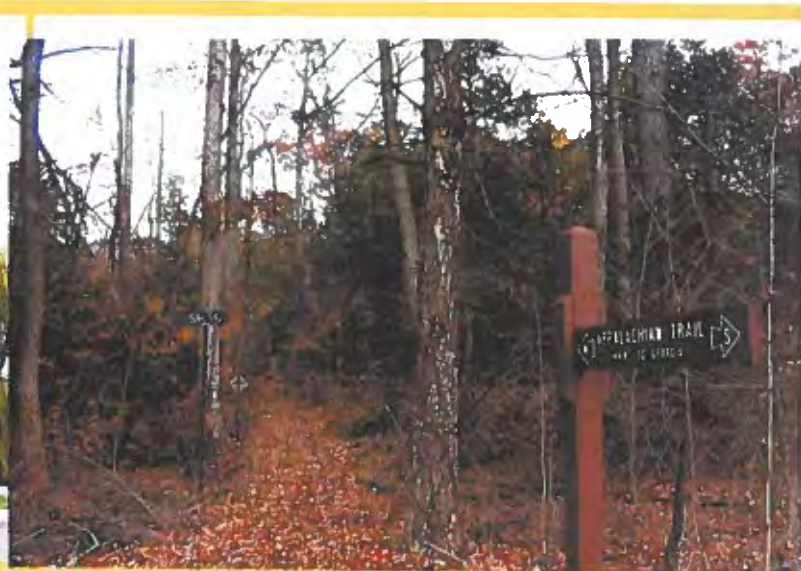


JOINT COMPREHENSIVE PLAN

Borough of Waynesboro Washington Township



Franklin County, Pennsylvania

April 2009

*This project was financed in part by a grant from the
Land Use Planning and Technical Assistance Program,
under the administration of the
Department of Community and Economic Development*

RESOLUTION NO. 2009-08

**A RESOLUTION OF THE WAYNESBORO BOROUGH COUNCIL
ADOPTING THE JOINT COMPREHENSIVE PLAN OF THE
BOROUGH OF WAYNESBORO AND WASHINGTON TOWNSHIP,
FRANKLIN COUNTY, PENNSYLVANIA**

WHEREAS, the Washington/Waynesboro Joint Planning Committee has worked extensively to draft the Joint Comprehensive Plan for the Borough of Waynesboro and Washington Township;

WHEREAS, the Waynesboro Borough Council has received the Comprehensive Plan from the Waynesboro Borough Planning Commission;

WHEREAS, the Comprehensive Plan is consistent with the requirements of the Pennsylvania Municipalities Planning Code, and is generally consistent with the Franklin County Comprehensive Plan;

WHEREAS, all public notice, advertisement, public meeting, public hearing and comment requirements have been met before adoption of the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the Waynesboro Borough Council as follows:

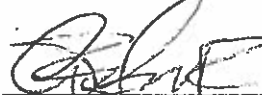
Section 1: The Joint Comprehensive Plan of the Borough of Waynesboro and Washington Township labeled Exhibit "A", attached hereto and incorporated herein by reference; and the maps, charts, textual matter and other matters included with Exhibit "A" are hereby adopted as the Comprehensive Plan of the Borough of Waynesboro.

Section 2: The Waynesboro Borough staff is hereby directed to forward copies of the Comprehensive Plan and this Resolution to the Franklin County Planning Commission and any other governmental agencies as required by law.

DULY RESOLVED this 6th day of May, 2009 by the Waynesboro Borough Council, Franklin County, Pennsylvania, in lawful session duly assembled.


WAYNESBORO BOROUGH COUNCIL

By:


Craig Newcomer, President

(SEAL)

Attest:


Lloyd Hamberger, Secretary

APPROVED this 6th day of May, A.D., 2009.


Richard Starliper, Mayor

**TOWNSHIP OF WASHINGTON
FRANKLIN COUNTY, PENNSYLVANIA**

RESOLUTION No. 481

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THIS TOWNSHIP
ADOPTING THE JOINT COMPREHENSIVE PLAN OF THE
BOROUGH OF WAYNESBORO AND WASHINGTON TOWNSHIP,
FRANKLIN COUNTY, PENNSYLVANIA**

WHEREAS, the Washington/Waynesboro Joint Planning Committee has worked extensively to draft the Joint Comprehensive Plan for the Borough of Waynesboro and Washington Township;

WHEREAS, the Washington Township Board of Supervisors has received the Comprehensive Plan from the Washington Township Planning Commission;

WHEREAS, the Comprehensive Plan is consistent with the requirements of the Pennsylvania Municipalities Planning Code, and is generally consistent with the Franklin County Comprehensive Plan;

WHEREAS, all public notice, advertisement, public meeting, public hearing and comment requirements have been met before adoption of the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors as follows:

Section 1. The Joint Comprehensive Plan of the Borough of Waynesboro and Washington Township labeled Exhibit "A", attached hereto, and incorporated herein by reference and the maps, charts, textual matter and other matters included with Exhibit "A" is hereby adopted as the Comprehensive Plan of Washington Township.

Section 2. The Washington Township staff is hereby directed to forward copies of the Comprehensive Plan and this Resolution to the Franklin County Planning Commission and any other governmental agencies as required by law.

DULY RESOLVED this 22nd day of April, 2009 by the Board of Supervisors of Washington Township, Franklin County, Pennsylvania, in lawful session duly assembled.

**TOWNSHIP OF WASHINGTON
FRANKLIN COUNTY, PENNSYLVANIA**

Attest:


Karen S. Hargrave, Secretary


Carroll C. Sturm, Chairman

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Chapter 1

The Joint Comprehensive Plan

Introduction & Purpose

Washington Township and Waynesboro Borough contain a variety of landscapes which make the Region unique in many ways. The nearly built-out historic Borough of Waynesboro and the rural and suburban areas of Washington Township present distinctive and separate land use needs, yet both municipalities share many of the same problems and issues, including provision of community facilities, transportation, and the increased cost of services.

The rolling farmlands of the west and central portions of Washington Township, the busy and commercialized Route 16 Corridor, the historic character of Waynesboro, and the scenic vistas of Michaux State Forest create unique challenges as well as opportunities in future land use planning. Issues such as economic growth and viability of downtown Waynesboro, agricultural and open space preservation, cultural development, and the preservation of natural resources in the face of increasing development pressure makes this Plan critically important.

In 1968, the Pennsylvania legislature passed Act 247, the Pennsylvania Municipalities Planning Code. This was the legislation that enabled local governments to develop Comprehensive Plans, Zoning Ordinances, Subdivision and Land Development Ordinances, and Official Maps. In the years since then, the Act has been amended numerous times, providing municipalities with more restrictions as well as more means to implement their plans, but these original document types remain the foundation of local planning.

In 2000, Pennsylvania adopted amendments to the Municipalities Planning Code, specifically Acts 67 and 68, known as "Smart Growth" legislation. This new legislation allows municipalities to work together to plan regionally across municipal borders using "smart growth principles" and specifically enabled the creation of joint municipal Comprehensive Plans. A Joint Comprehensive Plan can address both development and preservation issues with the flexibility of allocating land uses over the entire planning area, rather than the traditional method of providing for all land uses within each municipality. Additionally, a Joint Comprehensive Plan allows for regional coordination of transportation and community facilities issues, which helps to prevent overlap of municipal resources. The Action Plan will address specific recommendations pertaining to these new planning tools.

A Joint Comprehensive Plan is more than just a plan for development. The Plan is a means granted to local governments by the Commonwealth of Pennsylvania by which

participating communities may work together to create a vision of what they want to become and how they intend to achieve that vision. Surrounding communities are changing as well. This Joint Comprehensive Plan will help to anticipate change, to identify community goals, and to examine local resources. It will provide the guidance that allows a higher degree of control in *how* change occurs in the Washington Township/Waynesboro Region.

The municipalities have prepared individual comprehensive plans in the past, Washington Township's last revision was 1999, and the Borough of Waynesboro's last comprehensive plan was completed in 1990. There have been other studies and visioning efforts among the municipalities as well, most recently the *Vision 2015* study. This Joint Comprehensive Plan was initiated because of the recognized need to update and examine overall planning for the area in light of development trends and pressures in the region, bring together previous studies, and to determine common goals and objectives for land use.

Contents of a Comprehensive Plan

The State allows local governments to address virtually any issue that is of municipal concern, but Act 247 established certain minimum requirements. According to §301 of Act 247, a valid Comprehensive Plan must include:

- a statement of objectives concerning future development;
- a plan for land use;
- a plan to meet the housing needs of present residents and of any anticipated increase of population;
- a plan for the movement of people and goods, which may address automobile travel, parking facilities, non-motorized trail systems, and public transportation facilities;
- a plan for community facilities and services, which may address public and private education, recreation, municipal buildings, fire and police services, libraries, hospitals, water supply and distribution, sewerage and solid waste management, storm drainage, and utilities;
- a statement of the inter-relationships among the components of the plan;
- a discussion of short-range and long-range implementation strategies for the plan objectives;
- a review of how compatible the plan is with the existing and proposed development and plans in contiguous portions of neighboring municipalities outside of the planning region;
- a statement regarding consistency with the county comprehensive plan;

- a plan for the protection of natural and historic resources; and
- a plan for the reliable supply of water.

In addition, the municipalities may address virtually any area of local concern.

It is important to realize that this Joint Comprehensive Plan does not have the force of law, although it provides the foundation for ordinances and regulations that do. In fact, a sound Joint Comprehensive Plan becomes critical in the event that an ordinance of either municipality is challenged in court: if the ordinance in question is shown to be consistent with a duly adopted Joint Comprehensive Plan, a successful legal challenge is much more difficult than it would be otherwise.

What does a Comprehensive Plan Accomplish?

The Comprehensive Plan contains a vision of what Waynesboro and Washington Township want to achieve and includes goals, policies and strategies for realizing that vision.

The Comprehensive Plan is an educational document, providing discussion of conditions, issues, and opportunities, and identifying resources that are worthy of protection and preservation.

The Comprehensive Plan contains policies for land use, circulation and community facilities which will serve as a guide for public and private decision-making to accomplish the goals and objectives, and thus the vision for the region.

The Comprehensive Plan provides a basis for implementation techniques, such as land use ordinances, official maps and capital improvements programs, which will implement the policies contained in this plan. It is critical that the Action Plan be implemented.

Planning jointly allows allocation of land uses, housing types, densities, and development patterns over the entire region, rather than trying to fit all types of uses and densities into each municipality separately. It also allows for coordinated land use planning along municipal boundaries; coordinated planning for trails, recreation and open space, and transportation throughout the Region; and coordinated planning along the common road corridors in the Region. Coordinated input can be provided to County and State agencies and an overall approach to economic development can be presented, addressing retention of major components of the economy and allowing for appropriate commercial and industrial development, which complements rather than detracts from existing commercial areas. The following list summarizes benefits of multi-municipal planning:

Benefits of Multi-Municipal Planning

- Provides a regional planning approach and allocation of land uses
 - Where
 - How much to accommodate population projections
 - Patterns of development
- Establishes growth areas and future growth areas regionally
 - Coordination with infrastructure
 - Opportunities for infill
- Provides coordinated planning along the common boundaries of the municipalities
- Supports existing centers rather than weaken them
- Coordinates road corridor planning, standards, and management
- Provides for linkages between municipalities
- The Plan and implementing ordinances are considered by state agencies in permitting decisions
- Addresses review of “developments of regional impact”
- Identifies opportunities for future joint efforts
- Promotes common land use designations and definitions
- Establish goals for economic character over the entire Region
- Provides support for municipalities in zoning challenges
- Enables Transportation Impact Fees across municipal boundaries
- Enables Transfer of Development Rights across municipal boundaries
- Enables priority consideration in state funding programs
- Provides opportunity to learn from neighbors’ shared experiences

- Enhances the Region's attractiveness to quality development
- Enables developing a "specific plan" for an area designated for non-residential development, preparing regulations for that area, and streamlining the approval process

Some Basic Terms

Clear communication is essential to sound planning. A potential source of confusion lies in the meaning of basic terms. Many of these terms are commonly used words, and different individuals have different interpretations of their precise meanings and how they are meant to relate to each other. Planning terms tend to reflect the iterative process of revision and refinement that is planning itself. For the purposes of this document, the following terms shall be defined as follows.

- An **ISSUE** is a particular topic to be addressed. It is value-neutral and can usually be expressed as a single word or phrase. Examples of **ISSUES** addressed in this Comprehensive Plan are "traffic" and "housing."
- A **POLICY** expresses the municipalities' position regarding a given issue. For purposes of clarity, it is ideal to establish a single **POLICY** statement for each issue, but this is not a strict rule. Depending upon the complexity of the issue, it may be necessary to define several policies, although it is critical to be sure that they are not in conflict. A **POLICY** statement relative to the issue of agricultural preservation would be "Preserve remaining agricultural lands, particularly those characterized by prime agricultural soils and soils of state-wide importance".
- A **GOAL** is a general statement of a long-term objective relative to a particular policy. A **GOAL** is always a qualitative statement. Continuing with the example, a sample **GOAL** for the policy could be "preserve agricultural and natural resources."
- **OBJECTIVES** are specific steps toward a goal. Typically, a single goal will be supported by multiple **OBJECTIVES**. **OBJECTIVES** are always quantitative. One possible **OBJECTIVE** for the sample goal could be to "encourage purchase of development rights of active farmland in the Region".
- The **ACTION PLAN**, also known as the implementation strategy, will include a compilation of all the objectives identified in the Joint Comprehensive Plan, setting forth specific steps to achieve each one. The **ACTION PLAN** will also identify who should be responsible to execute each step, including a time element. Obviously, financing is a critical part of implementation. An **ACTION PLAN** should include guidance on funding sources, but a comprehensive budget and financing strategy would be premature.

When the Joint Comprehensive Plan is first adopted, the Action Plan is likely to be the most useful portion of the document, as it provides very specific direction. As time passes and objectives are achieved, the less specific elements will be more useful. Clear goals and policy statements are particularly helpful as unforeseen circumstances arise, as they assist local decision-makers to determine what actions are in the best interest of the community.

Arrangement of This Document

This Joint Comprehensive Plan has been arranged in that the conclusions and plan elements are presented first, with the research and documentation provided at the end. This arrangement may be confusing for someone attempting to read the Plan straight through – and it is certainly not the order in which the document was written – but the Plan will be used most efficiently when arranged like a research document. The Plan should be a reference document that users will consult for guidance or research on specific topics. Also, since this document is a *plan*, it is logical to give the plan elements prominence rather than precede it with research about conditions that will change over time and become increasingly irrelevant.

The initial introductory chapters are designed to provide the user with sufficient information on the planning process and planning terms to assure clear understanding of the document. A summary of municipal-related information is provided to give a sense of the character of the community and of the issues that will be addressed by the plan.

The later chapters discuss the Goals and Objectives which name the specific issues to be addressed by this Plan. This section of the Plan then presents each of the actions that have been established, including a chapter for each plan element, as well as the overall Action Plan.

This Plan concludes with a chapter reviewing the interrelationships among the plan elements, which is required by Pennsylvania law.

Methodology

The Washington Township/Waynesboro Planning Committee began the planning process in December 2006 by selecting Spotts, Stevens and McCoy (SSM) and Derck and Edson (D&E) as the professional planning consultant team to work with the municipalities. Local officials appointed a Planning Committee to work with SSM and D&E, including representatives from the Washington Township and Waynesboro Borough Planning Commissions, municipal staff, and had contributions from members of the governing bodies as well as local private and non-profit agencies.

The Committee held monthly meetings starting in January 2007 for the duration of the planning process. Among the earliest actions of the Committee was to identify goals and priorities, and to identify means to gain input from local residents and business owners regarding their perceptions of the municipalities, and any critical issues they share. A three-pronged approach to obtain public input was implemented.

- SSM conducted a series of interviews via telephone with specific individuals identified by the Committee. The selected persons were chosen due to their positions within the community and the particular insights those positions gave them. The interviewees included a variety of public officials, public and school district employees, and other local leaders. These individuals were questioned about their specific likes and dislikes in the region, what they felt were the most pressing issues facing the community, what they would like the community to become, and other questions more directly related to their particular areas of expertise.
- The Committee and SSM prepared a written questionnaire that was mailed to 10% of the households of the region.
- Finally, the Committee and consulting team facilitated a visioning session that was open to all interested residents. The session was in two parts, the first being a detailed presentation of the analysis of the survey responses and the second being a discussion about possible solutions to the principal issues identified by the resident surveys.

Once the planning process was underway, Committee meetings were largely occupied with discussion of the various plan issues and review of text as prepared by SSM. Upon completion of the text and maps, the entire draft document was reviewed to assure that the plan elements created a coherent whole.

As required by Act 247, the complete draft was submitted to the Franklin County Planning Commission, the adjacent school districts, and each adjoining municipality in February 2009 in order to allow them to review and comment upon the Plan. Drafts were also available for public review. Each municipal Planning Commission convened a public meeting for the purpose of presenting the draft as submitted by the Committee to the public, and to solicit comments. Following the Public Meetings, both of the governing bodies held official public hearings, as per the requirements of the Municipalities Planning Code, to hear any additional comments from their respective residents. The municipalities officially adopted the plan in April, 2009.

Need for Continuing Planning

This Comprehensive Plan is just a start. It is the foundation for the attainment of the goals and objectives established within the plan, which can be accomplished only with the support of the municipal governments, municipal commissions, boards and committees, area businesses, area residents, and surrounding municipalities and regional planning groups.

The objective has been to prepare a plan, which will not sit on a shelf and gather dust, but a plan that will be implemented and used by municipal governing bodies, planning commissions and other groups within the municipalities to guide their actions in attaining the goals of this Plan.

This Plan presents a strategy to guide municipal officials and other agencies in making decisions that will assure that the Washington Township/Waynesboro Region will continue to be an attractive place in which to live, work, and visit. This Comprehensive Plan is not an ordinance or regulation, but is a basis for establishing regulations and undertaking specific functional plans designed to implement the policies set forth within the plan. Each municipality retains the right to control zoning within its municipality, whether through individual zoning ordinances or a joint zoning ordinance.

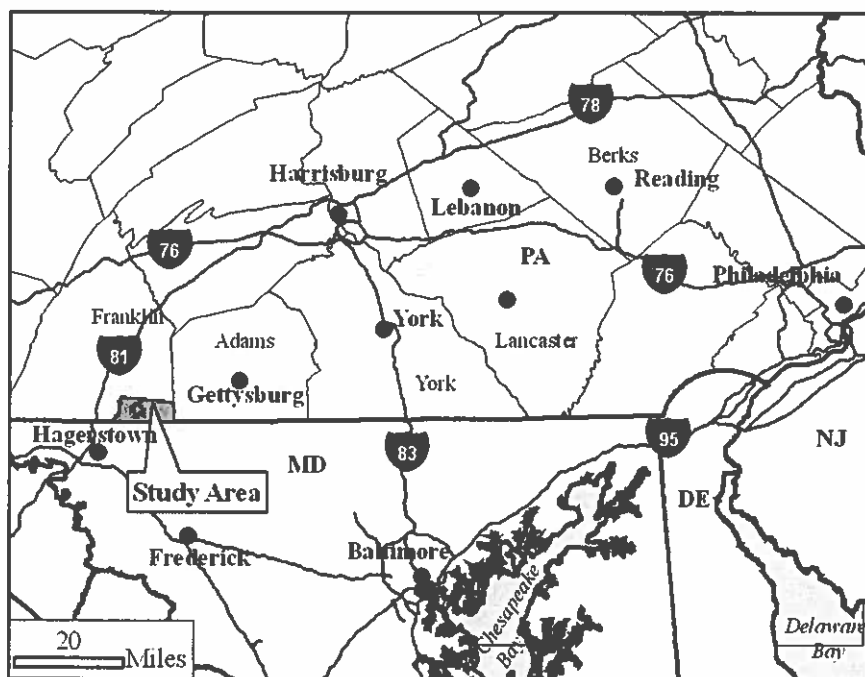
Planning is an ongoing process and this Joint Comprehensive Plan must be continually reviewed in light of unforeseen changes in development trends, the state of the economy, capacity of public infrastructure, changes in community goals, and the appropriateness of the Plan's objectives, policies, and implementation program. It is recommended that the recommendations of this Plan be reviewed every 5 years.

Chapter 2

Regional Setting and Adjacent Planning

Introduction

Although the jurisdiction of local government ends at the municipal line, the surrounding communities unavoidably affect the daily lives of the residents. Wise planning requires us to identify and to evaluate the effect of various features beyond the borders of Waynesboro and Washington Township. This chapter will place the Region within the context of the larger community and will identify those regional features that have the most direct impact upon residents. This chapter also includes an analysis of the Franklin County Comprehensive Plan, as well as the Comprehensive Plans for those surrounding municipalities that are adjacent to the Waynesboro/Washington Township Planning Region.



Geographic Setting and Influences

Waynesboro Borough and Washington Township are situated in southeastern Franklin County in South Central Pennsylvania, and have relatively easy access to some of the northeast United States' most populous cities and markets. The Baltimore and Washington D.C. metropolitan areas are all within an hour's drive, while the smaller urban areas of Hagerstown, Harrisburg, York, Gettysburg, and Frederick are all less than an hour's drive. The PA Route 16 Corridor bisects the region and provides access to the regional Interstate Highway System (Interstate 81 and PA Route 15), as well as a main corridor for economic development. The Region contains a variety of land uses.

Agricultural uses dominate the western part of the Region in Washington Township; Commercial and residential developments, as well as the Borough of Waynesboro, are found on the PA Route 16 Corridor; and suburban residential developments and rural residential areas are located throughout Washington Township, particularly in the center of the Township.

As discussed earlier, the region is conveniently located near population centers, however, is secluded enough to retain a rural feel. The impending re-development of Fort Ritchie, in Cascade, Maryland has the potential to profoundly impact the character of the Region. Fort Ritchie redevelopment plans include 673 new housing units and project 4,550 jobs to be created within the next ten years.

The main villages in the Region include Rouzerville, Zullinger, and Blue Ridge Summit, with additional small settlements scattered throughout Washington Township.

Figure 2.1 is a base map of the Region, and shows the political boundaries as well as the road network.

Commercial Areas and Employment Centers

Most of the local commercial areas are located along the PA Route 16 Corridor, and to a lesser extent in the Borough, the PA Routes 997 and 316 Corridors. Most of the commercial areas outside of Waynesboro are located in the vicinity of Rouzerville in Washington Township, the largest of which is a new shopping center at Washington Township Boulevard. Establishments such as fast food restaurants, gas stations, auto repair facilities, strip commercial, and small business are most prevalent. There are no large enclosed shopping malls in the Region, with the closest being located in the Hagerstown, Maryland area.

There are a variety of employment centers and industries in the Region, with most of the larger ones located in the Borough of Waynesboro. Johnson Controls Refrigeration Systems, the Waynesboro Hospital, Cinetic Landis Corp., Landis Systems, the Waynesboro Area School District, Regency Thermographers, Wal-Mart, Loews and Tyco Corporation comprise some of the larger employment centers in the Region.

REGIONAL PLANNING

The Franklin County Comprehensive Plan

The Land Use and Housing component of the Franklin County Comprehensive Plan recommends an orderly pattern of land uses that are compatible between uses and municipal borders. The intent of the plan is to discourage low density sprawled development that consumes excess amounts of land and intrudes into important agricultural and natural areas. The most efficient locations for new development are typically near boroughs and villages.

The Franklin County Comprehensive Plan designates the Waynesboro/Washington Township planning region as the following land use categories, in order of prevalence:

- Agricultural Conservation;
- Low and Medium Residential;
- Major Recreation;
- Environmental Conservation;
- Industrial;
- Commercial;
- Major Public/Semi-Public/Institutional

The Agricultural Conservation designation contains the most acreage in the Region, with the majority of the acreage in the western portion of Washington Township, and is described by the Plan as "large concentrations of prime farmland that are not within local growth areas."

Low and Medium Residential is found predominately in and around the Borough of Waynesboro, the villages, Washington Township Boulevard, and along the PA Route 16 corridor. The Plan describes this category as "suitable for low, medium, or high density residential development".

Major Recreation is concentrated in eastern Washington Township and includes lands within Michaux State Forest. Other lands include Township and Borough parklands and golf courses.

Environmental Conservation is found in southeastern Washington Township, and includes Happel's Meadow wetland area. The Plan describes this designation as "concentrations of very steeply sloped land that is not in public recreation ownership. These areas are intended to be limited to low intensity recreation uses and very low density housing (such as one unit per 5 acres)."

The remaining categories of Commercial, Industrial, and Public / Semi-Public / Institutional make up the smallest amounts of land use categories included in the Region. The definition of these categories are self-explanatory, as they are ubiquitous to most comprehensive plans.

The Plan designates the four villages in the Region, Rouzerville, Wayne Heights, Zullinger, and Blue Ridge Summit as Village Centers. Waynesboro Borough is designated as an area in need of a Revitalized Historic Downtown.

ADJACENT MUNICIPAL PLANNING

The Waynesboro/Washington Township planning region is bordered by six municipalities: four in Pennsylvania, including Antrim and Quincy Townships in Franklin County, and Liberty Township and Hamiltonban Township in Adams County; and two in Maryland, Washington County and Frederick County. The following is a brief summary of the recommendations of the comprehensive plans or zoning ordinances of adjacent municipalities.

Antrim Township

Antrim Township is located to the west of Washington Township, where it is surrounds the Borough of Greencastle. Antrim Township had a 2005 population estimate of 13,459 persons, as reported by the US Census Bureau.

The Antrim Township zoning ordinance is in the process of being revised, but currently designates the border with Washington Township as Agricultural Residential, which allows up to 3 dwelling units per acre. Non-residential uses allowed include agriculture, extraction, recreation, landfills, and campground.

The Antrim Township Comprehensive Plan designates the border as Agricultural/Vacant, in which the goal of the designation is to preserve agricultural land.

The 2006 Antrim Township Open Space Plan identifies a natural area along the border with Washington Township just south of PA Route 16. This natural area is identified as a wetland, and is included in the Pennsylvania Natural Diversity Inventory as well as the County Natural Areas Inventory.

Quincy Township

Quincy Township is located north of Washington Township. Quincy Township had a 2005 population estimate of 5,837 persons, as reported by the US Census Bureau.

The majority of the Township is rural, though there has been an increase in suburbanization, especially between the Borough of Mont Alto and Waynesboro.

Quincy Township does not have a current comprehensive plan, however, the 2005 zoning ordinance designates the majority of the border with Washington Township as Agriculture. The ordinance also designates smaller areas as R-2 Residential (near South Old Forge Road); R-1 Residential (Mentzer Gap Road and Polidor Road); and Commercial (east of Wayne Road).

The Agriculture District allows a minimum 2 acre lot for residential use, while the R-1 and R-2 Districts allow a density range of 10,000 square feet to 40,000 square feet per lot, depending on the availability of public sewer and public water services.

Liberty Township, Adams County

Liberty Township, Adams County is located due east of Washington Township along the PA Route 16 corridor. Liberty Township had a 2005 population estimate of 1,237 persons, as reported by the US Census Bureau.

The Adams County Comprehensive Plan designates the border with Washington Township as Parks, Permanent Open Space, and Preservation Areas, and Agriculture, Resource Conservation, and Very Low Density Residential.

The Parks, Permanent Open Space, and Preservation Areas are recommended for low intensity recreation, limited agriculture, and forest management. The Agriculture, Resource Conservation, and Very Low Density Residential areas are recommended as low growth areas where recreational and residential uses are allowed only to the extent that new development does not conflict with agriculture or degrade areas of scenic beauty.

Hamiltonban Township, Adams County

Hamiltonban Township is generally located north of Route 16, extending past the northern boundary of Washington Township. Adjoining land in Hamiltonban from the vicinity of Route 16 to Gum Springs Road is zoned Industrial, reflecting rail facilities and resource-related industry. This is inconsistent with Low Density Residential and Forest Conservation designation on the Region's future land use plan, and any industrial uses in Hamiltonban should be encouraged to buffer impacts on non-industrial uses.

Land immediately north of Gum Springs Road is zoned Low Density Residential. In the Low Density Residential zone, single family detached dwellings are permitted at a density of one dwelling unit per acre, and conservation by design development is

promoted. The density of one dwelling unit per acre is slightly higher than the density proposed for the Forest Conservation area in the Region.

North of the Low Density Residential zone, land is zoned Woodland Conservation. This land is in the Michaux State Forest, and such zoning is consistent with the Forest Conservation designation in the Region.

Washington County, Maryland

Washington County, Maryland comprises the southern border of Washington Township. The 2002 Land Use Plan from the Washington County Comprehensive Plan designates the border as Agriculture.

The Plan recommends that the agricultural areas of the Great Hagerstown Valley, which includes high quality soils and a gently rolling topography ideal for farming, remain in agricultural use. The Plan allows residential development at a density of one unit per five acres, with clustering of residential development permitted as a development option.

Due to the impending redevelopment of the Fort Ritchie Military Facility, the Plan identifies the Lakeside Corporate Center/Cascade area as a Special Planning Area. This area was created as an overlay district to coordinate residential and economic development in areas previously established as Rural areas.

Frederick County, Maryland

Land in the vicinity of Blue Ridge Summit is adjoined by land in Frederick County, Maryland which is in the Thurmont Planning Area. The County Comprehensive Land Use Plan, adopted in 1998, is being updated. Currently, land adjoining Blue Ridge Summit, in the area of the railroad tracks and Sabillasville Road, is designated Rural Community. This reflects development in around Sabillasville, and abuts Commercial Neighborhood in the Region.

Land east of the Rural Community land is currently designated Agricultural/Rural. This is consistent with the Forest Conservation designation in the Region.

Summary/Planning Implications

The Region's location adjacent to population centers, combined with the access provided by PA Route 16 and nearby Interstate 81, the availability of public sewer and water service, and the presence of vacant land for development, will have a powerful influence upon development. The Franklin County Comprehensive Plan designates the Borough and adjacent areas in the Township as suitable for growth.

The surrounding municipalities land uses are generally compatible and consistent with those of Waynesboro and Washington Township.

The top attraction of the Region is the rural character and quality of life. The Township is at a turning point, where too much development will jeopardize the Region's rural quality. It will be important for the Township to formulate growth policies to allow for the anticipated residential development, while at the same time preserving the Region's rural character which makes it such a pleasant place to live.

WASHINGTON TOWNSHIP QUICK FACTS

HISTORY: Established 1779

LAND AREA: 38.9 square miles

POPULATION 2005 (estimate): 11,884
1990-2005 growth rate of 6.8%
Median household income is \$45,165 (2000)

GOVERNMENT: Township governed by a five-member Board of Supervisors. Boards and Commissions include the Planning Commission and the Zoning Hearing Board. The day-to-day operations are administered by the Township Manager.

In the Commonwealth of Pennsylvania: 33rd Senatorial District and 90th Legislative District.

In the U.S. House of Representatives: 9th Congressional District of Pennsylvania

SEWER AND WATER: Washington Township Municipal Authority (WTMA) and Waynesboro Borough Authority (WBA)

EDUCATION: Waynesboro Area School District – Public school for grades K through 12.

Student population - 4,261 (2008-09)

TOWNSHIP OFFICE: Washington Township
13013 Welty Road
Waynesboro, PA 17268
(717) 762-3128
www.washtwp-franklin.org

WAYNESBORO BOROUGH QUICK FACTS

HISTORY: Established 1749

LAND AREA: 3.46 square miles

POPULATION 2005 (estimate): 9,700
1990-2005 growth rate of 1.3%
Median household income is \$31,574 (2000)

GOVERNMENT: Borough governed by a six-member Borough Council and Mayor. Other Boards and Commissions include the Zoning Hearing Board and Planning Commission. The day-to-day operations are administered by the Borough Manager.

In the Commonwealth of Pennsylvania: 33rd Senatorial District and 90th Legislative District.

In the U.S. House of Representatives: 9th Congressional District of Pennsylvania

SEWER AND WATER: Waynesboro Borough Authority (WBA)

EDUCATION: Waynesboro Area School District – Public school for grades K through 12.

Student population - 4,261 (2008-09)

BOROUGH OFFICE: Borough of Waynesboro
57 East Main Street
Waynesboro, PA 17268
(717)-762-2101
www.waynesboropa.org

Regional Assets

At the beginning of the planning process, a list of some of the many assets of the Region was prepared. The following is that list:

Michaux State Forest

Appalachian Trail

Blue Ridge Summit/Monterey Historic Resort Area

Recreational Resources

Pine Hill Recreation Area

Red Run Park

Soccer Complex

Monterey Country Club

Waynesboro Golf Course

Waynesboro Country Club

Memorial Park

Renfrew Museum and Park

Northside Pool and Park

Rotary Park

Mount Airy Avenue Park

South Franklin Street Park

Mountain State Park (Abutting Region)

Mont Alto State Park (Nearby the Region)

Happel's Meadows Wetlands

Antietam Meadow Park

Bailey's Run Recreational Area

Walkable Downtown Waynesboro

Waynesboro Hospital

YMCA

Villages

Existing Industries/Industrial Parks

East and West Branches of Antietam Creek

School Facilities

Penn State Mont Alto Campus

Architecture/Historic Resources/Industrial Heritage Museum

Alexander Hamilton Memorial and Blue Ridge Summit Libraries

Existing Infrastructure Systems

Existing Organizations

Greater Waynesboro Chamber of Commerce

Vision 2015

Waynesboro Area Communities That Care

Main Street Waynesboro

Waynesboro Industrial Development Corporation

Waynesboro Historical Society

One Mountain

Rotary Club

Lions Club(s)

Rouzerville Business Association

Antietam Watershed

Rouzerville Ruritan

Agricultural Land

Proximity to Wilson College, Mount St. Mary's University, Hagerstown Community College, Shippensburg University, Gettysburg College, and Westminster College,

Proximity to metropolitan areas, which are shopping and cultural destinations, but also sources of tourism.

Regional Issues

Prior to preparing goals and objectives for the Region, major issues were identified based upon discussions with the Steering Committee and input from the municipal planning commissions and governing bodies. Categories of major issues are noted below:

Water Resources

Agricultural Preservation

Historic and Natural Resource Protection

Growth Management

Economic Development

Borough Revitalization

Quality of Life

Infrastructure Improvements

Greenway Planning

Housing

More specific issues of particular importance which were identified are listed below:

- What steps should be taken to preserve agricultural resources in Washington Township?
- Can woodland and open space be retained?
- How can sufficient water quality and supply be provided for in the Region?
- How can economic vitality in the Region be maintained and enhanced?
- How can vehicular, pedestrian, and bicycle circulation in the Region be improved, existing residential neighborhoods be maintained, existing business areas kept viable and desirable new businesses encouraged to locate in the Region?
- What is the appropriate land use mix and character of development for Waynesboro? What types of building re-use should be encouraged? What policies should be followed regarding main streets?
- How can land use planning for the Region be coordinated with planning for sewer and water facilities, to direct growth to the appropriate areas with a mix of residential, commercial and industrial development that can enhance the tax base in the Region?
- How can water resources in the area be protected, including groundwater resources, surface water and stream corridors?
- How can the future sewer needs in the Township be addressed? What should be done to address current problems and serve growth areas?

- What is the feasibility of a town-center district in Waynesboro that would promote a sense of identity?
- What should be done to promote the most suitable commercial, office and industrial sites in the most appropriate areas?
- What provision should be made for a greenway connecting the Borough and Township? Are there opportunities for intermunicipal cooperation?
- What are the most appropriate development patterns in the Region? Should clustering, mixed use, and traditional neighborhood development be encouraged?
- What steps should be taken to encourage the preservation of the historic resources in the Region and increase public awareness of community heritage?
- What are the appropriate growth areas in the Region? Where should higher density residential development be directed? Where should commercial and industrial development occur?



Chapter 3

Goals and Objectives

This chapter of the Comprehensive Plan presents the goals and objectives of the Washington Township/Waynesboro Borough Planning Region. Goals are general statements indicating the desired direction for the communities, and reflect the long-term state they wish to establish or maintain. Objectives are more specific, relatively short-term policy guidelines for the municipalities to follow. Goals are achieved through accomplishment of one or more of the stated objectives. This Plan will identify goals and objectives of a regional nature, but because of some differences between the municipalities, some objectives are specifically aimed at one municipality and not the other.

It should be noted that the goals and objectives contained in this chapter, as well as the Policies contained within Part II of this Plan support the *American Planning Association* concept of **Smart Growth**. Smart Growth encourages a more efficient use of the land by encouraging a larger share of growth within urbanized or previously developed areas already served by public infrastructure. Smart Growth reduces the pressure of development on farmland, open space, and environmentally sensitive areas.

Smart Growth can be interpreted in many ways by different people and organizations. The United States Environmental Protection Agency (EPA) has developed the following list of 10 **Smart Growth Principles** that have generally been accepted by planning professionals as a starting point:

1. Incorporate Mixed Land Uses
2. Take Advantage of Compact Building Design
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Neighborhoods
5. Foster Distinctive, Attractive Communities with a Strong Sense of Place
6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas
7. Strengthen and Direct Development Towards Existing Communities
8. Provide a Variety of Transportation Choices
9. Make Development Decisions Predictable, Fair, and Cost Effective
10. Encourage Community and Stakeholder Collaboration in Development Decisions

Natural, Agricultural, and Scenic Resources

Goal: Protect, preserve and enhance the natural, agricultural, and scenic resources of Washington Township and Waynesboro Borough for current and future generations, for recreational and educational use.

Objectives:

- Protect and retain water resources within the municipalities to assure the quantity and quality of surface and groundwater for recreational use, wildlife habitats, fire protection, and water supply. Of particular concern will be water supply recharge areas, Michaux State Forest, Happel's Meadow, Antietam Creek, wetlands and floodplains along the Region's creeks, and steep slopes draining to the creeks.
- Protect groundwater and surface water from pollution and excessive withdrawal.
- Protect and manage woodlands within the municipalities.
- Protect the steep slopes within the Township and Borough.
- Protect the actively farmed land remaining in the Township.
- Identify techniques to encourage continual use of existing farmland, including the Agricultural Preservation Program.
- Encourage the retention of existing desirable trees in the Borough and Township and the planting of additional trees as part of a tree planting program.
- Protect watersheds and wellhead areas.
- Encourage the preservation of the scenic road corridors and views along them within Washington Township by limiting the encroachment of development.
- Encourage creation of riparian buffers and retention of greenways along the Region's creeks.

Historic, Cultural, and Artistic Resources

Goal: Identify, preserve and enhance the historic, architectural, artistic, and cultural resources of the Township and Borough.

Objectives:

- Encourage the preservation, protection, and enhancement of historic and architectural resources and their context.
- Preserve and promote the unique aspects of the Region's cultural diversity and heritage that is displayed through its' architecture and its' people.
- Encourage the appreciation of the visual and performing arts in the Region.
- Support efforts of the Waynesboro Historical Society to preserve historic and cultural resources.
- Create an atmosphere that attracts and enhances the artistic community.
- Work with the Waynesboro Area School District to facilitate visual and performance arts opportunities for the residents of the Region.
- Require new development to reflect and consider the history, architecture and development patterns of the municipalities; discourage inconsistent development near historic resources; require impact studies for development near historic resources; and require mitigation of any potential adverse impacts on historic resources.
- Consider initiating community-wide festivals to promote, enhance, and celebrate the Region's unique cultural diversity.
- Encourage adaptive re-use of historic structures where appropriate.

Open Space and Recreation

Goal: Provide open space and recreation in the Region by protecting and preserving, the remaining wooded, rural areas in the Township and by retaining and maintaining existing parks, and planning and developing new recreation areas.

Objectives:

- Concentrate the future growth in the Township near existing developed areas to reduce pressure on existing open spaces.
- Advocate the protection of regional treasures such as the Michaux State Forest, the Appalachian Trail, and Happel's Meadow.
- Protect and preserve the perimeter of existing park, recreation, and natural areas.
- Promote and preserve the Region's many fishing, hunting, and hiking opportunities.
- Maintain a buffer around Happel's Meadow. The Township should monitor the availability of surrounding properties and seek to acquire them when they become available.
- Promote infill development in existing developed areas and maintenance and restoration of existing housing resources to reduce development of open space.
- Limit and plan infrastructure extensions in order to not encourage development in areas desired as open space.
- Develop a trail head or stop-off facility for Appalachian Trail thru-hikers, and encourage local non-profit organizations to provide assistance.
- Link recreation areas and natural areas within the Region through open space, greenway and trail systems.
- Plan, facilitate, and identify a trail connection between existing and future subdivisions and recreation areas.
- Encourage the continued availability of the park system facilities to area residents.
- Implement the Franklin County Greenway Plan.

Land Use and Housing

Goal: Retain the existing character of the Borough and the Township by preserving natural, scenic, and open space resources; managing growth; enhancing the tax base; enhancing streetscapes; and assuring the continued desirability of the municipalities as places to live.

Objectives:

- Identify growth areas which are logical extensions of existing concentrations of development in the Wayne Heights, Zullinger, and Rouzerville areas, have appropriate access, can be efficiently served by the circulation system, and can be efficiently served by public sewer and water systems.
- Direct new development in the Township and Borough to the growth areas.
- Enhance the tax base through preservation of open space, agricultural land, and commercial/industrial development.
- Discourage development in areas not suitable for on-site sewage disposal which cannot be feasibly sewerred.
- Encourage compact business development patterns along Main Street.
- Utilize the Main Street, Anchor Building, Elm Street and similar programs.
- Minimize conflicts between non-residential and residential uses through allocation of land use and utilization of performance and design standards and buffer yards. Discourage proximity of incompatible land uses within the area and along municipal boundaries.
- Recognize the variety of housing needs of area residents, particularly for the physically challenged/senior citizens and the Region's workforce.
- Allow a variety of housing densities and attractive residential housing types in appropriately designated areas, consistent with the natural resources, service constraints and existing character of the municipalities.
- Encourage owner occupancy of dwelling units in the Borough and Township.
- Encourage retention of dwelling units within commercial areas to provide for mixed and continued use of these areas.

- Appropriately allocate land use on a regional rather than municipality by municipality basis.
- Maintain community character.
- Identify and preserve historic structures.
- Provide for suitable, attractive and compatible commercial and office uses at appropriate locations, consistent with existing land use patterns, support services, and the transportation system.
- Encourage additional commercial development along Main Street at designated locations and encourage appropriate economic use of the vacant Landis Tool Company.
- Work to retain existing and attract new desirable businesses in the community, and foster the viability of downtown Waynesboro, PA Route 16 corridor in Washington Township, industrial parks in the Township, and vacant industrial properties within the Borough through revitalization efforts and streetscape improvements.
- Provide for adequate, safe and sound housing for present and future residents.
- Provide for the maintenance and any necessary improvement of existing residential areas and housing stock through appropriate land use controls and enforcement policies and programs.
- Establish appropriate policies for residential conversions within the area which will be consistent with retention of the character, stability, and upkeep of residential neighborhoods and provision of adequate parking facilities.
- Plan land uses and densities which will be consistent with the need to preserve open land, manage traffic, maintain the quality of life in the area, and have manageable tax structures.

Transportation and Circulation

Goal: Plan for a circulation system which will allow safe and efficient vehicular, bicycle, and pedestrian travel throughout the Region.

Objectives:

- Coordinate land use and road improvement policies.
- Improve the safety of intersections along PA Route 16.
- Preserve and improve the capacity of the existing roads within the area as future development occurs through cooperative efforts with developers and PennDOT.
- Monitor impacts on roadway capacity from new development and require developers to address projected increased traffic volumes in the road system by improving the existing system.
- Investigate providing additional parking opportunities in Waynesboro Borough.
- Assure adequate access management occurs along the major road corridors such as PA Routes 16, 316, and 997 to minimize the number of access points to the road system.
- Facilitate pedestrian circulation within the business areas of the community through such means as benches, landscaping, shade, windbreaks, street lights, curb cuts, water fountains, and other pedestrian amenities.
- Preserve the scenic road corridors and vistas within the Township.
- Maintain and upgrade the existing road system as necessary and encourage PennDOT to improve state-controlled roads and intersections.
- Institute appropriate traffic calming and noise abatement techniques in the Region.
- Encourage and support the development of a network of trails linking residential areas to open space and recreation resources, surrounding municipalities' trail systems.
- Encourage maintenance and improvement of sidewalks and curbs, completion of gaps in the sidewalk system, and extension of the sidewalk system.

- Expand the pedestrian system and parking to the area of the Waynesboro Area School District facilities.
- Relieve truck congestion along PA Route 16, particularly in the Borough.
- Determine the merits of and appropriate locations of park and ride facilities and other multi-modal facilities.
- An engineering study should be conducted to investigate a potential bypass of PA Route 16 around the southern part of the Borough.
- Complete Washington Township Boulevard.
- Encourage Franklin County to implement a County-wide public transit system.

Community Facilities, Services and Development

Goal: Provide essential facilities and services to meet the existing and future needs of residents consistent with the financial capabilities of the Borough, Township, and Region.

Objectives:

- Identify services and facilities which can be provided on a cooperative basis and work toward intermunicipal cooperation.
- Continue to evaluate the need and opportunity for additional, expanded or improved community services and facilities and plan for the efficient and economical provision of those services and facilities.
- Maintain intermunicipal cooperation for sewage treatment and disposal and water supply.
- Advocate for the provision of adequate child and adult day care facilities.
- Review proposed developments to ensure that developers are providing for required infrastructure, and properly designed and appropriately located recreation facilities.
- Plan and discuss tax base issues on a community-wide basis.
- Review opportunities for sharing of equipment, service and facilities.
- Investigate the possibility of establishing a coordinated emergency services plan for the area.
- Foster a spirit of community within the Borough and Township.
- Support community-wide activities, events and resident participation in government.
- Encourage communication and cooperative efforts among Borough government, Township government, the School District, community organizations, residents and businesses to assure the continued vitality of the area.
- Provide efficient police, fire, and emergency services to the Region.

- Investigate opportunities for cooperation among municipalities and the school district in providing and making available facilities and programs to area residents.
- Provide adequate athletic fields for area youth through cooperative efforts in the Region.
- Require developers to adequately manage stormwater runoff and erosion and sedimentation.
- Successfully address the area's storm drainage problems and reduce flooding.
- Assure that the scale of development in the area is consistent with the capacity of the area's infrastructure and fiscal capacities.
- Coordinate sewer and water planning with land use policies.
- Encourage cooperation among the fire companies in the Township and Borough to address the fire protection needs of the community.
- Investigate the feasibility of locating all Washington Township municipal and authority facilities to one centralized site.

Economic Development

Goal: Sustain and enhance the economic vitality of the Township and the Borough, while maintaining the small-town character.

Objectives:

- Enhance the quality of life in the Region.
- Encourage appropriate re-use and infill of vacant and underutilized properties.
- Encourage the development of the Wharf Road Industrial Park.
- Support programs and efforts to promote economic development in Franklin County and Region, and to retain, replace, and increase jobs for County and Region residents.
- Provide for additional, appropriate commercial development at designated areas along Main Street and the PA Route 16 Corridor.
- Provide linkages to major open spaces and attractions such as the Renfrew Museum Institute, Happel's Meadow, Red Run Park, Antietam Meadow Park, Memorial Park, Rotary Park, Northside Park, and the Appalachian Trail, as well as the regional transportation system, to increase the attractiveness of the Region as a residential and business location.
- Plan for adequate parking facilities in the downtown.
- Facilitate pedestrian access to businesses.
- Encourage streetscape improvements along Main Street and other revitalization efforts.
- Foster municipality and business community cooperation in promoting economic development, community attractiveness, and activities and events.
- Foster home ownership, maintenance of the building stock, increase of the tax base, stability of neighborhoods and community, and fiscal soundness of local government and school district.

Planning

Goal: Provide guidance for the decision making of Township and Borough officials and commissions by identifying an effective action plan in this Comprehensive Plan.

Objectives:

- Encourage acceleration of regional Act 167 stormwater management planning for the DEP designated watersheds in the Region.
- Continue to meet to discuss planning issues of common concern which arise in the future. Yearly, review the goals, objectives and policies of the Plan, their continued relevance, the extent to which they have been accomplished, and the need for revision, and establish a work program for implementation of the Plan.
- Establish a process to coordinate planning future efforts with key stakeholders in the Region, including the school district.
- Work with surrounding communities, regional planning and development organizations and PennDOT to address vehicular, pedestrian, and transit, circulation, land use, community facility and economic development issues which impact Waynesboro Borough and Washington Township.
- Encourage community-based, long term planning for school facilities. Invite the school district to actively participate in the planning process,

Implementation

Goal: Accomplish the goals, objectives and policies of this Joint Comprehensive Plan through identified appropriate implementation techniques.

Objectives:

- Establish a process and identify techniques to manage and control growth in the Township.
- Identify techniques to protect agricultural land in the Township.
- Implement Growing Greener by Design conservation zoning regulations and ordinances in the Township to preserve farmland, open space, and natural areas.
- Identify opportunities for intermunicipal cooperation to accomplish the goals and objectives of the plan.
- Participate in State grant programs which will aid in the implementation of this Plan.
- Participate with Franklin County and State programs designed to encourage intermunicipal cooperation.
- Establish the basis for land use regulations which will implement this Plan.
- Encourage PennDOT and Franklin County cooperation in achieving transportation objectives.
- Secure funding for unfunded government mandates.
- Establish a yearly meeting with major stakeholders, such as citizens, merchants, industrial firms, the Downtown Committee, the Chamber of Commerce, elected officials, other civic groups, and the school district to evaluate the accomplishments of this plan.



Chapter 4

Future Land Use and Housing Plan

The Future Land Use Plan is one of the most important elements of the comprehensive plan. It graphically brings together all of the chapters of the plan and evaluates all of the information that has been mapped and gathered during this planning process. Based on stated goals and objectives, this Plan will determine what future land uses would be most appropriate throughout the region and at what density. Factors such as existing land use, natural features, soil conditions, demographics, housing, economic development trends, road conditions, sewer and water capacities, and village and neighborhood vitality all play a role in the development of the Future Land Use Plan.

The Future Land Use Plan will serve as a guide for future municipal ordinance amendments and regulations. Municipal regulatory controls such as zoning, sewer and water facilities planning, transportation planning, and recreation planning should be based upon the recommendations of the Future Land Use Plan.

It is important to stress that the Future Land Use Plan is **not** a zoning map, nor does it change the zoning ordinances and maps that have been previously adopted by the municipalities in the region. It is a reference tool and a guide that may be used by municipal officials and planners when making decisions regarding future development.

Future Land Use recommendations are based on a variety of factors: The patterns of development and existing conditions within the Borough and Township; the anticipated path of future growth in the Region; existing environmental conditions and natural resources; capacity of public facilities, such as sewer and water service, and other infrastructure; and goals of the Franklin County Comprehensive Plan.

Land Use and Housing

Goal: Retain the existing character of the Borough and the Township by preserving natural, scenic, and open space resources; managing growth; enhancing the tax base; enhancing streetscapes; and assuring the continued desirability of the municipalities as places to live.

Objectives:

- Identify growth areas which are logical extensions of existing concentrations of development in the Wayne Heights, Zullinger, Old Forge/Mentzer Gap Road and Rouzerville areas, have appropriate access, can be efficiently served by the

circulation system, and can be efficiently served by public sewer and water systems.

- Direct new development in the Township and Borough to the growth areas identified in this Chapter.
- Enhance the tax base through preservation of open space, agricultural land, and commercial/industrial development.
- Discourage development in areas not suitable for on-site sewage disposal which cannot be feasibly sewered.
- Encourage compact business development patterns along Main Street.
- Utilize the existing Main Street, Anchor Building Program, and forthcoming Elm Street programs.
- Minimize conflicts between non-residential and residential uses through allocation of land use and utilization of performance and design standards and buffer yards. Discourage proximity of incompatible land uses within the area and along municipal boundaries.
- Recognize the variety of housing needs of area residents, particularly for the physically challenged/senior citizens and the Region's workforce.
- Allow a variety of housing densities and attractive residential housing types in appropriately designated areas, consistent with the natural resources, service constraints and existing character of the municipalities.
- Encourage owner occupancy of dwelling units in the Borough and Township.
- Encourage retention of dwelling units within commercial areas to provide for mixed and continued use of these areas.
- Allocate land use on a regional rather than municipality by municipality basis.
- Maintain community character.
- Identify and preserve historic structures.
- Provide for suitable, attractive and compatible commercial and office uses at appropriate locations, consistent with existing land use patterns, support services, and the transportation system.

- Encourage additional commercial development along Main Street at designated locations and encourage appropriate economic use of the vacant Landis Tool Company.
- Work to retain existing and attract new desirable businesses in the community, and foster the viability of downtown Waynesboro, PA Route 16 corridor in Washington Township, industrial parks in the Township, and vacant industrial properties within the Borough through revitalization efforts and streetscape improvements.
- Provide for safe and sound housing for present and future residents. Allocate sufficient land to accommodate projected growth.
- Provide for the maintenance and any necessary improvement of existing residential areas and housing stock through appropriate land use controls and enforcement policies and programs.
- Establish appropriate policies for residential conversions within the area which will be consistent with retention of the character, stability, and upkeep of residential neighborhoods and provision of adequate parking facilities.
- Plan land uses and densities which will be consistent with the need to preserve open land, manage traffic, maintain the quality of life in the area, and have manageable tax structures.

Actions:

- A. Update zoning maps and zoning district provisions, to reflect the Future Land Use Plan as necessary.
- B. Update Statements of Community Development Objectives contained in Township and Borough zoning ordinances to be consistent with this Plan.
- C. In zoning ordinances, provide for land development techniques designed to protect existing resources, provide open spaces, enhance streetscapes, and protect the character of existing villages.

- 1. Conservation Zoning (Growing Greener Concept of Natural Lands Trust) in the Region:

Determine whether Conservation Zoning should be the default and/or encouraged method of development, with density disincentives given to other methods of development which result in less open space and protection of resources. The typical Conservation Zoning development process is:

- a. Net out natural resources
 - b. Establish maximum overall density
 - c. Establish minimum substantial open space requirement
 - d. Establish alternative methods of development
 - e. Require important natural features and resources, such as scenic vistas, historic sites, agriculture, steep slopes, wetlands, and woodland, to be contained in open space
 - f. Provide visual and physical access to open space areas
- 2. Lot averaging, as appropriate, which provides:
 - a. A maximum overall density
 - b. Flexibility in lot size, with a minimum established
 - c. Natural features and resources are contained in larger lots so houses can be sited away from them

3. Traditional Neighborhood Development (Neotraditional Development), and Village Extension and Village Design within the Villages. These methods promote the following concepts:
 - a. Creation of a sense of community
 - b. Pedestrian oriented design
 - c. Central community facilities
 - d. Public spaces
 - e. Shallow setbacks
 - f. Street trees
 - g. Alleys where appropriate
 - h. Compact development
 - i. Interconnected streets, closer to a grid pattern
 - j. Historic development patterns of towns
4. Adopt corridor overlay zoning along major commercial roads, such as PA Routes 16, 316, and Washington Township Boulevard, to enhance the appearance of these corridors, enhance safety and traffic movement, and maintain economic viability. Such overlay zoning would address:
 - a. Coordinate landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building façade and windows displays throughout the road corridors
 - b. Increase pedestrian and vehicular connections to adjoining properties and within properties
 - c. Increase size and quantity of landscape material
 - d. Integrate historic and cultural resources into development
 - e. Provide site amenities

- f. Renovate building facades
 - g. Minimize curb cuts and unrestricted access
 - h. Provide more attractive signage
 - i. Locate parking to the rear and side of buildings where appropriate and feasible
 - j. Integrate architecture, landscaping and screening
 - k. Encourage pedestrian oriented design (e.g., sidewalks and benches)
 - l. Encourage pedestrian oriented spaces in downtown Waynesboro
 - m. Screen loading areas, outdoor storage and dumpsters
 - n. Provide safe bus stops with shelters, with pedestrian connections to buildings.
- D. In zoning ordinances, require areas for economic development to be developed through coordinated, attractive commercial and business parks and discourage additional strip commercial development in the Township.
- E. Consider allowing convenience commercial uses in or near residential developments to reduce traffic to and from commercial areas in the Region.
- F. The Township and Borough should continue to monitor zoning along municipal boundaries to provide for compatible zoning districts.
- G. Within zoning district provisions, considering the entire Region as a whole, provide for the accommodation of housing in different dwelling types and at appropriate densities for households from all economic and demographic groups within the Region.
- H. Address architectural and related issues within zoning ordinances. For example:
- 1. In some zoning districts, such as but not limited to neighborhood commercial zoning district, limits on commercial building size will be appropriate to maintain existing character.

2. In some zoning districts, emphasis should be placed on encouraging architecture consistent with existing community and/or architectural character.
3. In all Commercial districts, encourage architecture consistent with community character. Architectural treatments of building facades should avoid the "big box" appearance.

I. Additional zoning actions include:

1. Promote buffers and/or performance and design standards where there will be potentially conflicting uses.
2. Consider requiring impact statements (environmental, traffic, services, fiscal, etc.) with requested zoning amendments requiring a zoning district change, to address the impacts of the requested amendment.
3. Giving emphasis to density bonuses for development served by, or with potential to be served by public sewer and public water, rather than development served by package/private systems or individual systems.

J. Update municipal Subdivision and Land Development Ordinances, as necessary. Options include:

1. Require street furniture/pedestrian amenities as required improvements pursuant to Borough and village streetscape plans.
2. Adopt appropriate refinements to implement the Growing Greener Conservation Zoning Concept.

If the Conservation Zoning concept is used, the design procedure is:

- Identify conservation areas
 - Locate house sites
 - Align streets and trails
 - Draw lot lines
3. Require pre-design meetings between planning commissions and developers prior to preparation and submission of subdivision and land development plans.

- 4. Stormwater management ordinances prepared in accordance with Act 167 Stormwater Management Plans should be consistent with the objectives of this Plan.
- K. Municipal Act 537 plans and water supply planning should be coordinated with this plan, particularly the Future Land Use Plan, to promote compact, efficient, orderly, and phased development within and contiguous to existing developed areas.
- L. Neighborhood and Streetscape Plans for the Borough and larger Villages and growth areas such as Rouzerville, Blue Ridge Summit, and Zullinger should be prepared. Issues to be addressed include: landscaping, signage, street furniture, lighting, parking locations and design standards, enhancing the sense of community identity through providing public spaces, and enhancing gateways to the communities. Coordinate such efforts with PADCED (Pennsylvania Department of Community and Economic Development) and PennDOT where applicable.
- M. Brownfield properties could be remediated and redeveloped as industrial uses. An authority should be formed to assist in the reclamation and administration of these properties.
- N. Identify means of maintaining and enhancing existing neighborhoods.

Agricultural Resources

Actions:

- A. To promote the long term economic vitality of agriculture, the Township should identify and encourage the preservation of the most viable agricultural lands. Lands that should receive priority include:
- Land that is protected by existing restrictions and/or easements against development, including lands that have had easements purchased or are adjacent to such lands;
 - Land that is composed of capability class I, II, or III as defined by the USDA.
 - Land that is currently in agricultural use.
 - Land that is included within an approved Agricultural Security Area..
- B. The Township should consider whether to enact Effective Agricultural Zoning regulations for the lands designated as Agriculture on the Future Land Use Map. Effective Agricultural zones permit a wide variety of farming uses, including farm-related businesses and restrict non-farm uses that can be disruptive to agricultural activities. Non-agricultural dwelling unit density is strictly limited to one dwelling unit per 20 to 25 acres average, with the homes required to be built on small lots.

Examples of effective agriculture preservation techniques include:

- Fixed System Formula – allows one dwelling unit for a specified number of acres (1 du / 5 acres or 1 du / 25 acres);
 - Sliding Scale Formula – varies the number of permitted dwelling units based on the acreage of the entire parcel. The result is that larger parcels are permitted to have proportionately less dwellings than smaller parcels;
 - Percentage-System Formula – Permits only a percentage of the entire parcel to be subdivided or developed (example 10%).
- C. The Township should encourage preserving agricultural operations through the following administrative actions:
1. Work with local farmers to encourage participation in the Washington Township Agricultural Security Area.
 2. Work with local farmers to encourage participation in the Franklin County Ag Preservation Program.

3. Encourage individual participation in other Purchase of Agricultural Conservation Easements Programs.
 4. Support measures to relieve property tax burden for farmers.
 5. Limit extension of planned public sewer and water facilities to agricultural areas only when failing systems are involved.
 6. Limit non-farm uses which could cause conflicts with agricultural practices and/or require buffers for non-farm uses around the perimeter of farms.
 7. Allow conservation zoning development (Growing Greener) as an option in agricultural areas.
 8. Promote enrollment in Act 319 (Clean and Green) tax relief program.
 9. Allow for and give incentives to compact development and clustering of housing for development.
 10. Give disincentives to inefficient development techniques.
- D. The Township should allow farmers to supplement income through home businesses, home occupations and farm related businesses; allow farm support businesses and businesses which market or process farm products; establish appropriate controls on intensive agricultural operations; and permit appropriate recreational activities, such as hayrides, corn mazes, and festivals.

FUTURE LAND USE MAP

The principal benefit of multi-municipal planning is the opportunity to coordinate land uses among the participating municipalities. Even if the implementation process does not include a joint zoning ordinance, much is gained if the individual ordinances define land uses in the same way. The following text is *not* recommended ordinance language, but indicates the type of use and general function of each land use identified on the Future Land Use map.

While it is not required to specify lot sizes in the Comprehensive Plan, doing so makes it much easier to draft the implementing zoning ordinances. The target densities for every category should be used as a starting point when amending zoning district requirements. Areas with recommendations for higher density development are contingent on the availability of public sewer and water service.

The Future Land Use Plan Map for the Waynesboro/Washington Township Joint Comprehensive Plan, Figure 4.1, includes the following Land Use Categories:

- Agricultural
- Forest Conservation
- Low Density Residential
- Medium Density Residential
- Medium Density Mobile Home Residential
- High Density Residential
- Commercial
- Commercial Neighborhood
- Industrial
- Borough Center
- Public/Semi-Public
- Hospital/Office

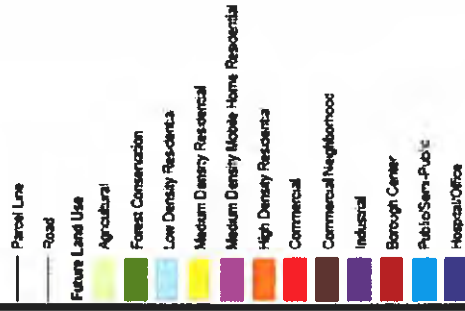
GROWTH AREAS

The Pennsylvania Municipalities Planning Code introduced the concept of Designated Growth Areas, which are regions within a multi-municipal plan that preferably includes or is adjacent to existing developed areas or villages. In Growth Areas, residential and mixed use development is permitted or planned for at densities of more than one unit per acre, commercial, industrial and institutional uses are permitted or planned for, and public infrastructure services are provided or planned. The intent of the Designated Growth Area is to provide for orderly and efficient development to accommodate the projected growth of the area within the next 20 years.

Washington Township and
Waynesboro Borough
Joint Comprehensive Plan
Franklin County, PA

Figure 4.1

Future Land Use



Data source: SSM, Maps & More



Map of Washington Township and Waynesboro Borough, PA, showing future land use. The map is a color-coded overlay on an aerial photograph. The colors represent different land use categories: Agricultural (light green), Forest Conservation (dark green), Low Density Residential (yellow), Medium Density Residential (orange), Medium Density Mobile Home Residential (red), High Density Residential (dark red), Commercial (purple), Commercial Neighborhood (blue), Industrial (dark blue), Borough Center (light blue), Public/Semi-Public (light green), and Hospital/Office (dark blue). The map shows a mix of these land uses across the area, with some areas being predominantly one type of land use and others being more mixed. The map is oriented with North at the top.

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Project No. 100000
10/25/2008
11/17/2008
11/17/2008

04/20/09

Note: Roads are the actual real location and matching with the aerial photography.

As stated in the Land Use and Housing Plan component of the Franklin County Comprehensive Plan:

“Direct most residential development to locations where public water and sewage services can be efficiently provided- to minimize conflicts with agriculture and to minimize the amount of land that is consumed”.

The Franklin County Plan further states:

“Encourage the clustering of homes on the most suitable portions of a tract to permanently preserve important natural features or usable tracts of farmland”.

For the purposes of this Joint Comprehensive Plan, Growth Areas will be areas where public sewer and public water service is provided, or could be provided with reasonable ease (for example a tract of land within one quarter mile of the system).

FUTURE LAND USE MAP CATEGORIES

AGRICULTURAL:

Description - Cultivation of the soil, forestry, and the raising of livestock for commercial or private purposes, including ancillary uses such as the residence of the farm operator. Commercial uses which directly support farm operations are typically allowed.

Planning Objective – Target critical areas where agricultural activities are practiced for future preservation. Uses related to agriculture including support businesses should be encouraged. Limited residential development may follow Conservation Zoning techniques in some areas to preserve open space.

Recommended Land Uses – Cropland; Pastureland; Farm-related structures and businesses; Woodlands; Limited residential; Public and municipal uses.

Recommended Development Densities/Strategies – If residential development is permitted, it should be at lower average densities (one dwelling per 2 acres) and should not encroach on active farmland. Conservation Zoning development, and effective agricultural zoning techniques such as sliding scale, where larger parcels have proportionately less dwellings than smaller ones or percentage-based lot calculation methods should be encouraged in this district. Public sewer and water service is not recommended for Agricultural areas unless public health issues are imminent. Participation in the Township’s Agricultural Security Area should be encouraged.

FOREST CONSERVATION:

Description - These areas contain a mixture of agricultural, woodland, open space, and low density residential uses. Factors such as the presence of steep slopes, woodlands, wetlands, and/or floodplains limit the development potential of these areas.

Planning Objective – Accommodate limited very low density development; agricultural uses; rural resources; open space and recreation.

Recommended Land Uses – Limited low density residential; Cropland; Pastureland; Open space; Farm-related structures and businesses; Woodlands; Public, Semi-Public; Institutional, and municipal use.

Recommended Development Densities/Strategies – Larger lots of at least one to three acres or more per dwelling unit. Conservation Zoning Development techniques are encouraged in this district. Public sewer and water service is not recommended for Forest/Rural Conservation areas, except in the cases of Conservation Zoning developments.

LOW DENSITY RESIDENTIAL:

Description - The lowest density of residential. The defining characteristic of these areas is that only single-family detached homes (and accessory uses) are permitted.

Planning Objective – To accommodate continued low density residential development where such development is occurring, in a setting that will continue to contain some rural characteristics such as woodland and open space.

Recommended Land Uses – Single Family detached dwellings; Woodlands; Parks/Open Space; Municipal Use.

Recommended Development Densities/Strategies – Density of approximately 10,000 square feet to one unit per acre. Higher density development may be allowed in the Borough, or through Conservation Zoning development in the Township, provided that public sewer and water service is available where conservation zoning is adopted. Conservation Zoning development should be used for developments of 8 acres or more. Public sewer and water service is a necessity in developments where overall density is approximately 15,000 square feet or less.

MEDIUM DENSITY RESIDENTIAL:

Description - This area is recommended for higher densities than the Low Density Residential category, and allows narrower lots. Also, single-family semi-detached homes may be permitted as well as detached houses.

Planning Objective – Recommended areas where continued residential development should occur.

Recommended Land Uses – Single family detached dwellings; Single family semi-detached dwellings; Park/Open Space Uses.

Recommended Development Densities/Strategies – Maximum density range up to approximately 14 units per acre (in the Borough), depending on the availability of public facilities. Lower densities if on-site facilities are used. Conservation Zoning development is appropriate in these areas in the Township.

HIGH DENSITY RESIDENTIAL:

Description - This area permits all dwelling types, including single family detached, semi-detached, as well as townhouses, apartment buildings, and mobile home parks.

Planning Objective – These areas are where the greatest concentration of high density residential development has and should occur.

Recommended Land Uses – Single family detached dwellings; Single family semi-detached dwellings; Townhouses; Apartments; Park/Open Space.

Recommended Development Densities/Strategies – Density range typically of 5 to approximately 20 units per acre, depending on the availability of public facilities, though this density could be exceeded on some housing developments in the Borough.

MEDIUM DENSITY MOBILE HOME RESIDENTIAL

Definition - These areas will provide for a mixture of residential uses at a variety of densities, including mobile and manufactured homes.

Planning Objective - Provide appropriate areas for mobile and manufactured homes and parks, as well as other higher density residential uses.

Recommended Land Uses – Single family detached dwellings; Single family semi-detached dwellings; Townhouses; Apartments; Mobile and manufactured homes; Park/Open Space

Recommended Development Densities/Strategies – Density of approximately 5,000 square foot lots up to one acre, depending on the availability of public facilities.

COMMERCIAL NEIGHBORHOOD

Description - These areas will be characterized by a mix of uses including residential uses and related convenience-commercial areas, second floor apartments, and professional offices at a variety of densities.

Planning Objective – Provide areas to encourage a mixture of residential and appropriate commercial uses within the village of Blue Ridge Summit and along PA Route 997. The critical element here is the creation of an environment where the commercial uses are compatible with existing residential uses. Commercial uses within these areas will be at a smaller neighborhood scale. Highway oriented uses, such as garages and service stations, are not recommended in these areas.

Recommended Land Uses – Offices; Small-scale retail and local commercial and personal service uses. Single family dwellings, semi-detached dwellings; Parks and Recreation; Public, institutional, and municipal uses.

Recommended Development Densities/Strategies – Density will vary depending on the use and the availability of public facilities. Traditional Neighborhood Design development may be appropriate within these areas to blend in with the Region's existing development pattern.

COMMERCIAL:

Description - This category includes most kinds of retail sales and businesses and highway-oriented businesses like those found along PA Route 16, Washington Township Boulevard, and PA Route 997.

Planning Objective – Provide for appropriate commercial development in locations where a cluster of commercial uses exist. These uses should be more intensive, highway oriented commercial uses.

Recommended Land Uses – Highway oriented commercial uses such as retail; offices; supermarkets; multi-tenant shopping plazas; automobile related uses.

Recommended Development Densities/Strategies – Lot sizes may vary, with density appropriate as needed by use, and type of sewer and water service.

INDUSTRIAL:

Description - This category will be intended to accommodate a variety of industrial uses, due to access to major highways and availability of required utilities.

Planning Objective – Provide areas to accommodate a wide range of industrial uses.

Recommended Land Uses – Offices; Printing and Publishing uses; Warehousing and Distribution; Manufacturing; Food Processing; Transportation.

Recommended Development Densities/Strategies – One acre minimum lot size, or larger as appropriate for use, depending on the site. There will be adaptive re-use of some industrial sites in the Borough in the future.

BOROUGH CENTER

Definition - This area will be chiefly a commercial area, but professional offices, and limited mixed use residential will also be accommodated, and at a high density.

Planning Objective – Area intended to allow continued growth of the existing downtown core, providing services including the niche specialty shops. The critical element here is the creation of a flexible, pedestrian-friendly environment where the commercial uses are compatible with existing uses. Commercial uses within this district will be at a smaller scale and should include uses such as corner grocery stores, coffee shops, restaurants and cafes, specialty retail shops, and offices. Highway oriented uses are not recommended in this area.

Target area for economic activity and re-development of vacant buildings with the goal of re-establishing the central business district as a destination. Emphasis should be on protection of the character of the historic character of the area.

Recommended Land Uses - Small-scale commercial and specialty retail professional and government offices; conversion and loft apartments; parks and recreation; day-to-day commercial uses.

Recommended Development Densities/Strategies – Density requirements should be flexible in this area, depending on the use. Lot sizes of 5,000 square feet or less average, provided pedestrian facilities are provided. Neo traditional development may be appropriate within these areas to create a sense of ‘place’, while discouraging automobile-dependent uses and large parking lots. Access management strategies are extremely important in this area and off-street parking areas should be to the side or rear of the structures.

PUBLIC/SEMI-PUBLIC

Definition - This area depicts on the future land use map the region’s school district and municipal facilities, churches, cemeteries, and other cultural features.

Planning Objective – To provide areas for public or semi-public uses, as well as limited professional office campuses.

Recommended Land Uses – School district facilities; offices, churches; cemeteries; municipal use; recreational uses.

Recommended Development Densities/Strategies – Flexible, based on use. Design standards should be incorporated into ordinances to ensure appropriate design and development occurs.

HOSPITAL/OFFICE

Definition – This area depicts on the future land use map Waynesboro Hospital and office buildings in the vicinity of the Hospital.

Planning Objective – To protect the existing hospital area from uses which adversely affect the necessary functions of the hospital and to provide additional opportunities for hospital and health-related offices and services close to the hospital.

Recommended Land Uses – Hospital, medical and dental offices and clinics, medical laboratories and diagnostic centers, offices administering health and welfare programs and services, nursing and convalescent homes.

Future Land Use Map Acreage by Category

Future Land Use	Acres (Approximate)
Agricultural	12,895
Borough Center	118
Commercial	904
Commercial Neighborhood	201
Forest Conservation	5,523
High Density Residential	59
Hospital/Office	19
Industrial	598
Low Density Residential	4,044
Medium Density Mobile Home Residential	266
Medium Density Residential	2,191
Public/Semi-Public	365
Total	27,183

HOUSING PLAN

The objectives for housing are to provide for safe and sound housing for present and future residents; provide adequate areas for accommodation of housing for the projected population; to allow for a variety of housing densities, development patterns, and attractive residential housing types for all age groups in appropriately designated areas within the natural and service constraints of the Region; to provide for maintenance of the character of existing residential areas and housing stock through appropriate coordinated land use controls, and address the housing needs of the elderly and disabled in the community.

Provision for a variety of housing densities, housing types, and development patterns in appropriately designated areas is accomplished through the Future Land Use Plan. Maintenance of the existing housing stock and adequacy of new housing can be accomplished through enforcement of building codes and utilization of property maintenance codes.

Another concern is providing for housing for people trying to enter the housing market and housing for those families living and working in the Region. Allowing for a variety of housing types, including multiple family, and higher densities of development when public sewer and water is available, is important to addressing this need.

While housing affordability issues typically reflect market conditions, the Township and Borough can maintain construction and housing codes which are reasonably based on protecting public health, safety and general welfare, and which do not contain provisions solely to increase the luxury of dwelling units. This is facilitated by use of the Uniform Construction Code. Excessive standards in municipal regulations can unnecessarily raise housing costs.

New housing developments should be well-planned, attractive living environments. A variety of development options can be made available, including but not limited to conservation zoning development, traditional and village patterns, in addition to more typical single family development.

The existing character of residential areas can be maintained through appropriate zoning provisions and review of subdivision and land development plans.

Actions:

- A. Establish and maintain adequate housing and property maintenance codes and zoning ordinance provisions as necessary to maintain the building stock and properties within the Region.
- B. Foster programs which encourage home renovation and rehabilitation in existing neighborhoods. Enact land use regulations that provide adequate opportunities for affordable workforce housing.
- C. Work with residents of the Region and regional taxing entities to identify programs and policies that will help residents maintain and enhance their properties, and meet housing expenses and retain their homes as owner-occupied single family residences.
- D. Regulate housing conversions through zoning provisions and require adequate parking to be provided.
- E. Provide for a variety of housing types and densities through zoning.
- F. Enact zoning regulations that provide incentives for senior housing in the Residential Areas on the Future Land Use Map. Consider appropriateness of such techniques or density incentives or overlay treatments.
- G. Encourage housing development in existing villages at densities consistent with the Future Land Use Map.

Capacity for Future Development

The Future Land Use and Housing Plan must provide documentation that there is a sufficient amount of available land for future development to accommodate the future population projected up to the year 2020. Table 4.1 illustrates Region's population projections (from PA DEP and SSM) for 2010 and 2020. The projected increase for the Region from 2000 to 2020 is approximately 3,459 additional persons. Table 4.2 provides the projected need for additional housing units in the Region. In order to accommodate the projected population increase, there will be a need for an additional 1,439 new housing units by 2020.

Table 4.1: Population Projections; U.S. Census Bureau Estimated 2007 Population

	1990 CENSUS	2000 CENSUS	2007 EST	2010 PROJ	2020 PROJ
Waynesboro Borough	9,578	9,614	9,876	9,915	10,290
Washington Township	11,119	11,559	11,883	12,885	14,342
REGION	20,697	21,173	21,759	22,800	24,632

SOURCE: US Census; PA DEP 2006; SSM

* Total existing occupied housing units as of 2000

Table 4.2: Housing Need Projections

	2000 CENSUS	2010 PROJ	2020 PROJ	2000-2020 % Increase
Waynesboro Borough	9,614	9,876	10,290	+676 (7.0%)
Borough housing requirement @2.26 persons/household	4,228*	4,387	4,553	+325 Units
Washington Township	11,559	12,885	14,342	+2,783 (24%)
Township housing requirement @2.52 persons/household	4,577*	5,113	5,691	+1,114 units
REGION POPULATION	21,173	22,761	24,632	3,459 (16.3%)
REGION HOUSING REQUIREMENT	8,805*	9,500	10,244	+1,439 units

Table 4.3: Build Out Capacity for Population Growth in Sewer and Water Service Areas – Region

Future Land Use Plan Category	Approx. Available Undeveloped Acres (in sewer service area)	Available Acres Minus 20%	Likely Development Density Range	Likely Maximum Potential for Dwelling Units at Build Out	Likely Maximum Potential Range for Additional Persons*
Medium Density Residential	494	395	2-5 D.U./Acre	790--1,975 units	1,991-4,977
Low Density Residential	782	626	1-3 D.U./Acre	626--1878 units	1,577-4,732
Commercial Neighborhood	6	3**	1-3 D.U./Acre	3--9 units	7-22
TOTALS	1,282	1,025	--	1,419--3,862 units	3,575-9,731

*Used 2.52 persons per dwelling unit, average for Washington Township, the highest average in the Region.

Source: US Census Bureau.

** only 50% of available acres were factored into Commercial Neighborhood, assuming mixed-use development occurs.

— assumed 20% of tract would not be available for inclusion within residential lots (50% for Commercial Neighborhood)

Table 4.3 calculates a maximum build out capacity range for population growth in the sewer and water service areas as from 3,575 to 9,731 additional persons, depending on the density of development. This figure does NOT include additional acreage within the categories outside of the sewer and water service area, where undoubtedly there will be some additional growth (see Table 4.4). Even after excluding the non-serviced categories, this build-out capacity exceeds the initial projected 2000-2020 population increase for the Region of 3,336 additional persons. It is a safe assumption that the Region will have more than enough capacity to handle anticipated future growth for the life span of this Plan and beyond.

Table 4.4: Build Out Capacity for Population Growth Outside Sewer and Water Service Areas – Region

Future Land Use Plan Category	Approx. Available Undeveloped Acres	Available Acres Minus 20%	Likely Development Density Range	Likely Maximum Potential for Dwelling Units at Build Out	Likely Maximum Potential range for additional persons*
Medium Density Residential	473	378	1-2 D.U./Acre	378--756 units	953--1,905
Low Density Residential	994	795	1 D.U. / Acre	795 units	2,003
Commercial Neighborhood	50	25 **	1-2 D.U./Acre	25--50 units	63--126
TOTALS	1,517	1,198	--	1,198-1,601	3,019—4,034

*Used 2.52 persons per dwelling unit, average for Washington Township, the highest average in the Region.

Source: US Census Bureau.

** only 50% of available acres were factored into Commercial Neighborhood, assuming mixed-use development occurs.

– assumed 20% of tract would not be available for inclusion within residential lots (50% for Commercial Neighborhood)

This Joint Comprehensive Plan recommends that the majority of residential growth occur within areas capable of providing public sewer and public water service. However, undoubtedly, there will be lower density development occurring outside of these areas. Table 4.4 calculates a build out capacity range for population growth OUTSIDE of the sewer and water service areas as from 3,019 to 4,034 additional persons, depending on the density of development. This figure is in addition to the capacity range depicted in Table 4.3. The total overall capacity for development in the Region, (Tables 4.3 and 4.4), is a range of 2,617 to 5,463 additional units. As of 2007, there are 1,263 units approved and 1,583 units in the process. These 2,846 units count toward the Region's needs analysis, which shows that if the housing trend continues at this pace, the Region can expect to be at the upper end of the calculated ranges.

Environmental Considerations for Future Development

As development occurs in the Region, particularly in the Forest Conservation and Agricultural areas, which contain the greatest extent of sensitive environmental resources in the Region, care must be taken to preserve and protect the resources identified within each tract of land. The following approaches should be taken, in a consistent manner within the Region, to development in these areas:

- An ongoing awareness of and sensitivity toward the natural resources of the area should be encouraged.
- Development should be concerned with geologic stability, soils suitability, groundwater supplies and stream flows.
- Groundwater resources should be protected against depletion and contamination.
- Methods of encouraging replenishment of the groundwater supply should be utilized.
- Streams, ponds and wetlands should be protected against pollution from point sources and runoff.
- Floodplains and poorly drained soils should be protected from encroachment.
- The loss of topsoil should be minimized.
- The retention and establishment of trees and other vegetation should be encouraged to control erosion, shade surface waters, control stormwater flow, create wind breaks, provide animal habitats and provide visual amenities.
- The preservation of scenic viewsheds and scenic road corridors should be encouraged.
- Steep slopes should generally be avoided.
- The protection, preservation and enhancement of historic resources should be encouraged.
- The adaptive reuse of historic structures should be encouraged where appropriate.
- Innovative land development techniques should be used to minimize land consumption, preserve ecosystems, preserve agricultural lands and preserve natural resources and open space.
- The provision of open space and recreation areas for active and passive recreation should be encouraged. Visual and physical access to the open space system should be provided.

- The coordination of open space and circulation systems among adjoining developments should be encouraged and required where feasible, including walking trails.
- A system of bicycle paths and sidewalks should be encouraged.
- Incorporation of resources into development plans should be encouraged.
- Flexible approaches to site design to recognize resources should be encouraged.
- Not permitting invasive species to be planted by developers as part of landscaping plans.

Recommended Development Concepts

The Action Plan contains recommendations for land development techniques and processes designed to protect existing resources, provide open spaces, encourage appropriate development which is consistent with existing development patterns, and enhance streetscapes. Because of the rural character of much of the Region and the existing population centers and Villages, techniques which are especially recommended include Traditional Neighborhood Development (TND) and Conservation Zoning Development in the Township. TND is particularly appropriate within and surrounding existing settlements such as the Borough and villages, and would be appropriate in designated growth areas in the Region. Conservation Development could be used to help preserve open space and agricultural resources when development occurs in more rural areas of the Township.

The Elements of Traditional Neighborhood Design

- **Limited Size:** A village or neighborhood is limited to a 1/4 mile radius (up to 200 acres), or a five minute walk from the center to the edge.
- **Mixed Uses:** The inclusion of retail and commercial activity with residential uses brings the needs of life within walking distance for all ages and social groups. A variety of housing types is a standard element, including single family, duplex, townhouses, and apartments over shops, which can bring safety and vitality to the town center.
- **Street Network:** A traditional grid or web pattern creates a more understandable system and more choices for travel routes, which is effective for pedestrians as well as the automobile.

- **On-Street Parking:** Helps to slow down traffic, acts as a buffer between pedestrians and moving traffic, and increases opportunities for drivers to find convenient parking.
- **Alleys and Lanes:** Give secondary access to property for deliveries: locating parking garages, utilities and garbage collection here preserves the beauty of the streetscape.
- **Sidewalks and Pedestrian Paths:** An emphasis on "walkability," or the needs of the pedestrian, makes destinations accessible to residents, including children and the elderly.
- **Borough Center and Square:** A central focal point for community life, providing a special place for public events, and is the appropriate place for mixing retail, civic and business life.
- **Shallow Setbacks:** Placing buildings in the Borough close to sidewalks creates a friendlier "outdoor room."
- **Outbuildings:** Secondary structures normally located at a rear alley allow for parking, storage, workshop space, home offices or a rental apartment.
- **Porches:** Create spaces for a sociable transition from the public street to the private home and provide shelter and shade.
- **Building Types:** Designed to allow for adaptation from one use to another, as markets dictate, with an emphasis on local historical style.
- **Open Space:** A variety of types are included for specific needs, from the regional parks, to the neighborhood playground, to a green buffer, bringing nature into the human environment.

Conservation Zoning (Growing Greener)

Growing Greener¹ is a statewide community planning initiative which is designed to help communities use the development regulation process to their advantage to protect interconnected networks of greenways and permanent open space.

Each time a property is developed into a residential subdivision, an opportunity exists for adding land to a community-wide network of open space. Although such opportunities are seldom taken in many municipalities, this situation could be reversed fairly easily by making several small but significant changes to the Township's basic local land-use documents – the zoning ordinance and the subdivision and land development ordinance. Conservation Zoning rearranges the density on each development parcel as it is being planned so that only half (or less) of the buildable land is consumed by house lots and streets. Without controversial “down zoning” (decreasing the number of house lots), the same number of homes can be built in a less land-consumptive manner, allowing the balance of the property to be permanently protected and added to an interconnected network of community green spaces. This “density-neutral” approach provides a fair and equitable way to balance conservation and development objectives.

Currently, Washington Township is updating their zoning ordinance to include the Growing Greener Conservation Zoning concepts for selected zoning districts.

Infill Policies

Two of the objectives for land use are to encourage new residential development to take place as infill within and near the Borough and other existing settlements with infrastructure of adequate capacity and functionality and promote infill and revitalization within existing centers, in conformity with the general character of the existing centers. There are a number of strategies which can be used to promote infill. The following policies can be reviewed as a starting point in determining the most appropriate methods for use in the Region. Land consumption for new development can be minimized if development or redevelopment occurs on vacant or underutilized parcels within existing developed areas. Development costs can sometimes be reduced because of the accessibility of existing infrastructure and services.

¹ Source: Natural Lands Trust, Media, PA

Potential Infill Promotion Strategies

Zoning Strategies

1. Target and map areas for infill development. Identify parcels, developments, and existing vacant or underutilized buildings and lots.
2. Determine types of development desired.
3. Zone areas appropriately to allow desired land uses.
4. Create infill development opportunities overlay districts as necessary.
5. Consider whether more design flexibility in ordinances is necessary to achieve the desired end – such as flexibility in setbacks, yard requirements, lot widths, and lot size.
6. Consider density bonuses to lowest acceptable lot size or highest intensity of use consistent with available sewer and water facilities.
7. Consider allowing nearby convenience services in designated economic development, mixed use, or infill overlay areas.
8. Apply appropriate standards to non-conforming lots which can allow reasonable development.
9. Where appropriate, consider well-designed, buffered mixed uses or dwelling types, if appropriate infrastructure is available.
10. Consider transfer of development rights with bonuses to target development areas from areas targeted for preservation or conservation.
11. Eliminate incentives to development in non-growth and non-targeted areas.

Subdivision and Land Development Strategies

12. Streamline procedures and permitting.
 - reduce delays and hearings
 - have expeditor

13. Review level of service standards (such as amount of recreation) or design standards (such as road widths) for appropriateness in each situation.
14. Consider appropriateness of incentives for infill projects
 - reduced development/permit fees
 - reduced impact fees
 - reduced infrastructure connection fees
15. Consider appropriateness of allowing/promoting re-subdivision or redesign of very low density tracts to more efficient, land conserving patterns if appropriate infrastructure is available.

Public Relations Strategies

16. Stimulate developer interest in infill development and educate consumer/public regarding benefits and availability of infill:
 - promotional/publicity campaign for infill
 - make parcel data available
 - establish cooperative demonstration project
 - seminars
 - training programs
 - design competition for demonstration project
17. Prepare neighborhood strategies with input from residents; cooperation with, involvement of, and information to existing residents.
18. Inform existing residents of projects, invite participation in review, hold project meetings with developers at initial stages.
19. Prepare appropriate protective design standards such as traffic calming, landscaping, vegetation retention or replacement, and permissible land uses.
20. Encourage lending institutions to be supportive of infill initiative in providing lending.

Municipal Financial Policies

21. Consider appropriateness of real estate transfer tax relief for purchase of properties in target areas.
22. Consider appropriateness of property tax abatement in target areas.

23. Foster programs which encourage building renovation and rehabilitation in existing neighborhoods.
24. Identify strategies for assembling parcels (with realtors and developers).

Municipal Infrastructure Policies

25. Identify need for Infrastructure improvements (new or improved roads, parks, utilities, streetscape improvements, drainage facilities, pathways).
26. Facilitate accessibility to community facilities and services (senior centers, community centers, etc.).
27. Locate municipal services near growth and target areas.

Official Map

Article IV of the Pennsylvania Municipalities Planning Code authorizes the governing body of each municipality with power to create an official map of all or a portion of the municipality which may show elements of the Joint Comprehensive Plan with regard to public lands and facilities, and which may include, but need not be limited to:

1. Existing and proposed public streets, watercourses and public grounds, including widening, narrowing, extensions, diminutions, openings or closings.
2. Existing and proposed public parks, playgrounds, and open space reservations.
3. Pedestrian ways and easements.
4. Transit right-of-ways and easements.
5. Flood control basins, floodways and floodplains, stormwater management areas and drainage easements.
6. Support facilities, easements and other properties held by public bodies undertaking the elements described in the Joint Comprehensive Plan.

The Township Supervisors and Borough Council members may make surveys and maps to identify the location of property, traffic way alignment or utility easement by use of property records, aerial photography, photogrammetric mapping or other method sufficient for identification, description and publication of the map components. For

acquisition of lands and easements, boundary descriptions by metes and bounds must be made and sealed by a licensed surveyor.

The adoption of any street lines or other public lands as part of the official map does not constitute the opening or establishment of any street nor the taking or acceptance of any land, nor does it obligate the municipality to improve or maintain any such street or land. The adoption of proposed watercourses or public grounds as part of the official map does not constitute a taking or acceptance of any land by the municipality.

For the purpose of maintaining the integrity of the official map, no permit shall be issued for any building within the lines of any street, watercourse, or public ground shown or laid out on the official map. No person shall recover any damages for the taking for public use of any building or improvements constructed within the lines of any street, watercourse, or public ground after the same shall have been included in the official map, and any such building or improvements shall be removed at the expense of the owner. However, when the property of which the reserved location forms a part, cannot yield a reasonable return to the owner unless a permit shall be granted, the owner may apply to the governing body for the grant of a special encroachment permit to build.

The Township or Borough may fix the time for which streets, watercourses and public grounds on the official map shall be deemed reserved for future taking or acquisition for public use. However, the reservation for public grounds shall lapse and become void one year after an owner of such property has submitted a written notice to the governing body announcing his intentions to build, subdivide or otherwise develop the land covered by the reservation, or has made formal application for an official permit to build a structure for private use, unless the governing body shall have acquired the property or begun condemnation proceedings to acquire such property before the end of the year.

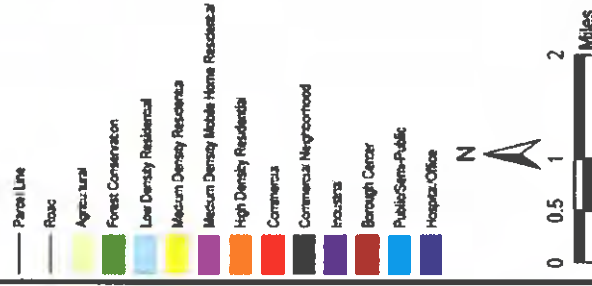
TARGET AREAS

Certain areas on the Future Land Use Plan have been identified as Target Areas in Figure 4.2.

Washington Township and
Waynesboro Borough
Joint Comprehensive Plan
Franklin County, PA

Figure 4.2

Future Land Use and
Target Areas

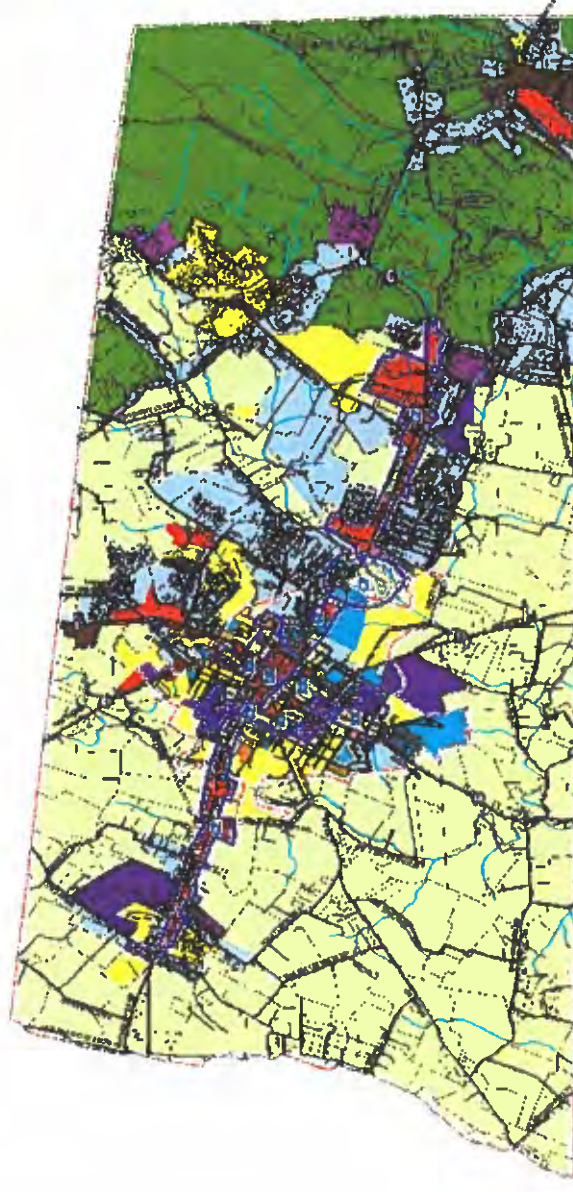


Data source: SSM, Maritz & Maritz



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- Target Areas**
- 2525 CE, Commercial Enhancement Area
 - 2525 CP, Creation of Pedestrian Linkage Area
 - 2525 DR, Downtown Revitalization Area
 - 2525 I, Industrial Reinvestment Area
 - 2525 RR, Residential Reinvestment Area

Note: Roads are the actual 'as is' location and matching with the aerial photography

Commercial Enhancement Areas

Commercial Enhancement Areas include Commercial areas along Route 16. These areas have been developed for a variety of commercial uses and in a variety of manners, from strip commercial development to planned shopping centers. Enhancement is called for now or could be called for in the future to address such issues as access management to Route 16, aesthetics of the area, and signage control. Primary techniques to use in these areas would be streetscape plans to address lighting, signage, landscaping, street furniture, access management, and improved pedestrian access; façade improvement programs; and zoning and subdivision and land development ordinance provisions.

Ordinance provisions could address access management, signage standards, lighting standards, landscaping and buffering requirements, improvement requirements, and design and performance standards.

Creation of Pedestrian Linkage Area

This Plan supports improved pedestrian/bicycle linkage between the Borough and the Township. One of the critical areas in which to improve such linkage is the vicinity of Route 16. Conceptual elements in a pedestrian/bicycle system are shown on Figure 7.4.

Downtown Revitalization Area

The Downtown Revitalization Area is the Borough Center. This area is the focus of the Main Street activities of Mainstreet Waynesboro, Inc. to secure appropriate re-use and infill of vacant and underutilized properties, implement the façade improvement program, implement the Downtown Master Plan, investigate the Anchor Building Program, and work with Franklin County government to have satellite County facilities located in downtown Waynesboro. Implementation of the Downtown Master Plan will include such activities as:

- recruiting appropriate retail to the Main Street area,
- creating gateway signage at the entrance to downtown,
- preparing streetscape plans, and
- improving pedestrian linkages between parking areas and Main Street, and adding pedestrian-friendly outdoor use areas along linkages.

Industrial Reinvestment Areas

The Industrial Reinvestment areas correspond to some of the designated industrial areas in the Borough on the Future Land Use Plan. In these areas, elements of the economic development program will be implemented, including:

Providing financial incentives for re-use of buildings;

Securing land and buildings for industrial development. Determine if an authority should be established to acquire and promote the reuse of vacant and underutilized buildings and assist in the reclamation and administration of Brownfield properties;

Supporting business incubation and micro-enterprise use of vacant and underutilized buildings; and

Remediating and redeveloping Brownfield properties.

These are areas where development of Specific Plans can be considered; and DCED, FCADC, FCIDA, and WIDC can be worked with to identify potential funding strategies for land purchase and infrastructure improvements to support economic development. Also:

Review opportunities created with the recent passage of Pennsylvania's Economic Stimulus Package;

Investigate the potential for PENNVEST funding for reinvestment and redevelopment of brownfield sites;

Inform economic development agencies of areas and buildings available for commercial and industrial development;

Maintain low interest revolving loan funds for business start-up and improvements;

In the zoning ordinance, build in flexibility with regard to permitted uses to facilitate the re-use of vacant and underutilized buildings;

Identify sources of gap financing to make investment projects feasible; and

Determine opportunities for Keystone Innovation Zones (KIZs), and Keystone Opportunity Zones (KOZs).

Residential Reinvestment Areas

The Residential Reinvestment Areas in the Borough are areas where it is important to stabilize and enhance residential neighborhoods through such actions as initiating an Elm Street Program; supporting ownership programs, such as down payment assistance and

assistance in meeting housing expenses; and fostering programs which encourage home renovation, rehabilitation, and enhancement.

Related actions listed in the Action Plan include:

- Establish and maintain adequate housing and property maintenance codes.
- Foster programs which encourage home renovation and rehabilitation in existing neighborhoods.
- Identify programs and policies that will help residents maintain and enhance their properties, meet housing expenses and retain their homes as owner-occupied single family residences.
- Enact zoning regulations that provide incentives for senior housing.
- Consider grant and revolving low-interest loan programs for owner-occupied housing rehabilitation.
- Implement code enforcement programs to identify code violations that can be corrected by rehabilitation or demolition.
- Facilitate neighborhood maintenance through programs for home improvements, including weatherization, painting, lighting, and neighborhood cleanup.
- Develop home façade improvement program.
- Maintain low-interest loan and grant programs for rehabilitation and housing purchase through local banks.
- Maintain down-payment assistance programs for housing purchases.
- Maintain rental unit licensing and annual inspections to discourage substandard rentals.
- Review examples of non-profit agencies which buy homes, rehabilitate them, and sell them to moderate income households, in partnership with HUD and banks offering attractive mortgages.
- Develop block by block approaches to neighborhood revitalization, with analysis of needs for rebuilding and rehabilitation.

- Determine the merits of providing tax abatement for rehabilitated or repaired structures.
- Support ownership/first time ownership programs, such as down payment assistance.
- Identify and target housing unit infill opportunities, and create infill housing projects.

Chapter 5

Economic Development Plan

The Waynesboro Borough/Washington Township Planning Region must support and create conditions for innovative economic and community development. A proactive approach to economic development is to increase the tax base as well as employment opportunities by expanding and diversifying the economic base. Residents of the Region expressed an interest in additional commercial and industrial development in the area, especially in areas of the Borough that can be recycled and reused as industrial.

Changes in the economic base of the Region will have a direct impact on the lives of area residents. As the local economy becomes less dependent upon manufacturing and moves towards the service industry, as is happening nationally, cyclical fluctuations related to manufacturing may become less severe. This may mean lower levels of unemployment relative to the national as well as the local economy. On the other hand, less dependence upon manufacturing may also mean lower paying jobs.

As business needs change, companies move from one facility to another. Vacant or underutilized facilities can result if new businesses and tenants are not found. In the Washington Township/Waynesboro Region, this occurs mainly in the Borough of Waynesboro. The reuse of vacant buildings and sites is sometimes complicated by the need for on-site improvements, the difficulties of converting buildings designed for one use, or liabilities for environmental cleanup. The reuse of these sites may require additional investment and targeted marketing. It is a problem that is likely to grow in the future as some manufacturing and older commercial businesses close.

The citizen survey revealed that the stability and vitality of the Region's character and economy is a concern for area residents. Residents were concerned with the tax base and job opportunities in the Region. The respondents are also concerned about the loss of rural areas to residential development. A coordinated economic development strategy involving smaller scale uses could be directed to the downtown areas of Waynesboro, and the Villages of Zullinger, Rouzerville, and Blue Ridge Summit; and larger-scale enterprises could be directed toward the PA Route 16 Corridor in several locations in the Township, which are appropriate for larger scale commercial and office uses. Industrial development should be directed toward existing industrially zoned areas of the Borough and Wharf Road, and should be buffered to prevent incompatible residential development adjacent to these sites.

The Costs of Land Use

As development has increased in and around the Region, costs associated with that development, including traffic and road maintenance, public protection, sewer and water

system development and expansion, and public education have also increased. Ultimately, these costs result in higher taxes, which can be especially burdensome on those with fixed incomes. One way to address increased costs is to form cooperative efforts among the municipalities and volunteer organizations to identify ways to provide essential services more efficiently, and to eliminate duplication of services among agencies.

Continued residential development in the Region needs a balance of non-residential development to ensure a healthy tax base and economy. The Penn State College of Agricultural Sciences Cooperative Extension has published a study entitled, "Fiscal Impacts of Different Land Uses, the Pennsylvania Experience." In the study, eight Pennsylvania townships were analyzed to determine the fiscal impact of land uses. The ratios of revenues to expenditures were calculated for residential, commercial, industrial, and farm and open land. Residential land, on average, requires substantially more expenditures, mainly due to school expenses and infrastructure costs. In some cases, the expense to revenue ratio can be more than 2 to 1 for residential uses. Commercial, industrial, and farm and open land provides more revenue than they require in expenditures. These findings are consistent with those in other states, according to the study.

Encouraging Economic Vitality

Municipalities can support economic vitality through municipal ordinances. Amending zoning ordinances to allow additional commercial and industrial development, as well as adaptive reuse of older buildings is one method. Streetscape enhancement of commercial areas and entry or "gateway" enhancements are others. The township and borough must take advantage of the public/private partnerships that exist and provide leadership to the business community to help establish a common focus for future economic development. Key facilities, such as the Wharf Road Industrial Park and the brownfield redevelopment opportunities in the Borough should be promoted to attract economic development to the Region.

A healthy economy requires a balance between residential and non residential uses, preserving residential neighborhoods to support commercial areas and provide a workforce. Communities with high quality-of-life amenities attract more affluent and skilled workers and retain existing workforces better than communities with poor quality-of-life amenities. Preserving open space, architecture, and culture helps a community maintain a sense of place and attract people and businesses to the Region.

Employment by Occupation and Industry

A useful indicator when analyzing an employment base is a breakdown of where the Region's residents work. As discussed above, there is a national trend away from

traditional occupations in the manufacturing sector to service and sales industries. Although the Region continues to show high rates of manufacturing jobs, recent plant closings in the Region will begin to reverse this trend. In 2000, most people in the Region were employed in the “manufacturing”, “production, transportation and material moving occupations”, and “sales and office” related occupations.

Table 5-1 and Figure 5.1, Employment by Industry and Occupation, depict the employment data from the 2000 Census for persons 16 and over.

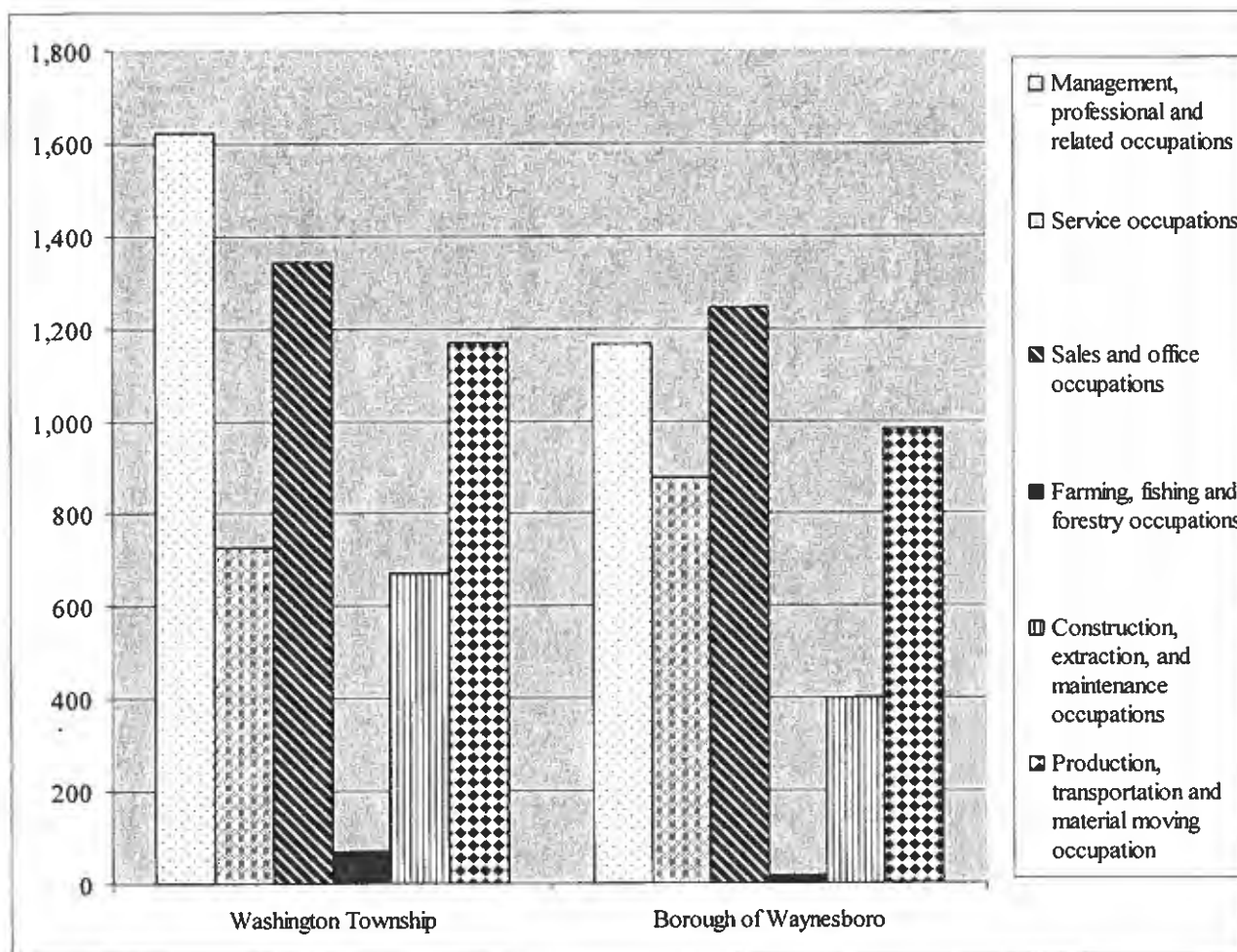
Table 5-1: Employment by Industry/Occupation - 2000

INDUSTRY	Washington Township		Waynesboro Borough	
	Number	%	Number	%
Agriculture, forestry, fisheries, hunting, and mining	115	2.1%	38	.8%
Construction	334	6.0%	270	5.8%
Manufacturing	1,240	22.1%	992	21.2%
Wholesale Trade	137	2.4%	224	4.8%
Retail trade	658	11.8%	508	10.8%
Transportation, warehousing and utilities	263	4.7%	139	3.0%
Information	164	2.9%	116	2.5%
Finance, insurance, real estate, rental and leasing	345	6.2%	303	6.5%
Professional, scientific, management, administrative and waste management services	222	4.0%	383	8.2%
Educational, health and social services	1,124	20.1%	841	17.9%
Arts, entertainment, recreation, accommodation and food services	385	6.9%	396	8.5%
Other services (except public administration)	290	5.2%	284	6.1%
Public administration	323	5.8%	192	4.1%
OCCUPATION				
Management, professional and related occupations	1,624	29%	1,165	24.9%
Service occupations	725	12.9%	878	18.7%
Sales and office occupations	1,344	24.0%	1,246	26.6%
Farming, fishing and forestry occupations	69	1.2%	16	.3%
Construction, extraction, and maintenance occupations	670	12.0%	400	8.5%

	Number	%	Number	%
Production, transportation and material moving occupation	1,168	20.9%	981	20.9%
Total employed persons 16 years and over	5,798		4,921	

Source: U.S. Census Bureau; Profile of General Demographic Characteristics: 2000.

Figure 5.1 - Employment by Occupation



Unemployment Rates in the Region

Unemployment rates are often a good reflection on the economy of a community. They are not, however, the definitive indicator of economic health, due to the variety of factors that may affect the rate. Seasonal jobs, size of workforce, national economic trends, and actions of large companies all can affect local unemployment rates.

The Census Bureau publishes a municipal profile for each municipality within Pennsylvania that contains specific employment data for the Townships. Table 5-2 identifies the percent unemployment for each municipality in 2000.

Consistent to the Franklin County unemployment rate of 2.3%, the two municipalities in the planning region have low unemployment rates. Washington Township has the lowest, at 1.7%; while Waynesboro's rate is a bit higher, at 2.9%. The average unemployment rate for the State of Pennsylvania was 6.1%.

Along with the very low unemployment rates, the Region is generally consistent with the State in terms of median family income levels. The State median income was \$40,106 in 2000, compared to a \$38,369 average for the Region. Table 5-3 contains the Income, Poverty, and Educational levels for both the Township and the Borough.

Table 5-2: Unemployment Rates

2000 Employment Status	Washington Township	Borough of Waynesboro	Franklin County
Number Persons Unemployed	157	223	2,385
Number Persons Employed	5,600	4,686	62,780
Percent Unemployed	1.7%	2.9%	2.3%

Table 5-3: Income, Poverty and Education Characteristics - 2000

Income and Education Categories	Washington Township		Borough of Waynesboro	
Median Household Income	\$45,165		\$31,574	
Percent Below Poverty Level - Individuals	3.9%		10.3%	
Income Type				
Number of Households – Total	4,569		4,210	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
With wage and salary income	3,621	79.3%	3,114	74.0%
Mean earnings (dollars)	\$51,532	x	\$39,398	x
With social security	1,356	29.7%	1,375	32.7%
Mean Social Security income (dollars)	\$11,078	x	\$11,177	x
With Supplemental Security Income	73	1.6%	169	4%
With Supplemental Security Income (dollars)	\$3,565	x	\$7,289	x
With public assistance income	30	.7%	111	2.6%
Mean public assistance income (dollars)	\$1,598	x	\$2,040	x
With retirement income	1,129	24.7%	838	19.9%
Mean retirement income (dollars)	\$16,006	x	\$10,671	x
Educational Information				
High School Graduates (includes equivalency)	3,609 (44.6%)		2,999 (46.1%)	
College Graduates (Associates Degree)	620 (7.7%)		355 (5.5%)	
College Graduates (Bachelor's Degree)	683 (8.4%)		571 (8.8%)	
Graduate or Professional Degree	583 (7.2%)		247 (3.8%)	

Source: U.S. Census Bureau; Profile of General Demographic Characteristics: 2000.

Journey to Work

Table 5-4 depicts the Region's means of and travel time to work. The majority of Washington Township and Waynesboro residents drive alone to work.

Table 5-4: Journey to Work/Commute Times - 2000

Means of Transportation to Work	Washington Township	Waynesboro Borough
Workers 16 years and over	5,577	4,632
Car, Truck or Van; Drove Alone	4,795	3,814
Car, Truck or Van; Carpooled	555	502
Used Public Transportation (bus, taxicab, or train)	22	36
Walked	81	170
Other Means	21	27
Worked at Home	103	83
Travel Time to Work- workers who did not work at home	5,577	4,549
Less than 5 minutes	187	281
5-9 minutes	801	877
10-14 minutes	817	587
15-19 minutes	709	575
20-24 minutes	674	779
25-29 minutes	524	278
30-34 minutes	697	584
35-39 minutes	171	114
40-44 minutes	227	65
45-59 minutes	336	150
60-89 minutes	156	95
Over 90 minutes	175	164
Worked at home	103	83
Mean Travel time to work (minutes)	24.5	21.5

Major Employers within the Region and County

The top 25 employers in Franklin County, along with number of employees are listed below:

1.	Letterkenny Army Depot/tenants	2,800
2.	Summit Health	2,700
3.	Manitowoc	2,000
4.	Franklin County Government (County Offices)	900
5.	Chambersburg Area School District	900
6.	Volvo Construction Equipment (Ingersoll Rand)	800
7.	Target Distribution Center	650
8.	Food Lion, Inc.	550
9.	Johnson Controls (Frick Company)	515
10.	Waynesboro Area School District	495
11.	Martin's Famous Pastry Shoppe, Inc.	485
12.	Wal-Mart	480
13.	Menno Haven, Inc.	475
14.	World Kitchen, LLC	450
15.	T.B. Woods, Inc.	440
16.	Ingram Book Company	440
17.	Greencastle-Antrim School District	400
18.	Jerr-Dan Corporation	400
19.	K-Mart Regional Specialty Store (Distribution Center)	400
20.	Shippensburg Area School District	400
21.	Tuscarora School District	350
22.	Ventura Foods. LLC	350
23.	Staples Direct	325
24.	National Book network	325
25.	Valley Quarries, Inc.	325

Source: Franklin County Economic Development Corporation

Economic Development Trends

Economic development in the Region, in all probability, will be focused on the PA Route 16 Corridor and the PA 316 Corridor. The Borough of Waynesboro has traditionally been the focal point for economic and social interaction and activities for the Region's residents. The migration of retail trade to the Township is related to the growth and expansion of residential areas within the Township. This migration is not a recent trend, but has occurred as developed areas have outgrown their original land areas and automobile use became virtually universal.

Economic Development

Goal: Sustain and enhance the economic vitality of the Township and the Borough, while maintaining the small-town character.

Objectives:

- Enhance the quality of life in the Region.
- Encourage appropriate re-use and infill of vacant and underutilized properties.
- Encourage the development of the Wharf Road Industrial Park.
- Support programs and efforts to promote economic development in Franklin County and Region, and to retain, replace, and increase jobs for County and Region residents.
- Provide for additional, appropriate commercial development at designated areas along Main Street and the PA Route 16 Corridor.
- Provide linkages to major open spaces and attractions such as the Renfrew Museum Institute, Happel's Meadow, Red Run Park, Antietam Meadow Park, Memorial Park, Rotary Park, Northside Park, and the Appalachian Trail, as well as the regional transportation system, to increase the attractiveness of the Region as a residential and business location.
- Plan for adequate parking facilities in the downtown.
- Facilitate pedestrian access to businesses.
- Encourage streetscape improvements along Main Street and other revitalization efforts.
- Foster municipality and business community cooperation including the Waynesboro Industrial Development Corporation, Franklin County Industrial Development Authority, Rouzerville Business Association, and the Greater Waynesboro Chamber of Commerce in promoting economic development, community attractiveness, and activities and events.
- Foster home ownership, maintenance of the building stock, increase of the tax base, stability of neighborhoods and community, and fiscal soundness of local government and school district.

Target Areas

Economic development planning is not only the responsibility of the municipal officials. Local economic groups, non-profit organizations, business and property owners, and local and State legislators all have a stake in the economic well being of the Region. The Region is home to several economic development groups such as Main Street Waynesboro, Inc, the Franklin County Area Development Corporation, as well as the local chamber of commerce. These groups need to establish a consistent approach and common focus for future economic development and work closely with the public and private sectors to avoid duplication of efforts. The first step to improve the climate for economic development and develop a community wide vision is to identify the crucial or 'target areas' that present the most economic development potential in the Region.

PA Route 16 Corridor - Washington Township/Waynesboro Borough

The commercial areas in Washington Township include areas on the PA Route 16 Corridor including the villages of Rouzerville and Zullinger. The most intense commercial development should occur in the Village of Rouzerville, from Welty Road to just east of Washington Township Boulevard. The development potential for these areas includes larger scale retail and grocery stores, as well as ancillary commercial uses. In the Borough, a continuation of existing commercial uses and infill development would be most appropriate. In these commercial areas, the uses should adhere to design standards that encourage visual consistency along this corridor by regulating access management, signage, landscaping, setbacks, and in the Borough, streetscape improvements.

The citizen survey revealed that downtown revitalization is important to residents. The residents also believed that future commercial development should focus on restaurants, clothing, specialty retail, and the entertainment industry. Main Street Waynesboro, Inc. has hired a downtown manager and secured Downtown Business Initiative funding to attract new businesses and aid existing businesses to expand.

PA Route 997 Corridor – Washington Township/Waynesboro Borough

The commercial areas along PA Route 997 (Church Street) as delineated on the Future Land Use Map should be reserved for commercial, industrial, or office development. The northern end of this corridor closest to Quincy Township is designated for neighborhood commercial uses. This area, because of its location within or just outside of the Borough, in which medium to high density housing is occurring, and because of its potential to be served by public sewer and water, is

an ideal location for economic development activities in the Region. The corridor contains opportunities for Brownfield re-development in the Borough.

Brownfield Redevelopment – Waynesboro Borough

Brownfields are abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contaminations. The Borough of Waynesboro contains opportunities for brownfield redevelopment, particularly in the southern side of the Borough between Fifth and Seventh Streets, including buildings formerly operated by Landis. When possible, these properties should be redeveloped as industrial uses, as they would provide needed jobs and tax base advantages to the Region. An alternative use would be business incubation or micro-enterprises. Consideration should be given to the merits of establishing an authority to acquire and promote the reuse of vacant industrial buildings.

Washington Township Boulevard / Welty Road Extension - Washington Township

The partially completed Washington Township Boulevard should be targeted for a variety of residential, commercial and /or office type uses. Commercial development should continue in properties adjacent to the Wal-Mart Center, while future residential development should occur north of this commercial, particularly between Old Forge and Country Club Roads and should embrace the concept of conservation design zoning. Along Welty Road, the uses should be less intense than along PA Route 16, including smaller scale commercial, residential, personal service, and professional offices. Commercial and business development should complement the character of existing development, and should be located closer to PA Route 16 with an emphasis on efficient vehicle access management and safe pedestrian access.

Wharf Road Industrial Park

In addition to the reestablishment of industrial areas in the Borough, Future industrial development in the Region should be directed to the Wharf Road Industrial Park lands in Washington Township. This industrial park is located on Wharf Road and Zane A. Miller Drive off PA Route 16 in the Village of Zullinger. The park is also located a few miles east of the Interstate 81 Interchange in Antrim Township. This desirable location presents an opportunity for industrial development, and funding should be pursued by the Township in cooperation with economic development entities within the County.

Fort Ritchie Access Road

As a result of the federal Base Realignment and Closure Commission's (BRACC) decision, Fort Ritchie will be converted from a U.S. Army base to civilian uses. A military post located in the northeastern corner of Washington County, Maryland (near the Pennsylvania border), the Fort is being redeveloped by the PenMar Development Corporation as a corporate conference and training center. Plans include some residential development as well. When completed, the proposed development of the Fort Ritchie site will include approximately 673 residential units and over 1.6 million square feet of office development, including over 4,500 new jobs. This will present an increase in traffic to and from the Region, and presents an opportunity for economic development in the Township.

Actions:

- A. Zone areas appropriate for economic development pursuant to the Future Land Use Plan designations. Develop environmental performance standards. Prepare Specific Plans where appropriate, as per Section 1106 of the Municipalities Planning Code.

Emphasize light industrial, health care, research and development, high technology, office and service development to supplement the existing commercial and industrial development in the Region.

Require new development to be designed and constructed to meet environmental performance standards, eliminate adverse impacts on adjacent land uses, and minimize highway access safety hazards.

- B. Maintain a dialog with businesses in the community to determine their needs and concerns in order to retain existing businesses and ensure their experience in the Region is positive.
- C. Work with telecommunications companies to ensure that adequate telecommunications facilities, including fiber optics, are available to businesses in the Region. Consider developing wireless "hotspots", particularly in downtown Waynesboro.
- D. Work with the Franklin County Area Development Corporation (FCADC) to identify potential funding strategies for land purchase and infrastructure improvements to support economic development in the Region.

- E. Refine zoning policies for home employment and no-impact home-based businesses.
- F. Inform economic development agencies of areas and buildings zoned and available for commercial and industrial development in the Region.
- G. Investigate programs providing financial incentives for the re-use of old buildings and tax lien forgiveness to re-use buildings, and preserve historic sites. Work with PADCED.
- H. In recognition of the need to foster the economic viability of the Region, enhance the highway transportation systems within the Region pursuant to the transportation action items.
- I. Support the necessary legislation to authorize impact fees in addition to those which can now be charged. Work to establish consistent policies on use of impact fees within the Region.
- J. Investigate the potential for PENNVEST funding for reinvestment and redevelopment of brownfield sites in the Borough.
- K. Investigate opportunities for streamlining processes for economic development that will enhance the economy and quality of life of the Region.
- L. Review opportunities created with the recent passage of Pennsylvania's Economic Stimulus Package, including such programs as Business in Our Sites and Tax Increment Financing Guarantee Program.

Franklin County Economic Development Resources

Economic planning for the future of the Region, including providing the residents a high quality of life, and attracting new industries and commercial opportunities is a complicated and multi-faceted process requiring collaboration and coordination by organizations and agencies at many levels. Below is a list of organizations that may be contacted to obtain information on available properties and the different tax incentives, economic development opportunities, business support, and workforce assistance which are available in the Region.

<u>Organization</u>	<u>Primary Functions</u>
Franklin County Area Development Corporation (FCADC)	Economic Development, Redevelopment, Business Retention, Workforce Development
Greater Waynesboro Chamber of Commerce	Economic Development/ Business Support
Waynesboro Industrial Development Authority	Bond financing and financial assistance
Franklin County Industrial Development Authority	Bond financing and financial assistance
Mainstreet Waynesboro, Inc.	Downtown revitalization.

ECONOMIC DEVELOPMENT PROGRAMS

Keystone Opportunity Zones (KOZ)

Keystone Opportunity Zones are defined as parcel- specific areas with greatly reduced or no tax burden for property owners, residents, and businesses.

Eligibility:

To be considered a Keystone Opportunity Zone, a site must have:

- Displayed through a vision/strategy statement how this property through targeted growth could impact the Region positively;

- Displayed evidence of adverse economic and socioeconomic conditions in the proposed zone such as high poverty rates, high unemployment rates, a high percentage of abandoned or underutilized property, or population loss;
- Passed binding resolutions or ordinances forgoing certain taxes; this includes school districts and county and municipal governments;
- Public and private commitment of resources;
- Linkages to regional community and economic development activities including Team Pennsylvania and initiatives under the DCED's Center for Community Building;
- A written plan discussing the implementation of quality school improvements and local crime reduction measures;
- And a demonstrated cooperation from surrounding municipalities.

Where to Apply – DCED Customer Service Center 1-800-379-7448

Enterprise Zones

Summary - The purpose of an Enterprise Zone is to promote job growth and to help municipalities take advantage of business expansion opportunities when they arise. EZ's improve the capacity of local governments and business communities by encouraging them to form public/private partnerships. These partnerships then boost business investment in the zone. Increased business investment, job creation, and sustained community self-sufficiency are the primary goals of the Enterprise Zone program.

Eligibility - Local governments, redevelopment authorities, nonprofit economic development organizations, and other nonprofit organizations and business district authorities.

Eligible Uses - Enterprise Zone competitive grants-to-loans can be used for up to 30 percent of the total project investment to acquire machinery and equipment. They are available for new business construction or building improvements, site improvements, infrastructure, and in some special cases, up to 40 percent of inventory or working capital needs. Competitive grants-to-loans also can be used toward the cost of preparing business lease space, especially for facilities with fiber optic wiring. Costs of public infrastructure development and hazardous waste testing may also be considered if the lack of conventional funding sources for such costs is documented. Competitive grants may not exceed 30 percent of total project investment, and one full-time job must be created or retained for each \$30,000 of loan capital.

Where to Apply - DCED Customer Service Center

Amounts - Planning grants can total up to \$50,000 (one time only). Basic grants can total up to \$50,000 for up to seven consecutive years. During this time period, basic grants may be increased up to \$75,000 on two occasions, if the entity is undertaking a cluster analysis or some other activity that uses analytical tools to enhance the zone's development plans. This is not an entitlement program. Need and demonstrated progress must be documented before receiving these grants on a yearly basis.

Competitive grants-to-loans can total up to \$500,000 and can be loaned to private sector firms in the zone.

Additional Programs / Opportunities

The Pennsylvania Economic Stimulus Package has been recently passed and includes the following economic development programs and potential funding sources for the Region:

- Business in Our Sites will offer flexible loans and grants for local municipalities and their economic development partners to create future business growth and attract opportunities through the acquisition and preparation of key sites for development. The program would provide communities with grants and loans of up to \$250,000 to pay for the reclamation of industrial land.
- Building PA will provide funding for the development of real estate assets in the Commonwealth. Funds will be loaned to private investors and foundations who want to match funds to facilitate projects within the Commonwealth.
- New PA Venture Guarantee Program will allow the Commonwealth to more actively work with the investment community by providing guarantees to venture capital companies interested in Pennsylvania businesses. These guarantees will provide increased capital for Pennsylvania businesses to grow and create jobs.
- New PA Venture Capital Investment Program will provide capital to venture capital companies focused on Pennsylvania that agree to match those funds and invest in Pennsylvania businesses.
- First Industries Fund. First Industries will provide grants, low-interest loan financing, and loan guarantees for agriculture and tourism.
- 2nd Stage Loan Program will provide guarantees for bank loans to second-stage manufacturers and technology companies for working capital and other financing needs. Targeted toward manufacturing, advanced technology, and biotechnology, these funds will support growth in these sectors.

- Tax Increment Financing (TIF) Guarantee Program. Through TIF, communities can borrow funds for projects that will develop blighted areas and then repay those borrowed monies through the new tax revenues that will be generated as a result of the development. A combination of technical assistance and loan guarantee assistance will encourage small communities to use this program.
- Infrastructure & Facilities Improvement Program is a multi-year grant program that will provide grants to certain issuers of debt to assist with the payment of debt service.

The Pennsylvania Department of Community and Economic Development (DCED) is the primary contact for these programs.

Specific Plans

The Municipalities Planning Code enables municipalities that have participated in a multi-municipal plan to adopt specific plans. As part of the intergovernmental cooperative agreements, municipalities can choose to adopt specific plans individually or jointly. The MPC defines a specific plan as:

“a detailed plan for non-residential development of an area covered by a municipal or multi-municipal comprehensive plan, which when approved and adopted by the participating municipalities through ordinances and agreements, supersedes all other applications.”

A specific plan is a tool that can be used by municipal governments for the systematic implementation of a comprehensive plan. It establishes a link between the policies of the comprehensive plan and development proposals in a specifically defined area. Provisions of a specific plan shall include type, location and intensity of land uses, the design capability of infrastructure, the standards for preservation of natural resources, regulation of land development, and financing of capital improvements. A specific plan can be used to define the exact location most appropriate for economic development activities to, particularly the village or commercial areas found on the Future Land Use Map, and protect it through ordinance that would supersede all other ordinances.

Specific plans do not create additional planning or permitting requirements. All data collection involved in creating a specific plan is information required as a prerequisite for approval and recording of a final subdivision or land development plan. The specific plan facilitates the planning and permitting, without having to wait for a development application. When an appropriate development proposal occurs, permitting will move

directly to the final plan, because all requirements for a preliminary plan (such as sewer, stormwater, sediment and erosion, highway occupancy) will have already been met.

Brownfield Redevelopment Funding – PENNVEST

Low-interest loans for the remediation of sites that have been contaminated by past industrial or commercial activity and pose a threat to local groundwater or surface water sources (“brownfield”).

Eligibility

- Applicants must be a unit of municipal or county government or an affiliated industrial or economic development or redevelopment entity, such as an Industrial Development Authority or Corporation (collectively referred to herein as “public entities”). A public entity may apply for financing on behalf of a private party, provided that either the public entity or the private party has an ownership interest in the property to be remediated.

Eligible Uses

- Specific assessment and remediation activities on contaminated properties across the Commonwealth. These activities must be related to a water quality benefit, which can include the prevention of contamination. The purpose of this brownfields remediation financing initiative is to encourage the cleanup and reuse of contaminated properties while improving and protecting local water resources;
- Drinking water, wastewater and storm water infrastructure facilities are also eligible

Ineligible Uses

- Any construction activity not necessary for remediation or containment of hazardous substances, pollutants, or contaminants released at the site, with the exception of water-related infrastructure facilities;
- Improvements at the site to enhance real estate value but not related to site remediation efforts, including, but not limited to, any new structures or site reuse appurtenances (unless and only to the extent they provide a “cap” as part of the remediation);

- Demolition or repair of buildings on or adjacent to the site, unless such demolition activity can be shown to be necessary for remediation of hazardous substances, pollutants or contaminants released at the site that create or contribute to the creation of water quality degradation;
- Permanent relocation of residents;
- Testing not directly related to site remediation;
- Payment of any administrative or civil fines and associated legal fees; or
- Refinancing of existing debt.

Amounts

- Loans up to \$11 million per project for one municipality
- Up to \$20 million for projects that serve 2 or 3 municipalities
- Amounts more than \$20 million require a special vote of the PENNVEST Board of Directors, and for comprehensive projects that serve all or parts of four or more municipalities

Terms and Conditions

- The term of loans under this initiative is twenty years. Loan amortization will be on a monthly basis and will begin upon approval by DEP of the final report documenting attainment of cleanup standard(s) at the site pursuant to Act 2 or, if remediation is not required, upon receipt of a letter from DEP stating that no further action is required at the site.
- Loan amortization maybe deferred for up to five years from the date that the loan would otherwise begin amortization, although nominal principal payments will be required during the deferral period. Such deferment will be allowed as an exception to normal loan terms and must be requested by the borrower and approved by PENNVEST. Deferment will not extend the date of final loan amortization but rather will serve to reduce the amortization period.
- Interest rates on loans will be at the allowable county maximum rates, as defined in section 10(f) of the Act. Interest accrues from the date that funds are disbursed to the borrower. However, interest can be capitalized at the option of the borrower and included in loan principal at the time of amortization.

Main Street Program

The Borough of Waynesboro has been accepted into the Main Street program for the revitalization of downtown.

Summary - The Main Street Manager Component is a five-year program designed to help a community's downtown economic development effort through the establishment of a local organization dedicated to downtown revitalization and the management of downtown revitalization efforts by hiring a full-time professional downtown coordinator. The Downtown Reinvestment and Anchor Building components use business district strategies to support eligible commercial related projects located within a central or neighborhood business district. This program has been merged into the New Communities Program.

Eligibility - Generally, a municipality is the applicant for the Main Street Manager Component. Municipalities and redevelopment authorities are the eligible applicants for the Downtown Reinvestment and Anchor Building components. In limited cases, a Main Street non-profit or Business District Authority with two years of audited records may apply for the funds.

Eligible Uses - For the Main Street Manager Component, administrative costs associated with the hiring of a coordinator and operating the office and design/facade are granted to private property owners within the target area. For the Downtown Reinvestment and Anchor Building components, physical improvements that are supported by a plan with clearly documented public benefit.

Where to Apply – DCED Customer Service Center

Amounts - Total of \$115,000 over a 5-year period. For Downtown Reinvestment and Anchor Building components, up to \$250,000 or one-third of the total development cost. (Refer to DCED for 2008 amounts.)

Terms Match required for Main Street Component; For Downtown Reinvestment and Anchor Building components, leveraged funds should be committed to be competitive; Refer to the Program Guidelines

The key elements of programs to strengthen centers, such as Main Street Programs, are outlined below.

- **Improving the image by enhancing physical appearance, as appropriate**

This includes enhancing the appearance of buildings, street lights, window displays, parking areas, signs, sidewalks, benches, landscaping, trash receptacles, utility poles and lines, and graphics. Design in the area should recognize existing desirable physical elements, be compatible with the area's character, and be unified.

- **Securing consensus and cooperation among the groups that are involved in economic development**

Parties which should be involved include Borough and Township officials, business people, bankers, real estate agents, customers, the media, residents of downtown, and civic groups.

- **Promoting the Centers**

The unique characteristics should be promoted to customers, investors, existing businesses, and potential new businesses. A positive image can be fostered through brochures, appropriate special events, and other programs.

- **Strengthening the Economy of the Centers**

If the economy is strong, it is possible to maintain and upgrade the buildings in the existing communities. Existing businesses should be helped to expand; new businesses should be recruited; and increased use of any underutilized buildings should be promoted.

- **Affecting Attitudes Towards the Centers**

Consumers and investors have more positive attitudes toward downtown as they see changes taking place such as building improvement projects and new street furniture. Owners of buildings will be more likely to make improvements to their buildings.

Specific tasks to help maintain economic vitality can include:

- Helping businesses identify new sales opportunities
- Promoting the centers as cohesive shopping areas to market groups

- Listing potential new businesses
- Keeping track of prospective businesses
- Improving the quality of businesses by helping them be more customer responsive and competitive
- Having coordinated business hours that meet consumer needs. Encouraging businesses to work together
- Encouraging attractive window and interior merchandise displays
- Maintaining information on the centers
- Marketing and promoting businesses
- Conducting an advertising campaign
- Helping to maintain existing businesses and encouraging patronage of those businesses
- Working with financial institutions to establish loan pools
- Maintaining a good working relationship between public and private sectors
- Finding new uses for any underutilized or vacant buildings
- Recruiting businesses to complement the retail and service mix
- Identifying sources of grants for physical improvements or providing matching grants for such improvements
- Assuring promotional activities create a consistent, positive image for the downtown, consistent with community characteristics and history
- Scheduling events to bring people into the community on a regular basis
- Understanding the center's history
- Managing parking spaces
- Managing growth within the entire Region

- Working with developers to assure attractive, well-planned development
- Enhancing alternatives to auto traffic, including enhanced transit service and enhanced transit hubs with shelters, parking areas, and pedestrian walkways
- Landscaping standards
- Enhancing the pedestrian system and coordinating with open space and recreation and greenway planning
- Managing road corridors
- Protecting remaining natural resources
- Encouraging appropriate mixed use
- Incorporating open space, natural features and public spaces so they are visible and accessible, in order to humanize areas and providing reminders of why the Poconos area has attracted so many residents and visitors
- Addressing parking needs
- Recognizing the assets and defining characteristics of a center and enhancing and building upon those features. Examples are building stock, variety of available services, walkability, and traditional development patterns.

Elm Street Program

Summary - Grant funds for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts.

Eligibility

- Municipalities
- Redevelopment Authorities
- Non – profit Main Street organizations
- Economic development organizations
- Neighborhood Improvement districts
- Business improvement districts

Eligible Uses - Revitalization of Residential and Mixed use Neighborhoods; Administration costs to support an Elm Street Program.

Where to Apply - DCED single applications form; DCED Customer Service Center.

Amounts - Up to \$250,000 is available.

Terms - Administrative costs associated with hiring a full-time manager and related office expenses over a maximum five-year program term (includes one planning year and four operational years.) Minimum 10% local match required; if a part time manager is appropriate a reduction in total grant and match will occur.

Chapter 6

Historic Preservation and Natural Resource Plan

Introduction

The Pennsylvania Municipalities Planning Code (MPC) requires that municipal Comprehensive Plans address resource preservation, specifically identifying natural, cultural, and historic resources. The natural resources noted by the MPC are wetlands and other aquifer recharge zones, woodlands, steep slope areas, prime agricultural land, floodplains, and "unique natural areas." The MPC adds that municipalities are not limited by this list, but may provide for the protection of other resources of local importance. In addition to these resources, this chapter will identify energy conservation objectives for the planning Region. Prime agricultural land has been previously discussed in Chapter 4, the Future Land Use and Housing Plan.

The results of the citizen survey indicated that the Region's residents are concerned about historic resource preservation. Respondents also indicated a high level of interest in farmland and open space preservation.

When prioritizing issues facing the Region, the Steering Committee and municipal officials gave high priority to preserving agricultural resources, retaining woodland and open space, providing sufficient water quality and supply, and historic and natural resource protection.

Historic Resources

The Region's history is reflected in its architecture, people, and character. Historic resources connect us to the past, emphasize our sense of community, and often provide aesthetic value. In addition, historic resources can provide tourism benefits which often lead to economic development opportunities. Planning for the protection of historic resources is especially important because historical resources are not renewable.

Historic Resources in the Region have been identified in South Mountain to Blue Ridge Summit, an Architectural History of the Antietam Watershed, Franklin County, Pennsylvania, edited by James M. Smith of the Waynesboro Historical Society. Historic Resources are also discussed in Chapter 13 of this Plan. The challenge is to establish priorities for preservation of resources.

A task force of the Waynesboro Historical Society has been formed to identify and then cooperatively work to protect historic buildings.

Historic Districts

Local historic districts are areas in which historic buildings and their settings are protected by public review. Historic district ordinances are local laws adopted by communities using powers granted by the state. Historic districts consist of the Region's significant historic and architectural resources. Inclusion in a historic district signifies that a property contributes to a group of structures that is worth protecting because of its historic importance or architectural quality.

Washington Township has the Monterey Historical District, placed on the National Register of Historic Places, which is an example of a 19th Century summer resort community.

South Mountain to Blue Ridge Summit describes the Waynesboro historic district as a two block strip straddling Main Street, bounded by Northeast Avenue on the east and by North and South Grant Streets on the west. It is eligible for the National Register.

National Register of Historic Places

The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering and culture. Sites in the Region which are on the Register are listed in Chapter 13.

Cultural and Artistic Resources

Cultural resources are the special characteristics that make a community unique. A community that takes pride in and respects its traditions is typically a community with a well-defined character. The Region contains a rich, diverse heritage with significant cultural resources that should be embraced and preserved. Many of these resources are discussed in the Community Facilities Chapter. Some of those resources are the many churches in the Region, the libraries, schools, YMCA, Renfrew Museum and Park, the many clubs in the Region, the Waynesboro Historical Society in the Oller House, the Waynesboro Studio Art Club, and the Industrial Heritage Museum in Waynesboro. The Nicodemus Center for ceramic studies is located on the Penn State Mont Alto Campus.

It should also be noted that there are performing arts theaters within half an hour from Waynesboro; Gettysburg and Antietam National Military Parks are just over 30 minutes away; and Waynesboro is 75 minutes away from the Baltimore/Washington Metro area.

Historic, Cultural, and Artistic Resources

Goal: Identify, preserve and enhance the historic, architectural, artistic, and cultural resources of the Township and Borough.

Objectives:

- Encourage the preservation, protection, and enhancement of historic and architectural resources and their context.
- Preserve and promote the unique aspects of the Region's cultural diversity and heritage that is displayed through its' architecture and its' people.
- Encourage the appreciation of the visual and performing arts in the Region.
 - Support efforts of the Waynesboro Historical Society to preserve historic and cultural resources.
 - Create an atmosphere that attracts and enhances the artistic community.
 - Work with the Waynesboro Area School District to facilitate visual and performance arts opportunities for the residents of the Region.
 - Require new development to reflect and consider the history, architecture and development patterns of the municipalities; discourage inconsistent development near historic resources; require impact studies for development near historic resources; and require mitigation of any potential adverse impacts on historic resources.
 - Consider initiating community-wide festivals to promote, enhance, and celebrate the Region's unique cultural diversity.
 - Encourage adaptive re-use of historic structures where appropriate.

Historic, Cultural, and Artistic Resource Actions:

- A. Update zoning ordinances as necessary to protect historic resources and community character. Options include:
 - 1. Adopt Historic Resource Overlay Zoning. Concentrate on the Historic Overlay District, as depicted on the Future Land Use Map.

- a. Create historical commissions and/or committees where they do not exist or a joint historical commission
 - b. Identify historic resources
 - c. Require developers to analyze:
 - Nature of historic resources on and near property
 - Impact of proposals on historic resources, and
 - Mitigation measures
 - d. Encourage adaptive reuse of historic buildings
 - e. Establish use, coverage, density, intensity, and yard bonuses for architectural treatments, building design, amenities, and open spaces/buffers compatible with existing resources, appropriate reuse of existing resources and donation of façade easements
 - f. Encourage architecture, materials, and development patterns characteristic to the area
2. Adopt Demolition by Neglect Provisions:
- a. Require property owners to protect and maintain historic properties to avoid demolition by vandalism or the elements by requiring unoccupied structures to be sealed or secured by fencing
3. Identify provisions to protect the character of the Borough and villages, and have streets, buildings, and public spaces integrated to create a sense of place with pedestrian scale. Consideration can be given to adopting the following as standards or promoting them through incentives:
- a. Allow only appropriate uses in scale with, and compatible with, existing appropriate uses, discouraging uses that would transform the character of the areas.
 - b. Establish coverage, density, intensity, and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces, and parking designs consistent with the character of the area.
 - c. Require pedestrian amenities as necessary improvements to be made by land developers.

- d. Construct parking areas to the rear and side of buildings and establish standards for design, buffering, and landscaping of new parking facilities.
 - e. Require signage appropriate to the area.
 - f. Establish appropriate standards for driveway design and access to streets to provide for appropriate access management.
 - g. Minimize use of drive-through facilities in the Downtown Business District.
 - h. Encourage new development to be compatible with, and integrated into, existing streetscapes when appropriate, with consideration of:
 - Appropriate siting patterns, such as setbacks of buildings on lots
 - Materials of similar appearance and texture to those on existing buildings
 - Similar architectural details as other buildings in the neighborhood
 - The scale and proportion of buildings near new structures in the Downtown Business District. Scale deals with the relationship of each building to other buildings in the area; and, proportion deals with the relationship of the height to the width of a building and with the relationship of each part to the whole
 - Similar roof shapes
 - Similar footprints of buildings and rooflines (matching façade masses with existing buildings)
 - Similar building heights
4. Regulate conversions of buildings, addressing:
- Locations where permitted
 - The procedural treatment of the use

- The type of building that can be converted
- Density of converted units
- Lot size for converted building
- Impervious surface/open space requirements
- Units allowed per structure
- Structure size requirements
- Minimum size of dwelling units
- Neighborhood compatibility standards
- Adequate parking requirements
- Screening of parking and common areas
- Limits on the structural revisions for buildings

B. Appoint a regional or municipal historical commission or committee, which is actively involved in historic preservation, to work with the Waynesboro Historical Society. The commission would be instrumental in administration of any historic resource overlay zoning that is adopted. The commission would also continue to:

1. Identify, evaluate, mark and foster awareness of historic resources
2. Investigate participation in Certified Local Government Program
3. Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures
4. Develop programs, events and interpretive signage and exhibits that emphasize the history of the Region
5. Evaluate the potential for historic districts and support their creation if warranted. If created, consider the adoption of voluntary or mandatory Design Guidelines and Sign Controls for the Historic District.

C. Support the activities of individuals and groups that identify, document, evaluate, and protect historical resources and increase public awareness of the area's history and historic resources.

NATURAL RESOURCES PLAN

Natural resources contribute to the economic activity, environmental health, and quality of life of a community. Parks, open space, woodlands, steep slopes, streams, wetlands, and farmlands are all resources that are aesthetically pleasing, and provide economic as well as environmental benefits. One example of this is the way that floodplains and wetlands act as natural storage basins in periods of high water and help to improve water quality by filtering out sediment and pollutants. Natural Resources in the Region are mapped and discussed in Chapter 12.

The Michaux State Forest is located in the South Mountain Landscape. PADCNr, other state agencies, the Nature Conservancy, and other groups are working to protect the South Mountain Landscape. The Working Vision Statement for the South Mountain Landscape Initiative is:

South Mountain is a timeless treasure of natural, aesthetic, historic, cultural, community, agricultural and recreational resources where citizens, government, and partner organizations are working together to ensure that South Mountain as a whole, and the special places within, are understood, valued, protected, and enjoyed for generations to come.

Natural, Agricultural, and Scenic Resources Goal: Protect the Natural Resources within the Region.

Goal: Protect, preserve and enhance the natural, agricultural, and scenic resources of Washington Township and Waynesboro Borough for current and future generations, for recreational and educational use.

Objectives:

- Protect and retain water resources within the municipalities to assure the quantity and quality of surface and groundwater for recreational use, wildlife habitats, fire protection, and water supply. Of particular concern will be water supply recharge areas, Michaux State Forest, Happel's Meadow, the Antietam Creek and its watershed, wetlands and floodplains along the Region's creeks, and steep slopes draining to the creeks.
- Protect groundwater and surface water from pollution and excessive withdrawal.
- Protect and manage woodlands within the municipalities.
- Protect the steep slopes within the Township and Borough.

- Protect the actively farmed land remaining in the Region
- Identify techniques to encourage continual use of existing farmland, including the Agricultural Preservation Program.
- Encourage the retention of existing desirable trees in the Borough and Township and the planting of additional trees as part of a tree planting program.
- Protect watersheds and wellhead areas.
- Encourage the preservation of the scenic road corridors and views along them within Washington Township by limiting the encroachment of development.
- Encourage creation of riparian buffers and retention of greenways along the Region's creeks.
- Support efforts of the South Mountain Landscape Initiative.

Scenic Resources

Preservation of scenic resources can be accomplished through broad land use policies, such as open space and woodland preservation and through attention to developments as they are proposed. Performance and design standards for developments, including siting of buildings and protection of woodland can encourage retention of scenic areas.

Scenic Resources Goal: Protect the Scenic Resources within the Region.

Objectives:

- Protect scenic views, features and landscapes, and ensure for future generations views of the scenic and natural beauty of the Region.
- Protect the night sky from excessive light pollution.
- Minimize the visibility of cell towers from roads within the Region.

Natural Resources Actions:

- A. Update zoning ordinances where applicable, and consider adopting official maps to reflect the resource protection Goal and Objectives of this Plan and to be consistent with the Future Land Use Map (Figure 6.1). The resource protection provisions of municipal zoning ordinances vary, and the approach taken by each municipality will vary. Options include:

1. Use Natural Resource Protection Standards and/or Net-Out Provisions for the following resources:
 - a. Floodplains
 - b. Wetlands
 - c. Wetland Margins (buffers)
 - d. Watercourses
 - e. Water bodies
 - f. Greater than 25% slope
 - g. 15-25% slope
2. Maintain Steep Slope Protection Provisions:
 - a. Control and limit development on steep slopes
 - Require larger lot sizes and impose stricter impervious restrictions for steep slopes of 15 to 25%
 - Prohibit or severely restrict development on slopes greater than 25%
3. Adopt Groundwater Protection Provisions:
 - a. Protect aquifers through design standards, construction guidelines, use restrictions, impervious limits, and permit submission requirements.
4. Adopt Tree and Woodland Protection, Management and Planting Provisions:
 - a. Limit clearance for development in both subdivisions and land developments.
 - b. Require tree protection and replacement during development.
 - c. Encourage the use of native species in landscaping. Discourage invasive species.
 - d. Establish limited clearance buffer zones around the perimeter of new developments
5. Adopt provisions for Wetland, Wetland Buffer, and Hydric Soil Protection:

- a. Restrict development in wetlands.
 - b. Establish consistent wetland, wet area, and water body buffer (margin) requirements, such as 50 feet or 100 feet.
 - c. Require wetland delineation in hydric soil areas.
6. Adopt Floodplain Protection Provisions:
- a. Severely restrict development in floodplains to compatible open space uses.
7. Establish Stream Corridor Overlay Zoning and require forested Riparian Buffers:
- a. Restrict development and impervious surfaces.
 - b. Require riparian (vegetative) buffers to moderate water temperatures, protect wildlife habitats, control sedimentation, and reduce pollution.
 - c. Require greenways.
 - d. Utilize the Best Management Practices where practical, and implement Act 167 Stormwater Management Plans.
 - e. Protect the Region's streams.
8. Adopt Outdoor Lighting Standards to control light pollution and protect the night sky:
- a. Establish illumination levels that are adequate but not excessive.
 - b. Require impacts on surrounding streets and properties to be mitigated by directing light down, not up or out to sides of fixtures.
 - c. Control glare.
9. Adopt Forestry Regulations:
- a. Require accepted silvicultural (forestry) practices.

- b. Require a forestry management plan.
- c. Require stormwater and erosion and sedimentation control.
- d. Require properly constructed internal logging roads and protection of public roads.
- e. Require soil erosion protection during steep slope forestry.

B. Update subdivision and land development ordinances as necessary. Options to consider include the following:

- 1. Expand plan data requirements to include a specific listing of environmental, scenic, historic, and cultural resources.
- 2. Require developers to identify the resources within their tracts, analyze the impacts of the development, and mitigate those impacts.
- 3. Require environmental assessment studies; hydrogeologic studies; scenic, historic and cultural resources impact studies; plans for preservation of environmental, historic, and cultural resources; and analysis of the site's ability to support the proposed use and intensity.
- 4. Require developers to identify natural, historic, scenic, architectural and cultural resources in their tracts and incorporate them into the open space system. Require management plans for open space as well as mechanisms to ensure the continuation as open space.

In review of Subdivision and Land Development Plans, requirements for setting aside open space can be used to preserve conservation corridors and provide for greenways.

Requirements for setting aside open space can also be used to protect targeted undeveloped areas and identified natural areas pursuant to municipal plans.

- 5. Establish development guidelines for development in groundwater recharge areas, including limits on impervious cover and limits on on-site sewage disposal.
- 6. Require protection of vegetation during site work.

7. Limit clearance on approved, but not developed, lots. Potential techniques include tree clearance ordinances, deed restrictions, net-out provisions, and identification of permissible clearance areas during the development process.

- C. Create an Environmental Advisory Council to work with municipal officials to preserve key tracts of open space, protect environmental resources in the Region, and implement open space and recreation plans.

Act 148 of 1973 authorizes any municipality or group of municipalities to establish, by ordinance, an Environmental Advisory Council to advise the local planning commissions, park and recreation boards, and elected officials on matters dealing with the protection, conservation, management, promotion, and use of natural resources located in the municipality's territorial limits.

Act 148 empowers Environmental Advisory Councils to:

- Identify environmental problems and recommend plans and programs to the appropriate municipal agencies for the promotion and conservation of natural resources and for the protection and improvement of the quality of the environment within its municipal boundaries;
- Keep an index of all open space, publicly and privately owned, including flood-prone areas, and other unique natural areas, for the purpose of obtaining information on the proper use of such areas;
- Advise the appropriate local government agencies, including, but not limited to, the planning commission and park and recreation board or, if none, the elected governing body, on the acquisition of property, both real and personal.

- D. Encourage formation of groups within the community to adopt a stream and provide monitoring and oversight along the stream corridor.
- E. Pursue joint watershed planning opportunities under the Growing Greener initiative and other programs in order to protect community water resources.

Scenic Resources Actions in the Township:

- A. Update zoning ordinance as necessary to protect scenic resources. Options include the following:
 1. Scenic Road and Scenic Viewshed Overlay Zoning:

- a. Require greater setbacks from scenic roads.
 - b. Require additional landscaping, trees and screening on site.
 - c. Establish standards for siting buildings and building height.
 - d. Require retention of existing desirable vegetation when it will not conflict with road safety concerns.
 - e. Impose sign limitations.
 - f. Require access management.
2. Adopt ridgeline protection zoning.
3. Maintain Sign Regulations:
 - a. Regulate billboards.
 - b. Maintain consistent and appropriate signage standards along road corridors in the Region.
 - c. Encourage appropriate signage with consideration of the following:
 - Sign materials compatible with the building style.
 - Sign colors that complement building façades.
 - Hardware for projecting signs integrated into the building architecture.
 - Lettering compatible with the building façade.
 - Purpose of sign for identification only.
 - Restrict signs with off-premises advertising.
 - Lighted signs should illuminate the sign area only.
 - Signs do not obscure architectural features or windows.
 - Prohibition of roof-top signs.

- Window signs should not obscure displays.
 - Prohibition of flashing lights, neon lights, moving lights, and unshielded light bulbs.
4. Require landscaping and buffering in commercial and industrial Developments.
- B. Update subdivision and land development ordinance as necessary. Options include the following:
1. Establish guidelines for development near scenic roads and vistas.
 2. Require tree plantings along streets in both major and minor developments and both residential and non-residential developments.
- C. Minimize visual blight along the road corridors in the Region to enhance the business climate. Work with the Franklin County Planning Commission and PennDOT to identify illegal or non-compliant signage and enforce applicable regulations. Establish responsibility in each municipality for addressing this issue.

Green Infrastructure

Green Infrastructure is a strategically planned and managed network of wilderness, parks, greenways, conservation easements, and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of life of the community.

The Green Infrastructure network encompasses a wide range of landscape elements, including natural areas such as wetlands, woodlands, waterways, and wildlife habitat; public and private conservation lands such as nature preserves, wildlife corridors, greenways, and parks; and public and private working lands of conservation value such as forests and farms. It also incorporates outdoor recreation and trail networks.

Forested Riparian Buffers

A forested riparian buffer is an area of vegetation that is maintained along the shore of a water body to protect stream water quality and stabilize stream channels and banks. The buffers provide the following benefits:

- Filter runoff – Rain that runs off the land can be slowed and infiltrated in the buffer, settling out sediment, nutrients and pesticides (nonpoint source pollution) before they reach streams.
- Take up nutrients – Fertilizers and other pollutants that originate on the upslope land are taken up by tree roots. Nutrients are stored in leaves, limbs and roots instead of reaching the stream. Through a process called “denitrification,” bacteria in the forest floor convert nitrate to nitrogen gas, which is released into the air.
- Provide shade – The leaf canopy’s shade keeps the water cool, allowing it to retain more dissolved oxygen, and encouraging growth of plants and aquatic insects that provide food for fish.
- Contribute leaf food – Leaves that fall into the stream are trapped on fallen trees and rocks where they provide food and habitat for organisms critical to the aquatic food chain.
- Provide habitat – Streams that travel through woodlands provide more habitat for fish and wildlife. Woody debris provides cover for fish while stabilizing stream bottoms.
- Provides migration corridors for wildlife.
- Safeguard water supplies by protecting groundwater recharge areas.
- Provide flood control.
- Provide stormwater management potential – Natural vegetation provides a basis for innovative stormwater management systems. Stormwater flows from retention basins can be directed to, and allowed to flow through, buffers to reduce nutrient and sediment loads.
- Improve water and air quality.
- Stimulate economic opportunities such as providing valuable open space which may increase land values and, therefore, the tax base.
- Provide some federal tax incentives to landowners (depending on a landowner’s financial situation) willing and able to place some of their lands under conservation easement.
- Reduce grounds maintenance.

- Provide recreational opportunities, and associated economic benefits for recreation-related businesses.
- Provide educational and research opportunities for local schools and colleges.
- Provide windbreak, shade, and visual buffer.

Energy Conservation

The Region is growing, and with this growth comes the increased reliance on energy sources. Energy conservation is becoming a high priority because the way we use our resources today will have a profound effect on future generations. Land use plans, land development regulations, building codes, and transportation policies should be implemented to support the policy of energy conservation.

As the environmental impact of buildings becomes more apparent, a new field called *green building* is arising to reduce that impact at the source. *Green* or *sustainable building* is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition.

Goal: Conserve energy through appropriate land use and transportation planning techniques and public education efforts.

Objectives:

- Promote alternatives to motor vehicle use to improve air quality and conserve fossil fuels.
- Maximize recycling as the markets become available.
- Promote mixed-use development patterns and densities that result in more compact communities, encourage fewer and shorter vehicle trips, and limit the need to extend infrastructure.

Actions:

1. Educate residents and businesses regarding the benefits of energy conservation.
2. Review and update ordinances to include regulations for energy efficient building and design techniques. Encourage the use of renewable sources of energy, including solar, wind, and biomass (energy from organic matter).

Chapter 7

Community Facilities and Services Plan

Introduction

The location of key community facilities such as water, sewer, schools, parks, and roads, is important to providing the necessary services to residents and businesses. The provision of adequate facilities and services allows municipalities to develop at a higher density, in a more compact and efficient pattern, and is often tied to economic well-being. However, these facilities may also attract development to areas such as farmland and sensitive open space that are not appropriate for such high intensity uses. The challenge to municipal governments is to provide these services in an efficient and cost-effective manner, while still protecting the character of the Region.

Community facilities include public buildings and services that support municipal government and functions, providing for the everyday needs of residents. They include services such as: sanitary sewerage and water supply, emergency services, police and fire protection, stormwater management, trash collection and recycling, public transportation, libraries, schools, community centers, and recreation facilities. The extent to which these services are available depends upon factors such as population, tax base, the traffic circulation system, and location within the Region. Community facilities should be considered resources with limited capacities that are to be provided in those places where they can serve the residents of the region most efficiently.

Facilities and public services can be provided in a variety of ways. Issues such as the existing and projected needs of the residents, the philosophy of municipal officials, financial resources, and whether similar services are offered by other agencies in the Region all play a role in determining which services are most needed. Financing may be provided through resident user fees, tax revenue, state or federal funding, or through contracts with private or quasi-public agencies, thereby tailoring activities and expenditures for specific needs. Ultimately, a comprehensive approach to providing such facilities and services allows municipal governments to evaluate the cost of these facilities and services and develop an approach for providing them. Figure 7.1, the Community Facility Plan, depicts the location of the Region's facilities.

Cooperative Efforts

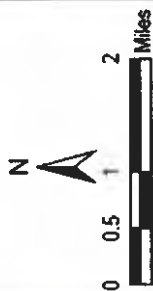
Waynesboro Borough and Washington Township should continue to review opportunities for regional cooperation in the provision of services and facilities as both the demand and the cost of such services increase. The municipalities can also work with the school district in providing facilities and programs to area residents. A number of the objectives found later in this chapter relate to cooperative efforts.

Washington Township and Waynesboro Borough Joint Comprehensive Plan Franklin County, PA

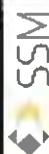
Figure 7.1

Community Facility Plan

- Community Facility Boro.
- Community Facility 'Wp
- Municipal Boundary
- Road
- Sewer
- Study Area
- WASHINGTON TOWNSHIP
- WAYNESBORO BOROUGH

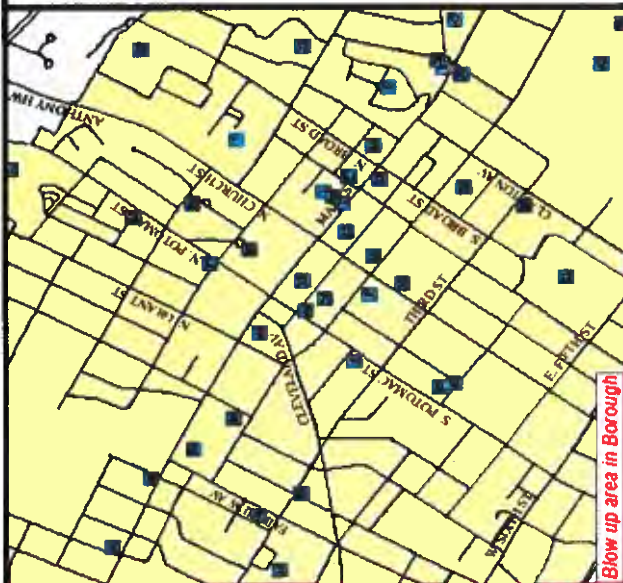


Data Source: PennDOT, SSM, ES&Z



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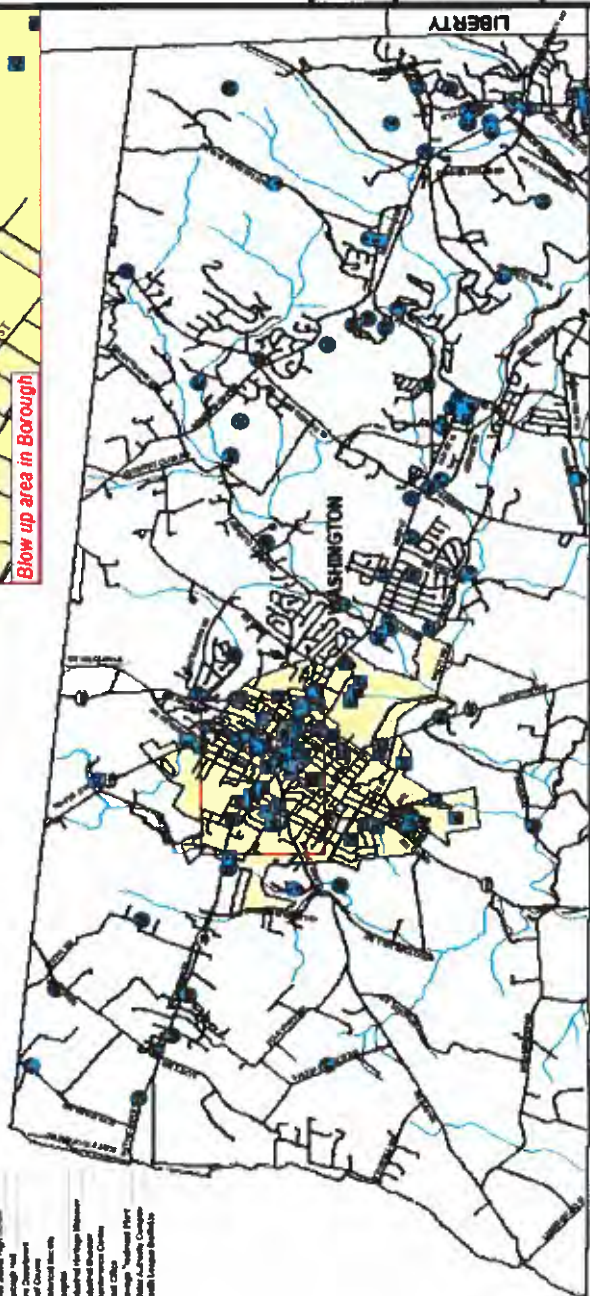
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Blow up area in Borough

Washington Township

MAP ID	COMMUNITY FACILITY NAME
1	1st Baptist Church
2	2nd Baptist Church
3	3rd Baptist Church
4	4th Baptist Church
5	5th Baptist Church
6	6th Baptist Church
7	7th Baptist Church
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100	100th Baptist Church



Potential opportunities for regional cooperation include purchase or use of equipment, such as road equipment or road salt, emergency services planning and coordination, police, fire, and ambulance services, recreation facilities and programs, and building code administration.

The Borough and Township currently cooperate on many services, including fire and emergency services, police, snowplowing, joint purchasing, and public sewer and water services.

Volunteer fire companies are finding it increasingly difficult to get personnel in adequate numbers. The municipalities should encourage cooperation among the local volunteer and professional departments, perhaps in areas such as recruiting and acquisition of compatible equipment in order to meet the fire protection needs of the community. Where necessary, water systems within the region should be expanded to address emergency situations and provide service to residents. Water planning should assure that water will be supplied at adequate volume and pressure to meet fire protection needs. Similarly the location and number of fire hydrants should also be planned. Adequate numbers of paid personnel should be on staff.

If new school facilities are proposed by the Waynesboro Area School District, the municipalities should work with the District to assure that school facilities are located to be consistent with the recommendations of the Future Land Use Plan.

To facilitate implementation of this Joint Comprehensive Plan and to address the needs and possibilities for cooperation in the future, the municipalities should formalize the joint planning process that began with the formation of the Joint Municipal Planning Committee. A committee comprised of representatives from both municipalities should be created that will meet on a regular basis to review this Comprehensive Plan and to identify what steps should be taken to promote its implementation. The concept of using committees composed of area residents to address major issues of concern within the area may be used on other issues.

MUNICIPAL BUILDINGS

The Washington Township Municipal Building is located at 13013 Welty Road, Waynesboro, PA. It consists of administrative offices, a public meeting room with a capacity of approximately 75 persons, a public works garage, and an equipment/salt storage shed.

The Waynesboro Municipal Building is located at 57 East Main Street, Waynesboro. Borough Hall consists of administrative offices and a meeting room with capacity for 50 people.

Municipal buildings are mapped on Figure 7.1, the Community Facilities Map.

PUBLIC SEWAGE TREATMENT AND DISPOSAL FACILITIES

Washington Township

The Washington Township Wastewater Treatment Plant (WWTP) is located on Lyons Road, in the southern portion of the Township. The Washington Township Municipal Authority has 17 people on the staff, including five water personnel and five sewer personnel. The wastewater treatment plant has a capacity of 1.94 million gallons per day and serves approximately 4,700 sewer customers.

The Township Sewer Authority currently services two main areas of the Township: The PA Route 16 Corridor from Blue Ridge Summit through Rouzerville, and the Village of Zullinger area.

Some of the major issues with the sanitary sewer system are the limit on sewer service to Blue Ridge Summit because of the limiting force main, the need to replace sanitary sewer lines in growth areas to handle sewage flows, and the need to find additional land for biosolids application in the future.

It is important to note that there should not be expansion of sewer service areas outside of the Designated Growth Areas, unless issues detrimental to public health develop.

While substantial EDU's are available (approx. 3,100 hydraulic and 1,900 organic, many of the EDU's are targeted for planned or proposed growth after adjusting for development that has some type of approval. The approximate remaining sanitary sewer hydraulic EDU's is 1,235, for planning purposes. There are preliminary plans to expand the WWTP in the future and a mechanism also exists to reserve sewer capacity in the system.

Borough of Waynesboro

Waynesboro is served by the Waynesboro Borough Authority for sewer and water treatment. Figure 7.2 the Waynesboro Sewer Service Area and Washington Township Sewer Lines Map, illustrates the sewer service areas. The Borough WWTP is located off Cemetery Avenue.

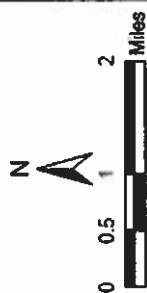
The Borough and the Township have a Transportation Agreement where the Township will provide sanitary sewer capacity to the Borough at an amount not to exceed 200,000 gallons per day. An understanding also exists to increase this amount in the future if the need arises.

Washington Township and
Waynesboro Borough
Joint Comprehensive Plan
Franklin County, PA

Figure 7.2

Waynesboro Borough Sewer
Service area and Washington
Township Sewer Lines

- Stream
- Sewer Line
- Borough Sewer Service Area
- Washington Municipal Boundary



Data Source: SSM, PennDOT, ESRI

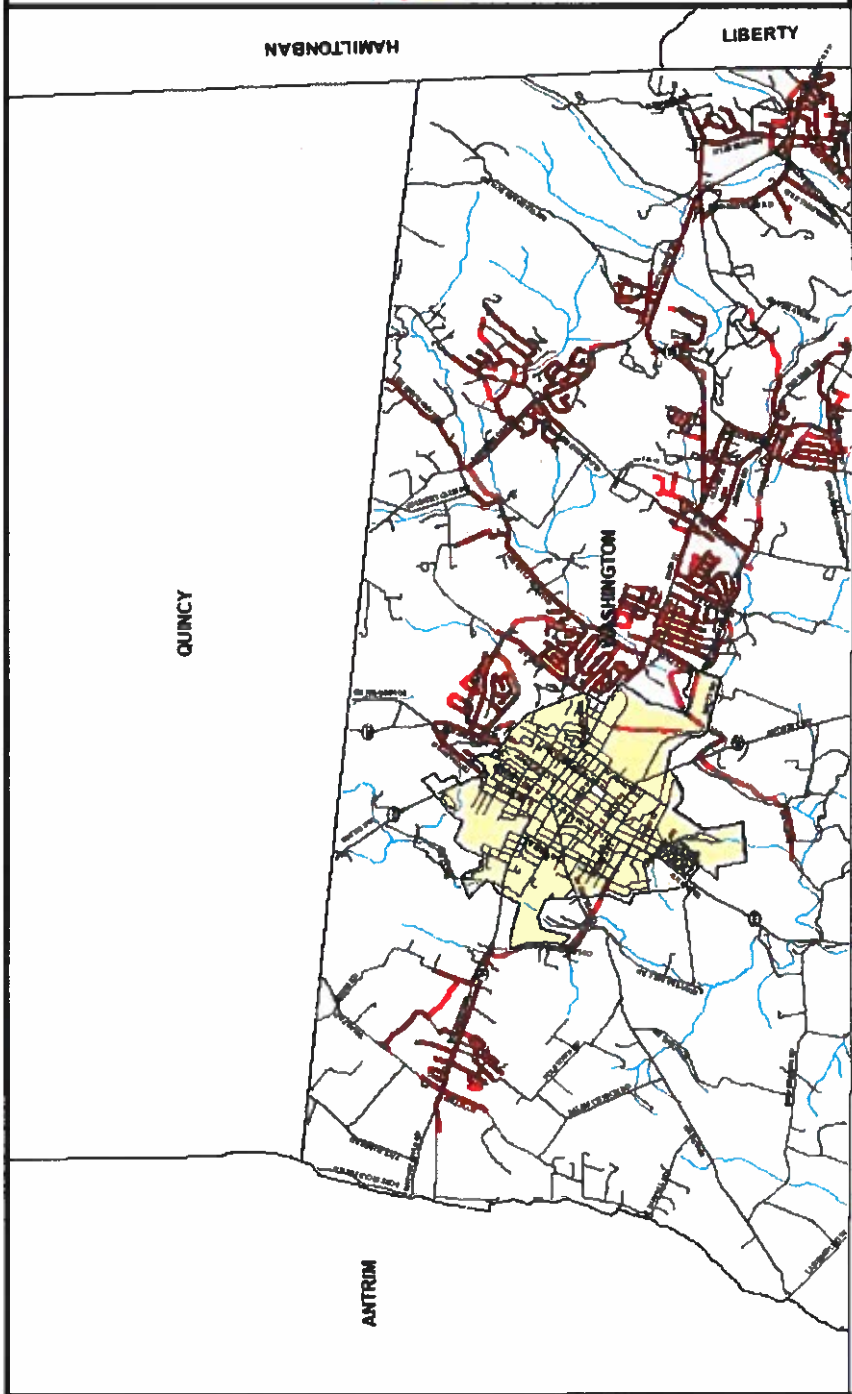


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Project: Washington
Borough Sewer
Service Area
Map: 7.2, Sewer Lines

04/20/09



The WWTP design capacity is 1.6 million gallons per day (GPD). The 2007 average daily flow was 0.788 million GPD. The 2007 third quarter residential water consumption per unit is 100 GPD, so the plant capacity is 16,000 EDU's. The 2007 Chapter 94 report indicates current EDU's are 4,892 residential, 987 commercial, 698 industrial, and 305 public, a total of 6,882. Remaining EDU's are 9,118.

PUBLIC WATER SUPPLY FACILITIES

Washington Township

Washington Township water service is provided by Washington Township Municipal Authority or Waynesboro Borough Authority. Waynesboro Borough Authority also provides service to the Borough of Waynesboro.

The Washington Township system average daily production is approximately 572,625 gallons (2007). As of August 2008 there were 2,212 connections to the water system. The planning production capacity for the Washington Township system is 5,433 equivalent dwelling units (EDUs). Average use, or planning production per EDU, is 165.1 gallons per day, and at this rate, available EDU's are approximately 1500. Although many of these are targeted for planned or proposed growth, additional water sources are also being developed to supplement supply to those targeted areas.

It is a policy of this Plan to not provide public water to areas outside of Designated Growth Areas, unless a potential health risk is present. Expansion of water service in the Township is recommended in the Growth Areas only.

Major concerns of the WTMA are source water protection, aquifer protection, forest protection, and limestone protection to protect water resources.

Waynesboro Borough Water Service Area and Washington Township Water Lines Map, Figure 7.3, illustrates the water service areas.

Borough of Waynesboro

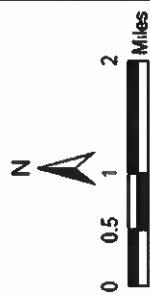
The Borough has a water allocation of 2,225,000 GPD from the Antietam Creek. The McCleaf Well, on line in 2009, will have a capacity of 360,000 GPD for a total available supply of 2,585,000 GPD. Average daily demand is 1,455,474 GPD (787,151 GPD residential; 134,397 GPD commercial; 81,353 GPD industrial; 40,635 GPD public; 72,633 GPD sales to the WTMA; and 389,284 GPD unaccounted water). Remaining capacity is 1,129,527 GPD.

**Washington Township and
Waynesboro Borough
Joint Comprehensive Plan
Franklin County, PA**

Figure 7.3

**Waynesboro Borough Water
Service Area and Washington
Township Water Lines**

- Stream
- Water Line
- Borough Water Service Area
- Municipal Boundary



Data source: SSM, PennDOT, ES&T



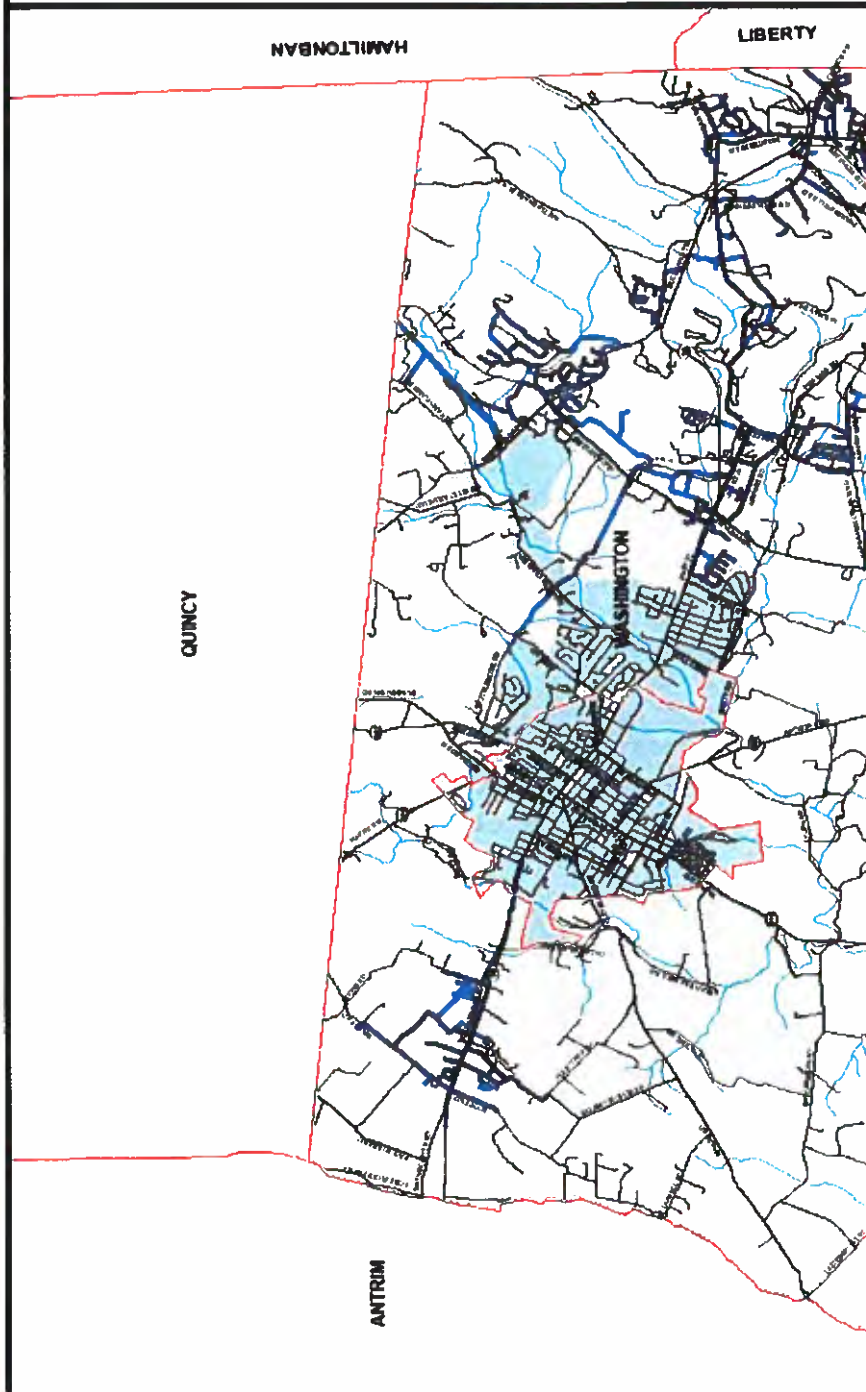
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EDUCATIONAL FACILITIES

The Waynesboro Area School District covers four municipalities: Waynesboro, Washington Township, Quincy Township and a small area of Guilford Township. The district provides public education for approximately 4,200 students. There are four elementary schools, one middle school and one high school. The locations of the public schools in the planning region are shown on Figure 7.1.

Table 7-1: Schools in the Waynesboro Area School District

Public Schools			
	School Name	Grades	Number of Students 06-07
	Fairview Elementary	K-6	724
	Hooverville Elementary	K-6	328
	Mowrey Elementary	K-6	591
	Summitview Elementary	K-6	604
	Waynesboro Area Middle School	7-8	613
	Waynesboro Area Senior High	9-12	1363
Private Schools			
	St. Andrew Catholic School	K-6	126
	Providence School	1-8	75

Table 7-2: School Districts in Franklin County

School District	2002-03	2003-04	% Increase	2004-05	% Increase	2005-06	% Increase	2006-07	% Increase	2007-08*	% Increase
Chambersburg Area	8,036	8,022	0%	8,249	3%	8,411	2%	8,477	1%	8,537	1%
Fannett-Metal	584	604	3%	614	2%	601	-2%	590	-2%	582	-1%
Greencastle-Antrim	2,683	2,700	1%	2,787	3%	2,848	2%	2,887	1%	2,855	-1%
Tuscarora	2,590	2,601	0%	2,651	2%	2,722	3%	2,692	-1%	2,656	-1%
Waynesboro Area	4,072	4,092	0%	4,124	1%	4,154	1%	4,223	2%	4,245	1%
Total	17,965	18,019		18,425		18,736		18,869		18,875	

SOURCE: Pennsylvania Department of Education

*Projected number

The Waynesboro Area School District is experiencing similar student trends as the other districts in the County. The school districts have all reported -2% to +2% growth for the 2006-2007 school year. The projections for the next school year are in even closer with -1% to +1% change in student population. The School District is currently expanding and renovating the high school facilities. It will be expanded to house 1600 students, 200 more than the current enrollment.

Higher Educational Facilities

Though there are no facilities within the Region, Penn State Mont Alto, Wilson College, Mount St. Mary's University, Hagerstown Community College, Shippensburg University, Gettysburg College, University System of Maryland Hagerstown Center, and Hagerstown Business College, are not far away.

Day Care Facilities

Child care facilities in the Region include:

Bright Beginnings Child Care of Waynesboro, Inc., on Hamilton Street
Noah's Ark Day Care, on W. Second Street
Waynesboro Day Care Center, on E. Main Street
Wee Kare, on North Grant Street

Senior Facilities

The Waynesboro Senior Activity Center is located on South Potomac Street in Waynesboro. It is one of eight senior activity centers serving the 60 and older population in Franklin County, administered by the Franklin County Area Agency on Aging.

Door-to-door transportation service is provided by Franklin County Integrated Transportation Service Monday through Friday, with one-day notice required.

Assisted living homes in the Region are Altman House on Wayne Highway and Hearthstone Retirement Home.

The Waynesboro Welfare Association sponsors the Waynesboro visiting nurse from its office on Church Street.

LIBRARY SERVICE

Franklin County Library System maintains seven (7) public libraries. There are two (2) libraries located in the Region. The Alexander Hamilton Library is located in downtown

Waynesboro while the Blue Ridge Summit Free Library is located in Washington Township.

The Alexander Hamilton Library is open six days a week and closed on Sunday. Blue Ridge Summit Free Library is open five days a week and closed on Friday and Sunday.

CHURCHES

The Region is home to 36 churches of various denominations. The churches are mapped on Figure 7.1.

Waynesboro Borough

	Church Name	Address	Com. Fac. Map #
1	Brethren In Christ Church	152 Fairview Avenue	4
2	Calvary Assembly of God	116 Snider Avenue	6
3	Christ United Methodist Church	6 W 2 nd Street	9
4	Church of the Brethren	117 S. Church Street	10
5	Dunkard Brethren Church		11
6	Emmanuel Full Gospel Church	216 S. Potomac Street	14
7	Evangelical Lutheran Church	43 S. Church Street	15
8	Faith United Methodist Church	104 N Potomac Street	17
9	Grace Brethren Church	250 Philadelphia Avenue	18
10	Otterbein Church	801 Park Street	25
11	Presbyterian Church of Waynesboro	105 East Main Street	27
12	Seventh Day Adventist Church	8292 Mentzer Gap Road	32
13	St. Andrew Catholic Church	12 N Broad Street	34
14	St. Mary's Episcopal Church	112 E 2nd Street	35
15	St. Paul AME Church	30 W King Street	36
16	Trinity United Church of Christ	Harbaugh Hall 30 W North Street	38

Washington Township

	Church Name	Address	Com. Map #	Fac.
17	Antrim Faith Baptist Church	6621 Marsh Road	2	
18	Calvary Church & Cemetery	13318 Mentzer Gap Road	8	
19	Church of Jesus Christ of Latter Day Saints	11887 Mentzer Gap Road	11	
20	Church of the Apostles	336 Barnett Avenue	12	
21	Episcopal Church of the Transfiguration	Blue Ridge Summit	15	
22	Family Life Worship Center	4750 Buchanan Trail E.	16	
23	First Baptist Church of Waynesboro	11195 Airport Road	17	
24	Glen Furney Assembly of God	10054 Old Forge Road	20	
25	Grace Baptist Church	623 N Grant Extension Street	21	
26	Harbaugh Church and Cemetery	Harbaugh Church Road	23	
27	Hawley Memorial Presbyterian Church	14753 Charmian Rd	24	
28	Jehovah's Witnesses	3901 Waynecastle Road	26	
29	Rouzerville Church of the Brethren	11942 Old Route 16 Street	42	
30	Rouzerville United Methodist Church	11977 Old Route 16 Street	46	
31	Salem Church	4881 Salem Church Road	47	
32	St. Rita Catholic Church	PO Box 265	50	
33	Trinity Evangelical Lutheran Church	12043 Old Route 16 Street	51	
34	Trinity Fellowship Church of the Brethren	10610 Wayne Hwy	52	
35	Waynecastle Mennonite Church	10617 Five Forks Road	57	
36	Waynesboro Bible Church	8216 Stottlemeyer Road	58	
37	Waynesboro Church	12757 E Buchanon Trail East	59	

POLICE PROTECTION

The Borough of Waynesboro is served by the Waynesboro Police Department located at 57 East Main Street. There are 21 officers on staff, 20 full-time and 1 part-time. The department has one canine and a canine officer, two bicycle patrol officers, four marked

squad cars, one K-9 unit and car, and an unmarked car. The area that is served by Waynesboro Police Department is the Borough of Waynesboro with backup assistance provided to the surrounding area.

Washington Township Police Department is located at 13013 Welty Road in the Township administrative office. There are 16 full-time police officers and 2 part-time utilizing twelve marked cars and two unmarked cars.

FIRE PROTECTION/EMERGENCY SERVICE / HOSPITALS

The Region is protected by three fire companies. The Borough of Waynesboro has two fire companies located in the Borough:

1. Always There Hook and Ladder Company A.T.H.L Station #1
Located at: 29 South Potomac Street
2. Mechanics Steam Engine and Hose Company Station #2
Located at: 10 Virginia Avenue

Washington Township has one fire company located in the Township:

3. Blue Ridge Mountain Volunteer Fire & Rescue Squad
Located at: 13063 Monterey Lane

The Waynesboro Companies cover all of Waynesboro, a significant portion of the Township, and provide backup to Blue Ridge Mountain Volunteer Fire & Rescue Squad. The Blue Ridge Mountain company covers the eastern portion of the Township and provides mutual aide to the area.

Licensed ambulance service in the Region is provided by:

- Waynesboro Ambulance Squad, located at 603 West Main Street, Waynesboro
- Blue Ridge Mountain Volunteer Fire and Rescue Squad, 13063 Monterey Lane, Blue Ridge Summit
- Waynesboro Area Advanced Life Support Unit, 501 E. Main Street, Waynesboro

Emergency service for the Region is coordinated and dispatched by the Franklin County Department of Emergency Services. The Department is the location for the coordination of the emergency response for Franklin County. This 911 system provides the most basic function during an emergency, the immediate availability of a unified command center to address the needs of all those involved.

Hospital Services are provided by Waynesboro Hospital located at 501 East Main Street in the Borough of Waynesboro. This is a non-profit community hospital with 74 patient beds.

The Region has additional hospital services and specialized care available regionally at the Hershey Medical Center, Washington County Hospital or Western Maryland Center in nearby Hagerstown, Maryland, or Chambersburg Hospital in Chambersburg, PA, approximately 20 miles away from the Borough.

SOLID WASTE/RECYCLING

Trash disposal – or “solid waste management” to use the formal term – in the region is regulated separately by each municipality. Both the Borough and Township meet the criteria of Pennsylvania Act 101 to provide mandatory recycling services. The following is a brief description of services available within each municipality in the Region:

- The Borough of Waynesboro contracts with Waste Management, Inc. to provide solid waste and recycling services to their residents.
 - Full service – includes once a week pickup of trash (up to three 32 gallon containers) and recycling.
 - Additional Bags – set fee per bag
 - Recycling – every other week pickup on specific days
- Washington Township residents contract with R&A Bender, Inc., Waste Management of Central Pennsylvania, or BFI to provide solid waste and recycling services.

Recycling is provided by all refuse haulers in Franklin County as part of their regular service. Pickup is every two weeks. A bin can be provided by the refuse hauler or for an additional fee at the Township.

Recycling Facility

The Washington Township Recycling Center is located at 12725 Buchanan Trail East. It is open to anyone and accepts all standard recyclables. The Washington Township Transfer station located at 12721 Buchanan Trail East accepts tires, brush, and appliances for a fee. There is no fee for batteries, scrap metal, or leaves.

Community Facilities and Services

Goal:

Provide essential facilities and services to meet the existing and future needs of residents consistent with the financial capabilities of the Borough, Township, and Region.

Objectives:

- Identify services and facilities which can be provided on a cooperative basis and work toward intermunicipal cooperation.
- Continue to evaluate the need and opportunity for additional, expanded or improved community services and facilities and plan for the efficient and economical provision of those services and facilities.
- Maintain intermunicipal cooperation for sewage treatment and disposal and water supply.
- Advocate for the provision of adequate child and adult day care facilities.
- Review proposed developments to ensure that developers are providing for required infrastructure, and properly designed and appropriately located recreation facilities.
- Plan and discuss tax base issues on a community-wide basis.
- Review opportunities for sharing of equipment, service and facilities.
- Investigate the possibility of establishing a coordinated emergency services plan for the area.
- Foster a spirit of community within the Borough and Township.
- Support community-wide activities, events and resident participation in government.
- Encourage communication and cooperative efforts among Borough government, Township government, the School District, community organizations, residents and businesses to assure the continued vitality of the area.
- Provide efficient police, fire, and emergency services to the Region.

- Investigate opportunities for cooperation among municipalities and the school district in providing and making available facilities and programs to area residents.
- Provide adequate athletic fields for area youth through cooperative efforts in the Region.
- Require developers to adequately manage stormwater runoff and erosion and sedimentation.
- Successfully address the area's storm drainage problems and reduce flooding.
- Assure that the scale of development in the area is consistent with the capacity of the area's infrastructure and fiscal capacities.
- Coordinate sewer and water planning with land use policies.
- Encourage cooperation among the fire companies in the Township and Borough to address the fire protection needs of the community.
- Investigate the feasibility of locating all Washington Township municipal and authority facilities to one centralized site.
- Recognize the importance of the arts in the community. Showcase the talents of the talented people in the community through opportunities in public places and facilities.

OPEN SPACE AND RECREATION

The Region is fortunate to have an abundance of public and private open space and recreational areas.

Table 7-3: Public and Private Parks

Public Parks/Recreation			
Facility Name	Municipality	Map Number	Acreage
Memorial Park	Borough	21	18.8
Mount Airy Avenue Park	Borough	23	2.6
Northside Pool and Park	Borough	24	10.7
South Franklin Street Park	Borough	33	.39
Rotary Park	Borough	29	9.2

Public Parks/Recreation			
Facility Name	Municipality	Map Number	Acreage
Waynesboro Youth League Ballfields	Borough	54	6.2
Waynesboro Golf Course	Borough	45	
Antietam Meadows Park	Township	1	25
Happel's Meadow Wetland	Township	22	85.4934
Michaux State Forest	Township (State-owned)	31	2,024
Michaux State Forest/Appalachian Trail	Township (State-owned)	3	*included in above
Millwood Village Neighborhood Play Area	Township	32	.335
Pine Hill Regional Recreation Area/Dunlap Family Skate Park	Township	38	174
Red Run Park	Township	39	22
Sheffield Manor Neighborhood Play Area	Township	49	.43
Bailey's Run Recreation Park	Township	62	22

Private Recreation		
Facility Name	Municipality	Map Number
Y.M.C.A.	Borough	55
Blue Ridge Summit Lions Club Park	Township	6
Grace Baptist Church Playground/Picnic Pavillion	Township	21
Hooverville School Playground	Township	25
Monterey Country Club	Township	33
Moose Club	Township	30
Owls Club Park	Township	36
Pen Mar Youth League Fields	Township	37
Renfrew Museum and Park	Township	41
Rouzerville Fish and Game Club	Township	43
Rouzerville Ruritan Club	Township	45
Waynesboro Youth Soccer Association Soccer Complex	Township	63
Wayne Heights Civic Association	Township	56
Waynesboro Country Club	Township	60
Zullinger Community Center and Park	Township	67

Key private facilities include the Renfrew Museum and Park and the Waynesboro Area YMCA. Renfrew has a 107 acre park which has a house museum, visitor's center, outbuildings, picnic area, and walking trail. It hosts community events. The Renfrew Institute offers educational programs for children and adult workshops.

The YMCA has a new fitness/wellness center and teen center to complement its indoor and outdoor recreation facilities.

Open Space and Recreation

Goal:

Provide open space and recreation in the Region by protecting and preserving, the remaining wooded, rural areas in the Township and by retaining and maintaining existing parks and planning and developing new recreation areas.

Objectives:

- Concentrate the future growth in the Township near existing developed areas to reduce pressure on existing open spaces.
- Advocate the protection of regional treasures such as the Michaux State Forest, the Appalachian Trail, the Antietam Creek Corridor, and Happel's Meadow.
- Protect and preserve the perimeter of existing park, recreation, and natural areas.
- Promote and preserve the Region's many fishing, hunting, and hiking opportunities.
- Maintain a buffer around Happel's Meadow and enhance environmental education opportunities there. The Township should monitor the availability of surrounding properties and seek to acquire them when they become available. Consider opportunities for acquisition of land to protect and preserve other park, recreation, and natural areas.
- Promote infill development in existing developed areas and maintenance and restoration of existing housing resources to reduce development of open space.
- Limit and plan infrastructure extensions in order to not encourage development in areas desired as open space.
- Develop a trail head or stop-off facility for Appalachian Trail thru-hikers, and encourage local non-profit organizations to provide assistance. Relate this facility to downtown Waynesboro.
- Link recreation areas and natural areas within the Region through open space, greenway and trail systems.
- Plan, facilitate, and identify a trail connection between existing and future subdivisions and recreation areas.

- Encourage the continued availability of the park system facilities to area residents.
- Implement the Franklin County Greenway Plan.
- Facilitate and promote outdoor recreational opportunities in the Region.
- Promote and develop programming for the Dunlap Family Skate Park at the Pine Hill Recreation Area.

Future Recreation Needs

The National Recreation and Parks Association (NRPA) Standards recommend a minimum of ten (10) acres of parkland for every 1,000 residents. The total population of the Region, according to the 2005 U.S. Census Bureau estimate, is 21,584. Applying the NRPA Standards, the Region should contain a minimum of approximately 215 acres of developed, usable active parkland (see Table 7-4). The Region currently has approximately 324 acres of developed parkland, not including school district facilities. The municipalities should continue to keep recreation and open space provision a high priority.

The Waynesboro Area School District maintains facilities throughout the Region that are also used by residents

Table 7-4: Recommended Open Space and Recreation Acreage

Municipality	2005 Population (Estimate) Source: US Census Bureau	Approximate Developed Recreation Acres	Minimum Recommended Acres (NRPA Standards)
Waynesboro Borough	9,700	80	97
Washington Township	11,884	327	118
Total Region	21,584	324	215

According to Table 7-4, the Region as a whole meets the minimum NRPA acreage standards. The Borough is 17 acres below the recommended 97 acres, while the Township is 126 acres above the recommended figure, mostly due to the 174 acre Pine Hill Regional Recreation Area. It should be noted that these recommended acreage figure are minimum recommended acreages, so it should not be construed that recreation and open space is no longer a priority in the Region.

It is a recommendation of this plan to preserve land now, while the land is still undeveloped, creating an open space system consisting of a network of connected active and passive open space and recreation opportunities. If the Township or Borough encounters an opportunity to acquire open space that is vulnerable to incompatible development, and can be incorporated into the Region's recreation system, they should acquire the land.

Passive recreation and/or undeveloped open space may include stream corridors, wetlands, steep slopes, ridgelines, and groundwater recharge areas. Active recreation areas are characterized by property that is suited for athletic fields or playgrounds (flat and well-drained); has adequate public access; and closer to population centers.

Washington Township Comprehensive Recreation, Park and Open Space Plan – 2003

The recommendations of the plan are:

1. Washington Township should plan to continue to provide fiscally responsible management and effective utilization of the recreational resources that it currently has in place.
2. The Township should provide facilities and services from the basis of a realistic operating budget.
3. Operate the parks and recreation system based on nationally recommended standards.
4. Provide open lines of communication to Township residents.
5. The Township should provide a continually updated plan for balanced facilities and programming which anticipates future requirements.
6. Provide the fullest complement of programs and facilities that is fiscally achievable.
7. Continually survey the community in order to meet its needs, requirements and expectations.
8. Monitor trends for the purpose of forecasting future needs.
9. The Township will continue to expand and upgrade the existing Recreation, Park and Open Space facilities it owns and operates. It will also encourage the

development and expansion of other recreational opportunities to be owned and operated by non-Township entities.

10. Update park and recreation standards on a regular and continual basis.
11. Provide a balance of active/passive and conservation facilities.
12. Update, as needed, the Township's current recreation and open space plan to require developers of future residential areas to provide additional land for recreational uses or funds for development of existing community park facilities.
13. Work with school officials to determine exactly which facilities are available to the public, what hours they are available, and work toward utilizing them.
14. Coordinate with Franklin County in the development of pedestrian/bicycle greenway where opportunities of such facilities present themselves.

Greenways and Creek Conservation Corridors

What is a Greenway?

The Pennsylvania Greenway Partnership Commission defines a greenway as follows:

A greenway is a corridor of open space. Greenways vary greatly in scale, from narrow ribbons of green that run through urban, suburban, and rural areas to wide corridors that incorporate diverse natural, cultural, and scenic features. Greenways can be land- or water-based, running along stream corridors, shorelines, lakes, waterfalls, or wetlands. Some follow old railways, canals, ridgelines, or other features. They can incorporate both public and private property. Some greenways are primarily recreational corridors, while others function almost exclusively for environmental protection and are not designed for human passage. Greenways differ in their location and function, but overall, a greenway network will protect natural, cultural, and scenic resources, provide recreational benefits, enhance the natural beauty and the quality of life in neighborhoods and communities, and stimulate economic development opportunities.

Benefits of Greenways

Greenways can have a number of benefits:

- Protect natural, cultural, and scenic resources.

- Link communities, neighborhoods, and developments together.
- Provide for recreational opportunities such as walking, biking, picnicking, camping, skiing, fishing, equestrian trails, snowmobile trails, and links to recreation resources.
- Enhance the quality of life and promote revitalization in communities.
- Provide educational and interpretive opportunities.
- Enhance tourism and economic development opportunities.
- Maintain habitat linkages (wildlife corridors) and ecosystems.
- Allow access to natural, scenic and cultural resources.
- Preserve and build upon existing trail networks.
- Provide alternatives to vehicular travel.
- Provide riparian buffers to protect water quality.
- Provide linkages to trails of regional significance.

The municipalities should work toward the establishment of a greenway/bike path system, as shown on Figure 7.4, Key Element in Greenways and Pedestrian/ Bicycle System Map, with highest priority given to the linking of existing parks and open space facilities, as well as creating links to trail systems outside of the Region. Not all corridors will be developed as active greenways with trails, nor will they all exist along a creek – these corridors should exist to preserve vital natural features, particularly ridge lines, woodlands, wetlands, and native vegetation.

Recommended Greenway and Bike Path System

The Key Elements in Greenways and Pedestrian/Bicycle System Map, Figure 7.4, depicts a regional system of proposed greenways and bike paths. The plan is conceptual and subject to further refinement, but is the starting point for a Region-wide system. Given the many benefits of greenways, the effort is worth it. Greenways and trails should be considered along creeks, as connections to existing local trails, subdivisions, recreational and municipal facilities, and businesses.

The centerpiece of a regional, inter-county trail system will be the Appalachian Trail that runs north/south through the eastern half of Washington Township, with a possible trail head location along PA Route 16.

The goal of the bike path system is to include a bike lane along existing roads to accommodate bicycles safely. The bike path system is designed, where possible, for interconnection of existing and proposed parks and school facilities. Unfortunately, due to unsafe conditions such as high traffic volume, narrow cartways, and poor sight distances, some ideal connections are not possible.

Green Infrastructure is a natural life support system. It is an interconnected network of protected land and water that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for the Region's communities and people. Within this infrastructure, streams and rivers, ridgelines, hiking and biking trails, passive open space, as well as wildlife migration corridors can be found.

Community Facilities/Open Space and Recreation Actions to Consider

- A. Plan for and seek funding for the continued acquisition, improvement and appropriate development of recreation facilities, greenways, and recreation programs in the Region.

- B. Maintain language in Subdivision and Land Development Ordinances to require developers to dedicate land or pay a fee in lieu of land for all new subdivisions.

Maintain standards for recreation facilities. Review National Recreation and Park Association (NRPA) Standards for appropriateness.

- C. Adopt and implement conservation zoning regulations for subdivisions of 8 acres or larger to preserve open space and provide a network of greenways between developments.
- D. Where appropriate in the Township, work with PennDOT to widen and improve road shoulders and require developers to improve shoulders along their properties in order to accommodate pedestrian and bicycle facilities.
- E. Maintain a dialog with the Waynesboro Area School District regarding development activities, school facilities needs, location of school facilities, and school bus routes.
- F. Work with the Waynesboro Area School District to assure availability of school district facilities to the Region's residents.
- G. Continue to implement the recommendations of the 2003 Washington Township Comprehensive Recreation, Park and Open Space Plan.

- H. All future residential developments accessible from Washington Township Boulevard should be required to add pedestrian walkways. These walkways will connect with trails and link residential areas with newly developed commercial and recreational areas.
- I. Promote and support efforts of community organizations to provide recreational facilities and programs for all area residents and services and programs for seniors and youth.
- J. Create a Joint Recreation Commission between the Borough and Township to act as a clearinghouse for information, acquisition, and development of recreation facilities in the Region.
- K. Provide for public areas within the Region through provision of open spaces, village greens, recreation facilities, greenways, improved pathways, and indoor facilities.
- L. Enforce an on-lot Sewage Management Ordinance and State mandates to manage, monitor, and maintain on-lot sewage disposal facilities in the Region and assure that the best available technology is used.
- M. Involve local fire companies and school district personnel in review of subdivision and land development plans, where appropriate.
- N. Encourage volunteerism for non-profit agencies and increased coordination of volunteer services among agencies.
- O. Address the need for fire and emergency medical personnel as fewer volunteers become available. Cooperate regionally to ensure adequate service throughout the Region.
- P. Conduct a study to determine if a fire and/or ambulance substation is needed in the Rouzerville area.
- Q. Coordinate policies of governing bodies, municipal authorities, and the local water and sewer authorities regarding the development of public sewer and water facilities within the Growth Areas, as depicted on the Future Land Use Plan, to assure consistency.
- R. Bring together citizens, the business community, and the school district to plan and organize community-wide activities, events, and programs to foster community spirit, economic development, and community attractiveness.

- S. Maintain current and workable emergency operations and disaster plans.
- T. Require all wastes to be treated and/or disposed of in an approved, environmentally responsible manner.
- U. Promote efficient, effective, and professional management of public facilities. Identify opportunities for technological enhancements for municipal government, including the centralization of municipal facilities.
- V. Cooperatively work on a multi-jurisdictional basis to provide adequate athletic fields for area youth.
- W. Work with the Waynesboro Area School District to facilitate visual and performance arts opportunities for residents of the Region.
- X. Continue to maintain and enhance existing park and recreation facilities, and completing plans for existing facilities.
- Y. Acquire the Armory for municipal use.
- Z. Develop a walking/biking interconnection between the Borough and the Township and between park and recreation facilities in the Region.
- AA. Secure space in Waynesboro for expansion of the Post Office.
- BB. Work with Franklin County government to have satellite County facilities located in downtown Waynesboro.
- CC. Work to secure land in the Borough for industrial development.
- DD. Encourage community facilities, such as school district facilities, to be readily available for community events and activities.
- EE. Work with the Antietam Watershed Association to protect, preserve, and upgrade the quality of water and provide streambank restoration for the Antietam Creek Corridor.

STORMWATER MANAGEMENT

Waynesboro Borough and Washington Township are located in the Potomac Basin Watershed, Potomac River Subbasin Number 13 (The Potomac), Watershed C (Conococheague-Antietam Creeks). The Potomac Subbasin has a total drainage area of 1,584 square miles. Watershed C or the Conococheague-Antietam Creeks Watershed, has a total drainage area of approximately 609 square miles. The major streams in this watershed are: Conococheague Creek, West Branch Conococheague Creek, and Antietam Creek. A portion of Washington Township is located in the Monocacy River and Catoctin Creek Subbasin. These have been designated by the DEP under Act 167 of 1978, the Stormwater Management Act, and are required to have a stormwater management plan in place.

The Conococheague-Antietam Creek and Monocacy and Catoctin River Watersheds are currently the only two watersheds in the Region, under the direction of the Franklin County Planning Commission, to have stormwater management plans underway. The Antietam Watershed Act 167 Plan was adopted approximately 10 years ago. The stormwater plan regulates flow intensity and release rates throughout the watershed and contains a stormwater management ordinance, which will be adopted by all municipalities within the watershed.

Currently, both municipalities control stormwater through its Subdivision and Land Development Ordinance approval process, and via a separate Stormwater Management Ordinance in compliance with Act 167.

Act 167 Stormwater Management Plans

Until the enactment of Act 167, stormwater management had been oriented primarily towards addressing the increase in peak runoff rates discharging from individual land development sites to protect property immediately downstream. Minimal attention was given to the effects on locations further downstream, or to designing stormwater controls within the context of the entire watershed. Management of stormwater also was typically regulated on a municipal level with little or no designed consistency between adjoining municipalities in the same watershed concerning the types, or degree, of storm runoff control to be practiced.

Act 167 changed this approach by instituting a comprehensive program of stormwater planning and management on a watershed level. The Act requires Pennsylvania counties to prepare and adopt stormwater management plans for each watershed located in the county, as designated by the Pennsylvania Department of Environmental Protection (DEP). Most importantly, these plans are to be prepared in consultation with municipalities located in the watershed, working through a Watershed Plan Advisory Committee (WPAC). The plans are to provide for uniform technical standards and

criteria throughout a watershed for the management of stormwater runoff from new land development sites.

The types and degree of controls that are prescribed in the watershed plan need to be based on the expected development pattern and hydrogeologic characteristics of each individual watershed. The management plan, specifically the standards and criteria, are to be developed from the technical evaluations performed in the planning process, in order to respond to the "cause and effect" nature of existing and potential storm runoff impacts in the watershed. The final product of the Act 167 watershed planning process is to be a comprehensive and practical implementation plan, developed with sensitivity to the overall needs (e.g., financial, legal, political, technical, and environmental) of the municipalities in the watershed.

Plan for the Reliable Supply of Water

The 2000 amendments to the Municipalities Planning Code (MPC) state that a County or multi-municipal comprehensive plan *shall* include a plan for the reliable supply of water. The Natural and Historic Resources Plan provides a detailed description of the geology and groundwater of the Region.

Where developments, businesses, or other entities propose to utilize ground water or surface water supplies in substantial amounts, hydrologic studies should be required and the party causing the extraction is required to demonstrate that such use will have no adverse effects on the water supplies of other entities in the Region.

In cases in which watershed areas are used for public recreation purposes, public access and usage should be consistent with the need to protect water supplies.

Efforts to protect groundwater resources must occur at all levels of government. Special consideration to the types and densities of permitted land uses should apply in areas that offer little natural protection to groundwater. Such efforts should also apply where the protection level is unknown. Groundwater quality is also a concern since domestic water for many of the residents of the Region outside of the few community water service areas are supplied by individual wells.

Land use regulations, land acquisition, and education programs can play a key role in protecting groundwater. Examples of land use control activities include the following:

- Land use plans that consider groundwater vulnerability;
- Zoning ordinance and site plan review standards related to aboveground secondary containment, interior floor drains, and other topics;

- Purchase of land and/or conservation easements to provide a wellhead protection buffer around any future municipal wellfields; and
- Public education through public meetings, school-based classroom programs, library displays, cable television videos, public information flyers, and municipal newsletters.

Protection of groundwater resources requires efforts on several fronts, including the need for regional planning, land planning for individual sites, and technological advances that may offer alternative solutions. Regional planning must be based on the entire watershed; it will do little good for one community to implement solutions to its problems only to find that neighboring communities do not. Groundwater has no respect for community boundaries. From a land planning perspective, simply requiring larger lots does little or nothing to enhance groundwater quality. One of the few readily available solutions to polluted wells or failed septic systems is to obtain public water and sewer. With the larger lots sizes and frontages prevalent in some areas in the Region, the costs of water and sewer services to homes are likely to be very expensive. On the other hand, where lot frontages are smaller, so too will be the cost of public utilities.

Municipal zoning ordinances should contain provisions to protect sources of water supply through the following techniques:

1. Natural resource protection standards (net out provisions) protecting floodplains, wetlands, wetland margins, steep slopes, watercourses, water bodies, and lake and pond shores.
2. If municipal water supplies are developed, wellhead protection provisions pursuant to wellhead protection planning should be completed.
3. Stream Corridor Overlay Zoning.
4. Floodplain, wetland, and hydric soil protection provisions.
5. Environmental performance standards and environmental assessment requirements for industrial and commercial uses. Businesses should have Spill and Pollution Prevention Plans.
6. Provisions to minimize impervious cover.

When development plans are reviewed, developers must indicate proper management of stormwater runoff as well as control of erosion and sedimentation to protect local water resources.

The recommendations of the Monocacy River and Antietam Creek Stormwater Management Plans and Ordinances, as prepared in accordance with Act 167, the Stormwater Management Act, should be adhered to.

In accordance with current best management practices, stormwater management should be considered part of the hydrologic cycle with less emphasis on detention and more emphasis on infiltration to reduce the volume and the rate of runoff, pollution, and thermal impacts. Developers must identify the resources within their tracts, and to analyze and mitigate the impacts of development. Natural resources should be incorporated into the open space system.

It should be noted that lawful activities such as extraction of minerals impact water supply sources. Such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities.

The following chart (Table 7-5) provides a reference for zoning ordinance policy recommendations and techniques for water resource protection.

Table 7-5: Recommendations for Protecting Water Supplies

<i>Stream Corridor Overlay Zoning</i>	<i>Zoning Policies</i>	<i>Water Resource Protection Provisions</i>	<i>Impact Analyses</i>
<ul style="list-style-type: none"> • Restrict development and impervious surfaces • Require riparian vegetative buffers • Encourage use of best management practices • Encourage stream habitat improvement • Encourage conservation easements/donations / dedications • Protect wetlands and wetland margins • Require floodplain and wetland studies based on soil types • Employ Innovative stormwater management techniques 	<ul style="list-style-type: none"> • Encourage development where public sewer and water exist; discourage on-site sewer and water • Limit impervious surfaces • Establish performance standards for uses • Protect aquifers through controlling uses and potential polluting activities • Establish an overlay protection zone 	<ul style="list-style-type: none"> • Regulation/restriction of potential contaminating uses and substances • Performance standards • Design standards • Operating requirements • Review process • Wellhead protection ordinance 	<ul style="list-style-type: none"> • Supply locations • Geologic conditions, recharge rate, degree of renovation • Aquifer characteristics: groundwater movement, use, yield, quality, quantity, well interference • Test well results and impacts • Plan to protect groundwater system underlying and adjacent to the site: prevention, remediation, emergency management

***Stream Corridor
Overlay Zoning***

Zoning Policies

***Water Resource Protection
Provisions***

Impact Analyses

- **Monitoring of groundwater quality and quantity**

The Township, Borough, and water authorities should cooperate to encourage the provision of public water service in Growth Areas, and to discourage public water service outside of the Growth Areas.

Antietam Watershed Association

The Antietam Watershed Association's (AWA) mission is to preserve Antietam Creek as a resource for the community, protect the regional water supply and proceed as a cooperative effort with community members and municipalities.

Since its formation in 2002, AWA has established partnerships with area environmental and civic organizations. AWA has joined with partners for the Chesapeake Bay Foundation in its Farm Stewardship Program in restoring native stream bank vegetation to limit cattle in the creek and runoff from open fields.

The AWA has participated in riparian planting projects. Those projects have been completed in cooperation with farmers to restore vegetation along Antietam Creek and to limit cattle access to the waterway, which ultimately reduces nitrogen from runoff and manure that empties into the Chesapeake Bay.

The AWA was awarded a grant from Growing Greener and the Pennsylvania Department of Environmental Protection to pursue a study of the West Branch of the Antietam. The state has designated the west branch as "impaired" in many places, and upon completion of the study, projects can be planned to improve stream quality.

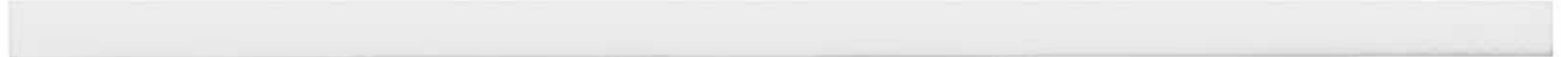
Overlay Zoning

Overlay zoning is the application of an additional set of regulations to an established zoning district. Overlay zones supplement, but do not replace, the existing applicable zoning regulations. Overlay zones can be used for any number of objectives, ranging from commercial corridor improvement to stream corridor and wellhead protection efforts. Areas commonly targeted for overlay zoning include: floodplains, watersheds, environmental areas, stream corridors, historic districts, and economic revitalization areas. The use of an overlay zone can be especially effective to ensure consistent regulation of land uses within multiple zoning districts.

Monitoring of Needs

Monitoring the need and opportunity for additional, expanded, or improved community services and facilities will help the Township and Borough plan for their efficient and economical provision. The goal for community facilities and services is to provide them on a coordinated, regional basis, where possible, to meet the existing and future needs of the residents of the Region in a manner consistent with financial resources.

The majority of respondents to the citizen survey indicated satisfaction with the rural character and small town atmosphere of the Region, but also indicated concern that the level of emergency services (for example, police and fire and ambulance protection) be sustained. The Township and Borough should jointly monitor the efficiency of current emergency services to ensure that the Region has adequate provision of these services.



Chapter 8

Transportation and Circulation Plan

Introduction

The relationship between the use of land and its impacts on the circulation network is an important element in the comprehensive planning effort. A community's quality of life is highly dependent on the efficient use of land as well as effectiveness of its circulation network. In order for a network to adequately serve adjacent land uses, it must be regularly evaluated as new development or redevelopment occurs. Different land uses require different road characteristics, and addressing future transportation needs is dependent on a sound understanding of the current network.

Existing and proposed development areas must be considered when making future road programming decisions. In turn, future development patterns should not adversely affect the circulation system. It is necessary to follow appropriate design standards, improve existing roads and manage access so the road network will be capable of performing its intended function. Municipal and individual land use decisions are strongly influenced by existing or proposed circulation systems, while at the same time these same land use decisions can affect the circulation systems and the functions which the roads are expected to perform.

The circulation system within a community has an important influence on the type and location of development which occurs. The location of residential, commercial, and industrial uses can influence the function or classification of roads, their design and their condition. In addition to influencing the character of the community by influencing land uses, the perception of a community can be influenced by the circulation system itself. A municipality with relatively narrow winding roads abutting agricultural and wooded areas will often be perceived as having a rural character, while a municipality with high traffic volumes, unsynchronized signalization, and delays at intersections could be perceived as gridlocked. In areas where development has occurred which does not respect the limitations of the circulation system, the perception can be one of poor planning and frustration.

IMPORTANCE OF TRANSPORTATION

Transportation affects the daily lives of most people. It is important to understand the impact of transportation needs on an area. One aspect of transportation needs is travel to and from work. The U.S. Census provides information that can be used to determine the circulation needs of a community. The following chart shows the methods used for commuting to work for the Region's labor force 16 years and older in 2000.

COMMUTING TO WORK - 2000

	Washington Township		Borough of Waynesboro	
Total Workers 16 years and over	5,577	100%	4632	100%
Drove alone to work	4,795	86%	3,814	82.3%
Carpooled	555	10%	502	10.8%
Public Transportation (including taxicabs)	22	0.4%	36	0.8%
Walked to work	81	1.5%	170	3.7%
Other means	21	0.4%	27	0.6%
Worked at home	103	1.8%	83	1.8%
Mean travel time to work (minutes)	24.5		21.5	

Source: U.S. Census Bureau

As the chart above reflects, of Washington Township's labor force, 16 years and older, 4,795 (86%) drove alone to work, another 555 (10%) carpooled. Waynesboro had similar numbers with 3,814 (82.3%) traveling alone to work, and 10.8 percent carpooling. The mean travel time to work was 24.5 minutes for the Township and 21.5 minutes for Waynesboro as compared to Pennsylvania at 25.2 minutes. The National mean travel time to work was 25.5 minutes.

Since the reliance on the automobile is so strong in the Region, it is very important that transportation and circulation issues are addressed.

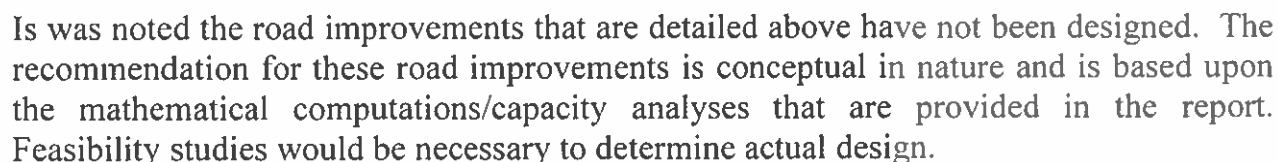
Addressing transportation issues has three critical benefits:

- It increases the quality of life for the residents by facilitating circulation and making travel safer.
- Attractiveness of the Region as a destination and place of work or residence can be enhanced if congestion is mitigated; and, the level of service and visual attractiveness of area roads are maintained.
- PA Route 16 is considered the main economic growth corridor of the Region. Providing a well maintained transportation system is necessary to support optimum economic development.

PA Route 16 (Buchanan Trail East) - The main principal arterial in the region, PA Route 16 contains the highest traffic volume in the planning area and bisects the Township and Borough as the main east-west artery. There is approximately 12 miles of roadway through Washington Township and another two miles in the Borough limits.

PA Route 316 (Wayne Highway) - Is the second north-south route for the Region providing access to Route 30 east, Chambersburg and Fayetteville to the North, and Hagerstown and Smithsburg, Maryland to the South.

In the Traffic Impact Analysis prepared for Fort Ritchie by The Traffic Group, recommended road improvements were presented for the intersections shown below.



COMPOSITION OF THE CIRCULATION NETWORK

Township and State road mileage for Washington Township and Borough of Waynesboro are listed below in Table 8-1.

Table 8-1: Road Miles - Washington Township/Waynesboro Borough

Municipality	State Miles	Township/Borough Miles	Total Miles
Washington Township	43.92	83.39	127.24
Borough of Waynesboro	10.81	29.95	40.76

Important Transportation Corridors

PA Route 16, PA Route 997 and PA Route 316 are the most important corridors in the Region.

PA Route 16 (Buchanan Trail East) is the major east/west corridor in the Region. The road provides access to Greencastle, Mercersburg, and Emmitsburg, Maryland. It is a direct conduit to Interstate 81, which is an important national highway providing north-south transit from Canada to the southern United States, as well as US Route 15 in Adams County, which provides access to Harrisburg and Frederick, Maryland..

PA Routes 997 and 316 provide a north-south route to the Township with access to Chambersburg and Fayetteville to the north, and Hagerstown and Smithsburg, Maryland to the South. In the north, these roads provide secondary access to Interstate 81 and in the south; they provide secondary access to Interstate 70.

ROADWAY FUNCTIONAL CLASSIFICATION

How a particular highway is used determines the function that it serves in the system. Highway and roadway classification are based on analysis of the volume of traffic using the facility, the type of trip provided, the length of the trip, and the speed of the trip.

Road classifications are shown on the Transportation Map, Figure 8.1. The following is the list of each existing type of functional classification in the Region based on the Penn DOT criteria:

Principal Arterial System - The principal arterial system consists of a commercial road network of continuous routes having the following characteristics:

- Serve the corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- Provides connections to all, or nearly all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.
- Provide an integrated network without stub connections except where unusual geographies or traffic flow conditions dictate otherwise (e.g., internal boundary connections and connections to coastal cities).

The principal arterial system is stratified into the following two subsystems:

Interstate System - The interstate system consists of all presently designated routes of the Interstate System located outside small urban and urbanized areas.

Other Principal Arterial System - This system consists of all non-Interstate principal arterial highways located outside small urban and urbanized areas.

Figure 8.1

Transportation Map

Functional Classifications

Minor Arterial

Collector

Local Street or Road

Stream

Study Area

WASHINGTON TOWNSHIP

WAYNESBORO BOROUGH

3712 Current Average Annual Daily Traffic

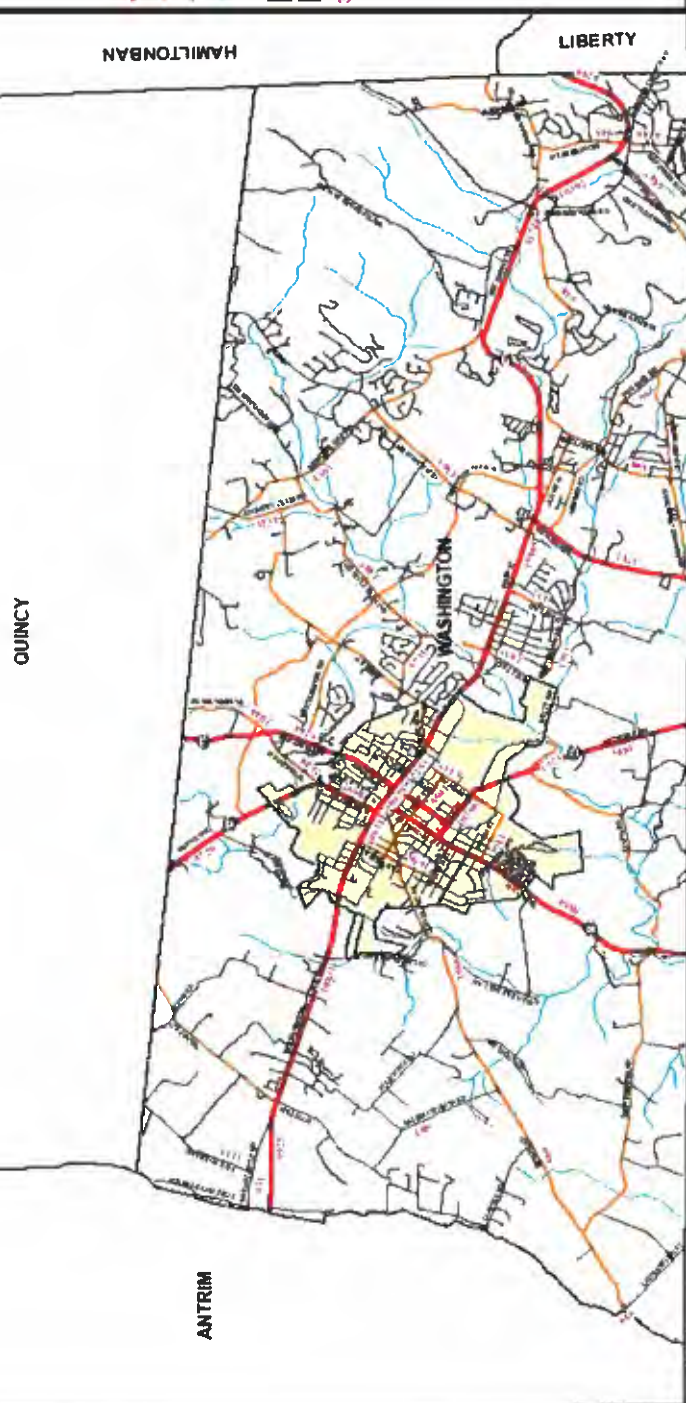


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There are no Principal Arterials in the Region.

Minor Arterial System - The minor arterial system should, in conjunction with the principal arterial system, form a network having the following characteristics:

- Link cities and towns (and other generators, such as a major resort area, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service.
- Be spaced at such intervals, consistent with population density, so that all developed areas are within a reasonable distance of an arterial highway.
- Provide service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterial highways therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Minor Arterials in the Region:

- PA Route 16 – Township and Borough
- PA Route 316 – Township and Borough
- PA Route 997 – Township and Borough
- S. Potomac Street - Borough
- N. Church Street – Borough
- N. Grant Street - Borough
- E. Fifth Street - Borough
- Midvale Road

Collector Road System – The collector routes carry local traffic between minor streets and arterials and provide land access service and traffic circulation in residential neighborhoods, commercial and industrial areas.

Collector Roads in Washington Township:

- Airport Road
- Amsterdam Road
- Charmian Road
- Country Club Road
- Fort Ritchie Access Road
- Furnace Road
- Gehr Road
- Harbaugh Church Road
- Iron Bridges Road
- Lyons Road
- Marsh Road
- Mentzer Gap Road
- Monterey Lane
- Sabillasville Road
- North Welty Road
- Old Forge Road
- Old Mill Road
- Old Pen-Mar Road
- Old Route 16
- Orchard Road
- Pen-Mar Road
- Stottlemeyer Road
- Tomstown Road
- Waterloo Road
- Welty Road
- Wharf Road
- Washington Township Boulevard

Collector Roads in Waynesboro Borough:

- Clayton Avenue
- Cleveland Avenue
- Fairview Avenue
- Ninth Street/Cemetery Avenue
- Roadside Avenue
- Third Street
- West Sixth Street

Local Road System - The local road should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) Provide service to travel over relatively short distances as compared with collector roads or other highway systems. Local roads will, of course, constitute the remaining road mileage not classified as part of the principal arterial highway, minor arterial, or collector road systems.

The 1999 Franklin County Comprehensive Plan has a similar classification system but further breaks down the classification to identify Major Collectors. In Washington Township the Major Collectors identified by the County are:

- Orchard Road (S.R. 2015)

- Marsh Road (S.R. 2002)
- Salem Church Road (S.R. 2005)
- the State-maintained portion of Polktown Road (S.R. 2005).

HIGHWAY FUNCTIONAL CLASSIFICATIONS AND RECOMMENDED DESIGN FEATURES

<u>Classification</u>	<u>General Provisions</u>	<u>Right-of-Way Width (ft.)</u>	<u>Cartway Width</u>
Interstate Expressway	55+ MPH Limited Access No Parking Noise Barrier/Buffer (where required)	Minimum 120; however, may be wider based on local conditions and design	Minimum four 12' wide travel lanes with 10' wide shoulders capable of supporting heavy vehicles
Arterial (Principal and Minor)	35-65 MPH Some access controls to and from adjacent development. Encourage use of reverse and side street frontage and parallel access road. No Parking	80	48-52 feet; 12' wide travel lanes with shoulders in rural area and curbing in urban areas
Collector (Major and Minor)	25-35 MPH Some access controls to and from adjacent development. Parking permitted on one or both sides.	60	34-40 feet; 12' wide travel lanes with stabilized shoulders or curbing; 8' wide lanes provided for parking.
Local	15-35 MPH No access control to and from adjacent development. Parking permitted on one or both sides.	53	28-34 feet with stabilized shoulders or curbing; cartway widths can be reduced based on interior traffic patterns.

TRAFFIC VOLUMES

Traffic volumes are determined through traffic counts taken at specific locations within a transportation corridor. The volume is usually portrayed in terms of annual average daily traffic (AADT). This represents the average count for a 24 hour period, factoring in any fluctuations due to the day of the week or month of the year. The AADT is an important factor that, in conjunction with the previous factors outlined, helps in determining the functional classification of a road.

Information available on traffic volumes is important in determining the potential for capacity problems. Roads that are not used for the purpose for which they are intended can experience capacity problems. This is particularly evident in areas experiencing a significant amount of new development without concurrent upgrades to the transportation corridors. Capacity problems become particularly evident when the number of lanes is reduced and traffic is funneled from a roadway with a higher number of lanes to one with a lower number of lanes.

In addition to the increased development in the Region, capacity on the Region's roads is also heavily influenced by traffic originating outside the area. Roads most likely to experience capacity problems are PA Route 16, PA Route 316 and PA Route 997, because these roads are carrying traffic to Borough locations as well as regional traffic at increasingly higher volumes. Traffic volumes are beginning to increase on other roads throughout the Township as well.

There are several factors contributing to the traffic impact in Washington Township and Borough of Waynesboro. There is regional traffic, which includes trucks, tourists, and commuters going to Chambersburg, Hagerstown employment centers (and Interstate 81) local traffic patronizing businesses in Waynesboro, as well as, local traffic that must travel through the Borough to connect to highways from the center of the Borough and commercial areas of the Township. The proposed development of the Fort Ritchie site into approximately 673 residential units and 1,618,421 square feet of office development with access at Pen Mar Road and Fort Ritchie Access road has been studied for traffic impacts and found that two intersections would be operating at a poor service level: PA Route 16 and Monterey Lane; and PA Route 16 and Fort Ritchie Access Road.

Highest average daily traffic volume in the Region is PA Route 16, with AADT counts in the Region of 15,805 at the eastern end, 10,831 on the western side and 25,978 between Church Street and N. Grant Street.

AADT numbers for selected roads can be found on Figure 8.1 the Transportation Map.

The Washington Township Comprehensive Plan of 1999 contained a traffic volume map. Volumes on roads in the Township can be compared.

	1999 Comprehensive Plan	2008 Comprehensive Plan	% Change
Five Forks Road	1,178	1,113	-5.5
Wharf Road	395	700	+77.2
Wayne Highway (North of Borough)	5,101	5,728	+12.3
Wayne Highway (South of Borough)	4,800 and 4,000	5,864	+46.6
Marsh Road	354 and 954	566 and 1,066	+59.9 and +11.7
Iron Bridges Road	621	550	-11.4
Anthony Highway (North of Borough)	6,609	5,264	-20.4
Anthony Highway (South of Borough)	3,810	3,881	+1.9
Old Forge Road	2,031	4,303	+112
Mentzer Gap Road	1,925 and 709	4,303 and 3,300	+124 and +365
Welty Road (near Anthony Highway)	1,020	1,773	+73.8
Midvale Road	2,246	3,712	+65.3
Harbaugh Church Road	986	599	-39.2
Pen-Mar Road	1,950	950	-51.3
Monterey Lane	971	945	-2.7
Sabillasville Road	3,886	2,900	-25.4
Fort Ritchie Access Road	5,610	6,547, 2,000	+16.7, -64.3
Old Route 16	767	618	-19.4
Route 16 (Zullinger)	8,773	9,925	+13.1
Route 16 (Main Street)	17,172	15,805	-8.0
Route 16 (Buchanan Tr. East)	9,461 to 6,084	11,744 to 6,255	+24.1 and +2.8

The largest percentage increases occurred on Wharf Road (likely because of development of the industrial park), the western portion of Marsh Road, two major roads leading to Maryland-Wayne Highway and Midvale Road, Welty Road, and roads on the fringe of the Township's growth area – Mentzer Gap Road and Old Forge Road.

Largest percentage decreases occurred on Harbaugh Church Road, Pen-Mar Road, and Fort Ritchie Access Road. Initially, over time traffic volumes increased on the Fort Ritchie Access Road, but upon the closing of the Fort, volumes declined dramatically.

Transportation and Circulation Plan

Goal:

Plan for a circulation system which will allow safe and efficient vehicular, bicycle, and pedestrian travel throughout the Region.

Objectives:

- Complete Washington Township Boulevard.
- Coordinate land use and road improvement policies.
- Improve the safety of intersections along PA Route 16.
- Preserve and improve the capacity of the existing roads within the area as future development occurs through cooperative efforts with developers and PennDOT.
- Monitor impacts on roadway capacity from new development and require developers to address projected increased traffic volumes in the road system by improving the existing system.
- Investigate providing additional parking opportunities in Waynesboro Borough.
- Assure adequate access management occurs along the major road corridors such as PA Routes 16, 316, 997, and Washington Township Boulevard to minimize the number of access points to the road system.
- Facilitate pedestrian circulation within the business areas of the community through such means as benches, landscaping and other pedestrian amenities.
- Preserve the scenic road corridors and vistas within the Township.
- Maintain and upgrade the existing road system as necessary and encourage PennDOT to improve state-controlled roads and intersections.
- Institute appropriate traffic calming and noise abatement techniques in the Region.
- Encourage and support the development of a network of trails linking residential areas to open space and recreation resources, surrounding municipalities' trail systems.

- Encourage maintenance and improvement of sidewalks and curbs, completion of gaps in the sidewalk system, and extension of the sidewalk system.
- Expand the pedestrian system to the area of the Waynesboro Area School District facilities.
- Relieve truck congestion along PA Route 16, particularly in the Borough.
- Determine the merits of and appropriate locations of park and ride facilities and other multi-modal facilities.
- Encourage Franklin County to implement a County-wide public transit system.

Actions:

A. Update zoning ordinances as necessary.

1. Include access management standards in zoning and/or subdivision and land development ordinances as determined by the Borough and Township:
 - a. Establish access location standards
 - b. Establish access point separation requirements
 - c. Require access to streets of lower functional classification
 - d. Require internal road systems
 - e. Require coordinated/shared ingress and egress
 - f. Require interconnection of properties, including access, parking, loading
 - g. Establish separations from intersections
 - h. Require coordinated traffic movements
 - i. Require acceleration and deceleration lanes where appropriate
 - j. Require left and right turn lanes where appropriate
 - k. Refine design standards for intersections, driveways, internal circulation, and parking lot design

- l. Minimize entrances to roads
 - m. Prohibit inappropriate turning movements
 - n. Consider signalization of high volume driveways
 - o. Refine location, size, and design requirements for billboards and signs.
2. While particularly crucial along the PA Route 16, PA Route 997, and PA Route 316 Corridors, access should be managed along all roads within the Region.
 3. In mixed use areas, where pedestrian activity can be higher, discourage curb cuts over sidewalks to limit pedestrian/vehicular conflict.

B. Update subdivision and land development ordinances as necessary.

1. Establish appropriate design standards for each functional classification of road. Safe, buffered, and sufficiently set back bike and pedestrian lanes can be included in the cross-sections with consideration given to the Pennsylvania Statewide Bicycle and Pedestrian Master Plan and Guide for the Development of Bicycle Facilities by American Association of State Highway and Transportation Officials (AASHTO). Bike and pedestrian lanes may be required on those roads deemed appropriate by the municipality.
2. Require traffic impact studies for proposed developments. Such studies require analysis of existing circulation conditions, the impact of proposed development and resulting circulation conditions and the need for traffic improvements to adequately support the development.
3. Establish appropriate standards for driveway design and access to streets for access management. Coordinate with zoning ordinance design standards and access management provisions. Plans should be reviewed for access management concerns.
4. Require developers to recognize existing and planned trails and to provide new trails. Standards for trails can be included in the Ordinances. Sufficient rights-of-way and easements may be required during the review process.

5. Require developers to provide pedestrian paths and sidewalks to enhance foot traffic.
 6. Request right-of-way dedication along existing roadways to meet design standards.
 7. Require necessary roadway improvements along the frontage of developments.
 8. Review setback and building location policies along major road corridors to refine regulations that will facilitate future road improvements.
 9. Implement the recommendations of the Franklin County Open Space and Greenway Plan.
- C. Consider the adoption of Official Maps designating proposed public facilities, streets, intersection and road improvements, bike paths, and trails.
 - D. Implement Capital Improvements Programs, and projects recommended by this plan.
 - E. Establish pedestrian pathway improvement programs to enhance foot traffic in the Region, as well as provision of trails to provide improved access to schools, local shopping areas, community facilities and recreation areas, and employment opportunities. ADA requirements should be complied with.
 - F. Work with PennDOT to ensure adequate maintenance of roads with substantial volumes of truck and school bus traffic as well as automobile traffic.
 - G. Continue use of Transportation Impact Fee ordinances in the Township and require land developers to address needed transportation improvements in the Region.
 - H. Work with PennDOT and the Franklin County Planning Commission to recommend appropriate speed limits, reducing them as necessary, in developed areas.
 - I. Prepare multi-year programs for street maintenance and improvement.
 - J. Develop access management plans in cooperation with PennDOT to address access to major roads and access design standards. Encourage cooperative efforts of landowners to manage and share access.

- K. Continue to implement the recommendations of the 2005 Washington Township Roadway Sufficiency Analysis Report and Capital Improvements Plan.
- L. Encourage landowners to cooperate with PennDOT and the municipalities in the redesign of existing strip development areas to manage access and improve streetscapes.
- M. Coordinate utility and road improvements so that utilities are constructed before road improvements are made.
- N. Work with PennDOT, Franklin County, and Quincy Township to improve the single lane bridge on Wharf Road in Quincy Township.
- O. Require property owners to keep street rights-of-way available for required improvements and pedestrian systems.
- P. Work together as a Region with the County, Legislators, and PennDOT to list needed transportation improvements on the Twelve-Year Transportation Program.
- Q. Work with transportation organizations and agencies providing services to seniors to facilitate mobility of seniors by determining desired destinations and means of providing access to those destinations.
- R. Pursue all funding opportunities to fund the completion of Washington Township Boulevard.

Recommended Road Improvements

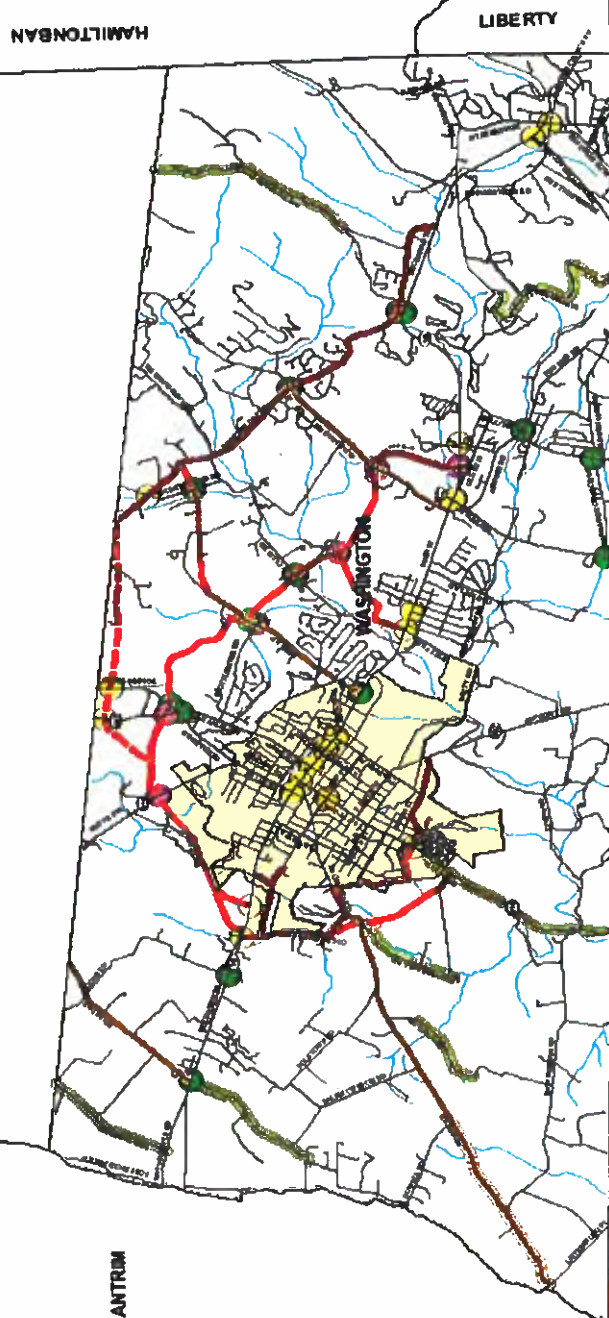
Intersection Improvements, Realignment, and Widening Projects

The following transportation improvements in the Region should be included in future transportation capital improvement budgets, as well as the PennDOT Twelve-Year Program where applicable. These intersections or roads have been identified as having one or more of the following characteristics: poor sight distance; bad alignment; lack of proper signage or signalization; insufficient width; and/or lack of turning lanes.

Recommended improvement projects for the transportation system for the Region are listed on Figure 8.2, the Transportation Plan Map. All proposed intersection improvements on State roads require PennDOT Highway Occupancy Permits. The intersection improvements are represented by a yellow circle with corresponding numbers by municipality as listed in the following paragraphs.

Figure 8.2

Transportation Plan



DATA SOURCE: PANDOT: 55M ESRI

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Findings and Conclusions

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Washington Township

Suggested Intersection Improvements

1. PA Route 16 and Mentzer Gap Road
2. Old Forge Road and Mentzer Gap Road
3. Country Club Road and Gehr Road
4. Country Club Road and Washington Township Boulevard
5. Gehr Road and Washington Township Boulevard
6. PA Route 997 and Orchard Road
7. Orchard Road /Tomstown Road and Washington Township Boulevard
8. Airport Road and Pen Mar Road
9. Harbaugh Church Road and Old Pen Mar Road
10. Northeast Avenue and PA Route 16
11. Scott Road and PA Route 16
12. Koons Road extended and PA Route 16
13. Harbaugh Church Road and Midvale Road

Realignment/New Road Sections or Extensions

1. Washington Township Boulevard (portion of relief route)
2. North Welty Road from PA Route 16 to proposed Washington Township Boulevard.
3. Koons Road
4. Relief Route Waynesboro Borough (see narrative later in this chapter)

Road Widening/Repairs

Recommended roads or sections of road in need of widening and / or repairing for safety or traffic volume reasons (as highlighted on the Transportation Plan Map, Figure 8.1) include the following:

1. Old Forge Road between PA Route 16 and Mentzer Gap Road
2. Wharf Road between PA Route 16 and the Township line.
3. Portions of Gehr Road between PA Route 16 and Mentzer Gap Road.
4. Marsh Road from Cleveland Avenue to Leitersburg Street.

Traffic Light /Signal Modification

1. PA Route 16 and Monterey Lane
2. PA Route 16 and Fort Ritchie Access Road
3. PA Route 16 and Pen Mar Road Extended

4. PA Route 16 and Midvale Road
5. PA Route 16 and Oller Avenue
6. PA Route 16 and Welty Road
7. Mentzer Gap Road and Country Club Road
8. PA Route 16 and Prices Church Road
9. PA Route 16 and Cold Springs Road
10. PA 997 and Northern (lower priority) Relief Route
11. Tomstown Road and Northern (lower priority) Relief Route

Intersection Improvements AND Traffic Light /Signal Modification

1. PA Route 16 and Washington Township Boulevard
2. Old Forge Road and Washington Township Boulevard
3. Washington Township Boulevard and Welty Road Extension
4. Gehr Road and Stottlemeyer Road
5. PA Route 997 and Washington Township Boulevard
6. PA Route 316 and Washington Township Boulevard

Intersection improvements are detailed in Appendix D.

At the intersection of Scott Road and Route 16, turning movements are affected by the narrow condition of Scott Road and the bank and sight distance restrictions to the east of the Scott Road cartway.

At the intersection of Koons Road Extended and Route 16, Koons Road has a narrow cartway.

At the intersection of Harbaugh Church Road and Old Pen Mar Road, realignment to remove the island should be considered.

At the intersections of Beartown Road with Route 16 and Mentzer Gap Road, there are two intersections very close together and horizontal curvature on Mentzer Gap Road as it approaches Beartown Road. Redesign of this area should be considered.

At the intersection of Airport Road and Pen Mar Road, with Waterloo Road, horizontal and vertical alignments need to be addressed.

Waynesboro Borough

Intersection Improvements

1. PA Route 16 and Northeast Avenue

Realignment/New Road Sections or Extensions

1. Relief Route (see narrative later this chapter)
2. Extension of Third Street to PA Route 16.

Road Widening/Repairs

Recommended roads or sections of road in need of widening and repairing for reasons of safety and/or traffic volume include the following:

1. Ninth Street and Cemetery Avenue for Southern Relief Route (see narrative later this chapter)

Traffic Light /Signal Modification

1. S. Potomac Street and Cemetery Avenue
2. S. Potomac Street and Third Street
3. Main Street and Clayton Avenue
4. Main Street and Broad Street
5. Main Street and Church Street
6. Main Street and Potomac Street
7. Main Street and Grant Street
8. Northeast Avenue and Main Street

The Borough is currently undertaking a traffic signalization program where many of the intersections and traffic lights in the Borough will be investigated and updated if necessary.

PENNSYLVANIA'S 2009 TRANSPORTATION PROGRAM

The 2009 Transportation Program projects for Franklin County are listed in Appendix C. Key projects affecting the Region include restoration of Second Street in Waynesboro and resurfacing Route 316 from the Quincy Township line to Route 16.

LONG RANGE PLANNING

The projected future development in the Region, as well as the proposed redevelopment of Fort Ritchie will undoubtedly impact the transportation system in the Region. Therefore, it is important to discuss long range transportation recommendations to

mitigate the implications of increased development. This section will present a vision for the future transportation network in the Region, including strategies for priority corridors, and traffic relief routes, which were identified as the most critical to the Region in terms of a functioning transportation system.

PA Route 16

PA Route 16 is the corridor most in need of future upgrades. Route 16, with the highest traffic volumes, is the principal east/west route and the main transportation corridor in the Region. It also provides access to regional highways including US Route 15 in Adams County, Interstate 81 in Antrim Township, and Maryland Route 15. This corridor bisects the Region's growth area, including the Borough of Waynesboro, where future residential, commercial, and village development is expected. This impending development will increase traffic in the corridor, and eventually surpass the highway's carrying capacity. Washington Township must continue to coordinate efforts with PennDOT, the Borough of Waynesboro, Antrim Township, and Adams County. Develop a strategy to meet this expected increase in traffic.

Fort Ritchie Access

As a result of the federal Base Realignment and Closure Commission's (BRACC) decision, Fort Ritchie will be converted from a U.S. Army base to civilian uses. A military post located in the northeastern corner of Washington County, Maryland (near the Pennsylvania border), the Fort is being redeveloped by the PenMar Development Corporation as a corporate conference and training center. Plans include some residential development as well. The proposed development of the Fort Ritchie site will include approximately 673 residential units and over 1.6 million square feet of office development. Access using Pen Mar Road Extended and Fort Ritchie Access Road have been studied for traffic impacts and found that the following two intersections would be operating at a poor service level: PA Route 16 and Monterey Lane; and PA Route 16 and Fort Ritchie Access Road. Other improvements required include intersection improvement at Harbaugh Church and Midvale Road, Airport Road and Pen Mar Road, and Harbaugh Church Road and Old Pen Mar Road.

RELIEF ROUTES

The Transportation Plan Map, Figure 8.2, presents three possible traffic relief routes around the Borough of Waynesboro. They are described below.

North – Washington Township Boulevard Extension

The proposed relief route around the north side of Waynesboro would extend the existing portion of Washington Township Boulevard in phases to eventually reach PA Route 316. Currently, Phase III is in progress and should be completed in 2009. Phase III would extend Washington Township Boulevard from Country Club road to Gehr Road. Phase IV would extend from Gehr Road to PA Route 997, and the final phase, Phase V, would extend it to PA Route 316.

North – Alternative Route

The northern alternative route is a lower priority to the Washington Township Boulevard extension. It would involve the extension of Mentzer Gap Road to the Quincy Township line, where the proposed road would continue west just south of the Township line, crossing Tomstown Road and PA Route 997 before intersecting with the proposed Washington Township Boulevard extension.

South

The potential for a traffic relief route around the south side of Waynesboro presents a much more difficult undertaking than the north. The Transportation Plan Map, Figure 8.2, depicts some of the more plausible solutions, however, is by no means a finalized portrayal of the options. One option would be to maneuver through a combination of existing and extended Borough Streets, before exiting the Borough in the vicinity of the Mount Vernon Terrace Apartments. From here, the route can cross open lands to reach an extension of Cold Springs Road, or continue to traverse the western border of the Borough to Cleveland Avenue and then to Cold Springs Road, ultimately intersecting with PA Route 16.

A relief option for traffic travelling west to east, would be to extend Cold Springs Road to PA Route 316.

These proposed routes would require exceptional cooperation between the Borough, Township, PennDOT, and Franklin County to plan and mitigate the issues and impacts, particularly environmental, before a final route can be determined. It is also assumed that numerous transportation studies, particularly for roads with deficient capacities, will be undertaken before any route is finalized.

Long Range Strategies

The corridors identified are or are proposed to be State and Municipal-owned and maintained highways. It is critical that the municipalities continue communications with PennDOT and Franklin County, to discuss future planning and upgrades. Reactionary

spot improvements will not suffice, and will ultimately lead to a poorly functioning transportation system. The Township, Borough, PennDOT, and Franklin County Planning Commission need to agree on a vision for these corridors and plan accordingly to accommodate future development. Some of the improvements and concepts recommended by this Plan include the following:

- Complete Washington Township Boulevard.
- Road Widening: add travel and turning lanes to improve traffic flow. The Township and Borough should include provisions for right-of-way preservation in their subdivision ordinances and develop standard design criteria to ensure seamless road corridors between municipalities.
- Signal light coordination: new traffic signals should be located at least one-half mile apart. The cycle lengths of each light should be coordinated to allow for smooth traffic flow along the corridor. Signals with self-adjusting timing mechanisms can optimize flow at intersections. Higher density and village development should occur near signalized intersections, to lessen the need for additional signals.
- Access management: An effective transportation system cannot allow unlimited land access. Every additional driveway and street intersection introduces traffic and reduces the road's ability to move traffic safely and efficiently. Especially within the growth areas, it is imperative to limit the access points, particularly along PA Route 16 and the Washington Township Boulevard extension. This applies to Township collector roads as well. The Township and Borough must discourage subdivision along the frontages of main transportation corridors to lessen points of access. PennDOT has developed guidelines for municipalities to use when formulating their own access management regulations. The Township and Borough should coordinate with PennDOT to develop access management regulations to include in their respective ordinances.

Roadway Conditions

An inventory of roadway conditions is necessary in order to identify problems within the circulation system and to address these problems as appropriate. Roadway conditions are generally evaluated from the following perspectives.

- Safety
- Access
- Corridor Segments

Safety

Safety concerns are evident at those locations within the circulation system that may pose hazards due to poor road alignment, limited sight distance, design, or structural problems, lack of road shoulders or obstacles near the roadway. These all create hazardous conditions, which can slow traffic and cause congestion and potentially lead to accidents.

Pavement conditions affect travel costs with respect to operation, delay and accidents. Vehicle operation is affected by excessive wear on tires and suspensions misalignments due to uneven road surfaces or worn edges of roadway. Delays occur when drivers have to slow down for potholes or uneven surfaces. Accidents can be caused by all of the above.

Access Management

Access management problems are situations where conflicts between mobility and access are, or will be, intense and result in congestion and safety problems. Access management problems typically occur on roads serving high volumes, high speed traffic, and abutting intense trip generating uses. An example of an access management problem would be where commercial development occurs on a road and the mobility of traffic is adversely affected by the increase in driveways from adjacent land to the road on which the land fronts. As the number of driveways increases, the safety and efficiency of the road can decrease. Access management will be an increasing concern on the roads in the Region in the future. Roads of particular concern are:

- Pen Mar Road
- PA Route 16
- PA Route 997
- Monterey Lane
- Harbaugh Church Road
- Old Forge Road
- Mentzer Gap Road

The Township and Borough should consider working with PennDOT to develop a joint access management plan for the area.

The major elements in access management planning include the following:

- Driveway design standards
- Access management regulations, in coordination with PennDOT.
- Limited number of road entrances

- Traffic Impact Analysis where development is proposed
- Left and right turn lanes constructed at road and driveway intersections
- Installation of medians
- Adequate parking lot/internal circulation design in developments
- Shared access to properties
- Prohibition of inappropriate turning movements
- Interconnection of properties developed along roads
- Improved intersection design/spacing
- Signals at high volume driveways
- Control of access
- Direct new development access to roads with traffic signals.

Corridor Segments

Corridor segment problems are usually found in more densely developed areas when congestion, access and safety issues are all present. Corridor segment problems can include those roads that may possess maintenance issues or exhibit structural problems.

The PA Route 16 corridor is the most heavily traveled road in the Region and also passes directly through downtown Waynesboro. This is an area of concern for safety, maintenance, and congestion.

Transportation Development Districts

The Transportation Partnership Act (Act 47 of 1985 as amended) allows municipalities to create Transportation Development Districts to assist in the financing of transportation facilities and services including roads, railroads, and public transit systems. If municipalities propose a district, property owners who represent more than fifty percent of the assessed valuation in a proposed district must be in favor of the district. The creation of the Transportation Development District allows municipalities to impose assessments upon benefited properties in the District to construct transportation improvements. The needs for such districts in the Region should be monitored.

Congestion Management System Strategies

Congestion management system strategies have been used by some communities to reduce traffic. The major elements are:

- Employee trip reduction plans to increase average vehicle occupancy
- Creation of transportation management associations in which municipalities work with local businesses to identify measures to reduce travel demand. These may include:
 - reducing vehicle concentrations at peak periods by staggering work hours;
 - encouraging commuting by carpool and public transit rather than by single occupancy vehicles;
 - eliminating unnecessary commutes;
 - funding informal paratransit/vanpool operations.

With the potential for more commercial and residential development in the Region, the appropriateness of these strategies should be reviewed. The Transportation Plan Map includes Annual Average Daily Traffic (AADT) numbers for major road segments in the Region. High traffic volume areas, such as the PA Route 16 and PA Route 997 (Church Street) corridors, are most in need of congestion management techniques.

Shoulder Improvements

Developers should be required to improve shoulders along the frontages of the tracts they develop when curbs will not be constructed. In addition, the Township should improve the shoulders along existing Township roads where appropriate. Shoulders should be wide enough to accommodate trails in accordance with the guidelines in the Statewide Bicycle and Pedestrian Master Plan. The Borough and Township's ordinances may mandate these actions.

Traffic Calming

As development in the Region occurs and traffic volumes increase, residential streets and roads will have more traffic. Means of dealing with this additional volume include road improvements, providing increased opportunities for pedestrian and bicycle traffic, supporting efforts to increase automobile occupancy rates, and managing access. If these steps are not sufficient, the Township and Borough may consider traffic calming techniques.

The purpose of traffic calming is to manage movement through an area in a way that is compatible with the nearby land uses. Streets should be safe for local drivers, and traffic should not adversely affect the quality of life of residents.

The general methods of traffic calming include the following:

- Active speed reduction (constructing barriers to traffic movements)
- Passive speed reduction (installation of signage)
- Streetside design (landscaping that changes the appearance of the area and driver attitudes)
- Regional planning efforts that direct external traffic to other routes
- Opportunities for use of alternative modes (mass transportation, pedestrian, bicycle)

1. *Active Speed Reduction (constructing barriers)*

- a. Speed tables are raised areas in the street surface that extend across the width of the street. Speed tables, which are really raised pedestrian crosswalks, may be more successful. They are most appropriate in areas with substantial pedestrian traffic.
- b. Changes in roadway surface may include rumble strips, milling, and special roadway surfaces. These techniques can increase noise in areas and raise objections from area residents.
- c. Intersection diverters may involve a barrier placed across an intersection, typically to alter travel plans, such as permitting right turns only, to make travel through a neighborhood more indirect.
- d. Channelization may involve provision of pedestrian refuge areas, providing protected parking bays through landscaped islands, altering motor vehicle traffic movements, and restricting movements at intersections by narrowing the space available for vehicular movement.

The active controls require changes in driver behavior. Although active methods convey that the street is not just for through traffic, such methods are costly, and can be viewed negatively by some.

2. *Passive Methods of Control*

- a. Traffic signs saying "Do Not Enter", "Stop", "Not a Through Street", "Local Access Only", "No Trucks", or signs establishing speed limits, indicating one-way street, or prohibiting turns.
- b. Traffic signals.

- c. Pavement markings, including crosswalks, edgelines, and use of different materials for pedestrian crosswalks.
- d. Permitting on-street parking.
- e. Speed watch.

These methods have lower costs and can apply to only certain times of the day, if appropriate; however, signs are often ignored and enforcement is necessary.

The main emphasis should be on the passive traffic calming techniques. Active traffic calming techniques should be used only if passive techniques are not successful due to their cost and the inconvenience of their construction.

Prior to implementing any traffic calming program, it is necessary to identify the specific problems to be addressed; identify and evaluate the alternative techniques and their drawbacks, benefits, and cost; to identify alternative traffic patterns that could result from implementation of the techniques and the effects of those patterns on other streets and neighborhoods; and to involve residents in the evaluation and selection of techniques. Such techniques should not detract from the character or visual quality of a neighborhood.

Gateways

Formal gateways should be considered at the entrances to Washington Township, Waynesboro, and Villages of Zullinger and Blue Ridge Summit along PA Route 16. A gateway is an entrance corridor that defines the arrival point as a destination. Gateway planning addresses the arrangement of the landscape to create a visual experience that establishes a sense of arrival at the destination and provides a positive image of the destination. The Township and Borough can work with property owners to enhance these gateways. Consistent road corridor overlay zoning could be adopted along the major roadways.

The primary gateways to the Region include both ends of PA Route 16 and PA Route 997, and PA Route 316. At these gateways, the Township and Borough can work with property owners to enhance commercial areas through coordinated landscaping, signage, lighting, street furniture, paving materials, site improvement design, building facades, and window displays. When infill, redevelopment, or new development occurs, developers should be required to comply with performance and design standards that would address these elements. When new parking facilities are constructed, they should be landscaped, buffered, and located to the side or rear of buildings.

Signage should be minimal, and appropriate to the character of the Region.

Property owners should be encouraged to maintain and improve properties, particularly those that may have negative impacts on surrounding properties. In places where the rear of commercial properties face or abut residential properties, the appearance of the commercial properties and their impact on the residences should be mitigated.

Scenic Roads

Scenic roads are an important element in the circulation system within the Region and should be maintained. Scenic roads include roadways that offer picturesque views of the surrounding countryside, or offer a pleasant drive under a canopy of trees. The Township should decide whether it would be appropriate to adopt scenic road overlay zoning along scenic roads. Within such overlay areas, greater setbacks along the roads may be required, additional landscaping and screening requirements may be established, and design standards for siting of buildings may be established in order to minimize visual impacts of any development.

Discouraging intensive development along the scenic roads also has another benefit. It can lessen traffic volumes and driveway intersections along roads, which are typically not suited for intensive traffic volumes.

Roads identified as scenic include:

- Five Forks Road
- Scott Road
- Sections of Honodel Road
- Hoovers Mill Road
- PA Route 316 South of Cemetery Avenue
- Rattlesnake Run Road
- Buena Vista Road.

Bicycle/Pedestrian Circulation

The Township and Borough should incorporate bicycle and pedestrian improvements into the transportation planning process. The Community Facilities Plan recommends that the Township and Borough strengthen their zoning and subdivision ordinances to ensure that bicyclists and pedestrians are accommodated in the transportation system. As roads are maintained and improved, design requirements for pedestrian and bicycle access should be addressed, such as the provision of bike lanes, sidewalks, and appropriate curb radii at intersections. Limiting radii at intersections to the minimum necessary to allow safe traffic flow can make intersections more pedestrian and bicycle friendly. According to the U.S. Department of Transportation, a curb radius measurement of zero to ten feet is

safest for pedestrians. Pedestrian crossings at street intersections, particularly along the trail routes, should be facilitated by crosswalks, stop signs, and pedestrian islands. Gaps in the sidewalk system (where feasible) should be eliminated. New developments, particularly within Designated Growth Areas, should have sidewalks. Access to community facilities and commercial areas in the Region should be enhanced through expanded and repaired sidewalks and greenways and by establishing crosswalks. Streetscape amenities such as benches, trash receptacles, information signs, and landscaping should be provided in the villages where appropriate.

The Community Facilities Plan, Chapter 7, recommends a greenway and bike trail network for the Region. A conceptual Greenway and Pedestrian/Bicycle System is mapped on Figure 7.4, the Greenways and Pedestrian/Bicycle System Map

Safe Routes to School

This program is designed to work with school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. Collectively, these efforts would save on school busing costs and promote a healthy lifestyle for children. In addition, some funding may be used for pedestrian education efforts. Examples of these types of improvements include sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles, and raised median islands.

Capital Improvements Planning

Capital Improvements planning should be considered for programmed transportation improvements. Capital improvements planning includes financial analysis of past trends in the community, present conditions, and a projection of the community's revenues and expenditures, debt limit, and tax rates, to determine what the financial capabilities of the municipality are. It also includes a capital improvements program which establishes a system of priorities. The final element is the capital budget which lists the schedule of improvements over a 5-year period on the basis of the community's financial capacity and availability of grant money.

In the capital improvements program, capital expenditures are separated from Operational expenditures. Operational expenditures are those for administration, payroll, employee benefits, maintenance and similar functions, and are short term. Capital expenditures are for assets which have a substantial value compared to the total municipal budget and are expected to provide service for a number of years. The construction of a road is an example of a capital expenditure.

The capital improvements program schedules the purchase of capital items in a systematic manner rather than allocating a large amount of money for all expenditures in

one year. Based on the assessment of future needs, future expenditures are planned so that the municipality can anticipate major expenditures prior to the budget year. The program is based on identified capital needs, goals for capital acquisitions, and a priority list of all proposed capital expenditures.

A time frame is established for the capital improvements program. Five-year programs are typical. Every year the schedule for capital improvements must be revised and updated as necessary, based on the current municipal priorities. For each project included in the program, estimated costs must be established and a budget prepared.

Benefits of capital improvements programs include the following:

- It ensures that projects will be based upon the ability to pay and upon a schedule of priorities determined in advance.
- It helps ensure that capital improvements are viewed comprehensively and in the best public interest of the municipality as a whole.
- It promotes financial stability by scheduling projects at the proper intervals.
- It avoids severe changes in the tax structure by the proper scheduling of projects and facilitates the best allocation of community resources.

ALTERNATIVE FORMS OF TRANSPORTATION

In a plan for circulation, it is necessary to not only address vehicular traffic but multi-modal facilities such as bicycle-pedestrian, transit-pedestrian, and bicycle-transit opportunities.

Bus Service

Chambersburg and Greencastle have Greyhound Bus terminals but there are no designated stops or terminals that specifically serve The Region.

The Franklin County Transportation (FCT) is a shared ride demand responsive transportation program. Funding for FCT is made available through the Pennsylvania Lottery, Department of Public Transportation, Pennsylvania Department of Welfare, and other cooperating agencies. Demand responsive means that the route varies each day based on the needs of the public. Shared ride means that the service is available to all Franklin County residents. Door-to-door service is provided which covers the entire Franklin County area.

Transportation service is provided Monday through Friday. Office hours are 7:00 a.m. to 5:00 p.m. Trips for medical appointments are provided between the hours of 9:00 a.m. and 2:00 p.m. Medical appointments must be finished by 3:00 p.m. to receive transportation home from the appointment. All appointments must be scheduled prior to 12:00 p.m. the day before the appointment.

Rail Service

There is no freight rail service in the Region, however Franklin County is served by Norfolk-Southern, Pennsylvania & Southern, and CSX Transportation Railway. Their freight offices are located nearby. The main lines go through Chambersburg and Greencastle.

Currently there is no passenger rail service in The Region. However, AMTRAK has a commuter rail terminal in downtown Pittsburgh, Philadelphia, Lancaster, and Harrisburg.

Airport Services

The nearest airport is the Hagerstown Regional Airport in Washington County, Maryland approximately ten miles away. Services are limited and there is a hiatus during the winter months. The nearest passenger, commuter, and charter air service are located between 55 and 65 miles away. They are Harrisburg International Airport (MDT), Baltimore Washington Thurgood Marshall International (BWI), Washington Dulles International (IAD), and Washington Ronald Reagan National (DCA).

Pedestrian/Bike Facilities

The 2002 Franklin County Comprehensive Recreation, Park, and Open Space Plan includes recommendations for a county wide trail plan.

Seven (7) miles of eight foot wide aggregate shoulders will be added to Washington Boulevard to serve as pedestrian walkways. Future residential developments accessible from Washington Boulevard should add pedestrian walkways to their roads. As new walkways are added they will connect the trails to Washington Boulevard.

The South Mountain Conservation Greenway includes Michaux State Forest, Mont Alto State Park, Caledonia State Park, Happel's Meadow, and other forested areas of South Mountain. This greenway area will be connected to other areas of Cumberland and Adams County. Another area to be connected is along the Antietam Creek in the Antietam Creek Conservation Greenway. This will follow the eastern branch from Michaux State Forest to the confluence.

Chapter 9

Action Plan

The Action Plan is critical to the success of this Comprehensive Plan because it lists the actions to be taken to implement policies and accomplish goals and objectives for the Region. The Pennsylvania Municipalities Planning Code (MPC) enables municipalities to work together to undertake this challenge. The first step to implementing a multi-municipal comprehensive plan is for the Borough and Township to adopt an intergovernmental cooperative agreement that will address future actions, such as revision of ordinances to achieve consistency with the Plan.

Article XI of the MPC allows municipalities to cooperate in the regional allocation of land uses through multi-municipal planning and consistent zoning ordinances based on the future land use plan. The Article also stresses general consistency between the multi-municipal plan and the County Comprehensive Plan.

The Action Plan recommends the adoption of the implementation agreement as well as the establishment of a permanent Regional Planning Committee to review consistency issues, establish the roles for each municipality with respect to implementation of the Plan, and amend the Plan.

Cooperation between the Governing Bodies, as well as between Planning Commissions and other local organizations in the community is vital to the success of this Plan. The citizens of the Region must also stay involved in the planning process. The Objectives of this Plan should be monitored, and updated when necessary. The Comprehensive Plan is a living document, and should remain a valuable tool for future decision making.

Upon adoption of this Comprehensive Plan, the highest priority is to execute an Intergovernmental Cooperative Agreement to implement the Plan. A Regional Planning Committee is established by that agreement.

The Township and Borough have two years from the adoption of the Plan to make sure that their zoning ordinances, subdivision and land development ordinances, Act 537 plans, capital improvement plans, and official maps are generally consistent with this Comprehensive Plan. The municipalities should cooperate to draft consistent zoning and subdivision and land development ordinance language. Achieving this general consistency with the plan is the next priority after executing the Agreement.

Washington Township/Waynesboro Borough Priority Actions

After preparation of a draft Action Plan for the Joint Comprehensive Plan, the Steering Committee then began the process to identify priority actions for implementation. Members of the Steering Committee, Borough and Township Planning Commissions, and

both governing bodies were asked to individually identify ten priority actions from the Action Plan. The Borough and Township Planning Commissions met separately to identify priority actions for their municipalities. The Steering Committee then met to review identified priority items and to finalize the following list of recommended priority actions.

- The Borough and Township continue to work together, in concert with the Waynesboro Area School District, to implement the Comprehensive Plan and pursue funding for joint projects.
- Update Zoning Ordinances, considering the following as appropriate
 - Coordinate permitted uses between the Borough and the Township
 - Adopt historic resource overlay zoning
 - Build in flexibility for re-use of commercial buildings
 - Adopt outdoor lighting standards
 - Protect community character
 - Protect natural resources
 - Refine policies for home employment/occupation and no-impact home based businesses
 - Reflect Future Land Use Plan
 - Adopt conservation zoning regulations in the Township
 - Provide for land development techniques, buffering, and performance and design standards designed to protect existing resources, provide open spaces, enhance streetscapes, and protect the character of existing villages and residential neighborhoods
 - Protect scenic resources
 - Provide flexibility for re-use of commercial buildings
 - Corridor overlay zoning along major commercial roads

- Update Subdivision and Land Development Ordinances, considering the following as appropriate:
 - Require developers to dedicate land or pay a fee in lieu of land for recreation for all new subdivisions
 - Require street furniture/pedestrian amenities as required improvements
 - Protect natural resources
- Implement the Economic Development Program
 - Provide financial incentives for re-use of buildings
 - Secure land and buildings for industrial development. Determine if an authority should be established to acquire and promote the reuse of vacant and underutilized buildings and assist in the reclamation and administration of Brownfield properties
 - Support business incubation and micro-enterprise use of vacant and underutilized buildings
 - Remediate and redevelop Brownfield properties, particularly in the southern portion of the Borough between Fifth and Seventh Streets.
 - Monitor the impacts of the redevelopment of Fort Richie and coordinate the program with those impacts
 - Enhance heritage tourism
- Revitalize Downtown and Villages
 - Work with Mainstreet Waynesboro, Inc. to secure appropriate re-use and infill of vacant and underutilized properties
 - Implement the Downtown Master Plan, to include:
 - Recruit appropriate retail to the Main Street area
 - Create gateway signage at the entrance to downtown
 - Prepare streetscape plans
 - Improve pedestrian linkages between parking areas and Main Street, add pedestrian-friendly outdoor use areas along linkages.

- Work with Franklin County government to have satellite County facilities located in downtown Waynesboro
 - Prepare village streetscape plans
- Address Transportation Needs as appropriate
 - Complete the northern Relief Route
 - Perform a Congested Corridor study for Route 16
 - Enhance pedestrian and bicycle circulation through trail and greenway systems
 - Adopt an Official Map
 - Require developers to address needed transportation improvements, provide pedestrian and bicycle paths and sidewalks and address school student busing
 - Study the potential for the southern Relief Route in the vicinity of the Borough
- Foster Community Development
 - Acquire the National Guard Armory for municipal use
 - Investigate the feasibility of locating all Washington Township municipal and authority facilities to one centralized site
 - Maintain a dialog with the Waynesboro Area School District regarding development activities, school facilities needs, location of school facilities, and school bus routes
 - Work with the Waynesboro Area School District to facilitate visual and performance arts opportunities for residents of the Region
 - Support efforts of community organizations to provide recreational facilities and programs for all area residents and services and programs for seniors and youth
 - Maintain current and workable emergency operations and disaster plans

- Revitalize Residential Areas in Need
 - Initiate an Elm Street Program
 - Support ownership programs, such as down payment assistance and assistance in meeting housing expenses
 - Foster programs which encourage home renovation, rehabilitation, and enhancement
- Address Recreation Needs
 - Continue the acquisition, improvement and appropriate development of recreation facilities and recreation programs in the Region. Protect existing park, recreation, and natural areas through land acquisition along their perimeters

Recommended Actions

The following actions are recommended for consideration, presented by comprehensive plan component.

Historic, Cultural, and Artistic Resource Actions:

- A. Update zoning ordinances to protect historic resources and community character.
 - 1. Adopt Historic Resource Overlay Zoning.
 - 2. Adopt Demolition by Neglect Provisions:
 - 3. Adopt standards to protect the character of the Borough and villages.
 - 4. Regulate conversions of buildings.
 - 5. Adopt commercial design standards.
- B. Appoint a regional or municipal historical commission or committee.
- C. Support the efforts of Waynesboro Historical Society to identify, document, evaluate, and protect historical resources and their context.
- D. Work with the Waynesboro Area School District to facilitate visual and performance arts opportunities for the residents of the Region. Provide visual and performance arts opportunities within public places.
- E. Through zoning provisions, require new development to reflect and consider the history, architecture and development patterns of the municipalities; discourage inconsistent development near historic resources; require impact studies for development near historic resources; and require mitigation of any potential adverse impacts on historic resources.
- F. Hold community-wide festivals to promote, enhance, and celebrate the Region's unique cultural diversity displayed through its architecture and its people.
- G. Encourage adaptive re-use of historic structures where appropriate through zoning provisions.

Economic Development Actions:

- A. Zone areas appropriate for economic development pursuant to the Future Land Use Plan designations.
- B. Develop Specific Plans where appropriate, as per Section 1106 of the Municipalities Planning Code.
- C. Through zoning and Subdivision and Land Development Ordinance (SALDO) provisions, require new development to be designed and constructed to meet environmental performance standards, eliminate adverse impacts on adjacent land uses, and minimize highway access safety hazards.
- D. Maintain a dialog with the Greater Waynesboro Chamber of Commerce and businesses in the community to determine their needs and concerns.
- E. Work with telecommunications companies to ensure that adequate telecommunications facilities, including fiber optics, are available to businesses in the Region. Consider developing wireless "hotspots".
- F. Work with FCADC, FCIDA, and WIDC to identify potential funding strategies for land purchase and infrastructure improvements to support economic development in the Region.
- G. Refine zoning policies for home employment and no-impact home-based businesses.
- H. Inform economic development agencies of areas and buildings zoned and available for commercial and industrial development.
- I. Investigate programs providing financial incentives for the re-use of old buildings and tax lien forgiveness to re-use buildings.
- J. Support the necessary legislation to authorize impact fees in addition to those which can now be charged.
- K. Investigate the potential for PENNVEST funding for reinvestment and redevelopment of brownfield sites in the Borough.
- L. Streamline the approval processes for desirable economic development.
- M. Review opportunities created with the recent passage of Pennsylvania's Economic Stimulus Package.

- N. Secure land and buildings in the Borough for industrial development.
- O. Support the Main Street Program, working with Mainstreet Waynesboro, Inc.
- P. Initiate an Elm Street Program.
- Q. Implement the Downtown Master Plan.
- R. Determine if an authority should be established to acquire and promote the reuse of vacant and underutilized industrial buildings.
- S. Support business incubation and micro-enterprise use of vacant and underutilized buildings in the Borough.
- T. Support development and expansion of the Wharf Road Industrial Park.
- U. Monitor redevelopment of Fort Ritchie to identify opportunities for related economic development.
- V. Continue to provide for appropriate commercial development in the areas of Washington Township Boulevard/Welty Road Extension.
- W. Work with Mainstreet Waynesboro, Inc. to secure appropriate re-use and infill of vacant and underutilized properties in the Borough.
- X. Provide linkages to major open spaces and attractions such as the Renfrew Museum Institute, Happel's Meadow, Red Run Park, Bailey's Run Recreation Park, Antietam Meadow Park, Memorial Park, Rotary Park, Northside Park, and the Appalachian Trail, as well as the regional transportation system, to increase the attractiveness of the Region as a residential and business location.
- Y. Consolidate and enhance parking facilities in the downtown.
- Z. Facilitate pedestrian access to businesses through implementation of trail and greenway planning and sidewalk improvements.
- AA. Prepare plans for streetscape improvements along Main Street.
- BB. Encourage businesses along Route 16 to enhance their properties and consolidate access. Monitor the need for streetscape planning. Enact design standards in zoning ordinances.

- CC. Partner with FCADC, FCIDA, WIDC, and the Chamber of Commerce in promoting economic development, community attractiveness, and activities and events.
- DD. Maintain low interest revolving loan funds for business start-up and improvements.
- EE. In the zoning ordinance, build in flexibility with regard to permitted uses to facilitate the re-use of vacant and underutilized commercial buildings.
- FF. Identify sources of gap financing to make investment projects feasible.
- GG. Determine opportunities for Keystone Innovation Zones (KIZs), and Keystone Opportunity Zones (KOZs).
- HH. Enhance heritage tourism, recognizing architecture, seasonal homes, relation to civil war, and industrial heritage.
- II. Create a hospitality venue.
- JJ. Create a visitor center and visitor kiosks.

Community Facilities/Open Space and Recreation Actions

- A. Plan for and seek funding for the continued acquisition, improvement and appropriate development of recreation facilities, greenways, and recreation programs in the Region.
- B. Maintain language in Subdivision and Land Development Ordinances to require developers to dedicate land for recreation or pay a fee in lieu of land for all new subdivisions.

Maintain standards for recreation facilities. Review National Recreation and Park Association (NRPA) Standards for appropriateness.
- C. Adopt and implement conservation zoning regulations in the Township for subdivisions of 8 acres or larger to preserve open space and provide a network of greenways between developments.
- D. Where appropriate, work with PennDOT to widen and improve road shoulders and require developers to improve shoulders along their properties in order to accommodate pedestrian and bicycle facilities.
- E. Maintain a dialog with the Waynesboro Area School District regarding development activities, school facilities needs, location of school facilities, and school bus routes.
- F. Work with the Waynesboro Area School District to assure availability of school district facilities to the Region's residents.
- G. Continue to implement the recommendations of the 2003 Washington Township Comprehensive Recreation, Park and Open Space Plan.
- H. Through SALDO requirements and the review process, require all future residential developments accessible from Washington Township Boulevard to add pedestrian walkways which will connect with trails and link residential areas with commercial and recreational areas.
- I. Support efforts of community organizations to provide recreational facilities and programs for all area residents and services and programs for seniors and youth.
- J. Create a Joint Recreation Authority between the Borough and Township.
- K. Enforce an on-lot Sewage Management Ordinance and State mandates to manage, monitor, and maintain on-lot sewage disposal facilities in the Region.

- L. Involve local fire companies and school district personnel in review of subdivision and land development plans, where appropriate.
- M. Encourage volunteerism for non-profit agencies and increased coordination of volunteer services among agencies. Address the need for fire and emergency medical personnel.
- N. Conduct a study to determine if a fire and /or ambulance substation is needed in the Rouzerville area.
- O. Bring together citizens, the business community, and the school district to plan and organize community-wide activities, events, and programs to foster community spirit, economic development, and community attractiveness.
- P. Maintain current and workable emergency operations and disaster plans.
- Q. Cooperatively work on a multi-jurisdictional basis to provide adequate athletic fields for area youth.
- R. Work with the Waynesboro Area School District to facilitate visual and performance arts opportunities for residents of the Region.
- S. Acquire the Armory for municipal use.
- T. Develop a walking/biking interconnection between the Borough and the Township and between park and recreation facilities in the Region. Place such an interconnection on an official map.
- U. Secure space in Waynesboro for expansion of the Post Office.
- V. Work with Franklin County government to have satellite County facilities located in downtown Waynesboro.
- W. Maintain intermunicipal cooperation for sewage treatment and disposal and water supply.
- X. Advocate for the provision of adequate child and adult day care facilities.
- Y. Review opportunities for sharing of equipment, service and facilities.
- Z. Encourage cooperation among the fire companies in the Township and Borough to address the fire protection needs of the community.

- AA. Investigate the feasibility of locating all Washington Township municipal and authority facilities to one centralized site.
- BB. Showcase the talents of the talented people in the community through opportunities in public places and facilities.
- CC. Maintain a buffer around Happel's Meadow and enhance environmental education opportunities there. The Township should monitor the availability of surrounding properties and seek to acquire them when they become available. Consider opportunities for acquisition of land to protect and preserve other park, recreation, and natural areas.
- DD. Develop a trail head or stop-off facility for Appalachian Trail thru-hikers, and encourage local non-profit organizations to provide assistance. Relate this facility to downtown Waynesboro.
- EE. Link recreation areas and natural areas within the Region through open space, greenway and trail systems. Implement the system proposed in this plan. Place such a system on an official map.
- FF. Create a community foundation to fund projects.
- GG. Increase wayfinding signage.
- HH. Identify and pursue grants, identify sources of partners for matches for grants.
- II. Provide a variety of social spaces in downtown Waynesboro.
- JJ. Recruit appropriate retail to the Main Street area.
- KK. Create gateway signage at the entrance to downtown and the villages.
- LL. Physically link parks with downtown.
- MM. Improve pedestrian linkages between parking areas and Main Street, add pedestrian friendly outdoor use areas along linkages.

Land Use and Housing Actions:

- A. Update zoning maps and zoning district provisions, to reflect the Future Land Use Plan as necessary.
- B. Update Statements of Community Development Objectives contained in zoning ordinances to be consistent with this Plan.
- C. In zoning ordinances, provide for land development techniques designed to protect existing resources, provide open spaces, enhance streetscapes, and protect the character of existing villages.
 - 1. Conservation Zoning in the Township.
 - 2. Traditional Neighborhood Development (Neotraditional Development), and Village Extension and Village Design within the Villages in the Township.
 - 3. Corridor overlay zoning along major commercial roads, such as PA Routes 16, 316, and Washington Township Boulevard. This establishes design standards for development in these corridors.
- D. In zoning ordinances, require areas for economic development to be developed through coordinated, attractive commercial and business parks and zone sufficient land to accomplish this, and discourage additional strip commercial development and strip commercial zoning in the Township.
- E. Consider allowing convenience commercial uses in or near residential developments to reduce traffic to and from commercial areas in the Region.
- F. Enact consistent zoning along municipal boundaries to provide for compatible zoning districts.
- G. Provide for the accommodation of housing in different dwelling types and at appropriate densities for households from all economic and demographic groups within the Region through residential zoning districts.
- H. Address architectural and related issues within zoning ordinances through adoption of design standards.
- I. Require buffers and/or performance and design standards where there will be potentially conflicting uses.

- J. Update municipal Subdivision and Land Development Ordinances (SALDO), as necessary.
1. Require street furniture/pedestrian amenities as required improvements pursuant to Borough and village streetscape plans.
 2. Adopt appropriate refinements to implement the Growing Greener Conservation Zoning Concept in the Township.
 3. Encourage pre-design meetings between planning commissions and developers prior to preparation and submission of subdivision and land development plans.
- K. Municipal Act 537 plans and water supply planning should be coordinated with this plan.
- L. Neighborhood and Streetscape Plans for the Borough and larger Villages and growth areas such as Rouzerville, Blue Ridge Summit, and Zullinger should be prepared.
- M. Brownfield properties should be remediated and redeveloped as industrial/commercial uses. An authority should be formed to assist in the reclamation and administration of these properties.
- N. The Township should consider whether to enact Effective Agricultural Zoning regulations for the lands designated as Agriculture on the Future Land Use Map. This would result in only very low density of development in designated areas.
- O. Work with local farmers to encourage participation in the Washington Township Agricultural Security Area.
- P. Encourage individual participation in other Purchase of Agricultural Conservation Easements Programs.
- Q. Limit extension of planned public sewer and water facilities to agricultural areas only when failing systems are involved.
- R. Limit non-farm uses in agricultural zoning districts which could cause conflicts with agricultural practices and/or require buffers for non-farm uses around the perimeter of farms.
- S. Allow farmers to supplement income through home businesses, home occupations and farm related businesses; allow farm support businesses and businesses which

market or process farm products; establish appropriate controls on intensive agricultural operations; and permit appropriate recreational activities, such as hayrides, corn mazes, and festivals.

- T. Establish and maintain adequate housing and property maintenance codes.
- U. Foster programs which encourage home renovation and rehabilitation in existing neighborhoods. Enact zoning regulations that provide adequate opportunities for affordable workforce housing.
- V. Identify programs and policies that will help residents maintain and enhance their properties, meet housing expenses and retain their homes as owner-occupied single family residences.
- W. Enact zoning regulations that provide incentives for senior housing in the Residential Areas on the Future Land Use Map.
- X. Consider grant and revolving low-interest loan programs for owner-occupied housing rehabilitation.
- Y. Implement code enforcement programs to identify code violations that can be corrected by rehabilitation or demolition.
- Z. Facilitate neighborhood maintenance through programs for home improvements, including weatherization, painting, lighting, and neighborhood cleanup.
- AA. Develop home façade improvement program.
- BB. Maintain low-interest loan and grant programs for rehabilitation and housing purchase through local banks.
- CC. Maintain down-payment assistance programs for housing purchases.
- DD. Maintain rental unit licensing and annual inspections to discourage substandard rentals.
- EE. Review examples of non-profit agencies which buy homes, rehabilitate them, and sell them to moderate income households, in partnership with HUD and banks offering attractive mortgages.
- FF. Develop block by block approaches to neighborhood revitalization, with analysis of needs for rebuilding and rehabilitation.

- GG. Determine the merits of providing tax abatement for rehabilitated or repaired structures.
- HH. Support ownership/first time ownership programs, such as down payment assistance.
- II. Identify and target housing unit infill opportunities, and create infill housing projects.

Transportation and Circulation Plan Actions

- A. Develop a network of trails linking residential areas to open space and recreation resources, surrounding municipalities' trail systems. Implement the trail plan and utilize an official map.
- B. Complete gaps in the Borough sidewalk system, and extend the sidewalk system to serve community facilities.
- C. Expand the pedestrian system to the area of the Waynesboro Area School District facilities.
- D. An engineering study should be conducted in the Borough to investigate a potential bypass for PA Route 16 around the southern part of the Borough (Southern Relief Route).
- E. Complete Washington Township Boulevard extended (Northern Relief Route).
- F. Include access management standards in zoning and/or subdivision and land development ordinances as determined by the Borough and Township. Such standards control access to major roads.
- G. Where pedestrian activity is high, discourage curb cuts over sidewalks to limit pedestrian/vehicular conflict.
- H. Establish appropriate design standards for each functional classification of road. Safe, buffered, and sufficiently set back bike and pedestrian lanes should be included in the cross-sections with consideration given to the Pennsylvania Statewide Bicycle and Pedestrian Master Plan and Guide for the Development of Bicycle Facilities by American Association of State Highway and Transportation Officials (AASHTO). Bike and pedestrian lanes may be required on those roads deemed appropriate by the municipality.
- I. Require traffic impact studies for proposed developments.
- J. Establish appropriate standards for driveway design and access to streets for access management.
- K. Require developers to recognize existing and planned trails and to provide new trails. Standards for trails can be included in the Ordinances. Sufficient rights-of-way and easements may be required during the review process.

- L. Require developers to provide pedestrian paths and sidewalks to enhance foot traffic.
- M. Request right-of-way dedication along existing roadways to meet design standards.
- N. Require necessary roadway improvements along the frontage of developments.
- O. Review setback and building location policies along major road corridors to refine regulations that will facilitate future road improvements.
- P. Implement the recommendations of the Franklin County Open Space and Greenway Plan.
- Q. Consider the adoption of Official Maps designating proposed public facilities, streets, intersection and road improvements, bike paths, and trails.
- R. Implement Capital Improvements Programs, and projects recommended by this plan.
- S. Establish pedestrian pathway improvement programs to enhance foot traffic in the Region, as well as provision of trails.
- T. Work with PennDOT to ensure adequate maintenance of roads with substantial volumes of truck and school bus traffic as well as automobile traffic.
- U. Continue use of Transportation Impact Fee ordinances in the Township and require land developers to address needed transportation improvements in the Region.
- V. Prepare multi-year programs for street maintenance and improvement.
- W. Develop access management plans in cooperation with PennDOT to address access to major roads and access design standards. Encourage cooperative efforts of landowners to manage and share access.
- X. Continue to implement the recommendations of the 2005 Washington Township Roadway Sufficiency Analysis Report and Capital Improvements Plan.
- Y. Encourage landowners to cooperate with PennDOT and the municipalities in the redesign of existing strip development areas to manage access and improve streetscapes.

- Z. Coordinate utility and road improvements so that utilities are constructed before road improvements are made.
- AA. Work with PennDOT, Franklin County, and Quincy Township to improve the single lane bridge on Wharf Road in Quincy Township.
- BB. Require property owners to keep street rights-of-way available for required improvements and pedestrian systems. Adjust front setback or road rights-of-way as necessary to accommodate separate pedestrian paths.
- CC. Work together as a Region with the County, Legislators, and PennDOT to list needed transportation improvements on the Twelve-Year Transportation Program.
- DD. Work with transportation organizations and agencies providing services to seniors to facilitate mobility of seniors by determining desired destinations and means of providing access to those destinations.
- EE. Work with PennDOT and Franklin County to have a congested corridor study performed for Route 16 through the Region to Route 81.
- FF. Have recommended intersection improvements implemented.
- GG. Have recommended realignment/new road sections or extensions implemented.
- HH. Have recommended road widening/repairs implemented.
- II. Have recommended traffic light/signal modifications implemented.
- JJ. Have recommended intersection improvements and traffic light/signal modifications implemented.
- KK. Identify appropriate Hometown Streets/Safe Routes to school projects.
- LL. Consider dedicated bike lane/signage on Borough streets where considered feasible.

Natural Resources Actions:

- A. Update zoning ordinances as necessary, and consider adopting official maps to reflect the resource protection Goal and Objectives of this Plan.
 - 1. Use Natural Resource Protection Standards and/or Net-Out Provisions.
 - 2. Maintain Steep Slope Protection Provisions.
 - 3. Adopt Groundwater Protection Provisions.
 - 4. Adopt Tree and Woodland Protection, Management and Planting Provisions in zoning general regulations and SALDO design standards.
 - 5. Adopt provisions for Wetland, Wetland Buffer, and Hydric Soil Protection.
 - 6. Adopt Floodplain Protection Provisions.
 - 7. Establish Stream Corridor Overlay Zoning and require Riparian Buffers.
 - 8. Adopt Outdoor Lighting Standards to control light pollution and protect the night sky.
 - 9. Adopt Forestry Regulations.
- B. Support efforts of the South Mountain Landscape Initiative.
- C. Update subdivision and land development ordinances as necessary. Options include the following:
 - 1. Expand plan data requirements to include a specific listing of environmental, scenic, historic, and cultural resources.
 - 2. Require developers to identify the resources within their tracts, analyze the impacts of the development, and mitigate those impacts.
 - 3. Require environmental assessment studies; hydrogeologic studies; scenic, historic and cultural resources impact studies; plans for preservation of environmental, historic, and cultural resources; and analysis of the site's ability to support the proposed use and intensity.
 - 4. Require developers to identify natural, historic, scenic, architectural and cultural resources in their tracts and incorporate them into the open space

system. Require management plans for open space as well as mechanisms to ensure the continuation as open space.

In review of Subdivision and Land Development Plans, requirements for setting aside open space can be used to preserve conservation corridors and provide for greenways.

Requirements for setting aside open space can also be used to protect targeted undeveloped areas and identified natural areas pursuant to municipal plans.

5. Establish development guidelines for development near municipal water sources, including limits on impervious cover and limits on on-site sewage disposal. Consider wellhead protection zoning.
 6. Require protection of vegetation during site work through the SALDO.
 7. Consider limiting clearance on approved, but not developed, lots. Potential techniques include tree clearance ordinances, and identification of permissible clearance areas during the development process.
- D. Create an Environmental Advisory Council to advise the Planning Commissions and governing bodies on protection of natural resources.
- E. Encourage formation of groups within the community to adopt a stream and provide monitoring and oversight along the stream corridor.
- F. Pursue joint watershed planning opportunities under the Growing Greener initiative and other programs in order to protect community water resources.
- G. Update zoning and subdivision ordinances as necessary to protect scenic resources.
1. Scenic Road and Scenic Viewshed Overlay Zoning in the Township.
 2. Ridgeline protection zoning.
 3. Maintain appropriate sign regulations.
 4. Require landscaping and buffering in commercial and industrial developments.

5. Establish guidelines for development near scenic roads and vistas.
6. Require tree plantings along streets through the SALDO. Determine whether such plantings will be within or outside street rights-of-way.

GOVERNMENTAL GRANT PROGRAMS TO FACILITATE IMPLEMENTATION

The following is a list of some of the state and federal programs for community and economic development. Programs can be modified or eliminated over time, so it is necessary to contact the responsible agency for availability and eligibility information.

- **PENNSYLVANIA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)**
 - **Communities of Opportunity** – This program is for state-funded grants for community revitalization and economic development and the development or rehabilitation of low-income housing.
 - **Infrastructure Development Program** – This program provides grants and low interest financing for the construction of public and private infrastructure needed for business to locate or expand to a specific site. It also provides financing for infrastructure costs to redevelop former industrial sites, including site clearance costs.
 - **Industrial Sites Reuse Program (Brownfields)** – This program provides grant and low interest loan financing for environmental site assessment and remediation work at former industrial sites.
 - **Community Revitalization Program** – This program is intended to fund infrastructure improvements, community revitalization, building rehabilitation, and demolition of blighted structures, in order to increase community tax base and promote community stability.
 - **Elm Street Program** – This program is intended to help revitalize residential neighborhoods near Main Street areas.
 - **HOME Program** – This program provides loan and technical assistance to municipalities for expanding the housing supply for low income persons.
 - **Small Business Development Centers** – Work with small firms to help them compete and grow.
 - **Small Business First Program** – This program provides low interest loans for projects such as site acquisition, building construction, machinery, and working capital for small businesses of less than 100 employees.
 - **Local Government Capital Projects Loan Program** – This program provides low interest loans for equipment and municipal facilities.

- **Land Use Planning and Technical Assistance Program (LUPTAP)** – This program provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them.
- **Regional Police Assistance Grant Program** – This program provides grants for the start-up of consolidated police departments.
- **Shared Municipal Services Program Code Enforcement Initiative Grants** – This program assists local governments in the initial administrative expenses of a shared or multi-municipal codes enforcement program.
- **Shared Municipal Services Program** – This program provides matching grants for cooperative municipal efforts to increase the efficiency of public services.
- **Local Economic Revitalization Tax Assistance Act (LERTA)** – Local municipalities, school districts, and counties can offer tax abatements on improvements to property for up to 10 years.
- **Pennsylvania Industrial Development Authority (PIDA)** – Low-interest loan financing through industrial development corporations for land and building acquisition, construction and renovation resulting in the retention or the creation of jobs. Loans up to \$1.25 million (\$1.75 million for areas within Keystone Opportunity Zones, Act 47 Communities, Brownfield Sites, and Enterprise Zones).
- **Floodplain Land Use Assistance Program** – Provides grants and technical assistance to encourage the proper use of floodplains. Local governments may apply for up to 50% of eligible costs.
- **Weatherization Assistance Program** – Works to minimize the adverse effects of high energy costs on low-income, elderly, and handicapped citizens. Local governments and non-profit organizations are eligible.
- **Enterprise Zone Grant Program** – Provides grants to financially disadvantaged communities for business development strategies within Municipal Enterprise Zones. Municipal and redevelopment authorities are eligible.
- **Community Development Block Grants (CDBG)** – Provides grant and technical assistance to aid municipalities in community and economic development efforts.

- **Emergency Shelter Grants** – Provides grants to local governments and non-profit organizations to create or rehabilitate shelter space for the homeless.
- **Act 47 – Municipalities Financial Recovery Act** – Provides loans and grant funds to financially distressed local governments and technical assistance to formulate financial recovery Plans
- **Main Street Program** – 5-year program to fund main street and commercial reinvestment to preserve/strengthen retail, local government and business centers. Utilize volunteer support, private dollars, strategic planning, and reuse of existing buildings. This program establishes a local organization for downtown revitalization, management of downtown revitalization by hiring coordinator. Pennsylvania Downtown Center (PDC) collaborates with DCED to administer training and assistance for this program.
- **Core Communities Housing Program** – Fund affordable housing activities in previously developed areas.
- **PENNSYLVANIA DEPARTMENT OF LABOR AND INDUSTRY**
 - **Pennsylvania Conservation Corps (PCC) Project Grant Program** – Grants for projects related to recreation, conservation, and historic preservation. Municipalities and school districts must provide a 25% match.
- **PENNSYLVANIA COMMISSION ON CRIME AND DELINQUENCY (PCCD)**
 - **Local Law Enforcement Block Grant Program** – Provides local governments with funds to hire and train additional law enforcement personnel; establish special task forces; and establish crime prevention programs.
- **PENNSYLVANIA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES** – The Community Conservation Partnerships Program (C2P2) includes the following elements:
 - **Community Recreation Grant Program** – This program provides grants for comprehensive recreation and park planning, greenways and master site development planning. Acquisition and Development Grants can be used for the rehabilitation and development of parks and recreation facilities and acquisition of land for park and conservation purposes.
 - **Heritage Parks Grant Program** – This program promotes public/private partnerships to preserve and enhance natural, cultural, historical and

recreational resources to stimulate economic development through heritage tourism. Grants are awarded for purposes such as feasibility studies, development of management action plans, specialized studies, and implementation projects and management grants.

- **Recreational Trail Program** – This program provides matching funding for the acquisition, development and maintenance of motorized and non-motorized trails.
- **Rails to Trails, PA Program** – This program provides matching grants for feasibility studies, plans, acquisition and improvement of former railroad lines for recreational trails.

PA DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)

- **Stream Improvement Program** – This program provides design and construction projects to eliminate imminent threats due to flooding and stream bank erosion.
- **Stormwater Management Program** – This program provides grants for cooperative watershed level planning and municipal implementation programs.
- **Non-Point Source Pollution Control Program** – This program provides funding for projects that implement innovative practices to control non-point source pollution for impaired waters.
- **Pennsylvania Source Water Assessment and Protection Program (SWAP)** – This program provides grants for wellhead protection and watershed protection,
- **Environmental Stewardship and Watershed Protection Grant Program** – This program makes funds available to protect and restore watersheds.
- **Pennsylvania Green Project Bank** – This program is an interactive online marketplace where organizations seeking funding for environmental projects can be matched with organizations seeking to fund such projects.
- **Alternative Fuels Incentive Grant** – Grants for municipalities for costs associated with implementing alternative fuel program.
- **New or Innovative Technology Grants** – Funds to improve existing drinking water and sewage treatment facilities through new or innovative technology.

- **Sewage Management Grants (Act 537)** – reimbursements for municipalities completing sewage facilities planning and enforcement.
- **Recycling (Act 101)** – Municipalities are eligible for 90 percent reimbursement toward establishing a recycling program.
- **Act 108 (HSCA) Host Municipality Siting** – Payments to municipalities serving as hosts for hazardous waste facilities.
- **Act 198 Resource Recovery Development Fund** – Grants for municipalities and authorities to establish new and innovative resource recovery demonstration projects.
- **Waste Tire Remediation and Market Development Grants** – Reimbursement for cleanup and / or reuse of waste tires.
- **Formation of Water Authorities Grant Program** – Available to two or more municipalities or counties interested in forming a joint water authority.
- **Small Water Systems Regionalization Grant Program** – Reimbursement for feasibility studies by small water systems to study regionalization.
- **Growing Greener II** – Funds are allocated to counties for downtown revitalization projects that include brownfield sites.

▪ **PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION**

- **Keystone Historic Preservation Grants** – This program provides matching grants to local government and nonprofit organizations that are rehabilitating or restoring historic properties on or eligible for the National Register.
- **Certified Local Government Grants** – This program provides matching grants and technical assistance to protect historic resources.
- **Historical Marker Program** – Nominations for historical markers are reviewed. When approved, staff works with nominator to prepare text and arrange ceremonies. Limited matching grants are available for markers.

▪ **PENNSYLVANIA DEPARTMENT OF GENERAL SERVICES**

- **Software Licensing Program** – Program for local governments to save money on software purchases.

- **Cooperative Purchasing Program (Act 57 of 1998)** – Permits local governments to jointly participate in contracts for supplies, services, or construction.

▪ **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION**

- **Transportation Enhancements Program (TEA 21)** - The program provides funding for programs such as provision of facilities for pedestrians and bicycles; acquisition of scenic easements or historic sites; landscaping or other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities.
- **Transit Assistance Programs** – A variety of programs provide assistance for Public Transportation
- **Home Town Streets** – This program includes a variety of streetscape improvements that are vital to reestablishing downtown and commercial centers. These projects include activities undertaken within a defined “downtown” area that collectively enhance that environment and promote positive interactions with people in the area. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements.
- **Safe Routes to School** – This program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. Collectively, these efforts would save on school busing costs and promote a healthy lifestyle for children. In addition, some funding may be used for pedestrian education efforts. Examples of these types of improvements include: sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles and raised median islands.

- **PENNSYLVANIA INFRASTRUCTURE INVESTMENT AUTHORITY –**
PENNVEST provides financing for drinking water, stormwater, and wastewater projects.

- **PENNSYLVANIA LEGISLATIVE INITIATIVE PROGRAM** – This program provides discretion to State legislators to award limited amounts of State funds for projects in their home district.

- **PENNSYLVANIA HOUSING FINANCE AGENCY** – The Keystone Renovate and Repair program will offer below-market, fixed interest rates to borrowers for home improvement and renovation projects. Program participants will also receive counseling about which repairs are best, how to select a contractor, and how to determine if the work is satisfactory.

Chapter 10

Interrelationships of Plan Components

The Future Land Use Plan allocates general land use categories and addresses the recommended types of land uses and densities for those uses. The availability of sanitary sewer and water facilities influence the shaping of development patterns, including location and density. It is critical to coordinate land use and infrastructure planning so future land use reflects the availability of public sewer and water facilities and public sewer and water facilities are not proposed for those areas not intended for future development.

It is intended that Growth Areas be served by public sewer and water facilities as capacity becomes available to permit a variety of types and densities of residential development. The Housing Plan addresses the need to provide a broad range of housing for all demographic groups in the community. Public sewer and water facilities are necessary to accomplish this. In general, public sewer and water facilities should not be extended to Agricultural and Forest Conservation areas unless necessary to alleviate public safety concerns or support agricultural operations, as the Agricultural and Forest Conservation areas are intended to promote retention of agriculture and rural character, and allow only very low density residential development.

Through land use planning, such as designation of the Agricultural and Forest Conservation areas, recharge areas for ground water supplies are established. Water resource planning in the region is critical, to assure supplies for residential land uses, economic development, and agricultural operations. Intensive residential development is not proposed where sewer infrastructure is not planned, available, or in close proximity.

It is important that community facilities, including recreation and open space, are available to serve the residents of the area. Coordination with the County Greenways Plan and local planning for trails for recreational purposes and to better link residential areas and community facilities is also recommended. Future public facilities should be sited to be consistent with the objectives of the Future Land Use Plan, such as maintaining the rural character of the Agricultural and Forest Conservation areas. Typically, public facilities should be located within residential areas to better serve residents. Emergency services, as well as other services in the region, need to be analyzed for adequacy, funding, and staffing, to support residential areas in the community.

The Future Land Use Plan supports economic vitality by providing areas for commercial, business and industrial development and agricultural activities. Preservation and logical expansion of residential neighborhoods can provide support for local businesses and provide a work force. Providing for open space and preservation of natural resources,

such as the Michaux State Forest, supports the quality of life in the area and can encourage additional investment in the Region.

It is necessary to maintain a circulation system, which can accommodate generated traffic volumes. In turn, future development should not adversely affect the circulation system. Land use decisions are influenced by the existing circulation system, while at the same time those land use decisions affect circulation systems and the functions which roads are expected to perform. Rural and residential areas should be protected as much as possible from the impacts of through traffic, which can be facilitated by proposed improvements to the circulation network. Efforts to provide and link a variety of modes of transportation, including auto travel, pedestrian and bicycle trails, are encouraged, particularly to serve residential areas, businesses, and community facilities.

Interrelationships of Plan Components

	Land Use and Housing	Sewer and Water	Community Facilities	Transportation	Natural Environment	Economic Development
Land Use and Housing	<ul style="list-style-type: none"> Support existing centers Provide housing opportunities for all Target growth areas 	<ul style="list-style-type: none"> Policies coordinated with land use goals to direct development to growth areas 	<ul style="list-style-type: none"> Make available to serve area residents 	<ul style="list-style-type: none"> Must consider impacts of growth within and outside the region Existing residential areas should not have excessive volumes and speed Access Management on major corridors 	<ul style="list-style-type: none"> Provide open space system through their protection Agricultural Preservation strategies 	<ul style="list-style-type: none"> Impacts on residential areas should be mitigated Provide jobs and services for residents
Sewer and Water	<ul style="list-style-type: none"> Growth should occur where have adequate facilities 	<ul style="list-style-type: none"> Consider existing facilities and plans, appropriate discharge standards and methods 	<ul style="list-style-type: none"> Locate with consideration of ability to serve, consistent with land use goals 	<ul style="list-style-type: none"> Should be coordinated in support of growth areas 	<ul style="list-style-type: none"> Water Supply sources should be protected and pollution prevented 	<ul style="list-style-type: none"> Should not overburden systems or deplete water supplies
Community Facilities	<ul style="list-style-type: none"> Include facilities to service residents and growth areas 	<ul style="list-style-type: none"> Major facilities should be adequately served 	<ul style="list-style-type: none"> Consider existing facilities and plans, potential cooperative efforts 	<ul style="list-style-type: none"> Should adequately service facilities in the region Consider linkages of community facilities 	<ul style="list-style-type: none"> Can provide recreational opportunities Maintain green infrastructure 	<ul style="list-style-type: none"> Can provide a tax base to support provision of facilities
Transportation	<ul style="list-style-type: none"> Growth should occur where have adequate system Maintain functional operation and safety when growth occurs 	<ul style="list-style-type: none"> Should be coordinated in support of growth areas 	<ul style="list-style-type: none"> Locate major facilities where can be adequately serviced Concerns for school transportation system Consider impacts on system from growth 	<ul style="list-style-type: none"> Consider existing facilities and plans, coordinate with County and PennDOT Plan improvements to the system 	<ul style="list-style-type: none"> Can provide scenic roads and vistas Provide alternative transportation modes 	<ul style="list-style-type: none"> Access management and necessary road improvements must be considered
Natural Environment	<ul style="list-style-type: none"> Development should occur where land is suitable and resources will not be harmed 	<ul style="list-style-type: none"> Should not extend to areas where irreparably harm important resources 	<ul style="list-style-type: none"> Can incorporate natural features 	<ul style="list-style-type: none"> Can facilitate access to resources Design system with consideration of existing environment and resources 	<ul style="list-style-type: none"> Existing natural resources should be protected, enhanced and interpreted 	<ul style="list-style-type: none"> Protect the natural environment Promote heritage tourism
Economic Development	<ul style="list-style-type: none"> Identify appropriate land uses for sensitive areas Protect water resources Provide for commercial, industrial, business uses Neighborhoods provide workforce and market 	<ul style="list-style-type: none"> Can support development at appropriate locations 	<ul style="list-style-type: none"> Contribute to quality of life and the attractiveness of the area Implement a gateway system Promote neighborhood commercial uses in villages 	<ul style="list-style-type: none"> Can support economic development Enhance regional alternative transportation systems Address system deficiencies to enhance attractiveness of region 	<ul style="list-style-type: none"> Contribute to quality of life and attractiveness of area to businesses 	<ul style="list-style-type: none"> Support existing business centers Revitalize downtown Revitalize industrial areas



Chapter 11

Demographic Studies

Introduction

The allocation of land uses and amount of services to be provided are based on the anticipated population to be served. This chapter will review the population and housing characteristics of Waynesboro Borough and Washington Township, including past and present trends as well as projections for the future. This chapter includes discussion about expected housing increases and the anticipated demand for land zoned for residential use over the next ten and twenty years.

It is useful to begin by considering the pattern of residential development that has occurred so far. The growth pattern of the Region has been strongly affected by the surrounding metropolitan areas of Hagerstown, Frederick, the Baltimore/Washington D.C. suburbs, as well as York, Harrisburg, and to a lesser extent Gettysburg. Future population growth will be contingent on the provision of a variety of community and public services to the communities such as public water and sewer services, highway improvements, economic development initiatives, and the impact of the redevelopment of Fort Ritchie in nearby Cascade, Maryland.

There is land available for new residential development in Washington Township, though much of it is agricultural land. The Borough is comprised of a well maintained and sound existing housing stock, with opportunities for infill growth, due to an above average vacancy rate.

This chapter includes tables that show past and present conditions as well as projections of future growth. This information is intended to assist local officials in the decision-making process, as well as point out opportunities for intermunicipal cooperation.

Historic Population Growth and Trends

The rate of population growth over time can provide insight into how the population may increase in the years to come. The following graph shows how the population has changed over time in each municipality as well as for the Region.

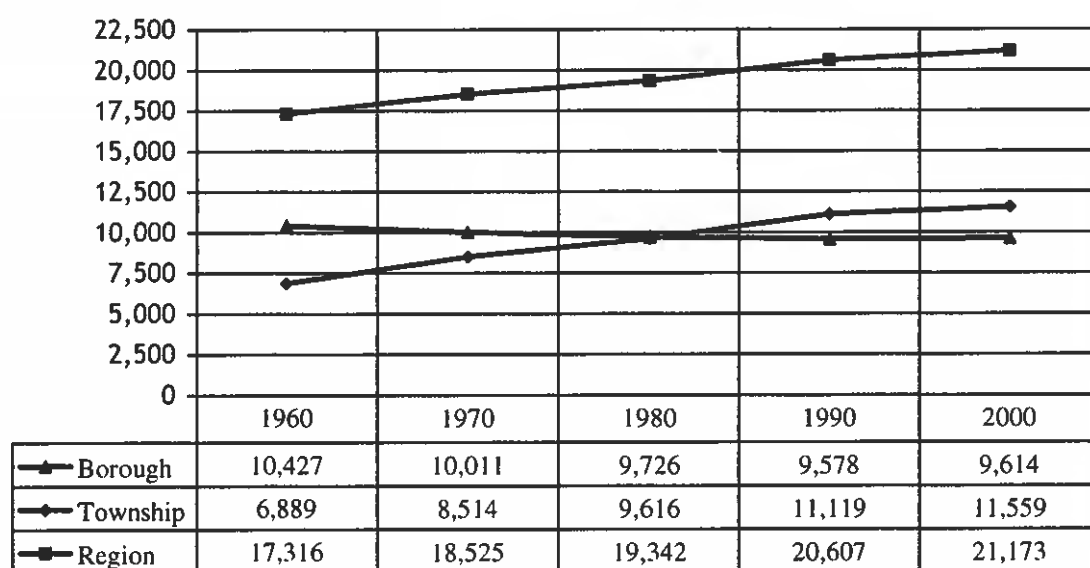


Figure 11.1: Total Population Growth

SOURCE: Washington Township Comprehensive Plan, 1999; Waynesboro Comprehensive Plan 1990; U.S Census Bureau

Most American suburbs showed significant spurts in population in the years immediately following World War II. The chart shows that this trend was not present in the Region, particularly as Waynesboro has lost population every census since 1960. This pattern results in a trend line that resembles a sigmoidal curve: that is, a curve that has ceased to show growth at an increasing rate, but indicates growth at a *decreasing* rate. This is a typical growth curve for communities that have experienced high growth rates to the point of becoming “built-out:” that is, having no open land available for development.

In Washington Township, the most significant growth was from 1960’s through the 1980’s, which would be characteristic of a community more distant from urban growth centers.

The 2005 census estimate shows a slight change to the trend in the Borough, however, future censuses will show if this was truly a change to the sigmoidal trend (i.e., the 2010 census will show an even higher rate of growth for the current decade) or if this slight increase is simply an adjustment to the trend line.

Figure 11.2: Basic Demographic Characteristics

This data included in this table will be the basis of the remainder of the chapter. All data is based upon the 2000 Census unless otherwise noted.

	WASHINGTON TOWNSHIP	WAYNESBORO BOROUGH	REGION TOTAL
Total Population 2000 (2005 estimate)	11,559 (11,884)	9,614 (9,700)	21,173 (21,584)
Total Households	4,577	4,228	8,805
Total Families	3,469	2,555	6,024
Racial Composition			
White	11,221 (97.1%)	9,153 (95.2%)	20,374 (96.2%)
African-American	117 (1.0%)	252 (2.6%)	369 (1.7%)
Hispanic (of any race)	93 (0.8%)	148 (1.5%)	241 (1.1%)
Asian and Pacific Islander	108 (0.9%)	49 (0.5%)	157 (0.7%)
Other, including mixed racial composition*	39 (0.3%)	65 (0.7%)	104 (0.5%)
Household Characteristics			
Average number of persons	2.52	2.26	#
Married-couple households	3,001	1,863	4,864
Total households with children under 18	1,398	1,251	2,649
Female-headed households	324	510	844
Non-family Households	1,108	1,673	2,781
Householder living alone	937	1,438	2,375
Householder 65 years +	420	649	1,069
Age Characteristics			
Median age	40	36.5	#
Percentage of persons under 19	2,956 (25.6%)	2,465 (25.6%)	5,241 (25.6%)
Percentage of persons aged 19-34	1,862 (16.1%)	2,128 (22.1%)	3,990 (18.8%)
Percentage of persons aged 35-44	1,907 (16.5%)	1,388 (14.4%)	3,295 (15.6%)
Percentage of persons aged 45-64	3,006 (26%)	1,944 (20.2%)	4,950 (23.4%)
Percentage of persons aged 65 and over	1,828 (15.8%)	1,689 (17.6%)	3,517 (16.6%)
Income Characteristics			
Median household income	\$45,165	\$31,574	#
Median family income	\$51,791	\$39,951	#
Per capita income	\$20,673	\$17,063	#
Persons below poverty line	450 (3.9%)	980 (10.3%)	1,430 (6.8%)
Families below poverty line	91 (2.6%)	181 (7.0%)	272 (4.5%)

Source: US Census Bureau, 2000, 2005

*When reporting Hispanic or mixed race, the total percentages may add to greater than 100% because individuals report more than one race.

This data cannot be determined for the Region from available information.

Figure 11.3: Regional Population Trends

Municipality	1990 Population	1980-1990 % change	2000 Population	1990-2000 % change
Waynesboro Borough	9,578	-1.52%	9,614	+0.003%
Washington Township	11,119	+ 15.6%	11,559	+3.95%
Quincy Township	5,704	-1.52%	5,846	+2.5%
Antrim Township	10,107	+8.37%	12,504	+23.7%
Greene Township	11,930	+4.01%	12,284	+2.9%
Guilford Township	11,893	+12.55%	13,100	+10.1%
Franklin County	121,082	+6.56%	129,313	+6.8%

SOURCES: U.S. Bureau of the Census, 2004

Socioeconomic Data

The decennial census gathers a wide variety of data in addition to the raw count of persons. The data on household size, age, and income, can give insight into how the composition of Region's residents is changing. These are the parameters that are most useful for planning purposes as they allow us to make projections relative to housing and land use issues. The following topics refer to Figure 11.2, Basic Demographic Characteristics.

Household and Age Characteristics – The majority of housing in the Region, particularly the Township, is in the form of single-family detached homes: an observation that is supported by empirical data, as shown later in this chapter. This observation suggests that many residents live in family units with children. The data shows that the Borough has smaller households on average than the Township, including a higher proportion of people living alone. Finally, these data should be reviewed with the understanding that the Census Bureau defines "household" as "all the people who occupy a housing unit as their usual place of residence." This includes individuals who live alone as well as any combination of people who may reside together. "Family" is a type of household, and is defined as "two or more people who reside together and who are related by birth, marriage, or adoption." Typically, the average family size is larger than the average household size.

An analysis of the age characteristics of the community is useful for estimating demand for public services, as different age groups have differing service needs. Age composition data has long been recognized as a critical element for planning school and recreation facilities, with projections of age compositions being particularly helpful in determining long-range facility needs and land requirements for such facilities. Age data also help to define stages of the life cycle that each have characteristic activity patterns, household moving behavior, and demands for housing and various community facilities and services.

- The 19 and under age group is the school-aged population, which has planning implications regarding school and recreation facilities and programs.
- Young adults, aged between 19 and 34 years, are just entering the labor force and typically prefer rental housing. This group is likely to produce the most children, and tends to be highly mobile.
- Those aged between 34 and 44 comprise the young labor force and are likely to have families. This group tends to be less mobile than the 19 to 34 year olds.
- Individuals in the mature labor force, aged 45 to 64, tend to be more settled and at the height of their earning power.
- Those 65 years and older comprise the senior sector of the population. They generally do not work, or work part time, and exhibit higher rates of demand for health care, public transit services, and special recreation services. Traditionally, this sector has been characterized by limited purchasing power. While this is still more typical, a growing proportion of the senior population has significant disposable income.

Ethnicity – Ethnicity, or “race,” is defined by the Census Bureau as a type of self-identification that has been historically significant for socio-economic and cultural reasons. For the 2000 census, individuals could identify themselves as “White,” “Black or African American,” “Asian,” “Native Hawaiian and other Pacific Islander,” “Some Other Race,” and, starting with the 2000 census, “Two or More Races.” The census also provided for separate identification of Latino persons, who may be of any “race.”

- The racial composition of the Region is very homogenous, even by the standards of Franklin County, which is itself among the most racially homogeneous counties in Pennsylvania. As the shown on the chart above, the Region’s population is 96.2% “white,” while the same group comprises 85.4% of the entire state.
- The data on minority populations is difficult to gather due to the fact that the 2000 census was the first where respondents were allowed to indicate more than one racial group. For the purposes of our analysis here, we included

mixed-race individuals with the “other” category; in previous censuses, such persons may have identified themselves with another group.

Figure 11.4: Education Characteristics

PERSONS 25 YEARS AND OLDER	Waynesboro Borough		Washington Township		REGION	
	1990	2000	1990	2000	1990	2000
No High School Diploma	1,835 (28.2%)	1,200 (18.5%)	1,730 (23.6%)	1,222 (15.1%)	3,565 (25.7%)	2,422 (16.6%)
With High School diploma	2,878 (44.1%)	2,999 (46.1%)	3,096 (42.2%)	3,609 (44.6%)	5,974 (43.1%)	6,608 (45.3%)
Some college, no degree	642 (9.8%)	1,130 (17.4%)	1,031 (14%)	1,368 (16.9%)	1,673 (12.1%)	2,498 (17.1%)
With Associate's (2- year) Degree	304 (4.7%)	355 (3.5%)	367 (5%)	620 (7.7%)	671 (4.8%)	975 (6.7%)
With Bachelor's Degree	504 (7.7%)	571 (8.8%)	706 (9.6%)	683 (8.4%)	1,213 (8.7%)	1,254 (8.6%)
With Graduate Degree	359 (5.5%)	247 (3.8%)	411 (5.6%)	583 (7.2%)	606 (4.4%)	830 (5.7%)

SOURCE: U.S. Bureau of the Census, 2004.

Education and income are generally linked, as it has been repeatedly shown that higher levels of educational attainment have a positive correlation with income. This trend is not as evident in the Waynesboro / Washington Township Region.

Figures 11.2 and 11.4 reveal the following information:

- In 2000, Township residents had a higher level of income than the Borough. By 2000, the Borough still had a higher proportion of high-school graduates than the Township, but they were nearly equal in the proportion of college graduate.
- The income figures show the effect of larger households and families. The Township's household and family income is significantly higher than the same figures for the Borough, however, the difference among per capita income is less pronounced.
- It appears that the Region has become relatively more educated during the 1990's. In 1990, over 25% of persons 25 or older did not have a high school diploma. By 2000, that number had dropped to 16.6%. Persons attaining college-level degrees have also increased.

Housing Trends

Figure 11.5: Basic Housing & Occupancy Characteristics

All figures from 2000 Census

	WAYNESBORO BOROUGH		WASHINGTON TOWNSHIP		REGION TOTAL	
	1990	2000	1990	2000	1990	2000
Owner-occupied housing units	2,169	2,177	3,346	3,861	5,515	6,038
Renter-occupied housing units	1,976	2,051	810	716	2,786	2,767
Total Occupied Housing Units	4,145	4,228	4,156	4,577	8,301	8,805
Persons per owner-occupied unit	2.49	2.41	2.71	2.54	*	*
Persons per renter-occupied unit	2.07	2.09	2.51	2.42	*	*
Vacant housing units	199	405 (8.7%)	209	263 (5.4%)	408	668 (7.1%)
Total All Housing Units	4,344	4,633	4,365	4,840	8,709	9,473

SOURCE: U.S. Bureau of the Census, 2004 * This data cannot be determined for the Region from available information

Figure 11.5 above shows housing and occupancy rates from 1990 to 2000. Washington Township has experienced a 10% increase in total housing units, while Waynesboro Borough's units have increased only 2%. The Region as a whole has seen the number of vacant units increase dramatically, with an increase over 63% and the overall vacancy rate for the Region is 7.1%, higher than the 5% which is generally considered a healthy rate for a community¹. The Borough contains the majority (61%) of the vacant housing units in the Region.

¹ The Practice of Local Government Planning, Second Edition, 1989

Figure 11.6 illustrates the number of housing units by type for both municipalities.

Figure 11.6: Housing Statistics

	Waynesboro Borough		Washington Township		REGION	
	1990	2000	1990	2000	1990	2000
Single-family detached units	2,006	2,179	3,344	3,862	5,350	6,041
Single-family attached units	587	768	171	203	758	971
Units in multi-unit structures (2 or more units)	1,688	1,636	337	291	2,025	1,927
Mobile homes	29	69	466	465	495	534

SOURCE: U.S. Bureau of the Census, 2004.

Single-Family Detached Dwellings – Within both municipalities, single-family detached dwellings represent the single largest type of housing provided. In Washington Township, over 80% of the occupied housing units are single-family detached dwellings, while 46.8% of the Borough housing is of this type. As a region, nearly 64% of the occupied housing is in single-family detached dwelling.

Single-Family Attached Dwellings – Described as “one-unit attached dwellings,” this category includes row houses, duplexes, and single dwelling units that are attached to non-residential units by a vertical dividing wall. Dwellings in the Region included in this category in 2000 was just over 10.0%

Multi-Unit Structures – This category includes apartment buildings, townhouses, and apartment conversions. As a region, this type of dwelling makes up 20.3% of the occupied housing units.

Mobile Homes – The majority of mobile homes are found in Washington Township. Total percentage of mobile homes in the Township is nearly 10%, while the Region as a whole accounts for only 5.6%, making mobile homes the least prevalent form of housing in the Region.

Figure 11.7: Population Projections

Numbers shown in the "1990 census", "2000 census", and "2005 EST" columns are as provided by the U.S. Bureau of the Census. Numbers in the "2010 and 2020 PROJ." columns are the projections from the 2006 projections completed by the PA Department of Environmental Resources (PADEP).

	1990 CENSUS	2000 CENSUS	2005 EST	2010 PROJ	2020 PROJ
Waynesboro Borough	9,578	9,614	9,700	9,792	10,167
Washington Township	11,119	11,559	11,884	12,885	14,342
REGION	20,697	21,173	21,584	22,677	24,509
Franklin County	121,082	129,313	137,409	140,540	152,733

SOURCES: US Census; PA DEP, 2006

From the point of view of land use planning, the most readily obvious usefulness of these population projections is that they give us the ability to estimate the number of new housing units that will be required to accommodate the new population. *Where* those units will be accommodated will be discussed in the Future Land Use and Housing Plan.

Figure 11.8: Housing Need Projections

The Region totals are the sum of the Borough and Township numbers. Figure 11.2 provides average household sizes for each municipality. Dividing the average household size by the projected population will result in an estimate of required housing units.

	2000 CENSUS	2010 EST	2020 EST
Borough population	9,614	9,792	10,167
Borough housing requirement @2.26 persons/household	4,228*	4332	4,498
Township population	11,559	12,885	14,342
Township housing requirement @2.52 persons/household	4,577*	5,113	5,691
REGION POPULATION	21,173	22,677	24,509
REGION HOUSING REQUIREMENT	8,805*	9,445	10,189

SOURCE: US Census; PA DEP 2006; SSM 2006

* Total existing occupied housing units as of 2000

Taking the projected housing need, the next step will be to calculate how much land must be provided for residential use, based upon some projected housing density for new construction. This will be also addressed in the Future Land Use and Housing Plan.

Planning Considerations

The data presented in this chapter validates the need to plan for future residential development. Although the Region's population increases from 1980-2000 have been modest, the recent influx of new development indicates that this trend is about to change. Factors for this high rate of growth include the ease of access to employment centers, the availability of sanitary sewerage and water supply, and a high quality of life.

PA Route 16, Interstate 81, and proximity to US Route 15 provide the Region with easy access to Frederick, Washington D.C., Harrisburg, Gettysburg, and other larger urban centers, as well as access to the Pennsylvania Turnpike. An increasing number of commuters, including many who have moved to the Region from Maryland, work in these larger urban areas and find the Region, with its small-town, rural atmosphere, an attractive and convenient place to live.

Using Figure 11.8 as an initial guide, the Region must accommodate an estimated 1,384 additional units by the year 2020. The Future Land Use and Housing plan will include a detailed discussion on the recommended development densities and acreage needed to accommodate this additional development.

Chapter 12

Natural Resources

GEOLOGY

Washington Township and Waynesboro Borough are located in Southeastern Franklin County within the national physiographic region known as the Appalachian Highlands Region. The Appalachian Highlands Region is one of eight physiographic regions found in the United States. The U.S. Physiographic regions are: Canadian Shield, Atlantic Plain, Appalachian Highlands, Interior Plains, Interior Highlands, Rocky Mountain System, Intermontaine Plateaus, and Pacific Mountain System. These geomorphic or physiographic regions are broad-scale subdivisions based on features such as terrain, rock type, and geologic structure and history. These Regions are further broken down into provinces and then into sections based on their geologic formations.

Washington Township and Waynesboro Borough are located in the Ridge and Valley Province. More specifically, the Region is part of the Great Valley (known locally as the Cumberland Valley) and South Mountain Sections. The South Mountain Section is composed of intercalated, sub-aerial rhyolites and basalts and is predominantly metamorphic bedrock or quartzite. This area is characterized by a series of ridges separated by stream valleys. These mountains are characterized by long, even ridges, with long, continuous valleys in between. The elevation is typically between 800-1200 feet above sea level but can be as high as 2,000 feet. The streams are often very steep. The bed materials are generally large boulders. The banks of streams are often made up of silts and clays with some larger material mixed in, held together by lush vegetation. The South Mountain Section is bordered on the North by the Great Valley Section. The Great Valley is characterized by carbonate bedrock in the southeastern part of the valley and shale in the northwestern part of the valley.

Most of the Region is underlaid by limestone formations and many of the rocks in the Township reveal varying degrees of iron, manganese and many non-metallic resources. In the area immediately adjacent to the South Mountains there are numerous quartz veins.

WATER RESOURCES

Streams, creeks, and lakes provide scenic resources, aquatic habitat, and recreational opportunities. Water is used daily for residential, agricultural, industrial and commercial use. It is of critical importance to protect our water resources and our watershed areas from pollution. Rivers, creeks, and streams typically flow through several municipal entities so protection of these resources has often been managed on a watershed basis. A watershed is the area of land that drains into a stream, river, ocean, pond, or lake.

Washington Township and the Borough of Waynesboro are in the Antietam Creek Watershed in the Potomac Basin. The Antietam Creek Watershed covers an area of 60,000 acres. The land uses within the watershed include farming, recreation, state gamelands, forested areas, residential, commercial, and manufacturing.

The Antietam Creek Watershed includes:

- Borough of Waynesboro
- Washington Township
- Rouzerville
- Zullinger
- Quincy/Mont Alto
- Michaux State Forest
- Marsh Run
- Village of South Mountain
- Waynesboro Reservoir
- Waynesboro Sewer Treatment Plant
- Washington Township Sewer Treatment Plant
- Quincy Township Sewer Treatment Plant
- Mont Alto Sewer Treatment Plant

The Planning Region has several waterways including:

- East Branch of Antietam Creek
- West Branch of Antietam Creek
- Red Run
- Mackey Run
- Devils Run
- Deer Lick Run
- Vineyard Run
- Biesecker Run

The major streams found in the Region include the East and West branch of Antietam Creek, and Red Run.

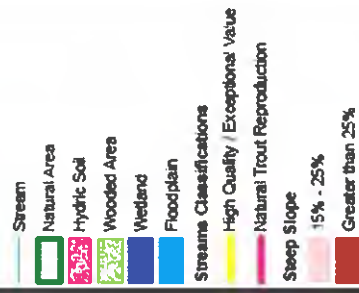
The East Branch of the Antietam Creek is identified by Pennsylvania Code as High-Quality Cold Water Fisheries (HQ-CWF), which is defined as “maintenance and propagation of fish species and additional flora and fauna which are indigenous to a cold water habitat.” Three creeks, Red Run, East Branch and West Branch of Antietam Creek, have been proven to support natural trout reproductions.

Water resources are shown on Figure 12.1, the Natural Features Map.

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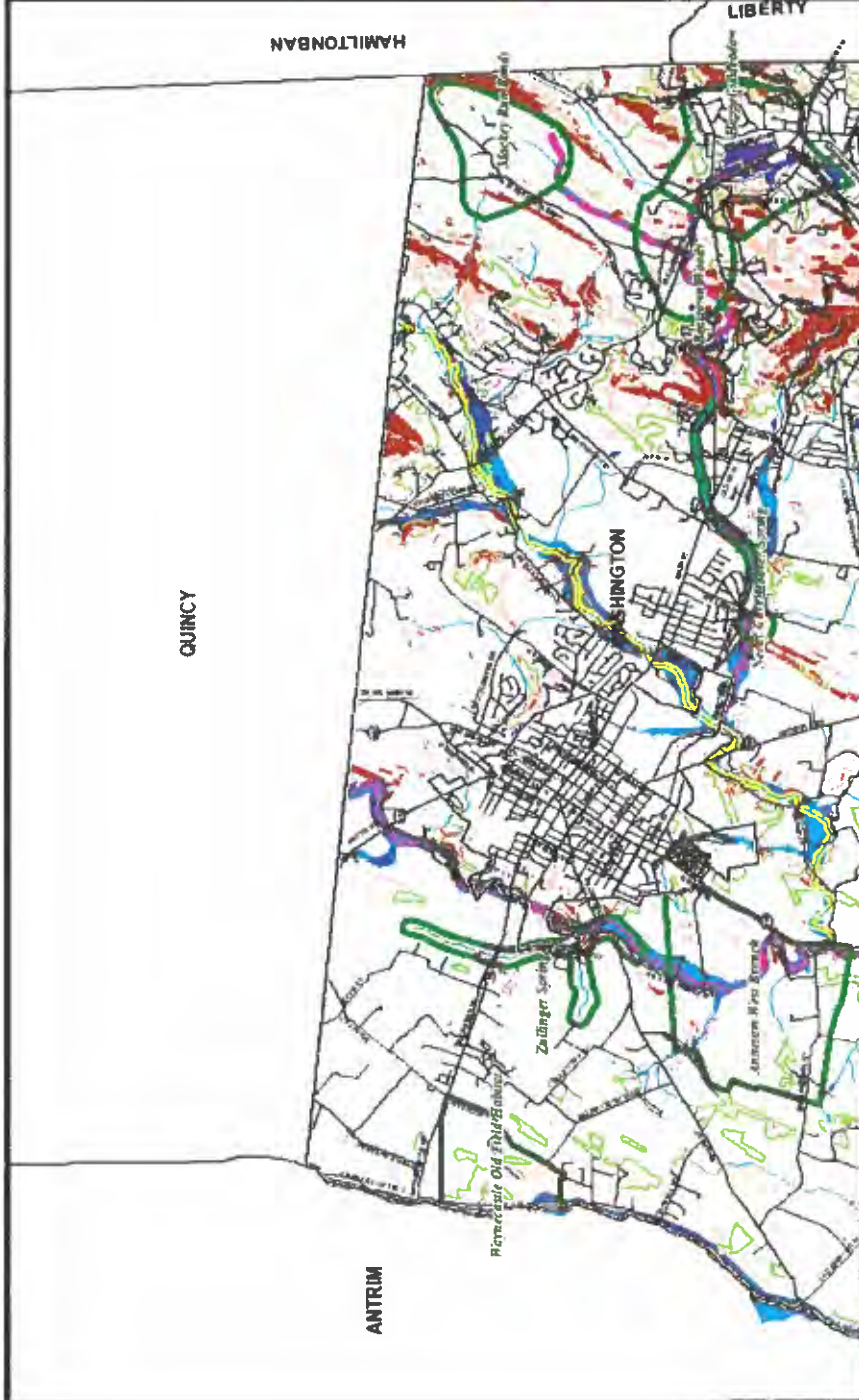
Figure 12.1

Natural Features



Data Source: SSM, USGS (DEM, NW, DEP, PASDA)

<p>SSM SPOTTIS STEPHENS INC./LLC Engineers and Consultants www.ssm-inc.com</p>	<p>04/20/09</p>
<p>SSM, Inc. 1000 North 10th Street Waynesboro, PA 17268-1000 Tel: 717.866.1000 Fax: 717.866.1001</p> <p>John A. Spotts, President John A. Spotts, President John A. Spotts, President</p>	<p>04/20/09</p>



FLOODPLAINS

Floodplains are areas adjacent to rivers and streams which are subject to flooding during periods of excessive precipitation. The floodplain holds the excess water allowing it to seep into the groundwater and slowly drain back into the waterway. A 100-year floodplain is the area adjacent to a river or stream which has a one percent chance of being flooded during any one year, and is typically used for regulatory purposes. Floodplains should not be developed, due to the potential for damage to persons and property. If development occurs within the floodplain, it may limit the floodway, resulting in increased damage downstream because of resulting increased velocities of the floodwater downstream. Outdoor storage of materials within floodplains is not desirable because of the possibility of the materials being swept into the stream when flooding of the banks occurs. One hundred-year floodplains are shown from Federal Emergency Management Agency (FEMA) Maps. Detailed studies and calculations have not been performed to establish the extent of the 100-year floodplains for all watercourses. Any development proposed in the vicinity of watercourses would require the developer to obtain a calculated study of the 100-year floodplain if such studies have not been performed by FEMA. The 100 Year Floodplain for the Region is depicted on Figure 12.1.

Care must be taken in disturbing areas along watercourses because increased sedimentation within the stream (increased depositing of soil within the stream) can occur. Increased impervious cover along watercourses typically increases the volume of storm water runoff into the streams. This additional runoff can erode stream banks and channels. If sedimentation increases, streambeds may fill, causing floodwaters to affect a larger area.

Wet (or "hydric") soils and floodplains along watercourses should be preserved from development in the interest of environmental preservation. These hydric soils areas act like a sponge when floodwaters rise and when coupled with established wetlands, they filter out nutrients and other pollutants. Hydric soils protect the quality of the groundwater and slow the storm runoff into local surface waters, all of which ultimately flow into the Potomac River. Impervious surfaces should be restricted from stream bank areas in order to facilitate absorption of storm runoff into the ground. Such increased absorption can help to replenish groundwater and to decrease flood peaks, as less runoff will flow directly into the stream. Inadequate supply of groundwater may result in reduced flows of water in a stream during dry months, and the inability to sustain stream flow can mean a greater concentration of pollutants at periods of low flow.

WETLANDS

Wetlands are generally found along rivers and streams or in other areas subject to frequent flooding, and are characterized by soil type and the presence of hydrophytic ("water-loving") vegetation, in addition to the presence of visible surface water. Wetlands are typically rich in plant growth and provide habitat for a variety of animals. Furthermore, wetlands can protect water sources by acting as a natural filter, removing pollutants such as bacteria and sediment from surface water before it enters the ground. Development activity, including the placement of fill material, is regulated by the Pennsylvania Department of Environmental Protection and the U.S. Army Corps of Engineers.

The wetlands depicted on Figure 12.1 are from the National Wetlands Inventory, prepared by the Office of Biological Services, U.S. Fish and Wildlife Service. The wetlands inventory was prepared by stereoscopic analysis of high altitude aerial photographs, with the wetlands identified based on vegetation, visible hydrology, and geography. A detailed ground level analysis of any site may result in a revision of the wetland boundaries, and it is possible that small wetlands and those obscured by dense forest cover may not be identified.

The majority of the wetlands in the Region are located in Washington Township, with the most prevalent wetland being Happel's Meadow. The balance of the wetlands generally occur in the central and eastern part of the Region, near hydric soils.

Ephemeral or vernal pools are also wetlands. These fill in with water during precipitation, surface water runoff, or rising groundwater. These types of Wetlands are found in Washington Township in Michaux State Forest at Glen Forney.

HYDRIC SOILS

Hydric soils are soils that are flooded, ponded or saturated long enough during the growing season to develop anaerobic (without oxygen) conditions. They are typically poorly drained and have a shallow water table. Lack of oxygen in the soil leads to certain characteristics of wetlands soil such as: non-decomposed plant material, oxidized root channels, and concentrations and depletions of iron and other elements. These soils, if undrained, may exhibit wetland vegetation and be an indicator of wetlands. Hydric Soils are noted on the Natural Features Map.

FORESTED AREAS

The majority of forests in Franklin County are Upland Forest Communities. Washington Township and Borough of Waynesboro also contain Oak/Hickory/Pine Forests as part of Deciduous, and Mixed Forests. These are generally Hickory, Virginia Pine, Pitch Pine,

White Oak, Scarlet Oak, Chestnut Oak, and Black Oak. Deciduous forests are characterized by shedding of leaves in the fall, 30-60 inches of annual rainfall, and the presence of seasons. Mixed forests have both deciduous and evergreen trees. Examples of Deciduous trees are: Maple, Oak, Elm, and Birch. Pine and fir trees are examples of evergreen trees. Forested areas provide shade, reduce pollution, act as noise barriers, prevent erosion, provide recreational and scenic enjoyment, produce oxygen and provide a habitat for birds and animals. Forested areas are shown on the Natural Features Map.

Washington Township has a significant forest area located in the South Mountain region. The wooded area in Washington Township is partially owned by private citizens and the rest is owned by the Commonwealth of Pennsylvania. The portion of forest land which is State owned is part of Michaux State Forest, which was originated in 1902.

The main recreational attributes of the forest are hiking and hunting. Michaux State Forest has many trails.

STEEP SLOPES

The topographic features of the landscape derive from the structure and weathering characteristics of the underlying bedrock. The more weather-resistant rock is responsible for areas of higher elevation, while less resistant rock, such as limestone, tends to erode to form low-lying valleys.

Slope is measured by the change in vertical elevation (the "rise") over some horizontal distance (the "run"). This measurement is then expressed as a percentage. For example, if the ground rises two feet over a distance of twenty feet, then the slope is 2/20, or 10 percent. Areas that have slopes greater than 15 percent are deemed to have severe limitations to development. In general, development of such land can result in hazardous winter road conditions, costly excavation, erosion and sedimentation issues (a particular concern where the land may be cultivated), and accelerated velocity of stormwater runoff. Furthermore, conventional on-lot sewage disposal systems will not function properly where slope exceeds 15 percent. While specially designed systems will work in such areas, even custom installations will not function when the slope exceeds 25 percent. In steep areas, development should be controlled such that natural vegetative cover is maintained to the greatest extent possible, and erosion controls instituted. Without such cover, stormwater runoff can rapidly erode the slopes. The steep slopes for the Region, including the 15 to 25 percent, and the greater than 25 percent slopes, are shown on Figure 12.1, the Natural Features Map. The steep slopes are located predominately in the eastern portion of Washington Township with a few additional areas outside the Borough of Waynesboro. The western portion of Washington Township contains some rolling hills with some steep slopes as well.

GROUND WATER SUPPLIES

Groundwater exists below the surface in moisture contained within the soils and the water table. This is the source of water for public and private wells and replenishes rivers and streams. Precipitation recharges groundwater as it infiltrates downward through soil and rock openings to the water table.

Groundwater that exists below the land in the water table is located within an aquifer. An aquifer is a geologic formation within the saturated zone which contains enough permeability to store and transmit usable amounts of water.

Washington Township and Waynesboro Borough are part of the Potomac River Basin which is part of the larger Chesapeake Bay Watershed. This can be further broken down to the Antietam Creek Watershed which includes Quincy Township and Michaux State Forest.

SIGNIFICANCE OF NATURAL AREAS

The importance of natural resource protection is summarized below:

Floodplains	Floodplains Importance
Areas adjacent to rivers and streams which are covered by flood water during excessive precipitation.	<ul style="list-style-type: none">• Development can constrict floodwater flow, increasing the potential for flood damage• Wildlife habitats can be harmed or destroyed• Development poses a risk to people and property• Outdoor storage can be washed downstream during flooding. This can have a multitude of problems ranging from polluting the water and surrounding areas with either chemical pollutants or debris.• Development can detract from the aesthetic and recreational value• On-site sewage disposal can contaminate ground and surface water.• Preservation of wet or "hydric" soils
Water Courses	Water Courses Importance
Watersheds of streams are important for planning and management of stream conservation and protection, water supply budgeting planning, watershed based zoning, stormwater management, and integrated resource planning.	<ul style="list-style-type: none">• Scenic resources• Aquatic habitats• Recreational resources• Protected status limits the effluent from a point source discharge
Wetlands	Wetlands Importance
Areas that are subject to frequent flooding or saturated by surface or groundwater at a frequency and duration sufficient to support vegetation typically adapted for life in saturated soil conditions.	<ul style="list-style-type: none">• Plant and animal habitats• Plants act as natural filters of pollutants from waters• Unsuitable for development and on-site sewage disposal

	<ul style="list-style-type: none"> • Reduce flooding by detaining stormwater • Replenishes groundwater and surface water through stored water
Steep Slopes	Steep Slopes Importance
Steep Slopes are measured by the change in vertical distance over the change in horizontal distance. This number is then shown as a percentage. A steep slope of 15% will have 15 feet of vertical change in elevation over 100 feet of horizontal distance.	<ul style="list-style-type: none"> • Stormwater runoff can rapidly erode the slopes • Can result in hazardous driving conditions in the winter from development of roads and driveways • Difficulty in road maintenance • Increased building costs due to excavating, and consideration of erosion controls • Stormwater runoff problems and erosion issues, especially in the absence of vegetative cover • Conventional on-site sewage disposal systems will not work properly with slopes greater than 15%
Forested Areas	Forested Areas Importance
Woodlands are areas that are covered by woods or trees.	<ul style="list-style-type: none"> • Stabilize soil against erosion • Scenic Resources • Wildlife habitats • Provide visual relief • Birding and hunting areas • Buffer development • Air purification • Absorb stormwater runoff • Hiking
Hydric Soils	Hydric Soils Importance
Soils that have shallow depth to seasonally high water table. Potential wetlands, with need for further analysis.	<ul style="list-style-type: none"> • Unsuitable for development and on-lot sewage disposal • Flooded basements and poor foundation stability (if built upon) • Natural recharge areas which can reduce flooding and manage stormwater runoff • Filter surface water
Groundwater Supplies	Groundwater Supplies Importance
Groundwater enters through soil and creeks.	<ul style="list-style-type: none"> • Public water systems and private wells are usually dependent upon groundwater supplies • Groundwater supplies are affected by development which reduces recharge and pollutes groundwater • High water withdrawals can affect other water supplies

UNIQUE NATURAL AREAS

Franklin County Natural Areas Inventory

The Franklin County Natural Areas Inventory (NAI) is a document compiled and written by the Pennsylvania Science Office (PSO) of the Nature Conservancy in 2004. It contains information on the locations of rare, threatened, and endangered species and of the highest quality natural areas in the County. Each site description contained in the Inventory is accompanied by general management recommendations that would help to ensure the protection and continued existence of these rare plants, animals, and natural communities.

There are nine recognized NAI sites in Washington Township: Antietam West Branch, Beartown Woods, Glen Forney Vernal, Happel's Meadow (locally significant), Hoover Spring, Mackey Run Ponds, Needy Cave, Waynecastle Old Field and Zullinger Spring.

Site Name	Location	Special Species/ Community Type	Threats and Disturbances	Conservation Recommendations
Antietam West Branch	Washington Township	Animal: Loggerhead Shrike (endangered bird species)	Conversion of land use from farm or open space grasslands to development or row crop agriculture. The use of pesticides on farm pests, such as mice, succession into forest, potential development and encroachment of roads and suburbanization.	Keep area at an early successional stage with scattered trees, adequate patch size, short grasses, adequate hunting perches and nest sites. Limited pesticides by nearby farms
Beartown Woods	Washington Township – (most of the valley bottom along Red Run)	Natural Community: Rich hemlock-mesic hardwood forest	Route 16, recreational hiking on Appalachian Trail and Bicentennial Tree Trail.	Could potentially develop into an undisturbed old-growth stand. Conservation efforts and protection need to be observed
Glen Forney Vernalis	Washington Township/Quincy Township	Natural Community: 30 vernal ponds that make up an Ephemeral /Fluctuating Natural Pool Community Plant: Lance-leaved Looses strife	Logging, proximity to residential development (dumping of household waste, lawn clippings, debris) ATVs	Logging should be avoided – 200 acre area with numerous ponds; an undisturbed forested buffer between nearby residences and the ponds should be established. Monitor ATV traffic.
Hoover Spring	Washington Township	Animal:	Changes to hydrology and warming water temperatures, water pollution	Protection of spring, replanting of critical buffers along stream to prevent warming and maintain population
Mackey Run Ponds	Washington Township	Natural Community: Ephemeral/Fluctuating Pools Plant: Northeast Bulrush	Logging, foot traffic, deer, pesticides	Logging should be avoided due to the numerous pools, undisturbed forested buffer should be established
Needy Cave	Washington Township	Animal Species: 3 types in a complex cave system	Hydrologic changes	Forested buffers around cave opening to help protect from non-point source pollution
Waynecastle Old Field Habitat	Washington Township/Antrim Township	Plant: Lance-leave Buckthorn; Sedge	Spread of exotic plant species	Infrequent mowing, forested buffer strips, reduce invasive species
Zullinger Spring	Washington Township	Animal: water animal	Herbicides, pesticides, disturbances from stream bank erosion and channelization	Protection from pollution, replant buffers along stream to prevent warming.

Happel's Meadow is a locally significant site. It is located along PA Route 16 and is a shrub swamp with meadows. There were no species of concern listed at this site during the 2004 survey but the potential to have plant species of concern at this site exists. The site is listed as locally significant due to the limited shrub swamps in Franklin County and the plant diversity.

Approximate locations of these NAI sites are found on the Natural Features Map.

Riparian Buffers

Riparian buffers are particularly important to protect water resources because of the number of resources along watercourses, including floodplains, wetlands, hydric soils, woodlands, and steep slopes. A riparian buffer is an area of vegetation that is maintained along the shore of a water body to protect stream water quality and stabilize stream channels and banks. Riparian buffers should be maintained along the Antietam East and West branches, Red Run and their tributaries. Requirements for such buffers should be incorporated into zoning and subdivision and land development ordinances.

Buffers provide the following benefits:

- Filter runoff – Rain that runs off the land can be slowed and infiltrated in the buffer, settling out sediment, nutrients and pesticides (nonpoint source pollution) before they reach streams.
- Take up nutrients – Fertilizers and other pollutants that originate on the upslope land are taken up by tree roots. Nutrients are stored in leaves, limbs and roots instead of reaching the stream. Through a process called “denitrification,” bacteria in the forest floor convert nitrate to nitrogen gas, which is released into the air.
- Provide shade – The leaf canopy’s shade keeps the water cool, allowing it to retain more dissolved oxygen, and encouraging growth of plants and aquatic insects that provide food for fish.
- Contribute leaf food – Leaves that fall into the stream are trapped on fallen trees and rocks where they provide food and habitat for organisms critical to the aquatic food chain.
- Provide habitat – Streams that travel through woodlands provide more habitat for fish and wildlife. Woody debris provides cover for fish while stabilizing stream bottoms.
- Provide migration corridors for wildlife.

- Safeguard water supplies by protecting groundwater recharge areas.
- Provide flood control.
- Provide stormwater management potential – natural vegetation provides a basis for innovative stormwater management systems. Stormwater flows from retention basins can be directed to, and allowed to flow through, buffers to reduce nutrient and sediment loads.
- Improve water and air quality.
- Stimulate economic opportunities such as by providing valuable open space which may increase land values and, therefore, the tax base.
- Provide some federal tax incentives to landowners (depending on a landowner's financial situation) willing and able to place some of their lands under conservation easement.
- Reduce grounds maintenance.
- Provide recreational opportunities, and associated economic benefits for recreation-related businesses.
- Provide educational and research opportunities for local schools and colleges.
- Provide windbreak, shade and visual buffer.

Planning Implications

Utilization of riparian buffers will help protect the watercourses within the Region. Major streams include the East and West Branches of Antietam Creek and Red Run.

There are natural areas in the Region in need of protection, particularly Happel's Meadow.

A significant wooded area, including Michaux State Forest, is included in the eastern portion of Washington Township. Most of the steep slopes in the Region are located in this area.

Chapter 13

History

Washington Township

Washington Township is located in Franklin County in Southcentral Pennsylvania. The Township is comprised of the following villages and developments: Beartown, Blue Ridge Summit, Buena Vista Springs, Charmian, Eastland Hills, Glen Forney, Midvale, Monterey, Pen Mar, Roadside, Rouzerville, Wayne Heights, and Zullinger. The Township also surrounds the Borough of Waynesboro. The Southern border of the Township is shared with Washington County, Maryland and is known as the Mason-Dixon Line.

Early settlers of Washington Township can be traced back to as early as 1735. At that time, it was known as the wild or western frontier of the American Colonies. Washington Township was incorporated in April of 1779 out of Antrim Township by the Cumberland County Quarter Sessions Court. The Township was named after General George Washington. In 1837, the northern part of Washington Township was used to create Quincy Township.

The first major transportation route was begun around 1768 with the construction of a road between Fulton eastward to Baltimore which was authorized by Cumberland County. This was built as a shipping route for locally produced flour. It eventually developed into a turnpike and is now known as PA Route 16, or the Buchanan Trail.

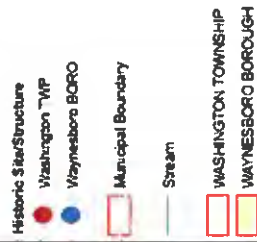
Washington Township was very pivotal during the Civil War, and was the site of the second-largest Civil War Battle in Pennsylvania, the Battle of Monterey Pass which took place in the 1860's. Although neighboring Adams County is the focal point of most of the local civil war history, Washington Township was the site of critical activity and it is said that there are cannons still buried near Pennersville Road.

The Township developed slowly during the early 19th Century; however, there was significant growth towards the end of the 19th Century in the southeast corner near the village of Blue Ridge Summit. This area became a popular summer resort area. Excursion trains soon found their way to this area and also nearby Pen Mar Park which featured amusements and an outdoor dancing pavilion. Large summer hotels were erected which attracted many guests and celebrities to the area. President Wilson and Admiral Dewey were said to frequent these resorts. The Monterey Inn sat in the center of a summer resort colony and served as host to many visitors during the resort era.

Washington Township and
Waynesboro Borough
Joint Comprehensive Plan
Franklin County, PA

Figure 13.1

Historic Sites and Structures



Data Source: PennDOT, SSM,
Pennsylvania Historic Monuments Commission

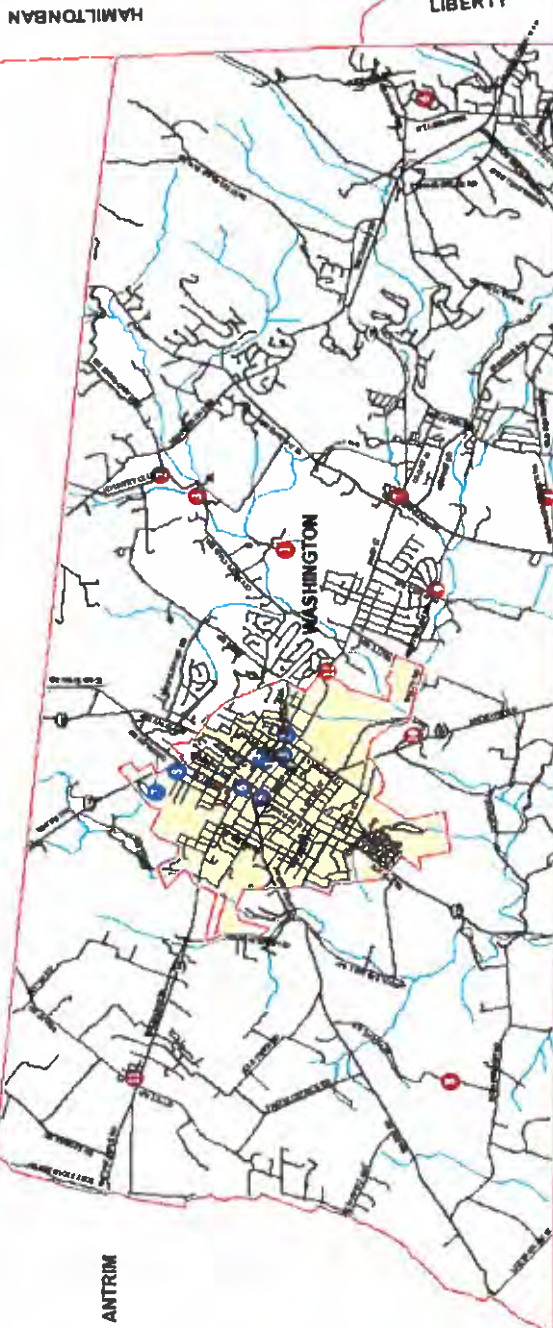


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QUINCY



Washington Historic List

Site # on Map	Name	Date	Type	Status
1	Borough Hall of the Borough of Waynesboro	1875 - 1889	Historic Building	Listed
2	Stevens, John & Charles		Historic Dwelling	Eligible
3	Stevens, David, Property		Historic Dwelling	Eligible
4	Hamilton, Alexander House	1806-1821	Historic Dwelling	Listed
5	Harvey, Charles Property		Historic Dwelling	Eligible
6	Harvey, Joseph A. House	1875-1877	Historic Dwelling	Listed
7	Waynesboro Armory	1925-1949	Historic Building	Eligible

Site # on Map	Name	Date	Type	Status
8	Albough, Bonbrake Farm	1850-1871	Historic Dwelling	Eligible
9	Burns, Jeremiah Farm	1850-1871	Historic Dwelling	Listed
10	Harvey, Charles Church	1897	Historic Church	Listed
11	Harvey, Charles Property		Historic Dwelling	Eligible
12	Harvey, Charles Property	1818-1840	Historic Dwelling	Listed
13	Burns, Jeremiah Farm		Historic Dwelling	Eligible
14	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
15	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
16	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
17	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
18	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
19	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
20	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
21	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
22	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
23	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
24	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
25	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
26	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
27	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
28	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
29	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
30	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
31	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
32	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
33	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
34	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
35	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
36	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
37	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
38	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
39	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
40	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
41	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
42	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
43	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
44	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
45	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
46	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
47	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
48	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
49	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
50	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
51	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
52	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
53	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
54	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
55	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
56	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
57	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
58	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
59	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
60	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
61	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
62	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
63	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
64	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
65	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
66	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
67	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
68	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
69	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
70	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
71	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
72	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
73	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
74	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
75	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
76	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
77	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
78	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
79	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
80	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
81	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
82	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
83	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
84	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
85	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
86	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
87	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
88	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
89	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
90	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
91	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
92	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
93	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
94	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
95	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
96	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
97	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
98	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed
99	Stevens, John & Charles	1850-1871	Historic Dwelling	Eligible
100	Stevens, John & Charles	1850-1871	Historic Dwelling	Listed

The Monterey Historic District is located in the Village of Blue Ridge Summit. This District is now listed on the National Historic Site Registry and serves as an example of a summer resort community from the 19th Century. Aside from hosting famous people and celebrities, a prominent birth also occurred there. Bessie Wallis Warfield, Duchess of Windsor was born in Square Cottage at the Monterey Inn, at the resort of Blue Ridge Summit.

The area is located on Charmian Road which was part of the Baltimore/Pittsburgh Turnpike. This area was attractive because of the climate and the natural springs, both pure and mineral. By the end of the 19th Century, the Clermont House was built to the East of the Monterey Inn. As an increasing number of affluent guests were attracted to the area, they bought land and built summer homes of their own along Charmian Lane.

The arrival of the Western Maryland Railroad to Pen Mar in 1873 directly impacted the growth of these resorts. The Amusement park and the 600 room Blue Mountain House lured many visitors to the area. This area thrived as a summer resort prior to World War II, but declined during World War II, as a result of the U.S. Army taking over the area. There is also some speculation that reliance on the automobile and decline of railway excursion business also affected the business. Many of these hotels were razed or destroyed by fires. The grandest of the hotels, Buena Vista Springs Hotel, which burned to the ground in 1967, was the last of the resort hotels in the area

Washington Township Historically Significant Sites and Structures

SITE # ON MAP	NAME	DATE	TYPE	STATUS
1	Allbaugh/Bonebreak Farm		Historic Dwelling	Eligible
2	Burns, Jeremiah Farm	1750-1924	Historic Dwelling	Listed
3	Handycraft Farmstead	1790-1830	Historic Dwelling	Listed
4	Harbaugh Reformed Church	1892	Historic Church	Listed
5	Marks Property		Historic Dwelling	Eligible
6	Monterey Historic District	1810-1840	Historic Dwellings	Listed
7	Ripple Farm		Historic Dwelling	Eligible
8	Sprecher, Brian, Property		Historic Dwelling	Eligible
9	Springdale Mills also known as Shank's Mill	1850-1874	Historic Mill	Listed
10	Welty's Mill Bridge	1850-1874	Historic Bridge	Listed
11	Zullinger Elementary School		Historic Building	Eligible
12	Royer-Nicodemus House and Farm	1800-1899	Historic Farm + Grounds (Museum + Park)	Listed

Source: www.phmc.state.pa.us

Borough of Waynesboro

Waynesboro is situated in the southern part of Franklin County, Pennsylvania, about 2 miles north of the Mason-Dixon line. The community, with a current population of 9,614 (2000) had its beginnings about 1749, when John Wallace, a Scotsman, settled by a spring located a few hundred yards west of the Antietam Creek (East Branch).

Wallace held title to 633 acres, 119 perches almost a square mile. He called his land holdings Mt. Vernon. Upon his death, the land was conveyed to a son Robert, who later conveyed it to his brother George. George owned it a short time when he conveyed it to brother John, who had recently returned from fighting the war. The Wallace's lands were often referred to as Wallace's Town or Wallacetown, as they were the largest land holdings in the area.

In 1797, John decided to lay out a town and placed 90 lots on the market. He named the town Waynesburg, after General Anthony Wayne, his commanding officer in the war. There were several other communities in the state with similar names and in 1831, when the Federal Government ruled that the names of post offices in any one state could not be duplicated, our town was rechartered and took for its corporate title the name of Waynesboro.

Waynesboro, because of its location on the frontier at the time of the French & Indian War (1755-1764) was in a particularly vulnerable position and was the scene of some of the Indians' most barbarous raids. Two victims of such were the Renfrew sisters, who lived just east of Waynesboro along the Antietam Creek. Today, there is a museum and park, named for the girls, at the site of their massacre. The museum, an outstanding exhibit of decorative fine arts, dates to 1812.

When the Civil War came along, Waynesboro was again cast in the role of a "Frontier town", this time because of its close proximity to the Mason-Dixon Line. Historians tell us that residents of the area spent half their time burying and digging up their possessions and fleeing north toward Harrisburg. Among those fleeing when the confederates entered Waynesboro was John Phillips, cashier of the local bank. Mr. Phillips made it to safety with the bank's cash and valuables, his wife and son, all loaded into one carriage. Most residents stayed on, watching apprehensively, as 75,000 Confederate Soldiers headed north to Gettysburg. Waynesboro was under Confederate rule for 15 days.

The Foundation for Waynesboro's Industrial activity was laid by George Frick, who operated at a number of locations in the Waynesboro area. His invention of a steam engine, small enough for farm use, replaced cumbersome horse-powers. He founded the Frick Company in 1873. The firm switched to making refrigeration and air conditioning equipment and is now part of York International. They are still one of the leading employers in the Waynesboro area.

Shortly after Mr. Frick established the Frick Company, two brothers, Abraham and Franklin Landis, came to the area from Lancaster County. With their inventive minds they manufactured the first cylindrical grinding machine in 1883. They formed a partnership in 1889 to manufacture and market the grinder, and six machines were sold in the first year of operation. A patent was granted to Abraham B. Landis in 1890, based on the 1883 design. The partnership was succeeded by the Landis Tool Company in 1897 and is now a division of Litton Industries.

A. B. Landis then turned his attention to the problems of threading bolts, and his solution to the problem was a new and unique screw cutting die head for a turning machine, with one being built in 1887. A patent was granted in 1889, but the product was not marketed until 1903 when the Landis Machine Company was organized. This company now is known as Teledyne Landis Machine.

Education and religion have played a vital part in the cultural activity of the community. The first church and school, built somewhere between 1770 and 1780, still stands on Bourns Hill overlooking a school complex of three modern buildings. The log structure, often referred to as Bourns Cabin was used as a school on weekdays and as a church on Sundays. Early records of one schoolmaster indicated he had 17 pupils who were charged about \$5.00 each for a 6 month session. Today, the Waynesboro School District consists of four elementary school buildings, one middle school building, and one senior high building, all with a total enrollment of about 4,300.

Borough of Waynesboro Historically Significant Sites and Structures

SITE # ON MAP	NAME	DATE	TYPE	STATUS
1	Borough Hall of the Borough of Waynesboro	1875 - 1899	Historic Building	Listed
2	Burnes, John Schoolhouse		Historic Dwelling	Eligible
3	Essex, Muriel, Property		Historic Dwelling	Eligible
4	Hamilton, Alexander House	1800-1824	Historic Dwelling	Listed
5	Horse, Gloria Property		Historic Dwelling	Eligible
6	Oller, Joseph J. House	1875-1924	Historic Dwelling	Listed
7	Marks Property		Historic Dwelling	Eligible
8	Waynesboro Armory	1925-1949	Historic Building	Listed

Source: www.phmc.state.pa.us



Chapter 14

Existing Land Use

Introduction

It is impossible to plan for the future land use without first understanding what patterns exist today. This chapter discusses the existing land uses by category and acreage in the Washington Township/Waynesboro Region. The approximate acreage of each category is provided for a comprehensive overview of how land was utilized at the time this Plan was developed. Existing land use patterns not only have a significant impact on the development of the future land use plan, but they affect circulation within the area and the demand for community facilities and services as well. By understanding how land is utilized, one can plan for uses that may be desired or that are currently lacking in the Region.

Franklin County Planning supplied the tax map information for the Borough, and Washington Township provided base GIS (Geographic Information System) information to create the Existing Land Use Map for the planning area. This data was based on the Franklin County tax assessment of each parcel in the study area. Extensive field land use verification was performed by SSM to confirm the accuracy of the data, and the Joint Planning Committee provided insight as well.

Existing Land Uses are classified into the following types for mapping purposes:

- Single-Family Residential
- Multi-Family Residential
- Mobile Home Park
- Rural/Agriculture
- Commercial
- Industrial
- Public/Semi-Public
- Forested Land
- Mixed Use
- Private Recreation
- Mixed Use Residential

LAND USE PATTERNS

The Washington Township/Waynesboro Region has experienced population growth and expansion over the past twenty years. The Borough of Waynesboro and surrounding areas of Washington Township create a center of population and economic activity in the southeast section of Franklin County, and provide a wide array of services to the planning region as well as surrounding municipalities. Though the pressures of residential development have extended from the Borough and along the PA Route 16 corridor in Washington Township, the majority of the Region remains rural in nature.

Residential development dominates the Borough of Waynesboro, making up nearly 58% of the Borough's land use. However, there are other characteristics and land use categories within the Borough which make it unique, such as the downtown commercial area, industrial areas, and public areas. This commercial area, located along Main Street, plays a role as a regional community center for area residents, providing shops, restaurants, taverns, and professional offices. Public/semi-public uses, nearly 18% of the existing land use, consist mostly of the Waynesboro Area School district facilities, located in the southeastern portion of the Borough, Memorial Park, and the Borough golf course.

Washington Township has also experienced residential and commercial development, generally extending out from the Borough in Wayne Heights, along the main transportation corridor, PA Route 16. The rest of the Township, however, is dominated by agricultural uses and Michaux State Forest which make up over 54% and 25% respectively, of the existing land uses.

Below are the descriptions of each of the land use categories displayed on the Existing Land Use Map, as well as acreage developed under each category. Trends are discussed following the descriptions.

Figure 14.1: Existing Land Use Allocation (Acres)

Figures in acres; percentages may not sum to 100.0 due to rounding error. Note that the "residential" category is divided into "single-family" and "multi-family."

CATEGORY	Waynesboro Borough	Washington Township	REGION TOTAL
Residential	1,250.6 (57.9%)	3,865.8 (15.5%)	5,116.4 (18.8%)
<i>Single-Family</i>	896.4 (41.5%)	3,816.7 (15.3%)	4,713.1 (17.3 %)
<i>Multi-Family</i>	83.7 (3.9%)	49.1 (0.2%)	132.8 (0.5%)
<i>Mixed Use</i>	270.5 (12.5%)	0	270.5 (1%)
Rural / Agriculture	130.3 (6.0%)	13,482.9 (53.9%)	13,613.2 (60.1%)
Public/Semi-Public	384.5 (17.8%)	443.7 (1.8%)	828.2 (3.1%)
Commercial	153.1 (7.1%)	424.5 (1.7%)	577.6 (2.1%)
Industrial	160.1 (7.4%)	220.7 (0.9%)	380.8 (1.4%)
Mixed Use	19.2 (0.9%)	0	19.2 >0.1%
Mobile Home Park	0	93.8 (0.4%)	93.8 (0.4%)
Forested Land	56.7 (2.7%)	6,206.5 (24.8%)	6,263.2 (23.1%)
Private Recreation	0	281.1 (1.1%)	281.1 (1.0%)
Undetermined	8.2 (0.4%)	1.8 >0.1%	10.0 >0.1%
TOTAL	2,162.7	25,020.8	27,183.5

Single-Family Residential

Specific development types included in this category are single-family dwellings, two-family dwellings (when constructed as semi-detached or "twin" houses), and mobile homes.

The Borough of Waynesboro was developed primarily in a grid pattern with blocks created by streets intersecting at right angles, alleyways, and sidewalks on both sides of each street. The vast majority of the residential uses within the Borough are single family residential uses.

The residential areas of Washington Township do not have this same grid growth pattern, even where located adjacent to the Borough, so there is no real sense of extension of Waynesboro. The Township developed mostly as a suburban community, with the largest concentrations of single-family residential uses located in the Villages of Blue Ridge Summit and Zullinger, as well as an increasing number of residential subdivisions throughout the Township.

Multi-Family Residential

Multi-family residential uses are scattered throughout the Township and Borough, and cover substantially less total acreage than single-family residential housing. In the Region (most prevalent in the Borough) this category contains a large number of

apartments and apartment complexes. This category consists of the following specific development types: three-family residences, condominiums, apartments (including those over garages), residential conversions, and boarding/rooming houses. Multi-family uses within the Borough are generally scattered throughout established single-family neighborhoods.

Mobile Home Park

This category includes the acreage from the seven (7) mobile home parks found in Washington Township.

Mixed Use

This category is only found in Waynesboro, and includes properties that contain both commercial and residential uses. The majority of these uses are found on Main Street in downtown Waynesboro.

Rural/Agriculture

The agriculture/agribusiness category consists of areas currently or typically in active agricultural use (cropland, pastureland, dairy facilities, barns, and stables) along with agriculturally based businesses, and in some cases, open space. Agricultural land uses encompass 13,613 acres and make up over 60% of the Region's existing land use.

Public/Semi-Public

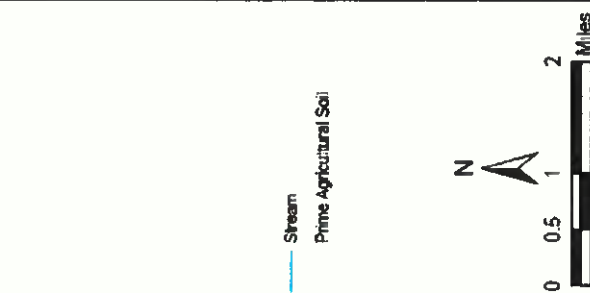
Public and semi-public lands include cemeteries; buildings and lands owned by the municipal, county, state, or federal governments (including police stations); recreational, cultural, and park facilities; libraries; schools; churches; and fire stations. Specific descriptions and examples of this use are provided in the Community Facilities & Services Plan. Michaux State Forest, though publicly owned, is part of the Forested Land category, as it presents a better representation of the actual existing land use.

Commercial

Commercial uses consist of all properties where goods and services are sold, ranging from fast food establishments, convenient stores and shopping centers, to professional offices. The majority of commercial uses in the Region are found along the PA Route 16 Corridor in Washington Township and Waynesboro.

Washington Township and
Waynesboro Borough
Joint Comprehensive Plan
Franklin County, PA

Figure 14.2
Prime Agriculture Soils



Data source: SSM, 5/5/2000
(Natural Resources Conservation Service)

SSM
SPOTTIS INTERVIEWS, INC.
Engineers and Consultants
www.ssm.com

01/20/2009
10/20/2009
10/20/2009
10/20/2009

04-20-09

Industrial

The industrial land use category includes all properties being used for manufacturing and processing facilities, research and development facilities, metal and woodworking shops, truck terminals, and office/warehouse uses. Most of the Region's industrial acreage is located in Waynesboro and the Wharf Road Industrial Park in western Washington Township.

Private Recreation

The Private Recreation category includes the Waynesboro Country Club, as well as lands owned by private entities.

Forested Land

This contains all of the forested areas within the Region, including Michaux State Forest. Most of the forested areas are located in the eastern portion of Washington Township where the topography is rolling to hilly.

Mixed Use Residential

This contains newer developments in the Borough which contain a mix of residential dwelling types.

LAND USE TRENDS

Analysis of the Existing Land Use Map reveals several land use trends in the Region. The Region's residential uses are found predominantly within and immediately surrounding the Borough of Waynesboro, the PA Route 16 corridor, and the Villages of Zullinger, Blue Ridge Summit, and Rouzerville. The Region continues to be dominated by rural and agricultural uses, particularly the western portion of Washington Township.

Commercial uses are concentrated within the PA Route 16 Corridor and the Waynesboro central business district. With the development of Washington Township Boulevard, commercial uses will most likely expand in Washington Township. Unfortunately, this could signal a trend which is occurring nationwide to relocate businesses which serve the day-to-day needs of residents, to shopping areas outside Boroughs. One of the most important factors to the economy of a region is a healthy commercial and industrial base. A healthy downtown in Waynesboro would benefit the region as a whole.

APPENDIX A
CITIZEN SURVEY RESULTS AND ANALYSIS

Washington Township and Waynesboro Borough have been working since January to prepare a joint Comprehensive Plan, our “road map” for the next 10 years. The Plan will examine current conditions in the region, challenges and issues facing us, and a course of action to address those conditions, challenges, and issues. We will look at topics such as land use, housing, transportation, economic development, resource protection and preservation, and government services.

Thank you for participating in the process to determine the future of the Washington Township/Waynesboro region. Dates of public meetings to update you on the Comprehensive Plan and receive additional input from you will be published in local newspapers and placed on www.waynesboropa.org and www.washtwp-franklin.org.

1. a. How long have you lived in the Township and/or Borough?

☐ 5 years or less ☐ 6-10 years ☐ 11-20 years ☐ More than 20 years

b. How long have you lived at your current address?

☐ 5 years or less ☐ 6-10 years ☐ 11-20 years ☐ More than 20 years

Under age 5 _____ 6-15 _____ 16-19 _____ 20-25 _____ 26-29 _____
30-39 _____ 40-49 _____ 50-59 _____ 60-65 _____ Over 65 _____

☐ Employed full time ☐ Employed part time

☐ Unemployed ☐ Retired

Less than \$25,000	\$25,000 - \$50,000	\$50,000 - \$100,000
\$100,000 - \$150,000	\$150,000 - \$200,000	Greater than \$200,000

5. Please indicate whether you are satisfied with each of the following aspects of the Washington Township/Waynesboro area:

	Very Satisfied	Satisfied	Neutral/ Undecided	Dissatisfied	Very Dissatisfied
1. Attractiveness/aesthetics of the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Housing cost	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Convenience to shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Fire protection services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Housing availability/choice	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Law enforcement services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Management of growth and new development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Parks/open space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Playgrounds for children	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Quality of public schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Recreational opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Road surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Sense of community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Traffic volume	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Job opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Convenience to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Tax rates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Cost of living	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Walking opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Biking opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Real estate tax assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Medical services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Feeling of safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. How would you rate the amount of increase in residential, commercial and industrial development in the Washington Township/Waynesboro area over the last ten years?

	Very Excessive	Excessive	Appropriate	Lacking	Severely Lacking
Residential Development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Industrial Development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. In your opinion, do we need more of these services in the Washington Township /Waynesboro area?

	Strongly Agree	Agree	Neutral/ Undecided	Disagree	Severely Disagree
Research and development firms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tourism attractions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Warehousing and distribution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Very large retail stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Specialty retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outlet stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business support services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technology based firms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly Agree	Agree	Neutral/ Undecided	Disagree	Severely Disagree
Professional service firms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corporate offices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenience stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping centers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strip malls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Industrial parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Entertainment businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hotels, motels, and inns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dry cleaners, hair salons, and similar personal services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Do you agree or disagree that the following are serious housing issues in the Washington Township/Waynesboro area?

	Strongly Agree	Agree	Neutral/ Undecided	Disagree	Strongly Disagree
Availability of housing for the physically challenged/ senior citizens	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of housing for people working in the Washington Township/Waynesboro area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of rental housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of alternatives to single-family housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of age restricted communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Housing affordability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. How likely would you be to support an increase in taxes that might address each of the following initiatives? This question is specifically exploring whether you would be willing to increase your taxes for these services. For each individual item, please assume your total annual tax increase would be approximately \$20.

	Very Likely	Likely	Neutral/ Undecided	Unlikely	Very Unlikely
1. Road improvements in the Borough/Township	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Public sewer and water improvements in the Borough/Township	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Promoting economic development in the Borough/Township	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Preservation/protection of historic Borough/Township resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Preservation/maintenance of open space for purpose of environmental or aesthetic purposes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Improvements to or maintenance of existing parks and recreational facilities in the Borough/Township	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Biking, hiking, and walking trails in the Borough/Township.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Acquisition of additional Borough/Township property for public parkland (new parks or expansion of existing)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Preserving agricultural land in the Township	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Improving the downtown Waynesboro business district	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Interconnecting the Borough and Township by a sidewalk along Route 16.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. Do you agree or disagree that the following are important planning issues facing the Washington Township/ Waynesboro area in the next 10 years?

	Strongly Agree	Agree	Neutral/ Undecided	Disagree	Strongly Disagree
Preserving environmentally sensitive areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Growth management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sewage disposal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drinking water supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Open space preservation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Agricultural preservation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic preservation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water quality protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transportation availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreational opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Telecommunications service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Truck traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traveling Route 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Borough Revitalization	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bikeways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alternative routes to Route 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reuse of vacant industrial buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interconnectivity of developments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Every area has its "treasures" – places that are unique because of their beauty, appeal, historic character, or because of what they offer the citizens of the area. Citizens often want to preserve these special spaces for future generations. In the space provided below, please identify places in the Washington Township/Waynesboro area – including neighborhoods, historic buildings, public buildings, businesses, and scenic spots or any other location – that you consider a "treasure."

Please include any other comments you wish to make or list other issues you believe should be addressed by Washington Township and Waynesboro Borough below or on a separate piece of paper.

Thank you!

**WASHINGTON TOWNSHIP RESIDENTS
SUPPLEMENTAL QUESTIONS**

1. Rank in order of priority the following statements to best describe how you believe the Washington Township Police Department should be managed now and in the future: (Show priority 1 – 2 – 3, with 1 being your highest priority and 3 being your lowest priority)
 - a. The Washington Township Police Department should continue as a separate township only police department. _____
 - b. The Washington Township and Waynesboro Police Departments should be combined in a joint police department. _____
 - c. The Washington Township and Waynesboro Police Departments should be combined with Antrim Township and Greencastle Police Departments to form a new regional police department. _____
2. Thinking five to twenty-plus years in the future, rank in order of priority the following statements: (Show priority 1 – 2 – 3 – 4 – 5, with 1 being your highest priority and 5 being your lowest priority.)
 - a. The Township should sell the present buildings and property on Welty Road and re-locate Township administrative function, police department and public works at a new facility without the WTMA if this move can be accomplished without a substantial tax increase. _____
 - b. The Township should sell the present buildings and property on Welty Road and re-locate Township administrative function police department and public works at a new facility with the WTMA so that all township functions are at one location if this move can be accomplished without a substantial tax increase. _____
 - c. The Township should sell the present buildings and property on Welty Road and re-locate Township administrative function police department and public works at a new facility with the WTMA so that all township functions are at one location and provide land area for a senior center, district justice and substation for fire and ambulance at the site to be constructed sometime in the future if needed if this move can be accomplished without a substantial tax increase. _____
 - d. The Township should not plan for future growth at this time. _____
 - e. The Township should keep the Welty Road site for public works and the police department and co-locate the administrative office with the WTMA at another location. _____

	Strongly Agree	Agree	Neutral/ Undecided	Disagree	Strongly Disagree
3. Washington Township should jointly with Waynesboro Borough attempt to purchase the National Guard Armory site when it becomes available for a combined municipal government location in the future.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. The Washington Township Municipal Authority should sell currently available Washington Township water to Quincy Township.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The Township Recycle Center meets the needs of the Township citizens.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. The Township Transfer Station meets the Township disposal needs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. The Township Transfer Station should be built larger to provide faster service.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The Township should conduct a study to determine if a fire and/or ambulance substation is needed in the Rouzerville area of Washington Township and assist Blue Ridge Fire and Rescue Squad to establish this substation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The Township should continue to expand the recreational opportunities at the Pine Hill Regional Recreation Park off Mentzer Gap Road.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. The Township should continue to purchase additional property surrounding Happel's Meadow Wetland In Blue Ridge Summit to protect the wetland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. The Township should build a nature center and wooden walkway in the present Happel's Meadow Wetland Park in Blue Ridge Summit when funding becomes available.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. The Township should develop a local plan to add trails that connect to existing paths and walkways to the Township.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Waynesboro Residents Supplemental Questions

1. Do you agree, disagree, or are you undecided with the following statements regarding your perception of downtown Waynesboro? (check one) Please consider downtown Waynesboro Main Street from Franklin Street to Broad Street.

	Agree	Undecided	Disagree
The downtown offers a variety of goods and services			
The downtown is safe after dark			
The downtown should have more night time activities			
The downtown is clean, friendly, and inviting			

2. Do you agree, disagree, or are you undecided regarding the following statements: (check one)

	Agree	Undecided	Disagree
There is adequate parking in downtown Waynesboro			
There is adequate lighting in downtown Waynesboro			
The downtown stores should stay open later			
There is an adequate amount of restaurants in the Borough			
There are adequate sidewalks in the Borough			

3. List how often you pass through the downtown: (check one)

More than once a day _____
 Daily _____
 3-5 times a week _____
 Once a week _____
 Once a month _____
 Less than once a month _____

4. List the average number of businesses, services, entertainment establishments you patronize in the downtown during a normal month (check one):

Zero _____
 1-3 _____
 4-7 _____
 8-10 _____
 10+ _____

5. Yes or No: Do you patronize the downtown for: (circle one)

a. Essentials (clothing, hardware, etc.)	YES	NO
b. Food	YES	NO
c. Dining and Entertainment	YES	NO
d. Recreation	YES	NO
e. Services	YES	NO
f. Library	YES	NO
g. Financial Services	YES	NO
h. Social Clubs	YES	NO

6. What special spaces exist in the downtown? (public, gathering, other?)

7. What additional types of businesses or services would you like to see downtown?

8. The re-use of the Borough's vacant industrial buildings should include the following type(s) of development (check all that apply):

Industrial	<input type="checkbox"/>
Entertainment	<input type="checkbox"/>
Public	<input type="checkbox"/>
Residential	<input type="checkbox"/>
Commercial	<input type="checkbox"/>
Recreation	<input type="checkbox"/>
Business/Office	<input type="checkbox"/>
Services such as hair salons and dry cleaners	<input type="checkbox"/>

9. If you have friends visiting from out of town, where would you take them?

10. Do you feel there are under-utilized buildings or properties in the Borough? If yes, please describe:

11. Should the Borough promote itself as a tourist destination?

YES

NO

UNSURE

Comparison of Washington Township and the Borough of Waynesboro Resident Questionnaire Results

1	a.	How long have you lived in the Township and/or Borough?	Township		Borough	
			10.30%	12.22%	10.00%	12.22%
		5 years or less	5.58%	10.00%	12.22%	65.56%
		6-10 years	15.02%			
		11-20 years	69.10%			
		More than 20 years				
b.		How long have you lived at your current address?	Township		Borough	
			21.46%	24.44%	20.00%	22.22%
		5 years or less	12.02%	20.00%	22.22%	33.33%
		6-10 years	24.89%			
		11-20 years	41.63%			
		More than 20 years				
2		Please indicate the number of persons residing in your home (including yourself) in each age group	TWP		BORO	
			15	8	40-49 years	19
		Under age 5	40	13	50-59 years	30
		6-15 years	14	6	60-65 years	9
		16-19 years	12	4	65 and over	32
		20-25 years	8	4	No response	5
		26-29 years	36	13		0
		30-39 years				
3		Please indicate the employment status of the head of the household:	Township		Borough	
			52.81%	54.44%	5.56%	2.22%
		Full Time	1.73%	5.56%	37.78%	0.00%
		Part-time	0	2.22%		
		Unemployed	45.45%			
		Retired	0.86%			
		No Response				
4		Which of the following categories reflects your Total Annual Household Income before taxes:	TWP		BORO	
			10.19%	24.69%	150K - 200K	2.91%
		Less than \$25K	33.01%	28.40%	> 200K	1.46%
		25K - 50K	38.35%	41.98%	No Response	11.59%
		50K - 100K	14.08%	4.94%		10.00%
		100-150K				

Please indicate whether you are satisfied with each of the following aspects of the Washington Township/Waynesboro area:

	Very Satisfied		Satisfied		Neutral/Undecided		Dissatisfied		Very Dissatisfied		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Attractiveness/aesthetics of the area	12.16%	8.33%	58.11%	58.33%	14.86%	14.29%	12.61%	19.05%	2.25%	0.00%	4.72%	6.67%
Housing cost	2.19%	1.19%	28.95%	28.57%	35.09%	30.95%	26.75%	30.95%	7.02%	8.33%	2.15%	6.67%
Convenience to shopping	16.23%	5.75%	65.79%	57.47%	8.77%	8.05%	7.02%	22.99%	2.19%	5.75%	2.15%	3.33%
Fire protection services	23.91%	24.14%	65.22%	62.07%	6.96%	12.64%	3.48%	1.15%	0.43%	0.00%	1.29%	3.33%
Housing availability/choice	7.08%	4.88%	48.23%	46.34%	32.74%	28.05%	8.85%	18.29%	3.10%	2.44%	3.00%	8.89%
Law enforcement services	16.16%	10.71%	56.33%	59.52%	18.78%	14.29%	6.11%	13.10%	2.62%	2.38%	1.72%	6.67%
Management of growth and new development	2.65%	1.16%	22.12%	25.58%	23.01%	22.09%	28.76%	40.70%	23.45%	10.47%	3.00%	4.44%
Parks/open space	7.89%	6.82%	51.32%	61.36%	21.05%	14.77%	15.35%	12.50%	4.39%	4.55%	2.15%	2.22%
Playgrounds for children	6.64%	6.98%	42.48%	48.84%	29.20%	30.23%	17.70%	12.79%	3.98%	1.16%	3.00%	4.44%
Quality of public schools	5.70%	5.68%	47.37%	43.18%	22.81%	23.86%	16.67%	25.00%	7.46%	2.27%	2.15%	2.22%
Recreational opportunities	5.26%	2.27%	43.42%	45.45%	28.95%	29.55%	17.54%	18.18%	4.82%	4.55%	2.15%	2.22%
Road surface conditions	1.74%	0.00%	35.22%	34.48%	23.04%	14.94%	31.30%	42.53%	8.70%	8.05%	1.29%	3.33%
Sense of community	5.22%	1.18%	40.43%	42.35%	38.26%	32.94%	12.17%	21.18%	3.91%	2.35%	1.29%	5.56%
Traffic volume	1.75%	0.00%	10.48%	17.24%	18.34%	17.24%	46.72%	40.23%	22.71%	25.29%	1.72%	3.33%
Job opportunities	0.44%	1.22%	23.56%	3.66%	33.78%	41.46%	28.00%	42.68%	14.22%	10.98%	3.43%	8.89%
Convenience to work	5.86%	7.32%	30.49%	30.49%	38.74%	43.90%	10.81%	13.41%	2.70%	4.88%	4.72%	8.89%
Tax rates	0.88%	2.30%	19.03%	19.54%	25.22%	28.74%	36.73%	29.89%	18.14%	19.54%	3.00%	3.33%
Cost of living	2.19%	1.14%	35.53%	42.05%	33.77%	25.00%	21.93%	23.86%	6.58%	7.95%	2.15%	2.22%
Walking opportunities	5.65%	9.30%	36.52%	43.02%	29.57%	27.91%	20.00%	13.95%	8.26%	5.81%	1.29%	4.44%
Biking opportunities	3.95%	3.61%	21.05%	16.87%	39.04%	54.22%	25.88%	16.87%	10.09%	8.43%	2.15%	7.78%
Real estate tax assessment	0.45%	1.18%	18.47%	18.82%	32.43%	42.35%	29.73%	21.18%	18.92%	16.47%	4.72%	5.56%
Medical services	10.00%	7.95%	66.96%	68.18%	14.35%	13.64%	6.09%	7.95%	2.61%	2.27%	1.29%	2.22%
Feeling of safety	12.55%	11.36%	65.80%	51.14%	17.32%	19.32%	3.46%	17.05%	0.87%	1.14%	0.86%	2.22%

How would you rate the amount of increase in residential, commercial and industrial development in the Washington Township/Waynesboro area over the last ten years?

	Very Excessive		Excessive		Appropriate		Lacking		Severely Lacking		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Residential Development	43.91%	28.09%	36.09%	39.33%	18.70%	31.46%	1.30%	1.12%	0.00%	0.00%	1.29%	1.11%
Commercial Development	8.73%	6.98%	14.85%	9.30%	57.21%	51.16%	15.72%	30.23%	3.49%	2.33%	1.72%	4.44%
Industrial Development	2.17%	0.00%	2.17%	1.16%	29.57%	20.93%	46.09%	59.30%	20.00%	18.60%	1.29%	4.44%

In your opinion, do we need more of these services in the Washington Township /Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Research and development firms	14.04%	9.41%	28.95%	41.18%	41.23%	38.82%	11.84%	8.24%	3.95%	2.35%	2.15%	5.56%
Manufacturing	24.45%	26.44%	46.72%	50.57%	21.83%	19.54%	4.37%	2.30%	2.62%	1.15%	1.72%	3.33%
Tourism attractions	6.55%	9.20%	42.79%	49.43%	36.24%	37.93%	11.35%	2.30%	3.06%	1.15%	1.72%	3.33%
Health services	8.30%	11.49%	39.74%	41.38%	40.61%	31.03%	10.92%	14.94%	0.44%	1.15%	1.72%	3.33%
Financial Services	2.61%	6.02%	18.70%	14.46%	37.83%	39.76%	33.04%	34.94%	7.83%	4.82%	1.29%	7.78%
Warehousing and distribution	4.41%	4.76%	26.43%	27.38%	37.00%	39.29%	22.47%	22.62%	9.69%	5.95%	2.58%	6.67%
Restaurants	14.41%	30.34%	48.03%	38.20%	20.52%	21.35%	13.54%	8.99%	3.49%	1.12%	1.72%	1.11%
Very large retail stores	8.26%	16.09%	20.00%	26.44%	28.26%	28.74%	31.74%	22.99%	11.74%	5.75%	1.29%	3.33%
Specialty Retail	9.65%	14.12%	39.47%	45.88%	32.46%	30.59%	14.47%	7.06%	3.95%	2.35%	2.15%	5.56%
Outlet Stores	5.19%	10.47%	25.54%	38.37%	31.60%	26.74%	29.00%	22.09%	8.66%	2.33%	0.86%	4.44%
Business support services	6.58%	12.64%	33.33%	35.63%	47.37%	43.68%	9.65%	6.90%	3.07%	1.15%	2.15%	3.33%
Technology based firms	18.18%	13.95%	46.32%	48.84%	22.94%	31.40%	8.66%	4.65%	3.90%	1.16%	0.86%	4.44%
Professional service firms	6.22%	6.33%	36.00%	34.18%	43.11%	48.10%	12.00%	11.39%	2.67%	0.00%	3.43%	12.22%
Corporate offices	7.96%	5.06%	31.42%	34.18%	40.71%	46.84%	16.37%	12.66%	3.54%	1.27%	3.00%	12.22%
Convenience Stores	0.44%	3.75%	11.01%	30.00%	26.43%	30.00%	50.22%	31.25%	11.89%	5.00%	2.58%	11.11%
Business parks	5.33%	5.13%	25.78%	34.62%	35.56%	41.03%	25.33%	15.38%	8.00%	3.85%	3.43%	13.33%
Shopping centers	0.88%	7.50%	19.03%	30.00%	25.22%	28.75%	40.71%	28.75%	14.16%	5.00%	3.00%	11.11%
Strip malls	1.33%	3.75%	10.22%	22.50%	24.44%	27.50%	44.89%	37.50%	19.11%	8.75%	3.43%	11.11%
Industrial parks	5.38%	3.80%	33.18%	39.24%	28.70%	41.77%	23.32%	10.13%	9.42%	5.06%	4.29%	12.22%
Entertainment businesses	5.36%	12.50%	38.39%	46.25%	36.16%	31.25%	13.84%	7.50%	6.25%	2.50%	3.86%	11.11%
Hotels, motels, and inns	8.11%	12.66%	40.09%	46.84%	27.03%	27.85%	18.02%	11.39%	6.76%	1.27%	4.72%	12.22%
Dry Cleaners, hair salons, and similar personal services	1.34%	2.50%	25.45%	27.50%	34.82%	40.00%	29.91%	27.50%	8.48%	2.50%	3.86%	11.11%

Do you agree or disagree that the following are serious housing issues in the Washington Township/Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Availability of housing for the physically challenged/senior citizens	11.56%	14.46%	37.78%	38.55%	35.11%	34.94%	15.11%	12.05%	0.44%	0.00%	3.43%	7.78%
Availability of housing for people working in the Washington Township/Waynesboro area	7.08%	14.63%	29.20%	19.51%	28.76%	45.12%	30.97%	19.51%	3.98%	1.22%	3.00%	8.89%
Availability of rental housing	4.91%	9.88%	25.89%	25.93%	37.50%	45.68%	27.68%	17.28%	4.02%	1.23%	3.86%	10.00%
Availability of alternatives to single-family housing	5.43%	13.41%	23.53%	19.51%	39.82%	50.00%	27.15%	15.85%	4.07%	1.22%	5.15%	8.89%
Availability of age restricted communities	8.93%	8.75%	21.43%	26.25%	44.20%	42.50%	20.54%	20.00%	4.91%	2.50%	3.86%	11.11%
Housing affordability	21.33%	25.93%	42.22%	35.80%	20.44%	24.69%	12.00%	11.11%	4.00%	2.47%	3.43%	10.00%

How likely would you be to support an increase in taxes that might address each of the following initiatives? This question is specifically exploring whether you would be willing to increase your taxes for these services. For each individual item, please assume your total annual tax increase would be approximately \$20.

	Very Likely		Likely		Neutral/Undecided		Unlikely		Very Unlikely		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Road improvements in the Borough/Township	13.84%	22.89%	41.07%	32.53%	12.95%	21.69%	22.32%	18.07%	9.82%	4.82%	3.86%	7.78%
Public sewer and water improvements in the Borough/Township	8.00%	8.43%	22.22%	25.30%	21.78%	32.53%	33.78%	26.51%	14.22%	7.23%	3.43%	7.78%
Promoting economic development in the Borough/Township	8.93%	10.98%	28.13%	18.29%	27.23%	39.02%	23.21%	24.39%	12.50%	7.32%	3.86%	8.89%
Preservation/protection of historic Borough/Township resources	11.50%	8.43%	27.88%	22.89%	25.66%	38.55%	24.34%	21.69%	10.62%	8.43%	3.00%	7.78%
Preservation/maintenance of open space for purpose of environmental or aesthetic purposes	17.78%	9.76%	25.78%	29.27%	29.78%	30.49%	17.33%	19.51%	9.33%	10.98%	3.43%	8.89%
Improvements to or maintenance of existing parks and recreational facilities in the Borough/Township	16.52%	14.46%	37.50%	31.33%	22.77%	32.53%	15.63%	16.87%	7.59%	4.82%	3.86%	7.78%
Biking, hiking, and walking trails in the Borough/Township	17.70%	15.66%	28.32%	27.71%	19.91%	28.92%	21.68%	15.66%	12.39%	12.05%	3.00%	7.78%
Acquisition of additional Borough/Township property for public parkland (new parks or expansion of existing)	12.56%	13.25%	24.66%	20.48%	23.32%	33.73%	24.66%	24.10%	14.80%	8.43%	4.29%	7.78%
Preserving agricultural land in the Township	33.48%	23.81%	29.02%	29.76%	17.86%	22.62%	12.50%	17.86%	7.14%	5.95%	3.86%	6.67%
Improving the downtown Waynesboro business district	14.35%	25.00%	29.60%	33.33%	22.42%	22.62%	18.83%	14.29%	14.80%	4.76%	4.29%	6.67%
Interconnecting the Borough and Township by a sidewalk along Route 16.	16.89%	18.82%	17.33%	23.53%	20.89%	17.65%	24.44%	22.35%	20.44%	17.65%	3.43%	5.56%

Do you agree or disagree that the following are important planning issues facing the Washington Township/Waynesboro area in the next 10 years?

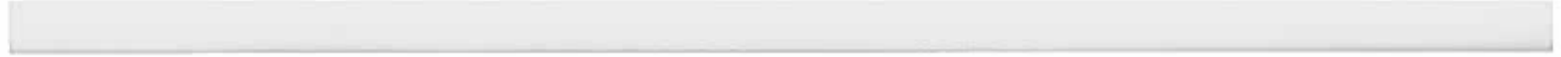
	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Preserving environmentally sensitive areas	38.50%	35.71%	38.50%	39.29%	14.16%	17.86%	7.96%	5.95%	0.88%	1.19%	3.00%	6.67%
Road improvements	29.65%	40.70%	58.85%	47.67%	7.96%	9.30%	3.10%	1.16%	0.44%	1.16%	3.00%	4.44%
Growth management	50.22%	44.83%	36.68%	37.93%	9.61%	11.49%	2.18%	5.75%	1.31%	0.00%	1.72%	3.33%
Sewage disposal	20.70%	20.00%	47.58%	47.06%	25.11%	28.24%	6.17%	4.71%	0.44%	0.00%	2.58%	5.56%
Drinking water supply	37.89%	35.63%	43.61%	42.53%	14.54%	13.79%	2.64%	6.90%	1.32%	1.15%	2.58%	3.33%
Open space preservation	34.36%	19.54%	40.09%	48.28%	20.70%	22.99%	4.41%	5.75%	0.44%	3.45%	2.58%	3.33%
Agricultural preservation	45.85%	32.95%	34.06%	38.64%	13.97%	18.18%	5.68%	6.82%	0.44%	3.41%	1.72%	2.22%
Historic preservation	28.32%	21.18%	34.96%	37.65%	24.34%	34.12%	10.62%	4.71%	1.77%	2.35%	3.00%	5.56%
Water quality protection	44.30%	45.35%	47.37%	40.70%	6.14%	11.63%	2.19%	2.33%	0.00%	0.00%	2.15%	4.44%
Public transportation availability	19.82%	26.14%	35.24%	42.05%	33.04%	21.59%	9.69%	10.23%	2.20%	0.00%	2.58%	2.22%
Public safety	26.87%	34.88%	53.74%	44.19%	15.86%	13.95%	3.52%	6.98%	0.00%	0.00%	2.58%	4.44%
Recreational opportunities	14.98%	18.60%	46.26%	44.19%	30.40%	33.72%	6.61%	3.49%	1.76%	0.00%	2.58%	4.44%
Telecommunications service	11.45%	11.76%	37.00%	31.76%	37.00%	45.88%	11.89%	9.41%	2.64%	1.18%	2.58%	5.56%
Parking	11.89%	24.14%	35.24%	33.33%	33.48%	32.18%	17.18%	9.20%	2.20%	1.15%	2.58%	3.33%
Truck traffic	34.07%	37.93%	40.27%	40.23%	16.81%	14.94%	6.64%	4.60%	2.21%	2.30%	3.00%	3.33%
Economic development	28.19%	30.59%	45.37%	43.53%	19.82%	22.35%	6.17%	3.53%	0.44%	0.00%	2.58%	5.56%
Tourism	8.37%	15.12%	33.04%	27.91%	40.97%	44.19%	14.54%	10.47%	3.08%	2.33%	2.58%	4.44%
Traveling Route 16	46.70%	45.35%	38.77%	38.37%	8.81%	16.28%	4.85%	0.00%	0.88%	0.00%	2.58%	4.44%
Borough Revitalization	16.74%	31.03%	40.09%	37.93%	30.84%	28.74%	8.37%	1.15%	3.96%	1.15%	2.58%	3.33%
Bikeways	16.81%	19.77%	31.86%	33.72%	32.30%	37.21%	14.60%	6.98%	4.42%	2.33%	3.00%	4.44%
Sidewalks	14.54%	27.91%	33.48%	27.91%	32.16%	34.88%	15.42%	6.98%	4.41%	2.33%	2.58%	4.44%
Alternative routes to Route 16	33.63%	45.35%	39.38%	27.91%	16.37%	18.60%	6.64%	6.98%	3.98%	1.16%	3.00%	4.44%
Reuse of vacant industrial buildings	41.85%	43.18%	46.70%	42.05%	8.81%	13.64%	1.76%	1.14%	0.88%	0.00%	2.58%	2.22%
Walking paths	21.68%	23.53%	30.53%	31.76%	31.86%	30.59%	13.27%	10.59%	2.65%	3.53%	3.00%	5.56%
Interconnectivity of developments	12.00%	15.12%	25.33%	31.40%	42.22%	45.35%	15.11%	6.98%	5.33%	1.16%	3.43%	4.44%

Every area has its "treasures" – places that are unique because of their beauty, appeal, historic character, or because of what they offer the citizens of the area. Citizens often want to preserve these special spaces for future generations. In the space provided below, please identify places in the Washington Township/Waynesboro area – including neighborhoods, historic buildings, public buildings, businesses, and scenic spots or any other location – that you consider a "treasure."

	TWP	BORO
Happel's Meadow	16.92%	3.64%
Renfrew	51.54%	54.55%
Borough Hall	6.15%	10.91%
Mont Alto	0.00%	1.82%
Redrun Park	31.54%	14.55%
Oiler House	3.08%	9.09%
Toil House	5.38%	7.27%
Rose Manor Building	0.00%	3.64%
Memorial Park	16.15%	29.09%
Downtown	10.77%	14.55%
Penn Mar Park	11.54%	12.73%
Harbaugh Church	5.38%	1.82%
Hoover House	3.08%	1.82%
Clayton Ave/Clayton Ave School	3.85%	7.27%
Shanks Mill	3.08%	1.82%
Town Square	6.15%	14.55%
Appalachian Trail/Michaux State Forest	11.54%	12.73%
Pine Hill Rec Area	16.15%	5.45%
Waynesboro Theater	0.77%	3.64%
North Side Pool Park	6.15%	3.64%
Zullinger School	3.85%	0.00%
Library	5.38%	7.27%
Famland	23.85%	9.09%
Woodland	10.00%	3.64%
Welly's Bridge	6.15%	0.00%
High Rock	0.77%	1.82%
Soccer Fields	2.31%	1.82%
No Response	44.21%	38.89%

Please include any other comments you wish to make or list other issues you believe should be addressed by Washington Township and Waynesboro Borough below or on a separate piece of paper.

TWP	BORO
Taxes are too high	Truck Traffic - jake breaking, engine noise
Re-assessments are needed	Traffic congestion through Waynesboro
Development/Growth is excessive and out of control	Traffic Light synchronization
Preservation of farmland and open space	Speed of traffic
Rails to trails/pedestrian, bike pathways	Public Transportation
Rt. 16 traffic	Property taxes too high
Excessive speed	Re-assessments needed
	Revitalization of downtown
	Encourage businesses on the west side of town



Borough of Waynesboro Resident Questionnaire Results

1	a.	How long have you lived in the Township and/or Borough?				
		5 years or less	11	12.22%		
		6-10 years	9	10.00%		
		11-20 years	11	12.22%		
		More than 20 years	59	65.56%		
	b.	How long have you lived at your current address?				
		5 years or less	22	24.44%		
		6-10 years	18	20.00%		
		11-20 years	20	22.22%		
		More than 20 years	30	33.33%		
2		Please indicate the number of persons residing in your home (including yourself) in each age group				
		Under age 5	8	40-49 years	19	
		6-15 years	13	50-59 years	30	
		16-19 years	6	60-65 years	9	
		20-25 years	4	65 and over	32	
		26-29 years	4	No response	0	
		30-39 years	13			
3		Please indicate the employment status of the head of the household:				
		Full Time	49	54.44%		
		Part-time	5	5.56%		
		Unemployed	2	2.22%		
		Retired	34	37.78%		
		No Response	0	0.00%		
4		Which of the following categories reflects your Total Annual Household Income before taxes:				
		Less than \$25K	20	24.69%	150K - 200K	
		25K - 50K	23	28.40%	> 200K	
		50K - 100K	34	41.98%	No Response	
		100-150K	4	4.94%		
					0 0.00%	
					0 0.00%	
					9 10.00%	

Please indicate whether you are satisfied with each of the following aspects of the Washington Township/Waynesboro area:

	Very Satisfied		Satisfied		Neutral/Undecided		Dissatisfied		Very Dissatisfied		No Response	
Attractiveness/aesthetics of the area	7	8.33%	49	58.33%	12	14.29%	16	19.05%	0	0.00%	6	6.67%
Housing cost	1	1.19%	24	28.57%	26	30.95%	26	30.95%	7	8.33%	6	6.67%
Convenience to shopping	5	5.75%	50	57.47%	7	8.05%	20	22.99%	5	5.75%	3	3.33%
Fire protection services	21	24.14%	54	62.07%	11	12.64%	1	1.15%	0	0.00%	3	3.33%
Housing availability/choice	4	4.88%	38	46.34%	23	28.05%	15	18.29%	2	2.44%	8	8.89%
Law enforcement services	9	10.71%	50	59.52%	12	14.29%	11	13.10%	2	2.38%	6	6.67%
Management of growth and new development	1	1.16%	22	25.58%	19	22.09%	35	40.70%	9	10.47%	4	4.44%
Parks/open space	6	6.82%	54	61.36%	13	14.77%	11	12.50%	4	4.55%	2	2.22%
Playgrounds for children	6	6.98%	42	48.84%	26	30.23%	11	12.79%	1	1.16%	4	4.44%
Quality of public schools	5	5.68%	38	43.18%	21	23.86%	22	25.00%	2	2.27%	2	2.22%
Recreational opportunities	2	2.27%	40	45.45%	26	29.55%	16	18.18%	4	4.55%	2	2.22%
Road surface conditions	0	0.00%	30	34.48%	13	14.94%	37	42.53%	7	8.05%	3	3.33%
Sense of community	1	1.18%	36	42.35%	28	32.94%	18	21.18%	2	2.35%	5	5.56%
Traffic volume	0	0.00%	15	17.24%	15	17.24%	35	40.23%	22	25.29%	3	3.33%
Job opportunities	1	1.22%	3	3.66%	34	41.46%	35	42.68%	9	10.98%	8	8.89%
Convenience to work	6	7.32%	25	30.49%	36	43.90%	11	13.41%	4	4.88%	8	8.89%
Tax rates	2	2.30%	17	19.54%	25	28.74%	26	29.89%	17	19.54%	3	3.33%
Cost of living	1	1.14%	37	42.05%	22	25.00%	21	23.86%	7	7.95%	2	2.22%
Walking opportunities	8	9.30%	37	43.02%	24	27.91%	12	13.95%	5	5.81%	4	4.44%
Biking opportunities	3	3.61%	14	16.87%	45	54.22%	14	16.87%	7	8.43%	7	7.78%
Real estate tax assessment	1	1.18%	16	18.82%	36	42.35%	18	21.18%	14	16.47%	5	5.56%
Medical services	7	7.95%	60	68.18%	12	13.64%	7	7.95%	2	2.27%	2	2.22%
Feeling of safety	10	11.36%	45	51.14%	17	19.32%	15	17.05%	1	1.14%	2	2.22%

How would you rate the amount of increase in residential, commercial and industrial development in the Washington Township/Waynesboro area over the last ten years?

	Very Excessive		Excessive		Appropriate		Lacking		Severely Lacking		No Response	
Residential Development	25	28.09%	35	39.33%	28	31.46%	1	1.12%	0	0.00%	1	1.11%
Commercial Development	6	6.98%	8	9.30%	44	51.16%	26	30.23%	2	2.33%	4	4.44%
Industrial Development	0	0.00%	1	1.16%	18	20.93%	51	59.30%	16	18.60%	4	4.44%

In your opinion, do we need more of these services in the Washington Township/Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
Research and development firms	8	9.41%	35	41.18%	33	38.82%	7	8.24%	2	2.35%	5	5.56%
Manufacturing	23	26.44%	44	50.57%	17	19.54%	2	2.30%	1	1.15%	3	3.33%
Tourism attractions	8	9.20%	43	49.43%	33	37.93%	2	2.30%	1	1.15%	3	3.33%
Health services	10	11.49%	36	41.38%	27	31.03%	13	14.94%	1	1.15%	3	3.33%
Financial Services	5	6.02%	12	14.46%	33	39.76%	29	34.94%	4	4.82%	7	7.78%
Warehousing and distribution	4	4.76%	23	27.38%	33	39.29%	19	22.62%	5	5.95%	6	6.67%
Restaurants	27	30.34%	34	38.20%	19	21.35%	8	8.99%	1	1.12%	1	1.11%
Very large retail stores	14	16.09%	23	26.44%	25	28.74%	20	22.99%	5	5.75%	3	3.33%
Specialty Retail	12	14.12%	39	45.88%	26	30.59%	6	7.06%	2	2.35%	5	5.56%
Outlet Stores	9	10.47%	33	38.37%	23	26.74%	19	22.09%	2	2.33%	4	4.44%
Business support services	11	12.64%	31	35.63%	38	43.68%	6	6.90%	1	1.15%	3	3.33%
Technology based firms	12	13.95%	42	48.84%	27	31.40%	4	4.65%	1	1.16%	4	4.44%
Professional service firms	5	6.33%	27	34.18%	38	48.10%	9	11.39%	0	0.00%	11	12.22%
Corporate offices	4	5.06%	27	34.18%	37	46.84%	10	12.66%	1	1.27%	11	12.22%
Convenience Stores	3	3.75%	24	30.00%	24	30.00%	25	31.25%	4	5.00%	10	11.11%
Business parks	4	5.13%	27	34.62%	32	41.03%	12	15.38%	3	3.85%	12	13.33%
Shopping centers	6	7.50%	24	30.00%	23	28.75%	23	28.75%	4	5.00%	10	11.11%
Strip malls	3	3.75%	18	22.50%	22	27.50%	30	37.50%	7	8.75%	10	11.11%
Industrial parks	3	3.80%	31	39.24%	33	41.77%	8	10.13%	4	5.06%	11	12.22%
Entertainment businesses	10	12.50%	37	46.25%	25	31.25%	6	7.50%	2	2.50%	10	11.11%
Hotels, motels, and inns	10	12.66%	37	46.84%	22	27.85%	9	11.39%	1	1.27%	11	12.22%
Dry Cleaners, hair salons, and similar personal services	2	2.50%	22	27.50%	32	40.00%	22	27.50%	2	2.50%	10	11.11%

Do you agree or disagree that the following are serious housing issues in the Washington Township/Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
Availability of housing for the physically challenged/senior citizens	12	14.46%	32	38.55%	29	34.94%	10	12.05%	0	0.00%	7	7.78%
Availability of housing for people working in the Washington Township/Waynesboro area	12	14.63%	16	19.51%	37	45.12%	16	19.51%	1	1.22%	8	8.89%
Availability of rental housing	8	9.88%	21	25.93%	37	45.68%	14	17.28%	1	1.23%	9	10.00%
Availability of alternatives to single-family housing	11	13.41%	16	19.51%	41	50.00%	13	15.85%	1	1.22%	8	8.89%
Availability of age restricted communities	7	8.75%	21	26.25%	34	42.50%	16	20.00%	2	2.50%	10	11.11%
Housing affordability	21	25.93%	29	35.80%	20	24.69%	9	11.11%	2	2.47%	9	10.00%

How likely would you be to support an increase in taxes that might address each of the following initiatives? This question is specifically exploring whether you would be willing to increase your taxes for these services. For each individual item, please assume your total annual tax increase would be approximately \$20.

	Very Likely		Likely		Neutral/Undecided		Unlikely		Very Unlikely		No Response	
Road improvements in the Borough/Township	19	22.89%	27	32.53%	18	21.69%	15	18.07%	4	4.82%	7	7.78%
Public sewer and water improvements in the Borough/Township	7	8.43%	21	25.30%	27	32.53%	22	26.51%	6	7.23%	7	7.78%
Promoting economic development in the Borough/Township	9	10.98%	15	18.29%	32	39.02%	20	24.39%	6	7.32%	8	8.89%
Preservation/protection of historic Borough/Township resources	7	8.43%	19	22.89%	32	38.55%	18	21.69%	7	8.43%	7	7.78%
Preservation/maintenance of open space for purpose of environmental or aesthetic purposes	8	9.76%	24	29.27%	25	30.49%	16	19.51%	9	10.98%	8	8.89%
Improvements to or maintenance of existing parks and recreational facilities in the Borough/Township	12	14.46%	26	31.33%	27	32.53%	14	16.87%	4	4.82%	7	7.78%
Biking, hiking, and walking trails in the Borough/Township	13	15.66%	23	27.71%	24	28.92%	13	15.66%	10	12.05%	7	7.78%
Acquisition of additional Borough/Township property for public parkland (new parks or expansion of existing)	11	13.25%	17	20.48%	28	33.73%	20	24.10%	7	8.43%	7	7.78%
Preserving agricultural land in the Township	20	23.81%	25	29.76%	19	22.62%	15	17.86%	5	5.95%	6	6.67%
Improving the downtown Waynesboro business district	21	25.00%	28	33.33%	19	22.62%	12	14.29%	4	4.76%	6	6.67%
Interconnecting the Borough and Township by a sidewalk along Route 16.	16	18.82%	20	23.53%	15	17.65%	19	22.35%	15	17.65%	5	5.56%

Do you agree or disagree that the following are important planning issues facing the Washington Township/Waynesboro area in the next 10 years?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
Preserving environmentally sensitive areas	30	35.71%	33	39.29%	15	17.86%	5	5.95%	1	1.19%	6	6.67%
Road improvements	35	40.70%	41	47.67%	8	9.30%	1	1.16%	1	1.16%	4	4.44%
Growth management	39	44.83%	33	37.93%	10	11.49%	5	5.75%	0	0.00%	3	3.33%
Sewage disposal	17	20.00%	40	47.06%	24	28.24%	4	4.71%	0	0.00%	5	5.56%
Drinking water supply	31	35.63%	37	42.53%	12	13.79%	6	6.90%	1	1.15%	3	3.33%
Open space preservation	17	19.54%	42	48.28%	20	22.99%	5	5.75%	3	3.45%	3	3.33%
Agricultural preservation	29	32.95%	34	38.64%	16	18.18%	6	6.82%	3	3.41%	2	2.22%
Historic preservation	18	21.18%	32	37.65%	29	34.12%	4	4.71%	2	2.35%	5	5.56%
Water quality protection	39	45.35%	35	40.70%	10	11.63%	2	2.33%	0	0.00%	4	4.44%
Public transportation availability	23	26.14%	37	42.05%	19	21.59%	9	10.23%	0	0.00%	2	2.22%
Public safety	30	34.88%	38	44.19%	12	13.95%	6	6.98%	0	0.00%	4	4.44%
Recreational opportunities	16	18.60%	38	44.19%	29	33.72%	3	3.49%	0	0.00%	4	4.44%
Telecommunications service	10	11.76%	27	31.76%	39	45.88%	8	9.41%	1	1.18%	5	5.56%
Parking	21	24.14%	29	33.33%	28	32.18%	8	9.20%	1	1.15%	3	3.33%
Truck traffic	33	37.93%	35	40.23%	13	14.94%	4	4.60%	2	2.30%	3	3.33%
Economic development	26	30.59%	37	43.53%	19	22.35%	3	3.53%	0	0.00%	5	5.56%
Tourism	13	15.12%	24	27.91%	38	44.19%	9	10.47%	2	2.33%	4	4.44%
Traveling Route 16	39	45.35%	33	38.37%	14	16.28%	0	0.00%	0	0.00%	4	4.44%
Borough Revitalization	27	31.03%	33	37.93%	25	28.74%	1	1.15%	1	1.15%	3	3.33%
Bikeways	17	19.77%	29	33.72%	32	37.21%	6	6.98%	2	2.33%	4	4.44%
Sidewalks	24	27.91%	24	27.91%	30	34.88%	6	6.98%	2	2.33%	4	4.44%
Alternative routes to Route 16	39	45.35%	24	27.91%	16	18.60%	6	6.98%	1	1.16%	4	4.44%
Reuse of vacant industrial buildings	38	43.18%	37	42.05%	12	13.64%	1	1.14%	0	0.00%	2	2.22%
Walking paths	20	23.53%	27	31.76%	26	30.59%	9	10.59%	3	3.53%	5	5.56%
Interconnectivity of developments	13	15.12%	27	31.40%	39	45.35%	6	6.98%	1	1.16%	4	4.44%

Every area has its "treasures" – places that are unique because of their beauty, appeal, historic character, or because of what they offer the citizens of the area. Citizens often want to preserve these special spaces for future generations. In the space provided below, please identify places in the Washington Township/Waynesboro area – including neighborhoods, historic buildings, public buildings, businesses, and scenic spots or any other location – that you consider a "treasure."

Happel's Meadow	2	3.64%
Renfrew	30	54.55%
Borough Hall	6	10.91%
Mont Alto	1	1.82%
Redrun Park	8	14.55%
Oiler House	5	9.09%
Toll House	4	7.27%
Rose Manor Building	2	3.64%
Memorial Park	16	29.09%
Downtown	8	14.55%
Penn Mar Park	7	12.73%
Harbaugh Church	1	1.82%
Hoover House	1	1.82%
Clayton Ave/Clayton Ave School	4	7.27%
Shanks Mill	1	1.82%
Town Square	8	14.55%
Appalachian Trail/Michaels State Forest	7	12.73%
Pine Hill Rec Area	3	5.45%
Waynesboro Theater	2	3.64%
North Side Pool Park	2	3.64%
Zullinger School	0	0.00%
Library	4	7.27%
Farnland	5	9.09%
Woodland	2	3.64%
Welty's Bridge	0	0.00%
High Rock	1	1.82%
Soccer Fields	1	1.82%
No Response	35	38.89%

Please include any other comments you wish to make or list other issues you believe should be addressed by Washington Township and Waynesboro Borough below or on a separate piece of paper.

Truck Traffic - jake breaking, engine noise
 Traffic congestion through Waynesboro
 Traffic Light synchronization
 Speed of traffic
 Public Transportation
 Property taxes too high
 Re-assessments needed
 Revitalization of downtown
 Encourage businesses on the west side of town

Washington Township and the Borough of Waynesboro Combined Resident Questionnaire Results

1	a.	How long have you lived in the Township and/or Borough?				
		5 years or less	35	10.84%		
		6-10 years	22	6.81%		
		11-20 years	46	14.24%		
		More than 20 years	220	68.11%		
	b.	How long have you lived at your current address?				
		5 years or less	72	22.29%		
		6-10 years	46	14.24%		
		11-20 years	78	24.15%		
		More than 20 years	127	39.32%		
2		Please indicate the number of persons residing in your home (including yourself) in each age group				
		Under age 5	23	40-49 years	68	
		6-15 years	53	50-59 years	121	
		16-19 years	20	60-65 years	67	
		20-25 years	16	65 and over	104	
		26-29 years	12	No response	5	
		30-39 years	49			
3		Please indicate the employment status of the head of the household:				
		Full Time	171	53.27%		
		Part-time	9	2.80%		
		Unemployed	2	0.62%		
		Retired	139	43.30%		
		No Response	2	0.62%		
4		Which of the following categories reflects your Total Annual Household Income before taxes:				
		Less than \$25K	41	14.29%	150K - 200K	
		25K - 50K	91	31.71%	> 200K	
		50K - 100K	113	39.37%	No Response	
		100-150K	33	11.50%		

Please indicate whether you are satisfied with each of the following aspects of the Washington Township/Waynesboro area:

	Very Satisfied		Satisfied		Neutral/Undecided		Dissatisfied		Very Dissatisfied		No Response	
Attractiveness/aesthetics of the area	34	11.11%	178	58.17%	45	14.71%	44	14.38%	5	1.63%	17	5.26%
Housing cost	6	1.92%	90	28.85%	106	33.97%	87	27.88%	23	7.37%	11	3.41%
Convenience to shopping	42	13.33%	200	63.49%	27	8.57%	36	11.43%	10	3.17%	8	2.48%
Fire protection services	76	23.97%	204	64.35%	27	8.52%	9	2.84%	1	0.32%	6	1.86%
Housing availability/choice	20	6.49%	147	47.73%	97	31.49%	35	11.36%	9	2.92%	15	4.64%
Law enforcement services	46	14.70%	179	57.19%	55	17.57%	25	7.99%	8	2.56%	10	3.10%
Management of growth and new development	7	2.24%	72	23.08%	71	22.76%	100	32.05%	62	19.87%	11	3.41%
Parks/open space	24	7.59%	171	54.11%	61	19.30%	46	14.56%	14	4.43%	7	2.17%
Playgrounds for children	21	6.73%	138	44.23%	92	29.49%	51	16.35%	10	3.21%	11	3.41%
Quality of public schools	18	5.70%	146	46.20%	73	23.10%	60	18.99%	19	6.01%	7	2.17%
Recreational opportunities	14	4.43%	139	43.99%	92	29.11%	56	17.72%	15	4.75%	7	2.17%
Road surface conditions	4	1.26%	111	35.02%	66	20.82%	109	34.38%	27	8.52%	6	1.86%
Sense of community	13	4.13%	129	40.95%	116	36.83%	46	14.60%	11	3.49%	8	2.48%
Traffic volume	4	1.27%	39	12.34%	57	18.04%	142	44.94%	74	23.42%	7	2.17%
Job opportunities	2	0.65%	56	18.24%	110	35.83%	98	31.92%	41	13.36%	16	4.95%
Convenience to work	19	6.25%	118	38.82%	122	40.13%	35	11.51%	10	3.29%	19	5.88%
Tax rates	4	1.28%	60	19.17%	82	26.20%	109	34.82%	58	18.53%	10	3.10%
Cost of living	6	1.90%	118	37.34%	99	31.33%	71	22.47%	22	6.96%	7	2.17%
Walking opportunities	21	6.65%	121	38.29%	92	29.11%	58	18.35%	24	7.59%	7	2.17%
Biking opportunities	12	3.86%	62	19.94%	134	43.09%	73	23.47%	30	9.65%	12	3.72%
Real estate tax assessment	2	0.65%	57	18.57%	108	35.18%	84	27.36%	56	18.24%	16	4.95%
Medical services	30	9.43%	214	67.30%	45	14.15%	21	6.60%	8	2.52%	5	1.55%
Feeling of safety	39	12.23%	197	61.76%	57	17.87%	23	7.21%	3	0.94%	4	1.24%

How would you rate the amount of increase in residential, commercial and industrial development in the Washington Township/Waynesboro area over the last ten years?

	Very Excessive		Excessive		Appropriate		Lacking		Severely Lacking		No Response	
Residential Development	126	39.50%	118	36.99%	71	22.26%	4	1.25%	0	0.00%	4	1.24%
Commercial Development	26	8.25%	42	13.33%	175	55.56%	62	19.68%	10	3.17%	8	2.48%
Industrial Development	5	1.58%	6	1.90%	86	27.22%	157	49.68%	62	19.62%	7	2.17%

In your opinion, do we need more of these services in the Washington Township /Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
Research and development firms	40	12.78%	101	32.27%	127	40.58%	34	10.86%	11	3.51%	10	3.10%
Manufacturing	79	25.00%	151	47.78%	67	21.20%	12	3.80%	7	2.22%	7	2.17%
Tourism attractions	23	7.28%	141	44.62%	116	36.71%	28	8.86%	8	2.53%	7	2.17%
Health services	29	9.18%	127	40.19%	120	37.97%	38	12.03%	2	0.63%	7	2.17%
Financial Services	11	3.51%	55	17.57%	120	38.34%	105	33.55%	22	7.03%	10	3.10%
Warehousing and distribution	14	4.50%	83	26.69%	117	37.62%	70	22.51%	27	8.68%	12	3.72%
Restaurants	60	18.87%	144	45.28%	66	20.75%	39	12.26%	9	2.83%	5	1.55%
Very large retail stores	33	10.41%	69	21.77%	90	28.39%	93	29.34%	32	10.09%	6	1.86%
Specialty Retail	34	10.86%	129	41.21%	100	31.95%	39	12.46%	11	3.51%	10	3.10%
Outlet Stores	21	6.62%	92	29.02%	96	30.28%	86	27.13%	22	6.94%	6	1.86%
Business support services	26	8.25%	107	33.97%	146	46.35%	28	8.89%	8	2.54%	8	2.48%
Technology based firms	54	17.03%	149	47.00%	80	25.24%	24	7.57%	10	3.15%	6	1.86%
Professional service firms	19	6.25%	108	35.53%	135	44.41%	36	11.84%	6	1.97%	19	5.88%
Corporate offices	22	7.21%	98	32.13%	129	42.30%	47	15.41%	9	2.95%	18	5.57%
Convenience Stores	4	1.30%	49	15.96%	84	27.36%	139	45.28%	31	10.10%	16	4.95%
Business parks	16	5.28%	85	28.05%	112	36.96%	69	22.77%	21	6.93%	20	6.19%
Shopping centers	8	2.61%	67	21.90%	80	26.14%	115	37.58%	36	11.76%	17	5.26%
Strip malls	6	1.97%	41	13.44%	77	25.25%	131	42.95%	50	16.39%	18	5.57%
Industrial parks	15	4.97%	105	34.77%	97	32.12%	60	19.87%	25	8.28%	21	6.50%
Entertainment businesses	22	7.24%	123	40.46%	106	34.87%	37	12.17%	16	5.26%	19	5.88%
Hotels, motels, and inns	28	9.30%	126	41.86%	82	27.24%	49	16.28%	16	5.32%	22	6.81%
Dry Cleaners, hair salons, and similar personal services	5	1.64%	79	25.99%	110	36.18%	89	29.28%	21	6.91%	19	5.88%

Do you agree or disagree that the following are serious housing issues in the Washington Township/Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
Availability of housing for the physically challenged/senior citizens	38	12.34%	117	37.99%	108	35.06%	44	14.29%	1	0.32%	15	4.64%
Availability of housing for people working in the Washington Township/Waynesboro area	28	9.09%	82	26.62%	102	33.12%	86	27.92%	10	3.25%	15	4.64%
Availability of rental housing	19	6.23%	79	25.90%	121	39.67%	76	24.92%	10	3.28%	18	5.57%
Availability of alternatives to single-family housing	23	7.59%	68	22.44%	129	42.57%	73	24.09%	10	3.30%	20	6.19%
Availability of age restricted communities	27	8.88%	69	22.70%	133	43.75%	62	20.39%	13	4.28%	19	5.88%
Housing affordability	69	22.55%	124	40.52%	66	21.57%	36	11.76%	11	3.59%	17	5.26%

How likely would you be to support an increase in taxes that might address each of the following initiatives? This question is specifically exploring whether you would be willing to increase your taxes for these services. For each individual item, please assume your total annual tax increase would be approximately \$20.

	Very Likely		Likely		Neutral/Undecided		Unlikely		Very Unlikely		No Response	
Road improvements in the Borough/Township	50	16.29%	119	38.76%	47	15.31%	65	21.17%	26	8.47%	16	4.95%
Public sewer and water improvements in the Borough/Township	25	8.12%	71	23.05%	76	24.68%	98	31.82%	38	12.34%	15	4.64%
Promoting economic development in the Borough/Township	29	9.48%	78	25.49%	93	30.39%	72	23.53%	34	11.11%	17	5.26%
Preservation/protection of historic Borough/Township resources	33	10.68%	82	26.54%	90	29.13%	73	23.62%	31	10.03%	14	4.33%
Preservation/maintenance of open space for purpose of environmental or aesthetic purposes	48	15.64%	82	26.71%	92	29.97%	55	17.92%	30	9.77%	16	4.95%
Improvements to or maintenance of existing parks and recreational facilities in the Borough/Township	49	15.96%	110	35.83%	78	25.41%	49	15.96%	21	6.84%	16	4.95%
Biking, hiking, and walking trails in the Borough/Township	53	17.15%	87	28.16%	69	22.33%	62	20.06%	38	12.30%	14	4.33%
Acquisition of additional Borough/Township property for public parkland (new parks or expansion of existing)	39	12.75%	72	23.53%	80	26.14%	75	24.51%	40	13.07%	17	5.26%
Preserving agricultural land in the Township	95	30.84%	90	29.22%	59	19.16%	43	13.96%	21	6.82%	15	4.64%
Improving the downtown Waynesboro business district	53	17.26%	94	30.62%	69	22.48%	54	17.59%	37	12.05%	16	4.95%
Interconnecting the Borough and Township by a sidewalk along Route 16.	54	17.42%	59	19.03%	62	20.00%	74	23.87%	61	19.68%	13	4.02%

Do you agree or disagree that the following are important planning issues facing the Washington Township/Waynesboro area in the next 10 years?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
Preserving environmentally sensitive areas	117	37.74%	120	38.71%	47	15.16%	23	7.42%	3	0.97%	13	4.02%
Road improvements	102	32.69%	174	55.77%	26	8.33%	8	2.56%	2	0.64%	11	3.41%
Growth management	154	48.73%	117	37.03%	32	10.13%	10	3.16%	3	0.95%	7	2.17%
Sewage disposal	64	20.51%	148	47.44%	81	25.96%	18	5.77%	1	0.32%	11	3.41%
Drinking water supply	117	37.26%	136	43.31%	45	14.33%	12	3.82%	4	1.27%	9	2.79%
Open space preservation	95	30.25%	133	42.36%	67	21.34%	15	4.78%	4	1.27%	9	2.79%
Agricultural preservation	134	42.27%	112	35.33%	48	15.14%	19	5.99%	4	1.26%	6	1.86%
Historic preservation	82	26.37%	111	35.69%	84	27.01%	28	9.00%	6	1.93%	12	3.72%
Water quality protection	140	44.59%	143	45.54%	24	7.64%	7	2.23%	0	0.00%	9	2.79%
Public transportation availability	68	21.59%	117	37.14%	94	29.84%	31	9.84%	5	1.59%	8	2.48%
Public safety	91	29.07%	160	51.12%	48	15.34%	14	4.47%	0	0.00%	10	3.10%
Recreational opportunities	50	15.97%	143	45.69%	98	31.31%	18	5.75%	4	1.28%	10	3.10%
Telecommunications service	36	11.54%	111	35.58%	123	39.42%	35	11.22%	7	2.24%	11	3.41%
Parking	48	15.29%	109	34.71%	104	33.12%	47	14.97%	6	1.91%	9	2.79%
Truck traffic	110	35.14%	126	40.26%	51	16.29%	19	6.07%	7	2.24%	10	3.10%
Economic development	90	28.85%	140	44.87%	64	20.51%	17	5.45%	1	0.32%	11	3.41%
Tourism	32	10.22%	99	31.63%	131	41.85%	42	13.42%	9	2.88%	10	3.10%
Traveling Route 16	145	46.33%	121	38.66%	34	10.86%	11	3.51%	2	0.64%	10	3.10%
Borough Revitalization	65	20.70%	124	39.49%	95	30.25%	20	6.37%	10	3.18%	9	2.79%
Bikeways	55	17.63%	101	32.37%	105	33.65%	39	12.50%	12	3.85%	11	3.41%
Sidewalks	57	18.21%	100	31.95%	103	32.91%	41	13.10%	12	3.83%	10	3.10%
Alternative routes to Route 16	115	36.86%	113	36.22%	53	16.99%	21	6.73%	10	3.21%	11	3.41%
Reuse of vacant industrial buildings	133	42.22%	143	45.40%	32	10.16%	5	1.59%	2	0.63%	8	2.48%
Walking paths	69	22.19%	96	30.87%	98	31.51%	39	12.54%	9	2.89%	12	3.72%
Interconnectivity of developments	40	12.86%	84	27.01%	134	43.09%	40	12.86%	13	4.18%	12	3.72%

Every area has its "treasures" - places that are unique because of their beauty, appeal, historic character, or because of what they offer the citizens of the area. Citizens often want to preserve these special spaces for future generations. In the space provided below, please identify places in the Washington Township/Waynesboro area - including neighborhoods, historic buildings, public buildings, businesses, and scenic spots or any other location - that you consider a "treasure."

Happel's Meadow	24	12.37%
Renfrew	97	52.43%
Borough Hall	14	7.57%
Mont Alto	1	0.54%
Redrun Park	49	26.49%
Oiler House	9	4.86%
Toll House	11	5.95%
Rose Manor Building	2	1.08%
Memorial Park	37	20.00%
Downtown	22	11.89%
Penn Mar Park	22	11.89%
Harbaugh Church	8	4.32%
Hoover House	5	2.70%
Clayton Ave/Clayton Ave School	9	4.86%
Shanks Mill	5	2.70%
Town Square	16	8.65%
Appalachian Trail/Michauch State Forest	22	11.89%
Pine Hill Rec Area	24	12.97%
Waynesboro Theater	3	1.62%
North Side Pool Park	10	5.41%
Zullinger School	5	2.70%
Library	11	5.95%
Farmland	36	19.46%
Woodland	15	8.11%
Welly's Bridge	8	4.32%
High Rock	2	1.08%
Soccer Fields	4	2.16%
No Response	138	42.72%

Please include any other comments you wish to make or list other issues you believe should be addressed by Washington Township and Waynesboro Borough below or on a separate piece of paper.

Truck Traffic - jake breaking, engine noise	Taxes are too high
Traffic congestion through Waynesboro	Re-assessments are needed
Traffic Light synchronization	Development/Growth is excessive and out of control
Speed of traffic	Preservation of farmland and open space
Public Transportation	Rails to trails/pedestrian, bike pathways
Property taxes too high	Rt. 16 traffic
Re-assessments needed	Excessive Speed
Revitalization of downtown	
Encourage businesses on the west side of town	

Comparison of Washington Township and the Borough of Waynesboro Resident Questionnaire Results

1	a.	How long have you lived in the Township and/or Borough?	Township		Borough	
			10.30%	12.22%	10.00%	12.22%
		5 years or less	5.58%	10.00%	12.22%	65.56%
		6-10 years	15.02%			
		11-20 years	69.10%			
		More than 20 years				
b.		How long have you lived at your current address?	Township		Borough	
			21.46%	24.44%	20.00%	22.22%
		5 years or less	12.02%	20.00%	22.22%	33.33%
		6-10 years	24.89%			
		11-20 years	41.63%			
		More than 20 years				
2		Please indicate the number of persons residing in your home (including yourself) in each age group	TWP		BORO	
			15	8	40-49 years	19
		Under age 5	40	13	50-59 years	30
		6-15 years	14	6	60-65 years	9
		16-19 years	12	4	65 and over	32
		20-25 years	8	4	No response	0
		26-29 years	36	13		
		30-39 years				
3		Please indicate the employment status of the head of the household:	Township		Borough	
			52.81%	54.44%	5.56%	2.22%
		Full Time	1.73%	5.56%	37.78%	0.00%
		Part-time	0	2.22%		
		Unemployed	45.45%			
		Retired	0.86%			
		No Response				
4		Which of the following categories reflects your Total Annual Household Income before taxes:	TWP		BORO	
			10.19%	24.69%	150K - 200K	2.91%
		Less than \$25K	33.01%	28.40%	> 200K	1.46%
		25K - 50K	38.35%	41.98%	No Response	11.59%
		50K - 100K	14.08%	4.94%		10.00%
		100-150K				

Please indicate whether you are satisfied with each of the following aspects of the Washington Township/Waynesboro area:

	Very Satisfied		Satisfied		Neutral/Undecided		Dissatisfied		Very Dissatisfied		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Attractiveness/aesthetics of the area	12.16%	8.33%	58.11%	58.33%	14.86%	14.29%	12.61%	19.05%	2.25%	0.00%	4.72%	6.67%
Housing cost	2.19%	1.19%	28.95%	28.57%	35.09%	30.95%	26.75%	30.95%	7.02%	8.33%	2.15%	6.67%
Convenience to shopping	16.23%	5.75%	65.79%	57.47%	8.77%	8.05%	7.02%	22.99%	2.19%	5.75%	2.15%	3.33%
Fire protection services	23.91%	24.14%	65.22%	62.07%	6.96%	12.64%	3.48%	1.15%	0.43%	0.00%	1.29%	3.33%
Housing availability/choice	7.08%	4.88%	48.23%	46.34%	32.74%	28.05%	8.85%	18.29%	3.10%	2.44%	3.00%	8.89%
Law enforcement services	16.16%	10.71%	56.33%	59.52%	18.78%	14.29%	6.11%	13.10%	2.62%	2.38%	1.72%	6.67%
Management of growth and new development	2.65%	1.16%	22.12%	25.58%	23.01%	22.09%	28.76%	40.70%	23.45%	10.47%	3.00%	4.44%
Parks/open space	7.89%	6.82%	51.32%	61.36%	21.05%	14.77%	15.35%	12.50%	4.39%	4.55%	2.15%	2.22%
Playgrounds for children	6.64%	6.98%	42.48%	48.84%	29.20%	30.23%	17.70%	12.79%	3.98%	1.16%	3.00%	4.44%
Quality of public schools	5.70%	5.68%	47.37%	43.18%	22.81%	23.86%	16.67%	25.00%	7.46%	2.27%	2.15%	2.22%
Recreational opportunities	5.26%	2.27%	43.42%	45.45%	28.95%	29.55%	17.54%	18.18%	4.82%	4.55%	2.15%	2.22%
Road surface conditions	1.74%	0.00%	35.22%	34.48%	23.04%	14.94%	31.30%	42.53%	8.70%	8.05%	1.29%	3.33%
Sense of community	5.22%	1.18%	40.43%	42.35%	38.26%	32.94%	12.17%	21.18%	3.91%	2.35%	1.29%	5.56%
Traffic volume	1.75%	0.00%	10.48%	17.24%	18.34%	17.24%	46.72%	40.23%	22.71%	25.29%	1.72%	3.33%
Job opportunities	0.44%	1.22%	23.56%	3.66%	33.78%	41.46%	28.00%	42.68%	14.22%	10.98%	3.43%	8.89%
Convenience to work	5.86%	7.32%	41.89%	30.49%	38.74%	43.90%	10.81%	13.41%	2.70%	4.88%	4.72%	8.89%
Tax rates	0.88%	2.30%	19.03%	19.54%	25.22%	28.74%	36.73%	29.89%	18.14%	19.54%	3.00%	3.33%
Cost of living	2.19%	1.14%	35.53%	42.05%	33.77%	25.00%	21.93%	23.86%	6.68%	7.95%	2.15%	2.22%
Walking opportunities	5.65%	9.30%	36.52%	43.02%	29.57%	27.91%	20.00%	13.95%	8.26%	5.81%	1.29%	4.44%
Biking opportunities	3.95%	3.61%	21.05%	16.87%	39.04%	54.22%	25.88%	16.87%	10.09%	8.43%	2.15%	7.78%
Real estate tax assessment	0.45%	1.18%	18.47%	18.82%	32.43%	42.35%	29.73%	21.18%	18.92%	16.47%	4.72%	5.56%
Medical services	10.00%	7.95%	66.96%	68.18%	14.35%	13.64%	6.09%	7.95%	2.61%	2.27%	1.29%	2.22%
Feeling of safety	12.55%	11.36%	65.80%	51.14%	17.32%	19.32%	3.46%	17.05%	0.87%	1.14%	0.86%	2.22%

How would you rate the amount of increase in residential, commercial and industrial development in the Washington Township/Waynesboro area over the last ten years?

	Very Excessive		Excessive		Appropriate		Lacking		Severely Lacking		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Residential Development	43.91%	28.09%	36.09%	39.33%	18.70%	31.46%	1.30%	1.12%	0.00%	0.00%	1.29%	1.11%
Commercial Development	8.73%	6.98%	14.85%	9.30%	57.21%	51.16%	15.72%	30.23%	3.49%	2.33%	1.72%	4.44%
Industrial Development	2.17%	0.00%	2.17%	1.16%	29.57%	20.93%	46.09%	59.30%	20.00%	18.60%	1.29%	4.44%

In your opinion, do we need more of these services in the Washington Township /Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Research and development firms	14.04%	9.41%	28.95%	41.18%	41.23%	38.82%	11.84%	8.24%	3.95%	2.35%	2.15%	5.56%
Manufacturing	24.45%	26.44%	46.72%	50.57%	21.83%	19.54%	4.37%	2.30%	2.62%	1.15%	1.72%	3.33%
Tourism attractions	6.55%	9.20%	42.79%	49.43%	36.24%	37.93%	11.35%	2.30%	3.06%	1.15%	1.72%	3.33%
Health services	8.30%	11.49%	39.74%	41.38%	40.61%	31.03%	10.92%	14.94%	0.44%	1.15%	1.72%	3.33%
Financial Services	2.61%	6.02%	18.70%	14.46%	37.83%	39.76%	33.04%	34.94%	7.83%	4.82%	1.29%	7.78%
Warehousing and distribution	4.41%	4.76%	26.43%	27.38%	37.00%	39.29%	22.47%	22.62%	9.89%	5.95%	2.58%	6.67%
Restaurants	14.41%	30.34%	48.03%	38.20%	20.52%	21.35%	13.54%	8.99%	3.49%	1.12%	1.72%	1.11%
Very large retail stores	8.26%	16.09%	20.00%	26.44%	28.26%	28.74%	31.74%	22.99%	11.74%	5.75%	1.29%	3.33%
Specialty Retail	9.65%	14.12%	39.47%	45.88%	32.46%	30.59%	14.47%	7.06%	3.95%	2.35%	2.15%	5.56%
Outlet Stores	5.19%	10.47%	25.54%	38.37%	31.60%	26.74%	29.00%	22.09%	8.66%	2.33%	0.86%	4.44%
Business support services	6.58%	12.64%	33.33%	35.63%	47.37%	43.68%	9.65%	6.90%	3.07%	1.15%	2.15%	3.33%
Technology based firms	18.18%	13.95%	46.32%	48.84%	22.94%	31.40%	8.66%	4.65%	3.90%	1.16%	0.86%	4.44%
Professional service firms	6.22%	6.33%	36.00%	34.18%	43.11%	48.10%	12.00%	11.39%	2.67%	0.00%	3.43%	12.22%
Corporate offices	7.96%	5.06%	31.42%	34.18%	40.71%	46.84%	16.37%	12.66%	3.54%	1.27%	3.00%	12.22%
Convenience Stores	0.44%	3.75%	11.01%	30.00%	26.43%	30.00%	50.22%	31.25%	11.89%	5.00%	2.58%	11.11%
Business parks	5.33%	5.13%	25.78%	34.62%	35.56%	41.03%	25.33%	15.38%	8.00%	3.85%	3.43%	13.33%
Shopping centers	0.88%	7.50%	19.03%	30.00%	25.22%	28.75%	40.71%	28.75%	14.16%	5.00%	3.00%	11.11%
Strip malls	1.33%	3.75%	10.22%	22.50%	24.44%	27.50%	44.89%	37.50%	19.11%	8.75%	3.43%	11.11%
Industrial parks	5.38%	3.80%	33.18%	39.24%	28.70%	41.77%	23.32%	10.13%	9.42%	5.06%	4.29%	12.22%
Entertainment businesses	5.36%	12.50%	38.39%	46.25%	36.16%	31.25%	13.84%	7.50%	6.25%	2.50%	3.86%	11.11%
Hotels, motels, and inns	8.11%	12.66%	40.09%	46.84%	27.03%	27.85%	18.02%	11.39%	6.76%	1.27%	4.72%	12.22%
Dry Cleaners, hair salons, and similar personal services	1.34%	2.50%	25.45%	27.50%	34.82%	40.00%	29.91%	27.50%	8.48%	2.50%	3.86%	11.11%

Do you agree or disagree that the following are serious housing issues in the Washington Township/Waynesboro area?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Availability of housing for the physically challenged/senior citizens	11.56%	14.46%	37.78%	38.55%	35.11%	34.94%	15.11%	12.05%	0.44%	0.00%	3.43%	7.78%
Availability of housing for people working in the Washington Township/Waynesboro area	7.08%	14.63%	29.20%	19.51%	28.76%	45.12%	30.97%	19.51%	3.98%	1.22%	3.00%	8.89%
Availability of rental housing	4.91%	9.88%	25.89%	25.93%	37.50%	45.68%	27.68%	17.28%	4.02%	1.23%	3.86%	10.00%
Availability of alternatives to single-family housing	5.43%	13.41%	23.53%	19.51%	39.82%	50.00%	27.15%	15.85%	4.07%	1.22%	5.15%	8.89%
Availability of age restricted communities	8.93%	8.75%	21.43%	26.25%	44.20%	42.50%	20.54%	20.00%	4.91%	2.50%	3.86%	11.11%
Housing affordability	21.33%	25.93%	42.22%	35.80%	20.44%	24.69%	12.00%	11.11%	4.00%	2.47%	3.43%	10.00%

How likely would you be to support an increase in taxes that might address each of the following initiatives? This question is specifically exploring whether you would be willing to increase your taxes for these services. For each individual item, please assume your total annual tax increase would be approximately \$20.

	Very Likely		Likely		Neutral/Undecided		Unlikely		Very Unlikely		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Road improvements in the Borough/Township	13.84%	22.89%	41.07%	32.53%	12.95%	21.69%	22.32%	18.07%	9.82%	4.82%	3.86%	7.78%
Public sewer and water improvements in the Borough/Township	8.00%	8.43%	22.22%	25.30%	21.78%	32.53%	33.78%	26.51%	14.22%	7.23%	3.43%	7.78%
Promoting economic development in the Borough/Township	8.93%	10.98%	28.13%	18.29%	27.23%	39.02%	23.21%	24.39%	12.50%	7.32%	3.86%	8.89%
Preservation/protection of historic Borough/Township resources	11.50%	8.43%	27.88%	22.89%	25.66%	38.55%	24.34%	21.69%	10.62%	8.43%	3.00%	7.78%
Preservation/maintenance of open space for purpose of environmental or aesthetic purposes	17.78%	9.76%	25.78%	29.27%	29.78%	30.49%	17.33%	19.51%	9.33%	10.98%	3.43%	8.89%
Improvements to or maintenance of existing parks and recreational facilities in the Borough/Township	16.52%	14.46%	37.50%	31.33%	22.77%	32.53%	15.63%	16.87%	7.59%	4.82%	3.86%	7.78%
Biking, hiking, and walking trails in the Borough/Township.	17.70%	15.66%	28.32%	27.71%	19.91%	28.92%	21.68%	15.66%	12.39%	12.05%	3.00%	7.78%
Acquisition of additional Borough/Township property for public parkland (new parks or expansion of existing)	12.56%	13.25%	24.66%	20.48%	23.32%	33.73%	24.66%	24.10%	14.80%	8.43%	4.29%	7.78%
Preserving agricultural land in the Township	33.48%	23.81%	29.02%	29.76%	17.86%	22.62%	12.50%	17.86%	7.14%	5.95%	3.86%	6.67%
Improving the downtown Waynesboro business district	14.35%	25.00%	29.60%	33.33%	22.42%	22.62%	18.83%	14.29%	14.80%	4.76%	4.29%	6.67%
Interconnecting the Borough and Township by a sidewalk along Route 16.	16.89%	18.82%	17.33%	23.53%	20.89%	17.65%	24.44%	22.35%	20.44%	17.65%	3.43%	5.56%

Do you agree or disagree that the following are important planning issues facing the Washington Township/Waynesboro area in the next 10 years?

	Strongly Agree		Agree		Neutral/Undecided		Disagree		Strongly Disagree		No Response	
	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO	TWP	BORO
Preserving environmentally sensitive areas	38.50%	35.71%	38.50%	39.29%	14.16%	17.86%	7.96%	5.95%	0.88%	1.19%	3.00%	6.67%
Road improvements	29.65%	40.70%	58.85%	47.67%	7.96%	9.30%	3.10%	1.16%	0.44%	1.16%	3.00%	4.44%
Growth management	50.22%	44.83%	36.68%	37.93%	9.61%	11.49%	2.18%	5.75%	1.31%	0.00%	1.72%	3.33%
Sewage disposal	20.70%	20.00%	47.58%	47.06%	25.11%	28.24%	6.17%	4.71%	0.44%	0.00%	2.58%	5.56%
Drinking water supply	37.89%	35.63%	43.61%	42.53%	14.54%	13.79%	2.64%	6.90%	1.32%	1.15%	2.58%	3.33%
Open space preservation	34.36%	19.54%	40.09%	48.28%	20.70%	22.99%	4.41%	5.75%	0.44%	3.45%	2.58%	3.33%
Agricultural preservation	45.85%	32.95%	34.06%	38.64%	13.97%	18.18%	5.68%	6.82%	0.44%	3.41%	1.72%	2.22%
Historic preservation	28.32%	21.18%	34.96%	37.65%	24.34%	34.12%	10.62%	4.71%	1.77%	2.35%	3.00%	5.56%
Water quality protection	44.30%	45.35%	47.37%	40.70%	6.14%	11.63%	2.19%	2.33%	0.00%	0.00%	2.15%	4.44%
Public transportation availability	19.82%	26.14%	35.24%	42.05%	33.04%	21.59%	9.69%	10.23%	2.20%	0.00%	2.58%	2.22%
Public safety	26.87%	34.88%	53.74%	44.19%	15.86%	13.95%	3.52%	6.98%	0.00%	0.00%	2.58%	4.44%
Recreational opportunities	14.98%	18.60%	46.26%	44.19%	30.40%	33.72%	6.61%	3.49%	1.76%	0.00%	2.58%	4.44%
Telecommunications service	11.45%	11.76%	37.00%	31.76%	37.00%	45.88%	11.89%	9.41%	2.64%	1.18%	2.58%	5.56%
Parking	11.89%	24.14%	35.24%	33.33%	33.48%	32.18%	17.18%	9.20%	2.20%	1.15%	2.58%	3.33%
Truck traffic	34.07%	37.93%	40.27%	40.23%	16.81%	14.94%	6.64%	4.60%	2.21%	2.30%	3.00%	3.33%
Economic development	28.19%	30.59%	45.37%	43.53%	19.82%	22.35%	6.17%	3.53%	0.44%	0.00%	2.58%	5.56%
Tourism	8.37%	15.12%	33.04%	27.91%	40.97%	44.19%	14.54%	10.47%	3.08%	2.33%	2.58%	4.44%
Traveling Route 16	46.70%	45.35%	38.77%	38.37%	8.81%	16.28%	4.85%	0.00%	0.88%	0.00%	2.58%	4.44%
Borough Revitalization	16.74%	31.03%	40.09%	37.93%	30.84%	28.74%	8.37%	1.15%	3.96%	1.15%	2.58%	3.33%
Bikeways	16.81%	19.77%	31.86%	33.72%	32.30%	37.21%	14.60%	6.98%	4.42%	2.33%	3.00%	4.44%
Sidewalks	14.54%	27.91%	33.48%	27.91%	32.16%	34.88%	15.42%	6.98%	4.41%	2.33%	2.58%	4.44%
Alternative routes to Route 16	33.63%	45.35%	39.38%	27.91%	16.37%	18.60%	6.64%	6.98%	3.98%	1.16%	3.00%	4.44%
Reuse of vacant industrial buildings	41.85%	43.18%	46.70%	42.05%	8.81%	13.64%	1.76%	1.14%	0.88%	0.00%	2.58%	2.22%
Walking paths	21.68%	23.53%	30.53%	31.76%	31.86%	30.59%	13.27%	10.59%	2.65%	3.53%	3.00%	5.56%
Interconnectivity of developments	12.00%	15.12%	25.33%	31.40%	42.22%	45.35%	15.11%	6.98%	5.33%	1.16%	3.43%	4.44%

Every area has its "treasures" – places that are unique because of their beauty, appeal, historic character, or because of what they offer the citizens of the area. Citizens often want to preserve these special spaces for future generations. In the space provided below, please identify places in the Washington Township/Waynesboro area – including neighborhoods, historic buildings, public buildings, businesses, and scenic spots or any other location – that you consider a "treasure."

	TWP	BORO
Happel's Meadow	16.92%	3.64%
Renfrew	51.54%	54.55%
Borough Hall	6.15%	10.91%
Mont Alto	0.00%	1.82%
Redrun Park	31.54%	14.55%
Oiler House	3.08%	9.09%
Toll House	5.38%	7.27%
Rose Manor Building	0.00%	3.64%
Memorial Park	16.15%	29.09%
Downtown	10.77%	14.55%
Penn Mar Park	11.54%	12.73%
Harbaugh Church	5.38%	1.82%
Hoover House	3.08%	1.82%
Clayton Ave/Clayton Ave School	3.85%	7.27%
Shanks Mill	3.08%	1.82%
Town Square	6.15%	14.55%
Appalachian Trail/Michauch State Forest	11.54%	12.73%
Pine Hill Rec Area	16.15%	5.45%
Waynesboro Theater	0.77%	3.64%
North Side Pool Park	6.15%	3.64%
Zullinger School	3.85%	0.00%
Library	5.38%	7.27%
Farmland	23.85%	9.09%
Woodland	10.00%	3.64%
Welty's Bridge	6.15%	0.00%
High Rock	0.77%	1.82%
Soccer Fields	2.31%	1.82%
No Response	44.21%	38.89%

Please include any other comments you wish to make or list other issues you believe should be addressed by Washington Township and Waynesboro Borough below or on a separate piece of paper.

TWP

Taxes are too high
Re-assessments are needed
Development/Growth is excessive and out of control
Preservation of farmland and open space
Rails to trails/pedestrian, bike pathways
RL 16 traffic
Excessive speed

BORO

Truck Traffic - jake breaking, engine noise
Traffic congestion through Waynesboro
Traffic Light synchronization
Speed of traffic
Public Transportation
Property taxes too high
Re-assessments needed
Revitalization of downtown
Encourage businesses on the west side of town



Washington Township Residents Supplemental Results

1 Rank in order of priority the following statements to best describe how you believe the Washington Township Police Department should be managed now and in the future: (Show priority 1 – 2 – 3, with 1 being your highest priority and 3 being your lowest priority)

		1	2	3
a	The Washington Township Police Department should continue as a separate township only police department	73	68	59
b	The Washington Township and Waynesboro Police Departments should be combined in a joint police department	101	67	36
c	The Washington Township and Waynesboro Police Departments should be combined with Antrim Township and Greencastle Police Departments to form a new regional police department	22	27	147
d	No Response	9		

2 Thinking five to twenty-plus years in the future, rank in order of priority the following statements: (show priority 1-2-3-4-5, with 1 being your highest priority and 5 being your lowest priority.)

		1	2	3	4	5
a	The Township should sell the present buildings and property on Welty Road and re-locate Township administrative function, police department and public works at a new facility <u>without the WTMA</u> if this can move can be accomplished without a substantial tax increase.	18	32	70	24	48
b	... <u>with the WTMA</u> so that all township functions are at one location if this move can be accomplished without a substantial tax increase	43	57	37	23	36
c	... <u>with the WTMA</u> so that all township functions are at one location and provide land area for a senior center, district justice <u>and</u> substation for fire and ambulance at the site to be constructed sometime in the future if needed if this move can be accomplished without a substantial tax increase.	51	21	34	32	59
d	The Township should not plan for future growth at this time	40	19	20	9	108
e	The Township should keep the Welty Road site for public works and the police department and co-locate the administrative office with the WTMA at another location.	51	26	33	59	30
d	No Response	11				

		Strongly Agree	Agree	Neutral/Undecided	Disagree	Strongly Disagree	No Response
3	Washington Township should jointly with Waynesboro Borough attempt to purchase the National Guard Armory site when it becomes available for a combined municipal government location in the future	31 15.42%	56 27.86%	53 26.37%	41 20.40%	20 9.95%	16 7.37%
4	The Washington Township Municipal Authority should sell currently available Washington Township water to Quincy Township	10 5.00%	44 22.00%	58 29.00%	52 26.00%	36 18.00%	17 7.83%
5	The Township Recycle Center meets the needs of the Township citizens	47 23.04%	111 54.41%	35 17.16%	9 4.41%	2 0.98%	13 5.99%
6	The Township Transfer Station meets the Township disposal needs	43 21.39%	109 54.23%	36 17.91%	10 4.98%	3 1.49%	16 7.37%
7	The Township Transfer Station should be built larger to provide faster service	13 6.44%	43 21.29%	78 38.61%	50 24.75%	18 8.91%	15 6.91%
8	The Township should conduct a study to determine if a fire and/or ambulance substation is needed in the Rouzerville area of Washington Township and assist Blue Ridge Fire and Rescue Squad to establish this substation	25 12.44%	74 36.82%	42 20.90%	43 21.39%	17 8.46%	16 7.37%
9	The Township should continue to expand the recreational opportunities at the Pine Hill Regional Recreation Park off Mentzer Gap Road	25 12.32%	86 42.36%	53 26.11%	29 14.29%	10 4.93%	14 6.45%
10	The Township should continue to purchase additional property surrounding Happel's Meadow Wetland in Blue Ridge Summit to protect the wetland	37 18.32%	62 30.69%	51 25.25%	33 16.34%	19 9.41%	15 6.91%
11	The Township should build a nature center and wooden walkway in the present Happel's Meadow Wetland Park in Blue Ridge Summit when funding becomes available	34 16.75%	65 32.02%	56 27.59%	30 14.78%	18 8.87%	14 6.45%
12	The Township should develop a local plan to add trails that connect to existing paths and walkways to the Township	30 14.93%	73 36.32%	60 29.85%	23 11.44%	15 7.46%	16 7.37%



Borough of Waynesboro Supplemental Results

- 1 Do you agree, disagree, or are you undecided with the following statements regarding your perception of downtown Waynesboro? (Check One) Please consider downtown Waynesboro Main Street from Franklin Street to Broad Street.

	Agree	Undecided	Disagree	No Response (to this question)
The downtown offers a variety of goods and services	8 8.99%	16 17.98%	65 73.03%	0 0.00%
The downtown is safe after dark	15 16.85%	29 32.58%	43 48.31%	2 2.25%
The downtown should have more night time activities	37 41.57%	38 42.70%	12 13.48%	2 2.25%
The downtown is clean, friendly, and inviting	15 16.85%	33 37.08%	39 43.82%	2 2.25%
No Response (to any parts of the question)	0 0.00%	0 0.00%	0 0.00%	1 1.11%

- 2 Do you agree, disagree, or are you undecided regarding the following statements: (check one)

	Agree	Undecided	Disagree	No Response
There is adequate parking in downtown Waynesboro	42 46.67%	15 16.67%	31 34.44%	2 2.22%
There is adequate lighting in downtown Waynesboro	40 44.44%	18 20.00%	30 33.33%	2 2.22%
The downtown stores should stay open later	33 36.67%	40 44.44%	14 15.56%	3 3.33%
There is an adequate amount of restaurants in the Borough	17 18.89%	18 20.00%	52 57.78%	3 3.33%
There are adequate sidewalks in the Borough	59 65.56%	21 23.33%	9 10.00%	1 1.11%

- 3 List how often you pass through the downtown.

More than once a day	38 42.22%
Daily	18 20.00%
3-5 times a week	24 26.67%
Once a week	7 7.78%
Once a month	2 2.22%
Less than once a month	1 1.11%

7 What additional types of businesses or services would you like to see downtown?

Restaurant	26	24.53%
Grocery Stores	5	4.72%
Bakery	6	5.66%
Clothing	16	15.09%
Entertainment	2	1.89%
Gift Shops	3	2.83%
Jewelry	3	2.83%
Sporting Goods	2	1.89%
Ice Cream Shop	4	3.77%
Coffee Shop	9	8.49%
Taxi	1	0.94%
Bar	1	0.94%
Stationary Store	3	2.83%
Bookstore	4	3.77%
Larger movie theater	1	0.94%
Lodging	3	2.83%
Specialized Retail	10	9.43%
Deli	1	0.94%
Department Store	6	5.66%
No Response	30	33.33%

8 The re-use of the Borough's vacant industrial buildings should include the following type(s) of development:

Industrial	44	60.27%
Entertainment	45	61.64%
Public	40	54.79%
Residential	25	34.25%
Commercial	44	60.27%
Recreation	39	53.42%
Business Office	38	52.05%
Services such as hair salons and dry cleaners	23	31.51%
No Response	17	18.89%

9 If you have friends visiting from out of town, where would you take them?

Out of town	10	14.08%
Chambersburg	5	7.04%
Gettysburg	10	14.08%
Hagerstown	17	23.94%
Renfrew	26	36.62%
Redrun	3	4.23%
Pen Mar	7	9.86%
Hoover House	10	14.08%
Parlor House	4	5.63%
High Rock	3	4.23%
Oller House	1	1.41%
Pappys Pub	1	1.41%
No Response	19	21.11%

10 Do you feel there are any under-utilized buildings or properties in the Borough? If yes, please describe.

Yes	50	55.56%
No response	40	44.44%
Vacant Bldgs Downtown	19	38.00%
K-Mart Shopping Center	1	2.00%
Tool Co.	4	8.00%
Former CVS Drug Store	6	12.00%
Old Outlet Barn on Walnut St	4	8.00%
Old A & P in Waynesboro Mall	2	4.00%
Waynesboro Mall/Wayne Heights Mall	2	4.00%

11 Should the Borough promote itself as a tourist destination?

Yes	14	15.56%
No	37	41.11%
Unsure	33	36.67%
No Response	6	6.67%

APPENDIX B

HISTORIC PRESERVATION AT THE STATE AND LOCAL LEVEL



APPENDIX B –

HISTORIC PRESERVATION AT THE STATE AND LOCAL LEVEL

Establishing a local Historic District requires an assessment of the present status of the community's historic resources, knowledge of past historic preservation efforts, and a list of goals and objectives. Taking such an assessment enables the designating community to take advantage of historic preservation incentives available at the national, state, and local governmental levels, such as grants, income tax credits for historic rehabilitation, low-interest loans, and local tax abatements. A requirement of establishing a local district, provided it was created pursuant to Act 167, the Historic District Act, is the establishment of a Historic Architectural Review Board (HARB). The HARB reviews all proposed erection, reconstruction, alteration, restoration, or demolition of buildings within the district before the issuance of any municipal permits pursuant to these actions. HARB reviews and recommendations must be consistent with the design guidelines established at the enactment of the Historic District. The Borough Council and Township Supervisors have the right to incorporate any of the HARB's recommendations into the permit requirements, but they may also override those recommendations. Municipalities whose districts are not created under Act 167 are not required to have a HARB, but instead may appoint a Historic District Commission or Committee.

The Region contains one potential Historic District, the Waynesboro District, and the Monterey Historic District.

Two Pennsylvania laws provide the legal foundation for municipalities to adopt historic ordinances and regulatory measures.

Act 247 – The Pennsylvania Municipalities Planning Code (MPC)

Acts 67 and 68 of 2001 amended the MPC, strengthening the ability of local governments to protect historic resources through their Comprehensive Plans, Zoning Ordinances and Subdivision and Land Development Ordinances. The following passages and paraphrases from the MPC are the most critical sections regarding this power.

- §603(C)(7) – Zoning ordinances may promote and preserve prime agricultural land, environmentally sensitive areas, and areas of historic significance.
- §603(G)(2) - Zoning ordinances are required to protect natural and historic resources.
- §702(1)(ii) – The governing body of each municipality may enact, amend and repeal provisions of a zoning ordinance in order to fix standards and conditions for traditional neighborhood development. In the case of either an outgrowth or extension of existing development or urban infill, a traditional neighborhood

development designation may be either in the form of an overlay zone, or as an outright designation, whichever the municipality decides. Outgrowths or extensions of existing development may include development of a contiguous municipality.

- §1106(a)(6) – Multi-municipal Comprehensive Plans shall consider the conservation and enhancement of natural, scenic, historic, and aesthetic resources in their municipalities.

A Historic Overlay Zoning District, unlike the protection offered through the establishment of an Act 167 Historic District (discussed below), can include individual sites as well as clusters, as long as the resources are documented and identified on a historic resources map. A historic overlay district could require new buildings to be similar in type and scale to those already existing. Setbacks should be consistent with the common building setback. Requirements to replicate the existing building line, building height, and bulk could help to preserve the character of the neighborhood.

Act 167 - The Historic District Act (1961)

Municipalities may create historic districts within their borders to protect the historic character through regulation of the erection, reconstruction, alteration, restoration, demolition, or razing of buildings in the district. The Pennsylvania Historical and Museum Commission must certify districts, including a *determination of eligibility* for the National Register of Historic Places. In this way, historic districts established pursuant to Act 167 have the same protection from federal projects as do National Register properties. Act 167 also requires appointment of a HARB.

Historical and Museum Commission Act 1945

Act No. 446, approved June 6, 1945, created the Pennsylvania Historical and Museum Commission (PHMC) by consolidating the functions of the Pennsylvania Historical Commission, The State Museum, and the State Archives. The PHMC is an independent administrative board, consisting of 14 members: 9 citizens of the Commonwealth appointed by the Governor, the Secretary of Education (ex officio), 2 members of the Senate, and 2 members of the House of Representatives. The Executive Director is appointed by the Commission and is an ex officio member of three groups: the Environmental Quality Board, County Records Committee, and the Local Government Records Committee.

The PHMC is the official agency for the conservation of Pennsylvania's historic heritage. The powers and duties of the Commission fall into these principal fields: care of historical manuscripts, public records, and objects of historic interest; museums; archaeology; publications; historic sites and properties; historic preservation; geographic names; and the promotion of public interest in Pennsylvania history.

The PHMC is funded partially through an annual legislative appropriation, federal grants, and private donations. Officially recognized local historical organizations may benefit financially through the Commission's eligibility to receive matching funds from various federal programs. The PHMC is active in many phases of historic preservation. The PHMC also conducts a landmark identification program, presenting identification plaques to property owners for attachment on structures included in the Pennsylvania Inventory of Historical Places. The landmark identification program also includes the placement of roadside historical signs at various sites and locations having statewide and national historic significance. Today there are nearly 1,900 such markers across the state.

The Office of Historic Preservation is an arm of the PHMC responsible for assisting the public and private sectors in implementing the Commonwealth's policy to "protect and enhance our irreplaceable resources." To this end, the Office has implemented a five-point program:

- Registering historically and architecturally significant sites and structures on the National Register of Historic Places and on the Pennsylvania Inventory of Historic Places;
- Advising and guiding individuals and organizations regarding historic preservation and its funding;
- Reviewing applications for federal preservation grants;
- Working for legislation at the state level to provide effective tools for historic preservation; and
- Working with other governmental agencies to review the impact of projects, such as highways, on the Commonwealth's historic resources.

Pennsylvania Bureau for Historic Preservation

The Bureau is an agency of the PHMC. The Executive Director of the Bureau is designated as the State Historic Preservation Officer (SHPO).

The Bureau provides technical assistance for the preservation, rehabilitation, and restoration of historic buildings. The Bureau reviews architectural plans and specifications and provides comments on historic building projects for state and federal compliance. They also assist in code-related issues and accessibility programs in the form of letters of support for variances for historic buildings. To inform the public, public agencies, local governments, and other stewards of historic properties, the Bureau assists in the development and distribution of materials on applying the Secretary of the Interior's *Standards for Rehabilitation* when repairing historic buildings.

The Bureau also administers the Federal Rehabilitation Investment Tax Credit (RITC) program in partnership with the National Park Service. The tax credit program is one of the most successful programs for encouraging private investment in the rehabilitation of historic properties. Since the establishment of the PHMC in 1976, Pennsylvania has been a national leader in certified tax credit projects, completing over 1,800 projects and generating over \$2.5 billion in qualified rehabilitation expenditures. The Bureau provides technical assistance throughout the application process.

The Bureau also administers the State's Historic Preservation Program as authorized by the Pennsylvania History Code and National Historic Preservation Act of 1966. The program is guided by advisory boards as well as the Pennsylvania Historic Preservation Plan.

The Pennsylvania General Assembly is considering legislation to establish a Historic Homesites Grant Program. Once established, this legislation will provide funds to the Pennsylvania Historical and Museum Commission to support rehabilitation grants (up to \$6,000) to individuals owning and residing in a historic residential building, as well as to individuals intending to purchase and reside in a historic residential building. Possible conditions for eligibility include the following:

- The building must serve as the owner's principal residence,
- The building must be listed in the National Register of Historic Places or be determined to be a contributing building in a listed National Register Historic District,
- The building must be located in an Act 167 historic district or be designated as a historic property under the local ordinance or city code in Pittsburgh and Philadelphia, and
- All rehabilitation work must conform to the U.S. Secretary of Interior's *Standards for the Treatment of Historic Properties*.

NATIONAL EFFORTS AND LEGISLATION FOR HISTORIC PRESERVATION

Federal programs encouraging historic preservation include:

- the National Register of Historic Places,
- Historic Preservation Tax Credits on federal income tax for qualifying rehabilitation and adaptive reuse of historic buildings used for income-producing purposes,
- Section 106 Review of federally funded or assisted projects that impact historic resources, and
- the Certified Local Government Program, which facilitates historic preservation at the local level.

The earliest Federal preservation statute was the Antiquities Act of 1906, which authorized the President to set aside historic landmarks, structures, and objects located on lands controlled by the United States as national monuments. It required permits for archeological activities on Federal lands, and established criminal and civil penalties for violation of the act.

The Historic Sites Act of 1935 was the second major piece of Federal historic preservation legislation. This act declared it national policy to preserve for public use historic sites, buildings, and objects of national significance and directed the Secretary of the Interior to conduct various programs with respect to historic preservation.

In 1964, The United States Conference of Mayors undertook a study of historic preservation in the United States. The resulting report, "With Heritage So Rich," revealed a growing public interest in preservation and the need for a unified approach to the protection of historic resources. This report influenced the Congress to enact a strong new statute establishing a nationwide preservation policy: The National Historic Preservation Act of 1966.

National Historic Preservation Act of 1966 (NHPA)

The National Historic Preservation Act of 1966 and its subsequent amendments established a legal basis for the protection and preservation of historic and cultural resources. Historic resources are defined as *"any prehistoric or historic district, site, building, structures or object included in, or eligible for inclusion in the National Register; the term includes artifacts, records, and remains which are related to such a district, site, building, structure or object"*.

The Act promoted the use of historic properties to meet the contemporary needs of society. It directed the Federal Government, in cooperation with State and local governments, Native Americans, and the public, to take a leadership role in preservation. First, the Act authorized the Secretary of the Interior to expand and maintain the National Register of Historic Places. This is an inventory of districts, sites, buildings, structures, and objects significant on a national, State, or local level in American history, architecture, archeology, engineering, and culture. Once a property is eligible to be placed on the list, the property, site, or object can be qualified for Federal grants, loans, and tax incentives. Second, the NHPA encourages State and local preservation programs. States may prepare and submit programs for historic preservation to the Secretary of the Interior for approval. Approval can be granted if they:

- designate a State Historic Preservation Officer (SHPO) to administer the State preservation program,
- establish a State historic preservation review board, and

- provide for adequate public participation in the State program.

Since 1966, the Congress has strengthened national preservation policy through other statutes, including the National Environmental Policy Act, several transportation acts, and statutes directed toward the protection and preservation of archeological resources. These laws all require Federal agencies to consider historic resources in their decision making and overlap with provisions of NHPA.

Section 106 Review

Section 106 of the NHPA requires Federal agencies to consider the effects of their actions on historic properties and provide the Council an opportunity to comment on Federal projects prior to implementation. Section 106 review encourages, but does not mandate, preservation.

To successfully complete Section 106 review, Federal agencies must:

- determine if Section 106 of NHPA applies to a given project and, if so, initiate the review,
- gather information to determine which properties in the project area are listed on or are eligible for the National Register of Historic Places,
- determine how those historic properties might be affected by the project in question,
- explore alternatives to avoid or reduce any negative effect upon those historic properties, and
- reach agreement with the SHPO on specific measures to mitigate any adverse effects.

The Executive Branch has also expressed support for preservation through several Executive Orders. Examples include Executive Order No. 11593 of 1971, which instituted procedures for Federal agencies to follow in their property management activities. Executive Order No. 13006 encourages the location of Federal offices and facilities in historic districts and properties within the inner cities. Executive Order No. 13006 also directs Federal agencies to use and rehabilitate properties in such areas wherever feasible and reaffirms the commitment to Federal leadership in the preservation of historic properties set forth in NHPA. Executive Order, No. 13007, signed in 1996, expressed support for the protection of Native American sacred sites.

Federal Tax Incentives for Historic Buildings

According to the Tax Reform Act of 1986, a property owner is eligible for a 20% tax credit, along with a 27.5 to 31.5% straight-line depreciation for the substantial rehabilitation of

historic buildings for commercial, industrial and rental residential purposes (not owner-occupied buildings). In addition, the Act allows a 10% tax credit for the substantial rehabilitation of nonresidential buildings built before 1936. The 10% tax credit is not available for rehabilitations of certified structures.

Two Federal Tax Incentive Programs currently apply to preservation activities in Pennsylvania: the rehabilitation investment tax credit and the charitable contribution deduction.

Rehabilitation investment tax credits are the most widely used incentive program. Certain expenses incurred in connection with the rehabilitation of an old building are eligible for a tax credit. Rehabilitation investment tax credits are available to owners and certain long-term leases of income-producing properties that are listed on the National Register of Historic Places. There are two rates: 20% for historic buildings and 10% for non-residential, non-historic buildings built before 1936.

The charitable contribution deduction is taken in the form of a conservation easement and enables the owner of a "certified historic structure" to receive a one-time tax deduction. A conservation easement usually involves the preservation of a building's facade by restricting the right to alter its appearance.

The Federal Tax Incentive Programs are coordinated through the State Historic Preservation Office, Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission in conjunction with the National Park Service. Federal Historic Preservation Certification. Applications are available on-line.

The National Park Service "Certified Local Government" (CLG) Program

This program was created in 1980 under the National Historic Preservation Act and is administered by the Pennsylvania Historical and Museum Commission. The Certified Local Government Program provides additional benefits to municipalities interested in historic preservation. Once certified, the local government is then eligible for:

- Direct participation in the federal historic preservation program,
- Greater access to historic preservation funds,
- Greater level of information exchange with the State Historic Preservation Office (SHPO),
- Access to technical assistance and training from the SHPO, and
- A higher degree of participation in statewide preservation programs and planning.

This program was established to allow local governments to participate directly in the national historic preservation program and to provide funding to local governments to carry out their historic preservation responsibilities (survey, inventory, designation and protection of their historic resources). To achieve CLG status in Pennsylvania, a municipality applies to the Bureau for Historic Preservation. All states are required to set aside 10% of their federal historic preservation grant funds to CLGs. These grants are presently offered as a ratio of 60% funding from the Pennsylvania Historical and Museum Commission (PHMC) and 40% match from the CLG.

Critical requirements for CLG designation are:

- adopt and enforce appropriate legislation for designation and protection of historic properties,
- establish a qualified historic preservation commission,
- enact a system for surveying historic properties,
- enact a public participation component as part of the local program,
- adequately perform duties and responsibilities delegated through the certification process,
- provide continuing in-service historic preservation training for HARB and Historical Commission members (8 hours training annually per member),
- a good faith effort to appoint HARB members with appropriate professional qualifications for historic preservation backgrounds,
- submit an annual report of the municipality's historic preservation activities, and
- enforce the historic district ordinance.

APPENDIX C

**PENNSYLVANIA 2009 TRANSPORTATION PROGRAM
FOR FRANKLIN COUNTY**



Date: 07/31/2008 01:08 PM
Rpt# TYP210

2009-2020 Twelve Year Program

Project		Route	Title/Sponsor	Improvement	Period	Study	PE	FD	UTL	ROW	CON	PRA	Total
Planning Partner:		Franklin		Mode: Bridge	County: Franklin	Cost (\$000)							
74889	16	Buchannon Trail	Brig 1	Bridge Replacement	First	338							338
74891	16	Buchannon Trail	Brig 2	Bridge Restoration	First						1,893		1,893
74891	16	Buchannon Trail	Brig 2	Bridge Restoration	Second						407		407
74896	30	Lincoln Highway	Bridge	Bridge Replacement	First	338							338
82978	416	Mercer Rd	Bridge	Bridge Replacement	First	351							351
68907	433	Tan Yard Road	Bridge	Bridge Replacement	First			242	10	48	1,841		2,141
82979	533	Orntown Rd	Bridge	Bridge Replacement	First	351							351
73618	696	PA 696 Bridge	Widening	Bridge Restoration	First						3,120		3,120
19412	997	Anthony Highway	Bridge	Bridge Replacement	First			150	30	52	1,489		1,721
19410	2002	Marsh Run Road	Bridge	Bridge Replacement	First			245	21	42	1,373		1,680
19409	2017	Wharf Road	Bridge	Bridge Replacement	First	312		225	11	22			571
19409	2017	Wharf Road	Bridge	Bridge Replacement	Second						433		433
80990	3002	Williamson Rd	Bridge	Bridge Restoration	First						2,292		2,292
69679	3012	Jack Road	Bridge	Bridge Replacement	First			242	26	70	1,815		2,153
68898	3013	Back Creek Road	Bridge	Bridge Replacement	First			266	15	60	2,092		2,434
63172	4007	Back Road	Bridge	Bridge Replacement	First			262	15	38	1,457		1,772
19308	4014	Siloam Road	Bridge	Bridge Replacement	First			236	8	47	1,394		1,685

APPENDIX D

**DETAILS OF INTERSECTION IMPROVEMENTS IN
WASHINGTON TOWNSHIP**



EXHIBIT 3

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PROPOSED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST		ALLOWABLE COSTS ATTRIBUTABLE TO "OTHER" SOURCES	TOTAL COST	PROPOSED FUNDING		PROJECT SCHEDULE	
					ATTRIBUTABLE TO BUILDING DEFICIENCIES	ATTRIBUTABLE TO EXISTING TRAFFIC			FEDERAL	STATE		
INTERSECTION OF COUNTRY CLUB ROAD AND RELIEF ROUTE	SR 2012	N/A	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$85,000	\$170,000	FEDERAL	\$0	SECURE FUNDING	2005
								MUNICIPALITY	\$0			
								IMPACT FEES	\$45,000			
								OTHER	\$45,000			
								TOTAL	\$170,000			
INTERSECTION OF WELBY ROAD BOYBARN AND RELIEF ROUTE		N/A	LOS D	SIGNALIZE INTERSECTION CONSTRUCT WB LEFT TURN LANE	\$0	\$0	\$170,500	\$170,500	FEDERAL	\$0	SECURE FUNDING	2005
								MUNICIPALITY	\$0			
								IMPACT FEES	\$170,500			
								OTHER	\$0			
								TOTAL	\$170,500			
INTERSECTION OF OLD FORGE ROAD AND RELIEF ROUTE	SR 2007	N/A	LOS D	SIGNALIZE INTERSECTION CONSTRUCT EB LEFT TURN LANE CONSTRUCT WB LEFT TURN LANE CONSTRUCT WB RIGHT TURN LANE CONSTRUCT NB LEFT TURN LANE CONSTRUCT SB LEFT TURN LANE	\$0	\$0	\$345,700	\$345,700	FEDERAL	\$0	SECURE FUNDING	2005
								MUNICIPALITY	\$0			
								IMPACT FEES	\$33,000			
								OTHER	\$345,700			
								TOTAL	\$345,700			

EXHIBIT 3
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF WASHINGTON AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES
ADOPTED BY THE BOARD OF SUPERVISORS ON JULY __, 2005

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	COST			TOTAL COST	PROPOSED FUNDING			PROJECT SCHEDULE
				ATTRIBUTABLE TO EXISTING DEFICIENCIES	ATTRIBUTABLE TO PASSE-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT (OTHER SOURCES)		FEDERAL	MUNICIPALITY	OTHER	
INTERSECTION OF ANTHONY HIGHWAY AND RELIEF ROUTE	SR 0097	N/A	LOS D	30	30	\$186,450	\$186,450	30	30	30	2005
											2006
											2007
											2008
											2009
INTERSECTION OF TOWNSHIP ROAD AND RELIEF ROUTE	SR 2015	N/A	LOS D	50	50	\$22,550	\$22,550	30	30	30	2005
											2006
											2007
											2008
											2009
INTERSECTION OF STOTTLEMYER ROAD AND RELIEF ROUTE		N/A	LOS D	50	50	\$186,100	\$186,100	30	30	30	2005
											2006
											2007
											2008
											2009
INTERSECTION OF CENTER ROAD AND RELIEF ROUTE		N/A	LOS D	50	50	\$469,700	\$469,700	30	30	30	2005
											2006
											2007
											2008
											2009

EXHIBIT 3
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF WASHINGTON AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES
ADOPTED BY THE BOARD OF SUPERVISORS ON JULY 1, 2005

LOCATION	ROAD OWNERSHIP	EXISTING LEVELS OF SERVICE	PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT	COST			TOTAL COST	PROPOSED FUNDING		PROJECT SCHEDULE
					ATTRIBUTABLE TO EXISTING DEPENDENCIES	ATTRIBUTABLE TO PASSTHRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT (OTHER SOURCES)		FEDERAL	PERMIT	
INTERSECTION OF HENRY GAP ROAD AND OLD FORGE ROAD	SR 2007 SR 2007	UNSIGNALIZED	LOS D	CONSTRUCT EB LEFT TURN LANE	\$0	\$0	\$52,000	\$168,200	\$0	\$0	2005 FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF GENE ROAD AND COUNTRY CLUB ROAD (SOUTH)	SR 2012	UNSIGNALIZED	LOS D	REVERSE STOP CONTROL REALIGN INTERSECTION	\$0	\$0	\$15,800	\$91,200	\$0	\$0	2005 FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF ANTHONY HIGHWAY AND ORCHARD ROAD AND TOWNSHIP ROAD	SR 0097 SR 2015 SR 2015	UNSIGNALIZED	LOS D	ELIMINATE TOWNSHIP ROAD BETWEEN ROUTE 987 AND RELIEF ROUTE CONSTRUCT SB RIGHT TURN LANE	\$0	\$0	\$40,450	\$40,450	\$0	\$0	2005 FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF ROUTE 18 (WEST) AND RELIEF ROUTE	SR 0016	N/A	LOS D	SIGNALIZE INTERSECTION	\$0	\$0	\$71,500	\$143,000	\$0	\$0	2005 FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014
INTERSECTION OF WAYNE HIGHWAY AND RELIEF ROUTE	SR 0016	N/A	LOS D	SIGNALIZE INTERSECTION CONSTRUCT SB LEFT TURN LANE	\$0	\$0	\$143,550	\$287,100	\$0	\$0	2005 FUNDING 2005 COMPLETE ENGINEERING 2012 ACQUIRE RIGHT-OF-WAY 2013 BEGIN CONSTRUCTION 2014

EXHIBIT 3
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN FOR THE TOWNSHIP OF WASHINGTON AS REQUIRED UNDER THE MUNICIPALITIES PLANNING CODE FOR THE ESTABLISHMENT OF TRAFFIC IMPACT FEES
ADOPTED BY THE BOARD OF SUPERVISORS ON JULY __, 2005

LOCATION	ROAD OVERLAP	EXISTING LEVELS OF SERVICE		PREFERRED LEVEL OF SERVICE	PROPOSED TRAFFIC IMPROVEMENT PHASING	COST ATTRIBUTABLE TO EXISTING DEFICIENCIES	COST ATTRIBUTABLE TO PASS-THRU TRAFFIC	ALLOWABLE COSTS ATTRIBUTABLE TO NEW DEVELOPMENT	REMAINING COSTS FUNDABLE BY OTHER SOURCES	TOTAL COST	PROPOSED FUNDING	PROJECT SCHEDULE
		LOS C	LOS D									
INTERSECTION OF EAST MAIN STREET AND WELTY ROAD	SR 0016				MODIFY TRAFFIC SIGNAL TIMINGS	\$0	\$3,000	\$1,100	\$1,100	\$8,100	FEDERAL PENNDOT MUNICIPALITY IMPACT FEES OTHER TOTAL	2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808 2809 2810 2811 2812 2813 2814 2815 2816 2817 2818 2819 2820 2821 2822 2823 2824 2825 2826 2827 2828 2829 2830 2831 2832 2833 2834 2835 2836 2837 2838 2839 2840 2841 2842 2843 2844 2845 2846 2847 2848 2849 2850 2851 2852 2853 2854 2855 2856 2857 2858 2859 2860 2861 2862 2863 2864 2865 2866 2867 2868 2869 2870 2871 2872 2873 2874 2875 2876 2877 2878 2879 2880 2881 2882 2883 2884 2885 2886 2887 2888 2889 2890 2891 2892 2893 2894 2895 2896 2897 2898 2899 2900 2901 2902 2903 2904 2905 2906 2907 2908 2909 2910 2911 2912 2913 2914 2915 2916 2917 2918 2919 2920 2921 2922 2923 2924 2925 2926 2927 2928 2929 2930 2931 2932 2933 2934 2935 2936 2937 2938 2939 2940 2941 2942 2943 2944 2945 2946 2947 2948 2949 2950 2951 2952 2953 2954 2955 2956 2957 2958 2959 2960 2961 2962 2963 2964 2965 2966 2967 2968 2969 2970 2971 2972 2973 2974 2975 2976 2977 2978 2979 2980 2981 2982 2983 2984 2985 2986 2987 2988 2989 2990 2991 2992 2993 2994 2995 2996 2997 2998 2999 3000 3001 3002 3003 3004 3005 3006 3007 3008 3009 3010 3011 3012 3013 3014 3015 3016 3017 3018 3019 3020 3021 3022 3023 3024 3025 3026 3027 3028 3029 3030 3031 3032 3033 3034 3035 3036 3037 3038 3039 3040 3041 3042 3043 3044 3045 3046 3047 3048 3049 3050 3051 3052 3053 3054 3055 3056 3057 3058 3059 3060 3061 3062 3063 3064 3065 3066 3067 3068 3069 3070 3071 3072 3073 3074 3075 3076 3077 3078 3079 3080 3081 3082 3083 3084 3085 3086 3087 3088 3089 3090 3091 3092 3093 3094 3095 3096 3097 3098 3099 3100 3101 3102 3103 3104 3105 3106 3107 3108 3109 3110 3111 3112 3113 3114 3115 3116 3117 3118 3119 3120 3121 3122 3123 3124 3125 3126 3127 3128 3129 3130 3131 3132 3133 3134 3135 3136 3137 3138 3139 3140 3141 3142 3143 3144 3145 3146 3147 3148 3149 3150 3151 3152 3153 3154 3155 3156 3157 3158 3159 3160 3161 3162 3163 3164 3165 3166 3167 3168 3169 3170 3171 3172 3173 3174 3175 3176 3177 3178 3179 3180 3181 3182 3183 3184 3185 3186 3187 3188 3189 3190 3191 3192 3193 3194 3195 3196 3197 3198 3199 3200 3201 3202 3203 3204 3205 3206 3207 3208 3209 3210 3211 3212 3213 3214 3215 3216 3217 3218 3219 3220 3221 3222 3223 3224 3225 3226 3227 3228 3229 3230 3231 3232 3233 3234 3235 3236 3237 3238 3239 3240 3241 3242 3243 3244 3245 3246 3247 3248 3249 3250 3251 3252 3253 3254 3255 3256 3257 3258 3259 3260 3261 3262 3263 3264 3265 3266 3267 3268 3269 3270 3271 3272 3273 3274 3275 3276 3277 3278 3279 3280 3281 3282 3283 3284 3285 3286 3287 3288 3289 3290 3291 3292 3293 3294 3295 3296 3297 3298 3299 3300 3301 3302 3303 3304 3305 3306 3307 3308 3309 3310 3311 3312 3313 3314 3315 3316 3317 3318 3319 3320 3321 3322 3323 3324 3325 3326 3327 3328 3329 3330 3331 3332 3333 3334 3335 3336 3337 3338 3339 3340 3341 3342 3343 3344 3345 3346 3347 3348 3349 3350 3351 3352 3353 3354 3355 3356 3357 3358 3359 3360 3361 3362 3363 3364 3365 3366 3367 3368 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