

Spden Township

Comprehensive Plan

May 2015

The map displays the geographical layout of Spden Township, including its boundaries and internal divisions. Key features include:

- Land Use Zones:** Various colored regions indicating different planning areas, such as residential (light green), commercial (yellow), industrial (orange), and agricultural (dark green).
- Water Bodies:** Large blue areas representing water, including a central lake and several smaller ponds.
- Road Network:** A complex system of roads, including major highways and local streets, shown in grey.
- Geographical Features:** Natural elements like hills and valleys are indicated by shading and contour lines.
- Infrastructure:** Various facilities and landmarks are marked, such as schools, parks, and community centers.

The map is a detailed representation of the township's land use and infrastructure, providing a visual overview of the Comprehensive Plan's scope.

HAMPDEN TOWNSHIP
CUMBERLAND COUNTY, PENNSYLVANIA

RESOLUTION NO. 2015-15

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF HAMPDEN TOWNSHIP, CUMBERLAND COUNTY, PENNSYLVANIA, PURSUANT TO SECTION 302 OF ARTICLE III OF THE PENNSYLVANIA MUNICIPALITIES PLANNING CODE, ADOPTING A COMPREHENSIVE PLAN.

WHEREAS, the Pennsylvania Municipalities Planning Code, reenacted under Act of December 21, 1988, P.L. 1329, as amended (53 P.S. §10101, et seq.) permits Hampden Township (the “Township”) to adopt a comprehensive plan pursuant to the procedures set forth in Article III thereof (the “Comprehensive Plan”); and

WHEREAS, the Hampden Township Planning Commission has developed a Comprehensive Plan in accordance with the provisions and requirements of the Pennsylvania Municipalities Planning Code; and

WHEREAS, the Hampden Township Planning Commission at its public meeting held on March 12, 2015 forwarded the Comprehensive Plan to the Board of Commissioners with the recommendation that the Comprehensive Plan be adopted; and

WHEREAS, the Comprehensive Plan has been forwarded to the Hampden Township Board of Commissioners and copies of the Comprehensive Plan have been submitted to the Cumberland County Planning Department, all municipalities contiguous to Hampden Township, the Cumberland County Board of Commissioners and the Cumberland Valley School District for review and comment; and

WHEREAS, the Board of Commissioners of Hampden Township held a public hearing on May 28, 2015 pursuant to public notice and has considered the recommendations and comments of all interested and necessary parties.

NOW THEREFORE, be it hereby RESOLVED by the Board of Township Commissioners in and for Hampden Township, Cumberland County, Pennsylvania, as follows:

1. The Comprehensive Plan attached hereto and incorporated herein by reference consists of the following elements:

a. Text material, consisting of a Table of Contents, Introduction, Cumberland County and Hampden Township goals and objectives; population profile (trends, characteristics and summary), economic profile (national, state, regional and county influence), economic base and local economic characteristics, existing land use and historic resources, future land use and relationships with contiguous municipalities and the County Comprehensive Plan, housing profile (historic, existing, projections and summary), housing plan, including senior housing and accommodating housing types, existing transportation profile, transportation plan, community facilities and services, community facilities and utility plan, natural environmental resources and bearing capacity for development, energy conservation and alternative energy sources and implementation.

b. Table, maps and figures addressing or providing regional context, population growth and trends, education attainment, household types, county employment, retail establishments, major employers, major activities areas, services, income, Township land use, 2012, existing land use, future land use, undeveloped residential land, residential medium density, total housing units, subdivisions, new housing by type, median housing values 2010, average residential costs, occupancy status, housing projections, housing units and persons per household, functional classification information, class of roadways, bridges, sidewalk area, bike paths, roadway classifications, school district enrollment and

facilities, private schools, non-licensed schools, higher education facilities, current fire apparatus, hospitals, library system, Township recreation facilities, wastewater treatment plant information, school community facilities, recreation program participation, recycling, geologic information, soil map, soil limitation map and on-site wastewater systems, home site suitability map, water resources usage, groundwater quality/quantity, public and private wetlands and future development constraints map.

2. The Comprehensive Plan as constituted above is hereby adopted as the Comprehensive Plan of and for Hampden Township pursuant to Article III of the Pennsylvania Municipalities Planning Code, effective immediately.

3. The Comprehensive Plan hereby adopted supersedes and replaces any and all previously enacted comprehensive plans and amendments thereto, of the Township.


RESOLVED AND ADOPTED, this 28th day of May, 2015 by the Board of Commissioners in and for Hampden Township in a duly convened public meeting.

Board of Commissioners of
Hampden Township

ATTEST:



Keith B. Metts, Township Secretary

By: 

Albert H. Bienstock, President

(Township Seal)

Hampden Township Comprehensive Plan

May 2015

Prepared for:



Hampden Township, Cumberland County PA
230 S. Sporting Hill Rd.
Mechanicsburg, PA 17050

Prepared by:



and



Cumberland County Planning Department
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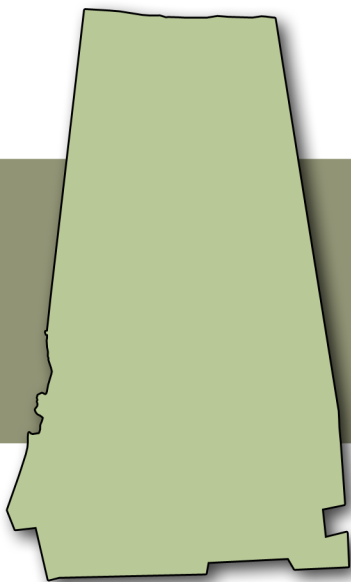


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Introduction

In 2012 the Hampden Township Board of Commissioners initiated and authorized the Township Planning Commission to prepare an update of the 1994 Comprehensive Plan. This publication is the culmination of effort on the part of the Hampden Township Planning Commission and Township staff and officials. It summarizes the results of detailed background studies of existing conditions, provides community development goals and policies, and proposes measures to realize these goals.

1.1 The Need For A Plan

A Comprehensive Plan is more than just a document disclosing past and present land use with a proposed course of action. It is a process of organizing for the future. It creates a blueprint for our land use patterns of tomorrow.

A Comprehensive Plan is a general policy guide for the physical development of a municipality. The Pennsylvania Municipalities Planning Code (MPC) requires that a Comprehensive Plan consider many factors which influence a community such as location, character and timing of future development.

A Comprehensive Plan is not a legal document nor is it a land use ordinance; it is an overall plan embracing general goals and objectives which a governing body agrees, with input from its constituents, to observe in making day-to-day decisions.

A Comprehensive plan is a document that states basic objectives and policies that guide future growth and development. It is a

factual report that examines how the past led to the present and reports in detail how to chart the community's path into the future.

1.2 The Essential Elements of a Comprehensive Plan

The Municipalities Planning Code (MPC) mandates that the Comprehensive Plan contain certain basic elements. A summary of those elements derived from MPC Section 301(a) follows:

- A statement of community development goals and objectives that chart the location, character and timing of future development;
- A plan for land use identifying the amount, intensity, character and timing of land use;
- A plan to meet housing needs of present residents and those individuals and families anticipated to live in the municipality as well as accommodating new housing in different dwelling types and at appropriate densities for households of all income levels;
- A transportation plan;
- A community facilities and utilities plan;
- A statement of the interrelationships among the various plan components which estimates the environmental, energy conservation, fiscal, economic development and social consequences on the municipality;
- A discussion of short and long-range plan implementation strategies;
- A statement of the relationship of existing and proposed development of the municipality to (1) the existing and proposed development and plans in contiguous municipalities,

(2) the objectives and plans for development in the county of which it is a part, and (3) to regional trends.

The Comprehensive Plan is not limited to these elements. Each municipality is different from the next and may have different problems or resources.

1.3 Steps of the Planning Process

There are four major steps required in the process of producing a plan:

- Survey and analyze existing conditions and trends;
- Policy determination or the establishment of objectives and standards;
- Synthesis of existing conditions and goals into a Comprehensive Plan; and
- An implementation plan for the policies and goals of the Comprehensive Plan.

(1) Community Inventory and Analysis: The initial step in any planning process is to objectively review a wide range of existing conditions and to develop baseline studies. This review enables the Planning Commission to determine the facts and draw important conclusions concerning the social, economic and physical factors which determine the existing character of the Township and which control the possibilities for future development. The survey and analysis of existing conditions will provide the information on which policies and the Plan are based.

(2) Policy Determinants: The identification of the Township's desired role within Cumberland County and the determination of policies which best carry out this role are the heart of the plan. Without an established role and



1. Introduction

definitive policies, no basis for a plan exists.

The actual determination of policy is as important as the policies themselves. It is the decision-making process and the sole responsibility of the Township and its planning and legislative representatives.

- (3) Comprehensive Plan: A Comprehensive Plan synthesizes the information gained during the survey and analysis with the policies established in the policy determination step. The uses of a Comprehensive Plan are several.

First and foremost, the Comprehensive Plan provides a means for setting forth a unified group of general proposals for the physical development of the Township.

Second, after adoption, the Plan will enable the Township Commissioners, Planning Commission and the general public to review current issues and proposals against a clear picture of what has been decided as the most desirable plan for the future physical development and character of Hampden Township.

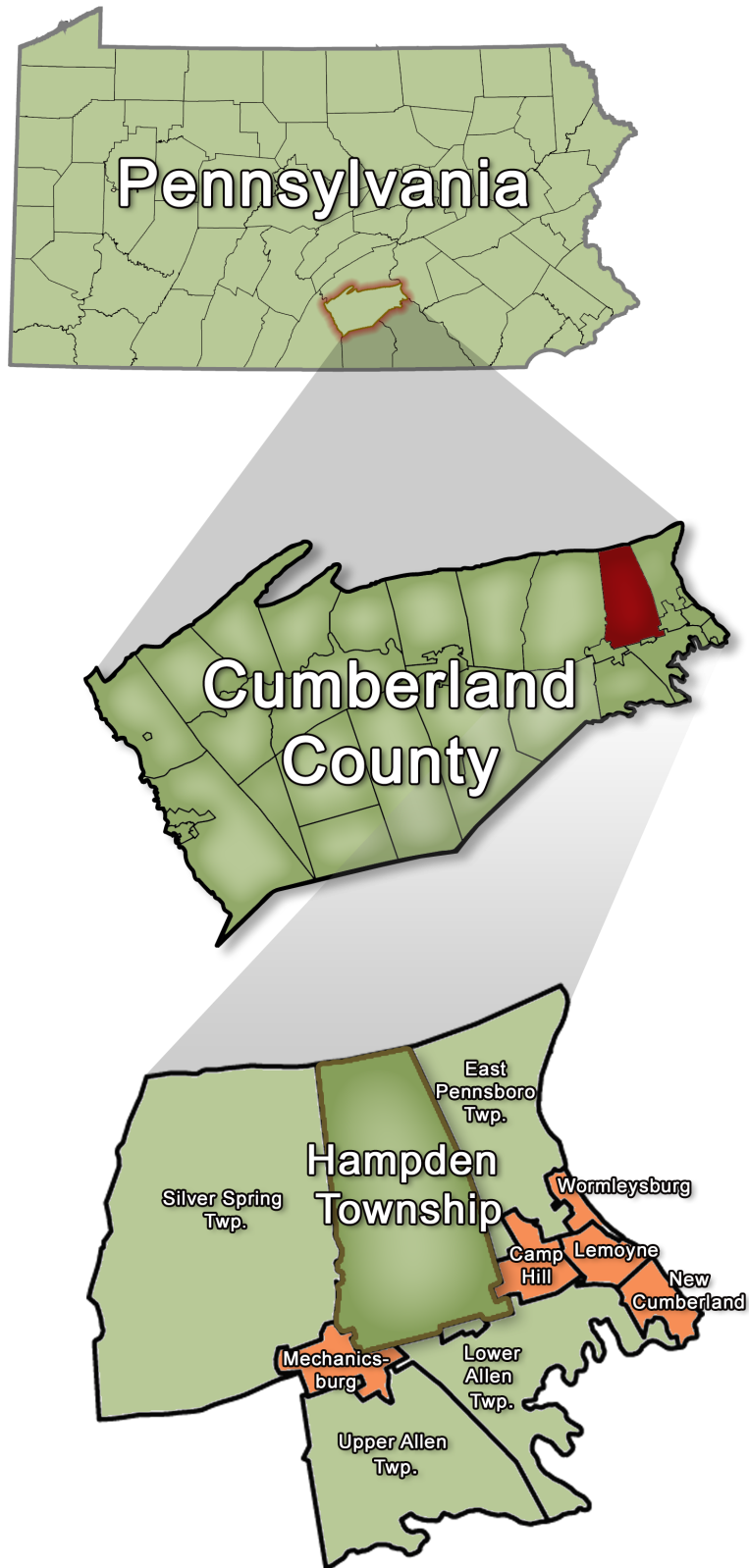
Third, through the Plan, the Township will be able to present a clear picture of its long-range and general policies of development to all persons concerned with the area's development.

Fourth, the Comprehensive Plan will help educate all who read it regarding existing conditions, problems and opportunities; the possibilities of the future; the present status and projected future trends; and the policy of government with respect to physical development.

- (4) Implementation: The final and critical step is the process of carrying out the policies and proposals contained in the Plan. Unfortunately, implementation cannot be

accomplished by a single act or in a single document. It is a continuous series of individual private actions, which must be monitored by responsible public agencies, with public action initiated when feasible and timely. The success of such efforts will require the cooperation of all Township residents and the coordinated efforts of its public officials and agencies.

Map 1-1 Hampden Township Context Map



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Goals & Objectives

The statement of community development objectives reflects the policy goals of the Township regarding the need for housing, commerce and industry; the location of streets, other community facilities and utilities; and the need for preserving and protecting natural resources. The previous Hampden Township Comprehensive Plan stated:

"The need to modify the Township Community Development Objectives will evolve over time as the socioeconomic-political structure of society continues to change. For this reason, they should be viewed collectively as a flexible instrument which gives direction to the Township planning process."

The overall goal guiding the future development of Hampden Township is the creation of physical, social and economic environments which will continue to provide its residents with increasingly better places in which to live, work and play. Above all, protection of the public health, safety and general welfare is the basic goal in the formulation and implementation of the Comprehensive Plan.

2.1 Cumberland County Goals and Objectives

Hampden Township's goals and objectives have been developed to be consistent with the goals and objectives presented in the 2003 Cumberland County Comprehensive Plan. The County Plan

2. Goals & Objectives

prioritizes six goals (broad directions), each with numerous objectives (specific directions).

Land Use (LU)

Goal: Establish compatible land-use patterns responsive to the needs of residents. These patterns should reflect the limitations and potential of both the natural and man-made environments.

LU-1 Promote consistent land-use regulations and provide technical assistance for municipal planning documents.

LU-2 Encourage comprehensive plan adoption and updates that are consistent with the County Comprehensive Plan.

LU-3 Coordinate planning and communication between municipalities and the County through the Outreach Program.

Environment (E)

Goal: Preserve and enhance the natural, scenic, and environmentally sensitive features of the County.

E-1 Adopt stormwater management plans for all watersheds in the County and limit development within floodplains. In 2010, a stormwater management plan was completed for Cumberland County.

E-2 Support conservation-district programs and promote educational outreach.

E-3 Incorporate provisions in municipal zoning, subdivision and land development ordinances for

the preservation of wetlands and woodlands on development sites.

Housing Plan (H)

Goal: Provide a sufficient supply of mixed housing types within the financial reach of all citizens of the County.

HC-1 Encourage the adoption of building codes and promote a variety of housing designs and values.

HC-2 Support Redevelopment and Housing Authority programs for low and moderate income housing opportunities.

HC-3 Preserve older homes, primarily in boroughs and rehabilitate/re-use existing buildings.

Economic Development (ED)

Goal: Establish a stable, healthy, and balanced economic base, which is compatible with population growth. Provide for a variety of goods and services and employment opportunities.

ED-1 Attract businesses that attract jobs and do not contribute to environmental degradation.

ED-2 Attract and expand businesses that add stability and broaden the tax base.

ED-3 Develop within existing facilities, provide educational facilities for training and create jobs with above-average wages.

Transportation (T)

Goal: Establish a safe, convenient, and balanced transportation network that adequately supports existing and future land uses in conjunction with land development. The network

2. Goals & Objectives

should provide for efficient movement of people and goods by all modes of transportation.

- T-1 Link transportation planning and land use planning while promoting use of mass transit alternatives (commuter rail, bus, car pooling).
- T-2 Coordinate transportation planning efforts between County and municipalities and intermunicipal planning.
- T-3 Encourage inter-modal transportation links.
- T-4 Encourage the limitation of access points to properties along Carlisle Pike, Trindle Road and Simpson Ferry Road.

Community Facilities Services Plan (CF)

Goal: Provide a complete and adequate system of community facilities and services that meets the needs of the County's residents and establishments.

- CF-1 Develop and implement the Greenway Study/Open-Space Preservation Plan and encourage development near existing facilities.
- CF-2 Adopt ordinance provisions that require developers to determine water supply needs generated by their development and avoid detrimental impacts upon water resources.
- CF-3 Maintain the county-wide emergency response communications network, develop recreational facilities in close proximity to residential areas and encourage school districts to allow the use of their recreational facilities for community activities.

Where appropriate, Hampden Township embraces the objectives of the Cumberland County Plan. The categories in the Township Plan have not been prioritized. Objectives under each goal have been ranked according to their importance to the Township.

2.2 Hampden Township Goals & Objectives

Administrative (A)

Goal: To provide administrative support at the Township staff level to implement the recommendations set forth in the Hampden Township Comprehensive Plan.

- A-1 Maintain a continuous planning process, including the regular review and update of the Comprehensive Plan and related implementing measures.
- A-2 Continue to amend land development and zoning regulations for consistency with changes to the Municipalities Planning Code (MPC) and the Township Comprehensive Plan but also be receptive to proposed changes to zoning which allow innovative development beneficial to the Township.
- A-3 Provide/offer currently appointed Board/Commission members up-to-date training/education in order for them to serve the residents to the best of their abilities.
- A-4 Continue to educate the public on the planning process and codes enforcement and develop procedures with the advancement of technology to increase public awareness, involvement and participation in the land development process.



2. Goals & Objectives

- A-5 Make planning, zoning, land development and all related information as widely accessible as possible.

Land Use (LU)

Goal: To promote the coordinated distribution of land uses throughout the Township, resolving existing and avoiding future land use conflicts among incompatible uses. To encourage the preservation and conservation of natural resources, and timing development with necessary and adequate infrastructure.

- LU-1 Provide for the orderly expansion of residential uses while maintaining an essentially rural environment in the portion of the Township North of I-81.
- LU-2 Encourage new residential development in areas which can be economically served by public utilities and transportation facilities capable of carrying additional traffic.
- LU-3 Continue to encourage open space development to preserve natural areas such as woodlands, scenic views, open spaces, the Conodoguinet Creek shoreline and other natural drainage areas.
- LU-4 Discourage strip commercial development and encourage planned clusters of commercial development that are attractively designed, landscaped and buffered from more restrictive areas.
- LU-5 Encourage the reuse and redevelopment of vacant properties. Establish ordinance regulations for the demolition of abandoned commercial and industrial buildings and/or properties.

- LU-6 Continue to limit the expansion of industrial and commercial areas to those areas with direct access to major thoroughfares.
- LU-7 Allow expansion of industrial uses only in areas contiguous to existing industrial uses. Encourage attractive design, landscaping and buffering from more restrictive uses.
- LU-8 Direct development away from areas which are environmentally constrained due to floodplains, drainage ways, wetlands and steep slopes.
- LU-9 Provide adequate off-street parking and loading areas in all commercial and industrial developments and, to the extent possible, separate vehicular and pedestrian traffic.
- LU-10 Establish strict controls on industry which will prevent hazards to the environment and to public health, safety and welfare.
- LU-11 Coordinate land use planning with planning in adjacent municipalities.
- LU-12 Provide an opportunity for a mix of business and residential uses to develop in appropriate locations that encourage economic viability and improve traffic circulation and aesthetics of commercial corridors.
- LU-13 Provide for a variety of housing types including housing to meet the needs of seniors.

Environment (E)

Goal: To promote the protection and conservation of natural resources and environmentally sensitive areas of the



2. Goals & Objectives

Township.

- E-1 Develop and enforce regulations which prevent or limit development of environmentally constrained areas including but not limited to floodplains, drainage ways, wetlands and steep slopes.
- E-2 Encourage the retention of woodlands and open spaces.
- E-3 Preserve open space by utilizing a variety of techniques (i.e., acquisition, easements, environmental protection zoning, and transfer of development rights).
- E-4 Support the county-wide solid waste collection and waste reduction/recycling program.
- E-5 Continue to promote and expand the Township recycling program.
- E-6 Promote greater public awareness, with the advancement of technology, of environmental issues. GIS is one example (see box).
- E-7 Encourage and support efforts for historic preservation with joint participation of individual citizens, interested civic groups, developers and all levels of government.
- E-8 Implement the stormwater management standards approved by the Department of Environmental Protection and developed by the Cumberland County Planning Commission which coordinates with the Pennsylvania Stormwater Management Act (Act 167) and the Township's Municipal Separate Storm Sewer System (MS-4) Permit.

Geographic Information Systems (GIS) is mapped-based technology that can display environmental features such as water bodies, creeks, woodlands, and steep slopes. GIS also links data to mapping, creating a dynamic tool for assessment and monitoring of natural resources and their changing conditions over time. The data from GIS can be analyzed to plan for better conservation of a Township's natural resources. Public access to GIS can also be accomplished via the Township web site, giving citizens the same information as Township officials and professional staff.

- E-9 Work with the local water companies to ensure a safe water supply with acceptable pressure throughout the entire Township.

Housing (H)

Goal: To promote high quality residential development of sufficient supply and mix of housing types to meet the housing needs of current and future Township residents.

- HT-1 Support increases in single-family attached and detached units, townhouses and garden apartments in areas with adequate transportation, sewer, water and suitable environmental features.
- HT-2 Preserve the rural environment of the portion of the Township North of I-81 by providing residential development standards optimizing open space and conserving natural features.
- HT-3 Encourage senior housing development in the Township.
- HT-4 Limit the development of high density housing to urbanized areas with access to public sewer, public water and a major thoroughfare but away from areas that would be impacted adversely by additional traffic on neighborhood streets.
- HT-5 Continue to provide buffering and screening requirements between residential developments and commercial/industrial areas.
- HT-6 Continue to maintain an open housing policy with regard to both occupancy and type of housing.
- HT-7 Encourage innovative approaches to housing development.



2. Goals & Objectives

HT-8 Encourage the use of high-density mixed use buildings in the Commercial Districts.

Transportation (T)

Goal: To provide a community-wide transportation system which allows unhindered circulation from the region and throughout the community, thus meeting the transportation needs of people, business and industry.

T-1 Continue to schedule and execute a program of upgrading and improving local roads, including intersection improvements and widening projects, by concentrating local funds in areas of greatest need.

T-2 Continue working with the Pennsylvania Department of Transportation (PennDOT) and neighboring municipalities in finding solutions to problems on State connectors and getting projects listed on the PennDOT Transportation Improvement Program (TIP).

T-3 Expand the system of biker-hiker trails interconnecting Township neighborhoods with recreation facilities and natural areas.

T-4 Support the Transportation Plan Element of the Cumberland County Comprehensive Plan specifically:

- Taking advantage of Cumberland County's strategic location.

- Support additional lanes on State Route 581 and I-81.

- Linkage of Land Use and Transportation

Planning.

- Recognizing the decrease in funding for Highway and Bridge projects as a trend through 2030. Even though Act 89 of 2013 provides for new transportation funding, additional funding should be sought.

- Focus on Public Transit Issues and Needs including: increasing ridership, working with Capital Area Transportation (CAT) to expand service in the Township, studying regional rail connections.

- Examining rail freight issues and needs including: future growth in rail freight, preserving rail right-of-ways, and industrially zoned land, focusing on rail crossing safety, shared use of rail freight corridors.

- Aviation Needs and Issues, including: preservation of the regional airport, continuing the viability of the Harrisburg International and Capital City Airports, Airport Hazard Zoning.

- Focus on nonmotorized transportation issues and needs, including: limited accommodation of non-motorized transportation in roadway design, ADA accommodation throughout the transportation system, dispersed land uses.

T-5 Encourage and promote energy conservation measures, such as van pools, park and rides and the expansion of public transit services in the Township to employment locations.

2. Goals & Objectives

- T-6 Increase participation of local municipalities in Harrisburg Area Transportation Study.

Community Facilities and Services (CF)

Goal: Continue to provide adequate community facilities, services and utilities to meet the needs of all current and future Township residents and those who may work in or visit the Township and to protect the general health, safety and welfare of the citizenry.

- CF-1 Provide adequate stormwater management facilities for the protection and preservation of existing and future water supplies and the protection of private and public property. To this end, require that all new land development plans provide for quantity and quality of all stormwater runoff through the use of Best Management Practices (BMPs).
- CF-2 Maintain the quantity and quality of emergency services as warranted by future demand.
- CF-3 Work with public utilities and developers in order to provide for extension of public water and sewer facilities to those portions of the Township identified for future development in accordance with the Township's Act 537 Plan and its updates. As full development occurs, encourage and provide, if possible, utility extension to existing residents.
- CF-4 Maintain and increase recreational facilities and programs commensurate with increasing demand and population. One such example is the future Veterans Park that will be built adjacent to the I-81/Wertzville Road interchange.
- CF-5 Develop a plan for recreation areas to meet the Municipalities Planning Code (MPC) requirements

by requiring developers to donate land or pay a fee in lieu of dedication.

CF-6 Maintain adequate space for Township administrative, maintenance, protection and cultural functions.

CF-7 Support the Cumberland County Library System with the objective of improving services to Hampden Township.

CF-8 Support the update of the Cumberland County Water Supply Plan which should include an assessment of groundwater capacities and development of a countywide aquifer map.

CF-9 Support the Cumberland Valley School District effort to establish and maintain educational programs and facilities necessary to serve the mental, physical, and social needs of all children and adults.

CF-10 Work with the Cumberland Valley School District to assess the impact of proposed development on existing educational facilities.





Population Profile

Hampden Township's population profile describes the demographic character of the Township by compiling important data on the resident population's size, age, household composition and educational attainment. The study traces the population's historic trends and describes existing conditions. This section relies on the data and information contained in the previous Hampden Township Comprehensive Plan, the 2000/2010 U.S. Bureau of Census and the Pennsylvania State Data Center, which is the Commonwealth's official source for population and economic statistics.

This data, when combined with the information contained in other baseline studies, will form the basis for determining Township needs and the foundation for developing plan strategies. Utilizing this information will assist the Township leaders in determining the impact future growth and development/redevelopment will have on the Township's transportation network, land uses, housing market and community facilities and in making informed decisions on methods of controlling and managing these impacts. Through this process, the Township leaders will be able to develop a planning program which will maintain the Township's community character and its tradition of providing Hampden residents a quality residential environment.

3.1 Population Trends

Many factors influence the size and composition of Hampden Township's population including National, State, Regional, County and intermunicipal trends. While the National and State data are



3. Population Profile

important in providing a broad, generalized perspective, it is the more local information which provides a more specific outlook.

National ,State Trends and Characteristics

During the period from 2000-2010, the rate of the nation's population growth rate decreased from 13.2 percent during 1990-2000 to 9.7 percent, while the birth rate increased slightly. Immigration remains the biggest source of population growth in the nation.

Pennsylvania's slower growth rate of 3.4 percent mirrors that of the Northeast region, which has experienced an out-migration to the "Sunbelt" states. However, Pennsylvania has experienced in-migration as well and the minority population of the state increased by 33.1% in the period from 2000-2010. Pennsylvania is also an aging state and the data shows the senior age group (65 years and over) has increased to represent 15.6 percent of the State's population and ranks as the third highest in the nation. Pennsylvania remains the sixth largest state in the nation behind California, Texas, New York, Florida and Illinois.

Regional Trends & Characteristics

The Tri-County Region consists of Cumberland, Dauphin and Perry Counties and forms the Harrisburg SMSA (Standard Metropolitan Statistical Area). In the period from 2000-2010, the area has shown steady growth at a rate of 7.3 percent, twice the rate of the state. Two geographic elements within the region influence the area's growth and population characteristics. These elements are the location of the Pennsylvania State Capital at Harrisburg and the junction of numerous inter- and intra-state highway networks, thus enhancing primary and secondary employment opportunities and making the area easily accessible to outside markets. The socio-economic forces generated by the Harrisburg urbanized area have been and will continue to be a major influence on population growth.

Cumberland County's growth rate of 10.2 percent was the highest in the Tri-County Region with Dauphin at 6.5 percent and Perry at 5.4 percent. It was also much higher than Pennsylvania's growth rate of 3.4 percent. The growth may be a direct correlation to the healthy economy, making it an attractive place to live.

3.2 Hampden Township Trends and Characteristics

Table 3-1 shows the Township's population growth from 2000 to 2010 compared to the contiguous municipalities and Cumberland County. In the decade of the 2000s, Hampden Township was second in terms of population growth by percentage but first in terms of total individuals. The 3,909 new residents brought the Township's population to 28,044 persons, thus making it the largest municipal population in the County. East Pennsboro is second with 20,288 people, a difference of 7,816.

In 2000, Hampden Township had 5,881 persons more than the next most populous contiguous municipality, East Pennsboro with 18,254. By 2010, this difference increased to 7,816. Even though Cooke Township and Southampton Township had the highest growth rates for the period, 53 percent and 33 percent respectively, Hampden Township's increase, 16.2 percent or 3,909 persons, represented the largest increase in actual number of persons. The 28,044 persons in the Township is equal to almost 12 percent of the County population.

The Township's position and influence in the local region is evident when evaluating the population trends over the last 70 years. The local region consists of Hampden Township and its contiguous neighbors East Pennsboro, Lower Allen, Rye and Silver Spring Townships, and Camp Hill, Mechanicsburg and Shiremanstown Boroughs. This local region grew gradually from 20,169 in the 1950s. While the Township more than tripled its population in the 1950s, it continued growing through the 2000s at a rate second



Table 3-1				
Population Growth 2000-2010 Cumberland County-Hampden Township-Contiguous Municipalities				
Municipality	2000	2010	Number Increase	Percentage Increase
Cumberland County	213,674	235,406	21,732	10.2%
Hampden Township	24,135	28,044	3,909	16.2%
Camp Hill Borough	7,636	7,888	252	3.3%
East Pennsboro Township	18,254	20,228	1,974	10.8%
Lower Allen Township	17,437	17,980	543	3.1%
Mechanicsburg Borough	9,042	8,981	-61	-.7%
Rye Township (Perry County)	2,327	2,364	37	1.6%
Shiremanstown Borough	1,521	1,569	48	3.2%
Silver Spring Township	10,592	13,657	3,065	28.9%
Sources: US Census 2000 and US Census 2010				

only to Silver Spring Township at 28.9 percent.

In 1940, the Township's population accounted for 7 percent of the population of the local region. By 2000, the Township's population had increased to 26.5 percent of the local region and by 2010 the Township's population was 27.8 percent of the local region. With over a quarter of the regional population living in Hampden Township, the Township has a unique position in affecting existing and future socio-economic, land use and housing, transportation and community facility issues.

Detailed characteristics further define the demographic composition of the community and the impact of the needs of these population groups on local issues. The following discussion updates the age distribution and population projections of the Township's 1994 Comprehensive Plan and includes characteristics which are influential in defining local needs and determining local policy. These characteristics are age and sex composition,

educational attainment and household and marital status. For consistency, these discussions include each characteristic's importance, Township profile and local impact.

Age and Sex Composition

An increase in the preschool age group (0-4 years) may increase the demand for day care, preschool education and recreation facilities and services. Changes in the school age group (5-19 years) may affect the need for public education, recreation and latchkey facilities and programs. The distribution of the workforce age group (20-64 years) will affect the employment and housing needs of the Township. The oldest age group, senior citizens (65 years and over), represents individuals with unique economic, housing and transportation needs. Growth of this age cohort may require the Township to adjust existing policies to meet the changing needs of the Township's seniors.

The Township's age group composition is shown on Table 3-2 for 1990, 2000 and 2010. Population increased in all age cohorts except 35-44 years (where it stayed statistically flat). These gains represent an increase of 480 persons in the school age group and 2,289 persons in the workforce age group. The greatest increase occurred in the 55-64 age cohort at 64 percent or 1,622 persons. The Senior Citizen Age Group had a similar significant percentage of increase in population for the ten-year period, 62 percent or 1,619 persons. The growth that occurred in the 2000s increased the need for educational and recreational facilities, employment opportunities, and housing and elder-care facilities. The Township's response to these needs is reflected by its activities in the 2000s and documented in the subsequent economic base, housing and community facilities profile chapters.

Typically, the age distribution of the community is evaluated in the context of the male/female distribution of the community. The previous plan revealed that in 2000, females (12,421 persons)



Table 3-2

**Population Change
1990-2010**

Age Group	Age Cohort	1990 Number	1990 % Change	2000 Number	2000 % Change	2010 Number	2010 % Change
Preschool	0-4	1,363	-	1,427	4.7%	1,618	13.3%
School Age	5-9	1,424	-	1,654	16.2%	1,824	10.2%
	10-14	1,508	-	1,774	17.6%	1,912	7.7%
	15-19	1,446	-	1,448	.014%	1,620	11.8%
Workforce Age	20-24	1,195	-	948	-20.7%	1,061	11.9%
	25-34	2,864	-	2,848	-0.56%	2,966	4.1%
	35-44	3,762	-	4,092	8.8%	4,088	0%
	45-54	2,740	-	4,134	50.9%	4,574	10.6%
	55-64	1,998	-	2,545	27.4%	4,167	63.1%
Senior Citizen	65+	2,084	-	2,595	24.5%	4,214	62.3%
Total		20,384	-	23,465	15.1%	28,044	19.5%

Sources: US Census 2000 and US Census 2010

outnumbered the males (11,714 persons) by 707 persons. By 2010, females outnumbered males by 14,496 persons to 13,548 persons or 1,038 persons.

Educational Attainment

Education provides the individual with skills and abilities to compete in the labor market. Higher levels of education have become necessary to be competitive in today's more specialized labor markets. The educational attainment of the resident population has a direct relationship to the general economic and employment conditions of the area. The Census evaluates the level of education of a community with the educational attainment statistic. The statistic categorizes persons over 25 years by the highest level of education they have completed.

The educational attainment for residents in Cumberland County, Hampden Township and the local region are shown on Table 3-3.

Table 3-3

**Educational Attainment
Persons Over 24 Years Old
Cumberland County-Local Region-Hampden Township
2010**

	Elementary (0-8 Years)		High School (1-3 Years)		High School (4 Years)		College (1-3 Years)		College (4+ Years)	
Municipality	Num- ber	%	Num- ber	%	Num- ber	%	Num- ber	%	Num- ber	%
Cumberland County	4,509	2.9%	8,355	5.3%	57,308	36.4%	36,444	23.1%	50,814	32.2%
Hampden Township	198	1.0%	412	2.1%	5,061	25.9%	4,369	22.4%	9,433	48.4%
Camp Hill Borough	91	1.6%	122	2.1%	1,536	27.2%	1,281	22.7%	2,599	46.1%
East Pennsboro Township	355	2.6%	875	6.5%	4,990	37.3%	3,286	24.6%	3,847	28.8%
Lower Allen Township	323	2.4%	843	6.3%	4,975	37.6%	3,409	25.8%	3,654	27.6%
Mechanicsburg Borough	162	2.5%	295	4.6%	2,099	33.2%	1,915	30.3%	1,837	29.1%
Rye Township (Perry County)	60	3.7%	170	10.5 %	697	43.2%	351	21.8%	90	5.6%
Shiremanstown Borough	37	3.3%	29	2.6%	404	36.6%	317	28.7%	316	28.6%
Silver Spring Township	71	0.38%	282	3.3%	2,606	30.5%	2,281	26.7%	3,304	38.6%

Sources: US Census 2000 and US Census 2010

These 2010 statistics show Hampden Township having the most residents (9433 persons) completing four plus years of college, representing 48.4 percent of the total over-25 population. Furthermore, 71 percent of the total over-25 population attended an educational facility beyond high school. Hampden Township is first in the region; Camp Hill is second and had 69 percent attaining more than a high school education. Of those residents who did not attend college, 26 percent graduated from high school. Only 3.1 percent completed less than a high school education compared to 8.2 percent at the County level. These statistics indicated that in 2010 Township residents were quite well educated. It is assumed the 2020 data will continue to see an increase in educational

3. Population Profile

attainment as the work force demands more specialization and skills.

Household and Marital Status

The 2000 Census examined one-person households, two or more person households and non-family households. In 2000, 23.2 percent of the households in the Township were one-person households. The majority of the households were two or more person households (66.4 percent). Non-family households, where several unrelated persons may live together, were only 30.1 percent of the total households.

The 2010 Census provided additional information on household and marital status in the 2000s. Categories of information in the 2010 data included family households (including those with own children under 18 years); married couple family households (including those with own children under 18 years); female households, no husband present (including those with own children under 18 years); non-family households; and households with individuals 65 years and over. This information is outlined in Table 3-4.

These data indicate that a significant portion of the population is households with families having children under 18 years. The demands made by these populations may include the demand for increased educational and community facilities.

Population Projections

Population projections are necessary to anticipate and better plan for future land use needs, size and characteristics of future markets, utilities, schools, parks, streets and other services and facilities. Public officials use such information in determining taxing policies, zoning and other public matters.

For consistency in planning activities, this Comprehensive Plan

Table 3-4
Households by Type in Hampden Township

	Number	Percentage
Total Households	12,261	100%
Family Households	8,146	66.4%
With own children <18	3,301	26.9%
Married Couple Family	7,368	60.1%
With own children <18	3,052	24.9%
Female Household, No Husband Present	760	6.2%
With own children <18	429	3.5%
Non-Family Households	3,788	30.9%
Householder living alone	3,102	35.3%
Householder 65<	846	6.9%
Households w/ individuals <18	3,482	28.4%
Household w/ individuals 60<	4,303	35.1%
Average Household Size	2.35	
Average Family Size	2.87	

Sources: US Census 2010 and Hampden Township Comprehensive Plan

adopts the projections accepted for the Act 537 Plan. The projections have been adjusted to reflect the 2010 Census of Population figures. The adjusted statistics project population increases as follows:

<i>Estimated Population Growth</i>	
Year	Population
2010	28,044
2020	33,961

3.3 Population Summary

Demographic factors of special importance in planning for the community's future needs include the following:

3. Population Profile

- Hampden Township is the largest municipality in Cumberland County in terms of population.
- The Township is experiencing significant growth in its senior citizen population.
- The sex distribution of the population is more females than males.
- Residents 25 years of age and over have a relatively high level of educational attainment when compared with the County and neighboring municipalities.
- The Township is expected to continue to grow through the next ten years.

These factors, when analyzed in the context of the other profiles on the Township, will point to the planning issues of the next decade.

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Economic Profile

Economic base and trend analyses are critical factors in determining Hampden Township's future development options. The business climate of the community will influence the economic base. Factors contributing to the business climate are the community's attractiveness as a place to live and do business and the government's responsiveness to business needs as formalized in the municipal regulations. In the future, the Township's ability to retain existing businesses, promote new businesses and enlarge the service sector will determine the vitality and health of the local economy.

The assessment of Hampden Township's economic growth potential begins with a brief description of National, State and Regional trends and compares these trends with the structure of the local economy. The extent to which the Township's structure correlates with the trends of the Nation, State and Region will affect the local economic growth potential.

4.1 National & State Influence

In the recent decades, the National and State economic trends have undergone a dramatic change. The United States' economy has become intertwined with the economy of our international trading partners. This intermixing has led to the globalization of the economy. Foreign competition and investment has led to increasing trade deficits since the mid 1970s. Foreign interest, primarily from China, Japan, Brazil, Mexico, and Canada, continue to seek their share of the American marketplace.

4. Economic Profile

In addition to the globalization of the American economy, the National and State economies have shifted from being primarily industrial to information and service based economies. This restructuring has changed societal economic patterns by decreasing the number of traditional blue collar jobs and requiring more people to go further in their educational attainment in order to be competitive.

The advent of technology business sectors and the automation of manufacturing added to the list of factors businesses consider in making location decisions. Other factors include the availability of skilled labor and higher education services as well as traditional factors such as infrastructure: roads, rails, and utilities.

In the late 2000s, the changing financial and political climate expanded the list of factors to include:

State & Local Taxes	Environmental Regulations
Wage Rates and Unionization	Nation wide recession
Workers Compensation	Budget Deficits
Unemployment Insurance	

To enhance the business climate and to meet the demands created by changing financial and tax programs, the Commonwealth instituted numerous types of grant, loan, loan guarantee, tax credit and exemption and training programs:

Business Assistance Programs – Ten, low-interest loan programs are potentially available to industrial development corporations, authorities, municipalities, businesses and other organizations to fund land acquisition, building renovation, construction, equipment and site development.

Infrastructure and Redevelopment Assistance Programs – Similar to the Business Assistance Programs, the five programs provide loans or grants to industrial development corporations and authorities and municipalities, primarily for

infrastructure projects.

Training and Technical Assistance Programs – Two programs, the Employee Ownership Assistance Program and the Customized Job Training Program, the first of which encourages employee ownership of businesses, will fund a portion of the cost for feasibility studies and technical assistance. The Customized Job Training Program offers grants to businesses for employee training.

Corporate Net Income Tax Incentives – Six incentives are available to offset business taxes, including “employment incentive payment,” providing credits to firms which hire welfare recipients and provide day-care facilities and “job creation” credit for new employees.

Capital Stock/Foreign Franchise Tax Exemptions – The tax exempts assets engaged in producing specified products.

Sales and Use Tax Exemptions – Tax exemptions are available for machinery, property and packaging materials used in manufacturing.

4.2 Regional Influence

Hampden Township’s economy benefits from its location in the Tri-County Region (Cumberland, Dauphin and Perry Counties). The Region is one of fifteen major labor market areas in the State. Factors influencing the area’s early growth and development as a major center are:

- The location within the jurisdiction of five valleys of the Susquehanna River.
- The development as a rail center.
- The development of key highway passages and interchanges.
- The abundance of natural and agricultural resources.

4. Economic Profile

- The selection of Harrisburg as the State Capital in 1812 and the more recent government military establishments.
- The resultant increase in trade and industrial development.

The Region continues to benefit from its proximity to major cities including Baltimore, Philadelphia, New York City and Washington, D.C. and has become a distribution center for the northeast.

Employment statistics demonstrate the Region's role as an employment center. Twenty-seven institutions and businesses employ 500 or more employees. Several of these employers draw employees from throughout the entire region: Commonwealth of Pennsylvania, The Hershey Company, Penn State Hershey Medical Center, Highmark, Inc., Pinnacle Health System, Giant Food Stores and Capital Blue Cross. The vitality of the Region is not only expressed by the number or size of business establishments but is commensurate to the ability of the Region to encourage expansion and relocation of existing businesses.

Another indicator of the economic vitality of the Region is its low unemployment rate. As of January 2012, the Tri-County Region had an unemployment rate of 7.4 percent. This compares favorably with the Pennsylvania state rate of 8.2 percent.

Geographic features have always had an effect on the economy of the Region. The Susquehanna River divides the East Shore from the West Shore and the mountain ridges divide Cumberland County from Perry County and the upper and lower sections of Dauphin County. These divisions have isolated local economies. Hampden Township is influenced more by Cumberland County's economy and, in particular, the West Shore economy than by the economies of the East Shore or Perry and Dauphin Counties.

4.3 Cumberland County Influence

Labor statistics reveal significant information regarding the economic status of the area. These statistics are subject to short-term variations in the marketplace; therefore, it is more important to evaluate trends rather than individual statistics. Table 4-1 shows the County's civilian labor force, employment and unemployment for 2000, 2005, and 2010. Looking at this time period shows how well Cumberland County has been able to weather the 2008-2010 recession. While unemployment has increased, employment and labor force numbers have outpaced it. This shows that while more people are out of work, even more people are available to work and are working.

Market changes have had an impact on employment in Cumberland County. Table 4-2 is a comparison of the 2000 Census data and 2010 Census data of employment by industry in Cumberland County. This data set reinforces that while the recession had an impact and certain segments lost workers, overall Cumberland County has continued to grow even in a difficult time for the Nation.

These statistics are valuable to those County municipalities, including Hampden Township, which wish to attract future and expand businesses to the Township. The prediction of future trends made possible by this information aids the Township in making wise planning and zoning decisions.

4.4 Local Economic Characteristics

In Table 4-2, Retail Trade is seen as one of the largest sources of employment in Cumberland County. This is important because unlike public sector jobs whose location can be set by the location of state and federal facilities or Education and Health Care which can be similarly restricted, the location of future retail locations is a variable that Townships within the County can compete with one another for by offering appropriate zoning, tax rates, infrastructure,

Table 4-1

**Cumberland County
Total Employment/Unemployment**

Year	Civilian Labor Force	Employed Total	Unemployed Total
2000	110,214	106,711	3,503 (3.2%)
2005	113,351	107,557	5,794 (5.1%)
2010	126,651	119,635	7,016 (5.5%)

Sources: US Census 2000 and US Census 2010

and other factors within their control. Table 4-3 shows the top five Townships in Cumberland County for number of retail establishments and their sales. This table shows Hampden Township has stayed highly competitive in attracting and maintaining retail business. A closer look shows Silver Spring Township has less than half the number of establishments but is a close second in overall sales. This seems to suggest Hampden Township may have a larger number of small businesses which can be important for the diversity of the local economy.

Major Employers

Table 4-4 indicates major employers in Cumberland County in 2001. The table shows a number of diverse employers, from public hospitals and school systems, to trucking, communications, printing and computer-related firms, drug stores, and various manufacturing establishments. The employers with the highest levels of employment tend to be public entities/government agencies, large industrial plants and large retail firms. Future ranking of industrial/commercial parks and shopping centers will be affected by many factors, including the availability of properly zoned land, utilities and employees. Planning for commercial and industrial development is discussed further in the Future Land Use Plan, Chapter 6.

Chapter 5, Land Use, shows the existing location of activity areas and describes the Township's industrial and commercial uses.

Table 4-2

Cumberland County Employment by Select Industry

Industry	2000 Employment	2010 Employment	Total Change (+/-)	Percent Change (+/-)
Agricultural, Forestry, Mining	1,405	1,251	-154	-10.9%
Construction	5,929	6,568	639	10.7%
Manufacturing (nondurable goods)	10,734	9,523	-1,211	-11.2%
Transportation & Utilities	7,283	6,520	-763	-10.4%
Wholesale Trade	4,008	4,274	266	6.6%
Retail Trade	13,166	15,038	1,872	14.2%
Finance, Insurance, & Real Estate	8,716	9,874	1,158	13.2%
Education & Healthcare	20,575	27,464	6,889	33.4%
Services (scientific, management, recreation, other non. Govt)	24,204	27,494	3,290	13.5%
Public Administration	10,691	11,629	938	8.7%
Total	106,711	119,635	12,924	12.1%

Sources: US Census 2000 and US Census 2010

Table 4-5 describes the nine major activity centers in Cumberland County. The majority (seven areas) of these areas are commercial areas. Only three industrial centers are located in the Township; the Hampden Township Industrial Park, Lynndale Industrial Park and Naval Support Activity. In addition to planned development areas, Trindle Road, Simpson Ferry Road and Carlisle Pike have developed as commercial/office strip corridors.

Table 4-6 shows the distribution and growth of three industries in Cumberland County from 1992 to 2007.

- Wholesale Trade
- Retail Trade
- Selected Services

Table 4-3

Retail Establishments in Cumberland County by Geographic Area

Geographic Area	Number of Establishments	Sales (\$1000)	Annual Payroll (\$1000)
Hampden Township	129	775,814	71,149
Lower Allen Township	125	455,860	44,047
Carlisle Borough	119	434,859	40,870
Camp Hill Borough	65	172,313	20,842
Silver Spring Township	56	600,145	46,915

Sources: US Census 2010

Selected Services is a heading used to identify the following types of employment: food services, health services, administrative and waste management, scientific and technical services, and educational services. From 1997 to 2007, the number of Wholesale Trade establishments decreased by 12.3 percent and the number of employees decreased by 11.8 percent, while sales increased significantly by 25.3 percent. Retail Trade followed the same pattern as Wholesale Trade; the number of establishments decreased by 5 percent, the number of employees decreased by 1.4 percent but sales increased by 33.5 percent. No direct relationship exists between the decrease in the number of wholesale and retail establishments and employees and the significant increase in sales.

A prosperous larger business can offset the loss of several small businesses and the associated jobs, resulting in an overall increase in sales. This may suggest big box stores replacing individual retailers and other similar consolidation in the market place.

The number of Selected Services establishments also decreased from 1997 to 2007 by 25.3 percent. Paid employees in these sectors increased by 13.2 percent during the same period of time.

Table 4-4**Major Employers in Cumberland County-2001**

Employer Name	Employees	Product/Service
Naval Support Activity Mechanicsburg (NSAM)	5,600	Supply Agencies-Gov't
Highmark/Pa Blue Shield	5,300	Medical Svc. Plans
Giant Food	2,943	Grocery Stores
JFC Staffing	2,713	Temporary Services
Rite Aid Corp	1,990	Drug, Proprietary, Sundries
Excel Logistics	1,900	Grocery Services
Electronic Data Systems	1,700	Business Service
U.S. Army War College	1,670	Military College
Fry Communications	1,500	Commercial Printing
Holy Spirit Healthcare	1,325	Hospital
Roadway Express, Inc.	1,300	Trucking
Cumberland County	1,200	County Seat
Carlisle Regional Medical Center	1,200	Hospital
Ross Distribution	1,200	Warehouse
Bookspan	1,100	Mail Orders
State Correctional Institute in Camp Hill	1,070	State Penitentiary
West Shore School District	1,007	Elementary and Secondary Schools
Lear Corporation	1,000	Auto Interior Manufacturing
Cumberland Valley Schools	994	Elementary and Secondary Schools
Arnold Industries	981	Logistics
Schneider National Carriers, Inc.	950	Trucking Company
Carlisle Companies Inc. Corp	900	Rubber Sheeting, Tires & Tubes
ABF	833	Trucking Company
Shippensburg University	830	State College
Gannett-Fleming, Inc	773	Engineering and Consulting
Merck-MedcoRX	754	Internet Mail-Order Pharmaceuticals
Washington Group International Inc.	750	Logistics
Shagger Trucking Inc.	707	Trucking Company
Ingersoll Rand	700	Powdered Metals Manufacturing
Dickinson College	671	Private College

Source: Cumberland County Comprehensive Plan, 2003 (Note: Additional data to update this chart beyond 2001 is not available due to security reasons.)

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Table 4-5

Major Activity Areas

Development	Location	Location Advantage	Land Use
Hampden Industrial Park	St. John's Church Road/ Trindle Road	Proximity to US Rte 14 and US Rte 11	Heavy Industrial
Gateway Plaza	Carlisle Pike	Proximity to Carlisle Pike	Commercial
Naval Support Activity	Trindle Road/Sporting Hill Road/Carlisle Pike	Not Subject to Private Development	Government/ Industrial
Hampden Commons	Carlisle Pike	Proximity to Carlisle Pike	Commercial
Hampden Center Shopping Center	Carlisle Pike	Proximity to Carlisle Pike	Commercial
Skyport Plaza Shopping Center	Carlisle Pike	Proximity to Carlisle Pike	Commercial
Harrisburg West Shopping Center	Gettysburg Road	Proximity to US Rte 15	Commercial
Silver Creek Plaza	Carlisle Pike	Proximity to US Rte 15, 81	Commercial
Lynndale Industrial Park	Basehore Road	Proximity to Carlisle Pike	Industrial
Cumberland Technology Park	Technology Parkway	Proximity to Interstate 81	Commercial

This increase reflects an overall nationwide trend toward the "tertiary sector" or service-type industry. In 2007, the largest service-type group was the health services (except hospitals), followed by accommodation and food services; professional, scientific and technical services; administrative, support and waste management; and educational services.

Cumberland County's service sector trends are expected to continue into the future similar to the national and regional trends. The County's population growth will also affect growth in this sector, due to the strong correlation between population size and the demand for all types of service.

Table 4-6

**Wholesale, Retail and Selected Services
Cumberland County-1992,1997 and 2007**

	1992	1997	2007	Percent Change (1997-2007)
Wholesale Trade				
Establishments	310	260	228	-12.3%
Payroll (\$1,000)	\$135,751	\$122,673	\$134,576	9.7%
Sales (\$1,000)	\$1,680,988	\$2,439,625	\$3,057,759	25.3%
Employment	4,715	3,589	3,165	-11.8%
Retail Trade (1)				
Establishments	1,263	955	907	-5.0
Payroll (\$1,000)	\$229,736	\$268,236	\$333,701	24.4%
Sales (\$1,000)	\$2,040,186	\$2,759,547	\$3,684,912	33.5%
Employment	20,063	15,697	15,471	-1.4%
Selected Services (1)				
Establishments	1,387	1,940	1,449	-25.3
Payroll (\$1,000)	\$381,207	\$577,555	\$843,624	46.0%
Sales (\$1,000)	\$901,837	N/A	\$2,103,894	133% (since 1992)
Employment	16,682	28,353	32,101	13.2%

Census by Industries: 1992, 1997 and 2007

(1) Represents only those establishments with payroll

Sources: 2007 Census Data

Employment Characteristics

Employment characteristics that are useful in determining the future employment needs of the community are place of work and type of work. Place of work statistics show the level of employment opportunities within the Township and reveal willingness to work outside the Township. The type of work statistic shows the trend in employment opportunities and provides direction for future economic planning activities. The municipalities of the West Shore

4. Economic Profile

must not be evaluated individually but collectively due to the interdependence of the economic base in the area. For this reason, the evaluation of Hampden Township's employment characteristics is in the context of its neighboring municipalities.

Type of Work

The type of work shows the occupational choices of Hampden Township residents. Table 4-7 compares the work choices among selected communities. Hampden Township has more residents 16 years of age and over employed than any of the neighboring municipalities. The majority of these residents (88.4 percent) work in the relatively white collar managerial/professional, service and sales/office occupations (service-oriented professions). The highest occupational group for all municipalities is managerial/professional. The patterns for the area seem to indicate the more urban the community the greater the percentage of residents are employed in service-oriented occupations whereas the more rural the community the greater the percentage of residents are employed in goods-oriented occupation.

Income Level Characteristics

The income characteristics of the Township are useful in describing the socio-economic climate of the Township. Indicators of the health of the local economy include a comparison of the Township's income and poverty levels with the State, County and Local Region. Table 4-8 provides the data needed to perform the evaluation.

In 2010, Cumberland County ranked higher than the State in all three categories and Hampden Township is the highest ranking municipality in the county. The 2010 Township per capita income of \$42,955 was \$13,061 higher than the County and \$6,709 higher than the next closest township, Silver Spring, at \$36,246. Similarly, the Township's median family and household incomes were significantly higher than the County medians.

Table 4-7

**Employment by Occupation
Persons 16 Years and Over
Selected Municipalities
2010**

Municipality	Managerial/ Professional		Service		Sales/Office		Construc- tion/ Maintenance		Production/ Transportation	
	#	%	#	%	#	%	#	%	#	%
Hampden	7,471	50.2%	1,372	9.2%	4,326	29%	538	3.6%	1,190	8.0%
Camp Hill	2,007	48.6%	519	12.6%	1,156	28.1%	124	3.1%	321	7.8%
East Pennsboro	3,989	37.9%	1,612	15.3%	3,335	31.7%	675	6.4%	901	8.6%
Lower Allen	2,930	40.1%	1,083	14.8%	2,131	29.2%	368	5.0%	795	10.5%
Mechanicsburg	1,886	38.3%	805	16.3%	1,325	26.9%	242	4.9%	672	13.6%
Rye	415	27.9%	168	11.3%	435	29.3%	232	15.6%	237	15.9%
Shiremanstown	364	41.7%	128	14.7%	242	27.7%	68	7.8%	71	8.1%
Silver Spring	3,104	44.8%	828	11.9%	1,779	25.7%	324	4.7%	896	12.9%

Source: 2010 US Census

The local region is also very healthy compared to the state. All municipalities bordering Hampden Township exceed the state per capita estimate. All but Mechanicsburg exceed the state family median and all but Shiremanstown exceed the state household median.

4.5 Economic Base Summary

The Hampden Township economic base is strong. Salient features of the economy include the following:

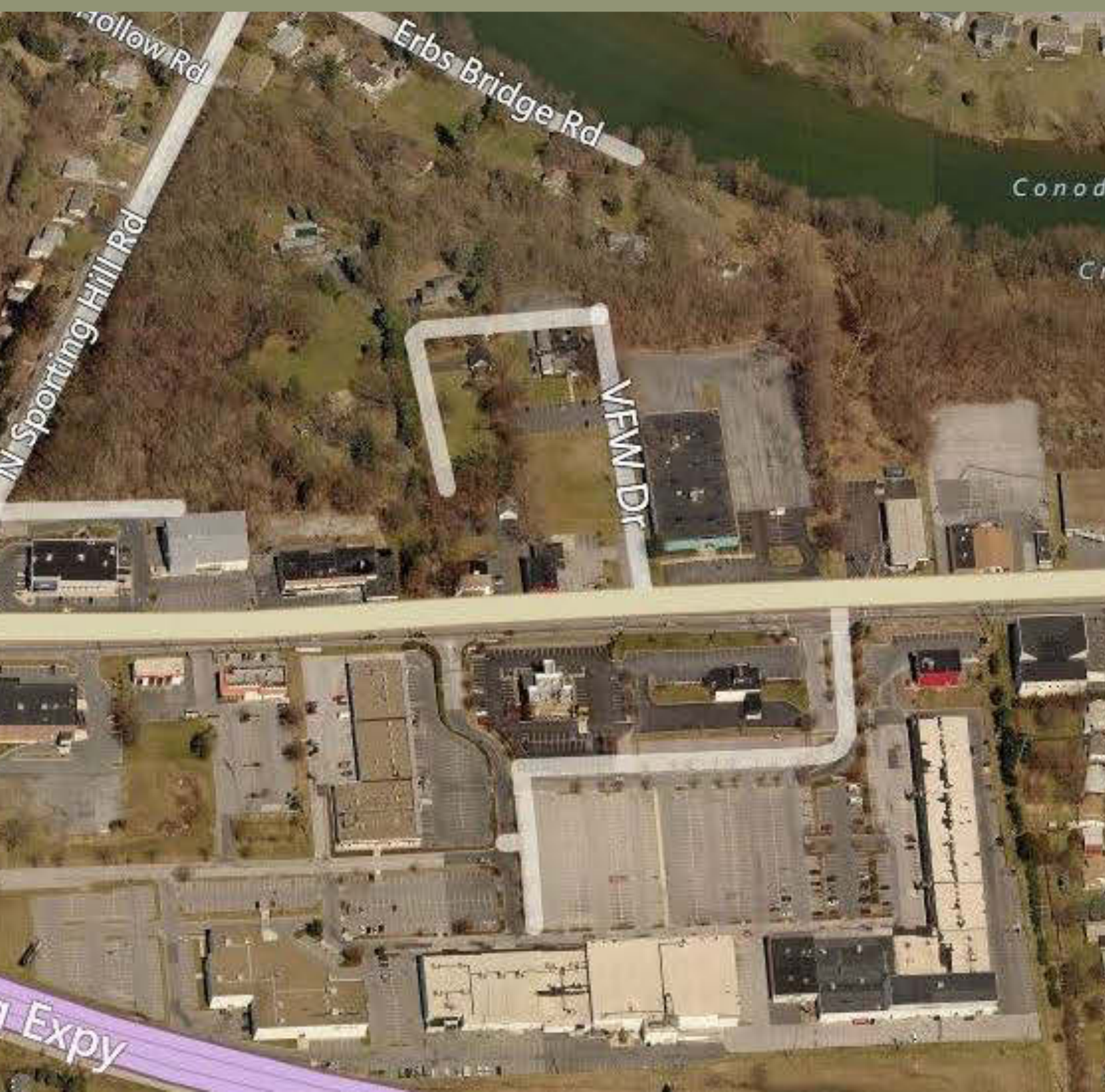
- The Township benefits from the numerous Commonwealth Economic Development Partnership Assistance and Tax Incentive Programs
- The Tri-County Region is an economically viable employment center with low unemployment and a growing economic base.

Table 4-8			
Income Characteristics State-County-Local Region 2010 (In Dollars)			
Municipality	Per Capita Estimate	Family Median	Household Median
Pennsylvania	\$26,374	\$61,890	\$49,288
Cumberland County	\$29,894	\$72,403	\$56,209
Hampden Twp.	\$42,955	\$105,121	\$85,284
Camp Hill Borough	\$35,470	\$88,337	\$60,083
East Pennsboro Twp.	\$27,105	\$67,063	\$57,684
Lower Allen Twp.	\$31,793	\$78,750	\$60,456
Mechanicsburg Borough	\$27,336	\$61,085	\$49,789
Rye Twp. (Perry County)	\$29,636	\$77,375	\$70,197
Shiremanstown Borough	\$29,111	\$66,011	\$45,938
Silver Spring Twp.	\$36,246	\$85,372	\$75,498
Source: 2010 US Census			

- The local economy is growing toward a service-oriented economy and away from a goods-oriented economy; thus, keeping pace with National and State economic trends.
- Hampden Township is part of the West Shore market area. It is home to several large employers and activity areas.
- Income data indicate Township residents, on the average, have a higher standard of living than most County and Local Region residents.

Planning decisions will affect the future economy and character of the Township to the degree in which the local commercial/office/industrial sectors are encouraged or discouraged to expand. The existing characteristics of the economy are favorable for continued economic expansion; however, it is the residents of Hampden Township who will determine the future direction of their community.

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Land Use

Realizing what uses currently occupy the land area of a community is essential for planning for the future. The term “land use” refers to the spatial distribution of existing land functions; that is, the residential or living areas, the industrial or working area, and the support functions offered by commerce, institutions and utilities. A tabulation of existing land use helps reveal the nature of an area by showing what uses exist and how much area is devoted to that use. A mapping of land use offers an indispensable visual aid to realize the essential activity system of an area. In this way, the interrelationship of all the land uses can be noted, and it is then possible to see how these land uses ultimately affect the population of that area.

5.1 Existing Land Use

Currently the Township has nine major land use categories: (1) residential, (2) commercial, (3) industrial, (4) public and semi-public, (5) major transportation, (6) agriculture and rural, (7) open and woodland, (8) water, and (9) developing lands. Several of these categories have been further subdivided to allow for a more detailed and informative database. The nine land uses are defined as follows:

Classifications

Residential

All residential land uses are classified by type of enclosed dwelling unit – one, two, multiple, etc. For this purpose, one dwelling unit represents a household having the customary facilities necessary to

5. Land Use

accommodate one family.

- Single Family: One detached dwelling unit
- Multi-Family: Two or more dwelling units – duplexes, townhouses or row houses; two or more dwellings over or attached to other use; multi-story apartments or condominiums.

Commercial

Any building or floor use whose economic function involves engaging in the sale of goods (retail or wholesale), food and drink (restaurants, bars, etc.), services of a business, personal, or professional nature or for entertainment (theaters, amusement parks, etc.)

Industrial

Establishments engaged in the production of goods or nonmanufacturing products or services (e.g., construction, mining, warehousing, etc.), and the grounds used by these companies.

Public and Semi-Public

Any building or floor area devoted to the use of public recreation facilities, public schools, churches, cemeteries and municipal areas.

Major Transportation

Buildings and associated grounds of various transportation facilities such as rights-of-way of public streets and roads, railroads and power lines.

Agriculture & Rural

Land occupied by farms and farming related uses, including farmsteads. This category includes small woodlots when they are part of the farm property. Also included are orchards, nurseries, greenhouses, etc.

Water

Areas covered by water, including rivers, streams, ponds, and impoundments.

Vacant Lands

- Developing Lands: Areas which have been set aside for future subdivisions.
- Open and Woodland: Major wooded areas not located on land occupied by other uses and open (undeveloped) land areas including land used for agricultural purposes and farmsteads .
A major portion of this land use includes the steep slopes of the Blue Mountain.

The 2012 existing land use information for the township was obtained through review of Cumberland County Tax Assessment records and input from township officials and staff. The results of the study are illustrated on the map entitled Figure 5-1 , “Township Land Use-2012,” and statistical data is shown in Table 5-1.

Location of Uses

Hampden Township can be divided into three general land use zones: industrial/commercial to the south, residential in the central and rural/open space to the north.

Most residential development activity has occurred in the central part of the township along Wertzville Road, Lamb’s Gap Road, Good Hope Road and Orr’s Bridge Road. This relatively new residential development includes expansion of existing subdivisions such as Dartmouth Green, Wentworth, The Preserve, Good Hope Farms South and Grandon Farms, along with new development in Hunters Gate, Grand Meadows, Fair Hills, Hawks Landing, Quigley Estates, Laurel Ridge Estates and other smaller subdivisions.

The northeastern part of the township is characterized by large lot residential development and vacant land for which future



5. Land Use

development is challenged by steep slopes and a lack of public infrastructure.

Land used for commercial purposes is concentrated primarily along the Carlisle Pike, Trindle Road and Simpson Ferry Road. Recent expansion of public utilities in the north side of the Township is spurring commercial development along Wertzville Road as well as construction of new complexes including Good Hope Office Park and expansion in Cumberland Technology Park.

Industrial land uses are located in the southern and southwestern portion of the Township along Trindle Road, Simpson Ferry Road, Brandy Lane and the area encompassed by the Naval Support Activity. Industrial Parks include the Hampden Township Industrial Park located near Shiremanstown and the Lynndale Industrial Park off Bashore Road.

Summary of Uses

Table 5-1 shows the number of acres dedicated to each of the eight land use categories and the percent of Township area. The greatest amount of developed land area in 1991 was occupied by residential use (3,052 acres), followed by industrial (1,501 acres), commercial (535 acres), public and semipublic (455 acres) and major transportation (319 acres).

By 2012, these uses had all greatly expanded within the Township. Residential use had expanded by 1,934 acres and now covers 43.8 percent of the Township. Industrial remained the next largest use by expanding by 68 acres still followed by commercial which increased by 791 acres, an increase of 147 percent over the 1991 number. Major transportation has expanded since 1991 with the completion of Route 581 and has surpassed public and semipublic land to consist of 1,499 acres or 13.1 percent of Township area. Lastly, public and semipublic land did expand by 210 acres and now covers 665 acres.

Figure 5-1 Township Land Use– 2012

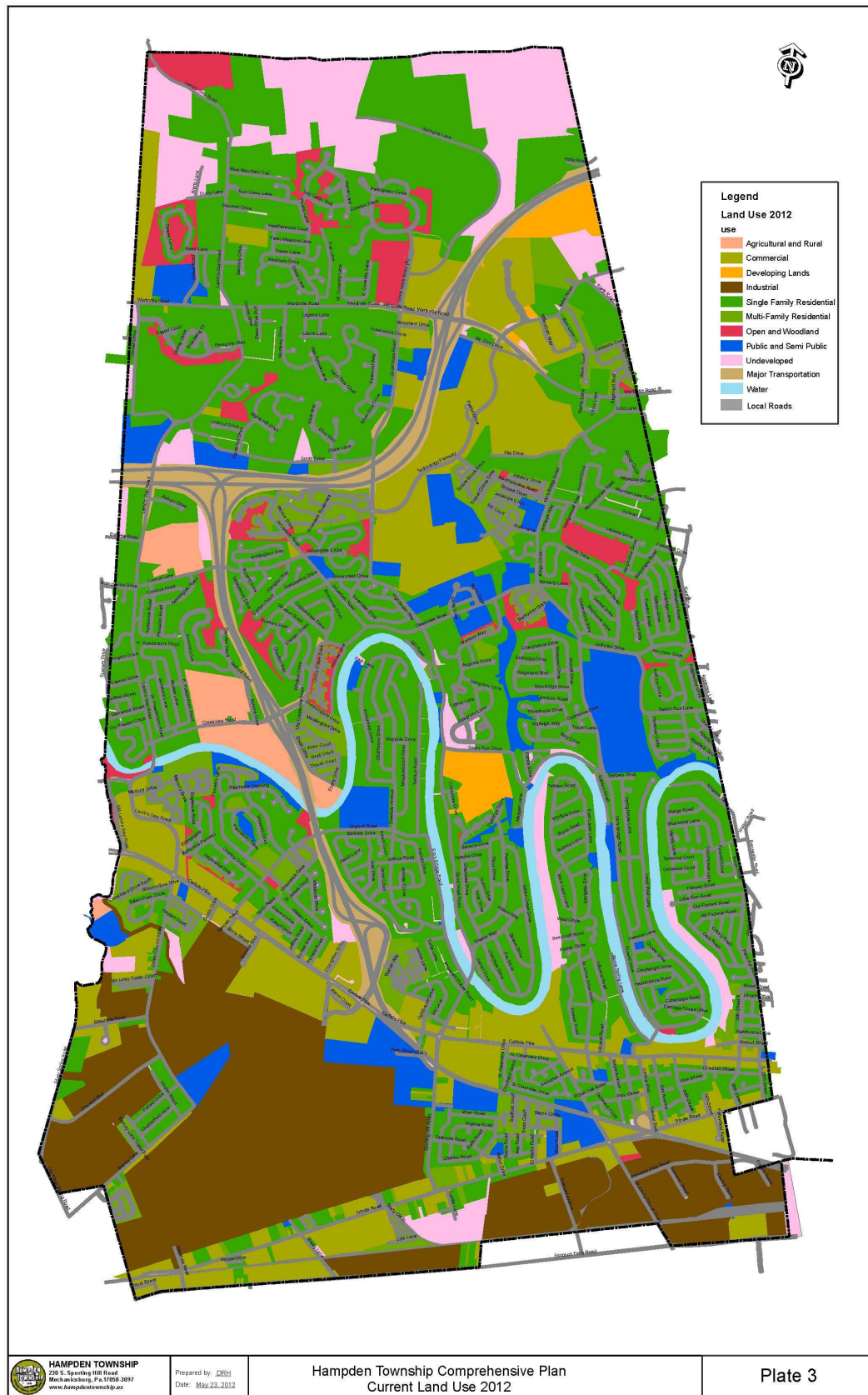


Table 5-1				
Existing Land Use For Hampden Township				
	2012		1991	
Land Use Type	# acres	% of land area	# acres	% of land area
Residential:				
Single Family	4,370	38%	2,880	26%
Multi-Family	616	5%	172	2%
Total	4,986	44%	3,052	27%
Commercial	1,326	12%	535	5%
Industrial	1,569	14%	1,501	13%
Public and Semi-Public	665	6%	455	4%
Major Transportation	1,499	13%	319	3%
Total Developed Land Area	10,045	88%	5,862	52%
Vacant Land	744	7%	2,822	25%
Agricultural and Rural	213	2%	2,293	20%
Conodoguinet Creek	390	3%	225	2%
Total Undeveloped Land Area	1,347	12%	5,340	48%
Total Township Area (Acres)*	11,392	100%	11,202	100%
2012 Source: Hampden Township GIS				
1991 Source: Unknown				
*Technology enhancements since 1991 provided for a more accurate assessment of the land use acreage in the Township.				

All of this expansion came through the conversion of vacant and agricultural/rural land. From 1991, vacant land decreased by 2,078 acres and agricultural/rural land decreased by 2,080 acres. Whereas in 1991 these two uses covered a combined 45.7 percent of Township land, in 2012 they covered only a combined 8.5 percent. Therefore, while the Township is not yet fully built out, it is obviously quite close and the time when the Township will be fully built out will be here soon.

5.2 Historic Resources

The Pennsylvania Historical and Museum Commission (PHMC) was contacted regarding any sites within Hampden Township which have been listed in or determined to be eligible for the National Register of Historic Places. Information received from the

PHMC identified four existing sites which have been listed on the National Register listing, three sites were determined eligible for the National Register and fifteen sites were identified as potentially historic sites. PHMC information also identified four remaining one-room school houses. These include the following:

National Register Listings:

- Johannes Eberly House (circa 1793), 1776 Louisa Lane
- Peace Church, Northwest corner of Trindle Rd and St. John's Church Rd
- Joseph Stayman House (Bashore Farm), 6050 Creekview Road
- John Stayman House (covered log cabin), 600 Creekview Road Rear

Eligible for National Register:

- C. Lester and Louise Emmert House, 3900 Market Street, beside Sierra Madre restaurant
- Christian Kauffman House (circa 1798), 6355 Creekview Road, beside Lambs Gap Road
- John Wisler House (circa 1824), 5272 Terrace Road

Potentially Historic Sites:

- John Wisler Fulling Mill, 5275 Terrace Road
- Hope Church (Salem Church) (circa 1820), 6260 Carlisle Pike
- Andrew Moore Houses (circa 1798), 50 North 36th Street at Kohler Place
- John Shopp House, Industrial Road
- William Logan House (circa 1859), Spring Hill Lane
- Paul Shopp House (circa 1823), 4950 Industrial Road
- Silver Spring Tavern (circa 1798), 6359 Carlisle Pike



5. Land Use

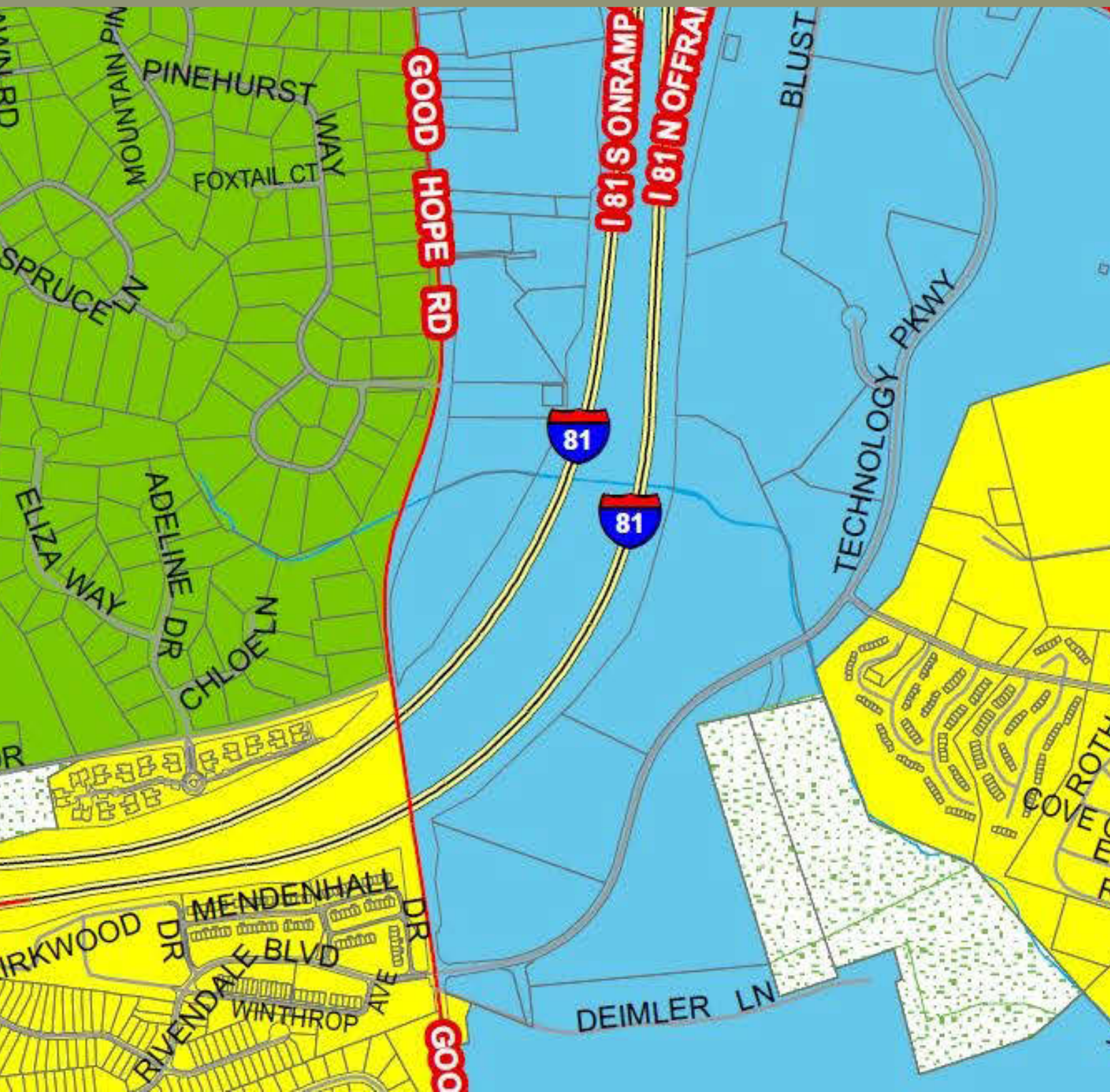
- Jonas Rupp House (circa 1773), 5115 Trindle Road
- Daniel Sherban House (circa 1798), 4000 Carlisle Pike
- Galbraith House 1 (circa 1798), 301 Skyport Road
- Galbraith House 2 (circa 1798), 5200 Terrace Road
- Samuel Hume Log Cabin (circa 1700), Log Cabin Trail, Lot 32
- George Crogan House (circa 1745), 401 Skyport Road
- Samuel Hume House
- Good Hope Mill (1821), 915 Mill Road
- Basehore Farm (circa 1800), 6080 Creekview Road
- Briggs –Bryson Mill Complex (circa 1770), 900 & 910 Lambs Gap Road
- Grandon Farm (circa 1834), 800 Sawgrass Lane
- Weibley House (circa 1782), 311 Skyport Road

Remaining One-Room School Houses:

- Good Hope School, 1469 Jerusalem Road
- Pike School, 6048 Carlisle Pike
- Shaul School (1912), 525 Wertzville Road
- Mount Vernon School, 1121 Orr's Bridge Road

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Future Land Use

6.1 Future Land Use

The Future Land Use (FLU) Plan provides the community's vision for development of the Township and represents a critical step in meeting the community's land use goals:

- To promote the coordinated distribution of land uses throughout the Township, resolving existing and avoiding future land use conflicts between incompatible uses.
- To encourage the preservation and conservation of natural resources, and timing development with necessary and adequate infrastructure.
- To provide an opportunity for landowners to develop and use their property within the context of the rights of other landowners and the general welfare of the Township.

The Plan establishes the framework for regulatory changes to land use ordinances such as zoning and land development. Information utilized to develop the Plan includes:

- Hampden Township 1994 Comprehensive Plan
- Hampden Township Comprehensive Plan Baseline Studies chapters (2013)
- Cumberland County 2003 Comprehensive Plan with 2011 updates
- 2011 Hampden Township Act 537 Plan
- Special Development District study and public meetings (2011-

6. Future Land Use

2012)

- Hampden Township Mixed-Use Overlay Zoning District study and public meetings (2014-2015)
- Township Zoning and Land Development Ordinances
- U.S. Bureau of Census
- Site Reconnaissance

The findings of these reports, studies and ordinances contribute to identifying land use issues and developing recommendations. *The Chapter discusses these issues and recommendations in three sections; (1) Land Use Categories, (2) Special Topics, and (3) Correlation of the Plan with Other Municipalities.*

The Land Use Categories Section lists, defines and locates future land use categories. The section describes recommended changes from the 1994 Future Land Use Plan and the justification for these changes. The number of total acreage and percent of the Township is calculated for each land use category.

The Special Topics Section provides recommendations to meet unique requirements of Hampden Township; environmental protection, open space preservation and redevelopment potential. Under environmental protection, the Plan considers recommendations for environmental assessment at the subdivision and land development stage and requirements for special needs. The discussion takes a look at how the Township currently protects these areas and recommends changes to enhance the environment. Preservation options are further refined through the discussion of open space preservation and the impact of land development design. The third topic, redevelopment potential, examines the development of new guidelines for older commercial strip development, such as the Carlisle Pike.

The third section examines the Future Land Use Map as it correlates to contiguous municipalities; Lower Allen,

Shiremanstown, Mechanicsburg, Silver Spring, Rye, East Pennsboro and Camp Hill. The discussion focuses on the relationship of the Township's future land uses to land uses proposed or existing in municipalities at the Township's edges. Finally, the section shows the correlation between the Hampden land use concept and the Cumberland County Comprehensive Plan. Specific recommendations in the Future Land Use Plan are shown in bold italic print.

6.2 Land Use Categories

Several of the Community Development Objectives have a direct impact on the disposition of future land uses. These Objectives include:

- Provide for the orderly expansion of residential uses while maintaining a low density community environment in the portion of the Township north of I-81.
- Encourage new residential development in areas which can be economically served by public utilities and transportation facilities capable of carrying additional traffic.
- Discourage strip commercial development and encourage planned clusters of commercial development that are attractively designed, landscaped and buffered from more restrictive areas.
- Continue to limit the expansion of industrial and commercial areas to those areas with direct access to major thoroughfares.
- Allow expansion of industrial uses only in areas contiguous to existing industrial uses. Encourage attractive design, landscaping and buffering from more restrictive uses.



6. Future Land Use

- Coordinate land use planning with planning in adjacent municipalities.
- Provide an opportunity for a mix of business and residential uses to develop in appropriate locations that encourage economic viability and improve traffic circulation and aesthetics of commercial corridors.
- Provide for a variety of housing types including housing to meet the needs of seniors.

These Objectives plus the overall land use goal provide the direction for the Future Land Use Plan.

The 1994 Comprehensive Plan developed ten land use categories; Forested Conservation, Residential-Country, Residential-Low Density, Residential-Medium Density, Residential-Office Limited, Apartment-Office, Major Public, Office, Commercial and Industrial. These land-use categories and the 1994 Future Land Use Plan became the basis for rezoning the Township. For consistency with the Township's previous planning efforts, each land use category is re-evaluated to determine if the previous planning concepts are currently acceptable or require modification and change.

Forested Conservation

The purpose of the "Forested Conservation" (FC) district concept in the 1994 Comprehensive Plan was environmental protection or the conservation of the steep slopes and woodlands of the Blue Mountain area in the northern-most portion of the Township. It also provided that "Areas adjacent to stream valleys with wooded steep slopes (20% slope or greater) and hydric soils were designated FC, Forested Conservation" (1994 Plan, Page 11-3). The previous planning document specifically designated Blue Mountain for conservation while designating general areas for hydric soils and steep slopes adjacent to the Conodoguinet Creek. It also discussed regulatory principles which should be applied to

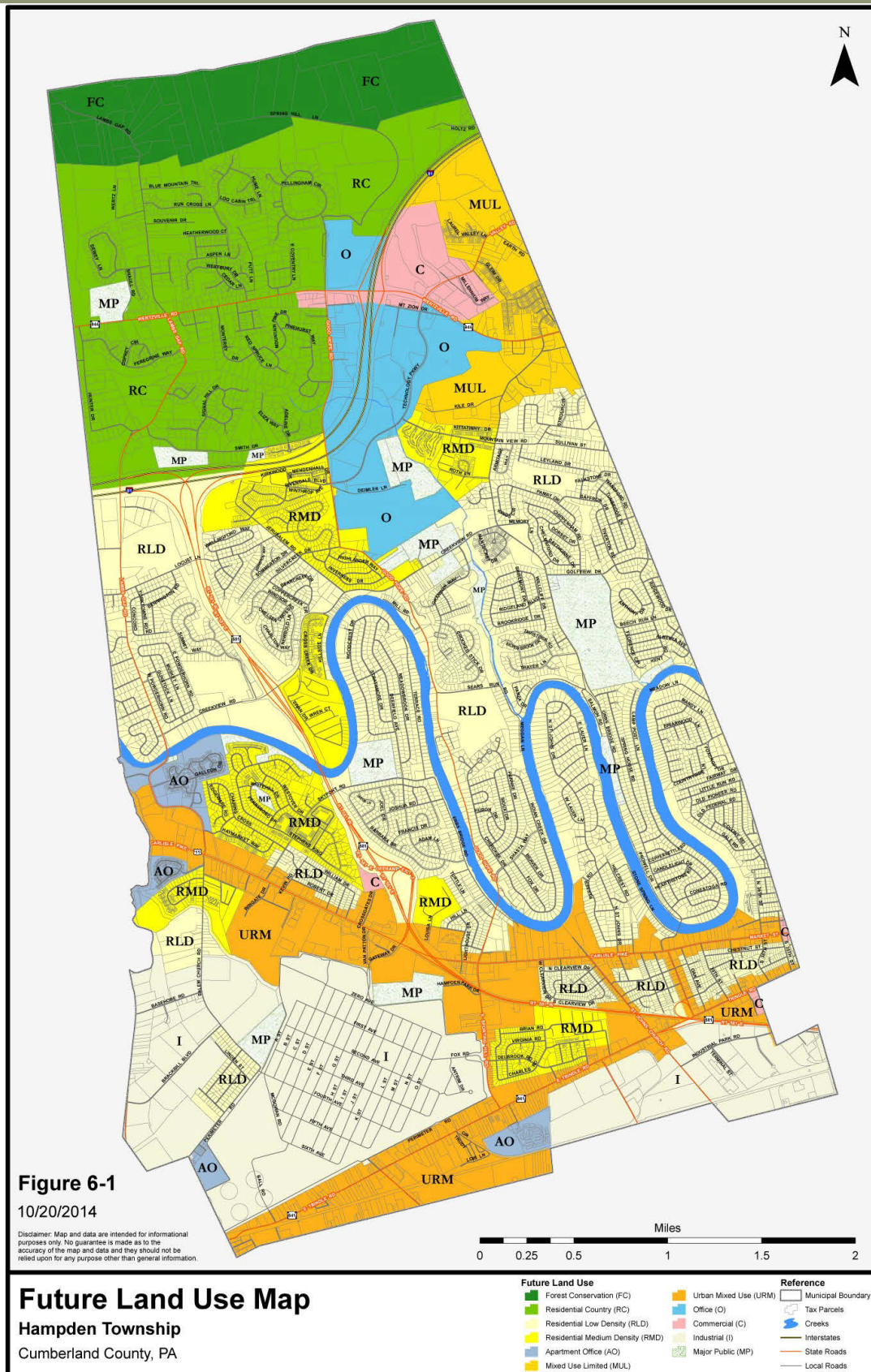
sensitive areas.

The intent of the Forested Conservation category is to preserve sensitive environmental features, which is the same as the previous comprehensive plan. *In addition to the Blue Mountain area, delineated on the Future Land Use map, this plan expands the category to include all areas of the Township containing steep slopes (15% or greater), floodplains, and wetlands (see Special Topics: Environmental Protection).*

One area of the Township which presents a unique blend of environmental features, steep slopes and woodlands is the Blue Mountain area in the northern-most portion of the township. The Blue Mountain area, unlike other environmentally sensitive areas (see Figure 13-6, Future Development Constraints Map), is a consolidated area of sensitive features that has been designated for special uses and regulations in the Township Zoning Ordinance as the Forest-Slope Conservation District (F-S-C). Consistent with the Zoning Ordinance, the Plan maintains limiting uses to single-family detached dwellings and recreation areas on large lots (five-acre minimum) in the Blue Mountain region. Land conservation techniques should be implemented for new development to minimize the developments' impact on the landscape and treescape.

The other environmentally sensitive areas including wetlands, floodplains, and steep slopes, not associated with Blue Mountain, are generally too small to be delineated on the Future Land Use map. For these areas, special measures should be considered during land development to minimize disturbance (see Special Topics). Protection of stream valleys, where many of these features are located, is critical to protect water quality and pristine areas of the Township. The Township may want to pursue a more aggressive approach with the FC area adjacent to the Conodoguinet Creek by pursuing strategies to preserve the land as permanent open space. The Forested Conservation area of

Figure 6-1 Future Land Use



Blue Mountain includes approximately 5.3 percent of the total acreage of the Township.

Residential Land Uses

The 1994 Hampden Township Comprehensive Plan provided for a broad range of housing types, including single-family detached and attached units, garden apartments, townhouses and apartments. This range of housing types continues as stipulated in the three residential land use categories; (1) Residential Country RC, (2) Residential Low Density RLD, and (3) Residential Medium Density RMD. A variety of housing types are also provided in the three Mixed Land Use categories; (1) Apartment-Office, (2) Urban Mixed Use, and (3) Mixed Use Limited.

The range of housing types should also address senior citizen housing needs. The Township's senior citizen population (65+) has more than doubled between 1990 and 2010, which demonstrates a need to provide senior housing opportunities. A variety of options should include independent living, assisted living, and nursing facilities in appropriate residential and mixed land use categories. The use of accessory residential structures on large single family lots and "in-law" apartments should also be explored.

Where to locate the different types of residential land uses depends upon:

- Compatibility of adjacent land uses,
- Availability of public water and sewer,
- Adequacy of public streets and highways,
- Existing development patterns of the Township.

Figure 6-1 shows the locations of residential categories. It is understood that, even though the Township supports and provides for a variety of housing types, the housing market to a large extent

6. Future Land Use

impacts the type of residential units developed in the Township. Approximately 58 percent of the Township's area is designated in the three residential land use categories. The majority of this area is in the Low Density Residential category.

Table 6-1 provides the approximate amount of undeveloped land, with the potential to be developed, in each of the Residential categories in 2013.

Residential Country

The first priority in the Land Use Objectives is to provide for orderly expansion of residential uses while maintaining a low density community environment in the northern area of the Township. The northern area is defined as that area north of Interstate 81 and west of Good Hope Road. With the exception of the area along the Blue Mountain and near the I-81/Wertzville Road interchange, this area is designated for Residential Country development. Large lot residential development is the expected land use in this area. Residential Country represents 14.2% of the total land use area.

The 1994 Comprehensive Plan recommended permitting residential open space development as a Conditional Use in the Residential Country areas to preserve natural resources by developing lands most suited for development and preserving areas that are environmentally constrained. The use of the open space development concept would help maintain the character of this

Table 6-1

Residential Undeveloped Land

Category	Undeveloped Acres	Undeveloped Percent
Residential Country	350	21%
Residential Low Density	287	7%
Residential Med. Density	133	12%

Figures are approximate based on Cumberland Country Tax Assessment and GIS data-2013

area of the Township (See Special Topics). Since the adoption of the 1994 Plan, open space development provisions have been adopted in the Zoning and Land Development Ordinances.

The Plan recommends:

- *Continue to allow residential open space development in these areas as a method to maintain its low density residential character. Recommend that the Open Space Development section of the Zoning Ordinance be reviewed to consider methods that would encourage its use. Considerations could include reviewing requirements for area, setbacks, coverage, etc., and/or minimizing design requirements associated with open space developments. Recommend the overall density of the site be maintained, or increases be minimal, to maintain the character of the area.*

Residential Low Density

The baseline studies describe the Township's existing residential development as being primarily single-family detached housing. The majority of this development is located in low density residential areas. The Residential-Low-Density category provides for single-family detached residential units with a density requirement of three to four units per acre. Other permitted uses should include places of worship, schools, and municipal facilities. Specific requirements should be placed on uses other than these to minimize the impact in the Residential-Low-Density areas.

The Residential-Low-Density designation is consistent with the 1994 Comprehensive Plan. Approximately 35.3 percent of the total Township area is designated for Residential-Low-Density. The size of the lots is dependent on the provision of public water and sewer. Most of the area in the Residential Low-Density category is serviced by public water and sewer; however, the 2011 Hampden Township Act 537 Plan Update indicates isolated areas dependent on on-lot



6. Future Land Use

wells and/or wastewater systems. The lot size for parcels dependent on on-lot systems should be larger to accommodate these systems. Parcels with neither public water nor wastewater must be large enough to accommodate a 100-foot isolation distance between systems and adequate replacement area for an alternative wastewater system.

Recommended densities are:

- *Public sewer and public water = 4 units per acre*
- *Public sewer, no public water = 3 units per acre*
- *Public water, no public sewer = 1 unit per acre*
- *Neither public sewer nor public water = 1 unit per acre*

Continued expansion of public services in the northern area of the Township is encouraged.

The 1994 Comprehensive Plan recommended permitting residential open space development as a Conditional Use in the Residential Low Density areas to preserve natural resources by developing lands most suited for development and preserving areas environmentally constrained as natural open spaces. The use of the open space development concept would allow this area of the Township to better maintain its suburban character (See Special Topics).

Since the adoption of The 1994 Plan, open space development provisions have been adopted in the Zoning and Land Development Ordinances.

The Plan recommends:

- *Continue to allow residential open space development in these areas as a method to better maintain its character. Recommend that the Open Space Development section of the Zoning Ordinance be reviewed to consider methods that would encourage its use. Considerations could include reducing*

requirements for area, setbacks, coverage, etc., and/or minimizing design requirements associated with open space developments. Other incentives addressing density could be considered for providing trails or additional usable open space.

Residential Medium Density

The dwelling unit types, lot areas, and densities for the R-T District are appropriate for Residential-Medium Density area and are shown in Table 6-2.

Hampden Township generally has developed as a low density, single-family community. As such, much of the land which would have been appropriate for medium density development is no longer available. To accommodate housing for the above listed dwelling types, the Township has designated areas that have developed with similar densities and adjacent undeveloped areas for the medium density use.

The 1994 Comprehensive Plan designated four areas for medium density land use:

- East of Sporting Hill Road,
- East and west of Skyport Road,
- South of Creekview Road,
- A large area of land east of Jerusalem Road and west of Orr's Bridge Road in the vicinity of Interstate 81.

The only changes to this plan are the additions of a Residential-Medium Density (RMD) area along Salem Church Road and near the PA 581 interchange with the Carlisle Pike. In addition, a portion of the large RMD area near I-81 was revised to Office to recognize the expansion of the Cumberland Technology Office Park. The Residential-Medium Density area accounts for 8.7 percent of total Township lands.

Table 6-2			
Residential Medium Density			
Dwelling Type		Lot Area Per Dwelling Unit	
	Both Public Water & Sewer	Public Sewer/No Water	No Public Sewers
Single Family Attached	2,000ft ²	3,000ft ²	30,000ft ²
Single Family Detached	7,500ft ²	9,000ft ²	30,000ft ²
Single Family Semi-Detached	4,500ft ²	5,500ft ²	30,000ft ²
Two Family Detached	6,700ft ²	7,000ft ²	30,000ft ²
Two Family Semi Detached	4,500ft ²	5,500ft ²	30,000ft ²
Maximum residential density— 6-10 dwelling units / acre with public sewer and water			

Ideally, medium density residential development is located in areas with existing public water and sewer and a roadway system which provides unconstrained access. The area of greatest development impact will be along Orr's Bridge Road in the area of Mountainview Road. Transportation enhancements in this area have included improved north-south access, full interchange of State Route 581 and Creekview Road and a signalized intersection at Wertzville Road and Orr's Bridge Road. Other improvements include the connection of Mountainview Road and Technology Parkway and expansion of public water and sewer services in the area. In addition, Land Use Objectives 1 and 2 espouse the orderly expansion of residential uses while maintaining the existing character of the area and encouraging new areas which can be economically served by public utilities and transportation facilities.

The following recommendations should be considered to assure that medium density development will not be intrusive to surrounding land uses and the natural environment or negatively impact public infrastructure. *Recommendations include:*

- *Apartment complexes were recommended to be removed from*

the list of permitted uses in this category by the 1994 Comprehensive Plan. This Plan continues to support that recommendation, which will maintain the existing residential dwelling types and character of the area. More suitable areas of the Township have been designated for intense multi-family residential uses.

- *Planned Residential Developments are allowed in Residential-Medium Density areas through the R-T Zoning District. Recommend the Planned Residential Development section of the Zoning Ordinance be reviewed to ensure its design standards, such as minimum tract size (100 acres) and permitted uses, are still appropriate.*

Mixed Land Uses

The Mixed Land Use categories provide for a mixture of compatible land use types. This Plan identifies three mixed use areas: (1) Apartment-Office, (2) Urban Mixed Use, and (3) Mixed Use Limited. The 1980 Comprehensive Plan classified the mixed use areas as either Apartment-Office (AO) or Apartment-Office-Limited (AOL). These classifications were ultimately implemented in the 1984 Zoning Update. The land use category descriptions and names were retained for the zoning districts.

The Future Land Use Plan makes several recommendations based on a re-evaluation of the development potential of the Township, the Township Goals and Objectives, and the Township experience over the past two decades.

Apartment-Office

Four areas are recommended for Apartment-Office development; two areas east of Silver Spring Township and adjacent to the commercial area of Carlisle Pike; one area south of the Trindle Road/Sporting Hill Road intersection; and one small area is recommended along Brandy Lane east of Mechanicsburg Borough.



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The AO areas represent 1.5 percent of the total Township lands.

Guidelines for the development of these areas include:

- *Allow uses which will not be intrusive to surrounding lower density residential users or cause a nuisance to the health, safety and welfare of the surrounding community.*
- *Reserve these areas for high density residential (apartment) uses and office use. Allowing lower density residential uses jeopardizes the Township's intent to provide areas suitable for this housing type.*
- *Develop performance standards which will determine the allowable density and intensity of development while providing flexibility in design.*
- *Provide adequate screening between AO uses and lower density residential uses.*
- *Develop the areas as planned units by consolidating ingress and egress parking areas and stormwater discharge areas.*
- *Create attractive land developments by requiring open space and interior landscaping in accordance with submitted plans and encourage parking to be hidden from major thoroughfares and adjacent residential communities.*
- *As required by the Board of Commissioners, prepare traffic studies and environmental assessments.*

The ultimate development and combination of residential and office uses will be dependent on the economic market and consumer demand at the time of development. Through the Township's zoning regulations, the Township will have controls on the design and composition (allowable uses) of these areas. The Township's Zoning Ordinance should formalize requirements within the context of the preceding guidelines.

Urban Mixed Use

The Urban Mixed Use category provides for a mixture of compatible land uses adjacent to the historic major thoroughfares of the Township. Three transportation corridors are recommended for the Urban Mixed Use development. These include the Carlisle Pike, Trindle Road and Simpson Ferry Road. Also included are the three connector roads of Sporting Hill Road, St. Johns Church Road, and Central Boulevard, as shown on Figure 6-1.

This area represents the Township's major community activity center. The purpose is to foster the development of livable communities by encouraging an enhanced mix of retail, offices, services, and residential opportunities. New development and redevelopment is encouraged to promote attractiveness, convenience, and the economic viability of the region. Attractive design guidelines should include landscaping, improved building facades, and pedestrian and bicycle facilities. Guidelines will also promote compatibility between the commercial areas and adjacent residential uses and neighborhoods. The Urban Mixed Use areas represent 6.5 percent of the total Township lands. Guidelines for the development of these areas include:

- *Promote a mix of businesses and residences that maintains the economic viability of the corridors.*
- *Improve the aesthetic character of the area by encouraging enhanced design guidelines for building design, increased building height, landscaping, outdoor storage, traffic circulation, and parking.*
- *Accommodate mixed use buildings with retail, service and other commercial uses on the ground floor and either offices or residential uses on the upper floors.*
- *Maintain compatibility between commercial and residential uses*



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by considering guidelines to address issues such as buffer/screening, retail floor area/coverage, and types of uses.

- *Provide pedestrian-oriented facilities such as street trees, sidewalks, lighting, and street furnishings that produce a site appearance that is inviting and attractive. Create a sense of community and place with quality community design. Encourage pedestrian connections to parks and recreation areas.*
- *Minimize traffic congestion by improving circulation through access drive coordination, reducing access points, adding/widening lanes, and signage to promote an integrated function. Provide standards for transit oriented development facilities to encourage public transportation use.*

Mixed Use Limited

The Mixed Use Limited category provides for a mixture of office, residential, and limited retail development. This category is proposed for the north east portion of the Township, on the boundary of East Pennsboro Township. The area is currently developing with a mix of high density residential uses and single family detached dwellings. Its location provides a buffer between the more intense commercial development to the west and the adjacent residential zone in East Pennsboro Township.

The purpose of the Mixed use Limited category is to provide an opportunity to develop a variety of compatible land uses while maintaining compatibility with adjoining zones. New development would primarily consist of high density residential and professional office. Retail development may be permitted but should be limited in scope and be intended to provide services to local and adjacent neighborhoods. In addition to the types of uses permitted, compatibility should be addressed through screening, buffering, and lot coverage requirements. Residential and commercial development should be interconnected with pedestrian and vehicle

accesses. The Mixed Use Limited areas represent 2.1 percent of the total Township lands. Guidelines for the development of this area include:

- *Allow for high density residential development, offices, public and institutional facilities, and less intensive business service uses such as banks, medical clinics, barber and beauty shops, repair shops, etc. Allow limited commercial retail through specific standards for size, coverage and the conditional use approval process.*
- *Large or intensive commercial operations that would have a substantial impact on adjacent residences, such as shopping centers, vehicle dealerships and repair, and fuel dispensing facilities should be discouraged.*
- *Development standards should provide for attractive development incorporating green space, landscaping, buffer yards and screening to create an uncluttered appearance.*
- *Provide convenient and safe pedestrian and vehicle connections within and between developments.*
- *The scale and character of new development should be consistent with the existing uses in the area regarding height, density, and impact on adjoining lots.*

Office

The Economic Base Profile Chapter describes the national trend toward the "information and knowledge economy." This trend is reflected in the occupational choices of employed persons 16 and over as shown in the Employment by Occupation table (Table 4-9). Almost 80 percent of Township residents are employed in Management/Business and Sales/Office according to the 2007-2011 American Community Survey, U.S. Census.



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The Office land use category has been added to show areas of the Township with existing office uses and those areas suitable for encouraging new office uses to meet the increasing demand for these areas as employment patterns change. Five land use categories are suitable for office uses; (1) Apartment-Office, (2) Office, (3) Urban Mixed Use, (4) Mixed Use Limited, and (5) Commercial. One difference between the previously discussed Apartment-Office and Office categories is reflected in the scale and intensity of office uses. The Apartment-Office areas are intended to provide for a harmonious mix of residential uses and professional offices at a scale that is compatible with adjacent residences. The Office category is intended to accommodate more intense development including professional office, businesses, and office parks. The Office category is discussed in detail in the following paragraphs. Commercial areas typically provide a variety of office, retail and wholesale uses. The Commercial section contains a discussion of these uses.

The 1980 Comprehensive Plan formulated the Office Park concept to be an area designated "for business, professional, financial and governmental offices adjacent to or conveniently accessible to major transportation correctors" (1980 Plan, 7-9). The Office Park concept envisions a "park-like" setting with large lawns and planting beds enhancing the visual environment and providing a pleasant transition from busy highways to residential areas. From a planning perspective, large tracts of land, typically 10 acres minimum under common ownership, is required for this concept to be effective. The concept implies an overall land development scheme similar to the design of a planned residential community. Separate standards (e.g., minimum size, percent of common open space, spacing between buildings, perimeter buffer yards and screening, signs and parking) are set for the tract and for the lots within the tract.

The 1994 Comprehensive Plan reevaluated the office park concept and proposed including other types of businesses and offices, in addition to office parks. To recognize this change, the name of the

category was revised from Office Park to Office. The intent of the Office land use in this Plan is consistent with the previous comprehensive plan.

The O-P District in the Zoning Ordinance addresses this land use category and provides for the development of the district in lots with a minimum of 40,000 square feet. The consolidation of lots to provide one overall plan for land development of the Office Park is not a requirement of the ordinance.

The Future Land Use Plan recommends the following changes:

- *Reevaluate the design standards in the Office Park Zoning District to ensure they are still applicable to the existing development character and industry standards. Incorporate tract regulations under the "Office Park Commercial" standards which will provide greater flexibility in the design of the park. Recommended development standards to consider include:*
 - ◇ *Design guidelines such as integration of common open space (environmentally sensitive areas and passive recreation areas, and storm drainage system), relaxing or removing distance requirements to interchanges for commercial uses, and unified design of street furniture (signage, lighting, walkways, pavement treatment, etc.)*
 - ◇ *Minimum size of tract (10-20 acres suggested).*
 - ◇ *Minimum percent of common open space (10% of net area of the tract. Net area is gross area minus right-of-way).*
 - ◇ *Perimeter buffer yards and screens (50-foot buffer suggested).*
- *Allow the maximum 100-foot height restriction in the Office Park areas.*

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- *As required by the Board of Commissioners, preparing traffic studies and environmental assessments.*

Commercial

The Commercial land use category provides areas in the Township suitable for the distribution of goods and services. Commercial uses function as either regional or local, depending upon the attraction of the consumer products. The locations of these land uses are critical to their function. Of primary importance is accessibility to the consumer. The ideal configuration of commercial land uses separates local or neighborhood commercial activities from the large scale multi-municipal or regional activities. Commercial areas are developed in nodes or concentrated areas with controlled access rather than radiating strips along major roadways.

Existing commercial areas in Hampden Township have not developed as the ideal but have developed as commercial strips along the community's major east-west corridors - Carlisle Pike, Trindle Road and Simpson Ferry Road. The mixture of uses provides both local and regional services; therefore, the roadways are supporting a wide variety of trips, including workplace, regional shopping and local shopping. Congested roadways are only one problem typical of commercial strip development. Other problems include:

- Numerous curb cuts impeding traffic flow.
- Inconsistency in setbacks and building design.
- Inconsistency in signage.
- Limited landscaping and vegetated open space.
- Unconsolidated stormwater management.
- Extensive impervious surface.

While the Plan makes recommendations for local commercial uses in the Township's primary retail corridors, the recommended Urban Mixed Use land category will allow intensification of these uses while encouraging mixed uses, including multi-family residential. Likely future development patterns will exhibit a mix of strictly commercial land use and mixed uses.

- Utility poles as an impediment to road widening.

The Township has taken measures through its Zoning Ordinance to address some of these problems, such as yard regulations and lot coverage relations; however, more measures may be necessary. This Plan recommends addressing some of the above problems through incorporating standards outlined in the Urban Mixed Use category along certain congested corridors. The Future Land Use Plan designates commercial areas in the context of existing development, the 1994 Comprehensive Plan, and the Zoning Ordinance.

The Future Land Use Plan designates only the existing areas along Carlisle Pike west of the PA 581 interchange and an area consistent with the Township's zoning in the northeast and southwest quadrants of the I-81/Wertzville Road Interchange for commercial uses. The total amount of land designated for commercial land use is 4.4 percent of the total area. In addition to development potential of the area, the age and style of development indicates there may be a potential for redevelopment opportunities (see Special Topics).

This Plan makes several recommendations regarding the commercial land uses:

- *Allow a greater intensity of development and regional commercial uses in areas of the Township with the transportation infrastructure to support these uses. The Carlisle Pike west of the Carlisle Pike/PA 581 interchange is the best location for these uses. The configuration of the Carlisle Pike changes at this location and becomes more of a regional rather than local arterial. The commercial area at the I-81 interchange would also serve a regional function. Design regulations should allow larger lot sizes and buildings without sacrificing the need for open space, landscaping, and consolidation of driveway access and stormwater management.*

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- *Establish areas of medium density and local commercial uses in areas of the Township where roadway systems are limited due to existing development and are under State control. These areas are on the Carlisle Pike east of the Carlisle Pike/PA 581 Interchange, Simpson Ferry Road, and Trindle Road. Design standards along these corridors should reflect the concepts outlined in the Urban Mixed Use areas, as previously discussed. Strict sign regulations and landscaping requirement would improve the appearance of these areas. Where possible, the consolidation of driveways should be encouraged.*
- *Establish the lowest-level commercial development in areas adjoining residential-low-density areas, west of Camp Hill on the Carlisle Pike. Uses should be compatible with the surrounding residential and office uses. The standards should reflect the size and scale of existing development. Standards to be considered may include:*
 - ◇ *Screened parking lots.*
 - ◇ *Parking areas to the rear of buildings.*
 - ◇ *Strict sign and lighting controls.*
 - ◇ *Maximum allowable square feet for principal buildings.*
 - ◇ *Screened dumpsters.*
 - ◇ *Berms.*

By identifying differences in the function of roadways fronting commercial areas and the scale of commercial development, the Township is able to begin taking control of the commercial strip development that has occurred over the past forty years. The control should be formalized through standards set in the Hampden Township Zoning Ordinance.

Industrial

The last major land use category is Industrial. Industrial development can be the most intense and intrusive development in the Township, however, the Township needs to provide areas for all land-use types. For this reason, the location of industrial uses in areas away from residential areas is important. *The Future Land Use Plan supports the continued use of these lands for industrial purposes.* The Township is home to three industrial areas. One being located west of Camp Hill Borough and East Pennsboro Township along Trindle and Simpson Ferry Road, including the Hampden Township Industrial Park; another being located north of Brandy Lane to the Carlisle Pike commercial corridor between Salem Church Road and Silver Spring Road; and the third being the Naval Support Activity facility in the southwest quadrant of the Township. These areas represent 13.9 percent of the total area.

In accordance with Township Goals and Objectives, no new areas for industrial development have been designated. For these reasons, the continued development of these areas should meet previously established standards.

Major Public

The Major Public category shows areas of public investment including Township and school district owned facilities. They include the Armitage Golf Course, Conodoguinet Creek Area, the Township Municipal Building, Hampden Township Park and Pool Complex, Creekview Recreation Area, Salem Park Complex, Westover Commons, Westover Creekfront, Pinebrook and Roth Lane Treatment Facilities, Shaul, Sporting Hill and Hampden Elementary Schools, Good Hope Middle School, and the Good Hope and Sporting Hill fire stations. The future Veterans Park and potential new schools would also fall under Major Public. These areas are discussed in more detail in the Community Facilities Plan.



Table 6-3			
Future Land Use			
Category	No. of Acres- 2013	Percent of Total Area-1994	Percent of Total Area -2013
Forested Conservation	607	13%	5.3%
Residential Country	1,632	12.9%	14.2%
Residential Low Density	4,054	32.1%	35.3%
Residential Medium Density	1,002	10.7%	8.7%
Apartment Office	175	2.4%	1.5%
Residential Office Limited	N/A	2.0%	N/A
Mixed Use Limited	242	N/A	2.1%
Urban Mixed Use	745	N/A	6.5%
Office	489	1.4%	4.3%
Commercial	502	8.1%	4.4%
Industrial	1,598	14.3%	13.9%
Major Public	426	3.0%	3.7%
Total	11,473*		
*Includes Creek and Transportation areas			
2013 figures based on Cumberland County Tax Assessment and GIS data			

Approximately 3.7 percent of the total Township area is designated for these uses. These uses are either permitted by right or with conditions in the Township Zoning Ordinance.

6.3 Land Use Summary

Table 6-3 shows the distribution of the future land use categories within the Township and compares the totals with the 1994 Comprehensive Plan totals. Residential categories will continue to occupy the greatest land area in the future, 59 percent. Mixed land uses would account for 10 percent of Township land area. Industrial, including the Naval Support Activity, will account for 14 percent of the Township, which is generally the same as in 1994. The amount of office area has increased since 1994 reflecting the expansion of the Cumberland Technology office park. The Commercial category area has decreased due to the creation of two new mixed use categories that allow for commercial uses.

6.4 Special Topics

The comprehensive planning process reveals unique concerns and problems that the municipality needs to address. The Hampden Township existing baseline studies and the review of land use issues through the comprehensive plan update process, have uncovered three areas of concern; environmental protection, open space preservation and redevelopment potential. Each topic is given special consideration in the following paragraphs.

Environmental Protection

The United States has had a long history of involvement in protecting our important environmental resources. The concern formalized in the late 1960s through the National Environmental Policy Act (NEPA) which mandated federal agencies to evaluate the potential environmental impact of projects receiving federal funding. Programs were established to monitor, protect and regulate these activities' impact on features such as endangered species, wetlands, clean water, clean air, floodplains, historic properties, etc. In 2009, *Executive Order 13508: Chesapeake Bay Protection and Restoration* committed the region to adopt programs to help restore the water quality of the Chesapeake Bay.

Likewise, the Commonwealth of Pennsylvania has embraced several environmental protection programs under Title 25 Environmental Protection. Some Examples include:

- Chapter 71: Sewage Facilities Planning Program addresses municipal plan requirements and responsibilities.
- Chapter 73: Standards for On-lot Sewage Treatment Systems provides standards for site location, methods of treatment and implementing alternative systems.
- Chapter 92a: National Pollution Discharge Elimination Systems includes requirements for permitting and monitoring the quality

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of water discharged in the Commonwealth.

- Chapter 93: Water Quality Standards provide specific water quality criteria for human health and aquatic life.
- Chapter 105: Dam Safety and Waterway Management includes regulations and permitting for dams, culverts, bridges, stream channels and wetlands.
- Chapter 106: Floodplain Management addresses regulations for development and uses within floodplain hazard areas.

Although these Federal and State measures have an effect on protecting the environment, an approach is needed at the local level. Environmental protection should begin at the Subdivision and Land Development Ordinance (SALDO) phase of a project.

Sensitive environmental resources are identified in Chapter 13 - Natural Environment: carbonate geology, wetlands, floodplains, and steep slopes.

The sensitive features are identified on Figure 13-1, Geology Map, and Figure 13-6, Future Development Constraints Map. Areas of special concern are shown on Figure 6-1 and described in the Forested Conservation section of this chapter. This designation represents areas of the Township with a number of sensitive environmental features: woodlands, slopes over 15 percent and hydric soils. These areas in general protect the Township's stream valleys and habitats. Special measures should be taken to protect these resources. The soils suitability for on-lot wastewater facilities is also a concern for the Township. The Pennsylvania Department of Environmental Protection (DEP) Chapter 73 regulations control the type of wastewater system allowed in these areas. The Township ordinance may enhance this control by regulating the density and intensity of development allowed in areas with limited soil suitability and no public services. This Plan recommends the following environmental protection measures to be taken by the

Township: environmental assessments during land development and measures for special features.

Environmental Assessment

Other municipalities in Cumberland County have embraced a proactive approach to environmental preservation. This approach allows municipalities the opportunity to identify natural resources and the project's impact on these resources early in the land development review process. Where a proposed subdivision or land development may impact natural resources, supporting documentation is submitted with the preliminary plan in the form of an environmental study to determine the environmental impact, as well as recommend improvements to mitigate the impact. The Hampden Township Future Land Use Plan provides for the adoption of this concept if needed.

Protection Measures for Special Features

The four special features are wetlands, floodplains, carbonate geology, and steep slopes. Special measures for these features may be implemented in either the Land Development Ordinance or the Zoning Ordinance.

Wetlands

Wetlands currently are regulated by the DEP and the Army Corps of Engineers through the joint permitting process. The Army Corps of Engineers regulates wetlands in accordance with the federal Clean Water Act which requires a permit for the discharge of dredged or fill material into wetlands. Pennsylvania regulates wetlands through the DEP's Bureau of Dams and Waterways. The Bureau administers the Chapter 105 permit process which regulates virtually any activity that would disturb a wetland. The regulations provide basic protection for the Township's wetlands early in the plan review process.



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The Pennsylvania Municipalities Planning Code (MPC) allows local governments to supplement the state and federal wetlands protections with their own local protection techniques. These techniques can involve:

- Mapping and inventorying wetlands.
- Submitting conservation plans to address impacts on wetlands.
- Designating significant wetlands as special protection zones.
- Designating transitional areas around wetlands to protect them from degradation from nearby activities.
- Requiring applicant to consult the Pennsylvania Natural Diversity Inventory.
- Requiring applicant to obtain federal and state permits prior to plan approval.

The Township's ordinances currently require developers to identify the locations of existing wetlands on subdivision and land development plans. The Future Land Use plan supports the continued use of this provision and the consideration of additional standards to discourage the disturbance of wetlands.

Floodplains

To participate in the National Flood Insurance Program, a municipality must enact a code or ordinance which, at a minimum, meets the floodplain management requirements established by the Federal Emergency Management Agency (FEMA). Participation in the program allows property owners of that municipality to purchase insurance protection against losses from flooding. Hampden Township has adopted floodplain regulations that meet the FEMA requirements.

Under Pennsylvania's Floodplain Management Act, DEP has

jurisdiction over obstructions located in the floodway and areas 50 feet landward from a stream bank for which a floodway is not identified. The Act also requires municipalities to administer additional floodplain provisions for locating hospitals, nursing homes and prisons, and the storage of dangerous materials in floodplains. The Township's Land Development and Zoning Ordinances contain measures to enforce and regulate development in the designated floodplain areas, in accordance with the Floodplain Management Act. The floodplain district is presented as an overlay district to the zoning map.

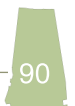
The federal and state regulations for floodplain management are minimum standards and DEP encourages standards that further limit development in floodplains. Examples of more restrictive floodplain regulations include:

- Requiring new construction in floodplains to be elevated at least 1½ feet above the identified floodplain.
- Prohibiting new structures within 50 feet of the stream bank.
- Prohibiting new structures in the floodway area.
- Restricting development/types of uses in the floodplain.

The Future Land Use Plan supports the continued use of the Township's adopted regulatory provisions and consideration of additional measures to preserve the floodplain, including periodic updates as federal regulations change.

Carbonate Geology

The understanding of karst geology and sinkhole formation and measures to deal with them is an emerging field. The presence of sinkholes may have a deleterious effect on groundwater quality and construction activity. A characteristic of karst geology is the formation of subsurface solution channels that can convey surface



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pollutants to groundwater supplies. In addition, large solution channels and caverns can create sinkholes and subsidence that pose safety hazards for land uses.

In order to better protect groundwater quality and land development activities, the following addition to the Township's SALDO requirements is suggested.

- *Require a note to be added to the preliminary and final plans indicating that the development is located in a sinkhole prone area and special construction measures may be required.*
- *For subdivisions and land development located in an area of carbonate geology, a disclaimer should be added which would remove liability from the municipality, municipal engineer, municipal employees or municipal agencies as to damages which may be associated with sinkhole formation.*
- *Consider requiring a carbonate assessment report for new developments, located in karst geology, that meet certain criteria. An assessment report may include documenting the existing karst features on site, potential impact to natural and man-made features, and a plan for repair or remediation of features impacted by the development.*

Steep Slopes

Steep slopes are generally associated with slopes of Blue Mountain and the drainageways throughout the Township. Preservation of these sloped features and vegetation are important to water quality by providing recharge areas and filtering runoff to streams. It also helps minimize soil instability, landslides, erosion, and downstream siltation.

Preservation measures should begin with the identification of slopes during the land development and subdivision process. The steep sloped areas of Blue Mountain are identified on Figure 6-1 as

Forested Conservation. The Township's SALDO currently includes land containing significant areas of slopes greater than 20 percent as land which is unsuitable for development because of hazards to life, safety, health, or property. The ordinance stipulates that this land shall not be subdivided or developed until such hazards have been eliminated or unless adequate safeguards against such hazards are provided. *The following recommendations would strengthen the existing regulations:*

- *Identify slopes during preliminary subdivision/land development as either prohibitive slope (slopes greater than twenty-five percent) and precautionary slope (slopes of fifteen to twenty-five percent).*
- *Consider providing a separate steep-slope conservation district as a zoning overlay. The overlay would apply to areas identified during subdivision land development as having a slope of 15 percent or more.*
- *Develop specific regulations to:*
 - ◇ *Provide a tiered approach for steep slope provisions with the strictest requirements for slopes of 25 percent or more; and less strict for slopes 15 – 25 percent.*
 - ◇ *Adapt the density of the development to the terrain – as slope increases, density of development decreases.*
 - ◇ *Minimize the disturbance of landscape, by retaining trees and natural vegetation and restricting cuts, fills, and regrading as much as possible.*
 - ◇ *Protect steep slope areas during and following construction, which are subject to erosion and exacerbate stormwater runoff problems.*
 - ◇ *Permit use of steep slopes which are compatible with conservation of natural conditions.*



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- ◇ *Protect low-lying areas from flooding by limiting the increase in stormwater runoff caused by grading of sloped areas, changes of ground cover, or erection of structures.*
- ◇ *Maintain ecological integrity of steeply sloped areas which could be adversely affected by disturbance.*
- *Regulations may include a listing of permitted uses, standards applying to all uses, and administrative procedures. Procedures adopted in the F-S-C District's Land Conservation Requirements may be applicable for the overlay district.*
- *Distinguish between natural steep slopes and man-made steep slopes and regulate each differently.*

In addition to regulating steep slopes, the Township may consider other preservation options that would permanently preserve certain steep slopes as open space areas, such as, the eight-acre Conodoguinet Creek area and the ten-acre Westover Creekfront area currently owned by the Township. Other agencies are becoming actively involved in open space preservation projects. Cooperative programs may be considered as another option.

Open Space Preservation Development Concept

Planning principles for land development promote the preservation of natural resources throughout the planning process. "Planning literature recommends that as a general rule, placement of lots, buildings, and roads should complement and preserve the natural and historical features of the site, such as existing stands of trees, scenic views, and bodies of water. Land unsuitable for development and of a fragile environmental nature should be protected -- a restriction that can be justified on the grounds of protecting the health, safety, and welfare of the public." (The Subdivision and Site Plan Handbook, David Listoken and Carole Walker, 1989, p. 25).

The Pennsylvania Department of Conservation and Natural Resources (DCNR) supports this concept and actively promotes the inclusion of open space in development projects. The open space development concept known as *Growing Greener: Conservation by Design* is a collaborative program administered by DCNR, Governor's Center for Local Government Services and Natural Lands Trust. This design concept rearranges the development on each parcel as it is being planned so that a portion of buildable land and/or unsuitable land for development is set aside as open space. The overall density of the development is not reduced. This approach moves away from the "cookie cutter" design approach which espouses to develop every area of the tract regardless of limiting environmental features.

The advantages of the open space concept are:

- (a) Preservation of natural resources and features, protects streams and water quality, and provides habitat for plants and animals.
- (b) Lower construction cost for infrastructure and roadways, and reduces costs for municipal services.
- (c) Larger areas of open space, thus creating a more rural appearance.
- (d) The density requirements of permitted land uses in the area are not affected.

Since the adoption of the 1994 Comprehensive Plan, the Hampden Township Zoning Ordinance has been amended to allow open space preservation development in the Residential-Country and Residential Low Density areas.

A proactive approach is needed to encourage the use of the open space design concept of placing development on areas of a tract



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which are most suited for development and conversely preserving areas of the tract unsuited for development. The Future Land Use Plan supports the Open Space Development provisions adopted by Hampden Township. It is recommended that the *Growing Greener* concepts be considered for inclusion in the Township's provisions. The following principles related to the *Growing Greener: Conservation by Design* standards should be considered:

- *No Increase in Density and Change in Housing Type*

The primary idea of the open space concept is to allow the same density and uses of the land as the underlying zone, but to allow these uses and density in a more concentrated area away from sensitive environmental features. For instance, if a parcel currently can be developed at a density of four single-family detached dwelling units per acre, likewise the open-space preservation development would need to maintain a maximum density of four single-family detached units per acre. Options can be considered to allow a minimal increase in density (25 percent maximum) if additional open space or amenities, such as trails or recreation facilities, are provided within the development.

- *Definition of Common Open Space*

The second most important concept is the idea of common open space. Common open space excludes public areas such as streets and rights-of-way, parking areas, private yards, required space between buildings, and stormwater facilities such as detention basins. Common open space includes Primary Conservation Areas (regulated by ordinance: wetlands, floodplains, steep slopes, etc.) and Secondary Conservation Areas (noteworthy features not regulated: woodlands, greenways, wildlife habitats, scenic views, historic sites, etc.) Most importantly, the open space must be usable and have utility. Strict standards need to be established to assure the area

is unified and contiguous. For example, in medium-high density zones it is recommended at least 50 percent of the lots should directly abut or face the common open space. Furthermore, where common greens are incorporated in developments they should be located within 1,500 feet of 80 percent of the dwellings (Growing Greener Model Ordinance, Version 2.0).

- *A Minimum Area for Tract Size*

For open space preservation areas to be most effective, minimum tract sizes are recommended to be 4 – 5 acres.

- *Special Requirements for Perimeter Areas*

To maintain compatibility with abutting zones, it is suggested lot area, widths, and yard requirements be maintained in accordance with the underlying zone or within 50 feet of a residential zone.

- *Lot Standards*

Minimum lot area standards are generally reduced by 50 – 75 percent in an open space subdivision to accommodate a similar density as the traditional subdivision while providing the required open space. The Township should determine if the current minimum lot size standards, provided for open space development, are appropriate to encourage its use. Another option is to remove the limits on the allowable lot area, width and yards within the development (not a perimeter) and base the maximum density on the number of units allowed by traditional subdivision.

- *Amount of Open Space*

Typically, at least 50 percent of the tract is maintained as open space but it can be adjusted based on the character of the zoning district where it is permitted. The Township currently requires a minimum of 25 and 30 percent open space and may



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wish to consider incentives to provide more open space.

- Administrative Procedures and Covenants

The regulations should state clearly ownership and maintenance responsibilities for the common open space. Hampden Township regulations require that developers submit documents showing the ownership and method of maintenance of required open space, which is supported by this Plan. The Future Land Use Plan also recommends that the open space management plans be submitted and approved prior to granting final subdivision/land development approval.

Redevelopment Potential

The Future Land Use Plan recommends a new land use category and pattern (Urban Mixed Use) be considered for areas along Carlisle Pike, Trindle Road, and Simpson Ferry Road. The purpose of the Urban Mixed Use category is to encourage redevelopment of these corridors to address attractiveness, access, and economic growth. The Plan recognizes this redevelopment concept will need to be formalized through special studies and ultimately, zoning ordinances, which are beyond the scope of the more generalized comprehensive plan.

The Township has recently undertaken studies to determine this redevelopment potential and new zoning language (Mixed-Use Overlay Zoning District) was developed. *The Future Land Use Plan supports the continued development of this concept and zoning provisions for its implementation. The Plan suggests a continued team approach in developing the design concepts and zoning regulations.* The team should consist of community leaders, local businesses, landscape architects, engineers, professional planners, economic development leaders (such as Capital Region Economic Development Corporation (CREDC), Cumberland County Economic Development and the West Shore Chamber of Commerce), State agencies (such as PennDOT, Department of

Community and Economic Development (DCED)), neighborhood homeowners' associations, and interested citizens. Success of the project will depend on the ability to maintain the support of the local, financing, development, and regulatory communities throughout the project. The following paragraphs provide a synopsis of the redevelopment concept.

The area of concern is along the Carlisle Pike corridor, and the Trindle Road and Simpson Ferry Road corridors. The typical response to improving commercial strip areas is through street widening and highway improvements. While these programs may have some short-term effects on traffic movement, land use issues should also be addressed. The concept is to transform these commercial strip areas into destinations and community centers. The corridors would maintain economic viability by fostering a mix of businesses, services, and residential opportunities in an attractive setting. Hampden Township has the opportunity to effectively impact the visual quality and transportation problems through the adoption of new land development concepts in targeted redevelopment areas of the corridors.

The Mixed-Use Overlay Zoning District, developed by the Township, should be further considered and refined to promote the redevelopment goals in the identified corridors. An example of an area that may benefit from the redevelopment concept exists between the intersection of Carlisle Pike with St. John's Church Road and Sporting Hill Roads. The area is typified by large lots, vacant buildings for sale or lease, numerous curb cuts, limited vegetation, dissimilar building styles, unconsolidated curbs, numerous signs in a wide variety of styles and setbacks of various distances. Visually, the area has no distinctive features; however, the area may be improved by *considering the following redevelopment concepts:*

- *Access management standards for properties abutting the corridors, which may provide for shared access roads to*



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signalized intersections, access through adjacent existing streets, and distance standards between access drives.

- *Parking areas behind or to the side of buildings. Include bicycle parking facilities. Limited front yard parking should also be allowed.*
- *Consolidation of driveways or shared driveways between structures.*
- *Planted boulevards or strips along street fronts.*
- *Pedestrian pathways along streets.*
- *Vegetation requirements, primarily shade trees, in parking areas.*
- *Design guidelines to address building design, signage, and streetscape.*
- *Continuous curbing along Carlisle Pike.*
- *Standards to encourage a closer building-to-street relationship.*
- *Consolidated stormwater management areas.*
- *Development that provides convenient and universal access to bus stops.*

The redevelopment concept is dependent on consolidation of properties, development of planning concepts, funding sources and interagency cooperation. *As an economic development project, the Township should consider funding options from State programs through the Department of Community and Economic Development (DCED). Other funding sources may be developed through public/private partnerships and tax incentives.* The vision for the project is generated by the Township through its regulatory mechanisms; however, ultimate implementation will rest on the development community.

6.5 Relationships with Land Uses in Contiguous Municipalities

The zoning and future land use maps of Hampden Township's neighbors were reviewed to determine the consistency of Hampden's Future Land Use Plan with contiguous municipalities. Hampden's neighbors consist of Rye Township (Perry County), East Pennsboro Township, Camp Hill Borough, Shiremanstown Borough, Lower Allen Township, Mechanicsburg Borough, and Silver Spring Township. The consistency evaluation includes:

Rye Township - Rye Township borders Hampden Township boundary at the summit of Blue Mountain. The forested mountain environment constrains the extensive development of either Rye or Hampden Township in this area. Both communities require large lot and/or open space development. The Hampden Township Future Land Use Plan is *consistent* with the Rye Township Future Land Use Plan (1999) which indicates this area for Conservation land use.

East Pennsboro Township - The East Pennsboro Township Future Land Use Plan (2005) and Zoning Map and Ordinance were reviewed to determine consistency with the Plan proposal. The East Pennsboro Land Use Plan and Zoning Ordinance are *compatible* with Hampden's Plan and Zoning Ordinance.

The Residential Low-Density area in East Pennsboro's Land Use Plan corresponds to the location and designation of Hampden's residential low density area with one to four units per acre. The Hampden Land Use Plan low density designations, from the Camp Hill Borough line to Wertzville Road, are *compatible* with the contiguous zoning and plans in East Pennsboro.

Between Wertzville Road and I-81 the Land Use Plan designations are different but still compatible. East Pennsboro designates the area for Low Density Residential and Hampden for Mixed Use Limited. The intent of the Mixed Use Limited category is to be

6. Future Land Use

compatible with adjacent residential uses. East Pennsboro's zoning in this area is R-1 and A-1 (Agricultural) while Hampden's is Apartment Office (A-O).

North of I-81, East Pennsboro zoning is *consistent* with adjacent Hampden Township zoning. East Pennsboro zones are Residential Conservation (RC) and Forest Slope (FS), similar to Hampden's zoning districts in this area. Minimum lot sizes for these East Pennsboro zones are as follows:

R-1	=	10,000 sq. ft. (public sewer)
A-1	=	5 acres
RC	=	5 acres
FS	=	1 ½ to 10 acres based on slope %

Hampden Township's Zoning Ordinance designates the contiguous areas Apartment Office (A-O) from Wertzville Road to I-81, Residential Country (R-C) from I-81 to the Blue Mountain, and Forest Slope Conservation (F-S-C) in the Blue Mountain region. The current minimum lot sizes for these areas are:

A-O = varies depending on the number of units and if the area is served by public utilities (i.e. sewer and water). The lot sizes for areas with public water and sewer range from 11,550 square feet for one and two units to 19,000 square feet for six units with 1,500 square feet added for every additional unit. Sizes are consistent for those areas not served by public sewer, 30,000 square feet minimum.

R-C = 30,000 square feet with public sewer

40,000 square feet without public sewer

F-S-C = 5 acres

East Pennsboro Township's allowable lot sizes are generally greater

than Hampden Township's. While each municipality provides for large lot development in the Blue Mountain area, East Pennsboro's minimum lot size could, in some cases, double (10 acres) Hampden Township's five-acre minimum. Notably, East Pennsboro's graduated lot size, based on slope, would tend to average the lot sizes to those similar in Hampden Township. The conservation intent of each municipality is *consistent*.

Under Hampden's current zoning, the Residential Country District area corresponds to East Pennsboro's Residential Conservation District. Again, minimum lot sizes are not consistent, comparing Hampden's 30,000 to 40,000 square feet minimum to East Pennsboro's five-acre minimum. The permitted uses in each zone are the same though, providing compatibility along the municipal line.

The greatest *inconsistency* between these contiguous municipalities would exist in the area south of I-81 to Valley Road. The area in East Pennsboro is designed A-1 (five-acre minimum lot size) in contrast to Hampden's current zoning designation of AO, Apartment-Office. The density of development from one municipality to the next has the potential to increase from one unit per five acres to 15 units per acre (worst-case scenario). The existing zoning in Hampden was an outcome of the previous Comprehensive Plan with the intent of preparing for secondary development impact which may occur due to the area's proximity to the I-81/Wertzville Road interchange. The redistricting was also dependent on bringing public utilities to the area. Within the last decade, this development has started to occur. After careful consideration, it was determined that the best use for the land in this area is for mixed use development to provide a buffer between the more intensive commercial uses near the I-81 interchange and the low density/agricultural uses to the east. The Cumberland County Comprehensive Plan has designated this area as a commercial growth area associated with the interchange.

6. Future Land Use

Camp Hill Borough - A small area north of the Carlisle Pike (Market Street in Camp Hill) and south to Pa. Route 581 is contiguous to the Borough of Camp Hill. Existing land uses in the area have developed consistently in the two municipalities; residential neighborhood in the Country Club Park area, commercial along the Carlisle Pike (Market Street), residential between the Carlisle Pike and Trindle Road, commercial along Trindle Road, and industrial south of Pa. Route 581.

The Hampden Future Land Use Plan recommends the development of commercial/residential mixed uses (Urban Mixed Use) along the Carlisle Pike and Trindle Road corridors. Camp Hill utilizes a low-density, residential-office district along Carlisle Pike and Trindle Road to allow the mixture of offices and residences. The land use designations are *compatible*. The area between Trindle Road and Pa. Route 581 has developed as office in Hampden and residential in Camp Hill. The future land use recommendation of Urban Mixed Use in this area would promote the compatibility of uses when redevelopment occurs. The area south of Pa. Route 581 is industrial in Hampden and industrial in adjacent Camp Hill and East Pennsboro. The municipal land use designations in this area are *consistent*.

Lower Allen Township - Split by Shiremanstown Borough, Lower Allen Township borders Hampden at two locations (1) west of the Old Gettysburg Road (becomes Simpson Ferry Road west of Shiremanstown) and the Route 15 interchange to the eastern municipal line of Shiremanstown and (2) west of the western boundary of Shiremanstown to the eastern boundary of Mechanicsburg at Apple Drive.

From Old Gettysburg Road west, the existing land uses in Lower Allen are commercial, semi-public (Trinity High School and cemetery), and commercial. The Lower Allen Township Comprehensive Plan (2006) and Zoning Ordinance are *consistent* with the existing use of the land. The existing land uses in the

contiguous area in Hampden Township is commercial (shopping center and movie theater) and light industrial. The area is zoned currently for industrial development due to its location adjacent to the railroad and industrial area to the north. The future land use plan recommends continuing this designation. The existing commercial and industrial uses in this built-out area are *compatible*.

The second area, located west of Shiremanstown, is designated for Urban Mixed Use in the Hampden Future Land Use Plan. Existing uses in the area include heavy industrial uses (several gasoline company tank farms). South of Simpson Ferry Road, Lower Allen Township existing uses (east to west) include a church, Messiah Home for Children, vacant parcels, and commercial activities. The area is typified by a myriad of uses. The Urban Mixed Use designation along the corridor is *consistent* with the land use trends in Lower Allen Township.

Shiremanstown Borough - The majority of the area bordering the Township is existing residential with interspersed commercial and parkland. The Borough/Township relationship historically has allowed residential, commercial and park uses to abut industrial areas. The Comprehensive Plan continues this previous relationship.

Mechanicsburg Borough - The Township borders Mechanicsburg Borough on Simpson Ferry Road from Apple Drive to Norway Street northwest to Edgewood Drive. Hampden Township's zoning map designates this corridor for commercial activities and future land use plan designates it for mixed use development. Existing development north of Simpson Ferry Road is commercial. The development in Mechanicsburg is single-family detached residential to Allendale Road changing to commercial to the Borough Line on Norway Street. The area has been previously developed in this manner and no changes are proposed in this Plan.

6. Future Land Use

North of Simpson Ferry Road, the municipal line runs through the Mechanicsburg Supply Depot. Industrial development is proposed to Edgewood Drive. The plans for this area are *consistent* with existing development in the Borough.

Silver Spring Township - Silver Spring's eastern boundary adjacent to Hampden Township is mostly zoned for residential development (R-1 and Rural Residential). The zoning map implemented the recommendations of the Township's most recent Comprehensive Plan (1995). Densities ranged from 15,000 square foot lots in R-1 to 1 acre lots in Rural Residential. The only areas designated for other than residential is the commercial area along Carlisle Pike and the Conservation zone on Blue Mountain.

Hampden Township's land use plan designates the majority of the area along the Silver Spring boundary as residential. The density of residential development on both the Silver Spring zoning map and the Hampden Township land use plan are similar with the least dense development reserved for the northern area of the Township and the most dense areas in the mid to southern sections. The proposed Apartment-Office commercial activity along Carlisle Pike is *consistent* with the commercial activity designated in Silver Spring. The Forest Conservation area on Blue Mountain is *consistent* with the Conservation designation in Silver Spring.

One *inconsistency* does exist at the Hampden/Silver Spring border along Silver Spring Road, south of the Woods Drive intersection. The area is currently zoned industrial in Hampden Township. Contiguous to the Mechanicsburg Supply Depot, the industrial land use is compatible with existing development in the Township. Silver Spring designates this area R-1 for single-family residential. The Plan is not changing any inconsistencies that currently exist.

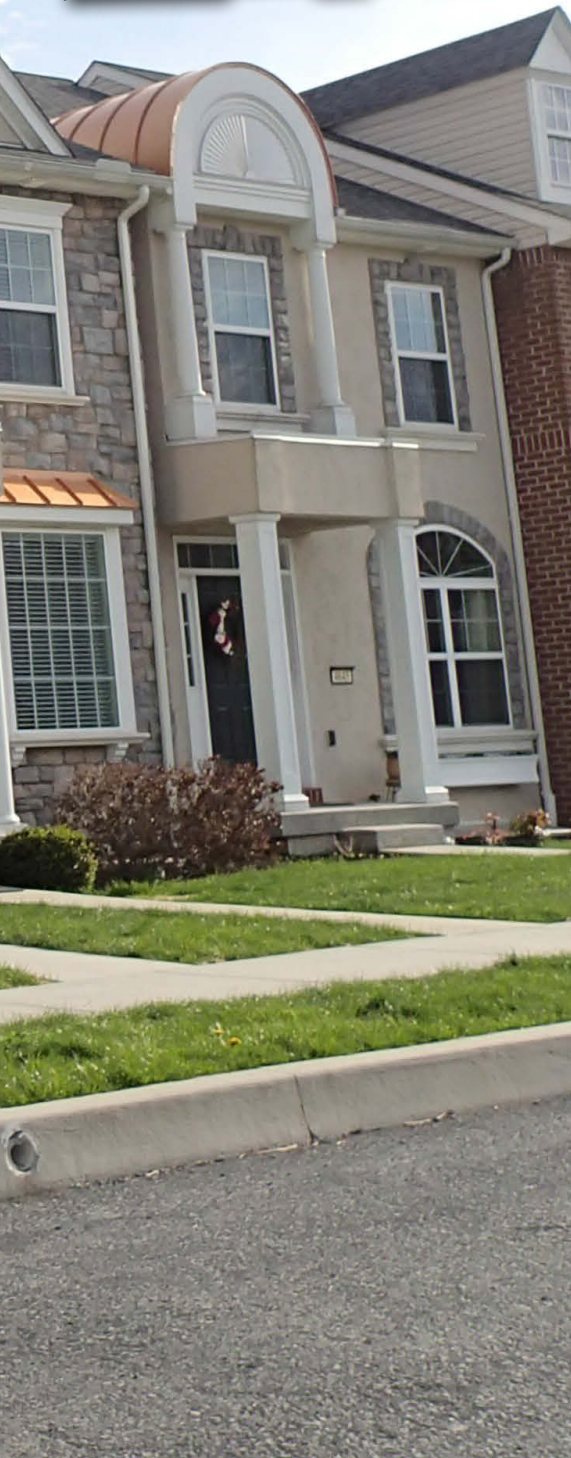
6.6 Relationships with The Cumberland County Comprehensive Plan

The recommendations of the Future Land Use plan were revised for consistency with the Cumberland County Comprehensive Plan. The County Plan designates areas for commercial activity along the major transportation corridors and near the I-81 interchange. Industrial areas are designated near Shiremanstown and the Naval Support Activity. The Blue Mountain area is recommended for Conservation. Other areas of the Township are designated for residential use. The future land use plans are *consistent*.





Housing Profile



One of the most important assets of the community is the quality and condition of the Township's residential neighborhoods and housing stock. Both personal and public benefits are derived from a well-maintained and varied housing stock. In addition to the personal economic benefits derived from appreciating property values, the individual benefits from the opportunity to choose from a variety of different housing types, styles, prices, and environmental settings. The public benefits economically with the assurance of a sound residential tax base that will continue to appreciate as the housing stock is maintained and grows. Studying existing housing conditions and planning future housing initiatives is important for these reasons and in assuring the Township's residential living environment is both safe and healthful. The housing profile summarizes the community's historic housing character, needs and initiatives (extracted from the Hampden Township Comprehensive Plan, 1994) and describes the Township's existing housing conditions and needs.

7.1 HISTORIC HOUSING PROFILE

- Average of 112 new dwelling units per year 1990-1999 and 99 new dwelling units per year 2000-2009.
- Vacancy rates for Hampden Township as of the year 2010 is 6.5 percent or 791 units per Cumberland County.
- High demand for housing supported by active housing market.
- Single-family housing are the predominate type of housing units making up 57.2 percent of the housing in 2010.

7. Housing Profile

- Expansion of the single-family residential community primarily in the central portion of the Township and, to an increasing extent, into the northern portion of the Township.
- Mobile homes representing a decreasing percentage of total housing units with concentrations in the southwestern portion of the Township along Carlisle Pike and Trindle Road.
- Multi-family and single-family attached units representing approximately 42.5 percent of total housing units from 2000 to 2009.
- High percentage of owner-occupied units.
- No concentration of substandard housing.

While the majority of these assumptions were indicative of a healthy housing environment, the 1994 Comprehensive Plan pointed out several housing and housing related considerations that may impact the overall Township decision-making process:

- Relatively flat economic distribution in housing values. The study explained the vast majority of Township housing were constructed recently, post 1960, during times of relatively high construction costs. The number of older but adequate units, which generally comprise the lower end of the price distribution, was disproportionately low resulting in a reduced level of availability of these units.
- A predominately single-family unit housing market. The economies of housing development in the 1990s provided a greater supply and demand for single-family units than multi-family units. This demand created higher consumer costs and Township service and maintenance costs when compared with an equivalent multi-family development which would minimize street and utility right-of-way, construction, and maintenance costs.
- A demand for senior housing. Demographic data shows that the

Senior Citizen Age group comprises 15 percent of the Township's population totaling 4,214 individuals according to the 2010 Census.

7.2 EXISTING HOUSING PROFILE

Two characteristics describe existing conditions in housing: the number of housing units and diversity in housing. These characteristics will demonstrate the changes which have occurred since the 1990s and 2000s. The U.S. Census' "Census of Population and Housing" provides the most comprehensive municipal statistical study. The most recent Census count was completed in 2010.

Number of Housing Units

The number of housing units is the most important indicator of growth of the Township's residential base. Table 7-1 describes the historic growth trend and existing number of housing units and shows these numbers in relation to the local Cumberland County region.

Hampden Township continued to experience an increase in new housing units in the 1990s, with a 26.7 percent increase over a 10-year period, but at a decreasing rate from previous decades. With an average of 194 units from 2001-2011, the Township's 2136 new units led the local region in housing starts for the eleven year period, comprising 21.4 percent of the region's new units. The region as a whole added approximately 9,843 new units from 1990 to the year 2000. This is a significant increase and is more than double the 4,849 units added in the 1980s. Of the communities evaluated the fastest growing were the four townships: Hampden, East Pennsboro, Silver Spring and Upper Allen Township. This growth indicates the local area continued to have a strong housing market from 2000 to 2010.

TABLE 7-1
TOTAL HOUSING UNITS SELECTED
CUMBERLAND COUNTY MUNICIPALITIES
1980-2010

	1980		1990			2000			2010	
Municipality	Total Units	# Total Units	# New Units	% Change	# Total Units	# New Units	% Change	# Total Units	# New Units	% Change
Hampden Township	6,210	7,885	1,675	27.0%	9,990	2,105	26.7%	11,790	1800	18%
Camp Hill Borough	3,577	3,589	12	0.3%	4,061	472	13.2%	3,599	-469	-13%
East Pennsboro Township	5,404	6,118	714	13.2%	7,784	1,666	27.2%	8,287	503	6%
Lower Allen Township	4,807	6,117	1,310	27.3%	6,520	403	6.6%	7,126	606	9%
Mechanicsburg Borough	3,706	4,067	361	9.7%	4,169	102	2.5%	4,550	381	9%
Shiremans-town Borough	701	752	51	7.3%	746	(-3)	(-.4%)	770	24	3%
Silver Spring Township	2,528	3,254	726	28.7%	4,185	931	28.6%	5,424	1239	29%

Source: U.S. Bureau of Census, 1980, 1990, 2000, and 2010

Diversity of Housing

To meet the expectations of the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968 as reenacted and amended, it is important to not only quantify the housing stock but also to qualify the characteristics of this stock. The following excerpt summarizes the MPC's intent regarding the housing plan and will be the basis for decisions made during Plan development.

"A plan to meet the housing needs of present residents and of those individuals and families anticipated to reside in the municipality, which may include conservation of presently sound housing, rehabilitation of housing in declining neighborhoods and the accommodation of expected new

housing in different dwelling types and at appropriate densities for households of all income levels.” (Article III, Section 301 (2.1)).

Diversity in the existing housing stock is described by several factors including housing type, value, occupancy status, and condition.

Type of Housing

The evaluation of housing types in the 1990s shows a slight shift with a greater percentage of multifamily and single-family attached units than previously recorded. This shift indicates the housing stock has become more diverse over the last decade. In 1990, multi-family units accounted for approximately 15.5 percent of total units; by 2000, the addition of new multi-family units increased this percentage to 23.4 percent. Considering the new units added from 1990-2000, multi-family units represented close to half of all new building starts or 41.8 percent of total units. From 2001-2010 multi-family units represent 42 percent of total units. Major subdivisions by type of development are shown on Table 7-2.

Of the 93 subdivisions, 64 percent are single family, 5 percent are apartments only, 9 percent have both single-family detached and single-family attached units, and 6 percent are mobile homes, 16 percent are single-family attached units.

The distribution of single-family units is divided between detached and attached (townhouse) units as shown on Table 7-3. Typically, attached units represent smaller, more moderately priced units than detached units. Table 7-3 shows that in 2010 there were more new single-family detached homes built than new single-family attached homes. Of the 3551 units listed on Table 7-3, approximately 51 percent were single-family detached units.

Between 1990 to 1999, 1,211 single-family homes were built and 1,139 single-family homes were built from 2000 to 2009.

Another economical, single-family dwelling unit is the manufactured home. In 2000, the 730 manufactured homes in the Township

7. Housing Profile

represented 7.3 percent of total housing units and 11.0 percent of total single-family units. By 2005, 27 new manufactured homes had been added to Township housing and approximately 227 had been removed, representing a 7.0 percent decrease in the number of units. Hampden Township has approximately 505 manufactured homes based on the 2008-2010 estimate. The census started a new policy where some data is estimated through a survey called American Community Survey.

Value of Housing

The value of housing is the second indicator of the extent of diversity in the housing stock. Median price per owner-occupied unit and median rent per renter-occupied unit are two census statistics utilized to describe housing value. In 2000, the median rent per renter-occupied unit was \$695.00 per month increasing by 21 percent in 2010 to \$846.00 per month. The value of owner-

TABLE 7-2
MAJOR SUBDIVISIONS
HAMPDEN TOWNSHIP
January 2013

SUBDIVISION	TYPE OF UNITS		SUBDIVISION	TYPE OF UNITS
Ashford Village	Single Family Detached		Kingswood	Single Family Detached
Beaumont Square	Single Family Attached		Laurel Hills	Single Family Detached
(The) Brambles	Apartments		Laurel Ridge Es- tates	Single Family Attached
Bramble Arms Apts.	Apartments		Maplewood Park	Single Family Detached
Brandy Lane Trailer Park	Mobile Homes		Millbank Estates	Single Family Detached
Brentwater	Single Family Detached		Mountain View Village	Single Family Attached
Bungalow Sites	Single Family Detached		Noll Acres	Single Family Detached
Bunker Hills	Single Family Detached		Oakwood Park	Single Family Detached
Cannon Mobile Home Park	Mobile Homes		Pinebrook	Single Family Detached
Chestnut Hills	Single Family Detached		Pinebrook Heights	Single Family Detached
Clearview Estates	Single Family Detached		Pinehurst	Single Family Detached

TABLE 7-2, Continued

**MAJOR SUBDIVISIONS
HAMPDEN TOWNSHIP
January 2013**

SUBDIVISION	TYPE OF UNITS		SUBDIVISION	TYPE OF UNITS
Country Club Park	Single Family Detached/ Attached		Pinehurst Hills	Single Family Detached
Countryside	Single Family Detached		Pinehurst Hills Vil- las	Single Family Attached
Creekview Estates	Single Family Detached		Point Ridge Farms	Single Family Detached
Dartmouth Green	Single Family Detached		Quigley Estates	Single Family Attached
Deimler Manor	Single Family Detached		(The) Preserve	Single Family Detached
Delbrook Manor Apts.	Apartments		Regency Hills	Single Family Detached
Forrest Acres	Single Family Detached		Ridgeland	Single Family Detached
Glenda Crest	Single Family Detached		Roth Farm Village	Single Family Attached
Glennwood Farms	Single Family Detached		Roth Village	Single Family Attached
Golfview	Single Family Detached		Salem Acres	Mobile Homes
Good Hope Farms	Single Family Detached		Salem Park	Single Family De- tached/Attached
Good Hope Farms South	Single Family Detached		Signal Hill	Single Family Detached
Governor's Glen	Single Family Detached		Silver Brook	Single Family Detached
Grandon Farms	Single Family Detached/ Attached		Silver Creek at Hampden	Single Family Attached
Grand Meadows	Single Family Detached		Six Links Trailer Park	Mobile Homes
Graystone Manor Es- tates	Single Family Detached		Sleepy Hollow	Single Family Detached
Greenwood Estates	Single Family Detached		Spring Hill	Single Family Detached
Hampden Court	Single Family Detached/ Attached		St. John's Place	Single Family Detached
Hampden Gardens	Single Family Detached		St. Mark's Place	Single Family Detached

TABLE 7-2, Continued

**MAJOR SUBDIVISIONS
HAMPDEN TOWNSHIP
January 2013**

SUBDIVISION	TYPE OF UNITS		SUBDIVISION	TYPE OF UNITS
Hampden Hearth	Single Family Detached		Townes of Cross Creek	Single Family Attached
Hampden Heights	Single Family Detached		Thomas George	Single Family Attached
Hampden Square	Single Family Detached		Timber Chase	Single Family Attached
Hampden Station	Single Family Detached		Trindle Trailer Park	Mobile Homes
Hampden Summit	Single Family Detached		Trindle Spring Heights	Single Family Attached
Hampden Village	Mobile Homes		Turnberry	Single Family Detached
Hawk's Landing	Single Family Detached		Turnberry II/ Fairwinds	Single Family Detached
Haydon Court	Single Family Attached		Westover	Single Family De- tached/Attached
Haydon Court Apts.	Apartments		Village of Bran- dywine	Single Family Attached
Highlands of Hampden Sq.	Single-Family Detached		Village of Westover	Single-Family Detached/Attached
Hollywood Development	Single-Family-Detached		Wellington of Hampden	Single-Family Detached
Hunters Gate	Single Family Detached		Wentworth	Single Family Detached
Hunters Point	Single Family Detached		Westbury	Single Family De- tached/Attached
Hunters Ridge	Single Family Detached		Whelan Crossing	Single Family De- tached/Attached
Indian Creek	Single Family Detached		Whelan Crossing West	Single Family Attached
Admirals Quay	Single Family Attached		Whitetail Crossing	Single Family Detached
Sporting Hills Villas	Apartments			

occupied units also increased from a median \$154,400 per unit in 2000 to \$228,500 in 2010, an increase of 48 percent.

Compared to the local region (see Table 7-4) Hampden Township

Table 7-3				
New Housing by Unit Type 1995-2010				
Year	Single Family Detached	Single Family Home	Mobile Homes	Total
1995	92	62	0	154
1996	114	39	3	156
1997	121	251	1	373
1998	145	199	0	344
1999	120	229	0	349
2000	88	80	2	170
2001	118	43	3	164
2002	144	42	6	192
2003	142	44	9	195
2004	162	66	1	229
2005	139	141	8	288
2006	118	110	13	241
2007	85	157	11	253
2008	83	92	13	188
2009	60	67	5	132
2010	67	50	6	123
Total	1798	1672	81	3551
Source: Hampden Township Annual Building Reports				

has a higher median housing value for both owner and renter-occupied units. There are ten municipalities whose median housing values exceeds that of the County median of \$170,983 for 2011. Hampden Township has the highest median sale price of nine of the ten the municipalities. Silver Spring Township's average cost for 2011 was \$229,900. Average cost of Hampden Township homes for 2010 was \$272,427 and 2011 is \$224,900.

Historically, Hampden Township has maintained one of the highest priced housing stocks in the Tri-County (Cumberland, Dauphin, and Perry County) region.

The 2003 Cumberland County Comprehensive Plan evaluated the average price of residential sales from the Central Penn Multi-List provided from Cumberland County. Excerpts from the evaluation

TABLE 7-4

**MEDIAN HOUSING VALUES SELECTED
CUMBERLAND COUNTY MUNICIPALITIES
2010**

	(Dollars)	
Municipality	Owner Occupied	Renter-Occupied
Hampden Township	228,500	846
Camp Hill Borough	194,880	907
East Pennsboro Township	162,100	754
Lower Allen Township	161,500	916
Mechanicsburg Borough	160,400	714
Shiremanstown Borough	161,200	691
Silver Spring Township	203,500	1038
Rye Township (Perry County)	169,800	1536
Source: U.S. Bureau of the Census, 2010		

TABLE 7-5

**AVERAGE COST RESIDENTIAL SALES SELECTED
CUMBERLAND COUNTY MUNICIPALITIES
2006-2011**

Municipality	2007	2008	2009	2010	2011
Hampden Township	\$237,000	\$245,000	\$215,000	\$272,427	\$224,900
Camp Hill Borough	\$178,500	\$189,950	\$176,000	\$184,000	\$169,000
East Pennsboro Township	\$159,900	\$153,750	\$157,450	\$155,000	\$140,000
Lower Allen Township	\$156,000	\$155,000	\$163,500	\$155,500	\$150,900
Mechanicsburg Borough	\$155,950	\$159,500	\$149,900	\$147,000	\$140,950
Shiremanstown Borough	\$166,000	\$136,700	\$160,000	\$172,500	\$137,900
Silver Spring Township	\$219,584	\$218,450	\$208,750	\$215,000	\$229,900
Average Cost	\$181,847	\$179,764	\$175,800	\$185,918	\$170,507

Source: Central Penn Multi-List Residential Sales Median Home Sale Price By Municipality, Provided by Cumberland County

are shown on Table 7-5. Through the period the Township's sale prices for housing were higher than any surrounding municipality, except for Middlesex Township in 2007 and Silver Spring Township

in 2011. The Township's cost of housing increased at a faster rate than the other municipalities as shown in Table 7-5.

Occupancy of Housing

The occupancy status describes the tenure and vacancy rate of the housing stock. The previous discussion alluded to two types of tenure, owner-occupied and renter-occupied.

Table 7-6 compares tenure in number and percent of total year-round housing units for Hampden Township and the local region in 2010. Comparatively, Hampden Township had more owner-occupied units, 9,396 units, than any of the contiguous municipalities, representing 31 percent of regional units. For renter-occupied units, the Township ranked third behind East Pennsboro Township and Lower Allen Township. Hampden's total renter-occupied units represented 20 percent of regional units.

The vacancy rate is a critical indicator of the well-being of the existing housing market. A healthy vacancy rate is between four and five percent of the total year-round housing units (The Practice of Local Government Planning, p. 377). The healthy market is characterized by available units in a variety of types and costs. A vacancy rate which is too high negatively impacts the "sellers market" by pushing prices down; whereas, a rate which is too low negatively impacts the "buyers market" by forcing prices up. The vacancy rate in 2000, according to the U.S. Census Bureau, was 1.5 percent. The vacancy rate increased to 2.79 percent for owner and 2.22 percent for rental units by 1990. Dramatic increases in the number of new housing units, particularly if these units are speculative units, will create a time lag from unit completion until it is absorbed by the buyers' market, thus increasing the vacancy rate. With the increase in the 2000 vacancy rate, the Township improved the vitality of its housing market. County records state the vacancy rate was 6.5 percent for the year 2010.

TABLE 7-6

**OCCUPANCY STATUS OF YEAR-ROUND HOUSING UNITS
LOCAL REGION
2010**

Municipality	Total Housing Units	Owner-Occupied		Renter-Occupied		Total Vacant Housing Units
		Number	Percent	Number	Percent	
Hampden Township	11,790	9,396	81.6	2,118	18.4	276
Camp Hill Borough	3,599	2,668	76.4	825	23.6	106
East Pennsboro Township	8,287	5,381	67.7	2,569	32.3	337
Lower Allen Township	7,126	4,715	68.8	2,141	31.2	270
Mechanicsburg Borough	4,550	2,519	58.0	1,823	42.0	208
Rye Township	1005	961	95.6	44	4.4	0
Shiremanstown Borough	770	428	55.9	338	44.1	4
Silver Spring Township	5,424	4,457	84.4	824	15.6	143
Total	42,551	30,525	73.6	10,682	26.5	1,344

Condition of Housing

In the 1994 Plan, two factors were evaluated to determine the condition of housing in the Township, availability of plumbing facilities and concentration of substandard units. In the 1990s, year-round housing units lacking plumbing facilities dropped from 34 units to 10 units or .5 percent of total units. With the preponderance of new housing units continuing through the 1990s, plus Hampden Township's strict enforcement of International Code Council building standards, it is assumed that the percentage of units lacking complete plumbing will represent an even lesser proportion of the total housing market.

Similarly, a "windshield survey" conducted during the existing land

use reconnaissance failed to uncover any areas in the Township with a concentration of substandard (unsafe or inadequate shelter) conditions. The criteria for identifying substandard conditions were used for this survey, including:

- Holes, open cracks, rotted or missing materials over a considerable area of the foundation, outside walls or roofs.
- Substantial sagging of floors, walls, or roof.

The conclusion reached in the 1980 report has not changed through the decade of the 1980s and 1990s to the present. The report concluded: “The condition of housing units in the Township is very good. For the most part, the principal emphasis in relation to the physical condition of housing in the Township should be oriented to the preservation of existing housing and the assurance that new housing units which are constructed are of adequate quality.”

7.3 HOUSING PROJECTIONS

The Cumberland County Comprehensive Plan, Chapter 10, Housing Plan, analyzed housing needs countywide. The analysis utilized 2000 Census data and the Tri-County Regional Planning Commission population projections to estimate County housing needs by the year 2020. The County Plan calculated estimated occupied dwelling units, additional dwelling units, and additional low-income dwelling units. For Hampden Township, the County estimated 13,194 occupied dwelling units, including 3,864 additional dwelling units, and 451 additional low-income units (see calculation methodology, Appendix A) needed by the year 2020 (Table 7-7).

The Hampden Township Projections were compiled based on the population projections developed for the Cumberland County Comprehensive Plan 2003. The Hampden Township Housing Projections estimate that by the year 2010 the Township will have

Table 7-7

Housing Projections

Year	Population	Housing Units	# Increase	% Increase
2000	24,135	9,577		
2005	28,098	11,185	1,608	14.4
2010	28,044	11,470	285	2.5
2015	31,599	12,596	669	5.3
2020	33,082	13,194	598	4.5

11,470 housing units and 13,194 units by the year 2020.

Characteristics of Households

In recent years national characteristics have greatly influenced the need for smaller, economical, and specialized units. These characteristics include decline in the birth rate, increase in the senior population, and increase in the single and divorced households. Factors which influence housing in the Township were described in the population and economic profiles. These characteristics are summarized below:

- The percentage of persons within the senior age group has grown steadily over the past twenty years and is expected to continue to increase over the next decade.
- Single-parent households and one person households represent 8.0 percent and 25.6 percent of households respectively.
- Population projections demonstrate the need for more housing units.
- The 2000 Census recorded 2.8 percent of total persons below the poverty level and 1.5 percent of total families below the poverty line or 105 families. In 2000, Hampden Township had 1,211 low-income dwelling

Table 7-8				
2010 Total Housing Units/Persons Per Household Local Region				
Municipality	Total Population	Total Housing Units	Persons Per Household	Average Family Size
Hampden Township	28,044	11,470	2.44	2.94
Camp Hill Borough	7,888	3,376	2.30	2.91
East Pennsboro Township	20,228	8,379	2.35	2.91
Lower Allen Township	17,980	6,903	2.09	2.76
Mechanicsburg Borough	8,981	4,028	2.22	2.86
Shiremanstown Borough	1,569	715	2.19	2.86
Silver Spring Township	13,657	5,361	2.45	2.92
Source: U.S. Bureau of the Census, 2010				

units. The 2010 Census estimated 3.7 percent families were below poverty with a margin error of +/- 1.6 percent.

- Table 7-8 shows the persons per household for the local region by municipality. These figures have decreased gradually over the past twenty years. In 2000, there were 2.42 persons per household for the Township, increasing to 2.44 by 2010. All municipalities are under 3 persons per household.

7.4 HOUSING PROFILE SUMMARY

Elements of the profile demonstrate similarities and changes to the housing stock since the previous Plan. The profile for 2010 reveals:

- Housing increasing at a slower rate over the previous decade. Hampden Township has more housing than its contiguous municipalities. The region as a whole has a strong housing market.

7. Housing Profile

- The distribution in housing types has become more diversified with 43 percent of total units in multifamily/single-family attached compared to 23.4 percent for the previous decade.
- Cost of housing reveals Hampden Township has one of the highest median home values for the entire Tri-County Region. The values are high for both owner-occupied and renter-occupied units.
- The housing is of sound condition.
- Housing is expected to increase significantly through the year 2030.

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Housing Plan

The Hampden Township Housing Plan responds to the description of existing and future conditions provided in Chapter 7 (Housing Profile), the Township's housing goals and objectives and pertinent features of the other planning elements (i.e., future land use, transportation, and community facilities and utilities). Both the 1994 Hampden Township Plan and the Cumberland County Comprehensive Plan contain information relevant to the current housing conditions in the Township. Key considerations of the Housing Plan are:

- The provision of infrastructure and facilities (i.e., roadways, utilities, and parks) to new housing developments.
- The encouragement of senior housing developments.
- The development of requirements to determine the impact of housing developments on the environmental and transportation infrastructure.
- The designation of areas in the Township to accommodate growth of different housing types (e.g., single-family detached, townhouses, multi-family).

8.1 Relationship Between Housing, Community Services and Facilities

The relationship between land use and infrastructure is described in the Future Land Use, Transportation, and Community Facilities and Services Plans. This discussion focuses specifically on the

8. Housing Plan

relation between housing and infrastructure needs. Housing density has a direct effect on provision of community facilities and services. The plan assumes various densities of development will occur depending on the land use designation. The future land use plan map (Figure 6-1) shows areas in the Township designed for residential land uses: Forested Conservation (FC), Residential-Country (RC), Residential Low-Density (RLD), Residential Medium-Density (RMD), Apartment-Office (AO), and Mixed Use Limited (MUL). The densities have an effect on the provision of wastewater, water, transportation, and other community facilities.

Wastewater and Water Facilities

The provision of suitable water and wastewater facilities impacts the quality of housing in the Township. Hampden Township has given a high priority to meeting these housing requirements. The least dense residential areas, FC and RC will have the least demand for community facilities and services. Housing units in these areas may utilize on-lot wastewater and/or groundwater facilities. In contrast, the denser areas (i.e., single-family housing on less than one-acre lots and multi-family units) require public wastewater and water facilities. The provision of these facilities to developing higher density areas is considered in the development of the Future Land Use Plan. The area of critical concern is providing public utilities to the undeveloped areas immediately south of I-81 which is designated RMD and to the residential area in the northeastern quadrant of the I-81/Wertzville Road interchange. Although public wastewater and water facilities do not exist currently in these areas, they are planned for in the community and utilities plan.

Transportation Facilities

Similarly, transportation facilities support existing and future housing developments by providing access to residential areas. Where access is constrained due to transportation deficiencies (e.g., substandard condition, safety problems, or deficient

capacity), the end result may negatively affect the value of property or development of the area. The Transportation Plan considered the analysis contained in the CLASH Study, its finding and recommendations, and the Future Land Use Plan to determine where additional transportation system improvements would be required to support the proposals in the land use plan. Many of the recommendations made in the Transportation Plan will have a direct impact on the development of proposed residential areas.

The area north of Conodoguinet Creek has had the most rapid residential development in the past twenty years. The growth has put considerable pressure on the existing north-south accesses throughout the Township. The Future Land Use Plan (Figure 6-1) shows the continued northward expansion of the residential areas, which would add more traffic to constrained roadways. In order to relieve these conditions, the transportation plan proposes several possible recommendations: Route 581 (major east/west connector), construction of the I-81 Connector with full interchange, and realignment and widening projects (e.g. Lamb's Gap Road, Good Hope Road, Orr's Bridge Road and Creekview Road). Implementation of these recommendations would improve access to both existing and future residences. One recommendation was the Locust Lane Extension. Locust Lane itself couldn't be extended to meet Good Hope Road because of visibility issues, so Rivendale Boulevard was built to connect with Good Hope at Technology Parkway.

Community Facilities

In addition to utilities and transportation, the location and expansion of residential areas will have an effect on other community services such as parks, emergency services, and educational facilities. The Community Facilities and Utilities Plan discusses in detail the plan for these services. The quality of these services and facilities will have a direct impact on the residential community. The Township has provided an excellent community park system for all residents.



8. Housing Plan

The two parks are centrally located to the residential areas. Bike paths connect or are proposed to connect residential areas to the park system. Neighborhood parks are not a high priority; however, individual subdivisions have been providing private facilities for residents. As housing continues to expand in the Township, additional park facilities may be required. Emergency facilities are reevaluated continually by the respective service departments. These facilities are expanded on an as-needed basis. Educational facilities are monitored by the Cumberland Valley School District, which regularly undertakes a long-range planning program.

The previous discussion demonstrates Hampden Township's understanding of the relationship between community facilities and services and housing and the need to provide adequate community facilities and services to preserve the existing and future housing quality. The interrelationship of these planning elements provides a plan which will assist Hampden Township in maintaining a healthy housing environment.

8.2 Senior Housing

The 1994 Plan and the Cumberland County Comprehensive Plan gave special consideration to the needs of the senior citizen. These discussions are relevant for consideration in the Plan Update. Objective HT-3 of the Township's Community Goals and Objectives states as a high priority the need to encourage senior citizen developments in the Township. Chapter 3, Population Profile, indicates the senior age group (65+) increased by 97.2 percent in the Township from 1990 to 2000 and 24.5 percent from 2000 to 2010. These statistics demonstrate a growing need for senior citizen requirements.

8.3 Areas to Accommodate Housing of Various Types

The predominate housing type in the Township is single-family detached. The Township has increased the variety of housing types in the 1980s as shown in Chapter 7, Housing Profile. *The Future Land Use Plan has*

The proposed Urban Mixed Use land use allows for denser housing types and a mix of housing with other uses in the same building. Permitted residential uses are recommended to include townhomes, buildings with multiple dwellings and multistory apartment structures. Multiple dwelling buildings might incorporate common amenities to add to the quality of these residential units.

designated several areas for the continued expansion of the variety of housing types. Undeveloped areas suitable for multi-family (apartment) development are located in the northeast quadrant of the I-81/Wertzville Road interchange, north of Carlisle Pike at Lamb's Gap Road, south of Carlisle Pike near the Silver Spring boundary and in the area of Kunkle Lane. Areas in the northeastern part of the township offer the opportunity for mixed use limited (MUL) development. Other undeveloped areas of the Township provide the opportunity for lower density, multi-family housing types (e.g. garden apartments and townhouses) and mobile home parks. These areas are located in the RMD area north of I-81. Opportunities for single-family detached housing are located throughout the Township. Development density varies depending on location, with large lots in the FC and RC areas of the north and smaller lots in the RMD and RLD areas of the central and southern sections of the Township. In addition to the conventional land use designations, the Township Zoning Ordinance currently provides for the Planned Residential Development (PRD) which allows for a mixture of housing densities and types in residential areas. *The Future Land Use Plan limits the existing PRD use to RMD and AO areas only.*



Existing Transportation Profile

Transportation is a key issue on the Hampden Township planning agenda. The goal of transportation networks and systems is to provide convenient, unhindered and safe passage of people and goods throughout the community using a variety of modes. As the Township has changed from rural to suburban, the movement of people and goods and services through the area has become a critical issue. This chapter provides an overview of the modes of transportation that are integral to the movement of people and goods throughout Hampden Township and the region. Chapter 10 includes a listing of the specific transportation projects that have been previously completed and are required in the future to support the fluid movement of people and goods.

9.1 Township Roadways

The Transportation Element of the 1994 Comprehensive Plan described the configuration of the roadways in the Township. The remaining configuration is essentially the same in 2015 except for the construction of 581 connecting Carlisle Pike to I-81. Five major east-west connectors serve the Township: (1) Simpson Ferry Road, (2) Trindle Road, (3) Carlisle Pike, (4) Creekview Road, and (5) Wertzville Road. In addition to these roadways, Route 11 connects the Township to the Region, eventually merging with the Carlisle Pike. North-south traffic is handled by six roadways: (1) Sporting Hill Road; (2) Saint Johns Church Road; (3) Central Boulevard; (4) Lambs Gap Road; (5) Good Hope Road; and (6) Orr's Bridge Road.

These roadways have been classified by PennDOT's Federal

9. Existing Transportation Profile

Functional Class of Roadways map. According to this mapping system, Hampden Township has roadways classified within the Harrisburg Urbanized Area. The designated urbanized roadways in Hampden Township are located south of Wertzville Road and south of I-81. The remaining northern portion of the Township is classified as rural roadways. The description of the functional classification system is provided in Table 9-1. The Township contains 26 classified roads, which are listed in Table 9-2.

Arterials are typically used for longer regional trips, while shorter local trips are carried by the collector roadways. The arterials allow higher volumes and speeds, are more controlled and wider, and generally interfere less with the local system than the collector roadways. All roads not listed on Table 9-2 are considered local roads and carry mostly neighborhood traffic.

Additionally, within the Township limits are two major thoroughfares, Interstate 81 and State Route 581. Both are components of the Capital Beltway system. State Route 581 serves as a regional connector route between Interstate 81 and Interstate 83 and runs primarily in a north/south direction within Hampden Township. Two major interchanges serve traffic in the Township, the first at Interstate 81 and Wertzville Road in the northern portion of the Township and the second at Carlisle Pike and State Route 581 in the central portion. There is also a full interchange at State Route 581 and Creekview Road centrally located in the Township.

9.2 Regional Traffic Impacts

Several roadways that traverse Hampden Township serve as important regional thoroughfares. These roadways service national and regional traffic in addition to the daily travel needs of residents. Thus, much of the traffic that uses these roadways may not have an origin or destination in Hampden Township. The Township works in conjunction with its neighboring municipalities, the County, and the Region to monitor and accommodate the impacts of such traffic.

Table 9-1**Functional Classification Information**

	Arterial	Collector	Local
Sub Classifications	<ul style="list-style-type: none"> Interstate Highways Other Principle Arterials Minor Arterials 	<ul style="list-style-type: none"> Urban Collector Rural Major Collector Rural Minor Collector 	
Mobility vs. Access	Mobility is of utmost importance	Mobility and land access is of equal importance	Land access is of utmost importance
Trip Distance	Typically used for longer trips (inter and intra-state, inter-region and longer intra-region and intra-county trips)	Short to medium distance intra-regional trips and for accessing arterial and local systems	Typically used for short trips and for accessing higher order systems
Traffic Volume Ways	High volume roadways; Moderate to High Volumes on most arterials	Moderate volumes in general	Low volume roads
Design Features	<ul style="list-style-type: none"> Limited, partial and unlimited access controls Widest ROWs, cartways, and shoulders; Often 3 or 4 lane facilities 	<ul style="list-style-type: none"> No access controls Moderate to minimum ROW, cartway and shoulder widths Often two lane 	<ul style="list-style-type: none"> No access controls Minimum ROW, cartway and shoulder widths Often two lane facilities
Speeds	Typically 35-55 mph	Typically 35-45 mph	Typically 25mph
Through/Local Travel	<ul style="list-style-type: none"> Minimal interference to through travel Local travel discouraged; especially on limited access roads 	Balanced through and local travel	Through travel discouraged; local travel encourages
Relation to Other Systems	Most important connections with other arterials and collectors usually via grade separated interchanges or signalized intersections	<ul style="list-style-type: none"> Connections with arterials and locals; Collectors and Arterial Intersections; often signalized Collectors and Local intersections often stop controlled 	<ul style="list-style-type: none"> Primarily connects with other locals and collectors Most intersections of locals with other roadways are stop controlled

Table 9-2

**Federal Functional Class of Roadways
Hampden Township**

All Classified Roadways are in Urbanized Areas

Interstate Highways	Interstate 81
Other Freeways and Expressways	State Route 581
Other Principal Arterial Highways	<ul style="list-style-type: none"> • Carlisle Pike • Market Street • Trindle Road
Minor Arterials	<ul style="list-style-type: none"> • Wertzville Road east of I-81 • Orr's Bridge Road • Sporting Hill Road South of Carlisle Pike • St. John's Church Road • Sheely Lane South of Trindle • Simpson Ferry Road
Urban Collector	<ul style="list-style-type: none"> • Wertzville Road west of I-81 • Lamb's Gap Road– Carlisle Pike to Wertzville Road • Creekview Road • Sears Run Road • Golfview Drive (Orr's Bridge Road to Beech Run Drive) • Beech Run Drive • Good Hope Road (Carlisle Pike to Wertzville) • Valley Road • Skyport Road • Erb's Bridge Road • Silver Spring Road • Railroad Avenue • Central Boulevard • Salem Church Road • Brandy Lane

Source: PennDOT County Functional Class maps, January 14, 2009

The major regional traffic corridors in the township are listed and described below.

- Interstate 81 – I-81 carries over 75,000 vehicles per day with a 25% truck volume. Clearly much of the traffic using I-81 simply passes through the Township while smaller volumes of traffic may have destinations in the Township. From a national perspective, I-81 is an international transportation corridor that stretches over 800 miles from Canada to Tennessee. From a local perspective, I-81 is a popular commuter corridor that carries traffic from Cumberland County and points west to Harrisburg.
- PA 581 – PA 581 carries over 40,000 vehicles per day in Hampden Township and provides a vital connection between I-81 and I-83. While PA 581 provides local mobility for residents, it also serves a substantial amount of pass through commuter and freight traffic.
- US 11 – US 11 or the Carlisle Pike carries approximately 20,000 vehicles per day. The Carlisle Pike stretches from Carlisle to the Susquehanna River and its extensive commercial and industrial development attracts both local and regional traffic.
- PA 944 – PA 944 or Wertzville Road crosses the northern part of the Township from east to west and is a popular commuter corridor for residents of Perry County and surrounding municipalities to reach destinations in Silver Spring Township, Hampden Township, East Pennsboro Township, and the City of Harrisburg. Traffic volumes climb from nearly 7,000 vehicles per day west of Exit 57 of I-81 to over 13,000 vehicles per day east of I-81.
- PA 641 – PA 641 or Trindle Road, which carries nearly 19,000 vehicles per day in some parts, stretches east to west through the southern part of the Township before terminating at its intersection with US 15 in Camp Hill Borough. PA 641 provides connections to major commercial and employment centers in Hampden Township and the surrounding municipalities.

9.3 Rail Freight

Norfolk Southern operates the only rail freight line, the Shippensburg Secondary that is found in the Township. This single-track branch line serves customers from Lemoyne to Carlisle. Many local manufacturers along the line ship products to and from the Enola Yard for sorting and shipping purposes. At one time the Shippensburg Secondary ran parallel to the Lurgan Branch from Harrisburg to Hagerstown. However, west of Carlisle the rail line has now been abandoned. The Shippensburg Secondary has also been proposed as a possible commuter rail line, but no viable implementation plans have surfaced to date.

9.4 Public Transit

Hampden Township residents and employers have access to a variety of public transit or employer sponsored transportation programs that provide transportation options in addition to the personal automobile. The following sections outlined the public transit and employer-sponsored programs currently operating in the township.

Fixed Route Transit

The Cumberland-Dauphin-Harrisburg Transit Authority, more commonly known as Capital Area Transit (CAT), was formed in 1973 to provide local bus service to the residents of the Harrisburg area, including Hampden Township. CAT currently operates the following routes in Hampden Township:

- Route C – This route generally follows the Carlisle Pike from Carlisle to Harrisburg. Passengers may board at bus stops at major intersections as designated on the bus schedule.
- Route 81– This route serves the Shippensburg Wal-Mart, Newville Park & Ride, Carlisle Commons Park & Ride, and the Naval Support Activity in Hampden Township via Interstate 81.
- Route M – This route provides local and express service via Trindle

Road in Hampden Township and serves Downtown Harrisburg, Capitol Complex, Lemoyne, Camp Hill, and the Naval Support Activity Mechanicsburg.

- Route B – This route traverses Simpson Ferry Road on Hampden Township's southern boundary. It provides service to Downtown Harrisburg, Lemoyne, Camp Hill, Shiremanstown, Mechanicsburg, Health South health care facility, Upper Allen Business Park, Rossmoyne Business Center, and Westport Business Center.
- Route F – This route enters Hampden along Wertzville Road and provides service to Downtown Harrisburg, Capitol Complex, West Fairview-Enola, Central PA College, Olympic Skating Park and Ride, Giant Supermarket and West Shore Hospital.

CAT's routes in Hampden Township are accessible through two park and ride lots in addition to stops at major intersections as designated on the appropriate bus schedules. Currently, passengers can also wave buses to stop, but CAT is working on adding additional stops to make this practice unnecessary. Route C has a park and ride location at 5600 Carlisle Pike at the Kmart and Routes M and B are served by a park and ride lot at 5140 Simpson Ferry Road at the Weis Market. Both sites offer free parking for CAT passengers.

Shared Ride Transportation Services

The Cumberland County Transportation Department (CCTD) provides human service transportation (HST) to the residents of Cumberland County, including those in Hampden Township. The system provides transportation services to the elderly and physically or mentally disabled individuals for work, medical, and personal trips. Funding for the service comes from a variety of sources, including PennDOT, via the Pennsylvania State Lottery Fund, the Cumberland County Area Agency on Aging, the



9. Existing Transportation Profile

Cumberland/Perry Mental Health and Intellectual and Developmental Disabilities program, and the Pennsylvania Department of Public Welfare.

CCTD provides service Monday-Friday, 8:00 am-4:00 pm. Residents of Cumberland County must register prior to being provided the requested transportation. The general public may use the CCTD system although they are not eligible for trip subsidization from county and state sources. Trips are primarily provided in Cumberland County with limited service to Dauphin and Perry Counties.

Ridesharing and Carpooling Services

Commuter Services of Pennsylvania (CSP) is a professionally staffed organization that provides free technical assistance to employers to reduce traffic congestion by helping commuters find transportation alternatives, other than driving alone, to travel to work each day. CSP offers programs such as ridesharing, vanpooling, transit, telecommuting, and emergency ride home to decrease congestion, improve safety, and enhance the environment. CSP is operated and funded through a consortium of partners that includes the chambers of commerce and the metropolitan planning organizations (MPOs) in Southcentral PA. The services offered by CSP are available to Hampden Township residents and employers at no charge.

9.5 Bridges

Hampden Township is home to 36 bridges, only one of which is owned and maintained by the township. Table 9-3 provides information on that bridge.

Cumberland County and PennDOT own and maintain the remaining 35 bridges in Hampden Township. The bridges and associated characteristics are listed in Table 9-3.

The data presented in the following table is useful in developing a

plan for the ongoing maintenance and replacement of township bridges. The terms used in the table are defined below:

- Structurally Deficient – “SD” indicates that the bridge has deterioration to one or more of its major components. SD bridges while currently safe for travel will require weight posting, increasing maintenance, rehabilitation, replacement, or closure in the future.
- Functionally Obsolete – “FO” indicates that the bridge has older features (for example, road widths and weight limits) compared to more recently built bridges.
- Sufficiency Rating – A calculated rating indicating the bridge’s sufficiency (or capability) on a scale from 0 (worst) to 100 (best). The formula considers a bridge’s structural condition, geometry and traffic volumes. Bridges with a SR of less than 50 are eligible for federal and state replacement funding. Bridges with an SR between 50 and 80 are eligible for federal and state rehabilitation funding.

With recent bridge collapses around the nation, renewed interest has been placed on ensuring that bridges are inspected on a regular basis and necessary improvements implemented quickly. Cumberland County provides bridge inspection services to Hampden Township for the one bridge under township ownership and the one bridge under county ownership. These biannual inspections provide detail on the integrity of the structure of each bridge and provide early warnings to potential problems. The Township and County are responsible for taking action to maintain or replace the structures as warranted by their condition. PennDOT inspects its bridges on the same biannual basis as County and Township owned structures and is responsible for all maintenance and replacement efforts for those bridges.



9.6 Aviation

Hampden Township does not have an airport within its boundaries. The nearby Capital City Airport in New Cumberland provides private general aviation and business aviation services. The community is linked nationally and internationally by aviation services provided by the Harrisburg International Airport in Middletown, Dauphin County.

9.7 Nonmotorized Transportation

Hampden Township recognizes nonmotorized transportation as a legitimate mode of transportation and encourages bicycling and walking in appropriate locations. Sidewalks and bicycle paths are being developed effectively to connect residential areas to community facilities such as parks and schools.

Hampden Township encourages pedestrian traffic in neighborhood developments which have sidewalks. Figure 9-1 shows existing sidewalk areas within the Township. Furthermore, the Township requires sidewalks to be built in all new multi-family and apartment building developments as well as many other types of residential subdivisions. Hampden Township may require abutting property owners to construct or maintain sidewalks under the guidance of the Assistant Director of Public Works. Sidewalks are typically required for all new and re-development plans. Sidewalks will not be required where it is shown that the area is unsafe or impractical for pedestrian foot traffic.

Hampden Township has developed a bikeway system that includes an interconnected network of on and off road cycling facilities. (Figure 9-2)

Table 9-3 Bridges in Hampden Township

HAMPDEN TOWNSHIP LOCAL BRIDGE INVENTORY

Road	Feature Crossed	Yr. Built	Length (feet)	Weight Limits Single / Combinations	Sufficiency Rating	Est. Avg. Daily Traffic (2011)	Functionally Obsolete or Structurally Deficient
Sears Run Drive	Sears Run Creek	1990	29	N/A	97		N/A

CUMBERLAND COUNTY OWNED BRIDGES IN HAMPDEN TOWNSHIP

Road	Feature Crossed	Yr. Built	Length	Weight Limits Single / Combinations	Sufficiency Rating	Daily Traffic (2009)	Functionally Obsolete or Structurally Deficient
Orrs Bridge Road	Conodoguinet Creek	1957	315'	21/25	5	9,200	FO/SD

PENNDOT OWNED BRIDGES IN HAMPDEN TOWNSHIP

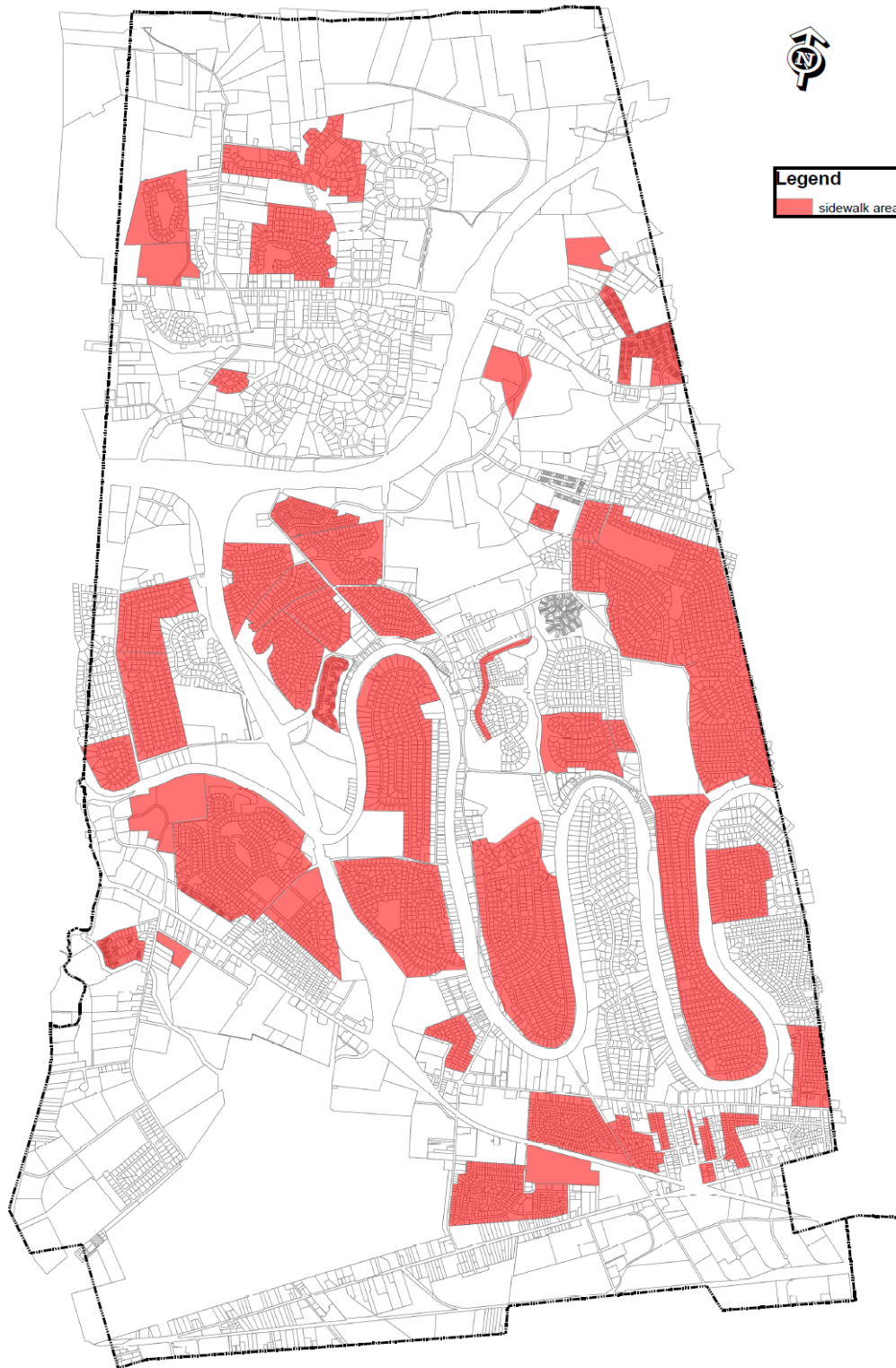
Road	Feature Crossed	Yr. Built	Length (feet)	Weight Limits Single / Combinations	Sufficiency Rating	Functionally Obsolete or Structurally Deficient
SR 1011	Tributary of Conodoguinet Creek	1935	13	N/A	56	SD
I-81 NB; SR 0081	SR 1011	1973	164	N/A	70	N/A
I-81 NB; SR 0081	Sears Run	1973	20	N/A	70	N/A
I-81 SB; SR 0081	Sears Run	1973	20	N/A	70	N/A
I-81; SR 0081	Pine Run	1973	8	N/A	70	N/A
US 11; SR 0011	Trindle Spring Run	1936	20	N/A	74	N/A
US 11; SR 0581	Wet weather Stream	1961	11	N/A	74	N/A
PA 944; SR 0944	Pine Run	1930	20	N/A	75	FO
US 11; SR 0581	PA 641; SR 0641	1961	140	N/A	76	FO
I-81 SB; SR 0081	SR 1011	1973	178	N/A	76	N/A
PA 944; SR 0944	I-81; SR 0081	1973	294	N/A	76	N/A
SR 0581	SR 1010, Carlisle Pike	1995	163	N/A	78	N/A
SR 1013	Conodoguinet Creek	1961	410	N/A	78	N/A

9. Existing Transportation Profile

PENNDOT OWNED BRIDGES IN HAMPDEN TOWNSHIP, Continued						
Road	Feature Crossed	Yr. Built	Length (feet)	Weight Limits Single / Combinations	Sufficiency Rating	Functionally Obsolete or Structurally Deficient
PA 581; SR 0581	Tributary of Conodoguinet Creek	1995	12	N/A	83	N/A
US 11; SR 0581	SR 1013, Sporting Hill Road	1961	63	N/A	84	N/A
SR 1013	I-81 NB; SR 0081	1973	189	N/A	86	N/A
SR 1004	Tributary of Pine Creek	1973	8	N/A	87	N/A
SR 1013	I-81 SB; SR 0081	1973	217	N/A	87	N/A
SR 1011	Conodoguinet Creek	1984	345	N/A	88	N/A
US 11; SR 0581	SR 2029	1961	73	N/A	89	N/A
SR 1011	Trindle Spring Run	1963	13	N/A	92	N/A
PA 944; SR 0944	Tributary of Conodoguinet Creek	1930	12	N/A	92	N/A
PA 944; SR 0944	Tributary of Conodoguinet Creek	1930	8	N/A	94	N/A
PA 581; SR 0581	Locust Lane	1995	103	N/A	95	N/A
PA 581; SR 0581	Locust Lane	1995	103	N/A	95	N/A
PA 581; SR 0581	Conodoguinet Creek	1995	674	N/A	96	N/A
PA 581; SR 0581	Conodoguinet Creek	1995	674	N/A	97	N/A
SR 1002	PA 581; SR 0581	1995	193	N/A	97	N/A
SR 1013	Sears Run	1973	23	N/A	98	N/A
PA 581; SR 0581	SR 8048 RAMP A&B	1995	328	N/A	98	N/A
Skyport Road T-613	PA 581;SR 0581	1995	220	N/A	99	N/A
SR 8033; RAMP A	PA 581WB TO I-81SB; I-81	1973	341	N/A	100	N/A
SR 8033; PA 581 WB	I-81 NB; SR 0081	1973	215	N/A	100	N/A
RAMP A PA 581	PA 581,SR0581	1995	222	N/A	100	N/A

PennDOT bridge inventory, 2012

Figure 9-1 Hampden Township Sidewalk Areas



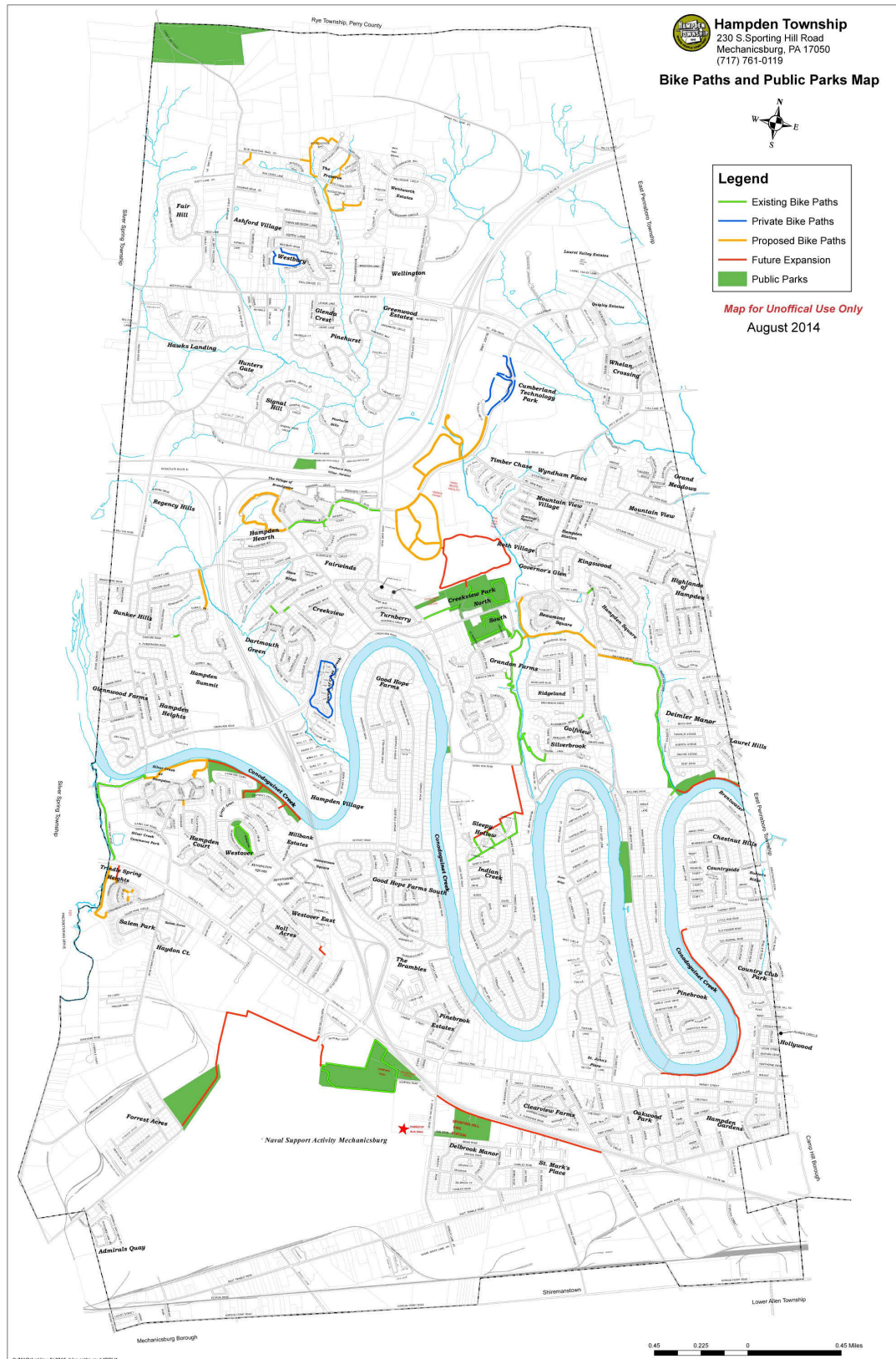
Hampden Township
230 S. Sporting Hill Road
Mechanicsburg, Pa. 17050-3097
(717) 761-0115
www.hampdentownship.us

Hampden Township Sidewalk Areas

Prepared by DRH

Date: 12/20/2012

Figure 9-2 Hampden Township Bike Paths



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Transportation Plan

Transportation planning continues to be an important element in the Township's planning efforts. Hampden Township officials recognize the importance of transportation issues as shown by the two transportation studies undertaken since the last comprehensive plan update. These included the 2001 Transportation Improvement Plan discussed in Chapter 9 (Transportation Profile) and the regional transportation study CLASH (Camp Hill, Lower Allen, Shiremanstown and Hampden) conducted in 2008.

This chapter focuses on the relationship of transportation planning to other Comprehensive Plan elements, access issues, transportation studies as a part of land development requirements, and the implementation of transportation recommendations.

10.1 Relationship of Transportation To Other Comprehensive Plan Elements

Chapter 9 summarizes the status of past and present transportation planning efforts. In planning for transportation improvements and facilities, an important consideration is the relationship between the transportation network (highway, local roads, rail, bicycle, pedestrian) and land use. In order to maintain an adequate transportation network to service the land uses, numerous options must be considered. These options include:

- Regulating type and density of future land uses to prevent the overtaxing of existing transportation facilities.
- Increasing carrying capacity of existing transportation facilities, such as widening roads and adding travel lanes, to meet

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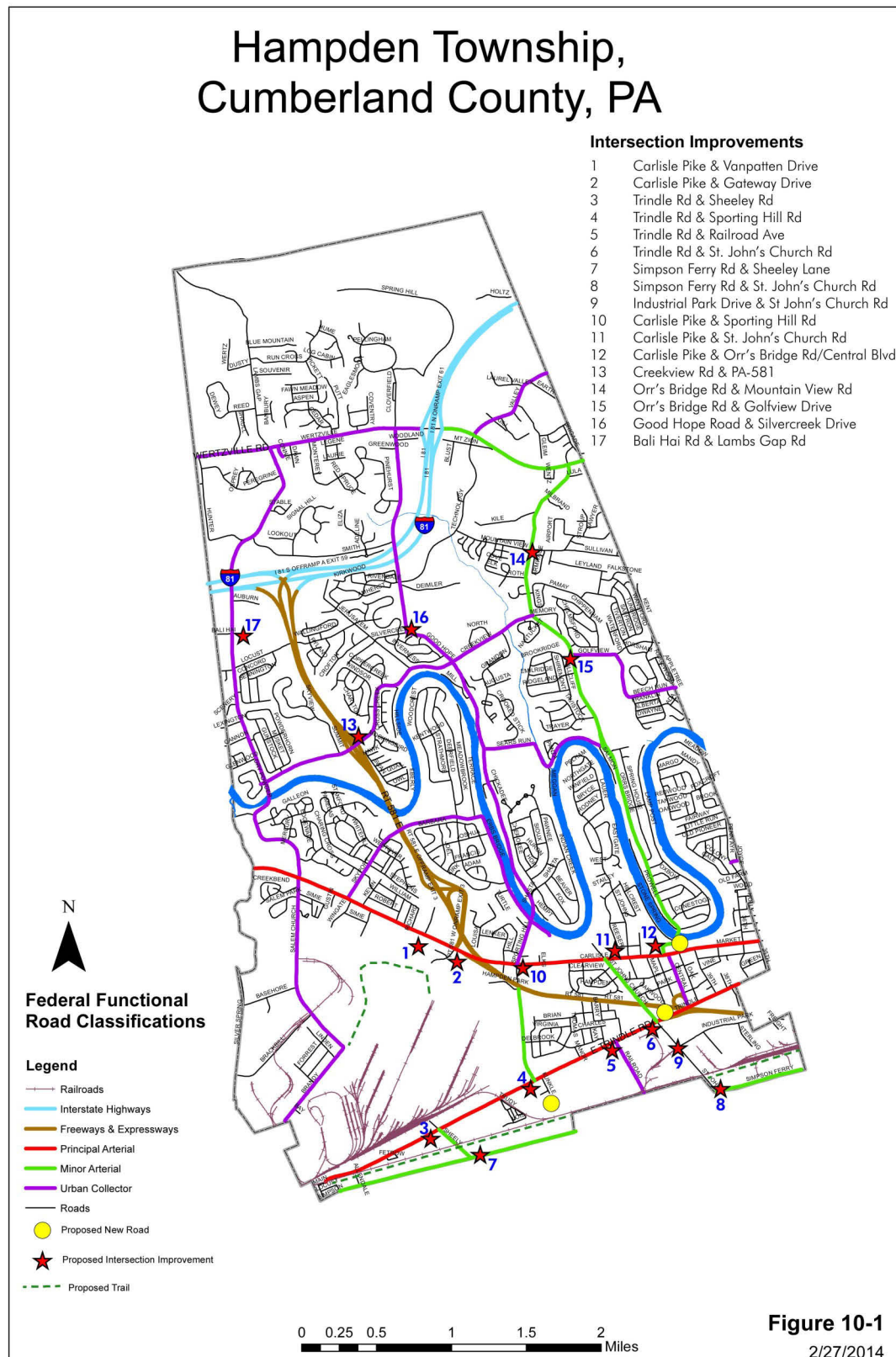
concurrent increasing demands of land use development.

- Improving existing transportation corridors (e.g. signal coordination, signage, access management, turn lanes, shoulder improvement, etc.) to relieve congestion to existing activity areas.
- Developing new transportation facilities to reduce pressure on existing facilities and relieve congestion.
- Encouraging the use of public transportation to reduce the number of single occupancy vehicles on the road, and coordinate with CAT on routes and stops.
- Providing interconnected vehicle and pedestrian links between neighborhoods and activity areas to minimize vehicle trips on major roads.
- Considering the needs of pedestrians, bicyclists, and compliance with the Americans with Disabilities Act when designing roadway projects.

Due to Hampden Township being mostly developed, some of the above options may be difficult to implement, such as developing new transportation facilities. As development and redevelopment continues, the selection of options will be guided by the future land use plan, preservation of certain natural resources, and available transportation funding. Transportation issues are not always a problem with a roadway segment itself, but are often a result of the intensity and density of surrounding land use which generate problematic traffic.

Figure 10-1 shows the roadways as they are classified in the Township. Generally, the higher the classification (i.e., principal arterial and minor arterial), the greater the carrying capacity of the roadway segments. The functions of these roadways are described in Chapter 9. The arterials connect the Township to regional activity areas (e.g. Harrisburg and Carlisle). For Hampden Township, other

Figure 10-1 Hampden Township Roadway Classifications, Use and Planned Projects



identified corridors connect residential neighborhoods to the arterials.

10.2 Roadway Issues and Projects

The transportation network and past development patterns of Hampden Township and neighboring municipalities have contributed to its existing transportation problems. These issues are predominantly related to access, such as managing access to arterial/collector roads and enhancing access to certain areas. Issues concerning access management, new roadways, existing roadway improvements, bridges, and Interstate 81 are considered below.

Access Management

The future land use plan identified land use issues that directly impact transportation facilities now and in the future by the numerous curb cuts on arterial roadways (i.e., Trindle Road, Simpson Ferry Road and Carlisle Pike). Access management techniques should also be considered for other collector/arterial roads with potential future access issues, such as Wertzville Road, Good Hope Road and Valley Road.

As development and re-development occurs along the major roadways, the Township should consider the following:

- Development of an access management program to be regulated through the land development and zoning ordinances. The standards should be based on projected land use patterns and the functional classifications of the roadways. The process may include access studies for specific corridors to determine the desired level of access control and best access management practices. The program should be consistent with the guidelines in *Access Management Best Practices* prepared by the Pennsylvania Department of Transportation (PennDOT).

- Implementation of access management standards developed through the access management program. Access management practices to consider include:
 - ◊ Driveway spacing standards – Establish a minimum distance between driveways along major thoroughfares. Provide minimum driveway spacing standards from intersections and interchange ramps.
 - ◊ Restrict number of driveways per lot – Limit one per parcel with special conditions for additional driveways.
 - ◊ Shared driveways and cross access – a single driveway used to access multiple properties. Cross accesses allow internal connections between neighboring properties without having to reenter a major roadway.
 - ◊ Internal access to outparcels – consists of an on-site circulation system that serves outparcels instead of direct access from the roadway. This method is generally applicable to shopping centers and office parks.
 - ◊ Left/right turn lanes – Allows turning movements to be removed from the through lanes, reducing the delay for through traffic.
 - ◊ Establish parallel access drives along arterial/collector roads to provide rear access to a controlled intersection. Examples of this are:
 - * Simie Street – located south of Carlisle Pike between Salem Church Road and Brondle Boulevard.
 - * New road located south of Trindle Road from Salvation Army to Fallowfield Road and extend Fallowfield Road north to provide access to 38th Street.



10. Transportation Plan

New Roadways Projects

Figure 10-1 shows possible new roadways that are identified by transportation studies and suggested by the Township. The potential new roads are listed in priority order.

1. Full interchange to State Route 581 from Trindle Road – The CLASH study identified the need to provide a full interchange at Route 581 and Trindle Road. This would include a Route 581 eastbound off-ramp to Trindle Road and a westbound on-ramp from Trindle Road. This should be a top priority of the State with encouragement from the Township.
2. Orr's Bridge Road (Southern End) Relocation – The CLASH study identified the need to relocate the southern end of Orr's Bridge Road, coming off the bridge, at its connection to Carlisle Pike/Market Street intersection. The relocation is to remove the steep grade at Carlisle Pike/Market Street and eliminate the offset intersection with Central Blvd.
3. Sporting Hill Road Extension – This proposal would extend Sporting Hill Road to the south and connect to Simpson Ferry Road. This extension should be bridged over the railroad tracks and not be at grade crossing.

Existing Roadway Improvement Projects

These projects are divided into two categories: (1) intersection improvements and (2) corridor improvements. The projects in each category are listed in priority order.

Intersection Improvements

Figure 10-1 shows the locations of potential improvement projects for intersections. The following projects are in priority order:

1. CLASH Study remaining projects which include:
 - Carlisle Pike and Van Patton Drive – Intersection

modifications.

- Carlisle Pike and Gateway Drive – Expand right turn lanes, widen westbound Carlisle Pike.
- Trindle Road and Sheely Lane – Intersection widening.
- Trindle Road and Sporting Hill Road – Intersection modifications.
- Trindle Road and Railroad Avenue – Intersection modifications.
- Trindle Road and St. John's Church Road – Restripe right turn lane to provide more storage, signal timing, update pedestrian access.
- Simpson Ferry Road and Sheely Lane – Additional length of right turn lane.
- Simpson Ferry Road and St. John's Church Road – Intersection modifications.
- Industrial Park Drive and St John's Church Road – Install signal. Design is currently underway with construction to begin 2015-2016.

2. Creekview Road and Pa. 581 interchange signalization.

3. CLASH Study projects 3, 4, 5 and Carlisle Pike widening which include:

- Carlisle Pike and Sporting Hill Road – Improve striping and extend right turn lane on Carlisle Pike.
- Carlisle Pike and St. Johns Church Road – Extend turn lanes.
- Carlisle Pike and Orr's Bridge Road/Central Boulevard – Delineate center turn lanes and extend turn lanes.

4. CLASH study project to relocate southern end of Orr's Bridge Road at its connection to Carlisle Pike/Market Street intersection.

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5. Orr's Bridge Road and Mountain View Road interchange signalization.
6. Bali Hai Road and Lambs Gap Road interchange signalization.
7. Orr's Bridge Road and Golfview Drive interchange signalization.
8. Good Hope Road and Silvercreek Drive interchange signalization.

Corridor Improvements

The following projects are in priority order:

1. Carlisle Pike/Market Street signal improvements from Silver Spring Township line to Camp Hill Boro line. (in-process)
2. Trindle Road widening from Sporting Hill Road to Camp Hill Boro line.
3. Sporting Hill Road widening from Trindle Road to Carlisle Pike.
4. Wertzville Road widening from Valley Road to East Pennsboro Township line.
5. Sheely Lane widening.
6. North Sporting Hill Road/Good Hope Road improvements from U.S. Route 11 to Creekview Road.

Bridges

Hampden Township owns and maintains one bridge on Sears Run Drive, which crosses Sears Run. Its sufficiency rating is adequate to service traffic using Sears Run Drive. The following bridge has a very low sufficiency rating:

- Orrs Bridge Replacement Project - This is a county owned bridge that crosses the Conodoguinet Creek. The bridge is weight restricted, determined to be structurally deficient; the replacement is currently in the design phase with construction to begin in 2017.

The Township should explore various solutions and pursue funding for engineering studies to determine the feasibility of concepts to ease traffic congestion and improve circulation in the Urban Mixed Use area along Carlisle Pike, east of Rt. 581. An original concept that was suggested was to develop service roads at the rear of lots, parallel to Carlisle Pike. However, the limited lot depths do not permit implementation of this concept without severely constraining the redevelopment potential of these properties.

Interstate 81

I-81 is a heavily travelled corridor that crosses the northern portion of the township. Two interchanges are located within the township at Exit 59 (PA 581) and Exit 61 (PA 944), which directly impacts the traffic patterns on local roads. *The following studies and projects have been proposed to improve the corridor and are supported by this Plan:*

- I-81 Widening Study - In 2001, PennDOT committed to a study for widening I-81 to six lanes. The study evaluated the need for improving/widening I-81 from the Maryland State line to PA 581 and from Interstate 83 (Exit 70) to I-78 (Exit 89). The study was completed in 2005 and provided the following conclusions:
 - ◊ The corridor is divided into seven segments for detailed study. Segment 5 includes area in Hampden Township (from Exit 52 to Exit 59 PA 581). The area between PA 581 and Exit 70 is currently a six lane section and not included in the study.
 - ◊ Segment 5 in Hampden and Silver Spring Townships carry the highest peak hour traffic volumes in the study corridor. Current and future level of service is expected to worsen.
 - ◊ The widening of I-81 is necessary to achieve an acceptable Level of Service for the 2030 projected traffic volumes (I-81 Widening Study Summary Report, Feb. 2005, pg. 3).

I-81 widening is currently underway between Exit 59 (Route 581) and Exit 57 (Route 114), but since completion of the study, funding has been a challenge, as well as a lack of political and public commitment to implementation throughout the corridor. The project is listed on the long range Regional Transportation Plan as an unfunded project.

- I-81 and PA 581 Interchange-The I-81 Widening Study

specifically identified this interchange for improvements to the merge lanes to I-81. This project includes lengthening the west bound merge lane from PA 581 to I-81. Funds have been allocated for preliminary engineering and it is listed on the State's Transportation Improvement Plan (Design is in-process).

10.3 Public Transit

The Capital Area Transit (CAT) provides local bus service along the five major transportation corridors in the Township. These include I-81, Carlisle Pike, Trindle Road, Simpson Ferry Road and the new Route F along Wertzville Road. The following projects have been considered to improve transit use opportunities.

- Park and Ride Facilities – One facility is located in the Township on the Carlisle Pike. Another facility that serves the Township is located on Simpson Ferry Road, just south of the Township boundary, in Lower Allen Township. *The Township supports the establishment of another park and ride site at the I-81 interchange with Wertzville Road.*
- Commuter Rail – A regional commuter rail system, designated Corridor One, was proposed that would link Carlisle with Lancaster. The proposed transit route would use the existing freight rail corridor through the southern portion of Hampden Township. The project has not progressed past preliminary engineering in 2006. Operating funds for the system have not been identified and PennDOT is not funding new service starts. No viable implementation plan has been determined. *The Township should continue to monitor the most recent information concerning funding, ridership, etc. and provide input on its impact to the Township and region.*

In 2013, the Pennsylvania Legislature enacted ACT 89 which provides an annual source of transportation funding in the Commonwealth. Highlights of the funding include:

- Generates additional \$2.3 billion per year by FY2017-18 for the Commonwealth's highway, bridge, public transit, local government, and other modal infrastructure systems.
- Generates an additional \$1.65 billion per year for highways and bridges by 2017-18.
- Generates an additional \$476 to \$497 million per year for public transit by 2017-18.

Continued on next page

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- Provides an additional \$220 million per year in fuel tax revenue for local government highway and bridge projects by 2017-18.
- Establishes a new \$144 million per year Multimodal Transportation Fund by 2017-18 to fund Commonwealth aviation, freight and passenger rail, ports and waterways, bicycle and pedestrian projects.
- Allows for PennDOT to achieve \$1 billion in savings over 10 years as a result of improved efficiencies.

The Township should pursue this funding for its highest priority projects.

10.4 Bicycle & Pedestrian

Hampden Township currently has a bicycle / pedestrian system plan which is used to coordinate the expansion of existing trails, development of new trails and linkages between developments. *The Comprehensive Plan recommends the continued use and update of this method to increase the opportunities for non-motorized transportation.*

The Plan also generally supports the recommendations made by the Eastern Cumberland County Regional Trails Master Plan, 2013, based on the funding available. The Plan recommends the Township work with PennDOT to ensure on-road improvements are made during construction / reconstruction of state roads to support the new on-road trails/bikeways.

The Master Plan was a collaboration of eight municipalities, including Hampden Township, to promote regional trail development. Recommendations of the Regional Trails Master Plan include:

- New Off-Road Trails – Two off-road trails were proposed for consideration in Hampden Township (See Figure 10-1).
 - ◊ North of the Naval Support Activity – This trail would connect two recreation sites (Salem Park and Hampden park/pool complex), is near a school and employment centers.
 - ◊ Rail-trail along Norfolk Southern rail corridor – This is a proposed regional trail traversing the southern portion of the Township.
- New On-Road Trails – The proposed on-road trails are bikeways with either designated bicycle lanes or signage to define the route a cyclist shares with motor vehicles. The Master Plan recommended the following roads in Hampden Township as proposed bikeways. Several of the roads were designated as “priority routes.”

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- ◇ Wertzville Road (priority route - Orrs Bridge to East Penn Dr.
- ◇ Valley Road
- ◇ Lambs Gap Road (priority route - Creekview to Carlisle Pike
- ◇ Good Hope Road (from Wertzville to Creekview)
- ◇ Technology Parkway
- ◇ Orrs Bridge Road (priority route - Wertzville to Creekview)
- ◇ Creekview Road (priority route)
- ◇ Sears Run Road
- ◇ Skyport Road/Erbs Bridge Road
- ◇ Carlisle Pike (priority route)
- ◇ Silver Spring Road
- ◇ Sporting Hill Road
- ◇ Central Boulevard
- ◇ Trindle Road (priority route)
- ◇ Sheely Lane

10.5 Traffic Studies

Chapter 6, Future Land Use Plan, referred to the need to assess the impact of development and redevelopment (residential, commercial and industrial) on the natural and transportation environments. *This chapter recommends the Township establish guidelines for the submission of Traffic Impact Studies to determine the impact of large developments on the existing transportation system. This assessment is recommended to be required in the Land Development Ordinance.*

The following guidelines for traffic studies are based on PennDOT's *Policies and Procedures for Transportation Impact Studies*, 2009; and the Institute of Transportation Engineers (ITE) *Transportation*

Township-wide Trail Plan and Sidewalks

While the Eastern Cumberland County Regional Trails Master Plan generally recommends an on-road system of trails in Hampden Township as a part of a larger system, Hampden Township should undertake a Township-specific trail plan. This more detailed investigation will allow a much greater level of detail to be explored in the Township and in essence explore the feasibility of the larger plan's recommendations. Funding for this plan may be available from a variety of sources, including PA DCNR, The Tri-County Planning Commission, DCED (through several funds) and PennDOT.

Additionally, it is recommended that the Township require sidewalks in all new land developments of all types and begin a program of creating sidewalks where there are presently none.

Impact Analysis for Site Development.

- Impact Study Warrants – Specific criteria should be established that initiates a traffic impact study. It is generally based on an estimated number of trips per day, number of proposed lots, square feet of development, and/or parking spaces required.
- Study Area Boundaries – The limits of the developer's property, access points and major intersections should be described.
- Analysis of Existing Conditions – Includes data collection of current traffic conditions and previous traffic studies. It is recommended that previous traffic studies be not greater than three years old.
- Analysis of Future Conditions – This is a projection of roadway conditions based on traffic generated from the proposed development and existing uses at certain future dates. Future dates can include:
 - ◊ Analysis at buildout (opening year)
 - ◊ Analysis at five years after opening year
- Trip Generation – This is defined as the amount of traffic arriving and departing the site. The estimated vehicle trips are usually determined using the most recent addition of ITE, *Trip Generation Report*. Future traffic conditions are determined with, and without, the proposed development to gauge the extent of its impact.
- Level of Service – Evaluation of traffic flow, system and deficiencies, in the study area as a result of the proposed development.
- Recommended Improvements – A description of proposed improvements to remedy the identified deficiencies.

In addition to these recommendations, the Township may consider providing an independent assessment of traffic conditions, approved by the Township, to be supplied by a consultant with

transference of cost to the land developer. This technique would enable an unbiased evaluation of a proposed project.

10.6 Implementation of the Plan

Several elements of implementing the Comprehensive Plan are unique to transportation projects. These elements include coordination with State and other agencies and use of Capital Improvement Programming.

Transportation planning requires a continuous process in Pennsylvania. The Harrisburg Area Transportation Study (HATS) is the federally designated Metropolitan Planning Organization (MPO) for the region, which includes Cumberland, Dauphin, and Perry counties. This organization receives federal funds for transportation, prioritizes projects, and allocates funding for designated projects. HATS is comprised of federal, state, and local representatives. Tri-County Regional Planning Commission functions as the lead staff agency of HATS and provides support services.

HATS is responsible for developing a long range Regional Transportation Plan which prioritizes programs and projects over a 20-year planning horizon. The Regional Transportation Plan is updated every four years, at which time municipalities can submit projects for inclusion in the Plan.

The first four-year period of the Regional Transportation Plan is identified as the Transportation Improvement Program (TIP). Projects on the TIP are programmed improvements and funding has been allocated. The TIP is updated every two years and municipalities have an opportunity to submit projects and rank their existing projects in the Program.

During each update, the Township lists and prioritizes projects it would like to include in the program. The Township's current list of projects on the Regional Transportation Plan in priority order:

1. CLASH Study remaining projects including full interchange at Pa. 581 and Trindle Road/Central Boulevard.
2. CLASH Study Carlisle Pike intersection improvements 3, 4, 5 and Carlisle Pike widening.
3. Trindle Road widening to 4 lanes from Sporting Hill Rd. to Camp Hill.
4. Pa. 581/Creekview Road interchange – signalization & congestion issues.
5. CLASH Study - Carlisle Pike/Orrs Bridge Rd intersection improvement.
6. Sporting Hill Road widening from Trindle Road to Carlisle Pike.
7. Orr's Bridge Road/Mountain View Road intersection – congestion issues.
8. Wertzville Road widening to 4 lanes from Valley Road to East Penn Drive.
9. Sheely Lane Widening.

Recognizing the myriad of transportation problems facing the Township, the Township should continue to work with the State for improvement of access throughout the Township and seek to implement recommendations of this Plan.

Some transportation projects are not subject to the use of state transportation funds and are dependent on locally generated revenues. The implementation of these transportation improvements are a drain on local resources. For this reason, the capital improvement funding mechanism is often the most feasible process for funding a number of improvements over a period of years, utilizing the bond market. The Regional Transportation Plan, Transportation Improvement Program and the capital improvements program require the Township's continuous assessment of direction of its planning program.



Community Facilities & Services

The purpose of this chapter is to identify those community facilities that significantly affect land use and describe the scope of their activities. By definition, community facilities are those facilities, whether owned and operated publicly or by private groups or associations, which provide functions that serve the public at large. The demand for community services and facilities increases as the area grows. To ensure desirable growth patterns and adequate provision of future community facilities, it is essential to plan now for the future. Services and facilities include educational facilities, fire and police services, civic and administrative functions, churches and hospitals, and recreation facilities. Deficiencies in the present level of services, expansion possibility, and future requirements should be evaluated and related to potential demand so that the Township can be prepared to provide these services as the need arises.

11.1 Educational Facilities

Organization and Size

Hampden Township is part of the Cumberland Valley School District, which also serves the following townships: Middlesex, Silver Spring and Monroe (all located in Cumberland County). The Cumberland Valley School District had a total 2011/2012 enrollment of 7,888 students, including 2,610 high school students, 1,872 students in the middle school level and 3,406 at the elementary level.

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Facilities

The grade structure for the District is elementary (kindergarten through fifth grades), middle school (sixth through eighth grades) and high school (ninth through twelfth grades). There are seven elementary schools, two middle schools, and one high school in the Cumberland Valley School District. The occupied school facilities located in Hampden Township are the following: (1) Shaull Elementary, (2) Hampden Elementary, (3) Sporting Hill Elementary and (4) Good Hope Middle School. Other buildings in the district, but not in the Township include Middlesex, Monroe, Silver Spring, and Green Ridge Elementary Schools; Eagleview Middle School; and Cumberland Valley High School.

At the time of the adoption of this Comprehensive Plan, the Cumberland Valley School District is evaluating the future needs of elementary and middle school students in Hampden Township.

Enrollments

Table 11-1 presents enrollment projections prepared for the School District as part of a 2011 Demographic and Enrollment Study done by Brad Frey Consulting.

Adequacy of Existing Facilities

Table 11-2 lists the existing school facilities located in the district, including dates of construction/renovation and site sizes. This information was obtained from the Cumberland Valley School District's Facilities Fact Sheet.

Future School Planning

The Architectural Feasibility Study for the Cumberland Valley School District prepared by the Ray Group in 1998 assessed the practical pupil capacities of each of the District's school buildings and made recommendations for additions and/or renovations to increase pupil capacity. The project was completed in 2003.

The Cumberland Valley School District recently built a new Shaull Elementary School. Construction of the new school began January 2007 and the school was open for the 2008-2009 school year. The

Table 11-1

**Cumberland Valley School District Projected Enrollment
Source: Brad Frey Consulting**

Average Births		K-5	6-8	9-12	Total
Current	2011-2012	3,406	1,872	2,610	7,888
	2012-2013	3,447	1,938	2,608	7,993
	2013-2014	3,441	1,917	2,699	8,057
	2014-2015	3,453	1,919	2,631	8,003
	2015-2016	3,427	1,920	2,688	8,035
5 Year	2016-2017	3,391	1,951	2,736	8,078
	2017-2018	3,399	1,976	2,678	8,053
	2018-2019	3,332	2,019	2,737	8,088
	2019-2020	3,338	1,974	2,752	8,064
	2020-2021	3,362	1,961	2,740	8,063
10 Year	2021-2022	3,362	1,888	2,864	8,096
		-1.29%	-.85%	9.04%	2.64%

Source: Brad Frey Consulting

new structure is located near the intersection of Lambs Gap Road and Wertzville Road (Rt. 944).

Additionally, the Cumberland Valley School District has completed two comprehensive enrollment studies to determine future student population growth for the next ten years. The studies, which were conducted in 2007 and 2011, will be used to assist the district in developing long range plans. If new housing continues at previous levels, high school and elementary school buildings have sufficient capacity. If new housing increases as predicted, capacity at middle schools will be exacerbated, particularly in Hampden Township.

Cumberland-Perry Vocational Technical School

The public school system supports the Cumberland-Perry Vocational Technical School which provides additional educational services to high

Table 11-2

Cumberland Valley School District Facilities Fact Sheet

<u>School/Building</u>	<u>Sq. Footage</u>	<u>Total Acres</u>	<u>Original Year Construction</u>	<u>Most Recent Renovations</u>
CV High School	497,995	100	1972	2003
Eagle View Middle School	146,890	30	1995	N/A
Good Hope Middle School	141,118	21	1966	1996
Green Ridge Elementary	69,604	23	1962	1997
Hampden Elementary	77,159	10	1968	2000
Middlesex Elementary	80,703	26	1999	N/A
Monroe Elementary	65,761	13	1957	1969/1991
Shaul Elementary	84,375	27.9	2008	2008
Silver Spring Elementary	55,579	15	1954	1989
Sporting Hill Elementary	80,240	23.5	1998	N/A
District Office	10,798	N/A	1972	N/A
District Support Facility	34,877	N/A	2000	N/A
TOTAL SQ. FOOTAGE	1,310,924			

school students. The Vo-Tech School serves all of Cumberland and Perry Counties and Northern York County. The 2012-2013 school year was scheduled to open with 940 students enrolled in 22 career and technical program areas. Students receive a diploma upon graduation. The curriculum includes programs in trades/industrial, health, home economics and technical.

Nonpublic Education

In addition to public elementary and secondary education, there are many non-public education facilities. The Pennsylvania Department of Education separates these facilities into licensed private academic schools, and non-licensed, private elementary and secondary schools. According to the Pennsylvania Department of Education, there are thirty (30) licensed facilities located in Cumberland County with seventeen (17) located in Hampden

Township and surrounding municipalities as shown on Table 11-3. These schools provide a variety of educational services.

There are sixty-three (63) non-licensed, private elementary and secondary schools located in Cumberland County with ten (10) located in Hampden Township and surrounding municipalities as shown on Table 11-4. The majority of these schools are affiliated with religious groups.

Higher Education Facilities

Higher education is provided at five Cumberland County institutions. Table 11-5 provides descriptive information regarding these facilities.

Of these higher education facilities, Shippensburg University is the only state institution. The other institutions are privately-owned and operated. Shippensburg offers both graduate and undergraduate degrees. At the graduate level, The Pennsylvania State University's Dickinson Law School is a nationally recognized law school. Dickinson College and Messiah College are undergraduate facilities. Central Pennsylvania College offers a variety of associate and under-graduate degrees in several areas of study. In addition to these facilities, the Harrisburg Area Community College (HACC) provides two-year programs for residents in the Harrisburg Region. Four other facilities of higher education are conveniently located to Cumberland County. Two of these institutions are affiliated with the State-owned Pennsylvania State University – Penn State Harrisburg (Middletown) and the Hershey Medical Center (Hershey). Wilson College, in Chambersburg, is a privately-owned undergraduate college providing extension courses in Cumberland County. Widener Law school has opened a campus in Harrisburg.

11.2 Emergency Services

Police protection, fire and emergency medical services (EMS) are provided by many local municipalities. Emergency response is

11. Community Facilities & Services

coordinated through the Cumberland County Office of Emergency Preparedness in Carlisle, and can be reached through the 911-emergency response number.

While not within the boundaries of the TMI (Three Mile Island) Emergency

Table 11-3	
Licensed Private Academic Schools 2003	
Name of Facility	Address
Brookside Montessori School	3708 Rosemont Avenue, Camp Hill
Chesterbrook Academy	1871 Center Street, Camp Hill
Capital Area Children's Center	44 S. 38 th Street, Camp Hill
Children's Family Center	100 Mt. Allen Drive, Mechanicsburg
Discovery School (1)	3710 Trindle Road, Mechanicsburg
Goddard School (1)	4995 Woodland Drive, Enola
Goddard School	5049 Ritter Road, Mechanicsburg
Huntington Learning Center	25 Gateway Drive, Mechanicsburg
Kindercare Learning Center (1) (2)	3715 Kohler Place, Camp Hill
Kindercare Learning Center (2)	335 Cumberland Parkway, Mechanicsburg
Magic Years	1007 Rana Villa, Camp Hill
Magic Years	457 N. 21 st Street, Camp Hill
Mechanicsburg Learning Center	1425 S. Market Street, Mechanicsburg
Mulberry Child Care (1)	3710 Trindle Road, Mechanicsburg
Sylvan Learning Center	3401 Hartzdale Drive, Camp Hill
United Cerebral Palsy of the Capitol Area(1)	925 Linda Lane, Camp Hill
Wonder Years	5005 Carlisle Pike, Mechanicsburg
(1) located in Hampden Township	
(2) Kindercare Learning Center provides transportation to and from the public schools (latchkey program)	
Source: Pennsylvania Department of Education, Directory of Licensed Academic Schools, 2001-2002 cited in Cumberland County Comprehensive Plan.	

Table 11-4

Non-Licensed Private Elementary and Secondary Schools

Name of Facility	Address
Bible Baptist School, Shiremanstown	201 W. Main Street
Emmanuel Baptist Christian Academy Mechanicsburg	4681 Trindle Road,
Faith Tabernacle School Mechanicsburg	1410 Good Hope Road
Good Shepherd School	34 th & Market St., Camp Hill
Kids on Campus	722 Valley Road, Enola
Mulberry Child Care Mechanicsburg	3710 Trindle Road
Oakwood Baptist Day School	4315 Chestnut Street, Camp Hill
St. Joseph School Mechanicsburg	400 E. Simpson Street
The Learning Center Camp Hill	220 St. Johns Church Road
Trinity High School Shiremanstown	3601 Simpson Ferry,

Source: Pennsylvania Department of Education, Directory of Private Elementary and Secondary Schools Enrollment, 2001-2002, cited in Cumberland County Comprehensive Plan.

Table 11-5

Higher Education Facilities Cumberland County

Name of Facility	Location	2012 Enrollment
Dickinson College	Carlisle Borough	2,351
Dickinson School of Law	Carlisle Borough	596
Central Pa. College (Summerdale)	East Pennsboro Township	1,200
Messiah College (Grantham)	Upper Allen Township	2,932
Shippensburg University	Shippensburg Borough	7,653

Source: School Enrollment Offices

Planning Zone, Hampden Township would be affected by an evacuation event. The evacuation route to the Reception Center at Big Springs High School (in Newville) would include US 11 through the Township.

Special Hazards Operations Team (SHOT) is a state certified hazardous materials response service. SHOT focuses on an integrated, multi-agency response capability to provide response to hazardous materials incidents. Trained personnel and specialized equipment respond with technical assistance, containment, control and decontamination equipment. SHOT provides response coverage to Cumberland, Franklin, Fulton and Perry Counties.

Police Protection

Hampden Township is one of the municipalities in Cumberland County which has its own police department. In addition, the Pennsylvania State Police (located in Carlisle) and local police from

other nearby municipalities will respond to calls when requested to do so by the Township police. Hampden Township Police Department has averaged approximately 16,000 police incidents annually per Cumberland County Public Safety statistics.

The Police Department is headquartered in the Township building. Present manpower consists of one Chief, two sergeants, four corporals, three detectives, thirteen patrol officers and two civilian support staff. The lieutenant position is currently unfilled. Six marked patrol cruisers, two unmarked patrol cars, three unmarked cars, and one (1) mobile forensic unit vehicle are available for emergency responses.

In October 2010, the Hampden Township Police Department completed a self-assessment study and developed a 3 year plan to meet future needs in providing police services for the Township. The Police Department self assessment study is re-evaluated and adjusted annually. A new 3 year plan will be developed for 2014-2017. The Hampden Police Department is also recognized as an accredited law enforcement agency by the Pennsylvania Chiefs of Police Association.

Fire Protection

Fire calls in Hampden Township are handled by the Hampden Township Volunteer Fire Company. The Fire Company has two modern facilities based in the Township, Good Hope Station is located at 1200 Good Hope Road just north of Creekview Road; Sporting Hill Station is located at 295 South Sporting Hill Road across from the Township Building. The apparatus and vehicles currently available to the Fire Company are listed in Table 11-6.

In 2011, the Fire Company responded to 986 calls. Firefighters from the Naval Support Activity responded to all structural fire calls in the Township. When necessary, the Fire Company is also supported by neighboring municipalities.



11. Community Facilities & Services

Emergency Medical Services (EMS)

Ambulance services in the Township are provided by Hampden Township. The Township has three (3) ambulances and nine (9) full time emergency medical technicians (EMTs) and ten (10) part time

Table 11-6

Current Fire Apparatus Hampden Township

Station 1

2005 KME	2000 GPM Pump	750 Gallon Water Tank
2003 KME Engine	2000 GPM Pump	1250 Gallon Water Tank
2014 Seagrave Aerialscope Truck		Aerial Ladder Truck
2004 Ford F550		Traffic Control Utility Truck

Station 2

1988 Pierce Engine	1750 GPM Pump	750 Gallon Water Tank
2012 KME Engine	1500 GPM Pump	750 Gallon Water Tank
2000 KME Rescue Truck (replacement in progress)		Heavy Rescue Unit
1996 Ford F350		Utility Truck

Other Vehicles

2001 Chevrolet Blazer		Command vehicle
2002 Chevrolet Tahoe		Command vehicle
2004 Chevrolet Tahoe		Command vehicle
2005 Chevrolet Tahoe		Command vehicle
2012 Chevrolet Tahoe		Command vehicle
2008 Ford F-150		Fire Administrator vehicle

EMTs. The full time EMTs are scheduled in twelve and eight hour shifts. The Department is overseen by the Director of Emergency Medical Services who is also an EMT. The Emergency Medical Services Department is housed at both Sporting Hill Station and Good Hope Station.

11.3 Hospitals & Healthcare

Cumberland County residents are served by five hospitals (general and long-term acute) and a rehabilitation hospital. Combined, they have over 750 beds and offer a wide variety of medical services from basic emergency service to the most current medical technology. The two largest, Holy Spirit Hospital in Camp Hill and the Carlisle Hospital in Carlisle, draw patients from the entire county. Lifecare Hospitals of Mechanicsburg and Select Specialty Hospital of Camp Hill focus on chronic conditions, extended hospital stays and patients who need additional recovery time after significant injuries. HealthSouth Rehabilitation Hospital in Mechanicsburg offers both short term and long term rehabilitation services as well as specialized care areas.

Holy Spirit Hospital in Camp Hill, Community General Osteopathic, and Harrisburg Hospital in Dauphin County are most frequently used by Township residents.

The Fredrickson Center, operated by Pinnacle Health System, is a large outpatient center in the northern part of the Township and West Shore Hospital, a new full service 108 bed hospital capable of both emergency and inpatient care, opened next to it in May 2014.

More specialized care is available at Pennsylvania State Hershey Medical Center in Hershey. Table 11-7 provides information on the Cumberland County facilities, including the number of beds provided.

Table 11-7

**Existing Hospitals
Cumberland County**

Name of Facility	Number of Licensed Beds
Holy Spirit Hospital	315
Carlisle Hospital	165
West Shore Hospital	108
HealthSouth Rehab Hospital	75
LifeCare Hospitals of Mechanicsburg	68
Select Specialty Hospital-Camp Hill	54

Source: Pennsylvania Department of Health (June 2013) Directory of Pennsylvania Hospitals and Ambulatory Surgery Centers, PinnacleHealth, HealthSouthPA, LifeCare Hospitals, US News Health

Personal Care Facilities

As of 2010, 15% of the Township population or 4,214 people, were aged 65 or older. The national trend is toward an older population. As the elderly sector of the Township's population increases, the demand on nursing homes and retirement centers will increase. There are currently two personal care facilities located within the Township – Country Meadows on South Sporting Hill Road and Emeritus at Creekview on Grandon Way. Country Meadows is a personal care facility which provides independent living (Level I) and secured care (Level II). The facility has over 80 units with a maximum resident capacity of 360. Emeritus at Creekview offers the same levels of care, and has 103 units with a maximum resident capacity of 120. There are numerous other such facilities located in the overall region which can provide retirement living and all levels of personal care to residents of the Township.

11.4 Libraries

The Cumberland County Library System (CCLS) is a federated library system that consists of 7 public libraries, one branch facility and an administrative headquarters. The system serves a state-designated service area of 244,731 people that includes Cumberland County and three Franklin County municipalities located in the Shippensburg Area School District.

Service area residents or real property owners are eligible for a library card, at no charge, to borrow materials or to use online services from any Cumberland County public library or the CCLS web site. Additional services include Internet access computers, programs for youth and adults, online research and reference resources, homebound delivery services for adults who are unable to visit the library due to age, illness or disability, meeting rooms, and interlibrary loan services.

CCLS' member libraries include Amelia S. Givin Free Library (Mt. Holly Springs), Bosler Memorial Library (Carlisle), Cleve J. Fredricksen Library (Camp Hill) and its East Pennsboro Branch, John Graham Public Library (Newville), Joseph T. Simpson Public Library (Mechanicsburg), New Cumberland Public Library and Shippensburg Public Library. (Table 11-8 lists these facilities and their addresses.)

Cumberland County's libraries are the most well-used and visible of county-funded services. Statistics in 2011 show that about 1.3 million people visited CCLS physical facilities annually, plus more than 3.6 million people used its web site and online catalog. In addition, CCLS had the highest circulation per person – 10.82 – of any county library system in the Commonwealth of Pennsylvania.

As of December 31, 2011 there were 103,675 registered library card holders in the system and they borrowed 2,601,306 items from a collection of 583,902 items.

Table 11-8

Library System Cumberland County

Amelia Givin Library 114 N. Baltimore Avenue Mt. Holly Springs 17065	John Graham Public Library 9 Parsonage Street Newville 17241
Bosler Memorial Library 158 W. High Street Carlisle 17013	Shippensburg Public Library 73 W. King Street Shippensburg 17257
Joseph T. Simpson Library 16 N. Walnut Street Mechanicsburg 17055	Fredrickson Library 100 N. 19th Street Camp Hill 17011
New Cumberland Library 1 Benjamin Plaza New Cumberland 17070	Ease Pennsboro Branch of Fredrickson Library 98 S. Enola Drive Enola, PA 17025

Source: The Cumberland County Library System, July 11, 2012

The library system is funded through County tax dollars (County Library Tax), state aid, and private fund raising.

11.5 Recreation Facilities

Since all people do not have the same type of recreation needs, and since the age of individuals varies so greatly, a range of recreation facilities to meet the needs of all the people should be provided. These should include playgrounds, playfields, swimming facilities and space for quiet relaxation. The National Park & Recreation Association recommends a minimum of ten acres of total recreation space per 1000 population. Hampden Township residents are offered a variety of recreation options, from publicly-owned lands (Township, State and County) to private facilities.

Hampden Township owns the most recreation land in Cumberland

County, with approximately 247 acres. The Township-owned facilities are listed in Table 11-9.

The Township has pursued the development of a bikeway system, portions of which have been completed and marked with signs. The Township defines the components of the system as follows:

- Bicycle Path (Bike Path) - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.
- Bicycle Route (Bike Route) – A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.
- Bikeway – Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

The Hampden Township Recreation Building Community Room provides space for various Township groups (Boy Scouts, Girl Scouts, recreation programs, civic clubs, service clubs) to hold meetings and social gatherings. In 2006, this building was completely remodeled to include Recreation offices, pre-school classroom and renovations to restrooms to provide handicapped accessibility.

Cumberland County has two facilities for conservation purposes and recreational use: the Cumberland County Biker-Hiker trail and the Mount Holly Preserve. The Biker-Hiker trail is a 5-mile trail designated for non-motorized recreational use only. The Biker-Hiker trail is located in Cooke, Dickinson and South Middleton Townships and in Mount Holly Springs. The trail extends from Pine

Table 11-9

Township– Owned Recreation Facilities

Name of Facility	Site Size (acres)	Facilities
Armitage Golf Course	110.0	<ul style="list-style-type: none"> • 18-Hole/Par-70 golf course • 3 maintenance buildings • clubhouse with restaurant and bar, outdoor deck with bar and kitchen • community meeting room • remote restroom buildings
Conodoguinet Youth Park	8.0	<ul style="list-style-type: none"> • wooded open-space • Restrooms • Amphitheater • pavilion with electricity
Creekview Recreation Area South Park	10.9	<ul style="list-style-type: none"> • Lighted softball field lighted full-size baseball field • Pavilion with electricity, lights, fireplace and grills, • Play system • Bathroom Facility • Paved walking path
Creekview Recreation Area North Park	25.6	<ul style="list-style-type: none"> • Lighted Soccer Field • 4 Lighted tennis courts • Lighted Basketball court • 2 restroom facilities (1 heated) • 2 Play Systems • 2 Lighted Horseshoe Pits • Lighted Volleyball Court • Pavilion with electricity, lights, fireplace, and grills (seats 120) • Paved Walking/Fitness Trail • Sledding Area • Small Pavilion-shelter only
Hampden Township Park & Pool Complex	32	<ul style="list-style-type: none"> • 1 pavilion with electricity, lights, fireplace, and water (seats 70) • 1 Paved walking trail • 6 lighted tennis courts • 1 lighted basketball court • 1 paved game court • 6 soccer fields • 2 softball fields

Table 11-9, Continued

Township– Owned Recreation Facilities		
Name of Facility	Site Size (acres)	Facilities
Hamden Township Park & Pool Complex (Cont'd.)		<ul style="list-style-type: none"> • 1 bathroom facility • 3 play systems • 500,000 gallon swimming pool with bathhouse, wade pool, waterslide and sprayground • Concession Stand • Maintenance Facility • Admission Office Building
Salem Park Little League Complex	23.6	<ul style="list-style-type: none"> • 10 Little League Fields • Field House • Concession Stand • Pavilion with Electricity, lights and water • 1 Play System
Westover (McCord) Commons	4.6	<ul style="list-style-type: none"> • Paved Walking trails and benches
Westover Creekfront	10.0	<ul style="list-style-type: none"> • Passive Recreation • Open Space (undeveloped)
Smith Drive Park Property	18.16	<ul style="list-style-type: none"> • Passive Recreation Site (undeveloped)
Smith Drive Lot 40B	3.0	<ul style="list-style-type: none"> • Passive Recreation Site (undeveloped)
Total	246.3 acres	

Source: Hampden Township Parks and Recreation Department (2012)

11. Community Facilities & Services

Grove Furnace State Park at Fuller Lake to Mountain Creek Campground. Located adjacent to the trail are swimming, camping, picnicking, and fishing areas (Pine Grove Furnace State Park).

The 913-acre Mount Holly Preserve is an exceptional value wetland area along South Mountain. This unique site, located in the Borough of Mount Holly Springs, South Middleton and Dickinson Townships, supports marginal populations of three species of special concern; a state endangered animal, a globally rare and a state endangered plant. In March 1992, the Nature Conservancy donated the preserve to Cumberland County as the county's first dedicated open space. The Nature Conservancy continues to manage the core 200-acre wetland and conduct trail maintenance. Hunting, fishing and hiking is permitted on upland portions of the preserve.

The Appalachian National Scenic Trail is a continuous, marked footpath extending along the crest of the Appalachian Mountain range for approximately 2,168 miles and runs through Middlesex and Silver Spring Townships to the west of Hampden Township. There are approximately 46.5 miles of the Appalachian Trail in Cumberland County. The Trail offers a diversity of topography and a variety of vegetation and animal life to hikers from the area.

The Pennsylvania Game Commission, through the State Game Lands, provides acreage throughout the State for wildlife management, public hunting, trapping, hiking and other recreational activities. State Game Land 230, located in North Middleton and Middlesex Townships and State Game Land 170, which is located in Hampden Township and Perry County, provide such opportunities to Township residents.

Other public, semi-public, and private recreation facilities in the Township include recreation areas associated with schools, neighborhoods, churches and other institutions; private health clubs and swimming pools; and other commercial recreation

facilities.

11.6 Utilities and Services

Water Supply

Public water is supplied to the majority of Hampden Township businesses and residents by Pennsylvania American Water Company and United Water Company. The sources for these systems are primarily surface water sources such as the Yellow Breeches Creek, Conodoguinet Creek and Cedar Run. United Water Company serves the development in the southwestern corner of the Township and provides some water to the Naval Support Activity. Pennsylvania American Water Company also provides water to portions of the Naval Support Activity and serves the majority of the developed areas of the Township.

Wastewater Treatment

All public sewerage services in Hampden Township are owned by the Hampden Township Sewer Authority and operated by Hampden Township under an agreement of lease with the Authority.

Wastewater generated in portions of Hampden Township is also treated at wastewater treatment plants in East Pennsboro Township, Lower Allen Township and Mechanicsburg Borough. The Hampden Township – East Pennsboro interconnections are addressed in an inter-municipal agreement between the two municipalities. One industry and several commercial properties in Hampden Township are connected to the Lower Allen Township sewers by private agreements. Residential and commercial connections to the Mechanicsburg Borough system are addressed in several inter-municipal agreements.

A number of private sewer systems are located throughout the Township, most notably the Naval Support Activity's sewer system and several smaller private systems serving mobile home parks

11. Community Facilities & Services

and an apartment complex. On-lot sewage treatment and disposal systems in Hampden Township are privately owned, operated and maintained. The Township has retained the services of a Certified Sewage Enforcement officer who is responsible for reviewing permit applications and on-lot system designs and who investigates on-lot system malfunctions.

Comparison of the 2014 annual average daily flows to existing permitted capacity of the Roth Lane wastewater treatment plants are shown in Table 11-10. These flow numbers update the information in the Township's Act 537 Sewage Facilities Plan, updated 2011, which also provides historical and projected (5 year future) plant flows and organic loadings.

The Act 537 Plan Update proposed several projects, all of which have been completed. They are as follows:

- Extension of public sanitary sewers to the Pine Run area.
- Upgrade to Pumping Stations: 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 21.
- Abandonment of Pinebrook Wastewater Treatment Plant.
- Upgrade of Roth Lane Treatment Plant.

Table 11-10

Wastewater Treatment Plant Information-2014 Hampden Township

Name of Facility	Annual Average Daily Flow (MGD)	Permitted Capacity
Roth Lane	5.62	8.82

Source: Hampden Township Sewer System Annual Report

- Extension of public sewer on Trindle Road.
- Replacement and relocation of Pumping Station 20.
- Upgrade of Roth Lane Treatment plant to meet Chesapeake Bay nutrient removal requirements and to accommodate Camp Hill Flow.

Camp Hill

In 2009, Camp Hill Borough approached the Township and Authority regarding acceptance of its wastewater. In 2010, an inter-municipal agreement was executed between Hampden Township, Hampden Township Sewer Authority, and Camp Hill Borough to provide treatment for Camp Hill's wastewater in the Roth Lane WWTP. In order to accept wastewater flow from Camp Hill, the Roth Lane WWTP required additions and alterations. Construction for the required upgrades began in July 2012 and was completed, with Hampden accepting Camp Hill flow, in November 2013.

Stormwater Management

Stormwater management is a concern of any developing area. Human encroachment upon the natural drainage system with residential, commercial and industrial development has served to create drainage problems with accompanying flooding potential of developed areas. As more intensive development is created, or expanded, former forests and natural open areas are normally regarded and replaced by various types of buildings, sidewalks, parking lots and paved streets. Hence, the once porous surfaces are sealed off and the hydrologic cycle as it once operated is altered substantially. Much of the water that would normally be absorbed into the ground must flow over the impervious surface; therefore, the curbs and gutters, storm drains, retention basins and other facilities must be planned and subsequently constructed.

The enactment of Act 166 of 1978, the Pennsylvania Flood Plain

11. Community Facilities & Services

Management Act, and Act 167 of 1978, the Stormwater Management Act, has resulted in additional requirements for provision of stormwater and flood plain management facilities in new land developments. The intention of the plans is to manage stormwater generated from new development, not to correct existing runoff problems. Moreover, federal and state regulations require Hampden to implement a stormwater control program by obtaining a National Pollutant Discharge Elimination System (NPDES) permit for its Municipal Separate Storm Sewer System (MS4). Some of the requirements of the MS4 program are stormwater management for construction runoff and post-construction stormwater management in new developments and redevelopments. Hampden Township has incorporated stormwater management regulations in its Land Development Ordinance to prevent future problems as a result of new development. In addition, the Township Zoning Ordinance includes provisions which regulate development in the flood-prone areas of the Township and limits the amount of impervious surfaces which can be created as a result of new construction.

Other Utility Services

Electric service for Hampden Township residents is provided by PP&L. Heating fuel sources for Hampden Township residents include fuel oil and natural gas. Natural gas service is supplied to portions of the Township by UGI Corporation. Verizon generally provides basic telephone services to area residents. Oversight of public utilities is provided by the Public Utilities Commission of the Commonwealth of Pennsylvania.

Solid Waste Management

Cumberland County has implemented the County Solid Waste Management Plan on the behalf of the County's thirty-four (34) municipalities.

The Municipal Waste Planning, Recycling, and Waste Reduction

Act, Act 101 of 1988, delegates to counties the power and duty to prepare and implement plans for the processing and disposal of municipal waste generated in the county. The Act specifically allows counties to delegate their power and duty for municipal waste planning and implementation to another body, such as a municipal authority. Cumberland County has delegated the responsibility to the Solid Waste Authority of Cumberland County to develop and revise as necessary the County's Municipal Waste Management Plan and other waste initiatives. Reviews are done periodically to ensure that the contents meet the current and future waste management needs of the county.

It is the responsibility of the municipalities to manage the storage, collection and disposal of these solid wastes. Typically, the solid wastes in the county are hauled directly to the disposal sites by private haulers. Two private transfer stations, located in Hampden Township, act as an intermediary between the private haulers to disposal sites. One transfer station, located at the northwest corner of the Township at Wertzville Road, has a capacity of 150 tons per day. The other, located at 4300 Industrial Park Drive, has a capacity of 800 tons per day.

Hampden Township currently is under a three-year contract with Republic Services (York Waste), for the collection of residential solid waste, recyclable materials and yard waste. Curbside collection of both takes place once a week. The types of materials currently mandated to be recycled include aluminum, metal and bimetal cans, glass, plastic and newsprint. Several retailers recycle their own products.

The Township's Yard Waste Facility is located at the Roth Lane Public Works Complex. Township residents may dispose of their yard waste at the site. In 2011, staff collected and composted 11,000 cubic yards of leaves and 5,000 cubic yards of yard waste. Leaf compost and tanbark is available to Township residents at no cost.





Community Facilities & Utilities Plan

The well being of the residents of the Township is a reflection of the community facilities and services offered by the municipality. Generally speaking, the larger the population the greater the need for public facilities and utilities. As the population increases, an increase in these services becomes necessary. Hampden Township's community services have generally kept pace with population growth. In order to assess the need for facilities in the future, the plan considers the relationship between future land use and transportation with the need to provide new facilities. The Township is directly responsible for planning for future emergency, recreation, stormwater and wastewater facilities.

12.1 Educational Facilities

The quality of life in a municipality is often reflected in the quality of the community's educational system. As a part of the Cumberland Valley School District, the residents of Hampden Township are afforded high quality educational programs and facilities. The maintenance of this quality requires continuous assessment of existing and projected needs and planning.

Chapter 11 described the educational facilities located within Hampden Township; Sporting Hill Elementary School, Hampden Elementary School, Shaul Elementary School, and Good Hope Middle School. The facilities are shown on Table 12-1, Community Facilities. The 15 percent projected growth in student population over the next decade will impact these and other Cumberland Valley school facilities. The greatest growth is expected in the middle school (Grade 6-8), with a 21.4 percent increase; however, each level is expected to grow,

Table 12-1				
Cumberland Valley School District Community Facilities				
School Buildings	Sq. Footage	Total Acres	Original Year	Most Recent
CV High School	497,995	100	1972	2003
Eagle View Middle School	146,890	30	1995	N/A
Good Hope Middle School	141,118	21	1966	1996
Green Ridge Elementary	69,604	23	1962	1997
Hampden Elementary	77,159	10	1968	2000
Middlesex Elementary	80,703	26	1999	N/A
Monroe Elementary	65,761	13	1957	1969/1991
Shaul Elementary	84,375	27.9	2008	2008
Silver Spring Elementary	55,579	15	1954	1989
Sporting Hill Elementary	80,240	23.5	1998	N/A
District Office	10,798	N/A	1972	N/A
District Support Facility	34,877	N/A	2000	N/A
Total Sq. Footage	1,310,924			

the high school level (Grades 9-12) by 19.4 percent and the elementary level (K-5) by 9.5 percent.

Public education facilities are required to plan for future needs of their districts. Chapter 11 explained these planning activities for Cumberland Valley School District. Within Hampden Township, renovations have been made to Good Hope Middle School and a new Shaul Elementary School has been constructed. Sporting Hill Elementary is slated for improvements. As of the date of Comprehensive Plan adoption, the School District is evaluating the future

needs of elementary and middle school students in the Township.

The greatest area of impact on the Township will be the area left to develop in the vicinity of I-81 and north of Wertzville Road. This future residential development will impact the enrollments at Shaul Elementary School and Good Hope Middle School. Improvements to these facilities will help to accommodate future growth.

In order to track the impact of new developments on educational facilities, cooperation is required between the municipal government and the public educational system. The environmental assessment requirements recommended in Chapter 6, Future Land Use Plan, incorporate the assessment of impacts of proposed developments on the existing educational facilities. These coordinated activities are important for the District's assessment of needs and future planning.

12.2 Emergency Services

Planning for emergency services requires the monitoring of police, fire and emergency medical activities. As the population grew from 24,135 persons in year 2000 to 28,044 in 2010, a 16 percent growth, additional services were required. The timing of these additions were dependent on the timing of new development. Another factor in determining the need for new facilities, additional staff, and/or equipment, is changing conditions in the Township.

Police Services

Chapter 11 describes the existing services provided by the Township police department. The current 26-member police force (at full staff) is serving the needs of the Township. Compared to other municipalities in the county, Hampden Township has few policing problems. Major activity of the force is slow speed patrolling and automatic alarm calls. The policy with regard to hiring and equipment purchase is to acquire on an-needed basis. Large equipment purchase (over \$10,000) should be considered part of the capital improvements program.

Two factors will affect current services. These factors include population

12. Community Facilities & Utilities Plan

growth and land use. The growth of residential and activity areas in the Township would require patrolling of more neighborhoods and roadways and the consequent need for more officers and vehicles. Activity areas such as large retail establishments, may affect police services. The Township's planning process should consider adequacy of police services with the growth of the Township.

Fire and Emergency Medical Services

Hampden Township is protected by an all volunteer fire company. The Township employs a Fire Administration Officer (FAO) who acts as the liaison between the volunteer fire company and the Township. It is also the responsibility of the FAO to establish and administer the Township fire service budget, assist the fire company with short and long-term planning, oversee the college live-in program, respond to dispatches and other tasks as described in the FAO job description. The fire company has mutual aid agreements with all surrounding communities as well as with the Naval Support Activity Mechanicsburg.

The volunteer fire company has approximately 30 active responders. From that group, the company elects its Fire Chief, Deputy Chief and two assistants. The Fire Chief then appoints captains and lieutenants. All officers command their incidents using the National Incident Management Systems (NIMS) for command. All volunteers and Township employees supporting emergency response are certified in NIMS.

Hampden Township owns an aerial truck, three structural engines, a rescue engine, a heavy rescue and a traffic unit. These vehicles are housed at one of two modern fire stations. Good Hope Station is located in the northern part of the Township at 1200 Good Hope Road and Sporting Hill Station is located across from the Township Municipal Building at 295 Sporting Hill Road. Both stations provide housing for the Township apparatus and Emergency Medical Services units, community rooms with kitchens, fitness area, offices and leisure space for the volunteer firefighters and bunkrooms to

house the participants of the college live-in program.

The fire company is financially supported by the Township with assistance from the Firemen's Relief Fund and a community fund drive.

There is a plan in place for a rotating schedule of apparatus replacement that maintains a high level of apparatus quality and safety features.

The Township is also serviced by a full time EMS department that operates out of the same two stations used by the fire department. The EMS department features 10 full time EMTs who operate three Township ambulances to respond to calls within the Township and immediately adjacent areas. The replacement of the ambulances as well as other medical equipment and the training of the EMTs is a necessary planning element that must be considered along with concerns relating to the growing size of the Township.

12.3 Library

Public library facilities were described in Chapter 11. Although the Township has access to the Mechanicsburg Area Public Library, West Shore Public Library, and the East Pennsboro branch of the West Shore Library, in view of the over 28,000 current residents plus projected populations, the Township needs a library within its boundaries. Hampden staff and elected officials have continually sought improvements to the library system within the Township, and a measure to provide better access to library materials was introduced in April 2014. The Township and Cumberland County Library system entered into a program to provide book pick up and drop off services at the Township Recreation Department building. Residents can reserve books and media, like DVDs, online, over the phone or in-person from any County library, then pick them up/return them at the recreation center. The program has been a strong success since its introduction.

12.4 Recreation Facilities & Services

Hampden Township offers a myriad of recreation facilities and programs. These facilities are described in Chapter 11. In 1974, the Township completed a Comprehensive Recreation Plan. The 1980 Comprehensive Plan added to the Recreation Plan document by recommending the construction of a major recreation facility south of Interstate 81 and north of the Conodoguinet Creek. In the late 1980s, the Creekview Park became the second largest park facility in the Township. Since the 1974 Recreation Plan, no comprehensive analysis of Hampden Township recreation needs has been undertaken; however, recreation activities and the Township park facilities continue to be one of the Township's most important assets.

Comprehensive Recreation and Open Space Plan

The Township should consider the following changes when planning the future.

- Population Growth - In 1990, the census recorded 20,384 persons compared to 24,135 persons in 2000 or 18.4 percent increase in population. The 2010 Census recorded a population of 28,044 or an increase of 16.2%
- Program Participation - Table 12-2 shows program participation for the past several years. In 2012, the seasonal outdoor swimming pool drew an attendance of 66,052 people. The soccer association had 1,782 individuals participating in the 2011-2012 season, 974 of them residents. The youth baseball association had 595 participants. The girls softball association had 348 participants.
- Use of Facilities - The Township recreation staff reports full utilization of all Hampden recreation complexes. Internal facility use is currently maxed out to where new programs are being turned away.
- Open Space Preservation - Growing concern for conservation of open space and passive recreation opportunities (trails, fitness areas,

picnicking) is a continuing trend. The Future Land Use Plan suggests the conservation of open space.

The Director of the Township's Recreation Department describes the citizenry of the Township as being very recreation oriented. The recreation areas are a prime social gathering place for Township residents.

Development of Community Park Facilities

Within the last several years, the Township has made major investments in its community park and recreation facilities. A community park, as described by the National Recreation and Park Association (NRPA), "Recreation, Park and Open Space Standards and Guidelines" is an "Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes, large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon site suitability and community need."

Such a facility serves a one-to-two-mile radius, is 25 plus acres, and provides five to eight acres per 1,000 persons. Two parks in the Township, Hampden and Creekview, meet the definition of a community park. Hampden Park/Pool Complex serves southern residential neighborhoods whereas Creekview provides recreation for the northern and central portions of the Township. The two parks combined offer 68.5 acres of park land.

Three other facilities serve the community as special purpose facilities -- Armitage Golf Course, Salem Park Complex and the Conodoguinet Youth Park (passive). The additional 142 acres bring the total acreage serving a community function to approximately 222 acres. There has been a shift away from the reliance of an absolute national standard in determining the acreage of parkland a community should have per person. Increasingly, citizens will determine what is best for their community, for example, an aging com-

Table 12-2

Recreation Program Participation

Program	2010	2011	2012
AARP Mature Driving	130	114	98
Ab Sculpt 911	N/A	N/A	25
Adventure Camp	63	59	62
Aerobics	27	15	N/A
Art	48	47	56
Ballroom Dance	88	24	31
Belly Dancing	13	N/A	21
Belly Fit	N/A	N/A	19
Bowling Program	13	N/A	2
BLS- Healthcare Provider	N/A	N/A	3
Breakfast with Santa	99	92	96
Breakfast with East Bunny	115	104	88
Bus Trips	361	387	371
CPR/ First Aid- Heartsaver	34	32	39
Craft Classes	11	N/A	N/A
Financial Seminars	2	19	N/A
Fitness Camp	62	88	28
Fly Tying	N/A	N/A	5
Golf Lessons	121	81	72
Hampden Pool Daily Admission	78,415	76,643	66,052
High Voltage Dance	N/A	N/A	10
Horse Programs	120	75	41
Judo	18	15	23
Kung Fu	N/A	N/A	7
Kinder Programs	141	94	110
Lego Camp	N/A	23	30
Line Dance	252	288	424
Multi-Sports Camp	53	30	24
Pet First Aid	5	13	N/A
Over 30 Basketball	955	1,081	1,128
Pickup Basketball	292	64	118
Pickup Volleyball	951	1,465	1,658

Table 12-2, Continued

Recreation Program Participation			
Program	2010	2011	2012
Pilates	58	48	21
Playground	644	526	317
Pool Programs	54	85	92
Preschool (per week)	24	24	24
Sculpt and Stretch	64	62	77
Self Defense (Adults)	35	18	15
Sewing Class	10	17	7
Soccer Shots	N/A	145	232
Summer Camp (per week)	135	137	131
Swimming Lessons	233	234	193
Tai Chi	42	34	36
Tennis Lessons	84	124	201
Thigh & Booty Blast	N/A	N/A	26
Total Body Burnout	N/A	N/A	9
Transition Martial Arts	21	112	65
Writing Workshop	N/A	1	14
Yoga	N/A	13	21
Youth Enrichment	163	158	182
Zumba	184	117	107

munity may not require a softball field or a soccer complex.

Over the past several years, the majority of the recreation facility funding has been spent on development projects within these park complexes (e.g., improvements of pool facilities and renovation of recreation building). The following are potential future capital improvement projects:

- There is a proposal to develop 18.16 acres of land on Smith Drive. A concept was developed in 2007 and input via a focus group was obtained. In the next five years, with the help of grant money, the Township should strive to move forward with design and construction of initial phases of the park.

12. Community Facilities & Utilities Plan

- The Pinebrook treatment plant has been shut down. Based on the type of land this is (flood plain), development potential for recreational purposes is limited. A boat launch or passive recreational area may be an option.
- The Township has received a donation of land from Giant Supermarkets located along Wertzville Rd. A veteran's memorial park is planned for this land.
- A widespread evaluation of the longevity and potential need to replace playground equipment is recommended.
- Hampden Pool is now 40 years old. There is a plan to update the infrastructure of the main pool. Future considerations include the gutter and decking. A renovation to the slide was done in 2014.

Other Park Facilities

The NRPA guidelines recommend the provision of other park resources, the mini-park (facilities for specialized groups, such as tot lots) and the neighborhood park (within safe walking and biking access). Hampden Township has not developed smaller parks due to maintenance and liability requirements and homeowners' associations and developments providing their own facilities that would be utilized by the entire community. The Township's move away from neighborhood and smaller facilities allows the consolidation of funding to provide large public services and facilities at reasonable rates for all citizens. The comprehensive recreation and open space plan would re-evaluate this position.

Open Space Plan

Passive recreation activities, as stated previously, continue to gain in popularity across the nation. These activities include hiking, biking, picnicking and, in general, enjoying outdoor scenery. The Conodoguinet Youth Park and the Grandon Walking Trail afford the

Complete a Comprehensive Parks and Recreation Plan

It has been 40 years (1974) since the Township has completed a formal Comprehensive Parks and Recreation Plan. However, during these 4 decades, the Township has continued to add to its inventory of park lands and recreational facilities as it has exponentially expanded its recreational programming. However, as the Township nears full build-out and since undeveloped lands still exists (although limited) it is recommended that the Township undertake the completion of a Comprehensive Parks and Recreation Plan. This plan should include a Level of Service (LOS) determination as recommended by the National Recreation and Parks Association. This plan would be a suitable companion to a township-wide trails feasibility study recommended under the Transportation Plan component of this plan.

Township residents unique recreational opportunities.

In a 2013 National Database Report, the National Recreation and Parks Association states “that water control provided by vegetative cover will be recognized as a low cost value for its benefits of reduced water runoff, mitigation of the costs of erosion impacts, and nutrient and ground water retention.” There is a move away from immaculately groomed flat “golf course” style parks and open spaces. “Green” planning with an eye to incorporating local, natural habitats in open space is recommended.

Chapter 6, Future Land Use Plan, locates several forested conservation areas along the creek. Three of these areas (see Figure 6-1) are owned by the Township as permanent open space for passive recreation. The plan recommends the continued purchase of creek front property with emphasis on the forested conservation areas. These areas would offer passive recreation opportunities for Township residents while protecting the natural resource. The areas are prone to flooding and would be most accessible during summer and fall seasons. Recreation activities may include selected public access points to the river, including roads and trails, docks for canoeing or rowing, picnic areas, and sitting areas. In addition to the Conodoguinet Creek area, the plan recommends preserving the Trindle Spring area shown on Figure 6-1.

Recreation Path

The Transportation Plan, Figure 9-2, shows the proposed location of bike trails throughout the Township. The purpose of this system is to connect residential neighborhoods to park facilities.

The relationship between the transportation (engineering) and recreation function must be considered jointly when planning and funding these facilities. The Township Wide Trail Plan may suggest other areas of the Township suitable for the trail system.

12.5 Administrative Services

The Township's Municipal Building is located at 230 S. Sporting Hill Road. The Municipal Building currently houses the Administration, Community Development, Finance, Police, Public Works Administrative Staff, and Utility Billing Departments. Since the 1994 Comprehensive Plan, the Emergency Medical Services Department (EMS) relocated from the Municipal Building to Sporting Hill Station at 295 S. Sporting Hill Road. The Recreation Department also relocated from the Municipal Building to the Recreation Building at 5001 Park Street Extended.

With the relocation of the EMS and Recreation Departments, the rear of the Municipal Building was available for renovations. This portion of the building was redesigned in 2006 to meet the demands of the Township's growing Police Department.

As the Township continues to grow in population and development shifts to re-development, additional staff positions may be required in some departments while others see a shift in job functions.

The Township will also need to consider alternative options for a new Municipal Building Complex. A newly constructed Municipal Building could afford the Township with the opportunity to utilize a "green" or "eco-friendly" building while meeting the needs of the staff and the public for decades to come.

On a daily basis, the Township continues to strive to provide the best possible services to its residents. Part of this service includes the use of modern technology. During the last decade, the Township staff made progress with the input of data into Geographic Information System (GIS) software. This software is now used on a daily basis by the staff in order to provide better service to the residents.

The addition of a full-time Information Technology Manager (ITM) has also permitted the Township to maintain its use of cutting-edge

technology. With the guidance of the ITM, the Township has expanded its web-based services to include online payments for sewer and trash services, daily updates on important information throughout the Township, access to the Codified Ordinance and GIS maps and downloadable forms for the residents to use in order to conduct business with the Township.

In the coming decade, the Township will maintain its focus on providing excellent service to the residents and utilize new technology to do so.

12.6 Utilities and Services

The Township property owners are provided adequate utility services; water, wastewater treatment, electricity, natural gas, telephone, and solid waste management. These utilities are provided by a variety of public and private providers as summarized in Chapter 11. These utilities will need to expand as the Township continues to grow.

Water Supply

Pennsylvania American Water Company and Mechanicsburg Water Companies provide public water to development in the Township. With the exception of larger subdivisions in the northern region of the Township, this area relies predominantly on well water. Groundwater service shall be preferred. When subdivisions and land development plans are submitted to the township, the developer must present a description of the adequacy of water to the development. Currently, there are no known restrictions on water quality; however, as the entire West Shore area continues to develop, the quantity may become an issue. The study being completed, the Capital Region Water board and Corps of Engineers will provide more input on water quantity needs.



12. Community Facilities & Utilities Plan

Wastewater Treatment

The Hampden Township Board of Commissioners authorized the preparation of the Pennsylvania Sewage Facility Plan (Act 537) to serve as its Official Sewage Plan. The planning area includes the entire Township. The plan was adopted November 2003 and amended March 2010.

The update was prepared in accordance with Act 537, as described in the Pennsylvania Department of Environmental Protection publication, "Pennsylvania Sewage Facilities Act, A Guide for Preparing Act 537 Update Revisions." Major issues addressed included projections of the Township's growth through 2020, wastewater generation, evaluation of the existing facilities and the development of wastewater alternatives to meet anticipated demands.

Hampden Township's sewer system is divided into two main sewer service basins, the Pinebrook Basin and the Roth Lane Basin. According to the 2010 U.S. Census, the population in the Township was 28,044. Growth within the Township was anticipated to average 135 residents per year for the planning period, resulting in a 2020 Township population of 29,394.

Major Projects Completed

- Sewer installed along Simpson Ferry Road between Mechanicsburg Borough and Lower Allen Township and along Trindle Rd between Mechanicsburg Borough and S. Sporting Hill Rd.
- Designed and constructed new Pumping Station No. 8 force main.
- Designed and constructed public sewers in the Pine Run Basin which serves approximately 200 homes.
- Designed and constructed new force main from the Pinebrook treatment plant to the Roth Lane treatment plant.

- Implemented an On-Lot Management Program.
- Continued I/I removal program.
- Trindle Road sanitary sewers which will remove approximately 140 on-lot systems.
- Upgrades to all 23 Pumping Stations.
- Upgrade of the Roth Lane treatment plant and the decommission of the Pinebrook treatment plant.

Stormwater Management

The 1980 Plan highlighted stormwater management planning initiated by the Township including:

- Stormwater Management Regulations adopted by the Township in 1980 (updated in 2011).
- Initiation of a comprehensive stormwater study, concentrating on the southeast corner of the Township (part of the Hometown/Trindle Springs run Watershed), the area between Trindle Road and Carlisle Pike east of Sporting Hill Road, Forrest Acres, Country Club Park and Noll Acres (Summary Stormwater Plan).

Storm drainage continues to be a problem in portions of the Township and a concern in all of the Township, however, drainage problems cannot be isolated within municipal boundaries. *For this reason, the Plan recommends the Township implement the countywide stormwater management plan and subsequent updates, as stipulated under the Stormwater Management Act, and incorporate updated stormwater management provisions into their land management regulations. The Township is currently undertaking a study to implement a stormwater utility fee to help offset costs associated with increasing regulations and repair of aging infrastructure.*



12. Community Facilities & Utilities Plan

Solid Waste Management

The existing waste management program is described in Chapter 11. The Cumberland County Solid Waste Authority has prepared a Waste Management Plan for the County. Municipal waste management activities are monitored through the County Authority. Hampden Township's management program must be consistent with the adopted plan. *The Comprehensive Plan recommends the continued support of County initiatives.*

One area that the Township has continually focused on and been able to improve upon is residential and commercial recycling. Recycling tonnage rates are listed below in Table 12-3.

While the below recycling rates are greatly affected by the economy, especially the commercial tonnage, Hampden Township's residential recycling has continued to grow over the last several years. The Township makes consistent efforts to educate residents about recycling and inform residents as to what items are recyclable. This is done primarily through the Township's website and newsletter. This steady growth in recycling has positive impacts for the Township both in environmental impact and in the Township's ability to qualify for state aid grants.

Table 12-3

Residential and Commercial Recycling Hampden Township

	Residential Tonnage	Commercial Tonnage
2008	2,083	4,527
2009	2,245	5,124
2010	2,120	5,079
2011	2,360	3,812
2012	2,558	N/A

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Natural Environment

The prior Comprehensive Plan for Hampden Township was prepared in 1994. Chapter 3 of the 1994 Plan identifies several natural features of importance in terms of their relationship to development at that time. These features include natural drainage ways, floodplains, land with excessive slope and woodland areas. As the Township has matured, living in harmony with the environment has become more of a challenge. Before the natural environment is further disturbed, all possible consequences should be considered. The following sections provide supplemental information for features discussed in the 1994 plan as well as new information regarding geology, soil, water and sensitive habitats.

13.1 Geologic Resources

To help provide orderly, intelligent and efficient growth for an area, it is essential that the geologic conditions be delineated and integrated into the planning process. Rapid growth of population, industry and transportation facilities places a strain on geologic features, including groundwater supplies, suitability for on-lot wastewater systems and bearing capacity for development. It is not the purpose of this plan to do a detailed study on rock types, but to understand these features and their impact on planning and development. This section graphically delineates the rock structure in the Township and describes the geologic setting. The Water Resources Section discusses the relationship between geology and the suitability for on-lot wastewater systems and home sites.

Hampden Township is located in the Great Valley Section of the Valley and Ridge Physiographic Province and is characterized by

13. Natural Environment

Blue Mountain to the north and a broad lowland area to the south, with an overall relief of approximately 400 feet. The principal rock types that underlie the Township are shales to the north and limestones to the south. Generally, there are four rock types underlying the Township. These include carbonates (limestones); shaly carbonates; non-red shale, siltstone and sandstone; and conglomerates. Figure 13-1 shows the geology of Hampden Township and provides a generalized description of the rock formations found in Hampden Township.

The southern portion of the Township is underlain by carbonates. These rocks are located in the southern and southeastern part of the Township and extend north to approximately US Route 11.

Table 13-1

Geologic Description Hampden Township

<u>Symbol Format or Name</u>		<u>Generalized Description</u>	<u>Bearing for Development</u>
Qc	Clinton Group Surficial Deposits composed of collu- vical deposits of terrace gravels and sandstone	Large angular blocks moving by gravity from high positions along Blue Mountain.	Generally good for heavy structures if excavated to bedrock.
Om	Martinsburg Formation (undifferentiated)	Mostly shale with minor amounts of siltstone and sandstone; unweathered shale, siltstone and sand- stone are dark gray to greenish gray; weathered materials vary from brown- ish gray to reddish brown.	Generally good quality foundation for heavy structures. Should be inves- tigated for sinkholes. Excavation varies from moderate to difficult.
Omls	Martinsburg Formation (Limestone)	Very thinly bedded limestone, platy weathering, very fine grained, silty limestone.	Generally good quality foundation for heavy structures. Should be investi- gated for sinkholes. Excavation varies
Omrs	Hamburg Sequence Rocks (Red Shale)	Red shale; fissile; weathers easily, not a ridge former.	Generally good quality foundation for heavy structures. Should be investi- gated for sinkholes. Excavation varies from moderate to difficult.
Omg	Hamburg Sequence (Graywacke)	Graywacke conglomerate with common alternating beds of shale, siltstone and sandstone	Generally good quality foundation for heavy structures. Should be investi- gated for sinkholes. Excavation varies

Table 13-1, continued

Geologic Description Hampden Township			
Symbol Format or Name		Generalized Description	Bearing for Development
OmbI	Juniata and Bald Eagle Formations (undivided) (Basal Limestone)	Limestone interbedded with shale and small lenses of conglomerate. Shale and limestone dark gray. Conglomerate consists of well-rounded limestone pebbles with a dark gray matrix.	Generally good quality foundation for heavy structures. Should be investigated for sinkholes. Excavation varies from moderate to difficult.
Oc	Chambersburg Formation and Limestone of Hamburg Sequence	Dark gray nodular limestone and minor units of argillaceous limestone; forms gentle lowlands.	Good-quality for light to medium structures. Should be investigated for sinkholes. Moderate to easy excavation
Osp	St. Paul Group	Dominantly pure limestone except for minor amounts of dolomite. Form gently rolling lowlands.	Good-quality foundation for light to medium structures. Should be investigated for sinkholes. Difficult excavation. Blasting and heavy machinery needed.
Ops	Pinesburg Station Formation	Thick-bedded, laminated to banded dolomite containing black chert nodules and small white quartz rosettes. Forms gentle lowlands.	Good quality foundation for heavy structures. Possible development of caverns. Difficult excavation. Blasting required and disposal of large block is a problem.
Orr	Rockdale Run Formation	Very light gray, very fine grained pure limestone, grades upward into interbedded dolomite. Forms rolling lowlands.	Good quality foundation for heavy structures. Should be investigated for cavern development. Difficult excavation. Blasting and medium-heavy machinery needed.
St	Tuscarora Formation	White to medium-gray or gray-green subgraywacke, sandstone siltstone and shale, cross-stratified and conglomeratic conglomerate in parts, containing a few shale interbeds.	Good quality foundation for heavy structures. Possible development of caverns. Excavation varies from moderate to difficult.

Source: Susquehanna River Basin Commission, April 21, 2006, **Geology by Rock Type for the Susquehanna River Basin, Harrisburg, Pa**, <http://www.pasda.psu.edu>

Rock formations include the Rockdale Run, Pinesburg Station and St. Paul Group.

The central portion of the Township, lying along the Conodoguinet Creek, is underlain by shaly carbonate rocks formed on undulating-rounded hills immediately adjacent to flat-bottomed valleys. This area includes the basal limestone and limestone members of the Martinsburg Formation, Hamburg Sequence, Juniata and Bald Eagle Formations, the Clinton Group, and Chambersburg Formation.

The northern portion of the Township, generally north of the Conodoguinet Creek, is underlain by the non-red shale, siltstone and sandstone of the Martinsburg Formation and Graywacke and limestone of the Hamburg Sequence Formation. Fingers of conglomerates and shaly carbonates protrude into this unit in an east/west orientation.

13.2 Bearing Capacity For Development

Table 13-1 provides a general description of each rock formation's bearing capacity for development. This interpretation indicates the degree of bedrock limitation for development of structures based on rock strength, ease of excavation and foundation quality. The Martinsburg, Pinesburg Station, Hamburg Sequence, Juniata and Bald Eagle, and Rockdale Run formations all have good quality for heavy structures. These areas lie in the north, central, and southern portions of the Township. The Chambersburg and St. Paul Group are classified as good quality for light to medium structures. These lie in the southwestern portion of the Township around the U.S. Navy Ships Parts Control Center. Table 13-1 also indicates that all formations should be investigated for sinkholes or caverns prior to development. The limestone and dolomite formations normally offer good foundation stability, but if inadequate site investigations are made, serious foundation problems may occur. Solution cavities and the possibility of sinkholes are widely present in the Chambersburg, St. Paul Group, Pinesburg Station, Rockdale Run and Tuscarora formations of the lower portion of the Township. In the limestone valley of Hampden Township, solution becomes the dominant process in the landform development. Subsurface drainage, sinkholes, disappearing streams and large collapsed depressions are all common features of this terrain. The limestones and dolomites are particularly hazardous due to alternating beds of dolomite and limestone that are faulted and jointed.

Figure 13-1 Geology Map

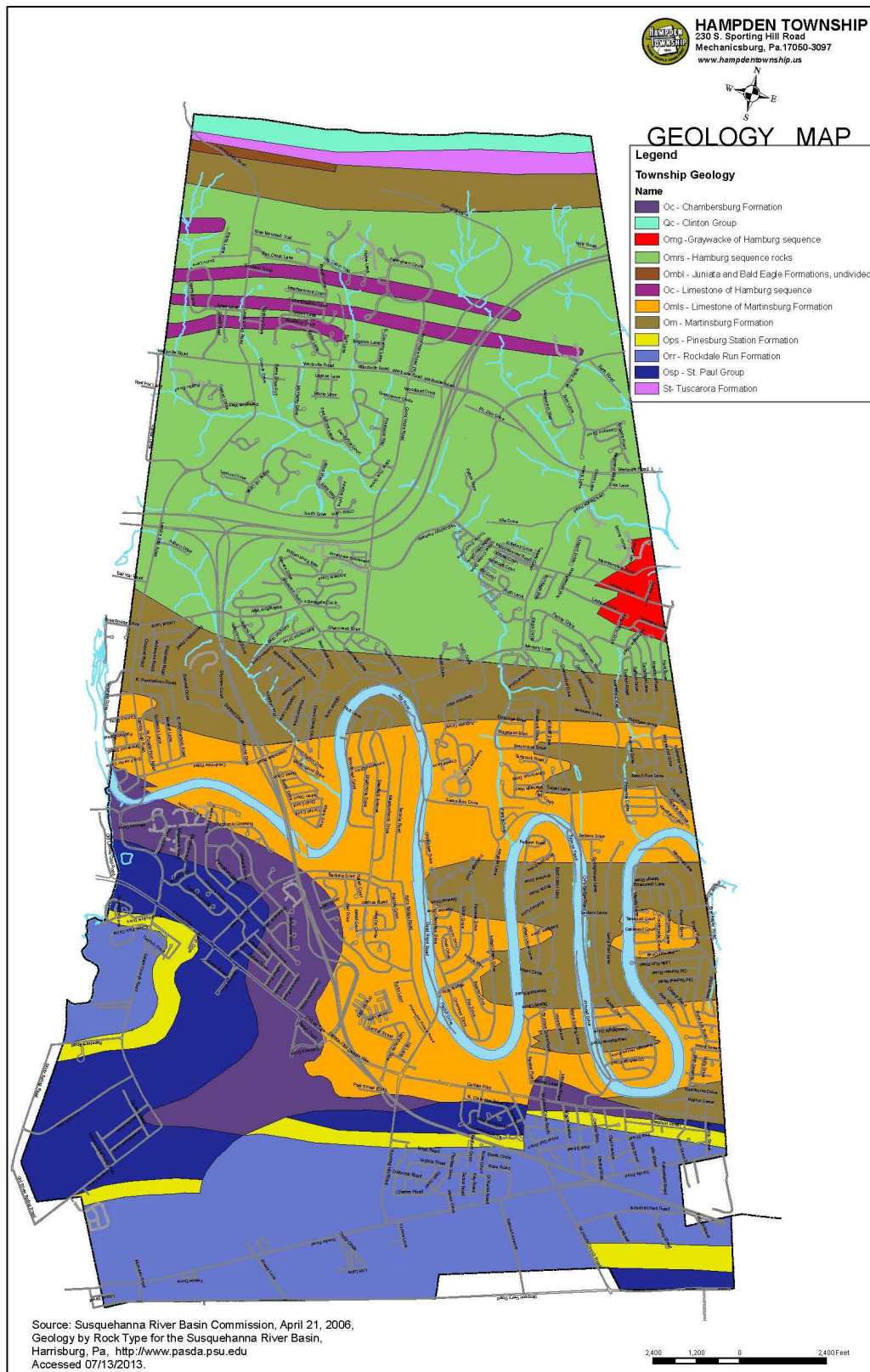


Table 13-1 and Figure 13-1 indicate those formations where sinkholes are a potential concern.

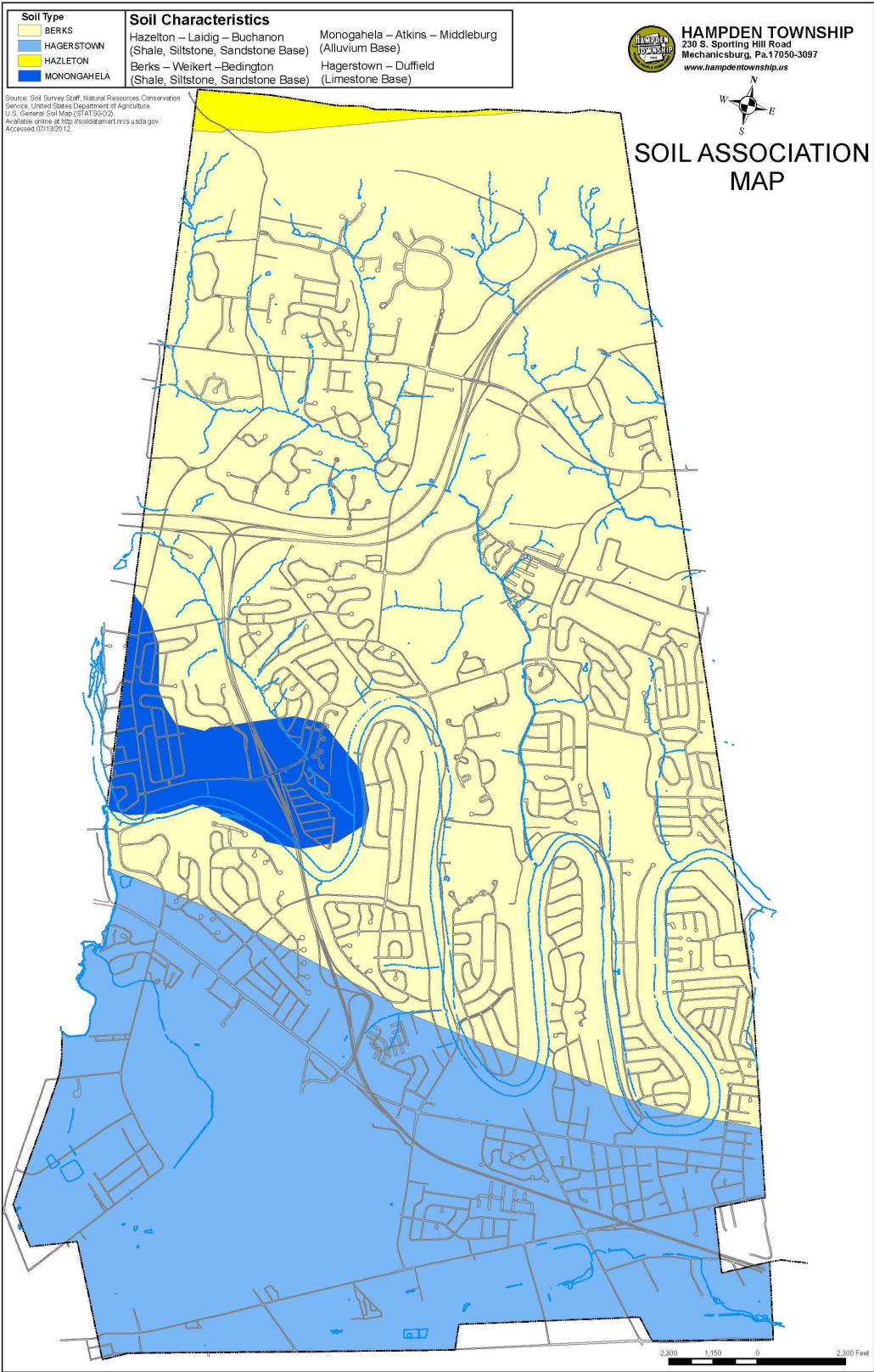
13.3 Soil Resources

The qualities and capabilities of soils within the Township can have a considerable impact on the determination of types and intensities of uses, as well as the location of structures on land available for development. The United States Department of Agriculture, Soil Conservation Service, in conjunction with the Pennsylvania Department of Environmental Protection (DEP) and Penn State University, has printed a detailed soil survey for Cumberland County. Soils information such as seasonal high water table, depth of soil to bedrock, engineering classifications, and many other soil-related parameters are available in this publication. In general, when soil is mentioned in this report it is in reference to the material found above the top of the weathered bedrock. This includes the humus zone, the leached zone, and the subsoil zone of the typical soil profile.

The Township is divided into four soil associations. (Figure 13-2) Soil associations have distinctive patterns of soils relief and drainage and typically consist of one or more major series/soil types and several minor series. Four of the eight associations found in Cumberland County occur in Hampden Township.

- **Berks-Weikert-Bedington Association:** Shallow to deep, gently sloping to very steep, well-drained soils that formed in material weathered from gray and brown shale, siltstone, and sandstone; on uplands.
- **Hagerstown-Duffield Association:** Deep, nearly level to moderately steep, well-drained soils that formed in material weathered from limestone; on uplands.
- **Hazelton-Laidig-Buchanan Association:** Deep, nearly level to very steep, well drained to somewhat poorly drained soils that

Figure 13-2 Soil Associations Map



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formed in material weathered from gray and brown quartzite, sandstone, siltstone, and shale; on uplands.

- **Monongahela-Atkins-Middlebury Association:** Deep, nearly level and gently sloping, moderately well drained to poorly drained soils that formed in alluvium; on terraces and floodplains.

Detailed information for each soil series (i.e., soils with similar color, texture, structures, reaction, consistence, mineral and chemical composition and arrangement) and soil unit (i.e., stoniness, wetness, degree of erosion, etc.) is available in the Cumberland County Soil Survey.

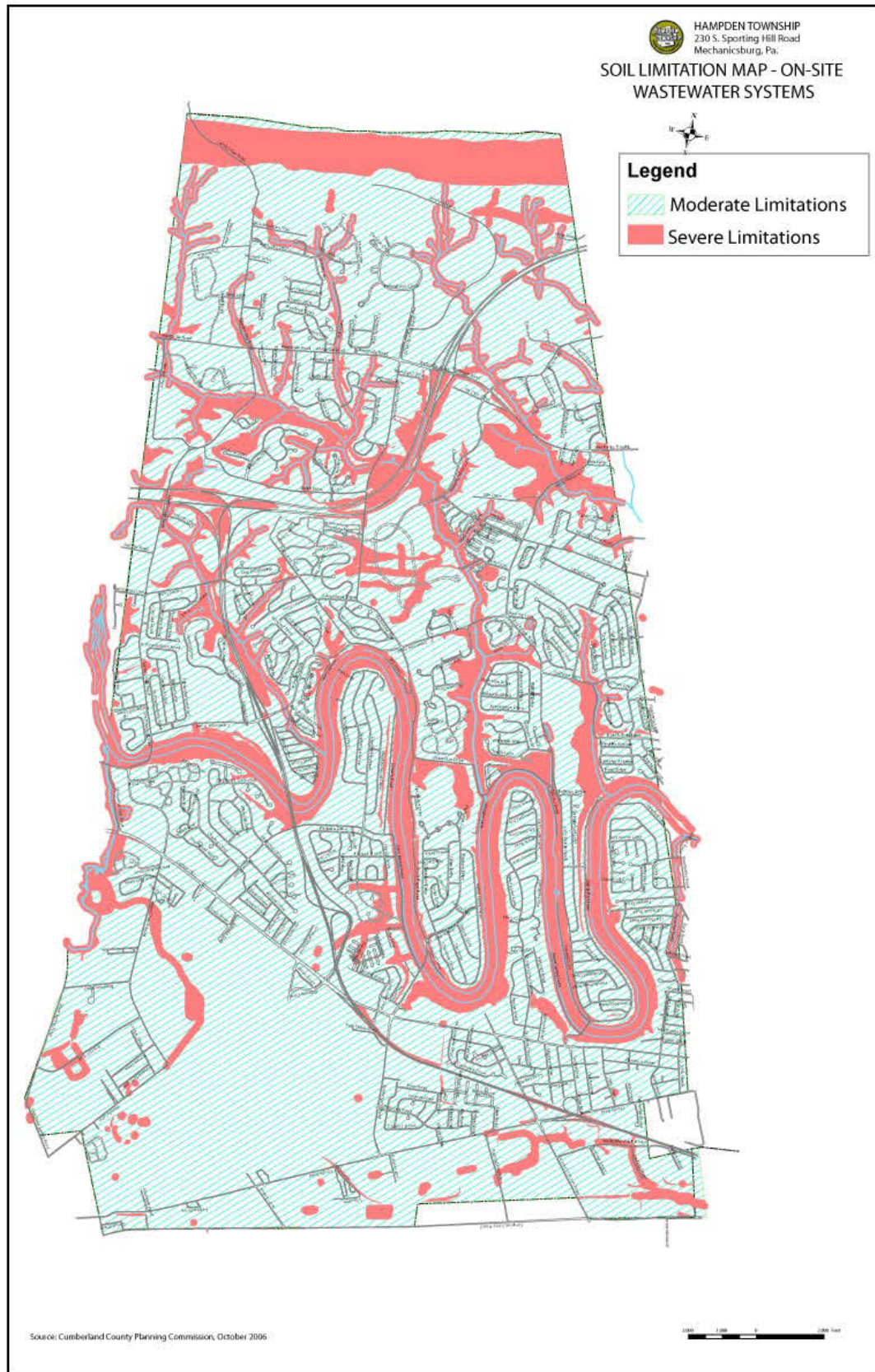
About two-thirds of the lands in the Township lie within the Berks-Weikert Bedington Association, extending from the Carlisle Pike north to the slope of the Blue Mountain. Another **one-third** of the Township, generally the area south of the Carlisle Pike, lies within the limestone-based Hagerstown-Duffield Association. The northern tip of the Township (south slope of the Blue Mountain) is included in the Hazleton-Laidig-Buchanan Association. The alluvial soils along the Conodoguinet Creek near Lamb's Gap Road are mapped in the Monongahela-Atkins-Middlebury Association.

The intent of this discussion is to focus on existing features that may influence future development of the Township. The following paragraphs discuss various Township soil limitations on the suitability for home sites and on-site wastewater systems.

On Site Wastewater System Suitability

Figure 13-3, "Soils Limitation Map, On-Site Wastewater Systems", shows the entire Township has moderate to severe limitations for subsurface disposal systems. In accordance with the Cumberland County Soil Survey, the following descriptions define the classifications of the soils as slight, moderate, or severe.

Figure 13-3 Soil Limitation Map-On-Site Wastewater Systems



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- **Slight** - Soil properties and site features are generally favorable for the indicated use and limitations are minor and easily overcome.
- **Moderate** - Soil properties and site features are not favorable for the use and special planning, design, or maintenance is needed to overcome or minimize the limitations.
- **Severe** - Soil properties and site features are unfavorable and difficult to overcome so that special design, significantly increases in construction costs, and increased maintenance costs may be required.

DEP is the regulatory agency for approving sewage disposal systems in the Commonwealth. DEP's regulations in Title 25 of the Pennsylvania Code, Rules and Regulations Chapter 73, provide standards for on-site or on-lot sewage treatment facilities. These standards include general site location requirements which demonstrate the impact of soil types and the property function of on-lot systems. Site characteristics which would have an adverse impact on the functioning of the on-lot absorption area include:

- The slope of the proposed absorption area is greater than 25 percent;
- The area is identified by completed Federal Flood Insurance mapping as a floodway;
- Completed flood mapping is not available but the soil has been mapped or identified as floodplain soil or a flood-prone area;
- One or more rock outcrops exist within the absorption area; or
- In areas underlain by limestone, depressions left by earlier sinkholes exist either in whole or in part within the proposed absorption area.

Proper testing prior to construction of the on-site system would reveal the presence of one or more of these characteristics. Figure 13-3 designates those areas where the greatest potential for problems exist.

The northern portion of the Township from the Blue Mountain to the Conodoguinet Creek has the most severe problems. The majority of this area contains the Hazleton-Laidig-Buchanan Association and the Berks-Weikert-Bedington Association. These soils are underlain by shale, sandstone and siltstone and are limited by slope, depth to bedrock and a seasonal high groundwater table. South of the Conodoguinet Creek soils are generally rated as having moderate limitations. This area contains the Hagerstown-Duffield Association Soils, which are highly permeable soils underlain by limestone. These soils present problems to subsurface disposal systems due a high risk of groundwater contamination (nitrate contamination).

Home Site Suitability

The depth of unweathered bedrock, or mantle thickness, and high-water table are of particular importance in land use planning. Areas with a depth to bedrock of between 5 and 10 feet are favorable to heavy construction that depends upon solid bedrock for structural foundation support. Areas with a depth to bedrock of over 10 feet are favorable for lighter residential construction where thick undisturbed solid soil is satisfactory for structural foundation support. If the depth to bedrock is too shallow, 1-1/2 to 3 feet, construction of building with basements would be inhibited. A thin mantle cover might also restrict the location of underground utility lines or highway corridor construction.

Soil properties most important for engineering consideration are permeability, shear strength, compaction characteristics, soil drainage, shrink-swell characteristics, grain-size distribution, plasticity, and acidity. The suitability of soil for grading, excavation,



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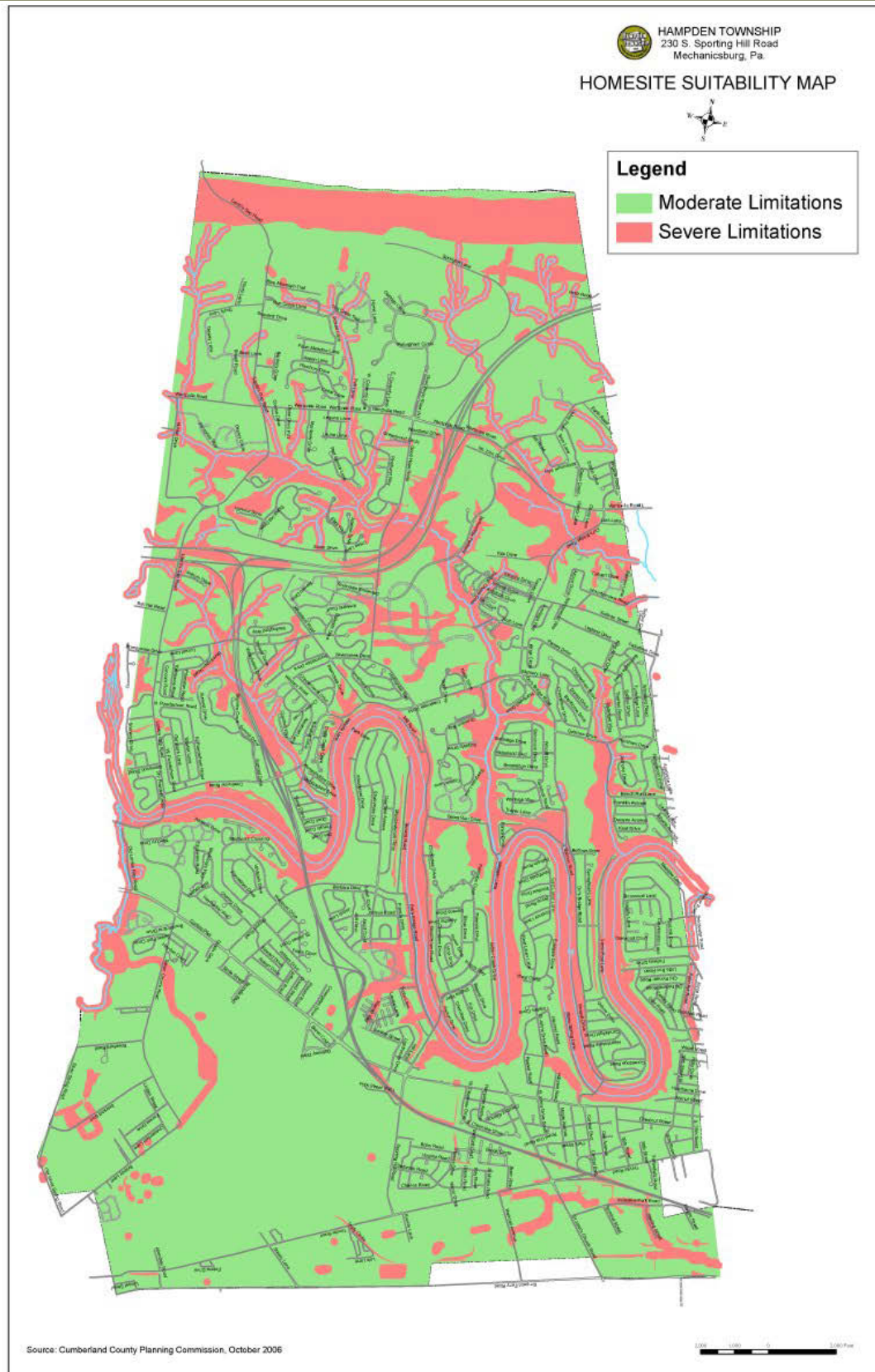
fill, vertical alignment of roads, construction of pipelines and similar activities, is an extremely important consideration in engineering design and construction.

Figure 13-4, Home Site Suitability, shows those areas with severe, moderate, and slight limitations for construction activities. The definition for these three classifications are the same as described for the classification of on-lot wastewater system suitability. The map data was compiled from the Soil Limitations for On-Lot Disposal Systems Map, Figure 15-6, Cumberland County Comprehensive Plan, as amended in October 2006. The analysis incorporated restrictions for shallow excavations, dwellings with and without basements, and small commercial buildings. Based on these four site development types, a worst-case scenario was utilized to classify all soil types. Restrictions on home site suitability would apply to shallow excavations, dwellings with and without basements, and small commercial structures. The Soil Survey defines these construction activities:

- Shallow excavations - Trenches or holes dug to a maximum depth of 5 or 6 feet for basements, graves, utility lines, open ditches and other purposes.
- Dwellings and small commercial buildings - Structures built on shallow foundations on undisturbed soil.

Ratings by the soil survey are based on soil properties, site features, and observed performance of the soils. Properties which may affect the ease of digging, filling, and compacting are the depth to bedrock, stone content, soil texture, and slope. The depth to water table and texture of the soil may impact the timing of construction and resistance of the excavation wall to cave-ins. A high water table, flooding, shrink-swell potential, and organic layers can cause the movement of footings and decrease the ease of excavation and construction. Detailed information on engineering properties by soil type are presented in the soil survey.

Figure 13-4 Home Site Suitability Map



13. Natural Environment

In general, Figure 13-4 shows the severe limitation areas are found on steep slopes and drainage ways while moderate limitations are found on flatter uplands of the southern portion of the Township. It should be noted that a designation of severe may not mean that construction is more prohibitive given that construction costs may increase as a result of special design, increased maintenance or special feasibility studies.

13.4 Water Resources

Management of the quantity and quality of a community's water resources is difficult and complex. As Hampden Township continues to mature and change, its dependency on water resources will increase dramatically; consequently, the value of water itself will increase as more diverse uses compete for this renewable, but limited resource. Management of water resources requires the knowledge of the four types of water resources available:

- **Surface Water Resources** - streams, creeks, and urban runoff
- **Groundwater Resources** - water resources lying beneath the surface in aquifers of geologic formations
- **Floodplains** - lowland areas located adjacent to creeks and streams and in areas of poor drainage that are susceptible to frequent flooding
- **Wetlands** - areas frequently found in or adjacent to streams and floodplains which provide unique ecological value

Surface Water Resources

Hampden Township is located in the Lower Susquehanna River Subbasin (Subbasin 7). This subbasin includes all of Cumberland, Lancaster and York Counties, and portions of Lebanon, Adams, Dauphin, Perry, Berks, Chester, Franklin and Schuylkill Counties. The subbasin is further divided into watershed areas. A watershed

is the area of contribution or drainage area to a surface water body. These watershed areas have been classified in the Pennsylvania State Water Plan or each of the twenty subbasins located throughout the State. Hampden Township is located in two of the eleven subbasin watersheds, Watersheds B and E. Surface and groundwater in Watershed B drain into the Conodoguinet Creek which has a total drainage area of 524 square miles and is the second largest drainage area in Subbasin 7. Watershed E collects water into the Yellow Breeches Creek and Mountain Creek. This drainage area is 237 square miles and is the smallest area in the subbasin.

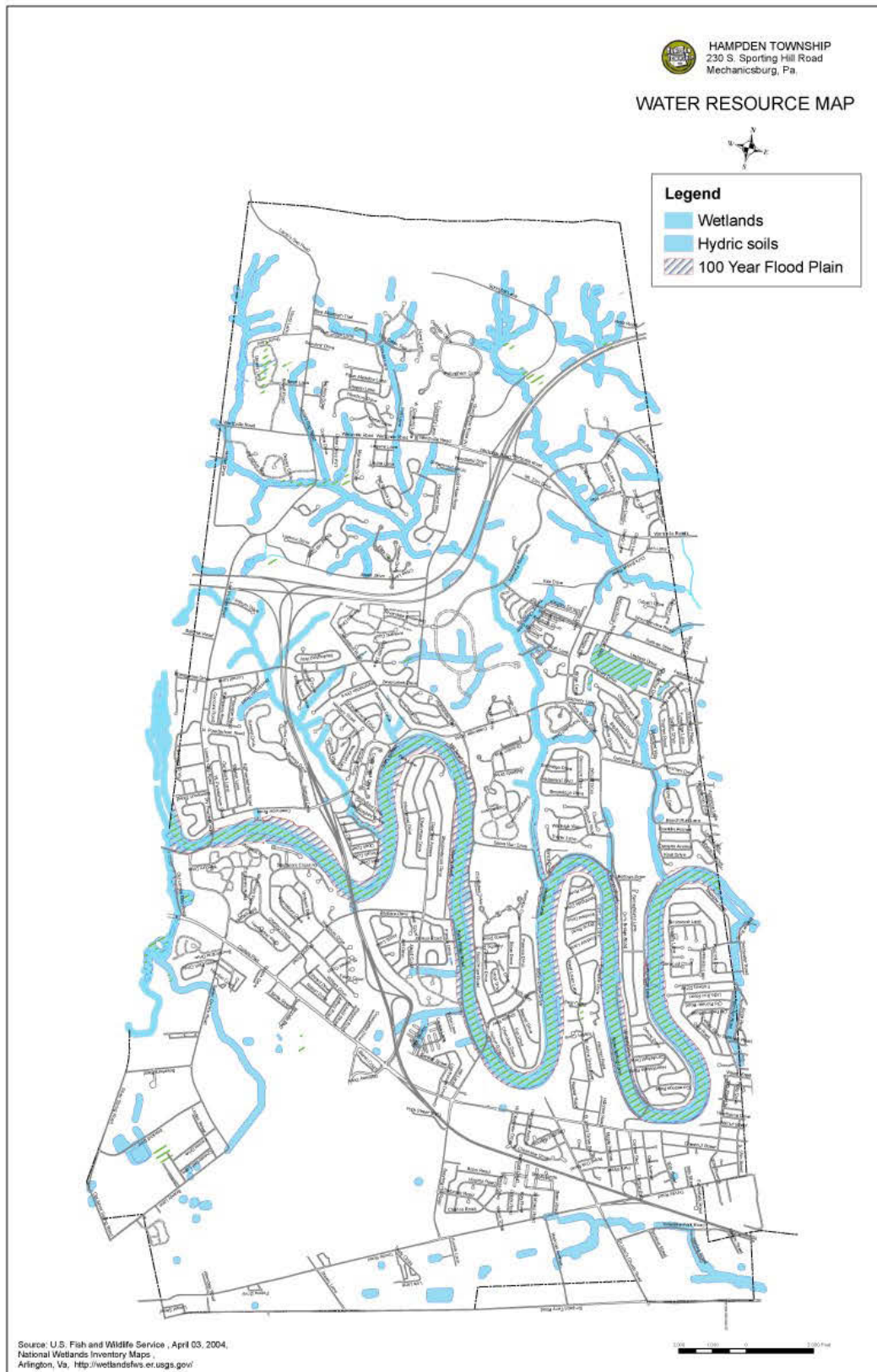
Hampden Township drains to the Susquehanna River, mostly via the Conodoguinet Creek, which meanders through the center of the Township. Several tributaries of the Conodoguinet drain most of the Township's land area. Pine Run and two smaller tributaries drain the northeast corner of the Township to Holtz Run in East Pennsboro Township. Much of the land in the central portion of Hampden, north of the Conodoguinet, drains to Sears Run. Rupp's Run drains the west central portion of the Township. The major tributary south of the Conodoguinet is Trindle Spring Run, which drains the southwest portion of the Township (Figure 13-5).

With the exception of Trindle Spring Run and an unnamed tributary to the Yellow Breeches Creek, all streams in the Township are classified as warm water fisheries according to Water Quality Standards of DEP. More specifically, this means that these streams are protected for the maintenance and/or propagation of fish species and additional flora and fauna that are indigenous to a warm water habitat.

Trindle Spring Run and the unnamed tributary to the Yellow Breeches Creek are classified as cold water fisheries. According to DEP, a cold-water fishery means that these streams are protected for the maintenance and/or propagation of fish species including the family Salmonidal and additional flora and fauna that are



Figure 13-5 Water Resources Map



indigenous to cold-water habitats.

Generally, the overall surface water quality in Hampden Township is good; however, according to the State Water Plan, the Conodoguinet Creek suffers from nutrient (nitrates and phosphates) enrichment. One suspected cause of these excess nutrients is agricultural runoff. Croplands are the major contributors to sedimentation of the creek. Sedimentation has the potential to negatively impact the aquatic life, decrease the capacity of reservoirs and clog filters. Croplands in the Lower Susquehanna Subbasin have an average soil loss rate of approximately 7.3 tons per acre. The Subbasin has the highest loss of eroded soil per year for the entire State. According to the Comprehensive Water Quality Management Plan (COWAMP), agricultural activities are expected to continue to impact the water quality of the Conodoguinet.

In 1972, the Pennsylvania Scenic Rivers Systems was established to protect and enhance river segments in the State for environmental protection, recreation, and education purposes. In July 1975, the "Pennsylvania Scenic Rivers Inventory" was compiled which listed candidate streams recommended for future eligibility studies. The Conodoguinet Creek appeared on this listing and was rated as a first priority but not of immediate concern. The creek was classified as a scenic river; that is, a river that is free of improvements, with shorelines or watersheds still largely primitive and undeveloped but accessible in places by roads. Since the 1975 listing, no action has been taken on the Conodoguinet; however, its nomination is treated as an environmental constraint to any structures identified with the creek, which includes environmental assessment of potential impacts.

Stormwater management problems have been identified in the area east of Mechanicsburg between Simpson Ferry Road and Trindle Road and the area around Delbrook Manor (Sporting Hill Road east to Route 11). The Cumberland County Commissioners have authorized a study by Hartman & Associates regarding existing



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conditions in these areas and a report with recommendations will be available at a later date.

Groundwater Resources

The quantity and quality of water in streams and creeks is, in large part, dependent on an area's groundwater resources. In Pennsylvania, 90 percent of the State's fresh water comes from the ground via groundwater aquifers or as base flow entering streams. According to a report prepared by DEP's Bureau of Topographic and Geologic Survey, published in 1981, stream flow analysis for the period 1968 to 1974 revealed that the groundwater discharge to the Conodoguinet Creek was an average of 66 percent of the total stream flows.

The bedrock geology of an area has the ultimate control on the storage, transmission, and utilization of groundwater. These features may include rock type, intergranular spacing, rock strata inclination, faults, joints, folds, bedding planes, and solution channels. The Geology Section of this Plan graphically locates and describes the geology underlying the Township. Table 13-2 provides information on the water-bearing properties of the geologic features. These yields are generalized characteristics based on well information collected for the Water Resource Reports. In general, rock units with well yields in the range of 100 gallons per minute are suitable for development of industrial or municipal supplies. Suitable groundwater supplies may be found in the Rockdale Run and St. Paul formations. Prior to developing these uses, detailed studies should be conducted to determine characteristics at specific sites. Rock units with yields between 3 to 100 gallons per minute should provide adequate water for domestic uses. The depth of the yielding zones of these rock units will have an impact on the cost of well construction (i.e., the deeper the zone, the greater the cost). The determination of depth of yielding zones in the area would require further investigation.

Table 13-2

Ground Water Quality/ Quantity Hampden Township

Map Symbol	Formation Name	Quality	Depth of Yielding Zone (Ft)	Median Yields (gal/min)	General Rating
Om, Omls, Omrs, Omg, Ombl	Martinsburg Foundation	Hard. Very slightly alkaline and of calcium bicarbonate type	200	15	Poor
Oc	Chambersburg	High Iron Content.	>100	11	Poor
Osp	St. Paul Group	Very Hard	N/A	82	Excellent
Ops	Pinesburg Station Formation	No data available	N/A	N/A	N/A
Orr	Rockdale Run Formation	Very hard.	>100	405	Excellent

Source: Department of Environmental Protection, Environmental Geology Report 4 (1976); Department of Environmental Protection, Water Resource Report 50 (1981)

Hampden Township's geology has characteristics with unique hydrologic implications. The Township's physiography is situated in the Valley and Ridge Province of the Great Valley Section. The Great Valley Section is a broad lowland area with an overall relief of approximately 400 feet. The unique characteristic of this area of Pennsylvania, Cumberland County, and Hampden Township is the predominance of underlying carbonate bedrock. The effect of this carbonate (karst) geology (i.e., limestone and dolomites) on groundwater and surface water quality is an important consideration for those municipalities who are dependent on groundwater aquifers and surface water resources for municipal use.

Formations in the Township which include limestone and carbonate bedrock are Rockdale Run, Chambersburg, St. Paul Group, and the Pinesburg Station. As described previously, these limestone



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and dolomite formations have the best well yields in the Township. For the entire Subbasin, the carbonate formations are the most productive water-bearing rocks. These formations are located in the southern portion of the Township.

Several characteristics of karst geology explain the formations suitability as excellent groundwater aquifers. The first characteristic is the limestone's ability to dissolve quickly. Secondly, karst geology is typified by the presence of unique geologic features. These include the presence of numerous fissures, faults, fractures, caves, sinkholes, springs, depressions, and disappearing springs. Large aquifers are formed in the limestone bedrock as water infiltrates and dissolves the edges of these joints and fractures, thus enlarging the area of intake and also forming underground channels which may connect to other water areas. These channels are called solution channels and play an important role in the water quality of an area.

Typically, the soil acts as a groundwater filter as water in the form of precipitation and other surface water slowly permeates the soil layer to the bedrock and groundwater aquifer. In areas where large cavities in limestone bedrock have formed, this natural filtering process may not occur. The natural filtering process partially protects the groundwater from contamination. In the presence of large cavities, virtually no filtering takes place and the groundwater may be easily contaminated. This contamination may quickly spread through solution channels to contaminate other aquifers in the area.

Sinkholes are another prominent feature of the karst geology. Table 13-1, Geologic Description and Figure 13-1, Geology Map, indicate formations where sinkholes may occur in the Township. The presence of numerous sinkholes and/or depression areas not only has serious implications for excavation/construction activities in the area, it can also be another source of water contamination and pollution. Sinkholes in rural and urban areas may be collectors

for unwanted wastes and dumping areas. This type of activity has serious implications on water quality. Sinkholes often connect with solution channels which then carry any associated pollutant through the underground and surface systems.

A third feature of the hydrology which encourages the mixture of surface and groundwater are springs and disappearing streams. Karst aquifers often discharge into springs in the area, thus allowing groundwater pollutants to become surface contaminants. Disappearing streams occur when streams flow into openings in the stream bed and enter the ground water systems. Because the solution channels or flow patterns are extremely difficult to trace, once pollutants enter the groundwater system, it is virtually impossible to mitigate and/or remove the pollution problem. Often extensive hydrogeological studies are required to form an estimate of where the pollutants may have traveled.

As previously stated, 66 percent of the Conodoguinet's and 80 percent of the Yellow Breeches' total stream flow is a result of groundwater discharge. Therefore, surface water quality and groundwater quality are directly related, and pollutants entering the groundwater system will often eventually reach surface systems. Although Hampden Township does not draw its municipal water resources from these karst regions, it does obtain public water from surface systems within karst regions. Careful planning and management of karst regions should be maintained in order to protect both groundwater and surface water quality.

Sources of groundwater pollution in Hampden Township, identified by DEP in the COWAMP report, are agricultural runoff, seepage from tanks, pipeline breaks, and malfunctioning on-lot septic drain fields. The most common pollutants are nitrates and phosphates. Nitrate contamination from agricultural fertilization has been reduced in some areas by applying different agricultural practices.



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The major causes of on-lot disposal system malfunctions are improper siting, improper installation, hydraulic overloading and inadequate maintenance. The Hampden Township Act 537 Plan Update (2002) conducted an inventory of wells throughout the Township. The Township located 971 private wells. A total of 109 wells or 11.2 percent of the total were sampled and analyzed for total coliforms, fecal coliforms and nitrates.

The well water sampling program conducted by the Township indicated that there is no apparent widespread on-lot groundwater degradation due to malfunctioning septic systems in the northern two-thirds of Hampden Township. The southern third of the Township is served by public water. Due to the lack of wells in the unsewered southwest corner of the Township, current groundwater quality is difficult to assess. According to Water Resource Report 50 (1981), a mixture of refined petroleum products, primarily gasoline, was found in the carbonate soils just east of Mechanicsburg in February 1969. The gasoline accumulated in a narrow groundwater subbasin. About 211,000 gallons were recovered from surface pools, ditches, basements and wells by March 1971 and a total of 219,000 gallons were recovered by March 1974. A review of the Department of Environmental Protection records shows that no free floating gasoline was recovered during the calendar year 1986. As a result of the absence of floating gasoline in the monitoring wells for a time period of over one year, monitoring of wells was discontinued in 1987. However, this does not mean that all danger from gasoline in the ground has been eliminated, especially when considering drilling and blasting. There are still small residual amounts of gasoline remaining in the soils and groundwater in the contaminated area.

Floodplains

Hampden Township's principal flood problems occur along the Conodoguinet Creek, which generally flows eastward through the center of the Township. Portions of this floodplain are developed with

residential structures and are receiving heavy pressure for further development. Other floodplains are located along Trindle Spring Run, to the west, and an unnamed tributary to Cedar Run in the southeast. These floodplains are developed with residential and industrial uses. The Township has experienced damages from a number of major floods, most notably those of March 1936 and June 1972, which caused considerable damage to structures along the Conodoguinet Creek.

Figure 13-5, Water Resources Map, delineates the regulatory floodplain (100-year floodplain and floodway) for the Conodoguinet Creek, Trindle Spring Run and the unnamed tributary to Cedar Run. The Federal Emergency Management Agency (FEMA) has adopted the one percent annual chance (100-year) flood as the base flood for floodplain management purposes and to provide a national standard without regional discrimination (Flood Insurance Study, Hampden Township, Pennsylvania, Cumberland County, August 1977, updated March 2009). This 100-year floodplain consists of the floodway (stream channel plus adjacent floodplain) and the flood fringe (area between the floodway and the 100-year floodplain boundaries).

Adequate floodplain management is crucial to municipalities that have extensive floodplain areas, such as those found along the Conodoguinet Creek in Hampden Township. The planned development and fill of these areas would have the potential to reduce the floodplain's ability to contain floodwater, thereby increasing the flood hazard to adjacent areas. Floodplain management applies federal standards to keep the floodway and adjacent floodplain areas free from encroachment, while applying less stringent standards to allow development to occur on the flood fringe.

The Township has adopted appropriate floodplain management regulations, relative to land development in the Township's Zoning Ordinance dated April 2, 2009. Identification of the Regulatory Base Flood Area has been provided by the Federal Emergency



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Management Agency in the form of a Flood Insurance Study (FIS) and development of a Flood Boundary and Floodway Map (Flood Boundary Map) in a report dated March 16, 2009. This report is on file at the Township office.

Wetlands

In addition to surface streams and creeks, groundwater resources, and floodplains, another prominent water resource in Hampden Township is wetlands. Wetlands are defined as those areas that are saturated or inundated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated conditions. The inundation or saturation can come from any source, such as direct precipitation, surface runoff, groundwater, tidal influences and overland flooding. The Federal Manual for Identifying and Delineating Jurisdiction Wetlands defines three parameters common to wetlands. These include hydrophytic vegetation, hydric soils and wetland hydrology. Hydrophytic vegetation that commonly dominates wetlands are plant species that are erect, rooted species such as common cattails, or woody species such as willow trees. Wetlands in Hampden Township generally contain both of these groups in addition to open water.

Hydric soils are defined as soils that are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in the upper part. Two broad categories of hydric soils exist. These include organic soils which are commonly known as peats and mulches, and mineral soils which consist of predominantly mineral matter and contain less than twenty percent organic matter by weight. Mineral soils that are hydric are saturated long enough to affect chemical and physical soil properties. Those soils which classify as hydric soils in Hampden Township include the Andover very stony loam (AOB), Akins silt loam (AW), Brinkerton silt loam (BrA, BrB), Penlau silt loam (Pe), Purdy silt loam (Pu), Melvin silt loam (Me), and the Warners silt loam (Wa). These soils are

found in depressions, lower slopes, drainage ways, and floodplains of the Conodoguinet Creek, Sears Run, Trindle Spring Run, Cedar Run, and unnamed tributaries to these streams (Figure 13-5).

The driving force creating wetlands is wetland hydrology. All wetlands are, therefore, periodically wet. Many wetlands are found along rivers, lakes and estuaries where flooding is likely to occur, in isolated pockets surrounded by upland, or on varying slopes of steepness and in drainage ways where groundwater discharges from springs or seepage areas. Hampden Township's wetlands are a direct result of precipitation, surface runoff, groundwater and overland flooding.

Wetlands in Hampden Township have been mapped as part of the National Wetlands Inventory (NWI) by the U.S. Department of the Interior, Fish and Wildlife Service. The Water Resources Map (Figure 13-5) identifies those wetland areas appearing on NWI mapping. These wetlands are generally limited to the Conodoguinet Creek, limited flood-prone areas along the Conodoguinet Creek and a few small creeks, and manmade impoundments. However, the NWI mapping does not come close to identifying all existing wetlands in Hampden Township. Wetlands are likely to exist in other areas or in different dimensions than those indicated by U.S. Fish and Wildlife mapping.

The value of wetlands is often overlooked. Wetland functions and values include flood conveyance and storage, sediment, erosion and pollution control, wildlife habitats, water supply, groundwater recharge, recreation and education. In addition, wetlands also supply habitats for most threatened and endangered species located in the Township, including great egrets, yellow-crowned night herons and sedge wrens.

For these reasons, the Township needs to protect its wetlands from degradation and loss. The major activities which negatively impact wetlands statewide include the following:

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- Drainage from agriculture
- Filling for construction activities
- Discharge of materials, such as pesticides and nutrient loading from domestic sewerage and agricultural runoff.
- Groundwater extraction

In the past two decades, a number of states, including Pennsylvania, have enacted coastal and inland laws that directly or indirectly provide a legal basis for protecting wetlands. Table 13-3 lists the four levels of protection found in Pennsylvania.

The federal and state permitting process (Army Corps 404 Permit/DEP Act 105 Permit) will protect some of the activity from occurring; however, across the state, annual wetland loss continues to be a persistent problem in spite of these rules and regulations. Local initiatives and recognition of wetlands' importance is necessary to optimize the continuation of high-quality, wetland areas surrounding Hampden's waterways.

13.5 Vegetation and Wildlife

Man has cleared a majority of the original woodland tracts in Hampden Township. Woodlands remaining in the Township cover the steeper sloped areas along Blue Mountain and the major drainage ways. These areas have been historically avoided by development, largely because they were not suitable for farming. The extent of the wooded areas can be seen on the Existing Land Use Map (Figure 5-1). Principal game species include white-tailed deer, gray squirrel, rabbit, ringneck pheasant, woodcock, mourning dove, mallard duck, wood duck, raccoon, fox, muskrat and opossum.

The Pennsylvania Fish and Boat Commission, Pennsylvania Game Commission and Bureau of Forestry were contacted regarding the presence of any unique or sensitive wildlife habitats of rare or en-

TABLE 13-3

PUBLIC AND PRIVATE WETLAND INVOLVEMENT

Organizations	Wetland Program
Local Level	Zoning: Wetland Protection Districts, Conservation Protection Districts, Floodplain/Wetland Districts; Floodplain Regulations; Subdivision Regulations; Building Codes; Public Acquisition - Fee simple, fee with retention of life estate, easement.
State Level	Creation of DEP's Division of Rivers and Wetlands Conservation; Initiation of a Wetland Protection Action Plan; Chapter 105 Dam Safety and Waterway Management Rules and Regulations; Act 537 Planning Activities.
Federal Level	National Wetlands Inventory Protection of Wetlands as per the National Environmental Policy Act of 1969, Executive Order 11990 (May 24, 1977) U.S. Army Corps of Engineers 404 Permit.
Private Sector	Private/Quasi-Private Acquisition (e.g., The Nature Conservancy, Conservation Law Foundation, Chesapeake Bay Foundation, Ducks Unlimited, Trust for Public Land, National Audubon Society, and Trust Exchange).
	Public Education Programs (e.g., universities/colleges, Chesapeake Bay Foundation, Sierra Club, Audubon Society, Environmental Law Institute's National Wetlands Newsletter, Pennsylvania Association of Environmental Professionals, and National Wildlife Federation.

Source: David G. Burke, Erick J. Meyers, Ralph W. Tiner, Jr., Hazel Groman, Protecting Nontidal Wetlands, American Planning Association, Planning Advisory Service Report Number 412/413 (Chicago, Ill.) December 1988. Shyamal K. Majumdar, Wetlands Ecology and Conservation: Emphasis in Pennsylvania, The Pennsylvania Academy of Science 1989.

dangered species within the Township. The results of this review have identified three species of special concern which have historically occurred and might presently occur in Cumberland County or Hampden Township. They include:

Yellow-Crowned Night Heron (<i>Nycticorax violaceus</i>)	marshes, swamps and wooded streams
Great Egret (<i>Casmerodius albus</i>)	streams, ponds, freshwater marshes and mudflats
Sedge Wren (<i>Cistothorus platensis</i>)	damp meadows and marshes

These species inhabit those areas identified as wetlands and

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should be protected. Future development should take into account the potential presence of these habitats during the planning stages.

NATURAL ENVIRONMENT SUMMARY

- *Hampden Township is composed of four general rock types. These include carbonates to the south, shaley carbonates in the central portion, conglomerates to the east and non-red shale, siltstone and sandstone to the north.*
- *Four soil associations are located in Hampden Township. These include the Berks-Weikert-Bedington, Hagerstown-Duffield, Hazleton-Laidig-Buchanon and Monongahela-Atkins-Middlebury. These soils have moderate to severe limitations for on-lot wastewater system suitability and home site suitability uses, indicating special designs may be required for use.*
- *Four types of water resources are available in Hampden Township. These include surface water, groundwater, floodplains and wetlands. The principle surface water resources in Hampden Township are the Conodoguinet Creek, Pine Run, Rupp's Run and Trindle Spring Run. Floodplains are located along the drainage ways of the Conodoguinet Creek and Trindle Spring Run, while wetlands are found throughout the drainage ways of the Township. General groundwater quality ranges from poor to excellent, with uses varying from residential to industrial. The highest median yields are found in the carbonate formations in the southern portions of the Township.*
- *The majority of the original woodland tracts in Hampden Township have been cleared and remaining parcels are located on the steeper sloped areas of Blue Mountain and in major drainage ways.*
- *Three wildlife species of special concern have historically*

occurred in Hampden Township. These include the yellow-crowned night heron, great egret and the sedge wren -- all of which are found in wetland habitats.

- *Figure 13-6, Future Development Constraints Map, identifies those sensitive areas in the Township which may warrant special consideration in planning for future development. These sensitive areas include slopes greater than 20 percent, wetlands, floodplains, and hydric soils. Other features, which are not shown on this map, but should be considered, are home site suitability and on-lot wastewater system suitability. The entire Township has a moderate to severe rating in these categories and they should be given special attention prior to future development.*

Figure 13-6 shows that the sensitive areas, excluding home site and wastewater suitability, occur on or near the steep slopes of Blue Mountain or within drainage ways throughout the Township. These areas should be considered separately in the development and planning of the Township. Ordinances and policies can be developed to protect these areas from excessive development.

13.6 Other Natural Resource Plans

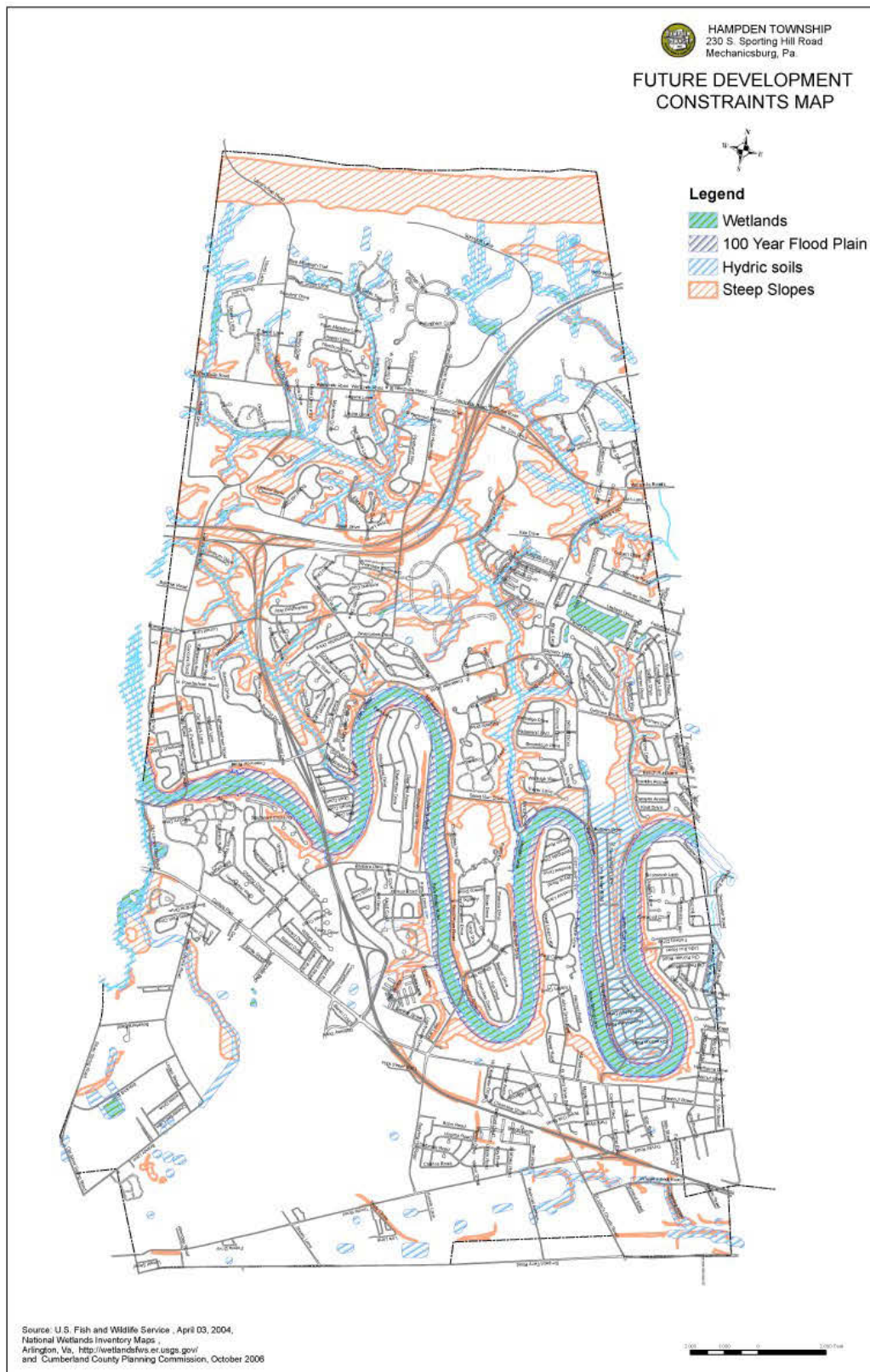
In 2005, The Pennsylvania Science Office of The Nature Conservancy prepared "A Natural Areas Inventory of Cumberland County, Pennsylvania, Update-2005." This document is a field guide of rare, threatened, and endangered species and of the highest quality natural areas in Cumberland County. Specifically for Hampden, it includes management recommendations on protecting and preserving natural elements in the Conodoguinet Macrosite and Lambs Gap/Trout Run Headwaters. The document can be found at www.naturalheritage.state.pa.us/cnhi.aspx.

In 2013, Cumberland County released its "Land Partnerships Plan: A Countywide Strategy." Goals of the plan are tailored to improve the quality of life in Cumberland County through agriculture preserva-

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tion, natural resource protection; and parks, trails and greenways designations. Implementation strategies focus on planning, acquisition and development, partnerships, and education. This document can be found at www.ccpa.net/index.aspx?NID=942.

Figure 13-6 Future Development Constraints Map





Energy Conservation

Almost every aspect of community development has an effect on energy use, from engineering standards and regulations to consideration of land development density and design. In the 1970s, oil embargoes, gasoline shortages and escalating energy costs brought energy conservation to the foreground of political and economic issues. In 1982, an energy conservation plan element was added to the Municipalities Planning Code. This element added the option for communities to promote energy conservation and the effective utilization of renewable energy sources. Recent turmoil in the Middle East coupled with declining worldwide supplies of traditional petroleum-based fuels has renewed the nation's interest in developing energy conservation measures and innovations.

This Chapter describes energy conservation measures currently utilized in Hampden Township and will review energy efficient site and community design options. These options are based on recent experiences of other local governments that have adopted new development regulations or amended existing ones to promote energy conservation. Although much has been written in recent years about saving energy through local government policies and community design, actual experience in their application is limited. To date, only a limited number of communities have adopted land management and construction design standards for the express purpose of saving energy. Conservation options normally address the following major areas:

- Energy Conservation in Buildings
- Energy Conservation in Development

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- Energy Conservation in Transportation
- Alternative Energy Sources

14.1 Energy Conservation in Buildings

Energy conservation in buildings may be initiated by the public and the private sectors. Hampden Township supports conservation measures through its Building Permit Program which requires minimum energy conservation standards for new buildings, additions to existing buildings and alterations to existing buildings in accordance with the standards set by the Pennsylvania Uniform Construction Code. In 2004, the Hampden Township Board of Commissioners adopted Ordinance 04-06 electing to enforce and administer the Pennsylvania Uniform Construction Code. This code allows for four different paths for residential energy compliance:

- the Pennsylvania Residential Energy Alternative Provisions
- Chapter 11 of the International Residential Code
- the International Energy Conservation Code
- Rescheck Software

For buildings other than detached one and two-family dwellings and townhouses, the International Energy Conservation Code or Comcheck Software must be used for code compliance.

All paths for energy compliance recognize the need for new and modern energy conservation by addressing the design of energy-efficient building envelopes and installation of energy efficient mechanical, lighting and powers systems through requirements emphasizing performance.

Hampden Township takes steps to reduce its energy consumption through such measures as using energy efficient light emitting diode (LED) traffic signals which are reported to save up to

90 percent on electric bills, minimize labor costs and increase signal life up to 10 times. Hampden Township is also considering pursuing a Guaranteed Energy Savings Contract which would consist of an exhaustive audit of Township energy use, measures to minimize energy costs and a guarantee of monetary savings over a period of 15 years.

The energy required to heat and cool buildings is determined in part by how buildings and their sites are designed with respect to climate. Sun, winds, breezes, landscaping, and topography are all site conditions that will affect a building's heating and cooling potential. The orientation of structures with respect to these elements will improve the structures' energy efficiency. Options to improve the buildings' energy efficiency include:

- Orienting buildings to the south. Although not widely utilized in the northeastern United States, passive solar structures offer an energy efficient alternative to conventional construction. Typified by expansive areas of triple-glazing on southern exposures and massive interior collectors, the passive solar home is initially more expensive to construct but accrues an extended energy savings over the long term. The passive structure functions best in areas having extended periods of sunlight in the winter months.
- Landscaping to shade buildings and paved areas. Landscaping prevents overheating of buildings in summer and lowers air temperature near the pavement areas. Southern exposures are best shaded by deciduous varieties that offer shading in the summer but allow sunlight to reach the structure in the winter.
- Landscaping to protect buildings from winter winds. These windbreaks may be trees, hedges, fences, berms, or earthwork.
- Design of the building components. Several components have a net affect on the buildings' energy efficiency. These

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components include windows, overhangs, roof design, and construction materials.

The majority of these initiatives are implemented by the private sector rather than the public. The cost benefit of each option is the primary measure of the option's effectiveness and use.

14.2 Energy Conservation In Development

Whereas energy conservation in buildings is primarily a private sector initiative, the opposite is true for energy conservation in development, which is primarily an initiative encouraged by the public sector. Through various codes and regulations, the local government agency implements controls which affect the design of development. Although most Pennsylvania municipalities have not aggressively pursued energy efficient development options, Hampden Township's Zoning Ordinance does contain regulations that indirectly benefit energy consumption:

- Flexibility in design. Intrinsic to the Planned Residential Development (PRD) is a flexibility which benefits energy consumption. Hampden's PRD ordinance encourages innovations in residential design and efficient use of the land where housing type, design, and layout are related to a particular site. Energy saving techniques may be applied, including clustering of development, higher densities than normally allowed, mix of housing types and uses, and flexibility in layout.
- Mixed-use districts. By allowing higher density developments to be mixed with other uses, the Township is reducing travel trips generated from the home to work or shopping.
- High density developments. In addition to the PRD and mixed-use districts, the Township has established certain areas set aside for high density developments. The energy advantage of these developments is a lower portion of outside surface to interior space. Compact, higher density development has less energy tied up in streets, utilities, and other infrastructure than low density, detached

development.

- Adaptive reuse of buildings. While the reuse of buildings is not specifically included in the Zoning Ordinance, neither is it excluded. Several districts allow the conversion of single-family residential units to apartment units, which may preclude the construction of an entirely new unit.

Several factors should be considered in preparing or revising regulations to promote energy efficiency. Developments which do not promote the wise use of energy resources are familiar, traditional developments. These developments are characterized by segregated land uses; minimum lot sizes encouraging low density development; and controlled layout, width of streets, and lot configuration.

14.3 Energy Conservation In Transportation

The third category of conservation measures relates to transportation. Energy efficiency in transportation is embodied in the configuration of land uses and circulation amongst and between these uses, and in the design of the transportation network. Public transportation is available to Hampden residents on a limited basis on the Carlisle Pike, Trindle Road, Simpson Ferry Road and in the form of a park-and-ride lot in the 5600 block of Carlisle Pike. Service to the Harrisburg and Carlisle areas is available during morning and evening rush hours and limited service on Saturdays. The Subdivision and Land Development and Zoning Ordinances provide and regulate energy saving measures, including:

- Separated customer and service traffic and parking
- Mixed-use zones

Other options are not included in Hampden Township's Ordinance but are viable considerations:

- Clustering, even at medium densities.
- Permitting limited convenience shopping and service facilities in



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otherwise residential neighborhoods. Convenience stores in residential areas provide an alternative to driving for minor purchase.

- Designing street systems to reduce overall lengths.
- Designing or redesigning street systems to facilitate efficient and safe traffic flow by reducing the number of intersections and unnecessary traffic controls and making efficient connections with existing street systems.
- Recycling asphalt for resurfacing projects.

14.4 Alternative Energy Sources

Alternative energy sources are not always viable resources. These sources may include sun and wind energy, small scale power generators, and district heating systems. The practicality of these sources is based on climatic and meteorological conditions as well as economics and land development. Recommendations for using alternative energy sources are:

- Use solar energy systems by planning development to protect solar access. The arrangement and height of buildings and vegetation affect the amount and location of shadows which would reduce the systems effectiveness.
- Utilize renewal energy sources for conventional building systems whenever feasible.
- Utilize public and private wind energy conservation systems as local conditions permit.

This Section has described measures being taken by the Township to encourage energy conservation and has noted several options which would further conservation efforts. The Energy Plan will recommend Township initiatives to remove existing barriers to

energy conservation, methods to encourage conservation, and where feasible, regulations to mandate energy efficiency.







Implementation

Implementation is the most important part of the Comprehensive Plan process. Implementation will occur over a period of years – probably until the next Comprehensive Plan update is completed, hopefully in 2025.

The Implementation table in this chapter lists all major plan recommendations and sets a general time table and priorities for implementation.

Implementation is ultimately the responsibility of the Township Board of Commissioners. However, Township Staff, the Township Planning Commission, various Township advisory committees and citizens all have an important role to play to ensure that the Comprehensive Plan remains a viable and living document over the next decade.

15.1 The Implementation Tools

A variety of tools are available to the Township to implement Comprehensive Plan recommendations. These techniques include the zoning ordinance, subdivision and land development ordinance, building code and special purpose ordinances, the capital improvements program, special studies and projects, and action by the Board of Commissioners.

For projects involving major capital expenditures, funding can be a major impediment to implementation. The implementation table lists possible sources of non-local funding. Many of these are state-based, county and also federal sources of funding.

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It is critical that the Township staff continually monitor possible funding programs and agencies that may provide funding for various plan recommendations.

Transportation improvements are most important in this regard. With the recent adoption of Act 89 of 2013 by the Commonwealth, there is a dedicated, annual source of funding for transportation improvements. Hampden Township has several transportation projects that are priority recommendations of the Comprehensive Plan. Often, if a local municipality can invest in their future through funding the engineering work to make transportation projects “shovel-ready”, this will often place the Township in a better position to obtain the larger construction funds to build these transportation improvements.

Regulatory Mechanisms

In itself, a Comprehensive Plan has little direct power over future actions. By preparing regulations and ordinances, the Township is able to implement the Plan's concepts and purposes. Two basic ordinances are necessary to achieve safe, stable land development; zoning and subdivision and land development.

Zoning Ordinance

Zoning is one means by which the uses of land are regulated. The legal basis for zoning ordinances is found in the police power which permits governmental units to enact laws to provide and protect the health, safety and general welfare of the community. Zoning regulates the use of land, area and bulk requirements such as building height or impervious cover, required amounts of parking, and protection of natural resources and environmentally sensitive areas. Zoning changes should be consistent with plan recommendations including recommendations on the future land use plan map. Numerous recommendations could be implemented in textual revisions of the zoning ordinance. Many of these changes

require a re-evaluation of district regulations.

Subdivision and Land Development Ordinance (SALDO)

Subdivision and land development regulations are concerned with establishing locational controls which ensure sound community growth while at the same time safeguarding the interest of all property owners. SALDO regulations include such things as standards for widths of roadways, thicknesses of pavements, and detailed design and engineering standards. SALDO is also a procedural guide for the land development process.

Official Map

A high priority recommendation of the Comprehensive Plan is that Hampden Township adopt and utilize an Official Map. Similar to adopting a zoning ordinance, the Official Map is an important tool in helping the Township to implement the plan, especially for transportation, stormwater management, trails, parks and other community facilities

Through the Official Map, a municipality may express an interest in acquiring specific land (or easements thereon) for trails, streets, parks, open space networks and other public purposes by establishing an “official map” that “reserves” this land. If a landowner seeks to develop reserved land, the municipality has up to a year to pursue acquisition of the land from the owner before the owner may freely build or subdivide.

A municipality may more effectively provide for future trails, parks, networks of open space, road improvements, or other public uses by identifying the location of key public grounds and infrastructure in advance of the public’s need and delineating the necessary land on an official map. By demarcating the land, the municipality expresses its intent to potentially acquire that specific land at some future date. This expression of intent does not affect existing

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property ownership; landowners still own and control their land. However, the owners are constrained in building on, subdividing or otherwise developing the reserved land until (1) they receive a special encroachment permit or (2) they provide written notice of intent to develop and then allow the municipality up to a year to acquire the land from them.

The municipality and landowner may negotiate the sale of the reserved land or an easement, or they may agree to an alternative approach that will still meet the public need. If negotiations fail, the municipality may use its powers of condemnation, although municipalities rarely exercise these powers. If the municipality does not acquire the land within a year of the notice, the reservation lapses and the owner is free to build or subdivide following the normal regulatory process. For more information, visit <http://conservationtools.org/guides/show/60-Official-Map#ixzz2naStCPpG> (Taken from the Pennsylvania Land Trust Association website)

6. Future Land Use (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
General Recommendations					
6.1	Adopt an Official Map.	1 year	Township	Township	Minimal
Community Development Objectives					
6.2	Provide for the orderly expansion of residential uses while maintaining a low density community environment in the portion of the Township north of I-81.	On-going	Township	NA	NA
6.3	Encourage new residential development in areas which can be economically served by public utilities and transportation facilities capable of carrying additional traffic.	On-going	Township	NA	NA
6.4	Discourage strip commercial development and encourage planned clusters of commercial development that are attractively design, landscaped and buffered from more restrictive areas.	On-going	Township	NA	NA
6.5	Continue to limit the expansion of industrial and commercial areas to those areas with direct access to major thoroughfares.	On-going	Township	NA	NA
6.6	Allow only expansions of industrial uses in areas contiguous to existing industrial uses. Encourage attractive design, landscaping and buffering from more restrictive uses.	On-going	Township	NA	NA
6.7	Coordinate land use planning with planning in adjacent municipalities.	On-going	Township	NA	NA
6.8	Provide an opportunity for a mix of business and residential uses to develop in appropriate locations that encourage economic viability and improve traffic circulation and aesthetics of commercial corridors.	On-going	Township	NA	NA
6.9	Provide for a variety of housing types including housing to meet the needs of senior citizens.	On-going	Township	NA	NA
Residential Country (north of I-81 / west of Good Hope Rd)					
6.10	Continue to allow low density residential development in these areas as a method to maintain its low density residential character (Residential Country).	On-going	Township	Township	Minimal
6.11	Recommend that the Open Space Development section of the Zoning Ordinance be reviewed to consider methods that would encourage its use.	On-going	Township	Township	Minimal
6.12	Review requirements for area, setbacks, coverage, etc., and/or minimizing design requirements associated with open space developments.	1-2 years	Township	Township	Minimal
6.13	Recommend the overall density of the site be maintained, or increases be minimal, to maintain the character of the area.	On-going	Township	Township	Minimal
Residential Medium Density					
6.14	Review the Planned Residential Development section of the Zoning Ordinance to ensure its design standards, such as minimum tract size (100 acres) and permitted uses, are still appropriate. Given that there are few if any parcels of this size, reduce size requirement.	1 year	Township	Township	Minimal
6.15	Apartment complexes were recommended to be removed from the list of permitted uses in this category by the 1994 Comprehensive Plan. This Plan continues to support that recommendation, which will maintain the existing residential dwelling types and character of the area. More suitable areas of the Township have been designated for intense multi-family residential uses.	1 year	Township	Township	Minimal

6. Future Land Use (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Residential Medium Density					
6.16	Planned Residential Developments are allowed in Residential-Medium Density areas through the R-T Zoning District. Recommend the Planned Residential Development section of the Zoning Ordinance be reviewed to ensure its design standards are still appropriate. Since there are few if any parcels of 100 acres, reduce the minimum size requirement.	1-2 years	Township	Township	Minimal
Mixed Land Uses– Apartment-Office (A-O)					
6.17	Allow uses which will not be intrusive to surrounding lower density residential users or cause a nuisance to the health, safety and welfare of the surrounding community.	On-going	Township	NA	NA
6.18	Reserve these areas for high density residential (apartment) uses and office use. Allowing lower density residential use jeopardizes the Township's intent to provide areas suitable for this housing type.	On-going	Township	NA	NA
6.19	Develop performance standards which will determine the allowable density and intensity of development while providing flexibility in design.	On-going	Township	NA	NA
6.20	Provide adequate screening between AO uses and lower density residential uses.	On-going	Township	NA	NA
6.21	Develop the areas as planned units by consolidating ingress and egress parking areas and stormwater discharge areas.	On-going	Township	NA	NA
6.22	Create attractive land developments by requiring open space and interior landscaping in accordance with submitted plans and encouraging parking to be hidden from major thoroughfares and adjacent residential communities.	On-going	Township	NA	NA
6.23	Prepare traffic studies and environmental assessments, as required by the Board of Commissioners.	On-going	Township	NA	NA
Mixed-Use (Urban Mixed Use) Carlisle Pike, Trindle Road, Simpson Ferry Road					
6.24	Promote a mix of businesses and high density, multi-family residences that maintains the economic viability of the corridors.	On-going	Township	NA	NA
6.25	Improve the aesthetic character of the area by instituting design guidelines for architecture, increased building height, landscaping, outdoor storage, traffic circulation, and parking.	On-going	Township	NA	NA
6.26	Zone for use buildings with retail, service and other commercial uses on the ground floor and either offices or residential uses on the upper floors.	On-going	Township	NA	NA
6.27	Maintain compatibility between commercial and residential uses by considering guidelines to address issues such as buffer/screening, retail floor area/coverage, and types of uses.	On-going	Township	NA	NA
6.28	Provide amenities such as street trees, sidewalks, lighting, and street furnishings that produce a site appearance that is inviting and attractive. Create a sense of community and place with quality community design. Encourage pedestrian connections throughout.	On-going	Township	NA	NA
6.29	Minimize traffic congestion by improving circulation through access drive coordination, reducing access points, adding/widening lanes, and signage to promote an integrated function. Provide standards for transit oriented development facilities to encourage public transportation use.	On-going	Township	NA	NA
6.30	Write and adopt a mixed-use overlay district in the Carlisle Pike corridor and along the Trindle Road and Simpson Ferry Road as a catalyst to redevelopment and new development in these areas.	On-going	Township	NA	NA

6. Future Land Use (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Mixed Use Limited (Northeast portion of Township)					
6.31	Allow for medium to high density residential development, offices, public and institutional facilities, and less intensive business service uses such as banks, medical clinics, personal services, repair shops, etc. Allow limited (or support) commercial and retail through specific standards for size, coverage and the conditional use approval process.	1-2 years	Township	Township	Minimal
6.32	Large or intensive commercial operations that would have a substantial impact on adjacent residences, such as shopping centers, vehicle dealerships and repair, and fuel dispensing facilities should not be allowed in this area.	1-2 years	Township	Township	Minimal
6.33	Development standards should provide for attractive development incorporating green space, landscaping, buffer yards and screening to create an uncluttered appearance.	1-2 years	Township	Township	Minimal
6.34	Provide convenient and safe pedestrian and vehicle connections within and between developments.	2-10 years	Township	DCNR / PennDOT	High
6.35	The scale and character of new development should be consistent with the existing uses in the area regarding height, density, and impact on adjoining lots.	1-2 years	Township	Township	Minimal
6.36	Create a new Mixed Use Limited Zoning District that permits most uses presently contained in existing districts and adds new uses and institute architectural and streetscape design standards.	1-2 years	Township	Township	Minimal
Office					
6.37	Maintain the limits of the office area between Good Hope Road and I-81, and south of I-81.	Completed	Township	Township	Minimal
6.38	<p>Reevaluate the design standards in the Office Park Zoning District to ensure they are still applicable to the existing development character and industry standards. Incorporate tract regulations under the "Office Park Commercial" standards which will provide greater flexibility in the design of the park. Recommended development standards to consider include:</p> <p>A. Design guidelines such as integration of common open space (environmentally sensitive areas and passive recreation areas, and storm drainage system), relaxing or removing distance requirements to interchanges for commercial uses, and unified design of street furniture (signage, lighting, walkways, pavement treatment, etc.).</p> <p>B. Require a minimum size of tract (10-20 acres suggested).</p> <p>C. Minimum percent of common open space (10% of net area of the tract. Net area is gross area minus right-of-way).</p> <p>D. Perimeter buffer yards and screens (25-foot buffer suggested).</p>	1-2 years	Township	Township	Minimal
6.39	Allow the maximum 100-foot height restriction in the Office Park areas.	On-going	Township	Township	Minimal
6.40	Prepare traffic studies and environmental assessments, as required by the Board of Commissioners.	On-going	Township	Township	Minimal

6. Future Land Use (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
Commercial (Carlisle Pike, Trindle Road and Simpson Ferry Road Corridors)					
6.41	<u>Carlisle Pike—West of Rt. 581</u> - Existing zoning should remain in place to protect existing rights of property owners. Write and adopt a zoning overlay district that allows mixed uses while maintaining the underlying zoning districts. Allow more than one use per property and/or per building, allow multi-family residential uses at higher densities, and allow greater building height. Encourage shared parking, common driveways and multi-story construction. Reduce parking requirements for retail uses. Write and adopt companion Subdivision and Land Development Ordinance that coordinates and comports with the Zoning Ordinance. Create a minimum lots size for opting into the overlay district.	1 year	Township	Township	Minimal
6.42	<u>Carlisle Pike—East of Rt. 581</u> - Existing zoning should remain in place to protect existing rights of property owners. Write and adopt a zoning overlay district that allows mixed uses while maintaining the underlying zoning districts. Allow more than one use per property and/or per building, allow multi-family residential uses at higher densities, and allow greater building height. Encourage shared parking, common driveways and multi-story construction. Reduce parking requirements for retail uses. Write and adopt companion Subdivision and Land Development Ordinance that coordinates and comports with the Zoning Ordinance. Create a minimum lots size for opting into the overlay district.	1 year	Township	Township	Minimal
6.43	<u>Trindle Road and Simpson Ferry Road</u> - Existing zoning should remain in place to protect existing rights of property owners. Write and adopt a zoning overlay district that allows mixed uses while maintaining the underlying zoning districts. Allow more than one use per property and/or per building, allow multi-family residential uses at higher densities, and allow greater building height. Encourage shared parking, common driveways and multi-story construction. Reduce parking requirements for retail uses. Write and adopt companion Subdivision and Land Development Ordinance that coordinates and comports with the Zoning Ordinance. Create a minimum lots size for opting into the overlay district.	1 year	Township	Township	Minimal
Steep Slopes					
6.44	Identify slopes during preliminary subdivision/land development as either prohibitive slope (slopes greater than twenty-five percent) and precautionary slope (slopes of fifteen to twenty-five percent).	On-going	Township	Township	Minimal
6.45	Consider providing a separate steep-slope conservation district as a zoning overlay. The overlay would apply to areas identified during subdivision land development as having a slope of 15 percent or more.	On-going	Township	Township	Minimal
6.46	Develop specific regulations to: <ol style="list-style-type: none"> Provide a tiered approach for steep slope provisions with the strictest requirements for slopes of 25% or more; and less strict for slopes 15 – 25%. Adapt the density of the development to the terrain – as slope increases, density of development decreases. Minimize the disturbance of landscape, by retaining trees and natural vegetation and restricting cuts, fills, and regrading as much as possible. Protect steep slope areas during and following construction, which are subject to erosion and exacerbate stormwater runoff problems. Permit use of steep slopes which are compatible with conservation of natural conditions. Protect low-lying areas from flooding by limiting the increase in stormwater runoff caused by grading of sloped areas, changes of ground cover, or erection of structures. Maintain ecological integrity of steeply sloped areas which could be adversely affected by disturbance. 	On-going	Township	Township	Minimal

6. Future Land Use (Final-Public Meeting 12/09/14)

Recommendation	Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
Steep Slopes				
6.47 Regulations should include a listing of permitted uses, standards applying to all uses, and administrative procedures. Procedures adopted in the Forest Slope Conservation District's Land Conservation Requirements may be applicable for the overlay district.	On-going	Township	Township	Minimal

8. Housing Plan

Recommendation	Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
"Aging in Place" in the Community Strategies				
8.1 Consider allowance of "In-law" suites in single family residential buildings.	On-going	Township	Township	Minimal
8.2 Explore provisions to allow small "secondary" stand-alone residential units on large, existing single family lots to provide options for aging in place.	On-going	Township	Township	Minimal
8.3 Explore ways to promote the development of more 55+ residential communities with or without assisted living and continuing care components.	On-going	Township	Township	Minimal
8.4 Promote age restricted housing developments on large undeveloped parcels in the Residential Suburban (RS) district and in the proposed Urban and Limited Mixed-Use areas. Consider permitting these uses as conditional uses to allow for a mixture of residential dwelling unit types including continuing care facilities.	On-going	Township	Township	Minimal

10. Transportation

Recommendation	Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
Options for Maintaining an Adequate Transportation Network				
10.1 Regulate type and density of future land uses to prevent the overtaxing of existing transportation facilities.	On-going	Township	Township	Minimal
10.2 Increase carrying capacity of existing transportation facilities, such as widening roads and adding travel lanes, to meet concurrent increasing demands of land use development.	On-going	Township	PennDOT / FWHA	High
10.3 Improve existing transportation corridors (e.g. signal coordination, signage, access management, turn lanes, shoulder improvement, etc.) to relieve congestion to existing activity areas.	On-going	Township	PennDOT / FWHA	High
10.4 Develop new transportation facilities to reduce pressure on existing facilities and relieve congestion.	On-going	Township	PennDOT / FWHA	High
10.5 Encourage the use of public transportation to reduce the number of single occupancy vehicles on the road, and coordinate with CAT on routes and stops.	On-going	Township	PennDOT / FWHA / DCNR / DCED	High
10.6 Provide interconnected vehicle and pedestrian links between neighborhoods and activity areas to minimize vehicle trips on major roads.	On-going	Township	PennDOT / FWHA / DCNR / DCED	High
10.7 Consider the needs of pedestrians, bicyclists, and compliance with the Americans with Disabilities Act when designing roadway projects.	On-going	Township	NA	NA

10. Transportation (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Access Management					
10.8	Develop an access management program to be regulated through the land development and zoning ordinances. The standards should be based on projected land use patterns and the functional classifications of the roadways. The process may include access studies for specific corridors to determine the desired level of access control and best access management practices. The program should be consistent with the guidelines in <i>Access Management Best Practices</i> prepared by the Pennsylvania Department of Transportation (PennDOT).	On-going	Township	Township / PennDOT / FWHA / Private Developers	High
10.9	<p>Implementation of access management standards developed through the access management program. Access management practices to consider include:</p> <ul style="list-style-type: none"> a. Driveway spacing standards – Establish a minimum distance between driveways along major thoroughfares. Provide minimum driveway spacing standards from intersections and interchange ramps. b. Restrict number of driveways per lot – Limit one driveway per parcel or per unit linear footage of roadway frontage with special conditions for additional driveways. c. Shared driveways and cross access – Require and/or encourage cross access easements to allow internal connections between neighboring properties without having to reenter a major roadway. d. Internal access consisting of an on-site circulation system that serves abutting or adjacent parcels instead of direct access from the roadway. This method is generally applicable to shopping centers and office parks. e. Left/right turn lanes – Allows turning movements to be removed from the through lanes, reducing the delay for through traffic. f. Where practical, establish parallel access drives along arterial/collector roads to provide rear access to a controlled intersection. Examples of this are: <ul style="list-style-type: none"> • Simie Street – located south of Carlisle Pike between Salem Church Road and Brondle Boulevard. • New road located south of Trindle Road from Salvation Army to Fallowfield Road and extend Fallowfield Road north to provide access to 38th Street. 	On-going To be implemented through a combination of SALDO, negotiation with private property owners, changes by PennDOT	Township / PennDOT	Township / PennDOT / FWHA / CFA	High
New Roadways Projects					
10.10	Full interchange to Route 581 from Trindle Road – The CLASH (Camp Hill / Lower Allen / Shiremanstown / Hampden) study identified the need to provide a full interchange at Route 581 and Trindle Road. This would include a Route 581 eastbound off-ramp to Trindle Road and a westbound on-ramp from Trindle Road.	Will take 7-10 years if pursued	Township / PennDOT / County	Township / PennDOT / FWHA	High
10.11	Orr's Bridge Road (Southern End) Relocation – The CLASH study identified the need to relocate the southern end of Orr's Bridge Road, coming off the bridge, at its connection to Carlisle Pike/Market Street intersection. The relocation is to remove the steep grade at Carlisle Pike/Market Street and eliminate the offset intersection with Central Blvd.	In Design/Build 2017	Township / PennDOT	Township / PennDOT / FWHA	High

10. Transportation (Final-Public Meeting 12/09/14)

Recommendation	Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
New Roadways Projects				
10.12 Sporting Hill Road Extension – This proposal would extend Sporting Hill Road to the south and connect to Simpson Ferry Road. This extension should be bridged over the railroad tracks and not be at grade crossing.				
Intersection Improvements				
10.13 CLASH Study remaining projects which include: <ul style="list-style-type: none"> • Carlisle Pike and Van Patton Drive – Intersection modifications. • Carlisle Pike and Gateway Drive – Expand right turn lanes, widen westbound Carlisle Pike. • Trindle Road and Sheeley Road – Intersection widening. • Trindle Road and Sporting Hill Road – Intersection modifications. • Trindle Road and Railroad Avenue – Intersection modifications. • Trindle Road and St. John's Church Road – Restripe right turn lane to provide more storage, signal timing, update pedestrian access. • Simpson Ferry Road and Sheeley Lane – Additional length of right turn lane. • Simpson Ferry Road and St. John's Church Road – Intersection modifications. • Industrial Park Drive and St John's Church Road – Install signal. (In Design/Build 2015 -16). 	Various time-frames Township should establish a priority list for those improvements with the greatest positive impact.	Township / PennDOT	Township / PennDOT / FWHA	High
10.14 Creekview Road and Pa. 581 interchange signalization.	3-5 years	Township	Township	Medium
10.15 CLASH Study projects 3, 4, 5 and Carlisle Pike widening which include: <ul style="list-style-type: none"> • Carlisle Pike and Sporting Hill Road – Improve striping and extend right turn lane on Carlisle Pike. • Carlisle Pike and St. Johns Church Road – Extend turn lanes. • Carlisle Pike and Orr's Bridge Road/Central Boulevard. – Delineate center turn lanes and extend turn lanes. 	Determine feasibility of these options vs. traffic circle concept	Township / PennDOT / FWHA	Township / PennDOT / FWHA	High
10.16 CLASH study project to relocate southern end of Orr's Bridge Road at its connection to Carlisle Pike/Market Street intersection.	In Design/Build 2017	Township / PennDOT	Township / PennDOT / FWHA	High
10.17 Orr's Bridge Road and Mountain View Road signalization.	3-5 years	Township	Township	Medium
10.18 Bali Hai Road and Lambs Gap Road signalization.	3-5 years	Township	Township	Medium
10.19 Orr's Bridge Road and Golfview Drive signalization.	3-5 years	Township	Township	Medium
10.20 Good Hope Road and Silvercreek Drive signalization.	3-5 years	Township	Township	Medium
10.21 Determine the feasibility of concepts to ease congestion and improve circulation in the Urban Mixed Use area along Carlisle Pike, east of Rt. 581. Reconcile with feasibility of 10.15 above.	1-3 years	Township / PennDOT / FWHA	Township / PennDOT / FWHA	High

10. Transportation (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Corridor Improvements					
10.22	Carlisle Pike / Market Street signal improvements from Silver Spring Township line to Camp Hill Borough line.	2014 - in process	PennDOT	PennDOT	High
10.23	Trindle Road widening from Sporting Hill Road to Camp Hill Borough line.	5-10 years	Township / PennDOT	Township / PennDOT / FWA	High
10.24	Sporting Hill Road widening from Trindle Road to Carlisle Pike.	4-6 years	Township / PennDOT	Township / PennDOT / FWA	High
10.25	Wertzville Road widening from Valley Road to East Pennsboro Township line.	4-6 years	Township / PennDOT	Township / PennDOT / FWA	High
10.26	Sheely Lane widening.	7-10 years	Township	Township	High
10.27	North Sporting Hill Road/Good Hope Road improvements from U.S. Route 11 to Creekview Road.	7-10 years	Township	Township	High
Interstate 81					
10.28	<p>I-81 Widening Study - In 2001, PennDOT committed to a study for widening I-81 to six lanes. The study evaluated the need for improving/widening I-81 from the Maryland State line to PA 581 and from Interstate 83 (Exit 70) to I-78 (Exit 89). The study was completed in 2005 and provided the following conclusions:</p> <p>a. The corridor is divided into seven segments for detailed study. Segment 5 includes area in Hampden Township (from Exit 52 to Exit 59 PA 581). Work is currently underway to widen the section between Exit 57 (Route 114) and Exit 59. The area between PA 581 and Exit 70 is currently a six lane section and not included in the study.</p> <p>b. Segment 5 in Hampden and Silver Spring Townships carry the highest peak hour traffic volumes in the study corridor. Current and future level of service is expected to worsen.</p> <p>c. The widening of I-81 is necessary to achieve an acceptable Level of Service for the 2030 projected traffic volumes (I-81 Widening Study Summary Report, Feb. 2005, pg. 3). Since completion of the study, funding has been a challenge, as well as, a lack of political and public commitment to implementation throughout the corridor. The project is listed on the long range Regional Transportation Plan as an unfunded project.</p>	10-20 yrs + Township to keep this on PennDOT's radar screen. Work with adjacent municipalities to advance	Township / Adjacent Municipalities / PennDOT	Township / PennDOT / FWA	High
10.29	I-81 and PA 581 Interchange – The I-81 Widening Study specifically identified this interchange for safety improvements to the merge lanes to I-81. This project includes lengthening the west bound merge lane from PA 581 to I-81. Funds have been allocated for preliminary engineering and it is listed on the State's Transportation Improvement Plan.	5-10 years	Township / PennDOT	Township / PennDOT / FWA	High
Public Transportation					
10.30	Support the establishment of another park and ride site at the I-81 interchange and Wertzville Road.	3-5 years	Township	Township / PennDOT	High
10.31	Continue to monitor the proposed Corridor One commuter rail line and assess its positive impact on the Region and the Township.	On-going	Township	NA	NA
Bicycle & Pedestrian					
10.32	Support the recommendations made by the Eastern Cumberland County Regional Trails Master Plan.	On-going	Township	NA	NA

10. Transportation (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Bicycle & Pedestrian					
10.33	New Off-Road Trails – Two off-road trails were proposed for consideration in Hampden Township (See Figure 10-1). a. North of the Naval Support Activity – This trail would connect two recreation sites (Salem Park and Hampden park/pool complex), is near a school and employment centers. b. Rail-trail along Norfolk Southern rail corridor – This is a proposed regional trail traversing the southern portion of the Township.	5 –10 years	Township	Township / PennDOT / CFA / Local Share / DCNR	Medium
10.34	New On-Road Trails – The proposed on-road trails are bikeways with either designated bicycle lanes or signage to define the route a cyclist shares with motor vehicles. The Master Plan recommended the following roads in Hampden Township as proposed bikeways. Several of the roads were designated as “priority routes.” a. Wertzville Road (priority route - Orrs Bridge to East Penn Dr) b. Valley Road c. Lambs Gap Road (priority route - Creekview to Carlisle Pike) d. Good Hope Road (from Wertzville to Creekview) e. Technology Parkway f. Orrs Bridge Road (priority route - Wertzville to Creekview) g. Creekview Road (priority route) h. Sears Run Road i. Skyport Road/Erbs Bridge Road j. Carlisle Pike (priority route) k. Silver Spring Road l. Sporting Hill Road m. Central Boulevard n. Trindle Road (priority route) o. Sheely Lane	5 –10 years	Township	Township / PennDOT / CFA / Local Share / DCNR / Tri-County Planning Commission	Medium
10.35	Prepare a Township-wide trails and greenway master plan examining opportunities for both on-road and off-road non-motorized trails. Create a greater level of detail to better determine most feasible and cost-effective routes to pursue.	2-3 years	Township	Township / PennDOT / CFA / Local Share / DCNR / Tri-County Planning Commission	Low

12. Community Facilities & Utilities Plan

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Park Facilities					
12.1	A comprehensive Parks and Recreation Plan is needed that includes a Level of Service Determination to ensure that planning and construction for park facilities keeps pace with need.	3-5 years	Township	DCNR / DCED	Low
12.2	Confirm current ACT 537 plan is adequate– planned expansion will meet projected needs.	1-2 years	Township	Township	Minimal

12. Community Facilities & Utilities Plan (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
Future Capital Improvement Projects					
12.3	There is a proposal to develop 18.16 acres of land on Smith Drive. A concept was developed in 2007 and input via a focus group was obtained. In the next five years, with the help of grant money and financial stability in the Township, Phase 1 of this project is proposed to begin.	1-2 years	Township	Township / DCNR / DCED / CFA / Local Share	High
12.4	The Pinebrook treatment plant has been shut down. Based on the type of land this is (flood plain), development potential for recreational purposes is limited. A boat launch or passive recreational area may be an option.	2-3 years for study	Township	Township / DCNR	Low
12.5	The Township has received a donation of land from Giant Supermarkets located along Wertzville Rd. A veteran's memorial park is planned for this land.	1-2 years for Master Plan	Township	Township / DCNR / Private Donations / Corporate	Study - Low / Construction - High
12.6	A thorough evaluation of the longevity and potential need to replace old playground equipment is recommended (as a part of the recommended Comprehensive Recreation Plan).	1-2 years for evaluation	Township	Township / DCNR / County	Low
12.7	Hampden Pool is now 40 years old. There is currently a plan to update the infrastructure of the main pool. Renovations to the slide were complete in 2014 and future efforts focus on the gutter and decking.	Ongoing	Township	Township / DCNR	Low

13. Natural Environment

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
Surface Water Resources					
13.1	Seek funding to complete a major stormwater management study in western Trindle Rd / Simpsons Ferry Road Area.	1-3 years	Township	Township / PennVest / CDED / DEP / County	Medium
13.2	Continue to fulfill the requirements of the MS4 Plan. Determine how best to fund this work over the long term.	On-going	Township	Township / DEP / Local Share / PennVEST	Medium

14. Energy Conservation

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
Buildings					
14.1	Recommend that all new Township facilities be, at a minimum LEED “certified” or “silver.”	1 year	Township Policy	NA	NA
14.2	Utilize optional LEED standards as incentives for development bonuses that might include increased density, height or site coverage.	1-2 years	Township Zoning	NA	NA
14.3	Create zoning Incentives for use of geothermal and other forms of alternate energy.	1-2 years	Township Zoning	NA	NA
14.4	Orient buildings to the south / Landscaping to shade buildings and paved areas /Landscaping to protect buildings from winter winds.	1-2 years	Township SALDO	NA	NA
14.5	Design of building components such as windows, overhangs, roof designs, and construction materials for more energy efficiency.	1-2 years	Township SALDO	NA	NA

14. Energy Conservation (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Development					
14.6	Flexibility in design: Intrinsic to the Planned Residential Development (PRD) is a flexibility which benefits energy consumption.	1-2 years Zoning & SALDO	Township	NA	NA
14.7	Allow higher density Mixed-Use Overlay districts (Urban Mixed Use and Mixed Use Limited).	1-2 years Zoning & SALDO	Township	NA	NA
14.8	Encourage the adaptive reuse of buildings through zoning incentives.	1-2 years Zoning & SALDO	Township	NA	NA
Transportation					
14.9	Specify narrower street width in SALDO.	1-2 years	Township	NA	NA
14.10	Promote/advance bike lanes (on-road and off-road) throughout the Township.	1-2 years	Township	NA	NA
14.11	Make construction of sidewalks mandatory in all new developments.	1-2 years	Township	NA	NA
14.12	Make street tree planting mandatory along all streets through the land development process.	1-2 years	Township	NA	NA
14.13	Seek state and other funding for municipal street tree planting initiatives.	1-2 years	Township	NA	NA
Other					
14.14	Promote and institute water conservation measures in all new developments.	1-2 years	Township	NA	NA

15. Miscellaneous Recommendations

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium: <\$500K High: >\$500K
Miscellaneous Recommendations					
15.1	Review parking requirements and ensure they are updated to reflect current business trends.	1-2 years	Township	NA	NA
15.2	Review ordinance language pertaining to stormwater management facilities to ensure they are not unnecessarily counted towards a site's impervious coverage limits.	1 year	Township	NA	NA
15.3	Develop a list of street trees suitable for use between the curb and sidewalk and underneath overhead utilities. Species should include small stature trees and those less likely to produce surface roots. Ordinances should be revised to small stature trees in the right-of-way.	1 year	Township	NA - in mixed-use zoning district	NA
15.4	Prepare a stormwater drainage plan for areas located between Trindle Road and Simpson Ferry Road better manage stormwater issues in this area.	1-2 years	Township	DCED / PennVEST	Medium
15.5	Evaluate the implementation of a Stormwater Utility user fee to help offset costs associated with maintenance of existing stormwater facilities, construction of new facilities and completing tasks required by state and federal permits including Chesapeake Bay Watershed stormwater discharge mandates.	2-4 years	Township—Study under consideration	Township	Medium

15. Miscellaneous Recommendations (Final-Public Meeting 12/09/14)

Recommendation		Timeframe	Responsible Entity	Potential Funding Sources	Costs: Low: <\$100K Medium:<\$500K High:>\$500K
15.6	Define 'Civic Space' to allow common open space to incorporate plazas, fountains and other park-type amenities.	1 year	Township	NA	NA
15.7	Implement applicable recommendations of the "Natural Areas Inventory of Cumberland County, Update-2005."	NA	Township / County / Land Owners	State and community grants	NA
15.8	Implement applicable recommendations of the "Cumberland County Land Partnerships Plan."	1-5 years	Township / County / Cooperating Orgs	County and leveraged funding/state grants	NA