are in Manchester Township:

- Susquehanna Trail Turnback (Conewago Township).
- Susquehanna Trail Turnback (Manchester Township).
- Exit 24 – Church Road & I-83 Southbound Ramps, Signal and Ramp Improvements (Manchester Township).

There is an additional two-part priority project located in Conewago Township:

- Canal Road and Susquehanna Trail – Update traffic signals/timings; widen northbound, eastbound, and westbound approaches to create turning lanes.
- Susquehanna Trail and Copenhauffer Road – Install traffic signal; widen northbound Susquehanna Trail to create a left-turn lane. (Southbound left-turn lane to be added through the Canal Road Betterment Group.)

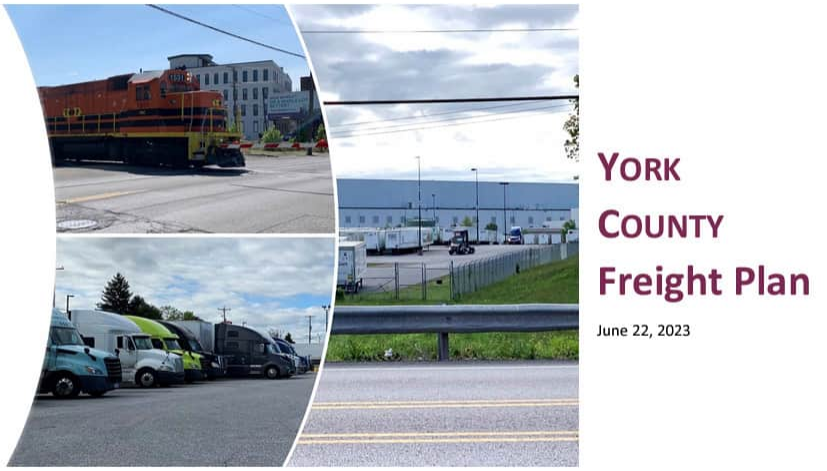
YORK COUNTY FREIGHT PLAN

YAMPO adopted the York County Freight Plan in 2023. The purpose of the plan is "to effectively integrate considerations of freight or goods movement with the transportation planning process and land use planning activities." The Plan identifies 14 corridors in the freight network; one is in Manchester Township (I-83/Susquehanna Trail/Board Road), and another is located in Conewago Township (Susquehanna Trail, ES3 to I-83, Exit 28).

FHWA established a National Highway Freight Network (NHFN) to direct federal resources and policies toward improved performance of highway portions of the U.S. transportation system. Four subsystem classifications are identified: Primary Highway Freight System (PHFS), Other Interstate portions not on the PHFS, Critical Urban Freight Corridors (CUFCs), and Critical Rural Freight Corridors (CRFC). An 18.5-mile segment of I-83, north of York City, is classified as a PHFS. SR 238/Church Road in Manchester Township and SR 921 along Canal Road (Conewago and Manchester Townships) are classified as CUFRs.

The Freight Plan includes a list of Freight Needs/Project Inventory as of June 2023. These projects are also identified in the MTP. The list includes:

- I-83 Exits 21 and 22 interchange improvements.
- Canal Road/921 Extension Bridge Improvement over Little Conewago Creek.



Regional highways and interchanges/intersections listed as CRFC include:

- I-83 Exit 28 at Susquehanna Trail
- Canal Road/Route 921
- I-83 Exit 24 at Church Road/Route 238

The Freight Plan also names specific locations of safety concerns. In Conewago Township, SR 297/Susquehanna Trail, at the intersections of Cloverleaf Road, Locust Road, and the I-83 off-ramps (Exit 28) is a safety concern due to "non-reportable crashes" and heavy congestion, both due to tractor-trailer traffic. In Manchester Township, Route 30/Arsenal Road, near the I-83 on and off ramps and Toronita Street, is listed as "one of the biggest problem areas for crashes involving tractor-trailers and/or near misses."

The Freight Plan also listed the Top 10 Congested Intersections in the County, ranked by both Delay per Vehicle and Peak Hour Volume Delay. Regional roads included:

- Church Road and Board Road, ranked fourth in congested intersections by delay per vehicle
- Canal Road and Bull Road, seventh in congested intersection by delay per vehicle

EMERGING TECHNOLOGIES

The transportation and land use landscape in the United States will continue to evolve as new technologies emerge. Autonomous vehicles and smart road technology are currently being tested with implementation planned in the upcoming decades. Two issues that municipalities are facing now are the increased use of unmanned aircraft, or drones, and the implementation of electric vehicle charging infrastructure.

Drones

Businesses are increasingly seeking to use drones to deliver goods, inspect infrastructure, take aerial photos, and conduct other functions. However, their noise and threats to privacy can conflict with land use activities on the ground. Historically, zoning ordinances have been used to mitigate impacts such as noise, glare, and vibrations from neighboring land uses.

Currently, however, the Federal Aviation Administration (FAA) has preempted local municipalities from regulating drone use in their communities. Furthermore, Title 53 of the Pennsylvania General Statutes, Section 305, Local Regulation of Unmanned Aircraft Prohibited, states that "The provisions of 18 Pa.C.S. § 3505 (relating to unlawful use of unmanned aircraft) shall preempt and supersede any ordinance, resolution, rule or other enactment of a municipality regulating the ownership or operation of unmanned aircraft. As of the effective date of this section, a municipality shall not regulate the ownership or operation of unmanned aircraft unless expressly authorized by statute."

Electric Vehicle Charging

The federal government is planning for the creation of electric vehicle charging infrastructure, similar to the construction of the Interstate Highway system in the 1950s. Interstate highways have been prioritized for the installation of alternative fuel charging technology.

The FHWA is establishing Alternative Fuel Corridors for vehicles that are fueled with compressed natural gas, electricity, hydrogen, liquefied natural gas (LNG), and liquefied petroleum gas (LPG). These corridors have alternative refueling sites along a designated route on the National Highway System. Other routes have been proposed to be added to the network which is expected to expand in the future. In York County, I-83, Route 30, and the Pennsylvania Turnpike have been designated as Electric Vehicle Corridors.

The National Electric Vehicle Infrastructure (NEVI) Program provides dedicated funding to states to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. When the national network is fully built out, funding may be used on any public road or in other publicly accessible locations.

In August 2023 PennDOT announced the first round of conditional awards for NEVI funding, and in September 2023 included 57 selected additional projects in 38 counties. The first round of projects amounts to $35.8 million, with an estimated $171.5 million in total funding in Pennsylvania under the NEVI program.

Local municipalities have begun to regulate the installation of EV charging stations. Lititz Borough in Lancaster County adopted an Ordinance in 2023 that permits the installation of private EV charging stations as a permitted accessory use for both single-family and multi-family residential uses. It also regulates the location of public charging stations. In non-residential parking lots, up to 20% of parking spaces are allowed to be served by Electric Vehicle Charging Stations by-right as an accessory use, and 20%-50% of parking spaces shall be considered as a special exception.

The Bucks County, PA Planning Commission published the EV Charging Station Use Model Ordinance in 2023. It provides definitions of Electric Vehicle (EV) terms and standards for Electric Vehicle Charging Stations (EVCS) and Electric Vehicle Supply Equipment (EVSE) to ensure safety, accessible locations, aesthetics, and effectiveness.

Some municipalities have also considered enacting land use regulations, either in the zoning ordinance or subdivision and land development ordinance, to require electric vehicle charging stations in new commercial land developments and require new residential developments to be constructed with electric vehicle infrastructure.

West Goshen Township in Chester County has adopted an amendment to its subdivision and land development ordinance (SALDO). Section 72-36.1 of the SALDO states that:

(1) For any new non-residential development or redevelopment of land uses including manufacturing, office buildings and office parks, hotels and motels, and other uses, at least 20%, or a minimum of one parking space, whichever is larger, shall be an EV-capable space.

(2) For all new non-residential development or redevelopment other than those listed above, at least 10%, or a minimum of one parking space, whichever is larger shall be an EV-capable space.

(3) For any new multi-family dwelling development or redevelopment, at least 20%, or a minimum of one parking space, whichever is larger, shall be an EV-capable space.

(4) All subdivisions and land developments proposing the construction of new single-family dwelling units, and multi-family dwelling developments consisting of townhouses with an attached garage, shall be constructed to provide in each new dwelling a dedicated raceway originating from the electrical panel board to a termination point close to vehicle parking. The raceway shall be sufficiently sized to accommodate future wiring for a minimum Level 2 Electric Vehicle Charging Station (EVCS).

(5) For developments with both new residential and non-residential uses, EV readiness requirements shall be calculated based on the proportional number of parking spaces allocated to each use.

PUBLIC TRANSPORTATION

Rabbittransit is the public transportation service that serves York County.

- Route 2N connects Downtown York and Manchester Crossroads, traveling along North George Street. Destinations include York Revolution Stadium, Greyhound Bus Terminal, and Northgate Shopping Center.
- Route 6N connects Downtown York to York City Business & Industrial Park, along Pennsylvania Avenue.
- Route 33 provides service to ES3, FedEx, and Amazon.

The warehouse development that has already occurred and/or been approved is an opportunity for increased cooperation between all three municipalities in this plan and Rabbittransit. This cooperation has been a topic of discussion going back, at least, to the previous comprehensive plans of both Conewago Township and Manchester Township/North York Borough.

Rabbittransit also offers special services including Shared Ride (Paratransit), Stop Hopper, and Veteran's Transportation. Stop Hopper is not available in any of the municipalities within this plan and Veteran's Transportation is limited to the York and Lebanon VA medical clinics. Shared Ride provides an alternate option to services such as Uber and Lyft; however, there is a required application and a registration process. In addition, rides are generally not non-stop and involve picking up/dropping off other users. There are multiple programs within Shared Ride, each of which has its own regulations, funding sources, reporting standards, and service delivery guidelines.

AIR TRAVEL

Harrisburg International Airport is located approximately 23 miles from Conewago Township, 27 miles from Manchester Township, and 28 miles from North York Borough. Baltimore Washington International Airport is the next closest, just over an hour away.

WALKABILITY/BIKEABILITY

The Conewago Township Comprehensive Plan (2008) and the Manchester Township/North York Borough Comprehensive Plan (2004) express the desire to increase safety for pedestrians and cyclists. Ideas include (but are not limited to) changes to main thoroughfares to keep trucks off local roads, improving connectivity between residential neighborhoods and parks, and widening roadways to include bicycle lanes. The topography of the region – both hilly and winding – can be an obstacle to walkability and bikeability. The municipalities need to analyze the level of priority, the practicality, and the degree to which they can make walkability and bikeability an implementable goal. To begin, each municipality should focus on a couple of ideal locations for improvement, for example, in Conewago Township near the new elementary school.

YAMPO adopted the York County Bicycle and Pedestrian Plan in 2023. This Plan includes a discussion and mapping of corridors, connections, and analyses of bike levels of stress in specific locations. It also includes 10 Actions with maps identifying specific actions, improvements, and connections in areas throughout York County.

Projects in the Bicycle and Pedestrian Plan located in the Region include:

- A conceptual connection between Dover Borough and Manchester Borough crossing the Little Conewago Creek Greenway, located partially in Manchester Township.
- A connection between the York County Heritage Rail Trail (YCHRT) northern endpoint at John Rudy County Park in East Manchester Township, west to the industrial and warehousing businesses in Manchester Township allowing employees to commute by bike and foot.
- A connection between the York County Heritage Rail Trail and the commercial area around the intersection of Route 30 and Toronita Street in Manchester Township. Possible projects include a parallel bicycle/pedestrian path on the southern side of Route 30, and/or a bicycle/pedestrian link from the Rail Trail to the southern end of Toronita Street.

The Plan also includes recommended design guidelines for bicycle facilities that can be incorporated into SALDO, as well as sidewalk priority areas, and identification of four primary federal sources of federal funding for bicycle projects.

SAFETY AND CONGESTION

In 2005, YAMPO adopted a Congestion Management System (CMS). The Congestion Management Process (CMP) is a systematic process for identifying congestion, implementing solutions, and evaluating the success of those strategies. In 2011, YAMPO modified the CMS to reflect changes in federal law and re-adopted it as the CMP. More recently, Moving Ahead for Progress in the 21st Century was adopted in July 2012.

The 2014 update of the CMP incorporates recent developments in data collection technology that enhance the identification and monitoring of congestion and travel throughout York County. The York County Safety Project Evaluations report was completed by YAMPO in 2022 to identify crash data from specific intersections and evaluate the impact of roadway improvements in reducing crashes.

GoYork 2050 is currently being developed as the County's MTP which is a document required by the U.S. Department of Transportation for every region in the country. It will also be a part of the County's Comprehensive Plan. As part of GoYork 2050, the YCPC has created an online tool called the Current Conditions Atlas. This Atlas contains County-wide maps including active transportation features, congestion levels, the freight network, and the functional classification of highways in the county.

The Atlas also contains a map identifying where clusters of crashes have occurred beginning in 2019. In addition to accidents occurring on I-83, the Atlas identified the following intersections/interchanges as experiencing the most crashes from 2019 through 2023:

- North George Street and Route 30.
- North George Street/Lightner Road/I-83.
- North Susquehanna Trail and Sinking Springs Lane.
- Canal Road/Route 921 near I-83.
- I-83 exit 24 area.
- North Susquehanna Trail and Church Road.
- North Susquehanna Trail and Route 30.

YAMPO and the YCPC also conducted a Flooded Roadway Study in 2018 which identified roadways in York County that historically have closed due to flooding events. The list included the following road segments in the Region:

Conewago Township

- Conewago and Newberry Townships - Susquehanna Trail between Hykes Mill Road and Old Trail and Cragmoor Roads.
- Bowers Bridge Road to the municipal line.
- Conewago Creek between Bowers Bridge Road and the municipal line.
- East Canal Road between Jug Road and Lewisberry Road.
- Hilton Avenue near Bull Road.
- Hykes Mill Road near Susquehanna Trail.
- Rooster Lane between Bowers Bridge Road and Conewago Creek Road.

Manchester Township

- Manchester Township and Conewago Township - Susquehanna Trail between Raintree Road and Canal Road.
- Susquehanna Trail between Stillmeadow Lane and Woodmont Drive.
- Mill Creek Roads between Crooked Wind Lane and Jug Road.
- Sinking Springs Lane between George Street and Edinburgh Road.

PUBLIC INPUT

The traffic resulting from warehouse development was top on the minds of residents at both public meetings. The exponential development of warehouses has led to traffic overflowing from I-83 onto local roads that were not built to support trucking. Backups at Exit 24, and lack of necessary traffic control at Exit 28, leave residents questioning when Exit 26 is going to gain approval from the FHWA. Increasing transparency around this topic would be beneficial to the community. Recommendations in this area will integrate elements of the York County Freight Plan, to create a compatible vision for the next ten years.

GOALS AND OBJECTIVES

Goal 1: Adopt and implement a Transportation Impact Fee (TIF) program in Conewago and Manchester Townships

TIPs, as noted above, can help municipalities identify the impacts new development creates for the transportation system and assess fees to construct the infrastructure necessitated by that development. Both the 2008 Conewago Township Comprehensive Plan and the 2004 Manchester Township and North York Borough Comprehensive Plan included recommendations to consider the adoption of TIPs. Since the adoption of those Plans, both Conewago and Manchester Townships have experienced, or are expecting to see, tremendous amounts of new warehouse and residential development. Road improvements to address the impacts of that development have been borne mostly by the Townships.

To implement a TIP Ordinance, the Townships will take the following actions following the adoption of the Multi-Municipal Comprehensive Plan:

1. Create a TIF Advisory Committee (Committee) which must include real estate professionals, developers, and building industry professionals, as well as Township residents. Township staff are not permitted to serve on the Advisory Committee.

2. Use the Future Land Use chapter of the Comprehensive Plan as the basis for the Land Use Assumptions Report.

3. Utilize roadway and intersection performance measures provided by the YCPC to assist in the preparation of a Roadway Sufficiency Analysis.

4. Take the existing Level of Service (LOS) conditions identified in the Roadway Sufficiency Analysis to create a CIP which will serve as the basis for assessing TIFs.

5. Adopt the TIF Ordinance.

Goal 2: Prepare and adopt an Official Map Ordinance

This Goal was first recommended in the 2008 Conewago Township Comprehensive Plan. An Official Map Ordinance would expand upon the CIP recommended in Goal #1. An Official Map Ordinance can identify transportation improvements as well as the location of public facilities, trails and sidewalk improvements, future park locations, and other public uses. An Official Map Ordinance identifies the location of key public facilities and infrastructure in advance of the public's need and reserves the land on an official map. By reserving the land, the municipality expresses its intent to acquire that specific land at some future date. This expression of intent does not affect existing property ownership; landowners still own and control their land.

Article IV of the Municipalities Planning Code specifically enables municipalities in Pennsylvania to prepare and adopt Official Maps. When used in conjunction with the Zoning Ordinance and SALDO, Official Maps help to provide an additional planning tool to municipalities by serving as a guide for the location of future public facilities and ensuring that the facilities are either completed or otherwise incorporated into the development proposed on private properties. The Official Map also increases the likelihood that sensitive environmental features will be preserved by enabling a municipality to reserve land for future parks, trails, greenways, and protection of other environmental resources without having to immediately commit funds to purchase land or easements. The information shown on an Official Map must also be shown in the Comprehensive Plan or other official Plan.

Goal 3: Prepare a detailed study for the extension of Crone Road to Bear Road northward as an alternate north-south road to relieve traffic on Susquehanna Trail. Evaluate alternative truck routes to separate existing and proposed warehouse and industrial truck traffic from residential areas.

This Crone Road extension recommendation was originally identified in the 2004 Manchester Township and North York Borough Comprehensive Plan. This roadway would parallel, and conceivably reduce truck volumes, on Susquehanna Trail as it parallels I-83. When this recommendation was first made in the 2004 Comprehensive Plan, most of the industrial development in this area had not yet occurred. For this proposal to be feasible at this time, it would require the cooperation and active participation of the industrial uses that have subsequently been developed.

Goal 4: Re-evaluate Roadway Classifications

The U.S. Department of Transportation and PennDOT classify roads by the function they serve. Design standards such as lane widths, shoulder widths, and turning radii are tied to the functional class. Interstate highways are the highest classification of roadways. Access to the Interstate system is limited permitting uninterrupted travel and higher speeds. Other arterials supplement the function of the Interstate system and provide limited access and are designed for higher speeds. In Pennsylvania, most arterials are owned and maintained by PennDOT.

Collector roads collect traffic from the local road networks and connect to the arterial road system. They provide less mobility than arterials at lower speeds over shorter distances. Collector roads are owned and operated by both PennDOT and local municipalities. Local roads provide the least mobility and are the primary access to residential neighborhoods, commercial areas, and other local land uses. Local roads are almost always owned and maintained by local municipalities.

The three municipalities should undertake an updated roadway analysis to determine which roads need reclassification due to increased development. This can be done either as part of a Transportation Impact Study or as a part of a separate traffic study.

Besides identifying the function and design of a roadway, road classifications can also be used in zoning and subdivision and land development ordinances to restrict the location of certain intensive land uses to roads designed for higher traffic volumes.

Goal 5: Provide non-motorized connections between residential areas and other destinations, such as schools and recreational facilities.

The three municipalities involved in this Comprehensive Plan display a range of development types and densities. North York Borough is almost entirely built out with urban-level densities permitting a range of transportation options including car, transit, bike, and pedestrian. Manchester Township is also mostly built out but developed primarily at suburban scale densities that can only be accessed by car travel. Some higher-volume land uses, such as retail centers and warehouses, have limited transit service. Conewago Township is less developed while still experiencing higher-intensity warehouse development and residential growth. Conewago Township is planning for the Freedom Square development which will bring a significant increase in residential development and subsequent traffic volumes.

Given the differing levels and forms of development in the three municipalities, different strategies are required to provide an increased level of non-motorized accessibility. However, the following list of actions should be undertaken throughout the region:

1. Prepare a comprehensive database of all sidewalks, trails, and paths in all three municipalities. Identify areas where gaps occur and prioritize closing the most critical gaps in the network.

2. Research funding opportunities such as Safe Routes to Schools and Safe Routes to Parks. While it may not be feasible to provide a comprehensive non-motorized transportation network throughout Manchester and Conewago Townships, efforts should be focused first on providing safe connections between neighborhoods, schools, and parks.

3. Determine where "second best" options can make a difference. As discussed above, many areas in the two Townships have already been developed without planning for non-motorized transportation options. Identify locations that can be retrofitted with improved sidewalks, walking paths, and upgraded crosswalks.

Goal 6: Revise the Subdivision and Land Development Ordinance (SALDO) and Zoning Ordinances to implement the design and mobility recommendations of the Comprehensive Plan. These include:

Establish design standards for each functional classification of road, including the provision of bicycle and pedestrian lanes where needed.

1. Include standards to accommodate transit vehicles, including bus shelter design.
2. Adopt access management standards for specific road classifications and land uses, including shared driveways/ access drives and rear access.

Goal 7: Conduct a detailed analysis to better quantify potential impacts to Conewago Township's existing transportation network due to development proposed in Conewago, East Manchester, and Dover Townships.

This assessment would include impacts from increased freight traffic along Canal Road, Susquehanna Trail, and Locust Point Road.

Goal 8: Develop a Manchester Township transportation plan for future Board of Supervisors' guidance and adoption as a supplement to the Comprehensive Plan.

This transportation plan should include future improvement projects such as Susquehanna Trail Widening and Exit 26, inclusive of estimated project timelines.

FUTURE LAND USE

INTRODUCTION

The existing land use pattern of the three-municipality region is a complex mix of urban density residential and non-residential development in North York Borough, significant warehouse development, suburban residential, highway commercial development, and agricultural land uses in Manchester Township, and a mix of suburban residential, open space and agricultural uses, and highway commercial development in Conewago Township.

SOURCE: York County Tax Assessment Data (2023)

Approximately 30% of the land use in North York Borough is comprised of single-family detached and attached dwellings, with commercial, industrial, institutional, and multi-family dwellings all comprising at least 10% of the land base. North York Borough is almost entirely built out, with only 2% of the total land area classified as undeveloped.

Manchester Township's largest land use category by area is also single-family housing, with 31% of the land comprised of this use. Agriculture makes up 15% of the land use in the Township, and industrial uses comprise an additional 14%. This reflects the extensive amount of warehouse and manufacturing development that has occurred in the Township.

Almost half (49%) of Conewago Township's land base is classified as agriculture, with an additional 19% of the land being undeveloped. An additional 21% of the Township is devoted to single-family residential use.

Each of the three municipalities is facing challenges associated with both development and redevelopment. These pressures are compounded by the strategic location of the region between, and within easy commuting distance, the York and Harrisburg metropolitan areas, and access to a number of key transportation corridors.

North York Borough, as a fully built-out urban borough, has experienced some deterioration in its housing stock as well as disinvestment in its commercial and industrial cores. Manchester Township, with the industrial and warehouse development that has occurred in the Township, is facing transportation issues with truck traffic impacting local roadways. The tremendous growth in residential development has resulted in increased demand for services such as parks and recreation, schools, and emergency services. It also has disinvestment and redevelopment concerns with many of the highway commercial areas along Route 30, particularly at specific interchange areas. Conewago Township has experienced development pressures for its agricultural and undeveloped areas as demands for both suburban residential and warehousing/ logistics uses increase.

PAST PLANS

Comprehensive Plan for Manchester Township and North York Borough (2004) and Conewago Township's Comprehensive Plan (2008).

Manchester Township

The 2004 Comprehensive Plan included a Land Use and Housing Plan. It recommended that Manchester Township adopt Transfer of Development Rights in the Township Zoning Ordinance. The Land Use Plan for Manchester Township included the following land use plan categories:

- Open Space Residential Development - homes would be clustered on the most suitable portions of a property with the remaining area preserved by conservation easements.
- Conservation - includes lands along Codorus Creek.

- Rural (Open Space Residential) - this area is intended to promote agricultural preservation and other open space preservation uses. This would also be the area where agricultural conservation easements would be encouraged.
- (Open Space) Low-Density Residential- this area is primarily intended for single-family detached residential developments. Lot sizes of one-half acre could be supported with public sewer and water supply.
- (Open Space) Medium-Density Residential - also intended for single-family detached residential development with lots of a fourth of an acre with public sewer and water.
- High-Density Residential - provides for a mix of housing types with densities of up to six units per acre.
- Planned Residential Development - these are areas that were previously approved by the Township under the Planned Residential Development zoning provisions.
- Village/Neighborhood Commercial - intended to provide for light businesses around the village of Emigsville and other small commercial areas near residential areas.
- Commercial - this category includes a range of commercial uses including highway commercial. The plan identified the largest area of undeveloped Commercial land as the Rutter Farm west of Susquehanna Trail and north of Lightner Road.
- Light Industrial - provides for a range of light industrial uses. It promoted landscaped campus-like industrial development.
- Office Future Light Industrial - includes areas in the north-central part of the Township between Bear Road and Susquehanna Trail west of I-83. Zoning was intended to be tied to the development of a new I-83 interchange at Canal Road.
- General Industrial - provides for a wide range of heavy industrial uses.
- Parks, recreation, and open space.
- Schools, cemeteries, and major public buildings.

North York Borough

- Park and Conservation - includes the North York Park and lands along Codorus Creek.
- Low-Density Residential - areas with single-family detached homes and twins.
- High-Density Residential - a mix of housing types and densities.
- Neighborhood Commercial (also providing for Medium-Density Residential) - primarily includes most of North George Street.
- Light-Industrial Commercial - compared to the Neighborhood Commercial areas, these areas could be more appropriate for demolition and redevelopment.
- Mixed Uses - primarily proposed to include the existing high school, athletic fields, and parking lots. These areas could allow for very light industrial as well as some commercial uses and offices, as well as senior housing.

Conewago Township

The Goal for Land Use in Conewago Township's 2008 Comprehensive Plan was to "manage, control and guide development to preserve natural resources, agricultural uses, and existing communities to retain a mix of small-town atmosphere, suburban environment, and rural character within the Township. Growth areas should include the villages of Strinestown and Zion View."

Among the list of recommended actions were the adoption of conservation zoning and amending the zoning ordinance to permit Traditional Neighborhood Development, Village Extension, and Village Design within the Township's villages. The Plan also recommended that the zoning ordinance be amended to address architectural and related issues and require impact statements, including environmental, traffic services, and fiscal impacts for rezoning requests. Density bonuses were also recommended for development served by public sewer and water.

The subdivision and land development ordinance (SALDO) recommended amendments included the requirement of street furniture and pedestrian amenities and implementation of Growing Greener Conservation Development Concepts.

The Future Land Use Map identified a Growth Area Boundary encompassing existing and planned development areas on either side of I-83 in the northern part of the Township, the Village area between Copenhaffer Road and Canal Road in the central part of the Township, and the area on either side of Canal Road in the southern part of the Township.

Most of the Township was designated as either Conservation or Agriculture. Three Village areas were designated, one near Conewago Creek Road and Locust Point Road, a second south of Copenhaffer Road, and the third south of Greenbriar Road. The Future Land Use Map also identified areas of Low Density Residential and Medium Density Residential encompassing existing residential areas and some undeveloped areas. Commercial and Industrial areas were designated primarily on either side of I-83 and Susquehanna Trail.

I-83 Exit 26 Land Use Plan

The 2018 I-83 Master Plan prepared by PennDOT recommended a new interchange — Exit 26 at SR 921/Canal Road — to alleviate area congestion and improve traffic flow at Exit 24 to the south (SR 238/Church Road, Emigsville) and Exit 28 to the north (North Susquehanna Trail, Strinestown). The proposed interchange is under review by PennDOT and the FHWA.

In February 2021, the York Area Metropolitan Planning Organization (YAMPO) and the four municipalities that are adjacent to the Exit 26 Impact Area - Manchester, Conewago, and East Manchester Townships and Manchester Borough- adopted a Project Prioritization List based on the I-83 Exit 24-28 Master Plan. The project list has two scenarios: I-83 Exit 26 approved and Exit 26 not approved. The list also identifies projects that can start before the two-year review and determination process and other projects listed in the master plan that should not advance for various reasons.

According to the YCPC, land use revisions and zoning updates would be required in Conewago and Manchester Townships if Exit 26 is approved and constructed. The municipalities were cautioned by the YCPC to not make these changes in advance of PennDOT and FHWA approval as they would encourage premature development, elevating concerns about traffic congestion and safety. In 2022, the four impacted municipalities adopted the I-83 Exit 26 Land Use Plan as an addendum to their comprehensive plans. The plan recommendations will be implemented if/when Exit 26 has full approval.

Exit 26 Land Use Plan Public Engagement

The first public meeting was held virtually on September 23, 2020, to introduce the project and introduce the first of three surveys.

Most survey respondents wanted to see “Farms & Agricultural” and “Open Space & Recreation” land uses occupy some portion of the planning area. Farms & Agricultural were the highest priority for future land use, followed by Open Space & Recreation. At least 75% of respondents ranked these future land uses among their top three priorities.

Survey respondents also indicated they would like to see additional commercial and public services. Places to shop and eat, and public facilities/safety were ranked among the top three future land use priorities by more than half of respondents. Places to Live was ranked among the top five future land uses by 45% of respondents. Places for Industry was ranked among the top five by 43% of respondents, and in the top three by 31%.

A clear preference was shown for land uses at suburban and rural development densities. When asked about specific types of land uses within each category, survey respondents preferred the following:

- Farms & Agriculture – Small-Scale Farms.
- Industrial – Professional Office/Medical Space and Light Industrial.
- Residential – Detached Single-Family homes and Senior Housing.
- Commercial – Farmers' Markets and Restaurants.
- Public Facilities – Safety Services and Trade Schools.

The second public meeting for the I-83 Exit 26 Land Use Plan project was conducted virtually on November 18, 2020, to present three alternative future land use maps. Survey 2 was conducted online. Attendees were asked to prioritize potential land use benefits of constructing Exit 26:

- A Better Road Network was identified as the most important of the eight listed benefits resulting from future development in the planning area. It received 27% of all respondent choices.
- The second-most-important benefit was local jobs, scoring 17%.
- Maintaining green space and opportunities for modern agriculture were also identified as priority benefits. Integrated Green Space, such as buffer yards and tree requirements, and Modern Agriculture and Resource Production, where next-generation producers can, for example, blend food and power production, scored 15% and 12%, respectively.
- Providing options for housing and transit were not identified as high-priority benefits. Housing Options and More Transit Services scored only 6% and 5%, respectively.

Survey respondents were also asked to identify the most likely Land Use Impacts brought about by the construction of Exit 26. Most survey respondents identified the potential for increased school taxes and environmental factors as the most concerning impacts resulting from future development in the planning area. Average priority rankings included higher school taxes; light, noise, and other environmental impacts; and less open space for habitat and ecological functions.

The survey also included an opportunity to rank Future Land Use Alternative Preferences. Alternative 1, which emphasizes continued agriculture and working lands with a slight increase in development, was preferred. Alternative 1 received an average rating of 3.7 out of 5 stars from survey respondents. Average ratings for Alternative 2, which emphasized places to work and live, and Alternative 3, which offered increased places to live and shop, were 2.8 and 2.5, respectively.

The Preferred Future Land Use is shown below:

FUTURE LAND USE DESIGNATIONS

The Future Land Use and Designated Growth Areas map includes plan designations that are consistent across all three municipalities. The Plan Designation for each land use category incorporates the Purpose Statements for all zoning districts, the land use description from the previous comprehensive plans, existing land use patterns, and new plan policies from this Comprehensive Plan.

The delineation of the Future Land Use areas is generally consistent with the existing zoning district boundaries to prevent conflicts between how a property is designated in the Comprehensive Plan, and how it is zoned. The Designated Growth Area boundary is delineated for Conewago Township and reflects the Established Primary Growth Area identified on the York County Comprehensive Plan's Growth Management Plan. All of Manchester Township and North York Borough are also located within the Established Growth Area.

Open Space Residential

Low-density rural residential development in the northwestern portion of Conewago Township. Characterized by forested land use with scattered low-density residential development.

Agriculture/Rural Residential
Similar to the Open Space Residential land use designation with the primary land uses being agricultural and low density rural residential development. Located in the central and northern parts of Conewago Township and the northwestern part of Manchester Township.

Low Density Residential
Characterized primarily by exclusively single-family detached dwelling development, with lot sizes approximately one-half to one acre. Includes areas currently zoned R-1 Low-Density Residential in Conewago Township, and Residential Low-Density District (Open Space) in Manchester Township.

Medium Density Residential
Primarily characterized by single-family residential development but also includes some areas of semi-detached and two-family dwellings at higher densities than the Low-Density Residential designation. Includes the R-2 Medium Density Residential zoning district in Conewago Township, Residential Medium Density (Open Space) and Planned Residential Development zoning districts in Manchester Township, and R1 Residential in North York Borough.

High Density Residential
Includes all housing types with the highest permitted densities of residential development. Includes the Residential High-Density zoning district in Manchester Township and the R2-Residential zoning district in North York Borough.

Historic Village
Includes the designations of Strinestown, Zions View, and Emigsville. Delineation of these villages is based on existing land use and the 1860 Map of York County.

Mixed-Use Development
Includes parcels proposed for development as part of the Freedom Square development in Conewago Township. Currently zoned Village.

Commercial
Includes the areas in Conewago Township near I-83 and Susquehanna Trail currently zoned Commercial. Also included is an area currently Commercial in the southern part of the Township, and an adjacent area bordered by Bull Road and Graffius Road currently zoned Village. The Commercial designation includes all areas in Manchester Township currently zoned Commercial and Office. In North York Borough, the Commercial designation includes the former high school property being redeveloped for an indoor recreation facility.

Industrial
Includes the areas zoned Industrial in Conewago Township, and Industrial and Heavy Industrial in Manchester Township. In North York Borough, the parcels currently zoned Light Industrial/Commercial are included in the Industrial land use designation.

Highway Redevelopment
Proposed redevelopment areas along Route 30 in Manchester Township. Redevelopment of this corridor will emphasize a mix of land uses as well as a mix of residential types.

North George Street Redevelopment Corridor
Area of existing mix of land uses, primarily commercial and residential, on both sides of North George Street in North York Borough. Currently zoned NC/R- Neighborhood Commercial/Residential.

Parks and Recreation
All municipal parks and recreation areas.

Institutional
School locations.

Municipal
Municipally owned properties, including municipal buildings.

PUBLIC INPUT

Two open-house style public meetings were held at Manchester Township and Conewago Township to gather input on concerns and questions residents had about land use, transportation, parks and recreation, and other issues affecting the region. The Public Meeting at North York Borough on August 20, 2024, was a smaller meeting with members of the Comprehensive Plan Steering Committee and North York Borough officials participating.

The following two sections summarize a list of land use comments. These sections also include some transportation-related comments that can impact or be impacted by future land use and development.

Manchester Township Public Meeting, March 28, 2024
Where should we focus redevelopment efforts? Where do you want new development to occur?

- Need for traffic impact fees.
- Protection and enhancement of forest reserve that is currently unprotected in the Conewago Hills.
- Preserve open space, farmland, and agricultural zones (3).
- Thank you for the beautiful parks in Manchester Township.
- Close habitat fragmentation with native plantings so native species do not become isolated. I would love to see newly developed areas add native plants, which are in decline. Eliminate the use of invasive species. These areas could be used for creating healthy ecosystems (3).
- Naturalization of warehouses with native trees, plants, shrubs, and wetlands (2).
- Require more common areas and open spaces in developed areas.
- Solar panels on warehouses to benefit the grid.
- We need a grocery store and other similar shopping.
- More restaurants in the northern part of Manchester.
- Renewal of older developed properties. Save open space.
- Take into consideration the environmental impacts of development.
- Roundabouts should be greater than 100 feet in diameter.
- Minor roads need weight limits.
- Slow down the industrial building.
- No more building warehouses (11).
- No more trucking on small, rural agricultural roads (3).
- In-depth study of impact on traffic issues.
- Get Exit 26 in place.
- Canal Road traffic (infrastructure issue).
- Backed up traffic on Route 30 bypass.

Conewago Township Public Meeting, April 25, 2024
Where should we focus redevelopment efforts? Where do you want new development to occur?

- No more developments in Conewago Township (2).
- Mandate all warehouses to have solar panels on their roofs.
- Keep conservation area intact (3), especially north of Butter Road.
- No more housing developments.
- No more commercial development north of Canal Road. Keep industrial near I-83 – easy access, less traffic on small back country roads.
- Put a grocery store and a small strip mall along Cloverleaf Road instead of warehouses.
- Designate a space for a new school due to Freedom Square (2). Currently, there are more restaurants and shops planned than housing.
- What is Freedom Square?
- Should consider 55+ in Phase I rather than later, focus less on “family homes.”
- No roundabout at Canal and Bull Roads (3).
- Need a sign on Bull Road for trucks. Trucks should not travel up, over the mountain on Bull Road.

GOALS AND OBJECTIVES

Goal 1: Maintain the Primary Growth Area in Conewago Township which was established in the 2008 Comprehensive Plan.

Growth Areas were first adopted in Conewago Township as part of the 2008 Comprehensive Plan. These Growth Areas are included in the York County Comprehensive Plan's Growth Management Plan as Established Primary Growth Areas. All of North York Borough and almost all of Manchester Township are also identified as Established Primary Growth Areas on the County Growth Management Plan map. A small portion of Manchester Township near the border with Conewago Township is designated as an Established Future Growth Area.

The eastern portion of Conewago Township along Canal Road and the Susquehanna Trail is, for the most part, designated as a Primary Growth Area (PGA). The northern part of the PGA extends northward from approximately West Andes Road to Conewago Creek Road on both sides of I-83 and North Susquehanna Trail/ Route 295. It also includes a small area of existing residential development west of Hykes Mill Road. This portion of the PGA encompasses almost all of the warehouse development that has occurred in the Township, as well as other industrial and highway commercial land uses that have developed in the North Susquehanna Trail/I-83 corridors.

The southern part of the PGA is primarily divided into two separate areas. The first portion encompasses existing development, primarily residential, extending southward along Canal Road from its intersection with Lewisberry Road. The northern portion of the PGA includes two areas of existing residential development on the north and south sides of Copenhaffer Road. It also encompasses the currently undeveloped land proposed for the Freedom Square development.

As noted earlier in the Housing Chapter, if the Freedom Square development is fully built as currently proposed, it will meet the housing needs of the Township for at least the next 10 years. It is recommended that the Township:

- Require any future requests to rezone land to either R-2 Medium-Density Residential or Village to analyze the build-out potential of all submitted and approved subdivision and land development plans that haven't been built, including the Freedom Square development.
- The impacts on the transportation network brought about by the warehousing and other industrial development, in addition to highway commercial land uses, in the northern part of the DGA, has not only heavily impacted I-83 and North Susquehanna Trail but has also spilled over into other areas of the Township. To better manage the impacts of any future development in this area, it is recommended that the Township implement the following actions:
  - Require any future requests to rezone land to Industrial to demonstrate that no parcels currently zoned Industrial are undeveloped, or that there is no current industrial facility within DGA #1 that is vacant.
  - Require any request to rezone land to Industrial to be located adjacent to land that is currently zoned for Industrial.
- Lands located outside of the PGA should remain zoned either Conservation or Agriculture to maintain the rural nature of the Township.

Goal 2: Focus efforts to redevelop existing highway commercial development along the Route 30 corridor in Manchester Township.

Much of the existing highway commercial development along the Route 30 corridor was designed and built decades ago to both capture drive-by traffic and serve as a shopping destination for regional shoppers. The pattern of development encouraged numerous driveway access points, lack of connectivity to neighboring commercial uses or adjoining neighborhoods, and fragmented infrastructure provision, especially stormwater management.

The advent of online shopping options has increasingly made many of these retail centers obsolete and many of the stores have vacated. Manchester Township desires to redevelop these areas to include a mix of uses, including a range of housing options. Redevelopment of these areas should focus on tying the development into the existing neighborhoods instead of focusing on the highway. They should promote walkability and a variety of transportation options instead of being solely reliant on car traffic. To implement this vision of redeveloping these areas, Manchester Township will implement the following actions:

- Designate the Route 30 Corridor on the Future Land Use map as Highway Redevelopment. Specific segments of this corridor include:
  - Pennsylvania Avenue to North George Street
  - North George Street to the I-83 interchange
  - I-83 interchange east to the eastern Township border on the Codorus Creek.
- Inventory all the nodes of existing commercial development along Route 30. Identify acreages currently devoted to buildings and parking. Determine the percentage of users that are currently vacant. Note the potential of extending redevelopment to adjoining neighborhoods.

There is a wide range of existing development types in this corridor. The area east of North George Street, and especially east of the I-83 interchange, includes a large number of motels and restaurants, both sit-down and drive-throughs. There is no significant neighboring residential development on the east side of I-83. The development between I-83 and North George Street borders residential neighborhoods in North York Borough.

- The area west of North George Street extending west to Pennsylvania Avenue includes the Manchester Crossroads and Northgate shopping centers, as well as highway commercial development located on the south side of Route 30. These areas abut residential development located east of North Susquehanna Trail north of Route 30, and west of Chapel Drive south of Route 30.
- Develop a new zoning district, either as a stand-alone district or as an overlay district, for these potential redevelopment areas. Because each of the existing development areas contains different mixes of highway commercial development, and may or may not abut existing residential development, the redevelopment strategy for each area will differ. Landowners and developers will have various proposals for future redevelopment of these areas.
- However, Manchester Township desires certain land use and design elements to be incorporated into redevelopment proposals. The zoning district will include requirements for a mix of uses as well as a mix of housing types, sidewalks, transit stops, and design standards. Most uses should be permitted by right to provide developers flexibility in creating new mixed-use neighborhoods.
- Partner with the York County Economic Alliance and private developers to promote the redevelopment of these areas.

Goal 3: Focus redevelopment efforts in North York Borough on the North George Street corridor.

Current Development Activity

There are several exciting adaptive reuse and economic developments occurring in North York Borough. The first is the proposed indoor sports complex proposed for the former Central York High School site. This proposal has the potential to spur additional economic activity in terms of restaurants, lodging, sports equipment, and sports medicine uses that have been experienced in other areas with similar land uses.

The developer of the indoor sports facility is also proposing to purchase the building at 160 East 9th Avenue currently owned by the Borough and used as the Municipal Public Works Garage for the Borough, with space rented to Sugar Babies catering and Mitre Wright casework and millworking. This property would be used for additional parking for the sports complex.

Plans are also underway to acquire a small parcel next to the Borough Park on East 5th Avenue and build a new Public Works building, and Municipal Building creating a campus of municipally owned buildings and facilities.

The Lincoln Intermediate Unit (LIU) 12 currently owns and operates the York Learning Center located at 300 East 7th Avenue across from the site of the proposed indoor sports facility. The Center's website states that "The classrooms are designed to provide highly structured environments for students with unique learning, behavioral, and medical challenges that prevent them from participating in a typical school setting or larger educational environment." The Center … "provides specialized programming including independent living skills, self-regulation, and coping strategies, and improved communication skills to inspire students to achieve their greatest potential." The Borough should regularly communicate with the LIU to determine their long-term plans for the utilization of the building, and the potential for redevelopment of the building.

North George Street Corridor

The Borough should work with the City of York and Manchester Township, in partnership with the York County Economic Alliance, the York Area Metropolitan Planning Organization (YAMPO), and the York County Planning Commission (YCPC), to focus efforts on strategic transportation improvements and economic redevelopment opportunities in the North George Street corridor. This effort should identify the possibility of capitalizing on the nearby proposed indoor recreational facility planned at the former Central York High School site.

The Borough should also work with the state Department of Community and Economic Development and York County for redevelopment funding opportunities, such as Community Development Block Grant and Section 108 funding.

The Borough should also create design standards for the North George Street corridor gateway area. Redevelopment of properties in this corridor should reflect the existing building heights, setbacks, and lot coverage land use patterns. Parking areas should be planned to allow shared parking areas, and parking areas should be located to the rear or side of buildings when possible. Signage requirements should require consistency in size and location.

It is recommended that the Borough also work with the City of York and Manchester Township to create a multi-municipal land use and transportation for the North George Street corridor. The study area should extend south to Codorus Creek and WellSpan Park in the City north to either the Route 30/North George Street interchange or the North George Street/I-83 interchange in Manchester Township.

This corridor, which is between one to one and a half miles in length depending upon the terminal points, includes a tremendous amount of existing commercial development, a major sports complex in the City, and close to another one in North York Borough, the York Heritage Rail Trail along the Codorus Creek, and a wide range of residential types including single-family detached dwellings, townhouses, and apartment buildings. It forms the core of the transportation system connecting the City to the northern and western suburbs, with connections to Route 30, North Susquehanna Trail, and I-83.

One part of a multi-municipal corridor study would be to create a consistent theme and branding of North George Street as the gateway to the City of York, and the economic, residential, and recreational core of the region. Signage, promotional materials, and economic development efforts could all incorporate a unified brand for the region.

Parking and Traffic Circulation Plan

The proposed development of the indoor sports complex and its location in a built-out borough with streets with significant on-street parking will inevitably create traffic circulation and parking challenges, especially during times when the sports complex is fully utilized hosting tournaments and other events. The study should examine the following issues:

- The Borough should reference other successful models, for instance, Hershey Entertainment's event planning, for a public/private transportation management plan.
- Examine all potential future land use scenarios for the complex, including future expansion plans. Examine the possibility of an onsite parking garage.
- Develop a comprehensive wayfinding/trailblazing signage plan, for both permanent and temporary signage, on and around the sports complex site, including electronic signage, on North George Street and Route 30 and I-83 to inform attendees of major events of parking availability.
- Implement a street parking permit program that would limit street parking in specific locations to residents only.
- Identify possible locations for satellite parking locations that could be accessed by vans.
- Work with the developer of the sports complex to implement a private shuttle system between the complex and nearby hotels and satellite parking locations.

The Borough should work with the City of York and Manchester Township, in partnership with the YAMPO and YCPC to focus efforts on strategic transportation improvements and economic redevelopment opportunities. This effort should identify the possibility of capitalizing on the nearby proposed indoor recreational facility planned at the former Central York High School site.

The Borough should also work with the state Department of Community and Economic Development and York County for redevelopment funding opportunities, such as Community Development Block Grant and Section 108 funding.

The Borough should also create design standards for the North George Street corridor gateway area. Redevelopment of properties in this corridor should reflect the existing building heights, setbacks, and lot coverage land use patterns. Parking areas should be planned to allow shared parking areas, and parking areas should be located to the rear or side of buildings when possible. Signage requirements should require consistency in size and location. The Borough should also explore branding to create a consistent theme throughout the area and reflect the entire North George Street gateway extending from the City of York, through North York Borough, and into Manchester Township.

Goal 4: Designate the villages of Emigsville in Manchester Township, and Strinestown and Zions View in Conewago Township as Historic Villages on the Future Land Use Map. Delineate the boundaries of the villages using existing land use patterns and historic maps.

Historic villages such as Emigsville, Strinestown, and Zions View were often originally developed as the commercial and institutional centers of the surrounding agricultural community. They often grew around important industrial uses, usually mills, or were located at key points such as intersections. Uses such as taverns, inns, and post offices grew up around these activity centers. Some villages continued to grow and became the boroughs we see today. Many, however, lost their significance as the center of activity and disappeared over time. Most of these villages, especially in southeastern and southcentral Pennsylvania, were eventually overtaken by suburban development and lost their distinctive character and historical significance.

To ensure the continued existence of these unique places in the region, these areas have been delineated on the Future Land Use map and designated as Historic Villages on the Future Land Use Map. The zoning ordinances for Conewago Township should be amended to create a Historic Village zoning district with the villages identified on the Future Land Use map. Zoning regulations should:

- Include lot size requirements, setback requirements, and lot coverage requirements consistent with the existing development pattern. Often historic villages are zoned the same as typical suburban residential development resulting in setback requirements and other dimensional standards that are out of character with the existing historical development patterns.
- The Emigsville Historic Village designation may be considered in the future with a positive/negative impact analysis of such designation to be completed, including the survey of the village residents and businesses.
- Discourage or prohibit highway-commercial development that distracts from the historical pedestrian-scale development in the villages.

Goal 5: Identify existing stone farmsteads and one-room schoolhouses in Conewago Township.

IMPLEMENTATION RECOMMENDATIONS

Due to project cost and timing estimate volatility, cost and timing estimates will be developed as part and in advance of future project goals and objectives consideration.

ZONING ORDINANCE

All Three Municipalities

1. Permit Accessory Dwelling Units by special exception in the following Zoning Districts.

   Manchester Township
   - A- Open Space Residential – Agriculture
   - RL- Open Space Residential- Low-Density
   - RM- Open Space- Medium- Density

   Conewago Township
   - A- Agricultural
   - R-1- Low Density Residential
   - R-2- Medium Density Residential
   - Conservation

   North York Borough
   - R-1- Low Density Residential
   - R-2- Medium Density Residential

2. Adopt Riparian Buffers and Steep Slope Regulations in all zoning districts.

Manchester and Conewago Townships

1. Adopt the provisions of the Pennsylvania Model Forestry Ordinance
   - Manchester Township-Part 11, Supplemental regulations
   - Conewago Township- Article IV, General Provisions

2. Adopt Transportation Impact Fees in Manchester and Conewago Townships.

3. Create a Historic Village zoning district in Conewago Township. This zoning district would be created for the villages of Strinestown and Zions View.

   Adopt design standards for the Historic Village zoning district that reflect the historic pattern of development in these areas. Specific areas to consider include ensuring that building setback requirements match the existing pattern of development. Adaptive reuse of buildings should maintain the historical facades and architectural features. Highway commercial uses should be limited or not allowed. Parking in the front yards should be prohibited. On-street parking can be designed to slow pass-through traffic.

Conewago Township

1. Amend Conewago Township's Zoning Ordinance R-2 Medium Density Residential and Village Districts to include a requirement that any proposal to rezone land to these Districts include an analysis of all submitted and approved, but not constructed subdivision and land development plans currently before the Township in these zoning districts to determine the build-out and need for additional development. Require that any rezoning request also be accompanied by a request to amend the Primary Growth Area.

2. Amend Conewago Township's Zoning Ordinance Industrial District to include a requirement that any proposal to rezone land to the Industrial Districts include a buildout analysis of all parcels in the

Township that are zoned Industrial but not developed. Require any proposed rezoning to Industrial be located adjacent to land that is currently zoned Industrial. Require that any rezoning request also be accompanied by a request to amend the Primary Growth Area.

3. Consider the adoption of Agricultural Preservation Zoning in Conewago Township.

4. Adopt an Official Map and Ordinance.

5. Conduct a transportation analysis to inform a possible transportation impact fee and impacts from development in adjoining communities.

6. Conduct a parks and recreation analysis to prioritize development fee spending and operation and maintenance.

7. Collaborate with Township volunteers to identify remaining stone farmsteads, one-room schoolhouses, and other historic structures and properties.

Manchester Township

1. Create a Highway Redevelopment zoning district in Manchester Township and rezone portions of the Route 30 Corridor for Highway Redevelopment. These segments of Route 30 include Pennsylvania Avenue to North George Street, North George Street to the I-83 interchange, and the I-83 interchange east to the Township border, on both sides of Toronita Street.

   Adopt design standards in the Highway Redevelopment District that will facilitate and incentivize the redevelopment of these areas. The zoning district should provide flexibility for developers who submit subdivision and land development plans, but certain core principles should be incorporated into the zoning ordinance. These include:
   - Reduction or elimination of access points to Route 30. Shared access drives and rear access are desired.
   - A mix of residential and non-residential land uses should be required in all phases of development.
   - Require opportunities for a range of transportation modes, including pedestrian, bicycle, and transit.
   - Ensure integration of the mixed-use development into adjoining residential neighborhoods, wherever practical
   - Require landscaping and green stormwater management improvements to reduce the existing paved areas along Route 30.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

All Three Municipalities

1. Require a hydrogeologic report to be prepared for any subdivision and land development plan application in areas where there may be carbonate geologic hazards.

Manchester Township

- Section 22-403- 22-406 Preliminary and Final Subdivision and Land Development Plan Requirements.

Conewago Township

- Section 402- Preliminary Plan Requirements.
- Section 406- Final Plan Requirements.

North York Borough

- General Design Principles Section.

2. Incorporate provisions in each of the three subdivisions and land development ordinances to require sidewalks, as well as trails and paths identified in any municipal parks and trails study.

North York Borough

1. Incorporate requirements for bus shelters for all developments proposed along existing or proposed transit routes.

Building Code and Property Maintenance Code

All Three Municipalities

1. Consider adoption of the Residential Universal Design Building Code to supplement existing building codes in all three municipalities.

North York Borough

1. Consider adopting rental housing registration, licensing, and inspection programs.

FUNDING OPPORTUNITIES

Housing

All Three Municipalities

1. DCED Local Share Account Funding
   The PA Racehorse Development and Gaming Act provides for the distribution of gaming revenues to eligible applicants in Berks, Cumberland, Westmoreland, and York Counties. Eligible applicants include municipalities, counties, redevelopment authorities, and economic development agencies. Eligible projects are broadly defined as "projects that improve the quality of life of citizens in the community."

2. Housing Weatherization
   The State and Federal governments, through the Department of Energy and Department of Health and Human Services and the County of York, through the York County Planning Commission, provide home weatherization projects to help people who have a limited income so that they can lower their fuel bills and save energy. Services include attic and basement insulation, hot water heater and pipe insulation, window and door weather stripping, caulking, and broken glass replacement.

3. Work with the PA Department of Community and Economic Development's Keystone Communities Program to create an Elm Street program targeting specific areas of the Borough and Townships. The goals of the Elm Street program would be to increase homeownership, improve the existing housing stock, increase safety, and initiate community beautification efforts. Designation of an Elm Street Program would provide for targeted investment of specific needs and areas of reinvestment and redevelopment. DCED funding through Elm Street could also be combined with private investment to focus redevelopment of the North George Street corridor in North York Borough.

4. Apply for funding through DCED's Home Investment Partnerships (HOME) program to expand the supply of affordable housing in the region. Funding can be used for rehabilitation of substandard, owner-occupied housing, homebuyer assistance that helps people acquire newly constructed or existing homes, development of affordable homebuyer or rental housing units, including opportunities for persons with disabilities and formerly homeless individuals and families, and operational support for nonprofit groups that qualify as Community Housing Development Organizations (CHDs).

5. Apply for Community Development Block Grant funding, provided for by the U.S. Department of Housing and Urban Development and administered by DCED, to assist with housing rehabilitation, infrastructure improvements including streets and sidewalks, and economic development efforts.

6. Work with the Redevelopment Authority of the County of York to rehabilitate properties through grant and loan funding, master planning, and blight designation.

7. Apply to the York County Planning Commission for York County Lead and Healthy Homes Grant Program funding, This funding is made available through funding made available from the PA Department of Health through Federal funds provided by the U.S. Department of Housing and Urban Development. Funding can be used for lead testing and finding and removing lead hazards from homes.

8. Apply for Community Development Block Grant (CDBG) funding from the York County Planning Commission for a range of activities including clearance and demolition of unoccupied, unsafe structures, Americans with Disabilities Act (ADA) improvements, and rehabilitation of existing structures to create or preserve permanent rental units. CDBG funding is provided by the U.S. Department of Housing and Urban Development.

9. The York County Planning Commission administers a number of home maintenance programs including the Home Improvement Program, the Whole Homes Repairs Program, the Weatherization Assistance Program, and the Lead and Healthy Homes Grant Program.

10. York County also provides assistance for the rehabilitation of existing rental units, new construction of rental units, and assistance to first-time homebuyers through the Home Investment Partnership (HOME) Program. The County works with the Housing Authority, with non-profit and for-profit developers, and the City of York, to implement these activities. The County coordinates its HOME and Community Development Block Grant (CDBG) funded housing activities for affordable housing. This program is funded by the U.S. Department of Housing and Urban Development.

PARKS AND RECREATION

All Three Municipalities

Apply to the Department of Conservation and Natural Resources (DCNR) Community Conservation Partnerships Program for funding to prepare a Parks, Recreation, and Open Space Plan to coordinate recreational planning with Manchester Township, Conewago Township, and North York Borough, the Central York and Northeastern School Districts, the York County Department of Parks and Recreation, and adjoining municipalities.

Conewago and Manchester Townships

Apply for funding through DCED's Greenways, Trails and Recreation Program (GTRP), DCNR Community Conservation Partnerships Program, and the Federal Highway Administration (FHWA) Pennsylvania Recreational Trail Program for planning, acquisition, and development of a water trail on portions of the Conewago and Little Conewago Creeks.

All Three Municipalities

The York County Open Space and Land Preservation Grant Program (Program) provides funding to help implement the York County Open Space Greenways component of the York County Comprehensive Plan. The Program assists applicants, including York County municipalities, with funding to purchase properties that provide public access and provide for parkland or natural resource protection. The Program also enables municipalities to "…conduct planning studies, update comprehensive plans and ordinances to address the County Comprehensive Plan's open space, land protection, sensitive natural features, and agricultural protection related goals and objectives."

The Program's Marcellus Shale Legacy funds assist applicants with "… planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, natural areas, community conservation and beautification projects, community

and heritage parks and water resource management. Funds may be used to acquire lands for recreational or conservation purposes and land damaged or prone to drainage by storms or flooding. Even though these funds can also be used for planning and acquisition, priority will be given to the development, rehabilitation, and repair projects."

PARTNERSHIPS

Pennsylvania Downtown Center

The Pennsylvania Downtown Center (PDC) is a non-profit organization that provides outreach, technical assistance, and educational services to communities to assist them in revitalizing their central business districts and surrounding residential neighborhoods. One of the many programs and services available to Pennsylvania municipalities is Keystone C.O.R.E. Services (KCS), Inc. C.O.R.E. stands for Community Oriented Real Estate The mission of KCS is to act as a redevelopment partner for the reclamation and rehabilitation of blighted and deteriorated properties in which the private sector has not reinvested or redeveloped. KCS can partner with local revitalization organizations to perform site assessments, conduct site feasibility studies, act as a conservator for the property, as well as assist in site acquisition, and as a project adviser.

York County Economic Alliance

The York County Economic Alliance (YCEA) assists in economic development activities in York County through activities such as workforce development, site location assistance, and as a resource to assist businesses in identifying economic development funding programs.

York County Land Bank Authority

The York County Land Bank Authority (YCLBA) was created to help facilitate the conversion of vacant and/or tax-delinquent properties and to bring them back into productive use and onto the tax rolls. The YCLBA) was created through a partnership of the Redevelopment Authority of the County of York, the Redevelopment Authority of the City of York, and the York County Economic Alliance. Every municipality in York County is eligible to work with the YCLBA.

APPENDIX

PUBLIC INPUT

STEERING COMMITTEE MEETINGS

STEERING COMMITTEE MEETING #1

Location: Manchester Township Municipal Building
October 26, 2023

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
Lauren Finn	HRG (former)	
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Beth Brennan	Manchester Township	[redacted]
Tim James	Manchester Township	t.james@mantwp.com
Paul Kuehnel	Manchester Township	[redacted]
Tom Arnold	North York Borough	Zoning@northyork.us
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

TWO MAIN AGENDA ITEMS:

Trend Report Presentation

All sections of the report were reviewed: Demographics, Transportation, Parks & Recreation, Housing, Economy, Natural & Cultural Resources. Additional notes that were highlighted include:

- A younger population in North York Borough, and an aging population in both Conewago and Manchester townships.
- Balancing the need for active and passive recreation at parks.
- Availability of affordable housing – right now all three municipalities are "affordable" according to the National Housing Index. It may be that the Index has not yet caught up to the census. York is affordable compared to surrounding counties – want to keep it that way.

- Median income in all three municipalities is on the rise. A few discrepancies were found in the data. Lauren will correct these. If you have further questions about the Trend Report or would like it re-sent, please reach out to Lauren.

Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis

Strengths

- I-83/Route 30 intersection area.
- Both School Districts (Central and Northeastern) are highly rated.
- Transportation - easy to get to other areas like Philadelphia and Baltimore.
- Cost of living/taxes.
- Conewago Township has kept taxes steady.
- Manchester Township is positioned well financially.
- Parks/open space/parks programming/quality of life.
- Protective of land use.
- Openness to growth from an economic standpoint.

Weaknesses

- I-83/Route 30 intersection area.
- Traffic.
- Crime along Route 30.
- No social hub or community gathering spot.
- Lack of access to basic household supplies.
- Freedom Square.
- Too much industrial/impact on infrastructure.
- Various land uses are not accounted for, e.g. Air B&Bs.

Opportunities

- I-83/Route 30 intersection area.
- Traffic patterns to be improved to provide more redundancy in the network.

Threats

- I-83/Route 30 intersection area.
- School taxes are higher in the Northeastern School District, which may detract people from relocating to the area.
- People think school tax revenue goes to the municipality.
- Traffic choke points - I-83 and Susquehanna Trail, exits 28, and 24.
- Trucks destroying roads - local roads vs. state roads.

OTHER ITEMS DISCUSSED:

- Committee commitment - 3 to 4 hours/month, 12-18 months. There are 8 Steering Committee meetings (1 down, 7 to go), document review, pop-up events, and public meetings.
- Next meeting: Week of December 4-8. A link to the poll is in the email Wednesday or Thursday options reflect the preferences of committee members in attendance, based on those who were present.

STEERING COMMITTEE MEETING #2

Location: Manchester Township Municipal Building
December 6, 2023

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
Lauren Finn	HRG (former)	
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Beth Brennan	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

REVIEW OF FIRST MEETING AND UPDATES:

There was a brief review of the Trend Report and subsequent revisions, as well as a review of the SWOT analysis. The SWOT findings are provided in the meeting presentation which is attached.

The committee discussed how to best manage the public engagement survey.

- While these surveys generally remain "live" for 30-45 days, this one will remain live through the end of January due to how busy people are through the holidays. Promotion once a week is appropriate.
- Targeting various constituencies is important – getting the survey in front of various populations to collect diverse responses. It is helpful to explain, to various groups, why the survey is important. One recommendation was to use ChatGPT to find appropriate wording for different generations.

- Technically, for statistical significance, a 20% response rate is needed. We acknowledge that we are not going to come close to that – making the diversity of responses that much more important. The goal is for the survey responses to accurately reflect the population of your municipality.
- A roster of all committee members was requested. It is included as an attachment.

VISION, GOALS, OBJECTIVES:

Vision

- A broad, compact, over-arching statement about the future of the municipalities that guides the comprehensive plan.
- Example taken from Manchester Township and North York Borough combined Comprehensive Plan (2004). See attached slides.

Goals

- General statements establish the priorities for the Comprehensive Plan, reflecting the values that the municipalities want to carry into the future.
- Example taken from Conewago Comprehensive Plan (2008). See attached slides.

Objectives

- Specific, measurable activities are used as benchmarks toward the achievement of established goals of the comprehensive plan.
- An example continued from the Conewago Comprehensive Plan (2008). See attached slides.

Following a brief explanation, the committee separated according to the municipality. Groups were asked to look at their past plans and discuss: What has been accomplished? What needs more work? What needs to be added? Both Manchester and Conewago noted how dated the plans seemed to be, making the goals inapplicable today.

Conewago Township

- Liked the use of Smart Goals and discussed where these came from and whether they could be used again in a more updated manner.
- Felt that the plan was trying to ignore the prospect of growth but today, there is no choice but to embrace it. The Township needs to adapt.
- One part of the adaptation is making the Township more welcoming through diverse housing and employment opportunities.

Manchester Township

- Felt the vision was written for another community and that really didn't represent the state of the Township at that point in time.
- Felt that the vision's statement of adjusting transportation infrastructure based on growth was appropriate.
- Did not feel that the Township followed the suggestions for preservation.
- A question was raised as to the clarity of providing for every land use type.

OTHER ITEMS DISCUSSED:

- Stakeholder lists and questions: We have received lists from all three municipalities. This is also included as an attachment. The project proposal is for 12 interviews but there is flexibility to combine individuals and create small focus groups for common topic areas. Please review the list and be sure to provide a range of perspectives. The list should not be limited to municipal staff and/or board members. Examples include, but are not limited to community organizations, athletics, property, and business owners.
- Next meeting: We are going to try a different time 6:00-8:00 pm. The meeting will be on one of the following dates (a doddle poll will be sent to find which date suites best): Wednesday, January 17, Thursday, January 18, Wednesday, January 24, or Thursday, January 25.
- Homework: Refine Vision, Goals, and Objectives; review stakeholder lists and consider topics you would like addressed; continue to promote the Public Engagement Survey.

STEERING COMMITTEE MEETING #3

Location: Manchester Township Municipal Building
January 24, 2024

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
Lauren Finn	HRG (former)	
John MacDonald	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Beth Brennan	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

REVIEW OF SCHEDULE (BIG PICTURE)

- We began with Housing, and Natural & Cultural Resources since these topics do not rely on public engagement as much as some of the later topics, such as Transportation, and Future Land Use. The next topics to cover are Parks & Recreation, and Community Facilities.
- It is important to finalize out list of potential stakeholders and schedule the public meetings (of which there will be three, one in each municipality).
- In July-August a draft plan will be developed, beginning the iterative process to ensure approval when the final draft is presented to each planning commission.
- At the end of this process, there is a single Comprehensive Plan. Some parts may apply to one municipality more than the others. As we move through the process, it is clear that the three municipalities are different in many ways; however, the benefit is the opportunity to draw up each other's resources. There are also opportunities for collaboration, such as with programming.

RECAP OF THE SECOND MEETING

- Vision, Mission, Goals – the big takeaway was that both the Conewago Plan and the Manchester/North York Borough Plan had not accomplished much and are no longer relevant.
- Survey results: 370 responses. Not representative, not statistically significant. Heavily swayed toward long-time residents, 55+, who do not want anything to change. The results may be low because people are generally happy and do not feel like they need to take part, or because they are cynical and do not believe that their voice really matters, or something else altogether.

This conversation led to a bit of a diversion…

- Need to consider the impact of residential growth on resources such as facilities and schools.
- Cousler Park is used by many people from outside the Township. Building pickleball courts adds to its popularity.
- Is Conewago destined for suburban sprawl?
- Manchester is mostly built out; however, the Route 30 corridor offers some possibilities for development. High density. Perhaps focus on senior living. People are aging out of larger homes, wanting to downsize, with nowhere to go. Create walkable communities? More green space, less parking. Is UPMC a blessing or a curse? Many complaints about the doctors – is that just a matter of who you talk to? Complaints about WellSpan as well.
- Reuse is a plus, eliminating brownfields rather than encroaching on open land. Even land that is part of the Farmland Trust is threatened by development. Some ordinances need to be overhauled.
- The sports complex in North York looks like it will finally be a "go." Demolition approved.

HOUSING

- Managing growth – how do we know that the population will continue to grow as predicted? Birth rates are down, and Pennsylvania is losing population. Factors may impact the trends but given that they have been fairly consistent, there is reason to believe growth will continue.
- Is there enough housing diversity? Freedom Square will be helpful – it could essentially accommodate anticipated population growth. With new warehouses being built, can those employees live in the community? Are there options for young families who are not yet ready to buy but would be interested in renting?
- In the past, there was not enough housing diversity in the region, but the developments that are in the pipeline will change that.
- Phasing development will be important for resource/infrastructure management. This goes beyond the Comprehensive Plan to Growth management - encompasses sewer, water, utilities, parks, schools, restaurants, and transportation. How will growth impact the number of people on the roads? Will there be demand for increased transit options?
- Might be looking to house not only people who work in York, but also Harrisburg, or remote employees.
- We returned to the discussion of housing for 55+ - building communities for people who live here and want to downsize, as well as attract other older people – perhaps due to the presence of UPMC (as Lancaster benefits from Penn Medicine, LGH). Wondering about reviews of WellSpan, not just the hospital to consider, but also the satellite offices for doctors.
- Senior communities along Route 30 would trigger people downsizing, which would open up larger homes for families.

NATURAL & CULTURAL RESOURCES

- Reviewed Natural Areas Inventory locations. NAI will be updated this year so things may change. Has anyone been to North York Cave in Manchester?
- Land preserved through the Farm & Natural Lands Trust can still be developed. It is not necessarily zoned for agriculture. Some of these areas are surrounded by development. Need to see updated maps.
- Agricultural Security Areas – some have been rezoned Industrial, need to check on updated acreage. ASAs are really more about protecting farmers than about protecting land.
- All three municipalities are categorized as MS4; Conewago has a 5-year waiver but still participates in the York County Regional Chesapeake Bay Pollution Reduction Plan (CBPRP). In York County, 45 municipalities participate, 27 municipalities have permits.
- Discussion about Emigsville, its value as a Village = mixed-use, town center, higher density – it has a different feel from the rest of the suburban Township.
- In reviewing ordinances, need to look at greener, more environmentally designed stormwater protection. Municipalities should consider any areas that flood and/or have the potential to flood as development proceeds (such as near the new I-83 exit). What is the role of PennDOT? They should be aware of any issues.

WRAP UP

- Next meeting: We are going to try a different time (again) 7:00 or 7:30 AM. The meeting will be on one of the following dates (a doodle poll will be sent to find which date suites best): Friday, March 1, Friday, March 8, or Friday, March 15.
- Homework: Review goals and objectives from older plans (from your municipality). Draft your ideas for new goals and objectives (use the attached worksheet). Remember, there will be multiple iterations, but we need to start somewhere!

STEERING COMMITTEE MEETING #4

Location: Manchester Township Municipal Building
March 19, 2024

Attendees:

NAME	COMPANY	EMAIL
Dean Severson	HRG	dseverson@hrg-inc.com
Lauren Finn	HRG (former)	
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

RECAP OF THE LAST MEETING

Natural Resources

- Pam questioned whether this section would be further developed, specifically regarding soils, steep slopes, and geological resources. Also, more information about MS4 and impaired streams. She requested more specifics and more depth. HRG responded that the report can go deeper, but there needs to be a balance between providing the information necessary to guide decision-making without providing so much information that it is overloaded, and therefore not used.
- Need to revise the section to include historic resources in Manchester.

Housing

- Manchester is built out. The only new development is in Conewago (Freedom Square).
- Freedom Square land was rezoned to a Village. Build-out time is likely closer to 5-10 years; 20 years seems extreme.
- Bennett Run (Strinestown) has been in development for 20 years but did have a couple of years (2007-2008?) of not building.

COMMUNITY FACILITIES

- Spring Garden needs a new fire station. How is that funded? Do other municipalities kick in or are capital expenses kept separate? (YAUFR)
- Discussion about the hotels on Route 30.
- The newer ones that are still part of their franchises are fine; the older ones that have become independent are the problem. They are looking for any income to keep their doors open.
- Maybe need to do a market study with major employers to find out where they recommend short-term employees stay while they are in town.
- Ambulance services have been moving around. Newberry now uses UPMC (same as Manchester Township). Manchester Borough uses WellSpan (same as Conewago Township).

PARKS & RECREATION

- Consider the use of DCNR park standards rather than NRPA – more flexible?
- Discussion regarding fee-in-lieu versus park space dedication. Developers tend to give land that is not usable – flood plains, sinkholes, etc. Fees could be combined and put toward something more useful.
- Cousler Park is overused and has limited parking. Is another park in Conewago an option to explore? Perhaps in/near Freedom Square?
- Conewago is trying to limit the number of parks the township has to care for. When developments try to give unused lots to the township, they get turned down. HOAs can take care of parks. However, HOAs do not address stormwater.
- Another idea to explore is a regional indoor facility with turf field(s). This could be used for programming as well.
- Stillmeadow Park does not have an 8-mile walking trail. It is .8 – this has been fixed in the report.
- Ridings Recreation Area is not developed.
- Programming
- Northeastern Senior Center is moving to the Old Strinestown Church. Members are a very active group.
- Mention of Boy Scouts in Conewago but they are likely in other municipalities – will look into this to add to programming.

WHAT'S NEXT?

- Thursday, April 25, 6-8 pm, public meeting at Conewago Township Office.
- Conewago mentioned Northeastern School District as a stakeholder to complement CYSD.
- It was proposed that the next meeting (the first full week of May) be virtual for the best possible attendance. Click here to respond to poll for dates and times.

STEERING COMMITTEE MEETING #5

Location: Manchester Township Municipal Building
May 8, 2024

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
Lauren Finn	HRG (former)	
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Chuck Zitnick	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Beth Brennan	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

REVIEW OF THE PROJECT SCHEDULE

Prior to digging into content, Tim spent a few minutes reviewing where we are in the planning process. At this point, all the sections have been drafted, the final two (transportation and land use) will be the primary discussion points for the current meeting. Tim reminded the committee that this is an iterative process. As we collect more information, we will revise the draft reports, selecting topics with the greatest relevance to the recommendations HRG will make. HRG has held two out of three public meetings (Manchester and Conewago); the final meeting will take place in North York Borough in August.

Public Meetings Discussion
Lauren shared her perspective on the public meetings. Attendance was strong; however, it was skewed to the senior population and, therefore, not truly representative of the municipalities. The top priorities of residents were traffic, warehouse development, and the connection between the two. There is a need for more education regarding what is under the purview of the Township and what is beyond their control (state and federal processes) when it comes to roadway improvements. It is still important to attend public meetings for the opportunity to be heard.

Another area of discussion that should continue for residents is the impact of warehouses on traffic (trucks) versus increased housing (more commuter traffic, children in school). Again, residents do not understand the process of "stopping warehouse development;" they think the township is responsible. There is also a lack of understanding about where tax dollars are going (schools vs township). Both types of development are the underlying issues of Route 30 traffic backups and intersections located close to I-83 access points.

Other than traffic, a topic of interest among residents is more mid-level restaurants – not fast food/grab-and-go, not expensive/special occasions – where a family can have an affordable, sit-down meal.

RECAP OF 4TH MEETING
Community Facilities and Parks & Recreation

Additional discussion about parks and the need for more recreational space.
- Conewago needs more outdoor space.
- Cousler, already being overused, is adding 8 pickleball courts.
- The indoor recreation facility in North York is still far off and it will be private. This is different from a joint facility owned by multiple municipalities. In the case of the latter, in addition to providing a field and/or court for recreation, there could be meeting rooms, programming space, etc.

LAND USE
Dean discussed future land use, addressing growth areas in Conewago Township, recognizing that Manchester Township is already built out. Freedom Square fulfills all the needs for diverse housing opportunities such that, if/when it comes to fruition, the Township could develop zoning mechanisms to examine/limit proposals for development in the future.

- There is concern about the phasing of Freedom Square. Senior living was initially proposed for building early in the project, but the sewer authority shifted its focus to single-family residential, pushing back senior living. This will have a ripple effect on traffic and the schools.
- The discussion about the need for senior living opportunities began at the beginning of the Comprehensive Plan process. The connection to land use may be found in the repurposing of properties along the Route 30 corridor. This is an area that would benefit from mixed-use, given access to transit, and existing road design.
- An area in need of further study is the North George Street corridor. This would require cooperation among municipalities. As the likelihood of the sports complex in North York Borough increases, so too does the likelihood of redevelopment along this corridor.

- Another recommended study is the land use and design for special designations of Emigsville, Strinestown, and/or possibly Zions View as Historic Villages. The goal of such studies is to determine, not only what types of development/land uses are suitable in these areas, but further, to understand the community character. What are these places? Why are they important? It is not just about preservation; it is about reinvigorating the "place."
- There was a brief digression to discuss historic farmsteads and homes. Both Dean and Lauren mentioned that they have a contact at the Historic Society for follow-up. The Historic Trust and the Heritage Trust were also mentioned as sources of information.
- Conewago is about 40% conservation zoning. The Township should ask itself whether it continues to be happy with this level as it makes future decisions.

TRANSPORTATION

Lauren discussed the three county-wide plans that will impact all three municipalities in this plan. GoYork 2045 (and the County TIP), the I-83 Master Plan (including the creation of Exit 26), and the York County Freight Plan, all list projects slated to improve traffic in the region. The biggest question is timing. The greatest challenge is communicating these plans to residents. This report, like the others, is a draft. There will be multiple iterations. The following will be addressed in the next iteration.

- Transportation safety – crash data, fatalities, and changes that have been implemented to address problem areas.
- Bridges– Manchester has 3 bridges over 20' that HRG inspects; they are in good shape. Conewago and North York do not have any bridges over 20'. Manchester has a lot of small-span bridges for which inspection is not a federal requirement. CS Davidson inspected those. We will look into their sustainability with increasing traffic/use.
- Road classifications/reclassifications will be extremely important. This will be a recommendation in the Comprehensive Plan. However, it is pertinent that we have the most up-to-date information, which has been difficult to obtain from the municipalities. The municipalities also use these classifications in their zoning ordinances because certain developments can only occur on specific classified roads.
- Lauren also discussed a potential alternative truck route that would connect the parking lots of some of the existing warehouses. This route would roughly parallel Susquehanna Trail and I-83.

WHAT'S NEXT?

- Committee meeting Wednesday, June 12, 4-6 pm, VIRTUAL. We will meet in person in July. Please reach out only if you have a conflict with this. Based on our discussion, a poll does not seem necessary at this time. We will send one out ONLY if there are multiple conflicts.
- Third public meeting: August, North York Borough.

STEERING COMMITTEE MEETING #6
Location: Manchester Township Municipal Building
June 12, 2024

Attendees:

NAME	COMPANY	EMAIL
Dean Severson	HRG	dseverson@hrg-inc.com
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Chuck Zitnick	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Beth Brennan	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

REVIEW OF THE PROJECT SCHEDULE

The Committee discussed the project schedule and the need for additional Plan content in specific areas. The Goals and Objectives portion of some chapters needs to be expanded and analyzed in greater detail. Dean noted that the Plan is intended to provide a limited number of actionable items that can be completed over the 10-year life of the Plan, preferably in the short- and medium-terms. Each goal and objective will include an identification of the lead players charged with implementing the recommended action, sources of funding, if necessary, for implementation, and an identification of what constitutes completion of a specific task with the inclusion of specific metrics. Dean also discussed the upcoming project schedule with a Steering Committee meeting scheduled for July, a public meeting to be held in North York Borough in July, and another Steering Committee meeting in September to finalize revisions to the draft Comprehensive Plan.

FUTURE LAND USE PLAN

Dean discussed the revisions to the Future Land Use Plan including the addition of Zions View to the Historic Villages Goal. Pam commented that the Plan should include a description of each land use classification in the Future Land Use, as well as a Future Land Use map. The Steering Committee asked if a Zoning Map would also be included in the Plan and Dean noted that the Plan would include a list of recommended changes to the Zoning Ordinance. Road noted that in the Parks and Recreation chapter, Stillmeadow Park was listed as York? and that this should be corrected.

The Steering Committee discussed the redevelopment of existing highway commercial areas along the Route 30 corridor. It was noted that Manchester Crossroads was reported to have a vacancy rate of 40% while adjoining retail areas had a much lower vacancy rate. The Committee discussed the need to incentivize redevelopment of these commercial areas but ultimately the decision to redevelop and the form of that redevelopment rests with the public sector. The Committee also discussed the potential positive impacts that the proposed sports complex will have on vacancy rates in area hotels as well as the impact on area commercial uses.

TRANSPORTATION PLAN

The Committee discussed road classifications and their relationship to land use planning. Dean noted that the Zoning and Subdivision and Land Development Ordinances should be amended to better tie the functional classification of roads to the uses that are permitted to be developed, as well as the design specifications for specific road types.

The Committee discussed both existing and proposed I-83 interchanges. It was noted that Canal Road will become a major thoroughfare with the intensity of planned uses proposed to access it. Rick noted that the proposed interchange at Exit 26 will help to address the potential traffic coming from the proposed warehouses in Dover and the Freedom Square development. However, it probably won't help existing problems at either Exits 24 and 28. It was noted that Exit 26 won't be built for at least 10 years. The Transportation chapter should note that improvements to Exits 24 and 28 are just as important as the proposed construction of Exit 26.

The Committee discussed the public comments that no new warehouses should be permitted in the region. It was noted that this was unrealistic, and that truck traffic doesn't comprise the whole problem, it's only the most visible. The area's school districts benefit from the increased tax base without new students.

WHAT'S NEXT?

Dean noted the updated schedule with the next Steering Committee meeting scheduled for July 10th. Beth asked that all of the public comments, survey results, and interviews be compiled into one document so that the Steering Committee has a comprehensive resource of all public input.

STEERING COMMITTEE MEETING #7
Location: Manchester Township Municipal Building
July 10, 2024

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
Rick Fink	Conewago Township	[redacted]
Chuck Zitnick	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Beth Brennan	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

The Committee requested that the next Steering Committee meeting be a hybrid meeting with a virtual option. They asked that the draft Comprehensive Plan and an Executive Summary be presented at a work session to the Planning Commissions and governing bodies before the presentation at the regularly scheduled meetings. Tim noted that in other multi-municipal comprehensive plan projects that he has worked on a presentation was made at a joint meeting of all the municipalities. John stated that he would consult with the Conewago Township municipal solicitor to determine the best option for the public meetings. Conewago Township requested that HRG interview their Township manager and zoning officer as well as representatives from the Township sewer authority and Northeastern School District, as well as Chad Deardorff from Wellspan EMS. They also requested that the Plan include additional information for the Strinestown Fire Company including response times, call records, and volunteer information. Dean was to provide dates and times when he was available to facilitate the meetings.

Beth asked how the Committee and the municipalities would know how services are being affected by existing and future growth. Dean noted that the key person interviews involved many service providers, including the school district, fire, police, and emergency providers, and representatives from the utilities. They were asked to assess their capacity to address both existing and future service demands. The Committee noted that the Freedom Square development currently doesn't have the sewer capacity to build most of the planned phases.

The Committee discussed the use of Transfer of Development Rights programs as well as the possible adoption of a Transportation Impact Fees program. Both municipalities have adopted parkland dedication requirements for new development.

John asked that the Plan include a discussion of Canal Road in Conewago Township and the need for a corridor study to address existing and future traffic conditions. A façade improvement program was discussed in the village areas to maintain the historic appearance of these areas. Beth asked that the plan address the potential impacts of drones and the impacts on air space. The Committee discussed other emerging technologies including automated vehicles and the need for electric charging stations.

It was recommended that the land use plan included in the I-83 Exit 26 Study be referenced in the Future Land Use Plan map or the Comprehensive Plan. Pam noted that in addition to the recommendations for the Designated Growth Area in Conewago Township, the Comprehensive Plan should also make recommendations for strengthening the Agricultural Zoning District and limiting large-lot rural residential development. She also said that the Zoning and Subdivision and Land Development Ordinances should provide regulations to better protect natural resources.

Dean identified four key themes of the Comprehensive Plan that tie together all of the plan chapters:

1. Direct growth to the Designated Growth Area in Conewago Township and monitor buildout.
2. Manage the impacts of development.
3. Redevelop and reinvest in the Route 30 Corridor in Manchester Township and North George Street in North York Borough.
4. Reimagine and celebrate the region's historic villages.

Dean also said that he will email draft plan maps and revisions to the draft Comprehensive Plan in August. The Steering Committee is urged to review and comment on the plan themes, plan maps, and plan revisions prior to September's Steering Committee meeting.

STEERING COMMITTEE MEETING #8
Location: Manchester Township Municipal Building
September 18, 2024

Attendees:

NAME	COMPANY	EMAIL
Dean Severson	HRG	dseverson@hrg-inc.com
Chuck Zitnick	Conewago Township	[redacted]
John MacDonald *	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

*John MacDonald was present via Teams but due to technical difficulties was unable to participate.

The Committee requested that the summary of recommendations from the previous Comprehensive Plans be deleted. The Committee felt that these created some confusion with the recommendations that are being made with the draft Comprehensive Plan. Rod asked that the Plan note that 8 new pickleball courts have been added to Cousler Park. Information about the new Township Park in Manchester Township on Locust Lane will be added to the Parks and Recreation chapter. Goal #4 in the Parks and Recreation Section was added to read: "Consider acquiring land and developing a Township Park and Reserve in Conewago Township between Canal Road and North Susquehanna Trail."

Pam asked that the Goals section in the Community Facilities and Public Utilities chapter should be expanded. Dean noted that the Goals would be reviewed and that the Goals section should acknowledge that the three municipalities will work with utility and service providers in their future activities.

Dean also noted some changes to the Existing Land Use map that Paul recommended. Additionally, the Mason-Dixon Trail will be added to the Active Transportation map, as well as noting what are existing and proposed features on the Active Transportation map. Pam asked that the Implementation chapter be better formatted to make it more readable.

STEERING COMMITTEE MEETING #9
Location: Manchester Township Municipal Building
October 9, 2024

Attendees:

NAME	COMPANY	EMAIL
Dean Severson	HRG	dseverson@hrg-inc.com
Chuck Zitnick	Conewago Township	[redacted]
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Rod Brandstedler	Manchester Township	[redacted]
Paul Kuehnel	Manchester Township	p@paulkuehnel.com

The Committee requested that the Existing Land Use map be revised to show all of the properties that are currently preserved through an agricultural preservation easement. They also requested that the Future Land Use designation for the Route 30 Redevelopment Corridor be revised to emphasize that this corridor is intended to promote a mix of uses, as well as a mix of residential types. The section in the Future Land Use chapter that references Accessory Dwelling Units should delete reference to the Village zoning districts and add the Conservation District.

The Subdivision and Land Development Ordinance section of the Implementation chapter should be revised to delete Manchester and Conewago Townships regarding transit stops and property maintenance codes.

Dean noted that all edits will be made to the draft Comprehensive Plan and that a Zoom meeting will be held with the Steering Committee to approve the final draft of the Comprehensive Plan.

MEETING WITH CONEWAGO TOWNSHIP OFFICIALS
Location: Virtual
June 19, 2024

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
Lorreta Wilhide	Conewago Township	
Rick Fink	Conewago Township	[redacted]
John MacDonald	Conewago Township	[redacted]
Chuck Zitnick	Conewago Township	[redacted]

Chuck stated that he would like to see the Township history copied from the previous comprehensive plan and included in the new comprehensive plan. Rick asked if the comments and corrections that he had suggested were included in the Plan. He stated that he wasn't sure if the park information had been updated. The group said that all the comments attributed to York Area United Fire and Rescue Chief Hoff were incorrect and needed to be rewritten.

Tim noted that from the beginning of this planning process, the comprehensive plan was intended to be one regional comprehensive plan encompassing the three municipalities, and not three separate comprehensive plans. He said that the Township should review each of the draft topic memos that have been distributed earlier in the process, revise any incorrect or missing information, and pull out 3-5 key themes for each of the topic areas. HRG can then identify which of the themes apply to only one municipality, the two townships, or the entire region. He said that each of the chapter memos will be included in the Appendix, and the goal is to implement the most important items. Implementation recommendations will consider the likelihood of funding, staffing considerations, and the political will to follow through with implementation measures.

Dean indicated that HRG will compile all the public input received to date into one document so that the Steering Committee has a comprehensive source of information. The public input includes survey results, public meeting comments, key person interviews, and the minutes of the Steering Committee meetings held to date. Rick stated that he wanted to make sure that the list of emergency providers that the Township provided was contacted. The group also wanted to ensure that representatives of Northeastern School District were contacted as well as Central York School District. They also asked that a representative for the Freedom Square development be contacted. Tim stated that he had attended a presentation by the developer who discussed the Freedom Square development.

The group again discussed the layout of the plan to specify which action is recommended for a specific municipality, group of municipalities, or region. It was noted that some recommendations may include municipalities that aren't involved in the Comprehensive Plan. An example is the Northeastern School District which covers portions of seven municipalities. Loretta recommended that a table be created which could use the logo of the specific municipalities to indicate which recommended action applies to which municipality.

Rick noted that Conewago Township didn't enter regional planning in the past because it was afraid it would lose its identity. He stressed the need to differentiate municipal needs. John stated that he is okay with a regional plan if the Township has its own identity and includes a discussion of the issues important to the Township.

STAKEHOLDER INTERVIEWS

YORK AREA UNITED FIRE AND RESCUE (YAUFR)

Daniel Hoff

- The area includes Manchester Township, Springettsbury Township, and Spring Garden Township. Mutual aid to North York and Conewago.
- One member of the staff works with the Townships regarding development reviews. Staff also walk through developments as they are being built. The fire department needs to pay/budget for fire hydrants – an added expense with development.
- Volunteers are more difficult to come by. They have a core of 4-5 in Manchester. Fire suppression qualifications are cumbersome. It takes a great deal of time (200 hours), and most people are working full-time, so it takes away from family and other interests. There are other volunteers who assist with non-firefighting tasks, which is of course helpful, but those individuals are not on the trucks.
- Currently 18 career firefighters. At one point it was 29 but about 8 years ago numbers started to drop off. With a fleet of ambulances, there were not enough people to rotate through service. Staff got burned out.
  - There is an EMT shortage throughout York County.
  - Now EMT is provided by a third-party agency – not ideal – would like to bring this back to the fire department.
- The bulk of calls are residential. Need apparatus at substations but staffing and deployment are difficult. Conewago built a second station right in front of a new development – as part of the agreement, great idea. This is something to consider with the North Point development (industrial parks).
- Solar panels being installed will require new/different training. Construction and utility fires require different techniques and skills.
- National standards dictate that there should be four firefighters per apparatus; YAUFR currently runs its apparatus with two. This results in their not being able to perform their duties in a timely manner.

  - In 2022 they asked for money in the budget to bring that number up to three. Manchester and Spring Garden agreed, Springettsbury did not. Approval from all three is needed so there was no budget for a third firefighter. (It was explained that this request is not for one salaried position, but rather for three because they would need one for each shift of 24 hours on/48 hours off).
  - In 2023 asked for a budget increase to improve benefits for higher-level staff. He is having a difficult time promoting people because the benefits are better in the lower ranks. He was turned down for this request as well.
  - In 2024 he knows he will not get the funding so is looking to a federal grant (SAFER) through FEMA. While he has always believed that career staff should not be part of collective bargaining (because what you gain one year can be gone the next) – he thinks this is what has to happen at this point. Manchester is one union contract, and Springettsbury and Spring Garden are a second contract.
- Station needs:
  - Spring Garden needs a new fire station due to structural issues.
  - Manchester needs a western station to support development. The stations on Farmtrail (paid firefighters) and Emigsville (volunteer) are not well-situated for calls from Susquehanna Trail. Fortunately, Farmtrail provides good access to I-83 and Route 30.
  - Volunteers at Alert station in Emigsville took it upon themselves to get ARPA funding to update the station – make it a place volunteers want to be.
- Apparatus:
  - Brush truck (urban interface vehicle that can be driven on farm or wooded land). Volunteers have used ARPA funding to turn a pickup truck into a brush truck.
  - Manchester has two vehicles that are 22 years old. A replacement order is in, but the lead time is 3-3.5 years.
  - They have an apparatus replacement plan – they have tried to move it from 20 years to 12 to get back some capital; a 20-year-old vehicle is worthless.
  - In 2018 spent $2.7 million on 4 engines, 1 ladder truck, and 2 SUVs – just paid those off.
  - In the current capital campaign prices have doubled. The same equipment from 2018 will cost $5.7 million.

NORTHERN YORK COUNTY REGIONAL POLICE DEPARTMENT (NYCRPD)

David Lash, Chief

- Quick facts: 11 municipalities, 214 sq. miles, 88,000 residents, 68 officers.
- Headquarters in Dover, substation in Heidelberg.
- Focusing on the three municipalities of this plan, the biggest issue is rapid growth. Manchester is close to being built out. Conewago has Freedom Square on the horizon. North York has the potential of a sports complex. All of this leads to increased traffic and increased calls.
- The number of officers assigned to a municipality is based on a formula, not the population.
  - The formula includes the number of calls received, the number of confirmed incidents, and the need for services. This results in a recommended (not required), minimum level of service (LOS).
  - From that number, it is up to the municipality to determine what they can afford. Each municipality purchases a specific number of units of police service, each unit is 10 hours.
- Unit cost for 2024 $48,513,
- Manchester purchases 750 hours a week, 75 units, equals 18.75 police officers, over 100% LOS,
- Conewago purchases 210 hours a week, 21 units, equivalent to 5.25 officers approximately 95% LOS,

- North York purchases 110 hours a week, 11 units, equivalent to 2.75 officers, 75-80% LOS.
- $13 million total budget for the region, totaling 268 units.
  - Conewago was understaffed but worked to increase its numbers, hiring one new officer every year for four years.
  - Manchester is trying to get ahead of the curve due to problems at the hotels near the highway (12 nationally branded within 1 mile). They hired two new officers and created a special unit (Pro-Active Criminal Enforcement, PACE) targeting the Route 30 corridor. Three full-time officers will be allocated to this unit.
  - Due to its LOS, there is less patrolling in North York that is adequate.
  - Due to the proximity of municipalities, officers track their location every 15 minutes.
- Would like to see improvements made to the hotels along Route 30. In their current state, they are a draw for transient workers. For example, workers come from across the country for Harley Retooling or to work in the incinerator, using the hotels as short-term living quarters, attracting drug use and prostitution. Would like to see something like Spooky Nook for the North York rec center, which could fill up the hotels with more tourists.
- Greatest concerns for the future: traffic and infrastructure preparedness, increased call volume due to increased population, and meeting the needs of Freedom Square.

STRINESTOWN COMMUNITY FIRE COMPANY

H.O. "Frosty" Wertz, Chief

- Has been a fireman since he was 16; police officer in Baltimore City for 20 years; moved to Strinestown in 2010; served as Part-time Asst. Chief in Manchester (paid), been with Strinestown for 9 years.
- First comment – calls are increasing, staffing has not.
- All volunteer crews of minimal size. Many are retired firefighters in their 70's. Young people need a lot of training and face age restrictions. During the late 80's and 90's child labor laws impacted the ability of teenagers to serve as volunteer firefighters. Junior Firefighters program is great but a 16-year-old that completes training cannot actually work until they are 18 – need work permit, commitment to school, etc. In MD, Junior Firefighters can work at age 16.
- The core group of volunteers is young people and people in their 70's – not many people in the middle. It is too much these days to work full-time, raise a family, and have time to spend at the firehouse. There is a tax benefit now being offered but not sure it is enough.
- Strinestown does not have a live-in. When they renovated the building last year, they added a bunker, but many people are against a live in due to maintenance and insurance issues.
- In the future – not tomorrow but over the next ten years – will likely need a paid driver or chief, a career firefighter.
- Could also see the need for an additional station across town.
- Not only are there more calls but the fires are more difficult to fight due to plastics, lithium batteries, substances that make interior fires worse, expedite the spread of exterior fires. Townhouses used to all have sprinkler systems, not the case anymore. Fires spread more easily.
- The warehouses are causing a lot of problems.
  - Increased truck traffic, increased crashes.
  - Roads are not built for the increased traffic. Trucks go on streets they are not supposed to travel on, they knock down poles. When there are crashes, they can be difficult to get to. Need to shut down roads completely for the safety of emergency service personnel.

  - Automatic alarms from warehouses also contribute to increased calls.
  - Interstate service is also impacted by truck traffic, needing to shut down lanes in order to keep emergency personnel safe.
- There are areas of Conewago Township without fire hydrants and no direct access to water. Water lines were extended to the I-83 interchange but not carried across the bridge. Firefighters depend on tankers. Engines are used to fill the tankers (Lewisberry Rd., Jug Road before they cross the bridge. Can this be retrofitted?
- The firehouse, and all of Strinestown, use well water. Many residential areas, businesses, car dealerships – no hydrants.
- New warehouses near Red Lands have hydrants. Where there are hydrants, they are located about 1000 feet apart – based on hose length on engines. Hydrants are maintained by York Water.
- They feel "lucky" that they have not yet been overburdened – last year they had only one failed call and that was due to the fact that the truck was already out.
- Equipment, trucks, and apparatus are all good. Last year they got a new engine but were able to keep the old one and make use of both. Lifespan is about 10 years. Will likely need a new rescue squad soon, for now, maintaining what they have. Repairs are expensive. They also want to keep up with progressive technologies on trucks. Also received a vehicle for the Chief. This is the first – previously they used personal vehicles.
- Understand that it is difficult to budget. There is already a fire tax. Fundraisers are not as successful as they used to be.
- Good relationships with the municipalities and mutual aid pacts.

MANCHESTER PARKS AND RECREATION

Craig Jacoby, Manchester Township Recreation Commission Chair
Mike Wokulich, Manchester Township Athletic Association Board Member

- Cousler Park is of course the flagship – people come from neighboring municipalities to use the park and rent facilities. Two problems with this: it is becoming increasingly unavailable to people who just want to use the park, and parking is very limited.
  - Concert series, with food trucks, is popular.
  - Pickleball courts, soccer, baseball, softball, volleyball – can have multiple tournaments going on at once.
  - Summer playground camp.
  - Restrooms, pavilions, restaurants nearby.
- Rec programs get scheduling preference at Township fields but outside organizations just show up. People who live in the Township think they get preferential treatment but when they are working with a non-township org, that is not the case.
- With kids in the 13+ leagues, there is only one field that is suitable. If there are two teams, scheduling is fine but if there is an additional team, it would be a problem. That is one concern with residential growth.
- The facilities at the park are fine but they have not been touched since the park was developed. It is sometimes difficult to know who is responsible for maintenance and upkeep. Poor drainage does make field maintenance difficult – need to use portable mounds to alleviate problems. Turnover in positions often means changes in the level of transparency between decision-makers and organizations that use the parks.
- Parking is a huge issue at Cousler. The facilities can accommodate two large tournaments, but the parking cannot. Cars are being parked along Church Rd. and on the grass, causing traffic hazards and sometimes getting tickets.

- Other parks are well-balanced.
  - Eagles View is being developed (adding a restroom, half-court basketball, and pavilion). Popular for Summer Playground program. Though it is long and narrow, not laid out well.
  - Added property near Crist Fields – passive recreation, possibly a nature center.
  - Emigsville and Stillmeadow provide some facilities.
  - Overall, the small neighborhood parks do not add much in terms of useful space. Developers are required to dedicate land, but it does not really amount to anything. Would be better if they just gave money that could be pooled and put toward something useful.
  - Question: How can other parks be better used to offset Cousler?
- What the township really needs is an indoor facility. Other municipalities are going in this direction. York is behind in this – looking at Lancaster and Harrisburg. Having turf fields would be a huge improvement.
  - Current indoor facilities are very limited. The gym is too small.
  - Looking into grant options but the process is long and difficult.
  - Would like to see warehouses donate money toward this.
- Basketball program uses school facilities – districts previously did not charge for use but now, facilities are getting overused, so rec programs are going to be charged. How can school districts and municipalities work together and share facilities?
- Frustration with warehouses taking up space – causing stress on infrastructure – the township sees the tax benefit but what is the community benefit?

CENTRAL YORK SCHOOL DISTRICT (CYSD)

Ryan Billet, Assistant to the Superintendent

- The school district is in the top 5 (or 10?) employers for York County with about 900 employees.
- Serve Manchester Township, North York, half of Springettsbury.
- Approximately 5,800 students, 7 schools
  - 3 (grades K-3)
  - 2 (grades 4-6)
  - 1 (grades 7-8)
  - 1 High School
- Not concerned about residential growth. CYSD has been using the Pennsylvania Economy League for population projections for years and they have always been spot-on. Anticipating plateau or slight decline. Facilities are adequate – no need to build.
- There is a development on Susquehanna Trail that will have some impact, but due to boundary realignment 6 or 7 years ago, they are ready.
- One of the biggest headaches is transportation. With all the commercial development, traffic has really impacted bus transportation for students. Very difficult to provide accurate timing of routes; this is frustrating for parents.
  - Walking/biking is not really an option except at one or two elementary schools. You can stand at some schools and see the residential developments, but students would need to cross hazardous roads.
  - During the pandemic there was an increase in parents driving students; many still do.

  - Truck traffic due to warehouses near the high school – people trying to avoid congestion on/around Route 30 leads to congestion on secondary roads.
  - CYSD is working with the bus company (Reliant) on re-routing.
- The use of facilities has become an increasingly difficult issue. Every gym gets used to capacity. The pool has been so overused that the district is investing $2 million for a new HVAC system that they should have gotten several more years out of. Same with a turf field – invested three years ago, condition looks like it was five or six years ago.
  - CYSD needs to balance being a good community partner with maintenance and budgeting. There is no space to build a new field, and it is not financially feasible.
  - Thought Springettsbury was going to build multi-purpose facilities, it did not happen.
  - Considered building a gym when the police department was renovated but that did not happen either.
  - Discussions around the old York HS property – maybe something will be built there?
  - CYSD has a capital campaign of $26 million over the next 8-10 years to fix deficiencies.
  - Rudy Park has potential – there should be a discussion.
  - CYSD is open to discussions with the municipalities about facilities; good relationships with all.

CONEWAGO TOWNSHIP RESIDENT AND YORK COUNTY CONSERVATION DISTRICT (YCCD) AGRICULTURAL RESOURCE SPECIALIST

Troy Zirkle

- Third-generation farmer sold milk cows four years ago and owns about 180 acres of land in Conewago.
- The property is close to the interstate, abuts Strinestown Village and is across from the property zoned as light industrial.
- The model of agriculture has moved away from the land encompassing the owner's home dwelling, and his way of earning a living. Generational/vocational farming is decreasing. Kids, as they become adults, are moving away. In their place, are absentee farmers. The land is owned by businessmen and then leased. It has become an opportunistic endeavor (not meant to sound negative). While the backbone of the opportunity is farming, owners will seize alternatives (such as solar farms) – because they are not tied to the land.
- The solar panel farms require a variance in the zoning regulations but alternatively, cannot ask an individual landowner to maintain open space for the public rather than pursue its income potential.
- Personally, did not choose to pursue solar farming – felt uncertain about the developer and the process. But recognizes that, in time, will need to consider the use of his land. Understands that his land is more susceptible to development due to its location, whereas other areas are less so, due to topography.
- Was asked about interest in purchasing other property but again, did not want to be at the mercy of developers. That property became a windmill farm.
- Knows what he values as an individual but recognizes that there may be community needs – is very pragmatic about land use and knows he is in the minority about this.
- YCCD - 4 teams: Erosion & Sediment (E&S), Watershed, Education & Public Engagement, Agriculture (where he works).
- Regulations – federal and state.
- Manure management and Nutrient Management plans.
- Concentrated Animal Feeding Operation (CAFO), Best Management Practices (BPMs) - no-till adaptation, cover crops.
- Grant opportunities.

CONEWAGO TOWNSHIP SEWER AUTHORITY

Jacob Sechrist, Buchart Horn Engineers, Conewago Township Sewer Authority Engineer

Talked with Jacob Sechrist on August 23, 2024. He said that Freedom Square currently has 273 EDUs reserved for their 1st phase and the beginning of the 2nd phase. He said that the expansion of the sewer plant capacity will go out for bid and design in 2025 with a scheduled completion date of summer 2027. The project will also include upgrades to the collection system and one pumping station. Other developments include Hickory Ridge which has been on hold for the last five years. He sent links to the original Act 537 Plan from 2014, and the 2023 update to include Freedom Square. The proposed buildout schedule for Freedom Square is extremely aggressive. Beginning in 2021, the developer estimated that the development would be totally built out in 10 years. The Sewer Authority doesn't want to build the entire upgrade to the sewer system if Freedom Square doesn't go through. They will build half of the upgrade and then provide the other half if it is needed.

Follow-up e-mail from Jacob Sechrist. August 13, 2024:

Below and attached should be all of the information that you requested.

- Customer Base:
  - 2,597 EDUs flowing to CTSA WWTP.
  - 346 EDUs flowing to Dover WWTP.
  - 403 EDUs reserved to CTSA WWTP (these are not active customers, but this is planned flow within the next five years).
- Collection System:
  - Approx. 149,891 ft. (28.4 miles) of gravity sewer main.
  - Approx. 15,218 ft. (2.88 miles) of high-pressure force main.
  - Approx. 14,769 ft. (2.79 miles) of low-pressure force main.
  - 7 Pumping Stations.
- WWTP:
  - Current Capacity: 500,000 GPD.
  - Proposed Capacity: 950,000 GPD (This would be the initial upgrade that is currently being designed).
  - Final Capacity: 1,500,000 GPD (This would accommodate all projected growth from the Act 537 Plan).
- Freedom Square:
  - Currently have 227 EDUs reserved (multiple phases).
  - Phase 1 – 167 single-family homes.
  - Phase 2a – 60 single-family/townhomes.
  - Total Projected Buildout – 2,255 EDUs.

NORTHEASTERN SCHOOL DISTRICT

Superintendent Dr. Jason Bottiglieri. Director of Business Operations Brian Geller

Met with Superintendent Dr. Jason Bottiglieri and Brian Geller, Director of Business Operations on August 13, 2024. The District's biggest concern is the impact that the Freedom Square Development will have. They are estimating that there will be 700-800 new students from Freedom Square when it is fully built out. Conewago Elementary School is at full capacity now, there are no empty classrooms, and they can't add more students to the classrooms that are in use.

The District is not only dealing with increased demands in the classroom but also issues like students' need for access to medical and dental services. They are planning for dentists and medical facilities in trailers. Approximately 150 students don't have the necessary immunizations to start the new school year. Many of their students will require an Individualized Education Program (IEP) which requires additional staffing and spaces to provide services. Again, there is no room for this. Student costs for children with an IEP are about double ($30,000 compared to $15,000) for students without an IEP.

Other concerns include:

- Both the Head Start program and the Pre-K Counts program would like to expand their programs for pre-K services, but there is no available space for them.
- There is also a great interest in before and after-school program options, possibly through the YMCA. Would building a YMCA branch to provide services be feasible?
- Other services they would like to provide to the community are adult education/GED and summer programming and use of the schools.
- They have also had a tremendous increase in the number of families that have moved into the District whose children need English as a Second Language instruction.
- They have averaged 50 new students every year for the last 7 years who don't speak English as their primary language. These students speak 15 different languages.
- In terms of transportation impacts, the new interchange on I-83 would be a great benefit.
- The LERTA tax abatement that helped bring in the warehouse development didn't do anything to help with the traffic impacts that were created. Impacts on Board and Canal Roads.
- The District has had to redesign its drop-off and pick-up areas on Copenhaffer Road in front of Conewago Elementary School. They are now directing their drop-offs through the neighborhood to the back of the elementary school.
- There has been some flooding of roads that have impacted some of their transportation routes, including Sheepbridge Road and Bowers Bridge Road.

The School District representatives reemphasized that there needs to be greater communication between the District and the Township, especially regarding Freedom Square. The District needs to be included in the discussion with the developer. The District has also not had any communication with the Conewago Township Sewer Authority. They stated that they are the only entity that is legally required to deal with the impacts of the new development.

CONEWAGO TOWNSHIP

Josh Kopp, Manager/Public Works Director, Bethany Inman, Zoning Officer

Met with Township staff on September 8, 2024. Discussed the impact that Freedom Square development will have on the provision of services in the Township, including schools and roads. Talked about the need for additional parks in the Township, including a larger facility that could serve the entire Township. Discussed the importance of having a park with access to the Conewago Creek. Talked about needed improvements and traffic volumes on a number of roads in the Township.

- COMMUNITY SURVEY RESULTS
- PUBLIC MEETINGS

MANCHESTER TOWNSHIP PUBLIC MEETING

Location: Manchester Township Municipal Building

March 28, 2024

Attendees: 48 SIGNED-IN, THE ACTUAL NUMBER IS LIKELY HIGHER

TABLE 1: LAND USE

Where should we focus redevelopment efforts? Where do you want new development to occur?

- Need for traffic impact fees.
- Protection and enhancement of forest reserve that is currently unprotected in the Conewago hills.
- Preserve open space, farmland, and agricultural zones. (3)
- Thank you for the beautiful parks in Manchester Township.
- Close habitat fragmentation with native plantings so native species do not become isolated. I would love to see newly developed areas add native plants, which are in decline. Eliminate the use of invasive species. These areas could be used for creating healthy ecosystems. 3)
- Naturalization of warehouses with native trees, plants, shrubs, and wetlands. (2)
- Require more common areas and open spaces in developed areas.
- Solar panels on warehouses to benefit the grid.
- We need a grocery store and other similar shopping.
- More restaurants in the northern part of Manchester.
- Renewal of older developed properties. Save open space.
- Take into consideration the environmental impacts of development.
- Roundabouts should be greater than 100 feet in diameter.
- Minor roads need weight limits.
- Slow down the industrial building.
- No more building warehouses. (11)
- No more trucking on small, rural agricultural roads. (3)

- In-depth study of impact on traffic issues.
- Get Exit 26 in place.
- Canal Road traffic (infrastructure issue).
- Backed up traffic on Route 30 bypass.

TRANSPORTATION

Connectivity – sidewalks, bike lanes, barriers

Intersections and roadways of concern:

- Need to look at road classification.
- Rural road walking safety, wildlife passage (small animals, box turtles, amphibians).
- Roads were built for a farming community – they are narrow, as well as hilly and curvy – not meant for industrial truck traffic (which is only going to get worse if the building continues. Adding lanes to Susquehanna Trail and Canal would be great but that does not seem possible. Can Susquehanna get more lanes? Of course, this would require more traffic lights, etc. Roads are not keeping up with growth. This has been a problem in other cities – it can last for 20-30 years.
- Access to trail from Cloverleaf.
- Rework the intersection of Copenhaffer, Bremer, and Big Creek.
- Susquehanna Trail and Canal Rd. intersection.
- The sidewalk on Copenhaffer should extend up to the school. (2)
- The sidewalk around the new Township Building (Andrew Dr.) – we can't walk there!
- Bear Road sucks.
- The weight limit on Canal Rd. bridge.
- Cut across traffic between Church and Susquehanna Trail via the schools.
- Increased traffic through the neighborhood between George St. and Blackridge Rd.
- Concern about increased traffic with 262-unit apartment complex (500+ cars) on an already busy Susquehanna Trail, feeding to already packed Route 30 bypass.
- Need more police presence for traffic control at Church Rd. exit.
- Traffic control due to warehouses – Church, Susquehanna Trail, Canal.
- Exit 26!
- Exit 28 needs signals.
- Need a bypass north of Emigsville to reconnect Church Road across North George and the railroad tracks and try to alleviate some of the heavy truck traffic from the new warehouses.
- The ongoing issue of trucks not following signage and restrictions and creating new warehouses in the middle of residential.

PARK AMENITIES

Place tickets in jars to vote for amenities. Participants were permitted to vote using up to 4 tickets.

AMENITY	NUMBER
Bicycle, Walking, and Jogging Trails	21
Community Gardens	11
Nature Play	10
Inclusive and Accessible Amenities	2
Increased Access to Nature	30
Improvement of Existing Amenities	5
New Parks	24
Informal Gathering Spaces	5
Increased Recreation Programming	3
Increased Community Events	14
Indoor Recreation Center	7

Specific Amenities (identified on index cards):

- Provide dog waste stations at all parks.
- More parks consisting of trees and streams rather than picnic areas and ball fields. Use the parks as wildlife corridors – keeps wildlife off the road. Public trails create conflict between humans/dogs and wild animals. Options include designated wildlife viewing areas, and scenic appreciation/natural beauty areas (such as Conewago Mountain).
- Protect natural spaces and add native plant species in developed areas. No invasive species! Need to support native species that are in decline (butterflies need native plants as a host and for nectar). Green space designed to facilitate wildlife passage in light of fragmented landscape and climate change. (3)
- Resources for landowners to diversify, landscapes with native plants.
- Development of natural areas in Bennett Run. (volunteer – Liz Warner - southview25@comcast.net)
- More parks in Conewago Township.
- A park with trails through woods, similar to John Rudy in Conewago (Copenhaffer or Lewisberry?).
- Public access to paths around Conewago Township Building and Conewago Elementary School on Copenhaffer; A pathway into that area from the Bennett Run subdivision; a sidewalk connecting Andrew Drive to Test Road; a sidewalk in front of the elementary school to the Township Building.
- Additional parks in Conewago Township.

PARKING LOT

2035 Vision

In a word, phrase, or sentence describe Conewago Township, Manchester Township, and North York Borough.

- Beautiful, but could use more restaurants.
- Fine just the way it is.
- Too many warehouses, and too much truck traffic. (4)
- Traffic congestion at Cloverleaf Rd. and Susquehanna Trail. (2)
- The historical legacy of farm fields, small communities, woodland, waterways – it's all being lost rapidly.
- Better traffic control for all the warehouses you keep building that nobody who lives here wants.
- Need better transparency with the community. (2)
- Improve/replace infrastructure before more building. Currently putting the cart is before the horse. (2)
- Rapidly spreading invasive plants are coming into natural areas from developments.
- Stormwater control needs improvement.

In a word, phrase, or sentence describe your vision for Conewago Township, Manchester Township, and North York Borough.

- Need better stormwater management system. (3)
- Responsible development.
- Increased traffic. No more warehouses. (5)
- Properly advanced infrastructure in place to support plans (stormwater, sewer, etc.). (3)
- Need township supervisors to be more actively engaged with the community members – communication + transparency.
- The use of native plant species in developed areas plus avoiding non-native/invasive species. Reduce habitat fragmentation – native plants are on the decline and their associated native butterflies, who rely on native plant species for nectar and as host plants. Native plants should be utilized. There are many.
- Preservation of legacy farms, fields, woodland, wetlands, and small communities. Innovative future that does not cause irrevocable harm. (2)
- No more high-density housing. School class sizes are too large. Renewal of existing older homes. (2)
- Schools need to keep up with growth, so they do not end up with portables (pre-fac classrooms).
- A decent sit-down restaurant that does not require reservations but serves good food at reasonable prices. Opportunities for strip malls with a restaurant, dry cleaners, doctor/dentist offices, etc. Could be in either Manchester or Conewago.
- Keep dollar stores out!
- York Water extending further back Cloverleaf Rd.
- Connected open spaces between contiguous developments and between contiguous municipalities. This allows some facsimile of wildlife corridors. (2)
- Preservation of riparian buffers – wide borders. This could be accompanied by a walking trail.

TAKEAWAYS

The participation in this event was better than anticipated. This is a positive step as we plan for the next public meeting, on April 25, in Conewago Township. The overall themes are not surprising. Warehouse (as well as high-density residential) development and induced traffic are top on the minds of residents. Their other concerns are closely related to this. They feel that the local roads are not suitable for trucks (who also ignore signs where they are not supposed to go) and that cars, to avoid the trucks, are creating unbearable residential traffic. Another major, and connected, theme is the environmental impact of development; habitats being destroyed by invasive species being planted in developments, habitats being fragmented due to development, and opportunities to use native plants to ease the situation. Overall, the feedback from this public meeting will promote the generation of goals and objectives for this Multi-Municipal Comprehensive Plan.

CONEWAGO TOWNSHIP PUBLIC MEETING

Location: Conewago Township Municipal Building
April 25, 2024

Attendees: 44 SIGNED-IN, APPROXIMATELY 60 BASED ON INFORMAL COUNT; 13 SIGNED-IN PARTICIPANTS OVERLAPPED FROM THE FIRST MEETING

Note: A number in parathesis following a comment indicates the number of times the comment was repeated.

TABLE 1: LAND USE

Where should we focus redevelopment efforts? Where do you want new development to occur?

- No more developments in Conewago Township. (2)
- Mandate all warehouses to have solar panels on their roofs.
- Keep conservation area intact, (3) especially north of Butter Road.
- No more housing developments.
- No more commercial development north of Canal Road. Keep industrial near I-83 – easy access, less traffic on small back country roads.
- Put a grocery store and a small strip mall along Cloverleaf Road instead of warehouses.
- Designate a space for a new school due to Freedom Square. (2) Currently, there are more restaurants and shops planned than housing.
- What is Freedom Square?
- Should consider 55+ in Phase I rather than later, focus less on “family homes.”
- No roundabout at Canal and Bull roads. (3)
- Need a sign on Bull Road for trucks. Trucks should not travel up, over the mountain on Bull Road.

TRANSPORTATION

Connectivity – sidewalks, bike lanes, barriers:

- Sidewalks should go all the way on Coppenhaffer Road, especially near the elementary school.

Intersections and roadways of concern:

- At this point, I-83 is the only North/South road that can handle heavy traffic. Route 30 manages East/West traffic. Where are the plans for helping other roads handle traffic?
- It is almost impossible to get onto the Susquehanna Trail from Cloverleaf Road. There will soon be two warehouses on Cloverleaf, which will make the traffic at this intersection even worse.
- Coppenhaffer Road and Susquehanna Trail, Canal Road and Susquehanna Trail, Susquehanna Trail and Cloverleaf Road – all are major concerns due to traffic and safety. Are there plans for a light or a traffic circle?
- East Butter Road, between Cloverleaf and Green Spring, cannot handle large truck traffic. Need to post: NO TRUCKS.
- Butter Road. and Lewisberry Road should have a 4-way stop, rather than a 2-way stop due to increased traffic. (2)
- Heavy traffic on Susquehanna Trail – especially when there are accidents on I-83. Need another option for all traffic, not just trucks.
- Susquehanna Trail at I-83 is very dangerous.
- Need a light at Canal Road and Lewisberry Road (2) – there are lots of accidents at this intersection. Need this in place before Freedom Square.
- Cloverleaf/I-83 intersection needs to be fixed so cars can get out without waiting a long time for trucks.
- Lewisberry Road/Butter Road intersection is dangerous. Install a traffic light or at least a 4-way stop.
- Traffic on Locust Point Road should be only cars. Many signs are posted for “no trucks” but they still use the road. What can be done?

PARK AMENITIES

Participants were permitted to prioritize amenities and facilities utilizing up to 5 tickets.

AMENITY	NUMBER
Bicycle, Walking, and Jogging Trails	14
Community Gardens	6
Nature Play	9
Inclusive and Accessible Amenities	9
Increased Access to Nature	17
Improvement of Existing Amenities	10
New Parks	23
Informal Gathering Spaces	1
Increased Recreation Programming	6
Increased Community Events	14
Indoor Recreation Center	6

Specific Amenities (identified on index cards):

- Increased communication regarding community events, using savvy citizen app for more than just zoning meetings.
- Public access to water for kayaking – somewhere to park, not just along the road.

2035 VISION

In a word, phrase, or sentence describe Conewago Township, Manchester Township, and North York Borough.

- No more warehouses. (3)
- Roads need repair/improvement.
- Farmland subsidies.
- In danger of losing rural/suburban identity, and becoming a worse place to live due to all the warehouses and new housing. (6)
- Not enough parks.
- Infrastructure needs to be better kept up with.
- Save Dotties!

In a word, phrase, or sentence describe your vision for Conewago Township, Manchester Township, and North York Borough.

- Need more people at Township meetings. Mail out notices to everyone in the Township about issues to be addressed.
- No turn-about at Dottie's. (2)
- Balance of new retail and restaurants with new growth currently (already) planned. More consideration of schools and better roadways as new buildings are erected.
- Tax reallocation – specifically need a tax use committee.
- Try to keep the rural feeling – not just warehouses and developments.
- Sell alcohol in Conewago Township.
- No more warehouses or giant developments.
- Keep conservation areas for Conewago Township. (2)
- The same or more green space.
- Put a grocery store in Conewago Township instead of useless big buildings.
- Build an indoor activity center. (2)
- Roads are too narrow to safely walk/bike. Widen the roads to install a bike lane or sidewalk.
- Limit industrial acreage zoning in the township.
- Monitor sewer capacities.
- Make new developments pay for infrastructure, roads, etc.

TAKEAWAYS

Participation in this event began with some negativity but finished with a good exchange of information. Meeting attendees sometimes confuse the comprehensive planning process, zoning, and transportation planning. Residents are extremely frustrated with the development of warehouses and the impact of truck traffic on local roads. Concerns extend beyond Conewago and Manchester townships to include other adjoining municipalities. Residents questioned why we are not working with other municipalities that are building warehouses, creating an increase in their local traffic, due to I-83 proximity. This is potentially an area of further study. Additional information should also be provided to residents regarding State versus local ownership of roads, and the impact of this distinction. Based on research HRG has done up to this point, committee input, and public engagement, transportation is clearly a priority for the Comprehensive Plan. The York County Freight Plan will contribute to recommendations for improving connectivity.

It is also worth noting that, with populations of almost 8,500 (Conewago), over 19,000 (Manchester), and over 2,000 (North York), public meetings have drawn approximately 100 people combined, given the overlap of attendance. This is noted, not to negate the voices of those who participated, only to add perspective regarding voices that we have not heard.

NORTH YORK BOROUGH PUBLIC MEETING
Location: North York Borough Municipal Building
August 20, 2024

Attendees:

NAME	COMPANY	EMAIL
Tim Staub	HRG	tstaub@hrg-inc.com
Dean Severson	HRG	dseverson@hrg-inc.com
John MacDonald	Conewago Township	[redacted]
Chuck Zitnick	Conewago Township	[redacted]
Paul Kuehnel	Manchester Township	[redacted]
Harry Long, Jr.	Manchester Township	
Kathy Long	Manchester Township	
Tom Arnold	North York Borough	zoning@northyork.us
Dhani Thomas	North York Borough	dthomas@northyork.us

Tom Arnold discussed the status of the proposed indoor sports complex. He noted that the groundbreaking is proposed for September 12th. Tom noted that the North George Street resurfacing project should be completed by the end of the fall this year. He also discussed the new public works building that will be constructed near the Borough Park which will, along with the Borough municipal building, create a municipal campus. He indicated that the developer of the sports complex is trying to buy the property behind the existing Borough municipal building to provide additional parking. He also discussed the redevelopment of the former Wolfgang Candy property which will include apartments with underground parking.

Tom also mentioned that the York Learning Center operated by the York-Adams Lincoln Intermediate Unit (LIU) 12 and located on East 7th Avenue may be moving sometime in the future. The sports complex developer may be interested in acquiring this property if it becomes available. Tom discussed new development projects in the Borough, including the Devon Self-Storage business on East Seventh Avenue which has broadened the Borough's tax base. It was mentioned that many people use the rail trail.

Attendees discussed potential traffic impacts that will be created by the indoor sports complex. The intersection at North George Street and Seventh Avenue was discussed, including the need for stacking for turning movements. Tom stated that he believed the majority of the traffic accessing the sports complex would be coming on 9th Avenue from I-83 and Route 30.

Emerging transportation technologies, including drones and electric vehicle (EV) charging infrastructure, were discussed and will be added to the Comprehensive Plan. It was recommended that EV stations be included in the plans for the sports complex. In addition, wiring for EV stations should be included in the proposed apartment development.

PLANNING COMPATIBILITY WITH NEIGHBORING MUNICIPALITIES

Section 301.(a)(5) of the Pennsylvania Municipalities Planning Code (MPC) requires comprehensive plans to include "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 municipality is generally consistent with the objectives and plans of the county comprehensive plan."

The following is a summary of planned future land use designations in the municipalities that surround Manchester Township, Conewago Township, and North York Borough.

West Manchester Township

West Manchester Township borders Manchester Township to the southwest. The municipal border is Roosevelt Avenue.
The West Manchester Township Comprehensive Plan (2006) designates the area of the Township from the border of Hilton Avenue and Roosevelt Avenue south to Poplars Road as OSR-1 Open Space Residential 1. The land use designation from Poplars Road is a mix of OSR-2 Open Space Residential 2 and R-2 Residential. The area from Church Road south to the current location of the UPMC Hospital is designated as OSR-3 Open Space Residential 3, R-3 Residential, and R-4 Residential. The area south of the UPMC Hospital location To Route 30 is shown as Open Space and Highway Commercial.

The corresponding areas in Manchester Township are designated for Low-Density Residential development, reflecting existing residential development patterns.

West Manchester Township is currently updating its Comprehensive Plan. The draft Future Land Use Plan Map designates all of the areas south from Hilton Avenue to the Normandie Drive area as Medium Density Residential. The area south of this to the UPMC Hospital area is shown as High-Density Residential, with the area around the hospital as Commercial. The areas of West Manchester Township in the vicinity of Route 30 are shown as Industrial and Commercial.

Dover Township

Dover Township borders Conewago Township to the west along Bull Road. The Dover Implementable Comprehensive Plan was adopted by Dover Township and Dover Borough in 2022. The area north of Canal Road and west of Bull Road is mostly shown as Industrial, with a small area of Low-Density Residential on the west side of the Bull Road/Butter Road intersection. The area planned for Industrial could conflict with the adjoining areas in Conewago Township which are planned for Agriculture/ Rural Residential.

The area north of the Bull Road intersection in Dover Township is designated a mix of Conservation and Agriculture. This is consistent with the areas planned for Agricultural/Rural Residential and Open Space residential in Conewago Township.

Warrington Township
A small portion of Warrington Township borders Conewago Township to the west along Conewago Creek. The Warrington Township Comprehensive Plan (2006, last amended 2022) designates this area adjacent to the Conewago Creek as Conservation. This part of Conewago Township is designated as Open Space Residential.

Newberry Township
Newberry Township borders Conewago Township to the north along the Conewago Creek. The Newberry Township Comprehensive Plan (2004) designates most of the land on the north side of Conewago Creek and west of I-83 as Rural Resource. A portion of the land west of I-83 in the vicinity of Steinhour Road is planned for Agricultural use. All of the land north of Conewago Creek and east of I-83 is planned for Rural Resource use.

All of the bordering areas of Conewago Township west of I-83 are designated as open-space residential. The area east of I-83 in Conewago Township is shown as Agriculture/Rural Residential on the Future Land Use map, except for a small area of Low-Density Residential along Hykes Mill Road.

East Manchester Township
East Manchester Township is located along the northeastern border of Manchester Township. The East Manchester Township 2005 Comprehensive Plan, updated in 2022 to include the Land Use Plan for I-83 Exit 26, includes a Future Land Use Map. All of the area from the northwest corner of East Manchester Township south to Border Road is planned for Industrial development, with the exception of the area around I-83 and Canal Road which is planned for Commercial development. This is consistent with the Future Land Use designation for Manchester Township in this area which is shown as Industrial.

The area in East Manchester Township located south of Board Road south to Starview Road is almost entirely designated as R-2 Medium Density Residential. This conflicts with existing industrial and warehousing land uses in Manchester Township that are located on either side of I-83. This area is shown as Industrial, with a small area designated as Open Space on either side of Starview Road, on the Future Land Use map.

The area south of Starview Road in East Manchester Township is shown as Conservation, except for the area including the warehouse on Busser Road, which is designated as Industrial. This conflicts with most of the existing industrial land uses and Industrial. future land use designations in Manchester Township

Springettsbury Township
Springettsbury Township is located to the east of Manchester Township, with the Codorus Creek forming the border between the two townships. The Springettsbury Township Comprehensive Plan was adopted in 2006 and is currently being updated. The entire area in Springettsbury Township along the Codorus Creek bordering Manchester Township is designated as Recreation/Open Space. This conflicts with the Future Land Use designation in Manchester Township that, while noting the presence of the York County Rail Trail, designates this entire south to Route 30 as planned for Industrial use. This reflects the existing industrial and sewer treatment land uses in this area of the Township.

The Future Land Use Plan map also designates the area in Manchester Township on either side of Route 30 as a redevelopment corridor.

Spring Garden Township
Spring Garden Township borders a small portion of Manchester Township south of Route 30 and north of I-83 along Codorus Creek. It also borders North York Borough along the Codorus Creek. York Township and Spring Garden Township are currently updating their comprehensive plans in a joint comprehensive plan. The Spring Garden Township Comprehensive Plan (2001) shows this area along Codorus Creek as planned for Industrial use. The portions of Manchester Township and North York Borough that border Spring Garden Township are shown as Parks and Recreation on the Future Land Use map, reflecting the York County Rail Trail.

York City
The City of York Strategic Comprehensive Plan 2030 (2009) designates the area encompassing the York High School football field and athletic fields, and Willis Run on the east side of North George Street as Open Space and Environmentally Sensitive Areas. The bordering area in North York Borough includes the North York Borough Park designated as Parks and Recreation, and Industrial.

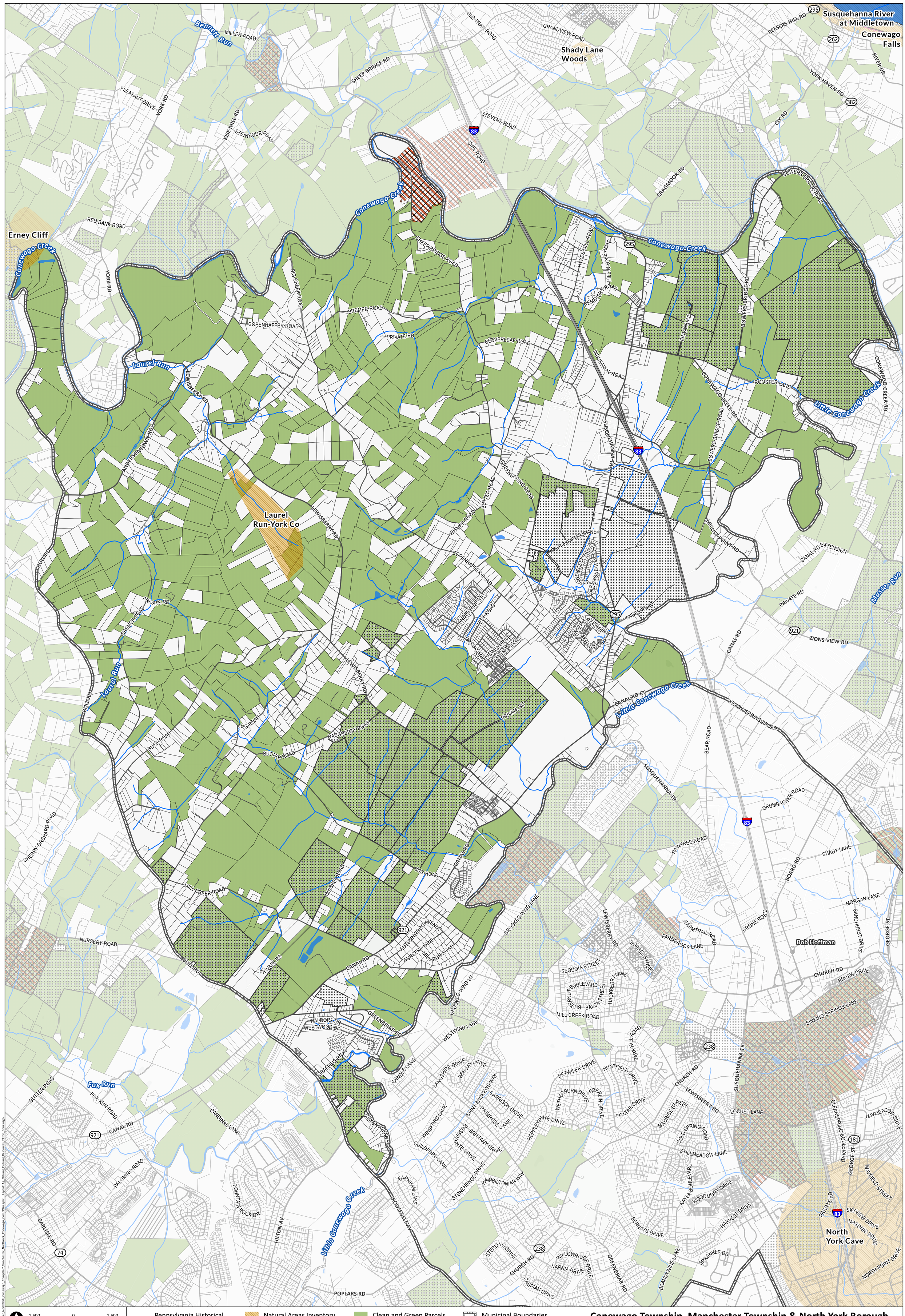
The Future Land Use Plan map also designates the area on the west side of Pennsylvania Avenue and south of Route 30 as Low-Density Residential. The area in Manchester Township on the east side of Pennsylvania Avenue is the Prospect Hill Cemetery which is shown as Open Space on the draft Multi-Municipal Comprehensive Plan Future Land Use Map. The areas north of Route 30 in the City of York are designated as Employment Center. The adjacent areas in Manchester Township are shown as the Route 30 Redevelopment Corridor, and High-Density Residential west of North Susquehanna Trail and south of Harvest Drive. There are also small areas designated as Commercial and Industrial.

The draft York 2044: A Vision for a Substantial Community Comprehensive Plan designates the York High School athletic fields and Willis Run as Open Spaces. The area in York City north of Parkway Boulevard and south of Prospect Hill Cemetery is mostly shown as Mixed-Use/High-Density and the area on the west side of Pennsylvania Avenue is Residential. Almost all of the area bordering Route 30 and north of Route 30 is designated as Mixed Use/High Density.

York County

The Conewago Township, Manchester Township, and North York Borough Comprehensive Plan (Plan) is generally consistent with the nine component plans of the York County Comprehensive Plan. It incorporates the Designated Growth Areas identified in the York County Growth Management Plan, as well as plans to preserve Rural Areas, especially in Conewago Township. The Plan also includes transportation projects programmed through GoYork 2045, the Metropolitan Transportation Plan. The Plan includes recommendations consistent with the Housing and Community Development Plan to provide a diverse housing supply and promote housing revitalization, especially in North York Borough. Recommendations of the Open Space and Greenways Plan have also been incorporated into the Plan, including the development of water trails in Conewago and Manchester Townships to provide water access to the region's citizens.

The Future Land Use and Designated Growth Areas map includes two significant areas of land use conflicts with land uses in neighboring municipalities. These areas are in East Manchester Township and Springettsbury Township. In both instances, existing industrial development in Manchester Township conflicts with existing residential and open space uses, respectively, in East Manchester and Springettsbury Townships. The Plan does not propose new development that conflicts with neighboring land uses.


Susquehanna River at Middletown
Conewago Falls
Shady Lane Woods
Erney Cliff
Laurel Run-York Co
North York Cave
Bob Hoffman
Bennett Run
Conewago Creek
Laurel Run
Little Conewago Creek
Fox Run
Mtsser Run
MILLER ROAD
OLD TRAIL ROAD
GRANDVIEW ROAD
REESERS HILL RD
RIVER DR
YORK HAVEN RD
CLY RD
SHEEP BRIDGE RD
PLEASANT DRIVE
YORK RD
KISE MILL RD
STEINHOUR ROAD
STEVENS ROAD
SIPE ROAD
CRAGMOOR RD
BOWERS BRIDGE ROAD
RED BANK ROAD
SHEEP BRIDGE ROAD
HYKES MILL ROAD
HILLSDALE ROAD
CEMETERY ROAD
BIG CREEK ROAD
BREMER ROAD
COPENHAFFER ROAD
PRIVATE RD
CLOVERLEAF ROAD
INDUSTRIAL ROAD
CONEWAGO CREEK RD
ROOSTER LANE
LEWISBERRY RD
ANDERSONTOWN RD
BUTTER ROAD
GREENSPRING ROAD
WITMER ROAD
GROSS FARM LANE
LOCUST POINT RD
CANAL RD EXTENSION
ANDES ROAD
ZIONS VIEW RD
CANAL RD
WILLOW SPRINGS ROAD
BULL RD
JUG ROAD
BUCK ROAD
DAUGHERTY ROAD
MILL CREEK ROAD
QUICKEL ROAD
NURSERY ROAD
AUTUMNWOOD AVENUE
NURSERY LANE
MILL RUN ROAD
CROOKED WIND LANE
CHERRY ORCHARD ROAD
CARDINAL LANE
FOX RUN ROAD
PALOMINO ROAD
FOUNTAIN ROCK DR
CARLISLE RD
HILTON AV
WALDORF DR
WESTWOOD DR
GREENBRIAR RD
GRAFFIUS ROAD
CANDLE LANE
WESTWIND LANE
LANGSHIRE DRIVE
BEE JAY DRIVE
SAINT ANDREWS WAY
GARRISON DRIVE
PRIMROSE LANE
BRITTANY DRIVE
WINSFORD LANE
GUILDFORD LANE
STONEHENGE DRIVE
HAMBILTONIAN WAY
FARNHAM LANE
ROOSEVELT AV
POPLARS RD
RAINTREE ROAD
FARMTRAIL ROAD
FARMBROOK LANE
CROWE ROAD
BOARD RD
SHADY LANE
MORGAN LANE
SANDHURST DRIVE
GEORGE ST
CHURCH RD
BRUAW DRIVE
SINKING SPRINGS LANE
GRUMBACHER ROAD
SUSQUEHANNA TR
BEAR ROAD
SEQUOIA STREET
SORREL STREET
HACKBERRY LANE
BALSA STREET
BUTTERNUT BOULEVARD
MARK HILL ROAD
DETWILER DRIVE
HUNTFIELD DRIVE
FOXTAIL DRIVE
WETHERBURN DRIVE
OBERLIN DRIVE
MAURICE STREET
LEWISBERRY RD
LOCUST LANE
COLD SPRING ROAD
STILLMEADOW LANE
KAYLA BOULEVARD
WOODMONT DRIVE
HARVEST DRIVE
BERNAYS DRIVE
CLEARSPRING BOULEVARD
HAYMEADOW DRIVE
MAYFIELD STREET
SKYVIEW DRIVE
MASONIC DRIVE
NORTH POINT DRIVE
SPRENKLE DR
BRANDYWINE LANE
CASPIAN DRIVE
NARNIA DRIVE
WILLOWRIDGE DRIVE
STERLING DRIVE
PRIVATE RD
PRIVATE ROAD
PRIVATE RD
PRIVATE RD
PRIVATE R

Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Agricultural, Natural, & Cultural Resources- Manchester Township

York County, Pennsylvania

1,200 0 1,200 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, and USGS.

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- Pennsylvania Historical Museum Commission Historical Markers
- Waterbody
- Conservation Easements
- Natural Areas Inventory
- York County Agricultural Security Areas
- Farm and Natural Lands Trust Conservation Easement
- Clean and Green Parcels
- York County Parcels
- Interstate
- Local Roads
- State Roads
- Municipal Boundaries

Railroads
- Active Railroad
- Track Exists but not Active

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North York Cave
Kiwanis Lake
Phillip Livingston
York Liberty Bell
York
SUSQUEHANNA TR
PRIVATE RD
181
GEORGE ST
STATE STREET
ARSENAL RD
30
LOUCKS RD
QUEEN STREET
TORONITA ST
TORONITA STREET
TENTH AVENUE
FRONT STREET
CHAPEL DRIVE
EVUNBRETH DRIVE
ANGEL DRIVE
BREEZEVIEW DRIVE
ELEVENTH AVENUE
COURT STREET
WITMER LANE
DUKE STREET
COLUMBIA AVENUE
EVERHART ST
N COURT AV
OLYMPIA AVENUE
BEAVER STREET
NINTH AVENUE
PORTNER WAY
QUEEN ST
EIGHTH AVENUE
HOWARD AV
SCHILEY AL
COURT ST
REYNOLDS LN
SIGSBEE AVENUE
SEVENTH AVENUE
LAUREL STREET
HOWARD AVENUE
E 6TH AV
QUEEN STREET
ELK STREET
CEMETARY WY
SIXTH AVENUE
SHARP WY
MEADE STREET
PINE STREET
ELK LANE
DEWEY AVENUE
SAMPSON WY
FIFTH AVENUE
ALBRIGHT AV
LATIMER STREET
MCGEE AVENUE
NESS WY
FOURTH AVENUE
THIRD AVENUE
WILLIS ROAD
PARKWAY BL
PERSHING AVENUE
BARE AV
SMITH STREET
FAIRMOUNT PL
BEAVER ST
LINCOLN STREET
LINCOLN DRIVE
JEFFERSON AVENUE
COTTAGE HILL ROAD
HAMILTON AVENUE
ARCH ST
QUEEN ST
NORTH ST
Codorus Creek
Willis Run
PRIVATE RD
LOUCKS MILL RD

200 0 200 Feet

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Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Agricultural, Natural, & Cultural Resources- North York Borough

York County, Pennsylvania

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Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Public Utilities and Community Facilities- Conewago Township

York County, Pennsylvania

Conewago Township
Manchester Township
Newberry Township
Dover Township
Dover Boro Water System Water Service Area
Dover Twp Water Service Area
Pa Amer Water Co Mechanicsburg Dist Water Service Area
Veolia Water Pa Newberry Water Service Area
York Water Co Water Service Area
West Manchester Twp Authority Water Service Area
Strinestown Community Fire Co
Conewago Elementary School
Conewago Township Building
Zion View Athletic Park & Community Center
Mill Creek Park
Hykes Field
Mountain View Park
Manchester Township Building
Magisterial District 19-2-04
Yaufr #895
Manchester Library Pick-up/drop-off Location
Emigsville Post Office
Community Life Team Manchester Twp
Roundtown Elementary School
Sinking Springs Elementary School
Johnston's Park
Nittany Park
Hayshire Elementary School
Stillmeadow Nazarene Ccc
Cousler Park
Stillmeadow Park
Ridings Recreation Area
Christian School Of York
Alert Fi
PLEASANT DRIVE
MILLER ROAD
SHEEP BRIDGE RD
SIPE ROAD
STEVENS ROAD
OLD TRAIL ROAD
GRANDVIEW ROAD
REESERS HILL RD
RIVER DR
YORK HAVEN RD
CLY RD
YORK RD
KISE MILL RD
STEINHOUR ROAD
RED BANK ROAD
CRAGMOOR RD
BOWERS BRIDGE ROAD
SHEEP BRIDGE ROAD
HYKES MILL ROAD
HILL-N-DALE ROAD
CEMETERY ROAD
SUSQUEHANNA TR
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BIG CREEK ROAD
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COPENHAFFER ROAD
CLOVERLEAF ROAD
INDUSTRIAL ROAD
KERN ROAD
ROOSTER LANE
CONEWAGO CREEK RD
BULLER ROAD
LEWISBERRY RD
ANDERSONTOWN RD
BUTTER ROAD
GREENSPRING ROAD
WITMER ROAD
CROSS FARM LANE
LOCUST POINT RD
CANAL RD EXTENSION
CREEK DRIVE
OLDSTONE WAY
ANDREW DRIVE
TEST ROAD
TAYLOR DRIVE
JEWEL DRIVE
FISHER DRIVE
ANDES ROAD
WELL DR
WEIRE ROAD
CANAL RD
ZIONS VIEW RD
BEAR ROAD
WILLOWSPRINGS ROAD
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WETHERBURN DRIVE
OBERLIN DRIVE
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GARRISON DRIVE
DETWILER DRIVE
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HEPPLEWHITE DRIVE
AYLESBURY LANE
WINSFORD LANE
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GUILDFORD LANE
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HAMBILTONIAN WAY
STERLING DRIVE
WILLOWRIDGE DRIVE
NARNIA DRIVE
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STILLMEADOW LANE
HAYMEADOW DRIVE
BERNAYS DRIVE
HARVEST DRIVE
SUSQUEHANNA TR
LEWISBERRY RD
CHURCH RD
GREENBRIAR RD
262
295
382
921
74
238
181
83

1,500 0 1,500 Feet

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- Government Offices
- EMS Stations
- Libraries
- Schools
- Public Water Supply Areas (Owner)

Railroads
- Active Railroad
- Track Exists but not Active
- Interstate
- State Roads
- Local Roads
- Parks
- Municipal Boundaries
- Conewago Township Sanitary Sewer Service Area
- Manchester Township Sanitary Sewer Service Area

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Conewago Township, Manchester Township & North York Borough Comprehensive Plan

Public Utilities and Community Facilities- Manchester Township

York County, Pennsylvania

1,200 0 1,200 Feet

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Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Public Utilities and Community Facilities- North York Borough

York County, Pennsylvania

200 0 200 Feet

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Railroads
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- Manchester Township Sanitary Sewer Service Area

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Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Existing Land Use- Conewago Township

York County, Pennsylvania

1,500 0 1,500 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, Chesapeake Conservancy, USGS, and U.S. EPA Chesapeake Bay Program.

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York County Agricultural Security Areas

Farm and Natural Lands Trust Conservation Easement

Land Use

- Agriculture
- Commercial
- Industrial
- Institutional - Government
- Institutional - Other
- Mixed Use
- Residential- Single Family-Attached/Duplex
- Residential- Single Family-Detached
- Residential- Mobile Home
- Residential- Multi-Family or Apartments
- Recreation/Parks/Open Space
- Private Open Space
- Undeveloped
- Utilities
- Unknown/No LUC in Parcel Desc
- Interstate
- State Roads
- Local Roads
- Municipal Boundaries

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Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Existing Land Use- Manchester Township

York County, Pennsylvania

1,200 0 1,200 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, Chesapeake Conservancy, USGS, and U.S. EPA Chesapeake Bay Program.

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Land Use

- Agriculture
- York County Agricultural Security Areas
- Farm and Natural Lands Trust Conservation Easement
- Commercial
- Industrial
- Institutional - Government
- Institutional - Other
- Mixed Use
- Residential- Single Family-Attached/Duplex
- Residential- Single Family-Detached
- Residential- Mobile Home
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- Recreation/Parks/Open Space
- Private Open Space
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- Municipal Boundaries

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Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Existing Land Use- North York Borough

York County, Pennsylvania

200 0 200 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, Chesapeake Conservancy, USGS, and U.S. EPA Chesapeake Bay Program.

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Land Use

- Commercial
- Industrial
- Institutional - Government
- Institutional - Other
- Mixed Use
- Residential- Single Family-Attached/Duplex
- Residential- Single Family-Detached
- Residential- Multi-Family or Apartments
- Recreation/Parks/Open Space
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Newberry Township
Hykes Field
Conewago Township
Manchester Township
Mill Creek Park
Cousler Park
Ridings Recreation Area
Strinestown
Zions View
Newberry Township
Hykes Field
Conewago Township
Manchester Township
Mill Creek Park
Cousler Park
Ridings Recreation Area
Strinestown
Zions View
0 400 Feet
0 250 Feet
1,500 0 1,500 Feet
Mapping derived from data provided by York County, ESRI, PennDOT, Chesapeake Conservancy, USGS, and U.S. EPA Chesapeake Bay Program.
Village Focus Areas
Designated Growth Area
Future Land Use
Commercial
Agriculture/Rural Residential
Open Space
Low-Density Residential
Medium-Density Residential
High-Density Residential
Historic Village
Industrial
Institutional
Municipal
Mixed Use Development
Parks & Recreation
Redevelopment Corridor
Municipal Boundaries
York County Parcels
Local Roads
State Roads
Interstate
Active Railroad
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Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Future Land Use and Designated Growth Areas- Conewago Township
York County, Pennsylvania

Emigsville
Emigsville Park
Manchester Township
Mill Creek Park
Mountain View Park
Johnston's Park
Nittany Park
Cousler Park
Ridings Recreation Area
Stillmeadow Park
John C. Rudy County Park
Emigsville Park
Greg A. Crist Memorial Park
Eagle's View Park
Recently acquired Township Park on Locust Lane
Heritage Rail Trail County Park
North York Borough
North York Borough Park
Springettsbury Township
West Manchester Township
City Of

0 300 Feet

1,200 0 1,200 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, Chesapeake Conservancy, USGS, and U.S. EPA Chesapeake Bay Program.

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- Village Focus Areas
- Designated Growth Area

Future Land Use

- Commercial
- Agriculture/Rural Residential
- Open Space
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Historic Village
- Industrial
- Institutional
- Municipal
- Mixed Use Development
- Parks & Recreation
- Redevelopment Corridor
- Pending Litigation
- Municipal Boundaries
- York County Parcels
- Local Roads
- State Roads
- Interstate
- Active Railroad
- Track Exists but not Active

Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Future Land Use and Designated Growth Areas- Manchester Township

York County, Pennsylvania

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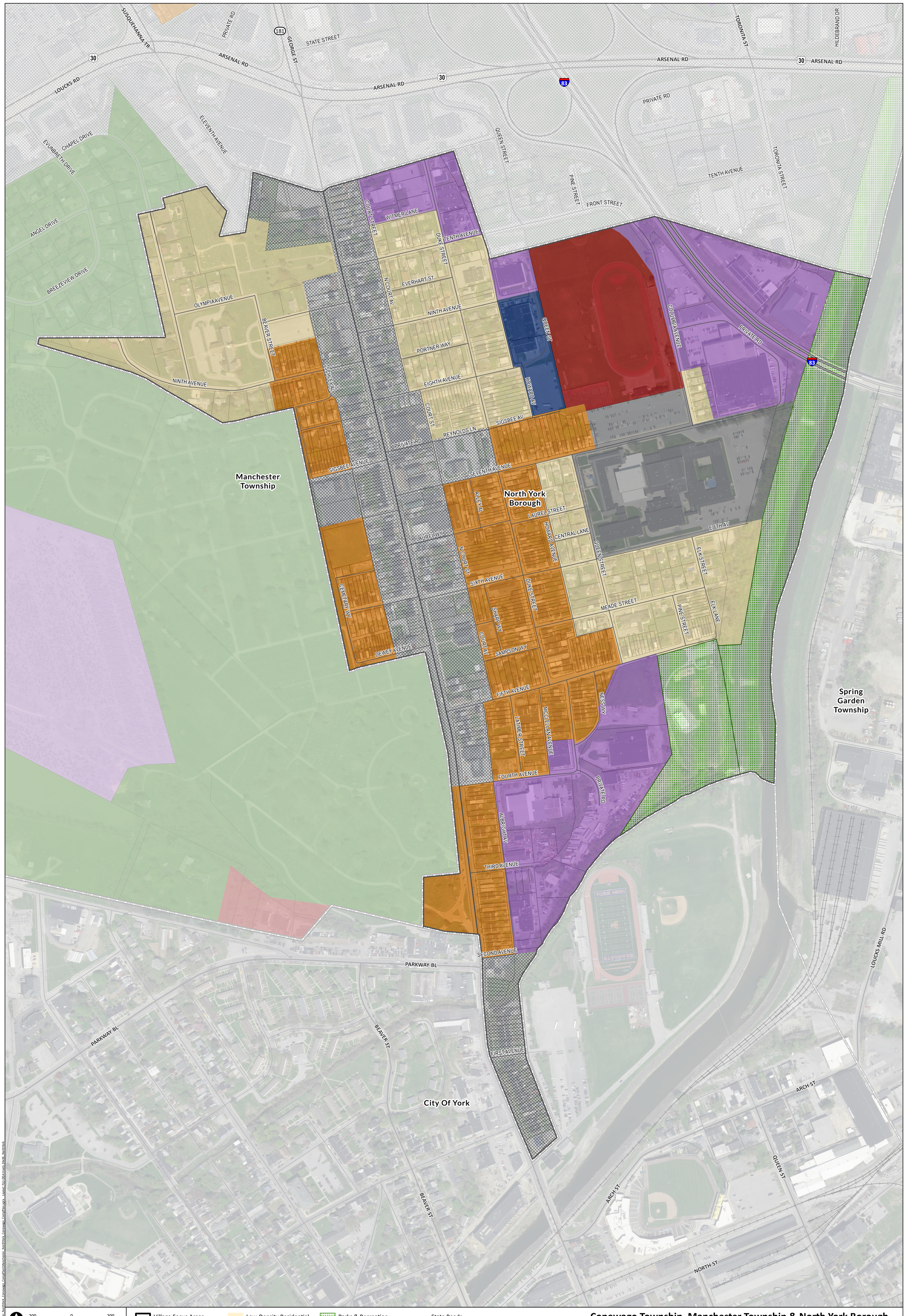

200 0 200 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, Chesapeake Conservancy, USGS, and U.S. EPA Chesapeake Bay Program.

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- Village Focus Areas
- Designated Growth Area

Future Land Use
- Commercial
- Open Space
- Low-Density Residential
- High-Density Residential
- Industrial
- Institutional
- Municipal
- Parks & Recreation
- Redevelopment Corridor
- Municipal Boundaries
- York County Parcels
- Local Roads
- State Roads
- Interstate
- Active Railroad

Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Future Land Use and Designated Growth Areas- North York Borough

York County, Pennsylvania

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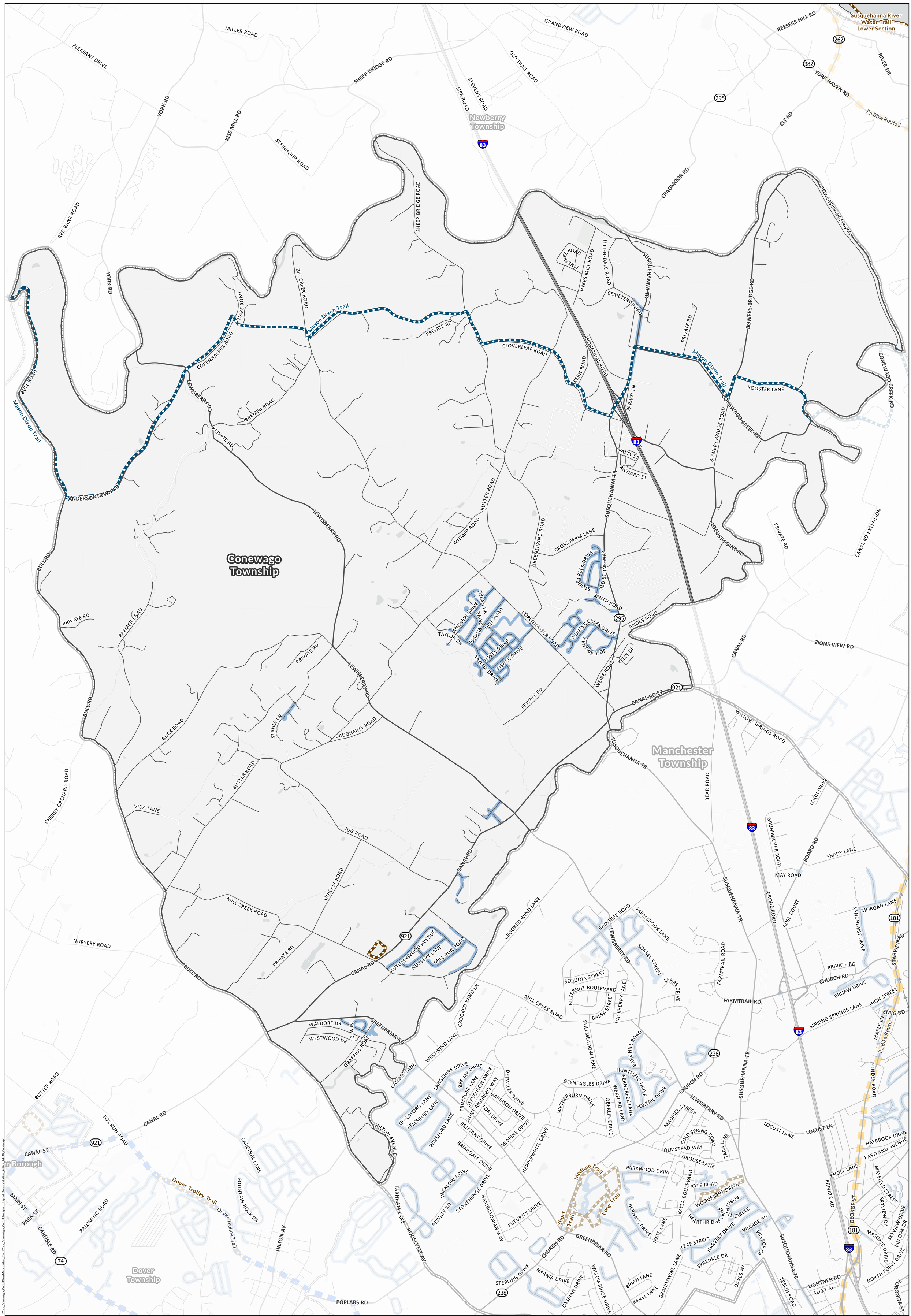

1,500 0 1,500 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, and USGS.

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Bike Routes
- On Road
- Off Road
- Shared Lane
- Proposed

Trails
- Mason-Dixon Trail

Railroads
- Active Railroad
- Track Exists but not Active

Sidewalks

State Roads

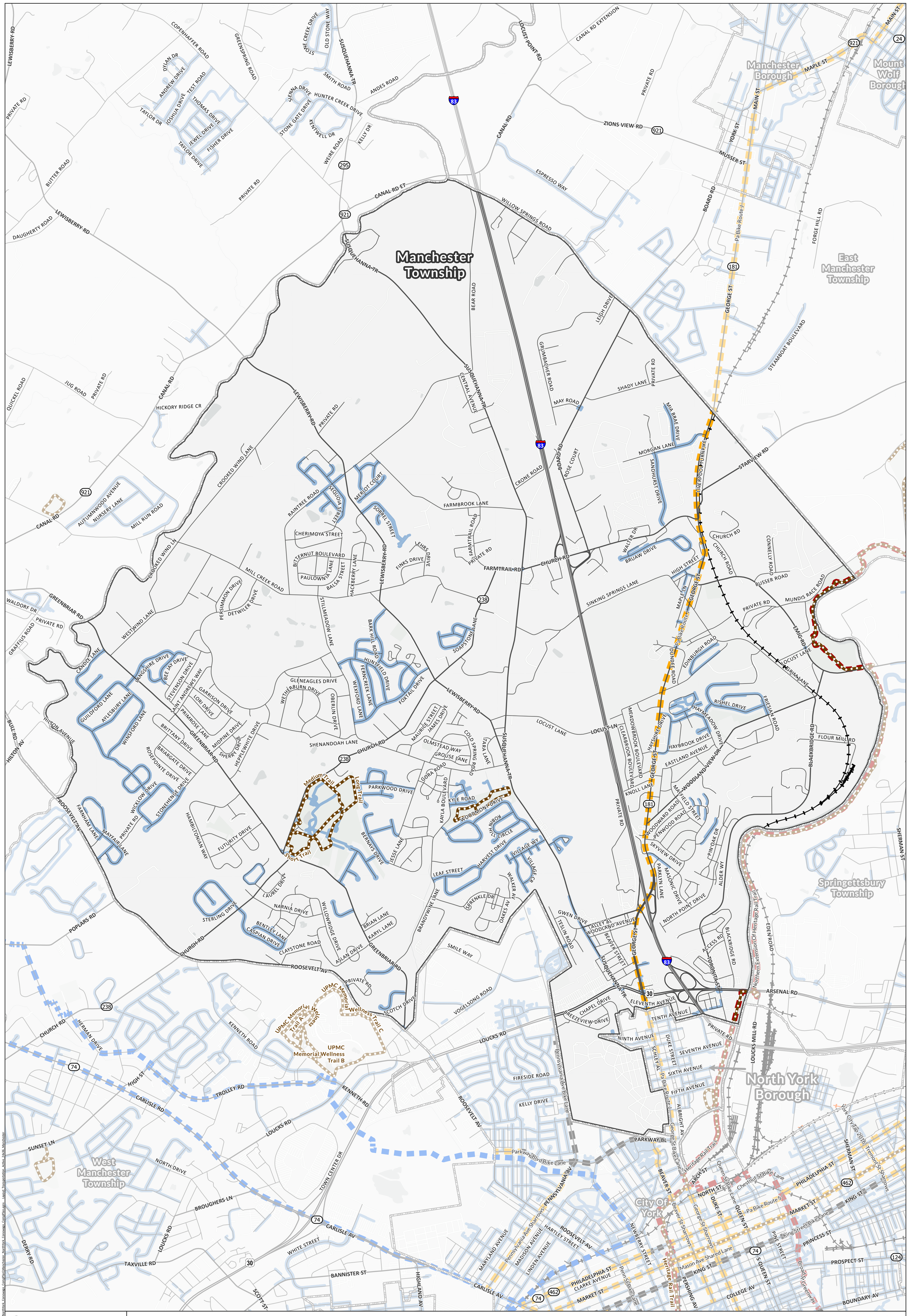
Interstate

Local Roads

Municipal Boundaries

Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Active Transportation- Conewago Township

York County, Pennsylvania



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Bike Routes
- On Road
- Off Road
- Shared Lane
- Proposed

Trails
- Mason-Dixon Trail

Railroads
- Active Railroad
- Track Exists but not Active

Sidewalks

State Roads

Interstate

Local Roads

Municipal Boundaries

Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Active Transportation- Manchester Township

York County, Pennsylvania

Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Active Transportation- North York Borough

York County, Pennsylvania

200 0 200 Feet

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Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Crash Data 2019-2023, Conewago Township

York County, Pennsylvania

1,500 0 1,500 Feet

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- 2023 Crash Data Points
- 2022 Crash Data Points
- 2021 Crash Data Points
- 2020 Crash Data Points
- 2019 Crash Data Points

- Freight Network
- Active Railroad
- Railroad Used for Recreational Purposes Only
- Track Exists but not Active

- Interstate
- State Roads
- Local Roads
- Municipal Boundaries

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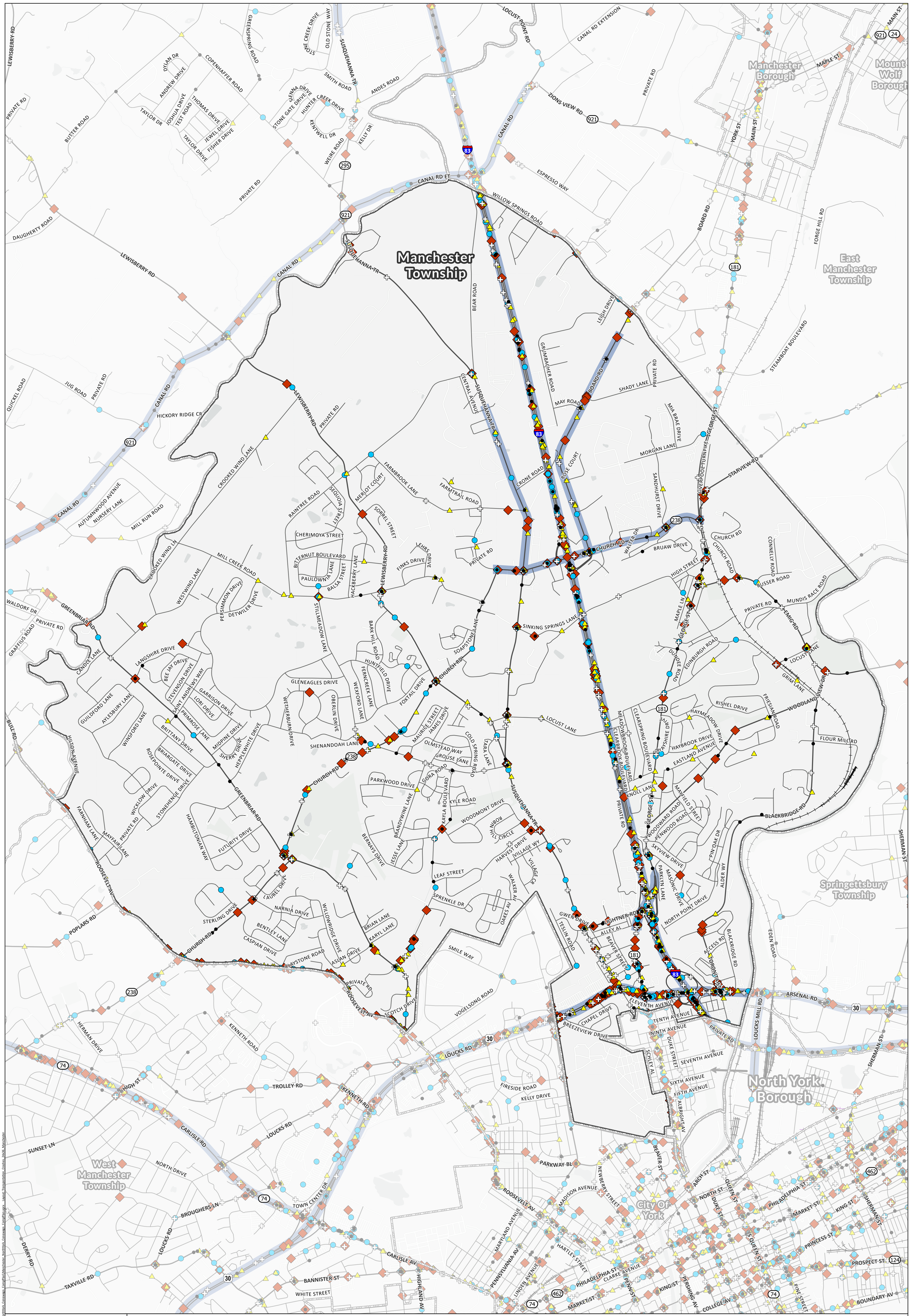

Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Crash Data 2019-2023, Manchester Township

York County, Pennsylvania

Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Crash Data 2019-2023, North York Borough

York County, Pennsylvania

200 0 200 Feet

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- Municipal Boundaries

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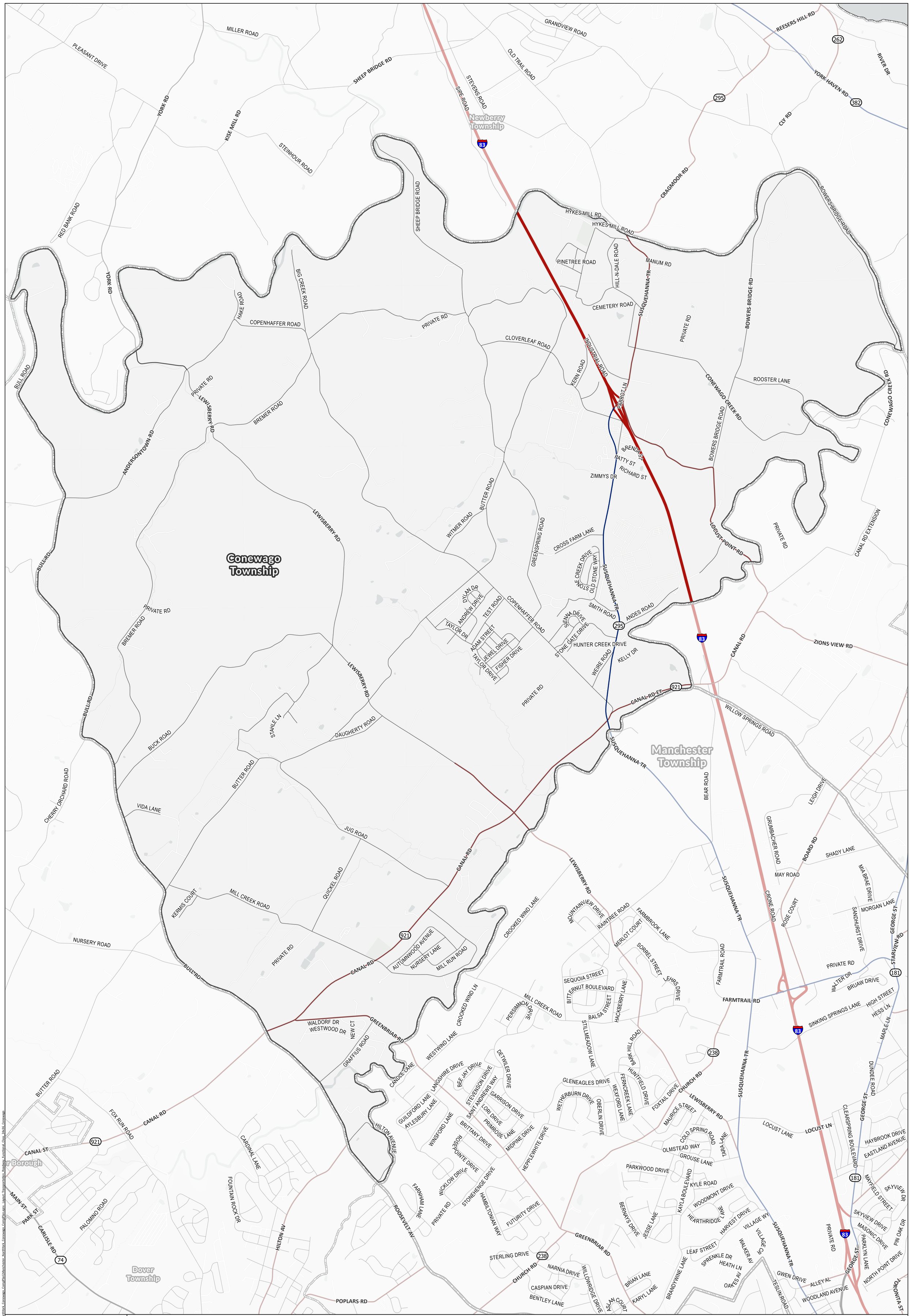

1,500 0 1,500 Feet

Mapping derived from data provided by York County, ESRI, PennDOT, US Fish & Wildlife Service, and USGS.

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Municipal Boundaries

Federal Highway Administration Functional Road Classification

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local

Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Functional Road Classification- Conewago Township

York County, Pennsylvania

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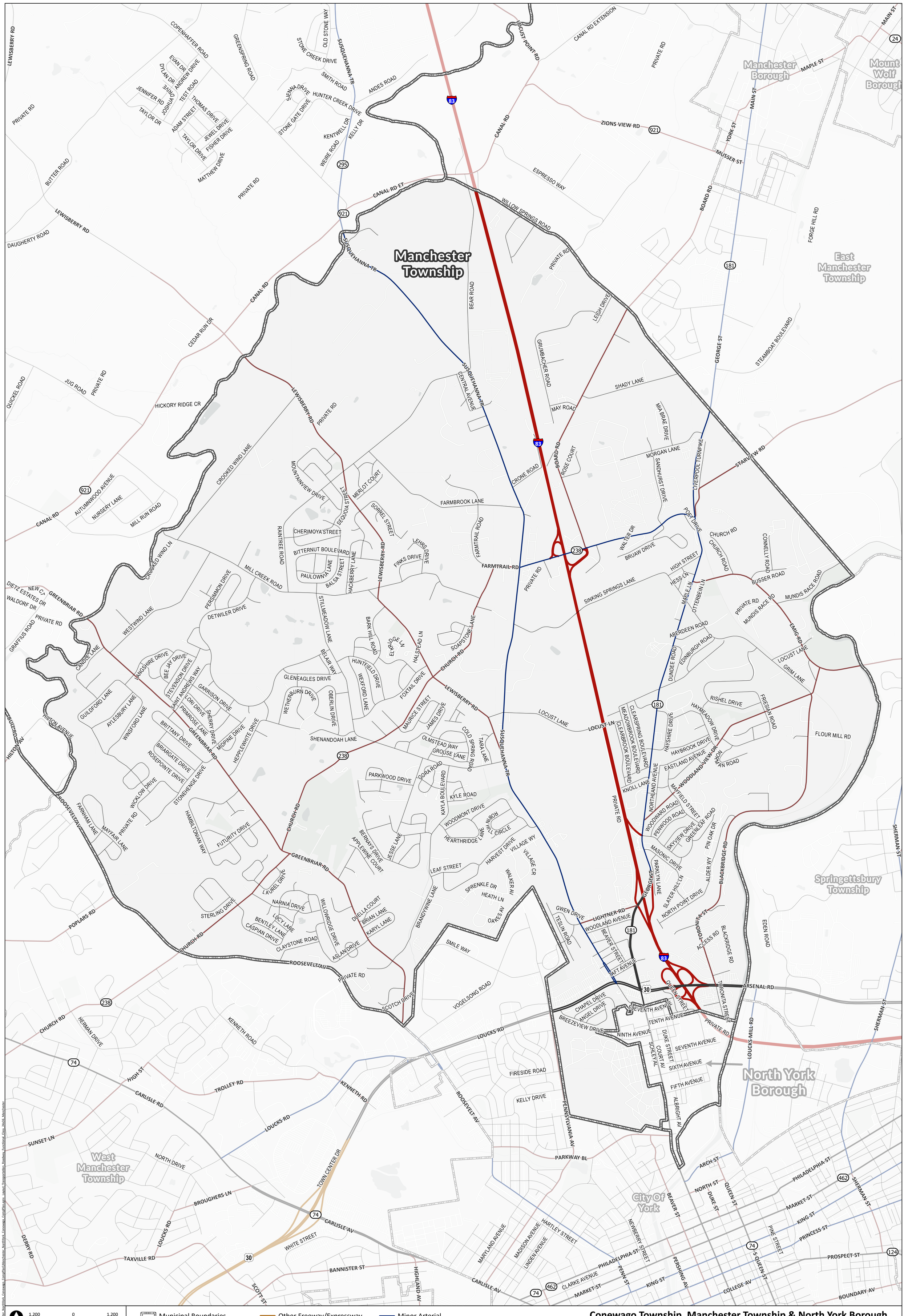

1,200 0 1,200 Feet

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Municipal Boundaries

Federal Highway Administration
Functional Road Classification

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local

Conewago Township, Manchester Township & North York Borough
Comprehensive Plan
Functional Road Classification- Manchester Township

York County, Pennsylvania

Conewago Township, Manchester Township & North York Borough Comprehensive Plan
Functional Road Classification- North York Borough

York County, Pennsylvania

Municipal Boundaries

Federal Highway Administration Functional Road Classification

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Major Collector
- Minor Arterial
- Minor Collector
- Local

200 0 200 Feet

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