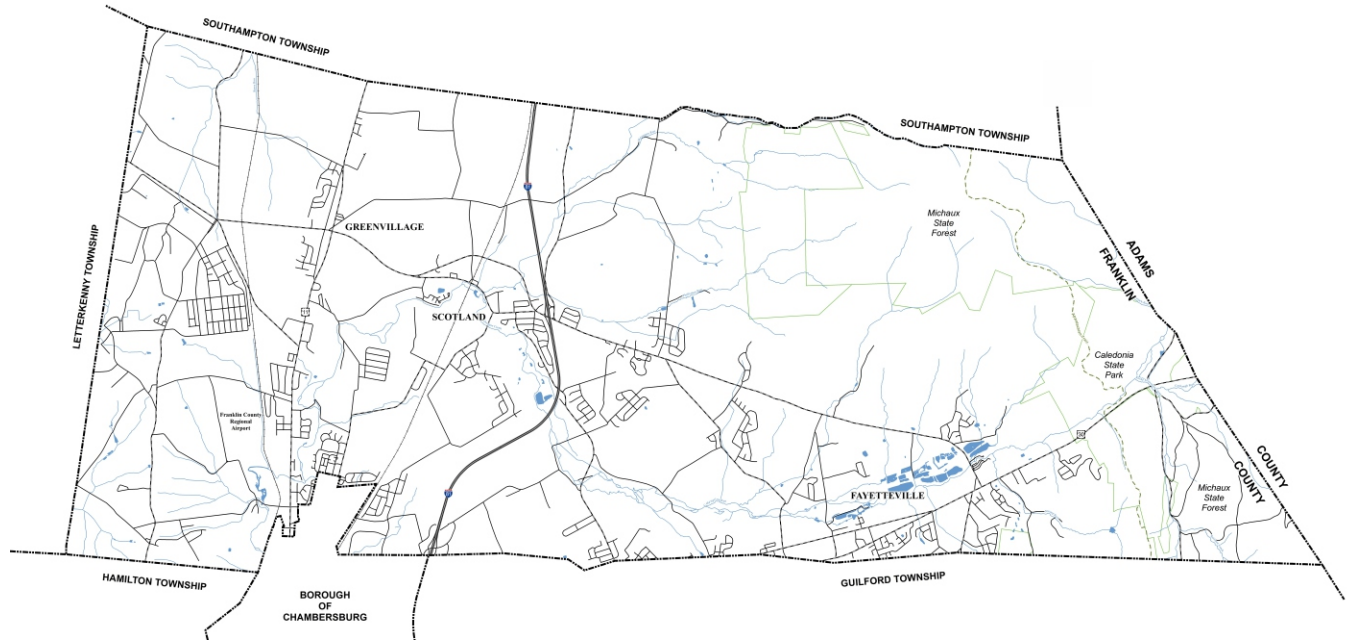




GREENE TOWNSHIP

FRANKLIN COUNTY, PENNSYLVANIA



2019 COMPREHENSIVE PLAN UPDATE

ADOPTED: MARCH 12, 2019



PLANNING CONSULTANT



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I. INTRODUCTION

Thirteen years ago, in the year 2006, Greene Township last updated its Comprehensive Plan, its fourth such long-range planning effort since its initial 1970 Plan. In the dozen years since, the Township has seen significant changes in land use controls, municipal recreation, transportation resources, storm water management regulations, utility service, and demographics. As part of this fifth edition of municipal planning, the Township has performed a comprehensive review of municipal planning policy and has formulated a defined vision for the Township's next decade.

Today the Township takes another step forward in its planning evolution with the adoption of a new Comprehensive Plan Update. This time the Township has chosen to pursue a refined planning philosophy with an approach that will better effect implementation of the ideas and solutions developed herein. Previous planning efforts tended to focus primarily on land use and development. In hindsight, a Comprehensive Plan can be much more than that. The planning process should not be a generic one that unintentionally limits the Township's ability to properly recognize and identify problems requiring solutions, needs that should be met, and opportunities to be pursued. The Plan should be much more than a guide to future decisions and actions. It should be a record that memorializes present-day decisions, actions, initiatives and commitments designed to serve and improve the community.¹ In order to effectively do this, the Plan and its chapters should be organized around central community issues prioritized as action items deserving of proper consideration and decision. Past plans can still be referred to for valuable historic content. They have provided valuable groundwork for important policy

advances that would otherwise be absent and sorely missed. This content from previous plans is included herein by reference.

Comprehensive plans are detailed guidance documents rather than regulatory ordinances. They aim for orderly municipal development via established goals and objectives, which in turn must be constant reminders to Township officials of the selected path to success. Through a thorough analysis of patterns and a subsequent determination of needs, the Township better equips itself to serve and govern its populace. The process with its many conversations, discoveries and interrelationships is an invaluable experience.

It is important for the Township to adopt a plan that is concise, provides only the most pertinent data, and focuses on real content aimed at community improvement. Size does not always equate to quality. The Plan should be realistic, understandable, current, change-specific, citizen-focused, and relevant to both public and private interests. These lofty goals can be achieved by five primary means: ¹

- Focus the plan on real, relevant community issues;
- Organize the plan the way local officials and citizens think;
- Devise practical and workable recommendations;
- Recruit partners and create capacity to implement the plan; and
- Get local ownership of the plan along with a commitment to implement.

¹Creating an Implementable Comprehensive Plan, 8/27/2012, Version 1.1, Governor's Center for Local Government Services, PADCED, Harrisburg, PA

II. WHERE WE'VE BEEN

Before developing our planning process, it is incumbent upon us as planners to first review where we've been. There are numerous data sources available to us that can enhance the review process. Comprehensive Plans have for years utilized the best available U.S. Census data for a demographic and economic snapshot that demonstrates change and growth. The Township can also look to municipal records for an indicator of growth in terms of development activity via building permit issuance and subdivision or land development plan approvals. Finally, we should look back at the essentials of the previous Comprehensive Plans to validate our current course and position. Although this Plan Update will not re-imagine the previously documented and unchanging historical and physical attributes of the Township from the 1970, 1985, 1994 and 2006 Plans, we will incorporate them herein by reference and, where necessary, refine them. It is also recommended to utilize the most recent plan to see if the Township has made positive strides relative to its goals and objectives, and to assess how the issues experienced then compare to the issues facing the Township today.

DEMOGRAPHICS

First, we'll review some basic demographic data courtesy of the U.S. Census Bureau. At its most basic level, the Census tells us the number of persons who call the Township home at a specific point in time. Greene Township is located in the northeast quadrant of Franklin County in Southcentral Pennsylvania. A base map illustrating the Township with roads, rail lines, streams, property lines and municipal boundaries is included for reference purposes in this Plan as Plate 1. The Township population grew nearly 36% from 12,284 persons in 2000 to 16,700 in 2010

making it the fastest growing municipality in the County. Recent 2014 estimates provided by the PA State Data Center in Harrisburg show an increase of more than 4%, 701 persons, since the 2010 Census for a total estimated population of 17,401. This 4% rise is the second-highest estimated municipal population increase since the last census for Franklin County, which experienced an overall estimated rise of 3.2% since 2010. Any way you look at it, Greene Township is experiencing growth currently unlike most of the County or Pennsylvania. Proper planning becomes even more critical considering these types of statistics.

Beyond simple population counts, the census data can also offer additional details about the people who live here. One thing we know is that the population of the Township is slowly aging. 2000 Census data showed a median age of 40.3 years while in 2010 the median age had risen to 43.4 years. An examination of individual age groups correlates well with this fact except for increases in the < 5 years group and a slight decrease in the 75-84 years group. From a gender standpoint, the period from 2000 to 2010 saw an evening out of total number of males (48.8%) versus females (51.2%), which corresponds nicely with a median female age of 44.9 years versus males at 41.8 years. Racially in 2010, Greene Township continues to be a predominantly white or Caucasian municipality with a 92.8% white component. The remaining racial profile of the Township is 2.7% black or African-American, 1.2% Asian, and 0.1% American Indian, 1.2% some other race, and 2.0% two or more races. Included within this total is a 3.1% subgroup that identifies itself as Hispanic or Latino.

Other means by which the census data can further define the Township populace include educational attainment, veteran status, and disability status. Education is an important factor in any setting as it helps determine the capacity of a people to grow, adapt, and prosper. Based upon the latest 5-year Census data estimates (2011-2015), the Township had a population of 12,212 persons 25 years of age or older. The educational attainment of this demographic segment showed an 85.4% rate of persons with a high school degree or beyond. 47.2% of this group had attended college with 9.0% earning associate's degrees, 13.6% bachelor's degrees, and another 8.9% graduate or professional degrees. Of the 13,272 estimated persons 18 years of age or older, 12.5% are identified as veterans of U.S. military service. Finally, of the estimated total Township population, 13.7% are identified as disabled. This data assists the Township in calculating the magnitude of three segments of society in need of expanding and changing services to help improve their overall quality of life: the undereducated, the disabled, and our veteran population.

HOUSING

Housing is another important facet of our everyday lives that can be assessed in a variety of ways by available census data. From a perspective of housing supply, in 2000 a total of 5,309 housing units were counted in the Township with a 94.6% occupancy rate and a split of 82% owner-occupied / 18% renter-occupied. By 2010, the total supply of housing had increased 40% to 7,429 units with a 94.6% occupancy rate and a split of 82% owner-occupied / 18% renter-occupied. This dramatic increase in and of itself demonstrates a period of unusual and rapid growth.

The 2010 total number of households is 6,774 with a total of 4,851 families. Of these 4,851 families, 1,791 (26.4%) include children under the age of 18. The average household size is 2.44 persons while the average family size is 2.86 persons. 2011-2015 5-year Census estimates also identify the housing supply further as 79.5% single unit structures, 9.8% as 2 units or more, and 10.7% as mobile homes. The median housing value is estimated at \$174,700. Median monthly owner costs are shown at \$1,375 for homes with a mortgage and \$454 for homes without a mortgage. \$892 is the median rent value identified for the Township's estimated 1,397 rental units.

ECONOMICS & EMPLOYMENT

The final census data element that this Plan will focus on is related to economics and employment. The preceding data analysis of who we are and where we live in Greene Township is in many ways predicated upon how we make a living and our resulting financial situation. Using the 5-year Census estimates for 2011-2015 again, we find a total Township labor force (workers 16 years of age and over) of 13,779 persons, of which 48.9% are male and 51.1% are female. The active labor force is only 61%, however, of all persons age 16 and over. An estimated 92.1% of the labor force is employed while the remaining 7.9% is unemployed.

Median individual earnings are identified as \$35,368 while median household income is \$56,677. Median family income is significantly higher at \$64,517. The employment rate and the income levels of a community are a profound indicator of the overall health of a community.

Another data set that is a tell-tale sign of municipal health is the poverty level. Unfortunately, no community is immune to economic downturns. Greene Township is estimated to have 13.8% of its population living below 100% of the established poverty level.

Workers within Greene Township are diversely scattered throughout a variety of occupations and industries. This diversity is a sign of a healthy work environment. An estimated 90.3% of the labor force works within Pennsylvania while 76.4% works in Franklin County. 87.7% of the labor force drives alone as its primary means of transportation to and from the workplace. 75.4% are employed as private wage and salary workers with another 18% as government workers, while 6.6% are identified as self-employed.

Jobs can be categorized within the Census as either occupations or within a specific industry. The area has recently seen a diversification of employment opportunities with the advent of the Cumberland Valley Business Park (CVBP) and continued growth at Letterkenny Army Depot (LEAD), Summit Health (now WellSpan Health), Menno Haven and Luther Ridge retirement communities, and other new business arrivals. However, with these opportunities often come associated pressures that must be dealt with accordingly to maintain balance. The following chart indicates the appropriate and well-balanced distribution of the Township's labor force within these labor classifications. The previously referenced background data along with this chart is intended as an enhancement to help guide future planning decisions.

TABLE II - 1: OCCUPATIONS & INDUSTRIES

GREENE TOWNSHIP, FRANKLIN COUNTY, PA	
<u>OCCUPATIONS</u> *	
MANAGEMENT, BUSINESS, SCIENCE AND ARTS	32.3%
SERVICE	17.7%
SALES AND OFFICE	26.7%
NATURAL RESOURCES, CONSTRUCTION AND MAINTENANCE	10.6%
PRODUCTION, TRANSPORTATION, AND MATERIAL MOVING	12.7%
<u>INDUSTRIES</u> *	
AGRICULTURE, FORESTRY, FISHING & HUNTING, MINING	1.6%
CONSTRUCTION	5.5%
MANUFACTURING	13.7%
WHOLESALE TRADE	4.4%
RETAIL TRADE	14.7%
TRANSPORTATION, WAREHOUSING, UTILITIES	4.6%
INFORMATION, FINANCE, INSURANCE, REAL ESTATE, RENTAL, LEASING	4.7%
PROFESSIONAL, SCIENTIFIC, MANAGEMENT ADMINISTRATION, WASTE MANAGEMENT SERVICES	7.1%
EDUCATIONAL SERVICES, HEALTH CARE, SOCIAL ASSISTANCE	23.7%
ARTS, ENTERTAINMENT, RECREATION, ACCOMMODATION & FOOD SERVICES	5.6%
OTHER SERVICES	5.5%
PUBLIC ADMINISTRATION	8.9%
* DATA TAKEN FROM 2011-2015 5-YEAR U.S. CENSUS ESTIMATES	

Moving on from Federal Census data, the Township also has its own records to help discern patterns and trends associated with building and development activity since the last Comprehensive Plan update. Township staff researched its files to determine land use permit and subdivision/land development characteristics since 2006. The tables that follow illustrate what was discovered.

TABLE II - 2: GREENE TOWNSHIP BUILDING PERMITS 2006-2018

YEAR	SINGLE DETACHED	DUPLEX UNITS	TOWNHOME UNITS	COMMERCIAL / INDUSTRIAL	TOTAL *
2006	149	27	22	15	696
2007	94	49	24	9	603
2008	55	10	13	17	479
2009	53	8	67	4	531
2010	99	12	65	17	559
2011	23	2	4	8	363
2012	34	2	6	9	365
2013	25	0	0	7	319
2014	38	0	8	8	367
2015	44	0	0	15	351
2016	48	1	0	9	371
2017	57	8	24	7	419
2018	57	1	16	22	398

* Total Permits = all permits issued including those not otherwise listed
 SOURCE: Greene Township Zoning Office

The data above shows a clear spike in permit activity in the years 2006-2010 with an average of 573 permits issued annually. In fact, for those five years 747 permits for new housing alone were processed. Conversely, following 2010, the next year saw a 35% drop in total permits and an 83% drop in new housing. Commercial and industrial permits remained steadier in number during the post-2010 years with the stability of the agricultural community, the advent of the

Cumberland Valley Business Park, the emergence of the Interstate 81 Exit 17 interchange, and the related growth of other Township-based business and industry. The residential market is where we see both the highs and the lows associated with permitting trends.

TABLE II - 3: GREENE TOWNSHIP SUBDIVISIONS AND LAND DEVELOPMENTS 2007-2018

<u>YEAR</u>	<u>TOTAL PLANS</u>	<u>SUBDIVISIONS</u>	<u>LAND DEVELOPMENTS</u>	<u>NEW RESIDENTIAL UNITS</u>
2007	19	11	9	150
2008	22	10	13	102
2009	15	9	6	223
2010	12	6	6	71
2011	13	5	8	23
2012	5	2	4	7
2013	10	1	10	2
2014	7	4	3	65
2015	12	6	6	9
2016	10	3	7	3
2017	13	8	5	0
2018	19	11	8	3

SOURCE: Greene Township Zoning Office

The timing of trends in permitting versus subdivision and land development applications is not identical. Yet within a two-year period we ultimately see the same residential declines in approved residential units starting in 2009. From 2007 to 2009 the Township saw an average of nearly 19 residential and commercial development plan applications processed annually. The Township averaged over 158 new, approved residential units per year during that same time-period with a high of 223 in 2009.

Since 2010 there has been a distinct drop-off in both plans submitted annually and in the number of resulting new residential units approved. In 2013, 2016 and 2018, a total of only

two, three and three new residential units respectively received Greene Township approval. In 2017 the total new residential units approved was zero. The average annual number of approved new dwelling units for the period 2010 to 2018 dropped to 20. Six of those nine years saw less than 10 units approved annually. Like the trends seen in permitting, the frequency of commercial land developments has remained steadier throughout the same period. Plate 2 included herein is a map depicting significant examples of “Recent Development Activity.” Said activity includes the following notable developments since 2006.

- 1. Mountain Shadows Phase 7 – 27 lots approved (2006)**
- 2. Greene Acres Phases 1 & 2 – 61 lots approved (2006)**
- 3. Saddle Ridge Estates Phases 5 & 6 – 55 lots (2006)**
- 4. Scot-Greene Estates Phase IV, Section 6 – 15 lots (2007)**
- 5. JIG Enterprises Phase 4, Section B – 33 lots (2007)**
- 6. Sunset Terrace – 40 lots (2007)**
- 7. Salem Road Village – 79 lots (2008)**
- 8. White Church Meadows – 106 lots (2009)**
- 9. Meadowbrook Townhomes – 18 lots (2009)**
- 10. Salem Partners – 15 lots (2010)**
- 11. Second State Enterprises – 18 lots (2010)**
- 12. Grand Point Crossing Phase 1 – 63 lots (2014)**
- A. 15 Miscellaneous Cumberland Valley Business Park tenants – 370,000 s.f. (2007-2016)**

In 2017, the Pennsylvania Economy League (PEL), Central PA Division, prepared an updated report for the Chambersburg Area School District identifying trends in housing activity.

Individual municipalities within the District were interviewed and factors were identified concerning residential subdivision and development proposals, available housing supply and residential lot inventory, and the recent slowdown in the housing market. These factors include the aging demographics, an overarching economic decline in U.S. residential real estate, a strong and vital agricultural presence, restrictions in Township sewage collection services, ongoing efforts in municipal zoning, and the continued transfer of land from Letterkenny Army Depot to the community. PEL's efforts calculated a total of 605 approved residential units yet to be built stretching across a total of 20 different developments. 185 of these units are subject to preliminary plan approval only or are the subject of potential downsizing due to declining developer interest or newly identified site constraints. PEL also estimates another 30 residential units over the next 10 years as a result of expected minor subdivision activity.

PRIOR PLANNING EFFORTS & CONSISTENCY

The Township's 2006 Comprehensive Plan Update was prepared primarily with an ultimate eye towards land use, zoning, and enhanced municipal support services for the populace including recreation and transportation improvements. Since the Zoning Ordinance's original enactment in the 1970's, the Ordinance has correctly seen regular amendments to both text and map as the Township seeks to fine tune its requirements to adapt appropriately to an ever-changing landscape. A current map of Township zoning districts is included herein as Plate 3. However, other items also jump out to the reader during a refresher review.

The 2006 Plan identified 23 areas of concern to be evaluated. Ironically, while many changes have occurred in the Township in the 12 years since, many of the same issues remain. In some instances, those concerns have evolved and clarified over time. In other instances, the same questions remain, or additional complexities have emerged to further complicate matters. The 23 areas of past concern are listed following.

1. Development pressures resulting from the construction of Exit 17 on Interstate Highway Route 81 (I-81) at Walker Road;
2. Emerging growth areas;
3. Growth of Franklin County and the resulting transportation impacts;
4. Development of the Cumberland Valley Business Park;
5. Retention of agricultural land and open space;
6. Preservation and enhancement of prime agricultural land;
7. Protection of environmentally sensitive land;
8. Protection of natural and historic resources;
9. Comprehensive Plans currently underway or recently completed in neighboring municipalities;
10. Recent changes to the Greene Township's Zoning Ordinance and Subdivision/Land Development Ordinance;
11. Adequacy of water supplies for drinking water and fire protection purposes;
12. Development of the Greene Township Park;
13. Housing affordability and availability;
14. Agricultural Security Areas;
15. Operation and maintenance of storm water management facilities;
16. The effects of an aging population;
17. Solid waste management and recycling;
18. Potential widening of I-81;
19. Aesthetic issues related to commercial development;
20. Protection of residential uses from impacts of nonresidential development;
21. Potential off-site services from the Letterkenny Army Depot;
22. Development of a Transportation Capital Improvement Plan; and
23. Adequacy of sewer facilities.

The 2006 Township Comprehensive Plan Update included a number of significant action items we should use a base of reference for further planning efforts. These items included land use considerations encouraging a balance of housing options, including an adequate inventory of

rentals, and the provision of services in a manner conducive to neighborhood development rather than strip development. Said development activity should also be guided to avoid encroachment into established farmlands and environmentally sensitive areas. There was also a recommended initiative to further study the area adjacent to the north end of the Borough where the Transitional Commercial zoning district was recently implemented. Villages were also examined and called out for protection from potential character changes due to the intrusion of incompatible businesses.

Other items of interest from the 2006 list of policy plan recommendations included the provision of adequate linkages and separations between different transportation modes. Also, the Township was clearly approaching adoption of a Transportation Capital Improvement Plan and associated Traffic Impact Fee Ordinance. These tools were to be utilized for much-needed roadway and intersection upgrades. From the perspective of utilities and community services, the one issue that was evident at the time was lack of control over potential public water restrictions through Guilford Water Authority. There was also a clear movement to encourage the dedication of appropriate conservation easements, farmland or otherwise, to the County, the Commonwealth, and/or other viable stewards.

Finally, the Plan Update called for two cooperative initiatives. The first involved a detailed study of the Interstate 81 Exit 17 interchange regarding future zoning, development, infrastructure and design standards. Said study would be coordinated with the Borough of Chambersburg and Guilford Township. Second, the development of an intermunicipal

cooperative land use review agreement with adjoining municipalities was recommended.

Neither of these two initiatives were ever pursued further.

In 2012, Franklin County adopted a new Comprehensive Plan known as “Franklin County Forward.” Although, as is typical with County plans, specifics to individual municipalities were not an emphasis; the Plan does confirm and support on a regional basis many of the demographic and development trends hypothesized in this and previous iterations of Township planning projects. Its future land use component, while greatly generalized on a larger County scale, appears to demonstrate general consistency with current Township land use characterizations illustrated most notably through the prevailing Greene Township Zoning Ordinance.

It should also be noted that an integral part of any planning exercise is consistency. This notion of “general” consistency also applies to how our surrounding neighbors have managed their planning efforts in the years between Greene Township’s 2006 Plan Update and today. How each of us as municipal governments manages issues internally can have results beyond our own borders, across municipal and county boundaries, and into the heart of adjoining communities.

The 2006 Plan Update examined these consistencies as impacted by all the Township’s neighbors: Hamilton Township, Southampton Township, Letterkenny Township, Guilford Township, Chambersburg Borough, and Adams County. Since the 2006 Plan Update, some

adjacent municipalities have experienced little or no change in planning. But it should be noted that since 2006 Southampton Township has adopted a new 2015 comprehensive plan, Chambersburg Borough has adopted a new 2008 Comprehensive Plan, 2013 Future Land Use Plan and 2014 Official Map, and Letterkenny Township has worked together as one of three partners in a new 2007 joint municipal comprehensive plan. Hamilton and Guilford Townships remain without benefit of a comprehensive plan at this time, although Guilford Township is subject to a zoning ordinance. In 2013, Adams County updated its Comprehensive Plan with a Greenways Plan component recognizing its connection to the Greene Township section of Franklin County via Lincoln Highway, South Mountain, and the Michaux State Forest.

Southampton Township's recent Plan update continues to identify a universal designation of agricultural and woodland conservation land use along its entire common boundary with Greene Township's northern border. The Borough of Chambersburg's Future Land Use Plan and current zoning map both show a mutual similarity with adjacent Township lands in terms of moderate density residential, institutional, and retail commercial/professional office neighborhoods. The Borough's 2014 Official Map also envisions important future street connections into the Township via extensions of Parkwood Drive and Fifth Avenue. Guilford Township's current zoning map meets the sought-after consistency requirement along the southern boundary of Greene Township with a predominance of residential and agricultural designations. Letterkenny Township has yet to proceed with a zoning program but has adopted a future land use plan that matches the rural residential character of the adjoining Greene Township areas. The exception to this statement is the two municipalities' mutual interest and

consistency within the confines of the Cumberland Valley Business Park. In consideration of the preceding observations, the overall consistency of the surrounding municipalities' zoning and planning designations remains high.

All the data in this Chapter's preceding paragraphs helps to refine an otherwise underdeveloped picture of where Greene Township has been since its last Comprehensive Plan update. Information is available from a variety of sources to validate the purported growth potential of the Township. It also serves to confirm that many of the same issues the Township faced in the preceding decades continue to apply pressure in the present. Fortunately, from a planning perspective, time has been an ally to the Township so far in slowly introducing these pressures rather than forcing them upon us in a rapid and unrelenting manner. Now is the time, starting with this Plan, to continue to shape the Township's blueprint for addressing the oncoming events that will further define this community for the years leading up to its next comprehensive planning endeavor. Accurately documenting the past is intrinsic to understanding why we are where we find ourselves today, and to formulating a vision of how we can better prepare Greene Township for its future now.

III. THE NATURAL ENVIRONMENT AND LAND USE

Greene Township boasts a vast array of natural resources that are attractive in a different manner and to a different cross-section of the population than other development-related amenities. Resources such as ample open space, passive and active recreation opportunities, a lush and green environmental landscape, a vibrant agricultural economy, and the area's inherent rural and bucolic setting provide an excellent base for the Township to build on in terms of environmental stewardship, conservation opportunities, strong building blocks for both individual leisure, and community health. Equal opportunities exist throughout South Central Pennsylvania for those persons preferring a moderate amount of urban and suburban development and for those persons favoring a more laid back, rural, country atmosphere. The Township strikes a balance somewhere between the two extremes and should embrace this dichotomy as an advantage in terms of potential local branding.

Although past comprehensive plans for Greene Township have identified basic physical features including topography, soils, geology, and water features, this Update will go further via an inventory of open space and related resources that would serve as a base from which a municipality could establish a cohesive approach to simultaneous conservation and utilization of its natural environment. Plates 4, 5 and 6 included herein illustrate the location and overlap of various features including steep slopes, karst or limestone terrain, natural areas, wetlands and floodplain, prime farmland soils, historical structures, greenways, preserved farms and farms within the Township's Agricultural Security Area, State Forest, and the Appalachian Trail.

For the Township to effectively utilize these resources to its benefit, it must first understand them, recognize their location, and determine their priority and applicability for organized conservation efforts within a framework of smart and attractive, partnered development. Certain resources are amenable to both conservation and development purposes while others are carefully and consciously avoided. Some are regulated by State and Federal agencies to a greater degree than others while a few resources are practically unregulated. The beauty of these abundant and varying resources is the intertwined ecosystem they form to create the natural environment we know as Greene Township. The presence or absence of one or more resources impacts the overall system causing a completely different character in the landscape. The individual components rely on each other to maintain function in a positive and prosperous manner, in much the same way as the people living in a community look to each other for support and services. Effective land use policies rely on positive transportation and utility service. A successful agricultural preservation program is tied closely to a thoughtful and well-crafted zoning program. Environmental benefits are bolstered by improved land management practices and the resulting prosperity of the local agricultural community. Sound recreation policy is achieved through an understanding of effects once the natural environment and the manmade are brought together for a common community benefit.

The abundance of prime farmland soil, the County's purchase of permanent conservation easements as part of its Farmland Preservation Program, and the high rate of participation within the Township's Agricultural Security Area (ASA) all point to a municipality that is planted firm and fast, economically, environmentally and culturally within rural, agricultural America.

Currently the Township has 19 preserved farm properties among 9 property owners and 118 properties among 55 owners within its ASA program. The ASA includes over 7,750 acres of which 16% (1,254 acres) has been preserved through Franklin County's conservation easement purchase program. (See Plate 5) The widely scattered limestone-based soils provide a fertile beginning for crops while at the same time perpetuating karst features (i.e. closed depressions, sinkholes, and open pathways for groundwater contamination) that can be obstacles to construction and development while simultaneously beneficial through efficient groundwater aquifer recharge.

Flat areas subject to inundation such as wetlands and floodplain are also hazardous to development while serving as valuable natural habitat and water recharge and control resources. The topographic flat areas feeding the major tributaries in the central and western sections of the Township are identified as significant groundwater recharge areas within the County for these very reasons. Conversely, steep areas are problematic in engineering and erosion for development and simultaneously valuable as a stable anchor and buffer for divergent landscapes and systems. (See Plate 4)

A relatively recent trend in County environmental planning efforts is an assessment known as a Return On Environment study. In order to quantify their often, underappreciated advantages, these studies attempt to document the economic value of natural resources. The value can be expressed in economic terms of recreation and related tourism revenue, property value enhancements, air pollution removal, storm water and flood mitigation, carbon storage, job

creation, agriculture, and public health benefits. In consideration of all the natural splendor offered here, Franklin County, and Greene Township specifically, would undoubtedly demonstrate significant natural resource value should a study ever be initiated. Even at the smaller municipal level, it would be easy to justify the proper stewardship and conservation of the Township's plentiful resources.

Natural areas were identified by Franklin County as part of its 2004 Natural Areas Inventory. These areas are known and documented locations of rare, threatened and endangered species and also the highest quality natural areas in the county. The goal of the inventory was to promote conservation and proper management of these sites. Five of the areas identified include land within Greene Township. One of these areas, Big Pine Flat, is also classified as high quality. It contains a ridgetop plateau habitat that, while common in Pennsylvania, is considered rare on a global scale. The Northeastern Bulrush is a Federally Endangered plant species of concern found here. The site also contains a good quality ephemeral/fluctuating pool natural community and a large example of a ridgetop dwarf-tree forest natural community. These communities are home to specially adapted species rarely found elsewhere. The site is also commonly populated by rare species of butterflies and moths and is an important bird area. Fortunately for conservationists, much of the area referred to within this discussion of natural areas falls within the confines of Michaux State Forest and is, therefore, protected from external development threats.

A second high quality natural area is present in the area identified as Muskrat Fen. This is a wetland situated to the north of the Conococheague Creek and populated by four different plant species of concern: Prairie Sedge, Baltic Rush, Vetchling, and Broad-leaved Willow. The site was named as a result of its creation by an unsuccessful venture to raise muskrats for the fur market and for its rare “fen” habitat, owed to its calcium carbonate underlying geology. Currently owned by a quarry company, the site is noted for its great conservation significance. Forested buffers are needed to protect the area from nutrient, sediment and toxic runoff. Additionally, invasive plant species are a threat and should be regularly monitored and eliminated.

Mount Cydonia is yet another identified high quality natural area. This area is categorized as a fair quality Ephemeral/Fluctuating Natural Pool Community. Roughly 30 pools in acidic sand or gravel colluvium were located along the base of South Mountain surrounded by Oak-Maple Woods. A portion of the site is located within Michaux State Forest. These vernal pools can be important breeding areas for amphibians such as wood frogs and spotted salamanders. Several plant species of concern, including the Federally endangered Northeastern Bulrush, are present along with one unidentified animal species of concern. In addition to the recommended forest buffers, there is also concern due to ATV trails and pesticide applications. Deer hunting is encouraged as a means to reduce pressure to the ecosystem from herbivores.

The Mountain Run / Stillhouse Hollow Ponds site ranks two levels of importance behind Big Pine Flat and is an aquatic habitat home to one of the most pristine examples of vernal pools in

the County. Vernal pools are temporary pools, a type of wetland, that fill from local winter rains and snowmelt. They provide a noncompetitive environment conducive to the safe development of certain amphibian and insect species. Also noted as a fifth and separate natural area is the Conococheague Creek Floodplain at Caledonia Park area. The site is home to the Kidney-leaved Twayblade, a plant species of concern, and an unidentified animal species of concern. The animal species is shaded by the Eastern Hemlock, which is threatened by an insect pest, the hemlock woolly adelgid. In addition to controlling the pest threat, logging should also be avoided along the creek and seeps.

Suggested measures to protect all these identified habitats include buffers from cattle and invasive non-native plants, forested buffers, the avoidance of stream disturbance, the blockage of all-terrain vehicle traffic and trails, a limitation on aquatic pesticide application, and the encouragement of deer harvest.

The Township is also home to a portion of the Michaux State Forest and the Appalachian Trail. This same area also corresponds with the County's top priority conservation greenway, the South Mountain Greenway, as established in Franklin County's Greenway and Open Space Plan (2007). The greenways are designated to protect the County's natural resources while providing valuable recreational opportunities through a network of connections. Said resources can be natural, water, agricultural, recreational, scenic, cultural and/or historic. The South Mountain Greenway also includes a portion of Caledonia State Park, the previously referenced Big Pine Flat natural area, and several high-quality streams. Two additional County-identified

conservation greenways are located partially in Greene Township. The East Branch of the Conococheague Creek provides connectivity between the County's two ridge systems, South Mountain and Tuscarora. This greenway's primary goal is water resource protection including the headwaters located in Caledonia State Park and the unique natural area known as Muskrat Fen. The Falling Spring Greenway exists partially in Greene Township and is important due to the Township's underground aquifer feeding the pristine waterway and its famous native trout population.

In addition to conservation greenways, the County's Plan also recognizes the need for recreation and transportation greenways. The first step in identifying this type of greenway is to designate hubs, four of which are found in Greene Township: Caledonia State Park, Fayetteville, Scotland and Greenvillage. These County hubs are then connected by a variety of routes, trails, and paths including bike routes, water trails, foot paths, and shared use paths. Four bike routes identified by the County traverse the Township. They are the Scotland to Greenvillage to Orrstown bike route, the Caledonia to Brownsville to points south bike route, the Caledonia to Adams County bike route, and the Fayetteville to Norlo Park bike route. An important water trail is also proposed from the north end of Chambersburg to Scotland to Caledonia State Park primarily following the Conococheague Creek. One foot path is identified in the Township corresponding to the Appalachian Trail in the easternmost section of Greene Township. Finally, one shared use path is designated in the County Plan for the Township. This is identified as the Chambersburg to Shippensburg rail trail section following the existing rail

line. In Greene Township, both the water trail and the shared use path are identified as high priority greenways.

This collection of natural features and variety of potential greenways as described in the preceding paragraphs further solidifies the Township's status as a rich, environmental and recreational community. The placement of some of these resources in proximity with development triggers such as major highways, excellent sanitary sewer and water services, quality public and higher educational institutions, and key useable recreation areas makes for a unique setting to attract a mix of business, tourists and residents. It also poses concerns with the continued sustainability of potentially opposing interests. Finding a balance wherein a community today can grow and prosper while maintaining its rural "feel" takes a special effort on the part of local government to oversee this mix of conditions.

Land use and development patterns in Greene Township have changed only modestly since the time of the 2006 Comprehensive Plan. Utilizing Township records and recent aerial photography, 19 new areas of significant development were identified totaling approximately 800 acres. These new development areas are primarily residential in nature and are located on the accompanying Plate 2 entitled "Land Use and Development." Utilizing a range of potential lot sizes and population projections, the 2006 Comprehensive Plan forecast a 20-year (2026) need for additional residential development in Greene Township totaling somewhere between 3,000 and 8,000 acres. The reality through 2017 (over halfway through the 20-year projection period) has been far below those estimations. A map (Map 15) was also prepared for the 2006

Plan identifying likely locations for these potential development areas. Of the 19 new development areas identified in 2017 only two coincide with the areas projected on said map. These comparisons emphasize the volatility and unpredictability of long-term development forecasts. Any assumed accuracy at the time of estimation should be taken with a grain of salt by the municipality and the data should not be considered reliable for any deliberate land use planning.

In addition to areas of existing development, Plate 2 also indicates the further extent of something known as the Township's "Urban Area" or "Urbanized Area." This term is taken from the federal level, specifically a U.S. Census definition, that indicates a densely settled core meeting certain population density requirements, along with adjacent territory containing non-residential urban land uses as well as some territory with low population included to link the two. Greene Township's identified urban area is part of the greater Chambersburg urbanized area, which includes a total population in excess of 50,000 people. The urban area as shown on this Plan's map and the areas of existing development do not necessarily coincide with each other in all instances. While there is significant overlap in many areas, in other cases existing developed areas are not inside the urban area or the urban area includes significant acreage of undeveloped or even protected lands. These are important planning distinctions when considering the "Urban Area" as defined by others.

A municipality should not only be cognizant of its potential development and its actual development, but also of its pending development. Too often forgotten are the subdivision and

land development applications reviewed and approved by the Township that lie dormant for a variety of reasons sometimes for many years. While some may disappear completely, eventually others will unexpectedly have new life breathed into them years after their journey through the design process. As mentioned earlier in this Plan, in 2017 the Pennsylvania Economy League's Central PA Division prepared a report on housing and related activity that identified 605 approved, 172 proposed, and 30 incidental dwelling units awaiting or expected for construction between 2017 and 2026. Recognition of this potentially forgotten or unrealized development, and similar data in years to come, is critical to not only municipal land use and zoning preparation but also to policy preparation for issues such as transportation, recreation, utilities, education, and more.

One more indicator of land use change in a municipality can be seen in its zoning amendments through the years. Since 2006 there have been only four changes to the Township Zoning Map affecting roughly 320 acres. This demonstrates a level of comfort on Greene Township's part with the ongoing compatibility of its land use and zoning program. In three of the four instances the change was from a residential classification to a commercial classification. The fourth change was a ten-acre site from commercial to industrial. The one change of notable regional significance was approximately 300 acres near the Interstate 81 Exit 17 interchange, along the north and east common boundary with Chambersburg Borough, that were changed in 2016 from a classification of low density residential to a newly created district known as Transitional Commercial (TC). The purpose of this zone is to serve as a buffer between the ongoing commercial activities in the vicinity and the nearby, established and continuing

residential development. A modest amount of neighborhood residential development consisting of higher density housing styles is permitted with strict landscaping and open space standards. Health care facility campuses were also a consideration in this zone as a sizeable area therein is controlled by Summit Health (now WellSpan Health). A small overlay area of the TC zone in proximity to the Interstate has been set aside as the Exit 17 Interchange Overlay District, allowing some additional commercial uses therein that are deemed inappropriate for areas too far removed from the interchange. To date this area has not seen any plans for specific development; however, an extension of Parkwood Drive in the Borough has been completed along with a similar extension to Fifth Avenue, providing direct access from the Borough's busy Norland Avenue corridor to Kohler and Grand Point Roads in the Township.

Although map changes were not involved, several other Township amendments to the Zoning Ordinance since 2006 involved profound land use alternatives. Both the Chambersburg Country Club and Scotland Campus partnered with the Township in amendments to their respective uses to allow additional development and business opportunities in a unique setting otherwise reserved for residential activity and limited nonresidential activity. The Township has also amended its zoning ordinance in recent years to more accurately regulate evolving uses such as convenience stores and townhouse developments. This reflects a willingness by the Township to listen to property owners and interested stakeholders to allow new forms of development in a responsible and fair manner, and to amend necessary ordinances as needed to ensure a better quality of life, improved safety, and community enhancements for the benefit of all Township residents.

IV. RECREATION

In addition to the various conservation and recreation greenways referenced previously and identified at the County level, Greene Township is home to several other municipal, state and private recreation initiatives and amenities.

Since the time of the last Comprehensive Plan Update in 2006, Greene Township has developed a vibrant and diversified, municipal recreation program. Paramount to the Township's recreation offerings is the 70-plus acre Greene Township Municipal Park located along State Route 997 and adjacent to the Village of Scotland. The Park currently includes softball, baseball, soccer and general athletic fields; a volleyball court; a bocce ball court; an ice-skating rink; walking trail; playgrounds; pavilions; and restrooms. Plans call for the installation of tennis courts and additional activity fields along with renovations to and rehabilitation of the historic Corker Hill barn and house for office space and special events. These structures are listed on the National Historic Register and any changes must be facilitated via the guidelines of the Pennsylvania Historical and Museum Commission. A significant amount of undeveloped park area remains in pasture and wetlands with some early discussions promoting the development of environmental education programs and botanical gardens.

Greene Township also owns and maintains a second park, Northwood Park, located on 10 acres along U.S. Route 11 and the Conococheague Creek in the Red Bridge neighborhood just north of Chambersburg. This property was a former mobile home park that was removed due to

chronic flooding concerns and purchased by the Township for use as a passive recreation and open space facility. Although presently undeveloped, plans identify this property as an important hub for the planned Conococheague Trailway, an ambitious municipal multi-use trail project.

The Conococheague Trailway is a planned, future, multi-use (bike, hike, water) trail that would run along a stretch of 18 miles through the Township. When complete, the trail would connect the Chambersburg Rail Trail and the Wilson College campus to Caledonia State Park and Guilford Township's Norlo Park. The participation of the Scotland Campus property is also critical to the realization of this water trail concept. Other hubs will include Northwood Park, Scotland Community Park, and the Greene Township Municipal Park. A feasibility study for the trail was completed in 2013 and the Township is actively seeking funding to support the project. The trail is proposed to consist of an 8-12-foot-wide path, likely a combination of crushed stone and asphalt, with signs (directional, safety and information), maps, restrooms, parking lots, and an ongoing maintenance and management program that would be budgeted at \$1,500 per mile. Estimated costs for the trail itself, depending on the selected construction material, less other amenities range from six million to twelve million dollars. Once constructed, the Conococheague Trailway would become part of the September 11 National Memorial Trail, a 1,300-mile route connecting the three national memorials at the World Trade Center in New York City, in Shanksville, Pennsylvania, and at the Pentagon in Washington, D.C. This forthcoming project has quickly emerged as a priority for the Township's burgeoning recreation program.

Ample outdoor recreation opportunities are also available in Greene Township as provided by the State. The Commonwealth of Pennsylvania owns, maintains and operates both Caledonia State Park and Michaux State Forest. These two entities are public facilities operated by the Pennsylvania Department of Conservation and Natural Resources (DCNR) and its Bureau of Forestry. Michaux State Forest accounts for over 85,000 acres in Pennsylvania, much of which is located at the eastern end of Greene Township. Caledonia State Park encompasses 1,125 acres within those boundaries. The Park includes 10 miles of hiking trails (including a section of the Appalachian Trail), cross country skiing, a swimming pool, an 18-hole golf course, hunting and fishing opportunities, a campground, and the Totem Pole Playhouse, a renowned summer stock theater. In 2014, Greene Township participated with others in the purchase of 1,100 acres known as the Eagle Rock Project for transfer to DCNR as an addition to Michaux State Forest. The Township was able to fund its portion of the purchase over a three-year period via its farmland/open space preservation budget.

Greene Township also maintains a dedicated recreation account funded via developer fees as part of the residential subdivision and land development process. The Township's Subdivision and Land Development Ordinance authorizes the collection of fees in lieu of the dedication of recreation land. The funds from this account are subsequently used toward the various costs associated with the development of Township recreation facilities.

Several private community parks also exist in Greene Township and are home to many important recreation programs for the citizens. They include the Scotland Community Park, Fayetteville Community Park, Greenvillage Youth League, and Guilford Athletic Association. The Township regularly donates funds to support these facilities and their ongoing community involvement. Also located in the Township are the Cumberland Valley Animal Shelter (CVAS) dog park, the 9/11 Memorial and Trail, several golf courses, the Chambersburg Country Club, various church and school recreation facilities, and two residential development recreation lots.

V. STORM WATER & FLOOD PLAIN MANAGEMENT

An ever-growing concern and responsibility for local municipalities in Pennsylvania is the proper management of storm water runoff. For many years, municipalities were only concerned with controlling the volume of runoff leaving a development site. However, in the last 20 years an equivalent emphasis has been placed on not only the quantity but also the quality of storm water runoff. Terms like “best management practice (BMP)”, “groundwater recharge”, and “infiltration” have become commonplace in the development process. They are also design concepts routinely encouraged by regulators and local governments. Greene Township counts itself among these entities as its ordinances and policies encourage these design elements to fulfill a variety of development and environmental municipal objectives. Permitting for construction activity at local, State and Federal levels has also experienced an increasingly symbiotic relationship between long-term storm water management and the interim control of erosion and sedimentation at the construction phase. Greene Township has entered into a memorandum of understanding with the County Conservation District to monitor and enforce erosion and sedimentation controls associated with active earth disturbance sites.

Like many other municipalities, Greene Township adopted updated storm water management regulations via ordinance in the 1990’s. This Ordinance has served to eliminate many of the more significant drainage issues that regularly impacted the Township and downstream property owners. In addition, the Township has resolved to better examine and regulate the long-term maintenance of private storm water management facilities. Without proper

oversight and enforcement, many of these facilities will fall into a state of disrepair. At times these situations can completely negate the intended and approved design benefits afforded during land development, construction and initial operation. The Township's preference is for a development's storm water management features to be managed by an individual lot owner as opposed to entities such as a homeowner's association (HOA). The structure and interest of HOAs in managing amenities doesn't always translate effectively to the proper upkeep of drainage facilities.

In 2018, Greene Township was one of many local Pennsylvania municipalities mandated by the U.S. Environmental Protection Agency (USEPA) and the Pennsylvania Department of Environmental Protection (PADEP) to participate in the MS4 program. Municipal Separate Storm Sewer Systems (MS4s) are required to be permitted every five years in areas with impacted watersheds that have exceeded a urbanized area of 50,000 persons. In this case, based on 2010 US Census data, the greater Chambersburg area qualifies and encompasses portions of the surrounding townships, of which Greene Township is one. Permitting for Greene Township should be complete by the time this Comprehensive Plan Update is adopted.

The MS4 program seeks to reduce the Township's discharge of sediment, nitrogen and phosphorus to impacted waterways. An effective and ongoing comprehensive program throughout Pennsylvania and neighboring states would ultimately improve the overall quality of the Chesapeake Bay for the foreseeable future. In addition to increased education, public involvement, enhancements to regulations and design criteria, construction site monitoring,

municipal maintenance, inspection and enforcement; the program requires the identification of municipal projects via a Pollution Reduction Plan (PRP) to assist in implementing the prescribed pollution reduction targets. At this time Greene Township proposes streamside BMPs and detention basin retrofits in the Scotland, Fayetteville, Phillaman Run, and Orchard Estates areas.

About flood plain management, the Township currently includes a floodplain overlay district as part of its Zoning Ordinance. The district coincides with Flood Insurance Rate Mapping (FIRM) most recently updated in 2012 by the Federal Emergency Management Agency (FEMA).

Development in these areas is restricted and, where permitted, must comply with specific engineering and design criteria to prevent any exacerbation of downstream flooding potential.

The Township's primary areas of flooding concern include two mobile home communities (Lincoln Dell and Mickeys Inn), the Orchard Estates development, and portions of Coldspring Road, Cook Road, Grand Point Road, Kohler Road, Sycamore Grove Road, and Woodstock Road.

Franklin County's draft 2019 Hazard Mitigation Plan will be officially adopted in the coming months. The Plan provides individual risk assessments for each municipality regarding a variety of hazards and threats. With regard to flood, flash flood and ice jam hazard threats, Greene Township was assigned a risk factor 2.1 which is considered a moderate risk. The rating is also on par with the Countywide overall risk factor of 2.117.

VI. WASTEWATER DISPOSAL AND WATER SERVICE

From the standpoint of public water and sewer service, Greene Township appears to be well-situated for the immediate future. Plates 10 and 11 illustrate the current location and extent of water and sewer lines within the Township. The mapping indicates that the corresponding coverage area is considerable. Greene Township is one of only a handful of townships in rural Franklin County where centralized water and sewer connections are so prevalent and, in this case, outnumber the instances of private wells and on-lot sewage disposal systems.

It is estimated that roughly 90-95% of Greene Township residents are served by a centralized water supplier as opposed to an individual on-lot water source. The remaining 5-10% of properties are limited to the utilization of on-site sources such as groundwater wells or cisterns for their potable water needs. The Township has adopted a well drillers ordinance which requires permitting of all new wells to help guarantee sound construction methods, adequate supply and quality; and siting criteria to avoid conflicts that may introduce potential pollution. In addition to the standard potable water well, the Ordinance has also been used in the permitting of geothermal wells; something the Township has seen a rising frequency of in recent years.

The primary public water service provider in the Township is Guilford Water Authority (GWA), as no Greene Township-sponsored water authority currently exists. In 2016, there were 6,448 GWA Greene Township accounts (6,187 residential, 230 commercial, and 31 institutional). This

figure equates to 56% of all GWA customers. Greene Township customers are included in three of GWA's service districts (North Chambersburg, Fayetteville, and Caledonia) which account for 80% of GWA's system demands. Ironically, there is no Greene Township representation on the GWA Board of Directors. Greene Township is also important to GWA as several of its water sources are located in the Township with more being investigated to provide additional capacity. GWA has indicated several areas where system upgrades are being considered in Greene Township. These include U.S. 11 North leading into neighboring Southampton Township from Pine Stump Road, the Byers Road / State Route 997 area where a new EMS facility is proposed, the State Route 997 corridor where several disconnected sections would benefit from interconnection, and possibly the Exit 17 interchange of Interstate 81 where a water source for future Township development has yet to be confirmed.

A small private water supplier, Scott's Water System, services a few properties in the southwest Rocky Spring sector of Greene Township near Letterkenny Army Depot (LEAD). As is the case with many small water companies, the system is aging and in need of upgrades before a larger entity, such as GWA, would consider a takeover. Small water companies were commonplace in the past; however, the increasing complexity of environmental regulations and the associated economies of scale also make it increasingly difficult for smaller entities to function effectively and efficiently into the future.

Greene Township Municipal Authority (GTMA) is the primary wastewater service provider in the Township. GTMA provides collection and conveyance facilities; however, all treatment

takes place via the Chambersburg Borough Waste Water Treatment Plant (WWTP). This situation leaves Greene Township once again without any representation regarding its citizens' wastewater treatment. The WWTP has recently undergone a significant expansion providing for additional capacity. GTMA is currently under a 2013 PADEP consent order associated with ongoing inflow and infiltration (I & I) problems at its Fayetteville Interceptor and resulting sanitary sewer overflows (SSO). A final resolution to this problem is anticipated by GTMA in the next 12 months. No SSOs were recorded in 2015, 2016 or 2017 and the corrective actions have been focused on interceptor replacement/repairs, flow monitoring, and replacement of leaking clay pipes and laterals. Per the consent order, GTMA is limited to 80 taps per year, although it is currently averaging 65 taps annually. A total of 7,435 equivalent dwelling units (EDU) are currently served with a projected 60 additional EDUs per year through 2022. GTMA's 2017 Chapter 94 report identifies a 1.81 MGD annual average flow (1.00 MGD base flow and 0.81 MGD I & I flow) with a 2.46 MGD three-month maximum flow. The Authority indicates the only significant flow increases expected in the foreseeable future are from the Menno Haven and Luther Ridge nursing homes and retirement communities as they both expand. The Parkwood Drive area will also require sanitary sewer service as future development emerges. The Nyesville and Stump Run Road areas have also been discussed as future public sewer needs areas based on the anticipated long-term effectiveness of on-lot disposal solutions.

Letterkenny Industrial Development Authority (LIDA) via the Franklin County General Authority (FCGA) also operates centralized water and sewer services which serve the Letterkenny Army Depot (LEAD) and the various businesses within the Cumberland Valley Business Park (CVBP).

For water, FCGA is supplied by the 200-acre Letterkenny Reservoir with 300 million gallons of water located roughly ten miles northwest of the Park. The reservoir is subject to an agreement between LIDA and the Pennsylvania Fish and Boat Commission to allow public access, trout stocking and a boat ramp. In addition to its LEAD and CVBP customers, FCGA also provides water to the Borough of Shippensburg through an agreement. Raw water is pumped from the reservoir via a 16-inch transmission line to the water treatment plant. The plant is designed to accommodate 1 MGD but averages 310,00 gallons per day. After chlorination, the water is discharged to two 1 MGD underground storage reservoirs and subsequently to two 300,000-gallon water towers. With regard to sewer service, FCGA's system is oversized for its current customer base and is only operating at partial capacity. Two separate wastewater treatment plants (WWTP) are in operation with respective design capacities of 0.50 MGD and 0.25 MGD, but actual flows are around 100,000 gallons per day. Due to an imbalance in the economies of scale, FCGA's water and sewer rates are exceptionally high. Utility rates are high and the users are few. As a result, FCGA is looking to sell its systems, preferably to a local provider. The proximity of the FCGA water system and the GWA system to one another also provides an opportunity for a future emergency interconnect between the two systems.

VII. TRANSPORTATION

Data sources are fortunately both plentiful and useful for a discussion regarding the transportation elements of Greene Township. The State offers significant information from a variety of Pennsylvania Department of Transportation (PennDOT) maps and publications. It is also helpful that Franklin County has seen its transportation planning activities evolve into the formation of a Metropolitan Planning Organization (MPO) and the recent adoption of a Long Range Transportation Plan (LRTP) in November of 2018. The LRTP includes a wealth of data that is specific to local municipalities in terms of both raw data and future projects to be considered for funding and implementation.

In addition to State and County sources, Greene Township has also expanded its oversight of municipal transportation projects. Shortly after the Township's 2006 Comprehensive Plan Update, a traffic impact fee was enacted along with a corresponding Capital Improvements Plan (CIP). As a result, developers have assumed responsibility for new traffic generated by their proposed projects by the payment of a Township fee. The money collected by the Township is in turn deposited into a dedicated account used to fund future identified and prioritized roadway projects in a specific service area. The Township is currently divided into seven service areas with a total of 39 proposed improvement projects. To date, six of these projects have been completed. Township efforts are currently underway to update the CIP and its associated service area fees. Plates 14, 15, and 16 identify the aforementioned transportation service areas (with level of service deficiencies and various planned projects), the CIP inventory of

proposed Township transportation improvements, and current projects registered under PennDOT's Multi-modal Project Management System (MPMS).

Plate 12 illustrates PennDOT data concerning municipal and State roads within Greene Township including their functional classification and their 2016 annual average daily traffic (AADT) volumes. The Township includes one interstate highway (I-81) which also exhibits the highest traffic volumes (46,000 – 50,000 AADT). Other identified arterial roads include US 30, US 11, and portions of SR 433 (Sunset Pike), SR 997 (Cumberland Highway and Black Gap Road), SR 1004 (Scotland Road), and SR 4015 (Letterkenny Road). AADT volumes for these other arterials range from 3,100 to 11,000. The changing characteristics of roads should be carefully assessed at regular intervals at the local level to determine when class upgrades are warranted. These classes of road function can be utilized as part of the Township's Subdivision and Land Development Ordinance (SLDO) to regulate certain access and design criteria. Accordingly, Plate 12 has been developed to include the following roads as Township-designated collectors in addition to those listed under State and Federal guidelines: Mower Road (T-518), White Church Road (T-614), Edgewood Road (SR 1003), Ragged Edge Road (SR 1003, T-522), Woodstock Road (SR 1003), Walker Road (SR 1010, T-490), and North Parkwood Drive (T-593).

PennDOT also maintains data concerning reportable traffic accidents. These accidents are defined as those where an injury or fatality occurs or where one or more vehicles must be towed from the scene. Plate 13 illustrates the location of reportable intersection traffic accidents as well as any recorded fatalities for the five-year period beginning January 1, 2012

and ending December 31, 2016. For purposes of map legibility, the map does not illustrate mid-block accidents although numerous such accidents were included as part of the data provided. Upon a review of the 2006 Comprehensive Plan Update and this new accident data, it appears that many roads have seen a decrease in accident frequency; although one road (SR 997) unfortunately stands out as continuing to see an increase. State Route 997 covers a significant stretch within Greene Township, nearly 13 miles, whereas for comparison I-81, a high-speed limited access road with two interchanges, extends for approximately five and one-half miles only. Overall, Greene Township roads experienced a total of 814 reportable accidents during the 2012-2016 study period with a total of 19 fatalities. The chart below lists the more frequent locations for these accidents.

TABLE VII – 1: 2012 – 2016 GREENE TOWNSHIP REPORTABLE TRAFFIC ACCIDENTS

<u>TOP 10 ROADS TOTAL ACCIDENTS</u>	<u>TOP 12 INTERSECTIONS TOTAL ACCIDENTS</u>	<u>TOP 4 ROADS FATALITIES</u>
SR 997 – 212	SR 997 / SR 30 – 15	SR 81 – 8
SR 81 – 109	SR 997 / SR 696 – 12	SR 997 – 4
SR 30 – 104	SR 997 / T-605 – 11	SR 30 – 4
SR 11 – 98	SR 30 / SR 233 – 11	SR 11 – 4
SR 233 – 30	SR 997 / SR 11 – 9	
SR 1004 – 27	SR 81 / SR 1010 – 8	
SR 696 – 24	SR 997 / T-416 – 8	
SR 433 – 23	SR 30 / SR 997 – 7	
SR 1001 – 21	SR 1008 / SR 2031 – 6	
SR 1008 – 20	SR 11 / T-839 – 6	
	SR 11 / SR 433 – 6	
	SR 1011 / SR 1010 – 6	

SOURCE: PennDOT Crash Information Services

With 212 total reportable accidents, six of the top 8 most frequent accident intersections, and four fatalities; SR 997 is clearly a cause for safety concern in Greene Township and remains an ongoing corridor of discussion regarding a necessary roadway safety audit. Performed in conjunction with PennDOT and the MPO, these audits holistically review corridors of concern to identify contributing impairments to traffic safety and appropriate solutions.

In 2019 Franklin County will adopt an updated Hazard Mitigation Plan. The Plan assesses various risks on both a County and municipal basis associated with different hazards or threats and sets forth a plan to mitigate any shortcomings. One of the categories examined therein relates to transportation accident hazard threats. All the County's roads were categorized with regard to movement in and out of the County as well as movement within the County. Certain roads were listed as primary key routes and others were classified as secondary routes.

Wherever these secondary and/or primary roads intersect are considered potential candidates for high frequency of accidents or a choke point in times of evacuation. Five of these intersections were identified in Greene Township. They include SR 997 / US 11, SR 997 / US 30, SR 433 / US 11, SR 233 / US 30, and SR 433 / SR 997. As a result, these intersections should be afforded careful scrutiny in the coming years. Greene Township's overall transportation accident hazard threat is listed as a major risk factor due in part to the presence of rail lines, key route intersections, an airport, and an interstate highway with two interchanges.

The recently adopted Franklin County LRTP has also identified roadway performance conditions using 2018 PennDOT data and the International Roughness Index (IRI). IRI is a global standard

used to measure pavement smoothness. Nearly 20% of all County roads achieved an IRI rating of poor. In Greene Township poor ratings were given to Scotland Main Street ((SR 1006), which is scheduled for resurfacing and reconstruction in 2019, and Golf Course Road (SR 2028) at the far eastern end of the Township in Michaux State Forest. The LRTP also analyzed congested roadway corridors with 2016 data obtained from PennDOT and the York County Planning Commission on behalf of Franklin County. The data determines Travel Time Ratio (TTR) through the analysis of average free flow speed at off-peak hours (overnight) versus lowest recorded speeds during rush hours. During AM weekday peak hours, Sunset Pike (SR 433) at US 11 was identified as the 8th most congested corridor in Franklin County. The Township did not have any corridors listed in the Top 10 PM weekday or Weekend peak hour congestion categories. However, the following Greene Township intersections were defined as, in general, congested: SR 997 / SR 696, SR 997 / US 30, and SR 997 / US 11.

The Franklin County MPO continues to evolve as a tremendous resource for local municipalities. As the MPO's capabilities and influence expand, Greene Township should remain an active participant in the MPO process and cultivate its own understanding of how the MPO can benefit the Township in funding and prioritizing much-needed roadway construction and safety improvements.

The County LRTP includes a listing of future transportation projects, some detailed and programmed and others illustrative and fiscally constrained. The County's 2019-2022 Transportation Improvement Program (TIP) includes four Greene Township projects: SR 1006

resurfacing from SR 997 to SR 997, US 30 bridge replacement over Rocky Mountain Creek, SR 233 bridge rehabilitation over Rocky Mountain Creek, and SR 1006 sidewalk replacement from Orchard Lane to Elevator Street.

A second list in the LRTP includes longer range projects through 2030 also known as the Twelve-Year Plan (TYP). For Greene Township these projects include: US 30 resurfacing, I-81 resurfacing, Black Gap Road bridge, and Mount Pleasant Road bridge. One additional County asset management project is listed in the LRTP through 2025 for Greene Township. This County sponsored project involves the Cornertown Road bridge replacement.

Finally, the LRTP includes a list of future illustrative projects that are primarily conceptual in nature at this time and may require additional studies, scheduling, and funding options. In Greene Township these proposals include the widening of US 30 to five lanes from SR 1008 to SR 997; additional signalization, roundabouts, and roadway connectivity in the Parkwood Drive development; the Conococheague Trailway; an Appalachian Trail pedestrian overpass or underpass at US 30; I-81 widening to six lanes; and signal upgrades at US 30 and SR 997.

The recent extension of Parkwood Drive north from the Borough of Chambersburg to Grand Point Road was a significant cooperative undertaking between the Township, the Borough and property owner Summit Health. Fifth Avenue has also now been extended from the Borough to connect with Parkwood Drive in the Township. These projects are a first phase of several being examined for this neighborhood to address safety and congestion issues in the increasingly

travelled Norland Avenue / Walker Road corridor as well as on Grand Point and Kohler Roads in the Township. Just as development and the introduction of the I-81 Exit 17 interchange created new opportunities and new challenges here, the Township is keenly aware that any future redevelopment of the Chambersburg Mall site off a busy I-81 Exit 20 interchange, which has speculated for some time, will come with its own set of opportunities and challenges, some of which will be transportation-related.

A recent construction cost study was also completed by PennDOT concerning the potential widening of I-81 from the Maryland line (mile marker 0) to Lebanon County (mile marker 88.5). The total anticipated cost for widening the entire stretch to six lanes was nearly three billion dollars. That price will only continue to rise. Greene Township is included in two different analyzed segments which rank second and third respectively in priority of four segments in Franklin County. The total estimated cost for these segments alone is roughly 380 million dollars. It is important to note that by 2030 the projected AADT volume will increase from 50,000 to 65,000 in this area. The two segments including Greene Township are also comparatively high in the total of injury and fatal crashes reported. These figures help to substantiate claims that solutions are needed, although a mass widening effort may not be a corridor-wide panacea and additional or alternate improvements may prove more viable upon further detailed safety examination.

Other modes of transportation in Greene Township include air travel via the Franklin County Regional Airport, which is seeing current efforts to improve its facilities, and several active rail

lines with associated road crossings and under/overpasses. Proper accommodations for non-motorized travel, particularly pedestrian travel, are closely reviewed during the Township's development review process. Sidewalks must be provided, or an area for their future installation clearly designated and reserved, on all subdivision and land development plans. Parkwood Drive's extension and any future development plan surrounding it are examples of forward-thinking design successfully promoted by the Township to safely accommodate additional forms of non-motorized traffic such as walkers, runners and cyclists.

VIII. INTERGOVERNMENTAL RELATIONSHIPS

Cooperation, mutual respect, transparency and communication with neighboring municipalities and with regional governmental agencies are important facets of municipal life. Day-to-day Township operations extend beyond municipal boundaries and success is often measured not only from within but from working together to achieve greater efficiencies and more comprehensive results. Municipalities today must maintain regular contact with not only each other and their constituency, but with County government, State and federal agencies, utility providers, the County Conservation District, emergency service providers, development corporations, the Chamber of Commerce, the local school district, trash haulers and solid waste facilities, State and Federal representatives, local military installations, and an assortment of other special interest and citizen groups.

Greene Township's Franklin County municipal neighbors include Hamilton, Guilford, Letterkenny and Southampton Townships as well as Chambersburg Borough. Although technically adjoining Adams County, the Township is essentially separated from it to any significant degree as a result of Michaux State Forest's buffering location. In order to survive and thrive, it is vital that these entities continue to work together on issues such recreation, emergency management and preparedness, street maintenance, land use consistency, boundaries, wastewater treatment and water supply, funding opportunities and infrastructure investment. In addition, establishing trustful relationships opens the opportunity for greater frequency and likelihood to share ideas and experiences. Greene Township participates with its

neighbors in regional efforts such as those of the Franklin County Council of Governments (COG) to seek solutions together in an increasingly expensive and complicated regulatory environment.

Similar relationships are present with the existence of Letterkenny Army Depot (LEAD) and the Cumberland Valley Business Park (CVBP) inside Greene Township. The Township and LEAD and CVBP leadership periodically come together as certain activities and responsibilities often overlap. A recent LEAD Joint Land use Study (JLUS), prepared for the base and the surrounding community as part of the US Army's ongoing Base Realignment and Closure (BRAC) process, identified areas where consistency in a variety of mutual interests was strong and where improvements were needed. The 1990's transfer of certain Army lands to the surrounding townships for public and private development while maintaining the ongoing mission of the Depot has created a number of potential conflicts between Army security and the public interest in the event of elevated or realized government or military threats. Maintaining and growing these relationships can assist all parties involved in the future to ensure both municipal and national interests are served.

Franklin County relationships with its member municipalities are healthy. Both the Commissioners office and the Planning Department interact routinely with Greene Township on issues such as planning and development, emergency management services, grant procurement, agricultural preservation, and regional transportation issues. The Franklin County

Jail is also located in the CVBP and a new State Police barracks is under construction along State Route 997 near I-81 Exit 20.

Other entities with which the Township interacts and maintains relations include Summit Health (now WellSpan Health) community projects, Blue Ridge Landfill (located in the Township, operated by Waste Connections, provider of solid waste collection disposal and recycling services), the Chambersburg Area School District (2 school board representatives, 3 elementary schools, speculative Greenvillage site, use of Township park athletic facilities, student transportation), State and Federal representatives (project funding, problem solving, agency intermediary), PennDOT (relations with County forces, District Engineer, and Municipal Services contact are good, liquid fuels allocations), Franklin County Conservation District (enforcement of erosion and sediment controls and earth disturbance projects via a memorandum of understanding), PA DCNR (Michaux State Forest and Caledonia State Park), and PADEP (sewer authority and wastewater facilities planning, Blue Ridge Landfill permitting).

IX. EMERGENCY MANAGEMENT & TOWNSHIP SERVICES

Residents everywhere depend on their local municipalities for a vast array of services. Similarly, emergency service providers offer benefits that are invaluable to families and businesses.

However, many of these services are expensive, labor intensive, and underappreciated until they disappear or are no longer viable. Police protection; fire protection; emergency medical response services such as ambulance, paramedic or emergency medical technician (EMT); disaster response and aid; road maintenance; storm water management; safe drinking water; wastewater collection and treatment; traffic control; refuse and bulky trash collection, recycling, and composting; land use and land development regulation and enforcement; and recreation and open space opportunities are some of the benefits expected from local government entities such as Greene Township and its related service providers every day.

The Pennsylvania State Police provide police protection services within Greene Township. A new State Police barracks is currently under construction inside the Township along State Route 997 near I-81 Exit 20. There is currently no consideration of a local police force as the coverage by State Police is deemed adequate. Occasional discussions are held in Harrisburg regarding payments by local municipalities for State Police coverage. Should these discussions ever evolve into a more definite State mandate, then Greene Township and other municipalities will have to weigh the advantages and disadvantages of a municipal police force option.

Letterkenny Army Depot also maintains its own police force.

Fire protection services in Greene Township are well-managed and are provided by Fayetteville Volunteer Fire Department, Pleasant Hall Volunteer Fire Company, Franklin Fire Company (Station 4, Chambersburg), and West End Fire & Rescue (Company 15, Shippensburg). At this time fire personnel are strictly volunteer and manpower remains reliable. Two chiefs meetings are held annually and fire chief review of certain subdivision and land development plans is required. Letterkenny Fire Department is also available with jurisdiction within the Depot boundaries. Greene Township also supports the four local fire companies with monetary donations annually based on service area population and also for special purchases. Funding is also provided by the Township through its State Firemen's Relief Fund disbursements and Workman's Compensation insurance to Fayetteville Volunteer Fire Department due to its location inside the Township.

EMT services have grown and become more diverse than perhaps any other protective service since the time of the last Comprehensive Plan Update. In Greene Township, these services are provided by Fayetteville Volunteer Fire Department (VFD), Pleasant Hall Volunteer Fire Company, and West Shore EMS out of Chambersburg. As opposed to volunteer firemen, EMTs are paid. The need for reliable EMT service is constantly expanding and recent data finds that, through Fayetteville VFD alone, approximately 6,000 EMT calls are recorded annually. Plans are currently underway for a second Township-based EMS facility to be located along State Route 997 at Byers Road. Summit Health (now WellSpan Health) is the primary medical services provider in Franklin County and with real estate holdings in the north end of Chambersburg and

adjacent Greene Township lands, there is the potential for the continued development of new and improved facilities and services for the surrounding communities.

Greene Township also maintains its own Emergency Operations Plan while the County, through its Department of Emergency Services, maintains a County-wide Hazard Mitigation Plan, which is currently updated for 2019 with pending adoption by all municipalities. As part of its expanding emergency operations, Greene Township has also implemented an emergency management truck to assist responders with additional spill cleanup supplies, lighting, warming tents, water and food for the crews.

Trash collection in the Township is handled via individual contracts with licensed haulers who also provide curbside collection of standard household recyclable materials. The haulers take collected refuse to permitted solid waste disposal sites, one of which is located in the Township. Blue Ridge Landfill, operated by Waste Connections, has been in existence for decades at its current location along Orchard Road and has seen numerous expansions both horizontally and vertically over the years. A permit expansion through Pennsylvania DEP of this very nature is currently underway. The proposed new pads (16, 17 & 18) will add an additional 13 years of longevity to the current landfill operations. The expansion involves another 39.8 acres and an added capacity of 13 million cubic yards and 10 million tons. The Township currently receives very few complaints regarding the landfill and the relationship with the landfill is described as good. In addition to standard trash collection, Greene Township also offers bulky item collection twice annually as well as brush and leaf collection and Christmas

tree collection. The Township maintains its own composting facility on Mickeys Inn Road which operates six days a week with no grass clippings accepted. It is noted that there is a desire to resume electronics recycling collection opportunities once the economics and governmental regulations become favorable and profitable again for recyclers and manufacturers. The Township also maintains a solid waste ordinance and performs inspections alongside Pennsylvania DEP for complaints and illegal dump site violations.

One final element regarding emergency operations in Greene Township deals with something known as the Social Vulnerability Index (SVI). The term “social vulnerability” refers to a community’s capacity to prepare for and respond to the stress of hazardous events such as tornadoes, disease outbreaks, floods, terrorism, or toxic chemical spills. Communities are assessed based on four themes: socioeconomic status, household composition, race/ethnicity/language, and housing/transportation. A host of different social factors are considered when rating communities including poverty level, employment, income, education, age, disability, single-parent households, minority status, English as a second language, vehicle ownership, household size, dwelling types, access and availability of medical services, social service dependence, and special needs populations. The SVI can be used by government agencies, public health officials and emergency coordinators to allocate funding, estimate the amount of needed emergency supplies, how many emergency personnel are required for assistance, identify areas for emergency shelters, evacuation plans, and the need for continued post-emergency support. A 2014 SVI assessment was performed by the US Department of Health and Human Services and its Agency for Toxic Substances and Disease Registry. Franklin

County was assigned an index rating of medium vulnerability in comparison to other Pennsylvania counties. Greene Township was assessed to have moderate to high vulnerability compared to other Franklin County municipalities in all four SVI themes with a slightly higher vulnerability assigned to areas west of I-81 and in proximity to Chambersburg Borough and the Letterkenny Army Depot.

X. FUTURE LAND USE PLAN

Plate 17, “Future Land Use,” is based on the current iteration of the Greene Township Zoning Map, which is part of the Township’s Zoning Ordinance. Since the Township’s adoption of a zoning program several decades ago, Greene Township has remained proactive in updating the Ordinance on a regular basis. The result is a current land use tool that already reflects many of the recent changes impacting the community. Many municipal comprehensive plan updates consider changes to the future land use plan to be a primary achievement as the municipality has not kept up with necessary and overdue amendments. Such is not the case with Greene Township in 2018. In addition to the Zoning Map, the Zoning Ordinance and the Subdivision and Land Development Ordinance (SLDO) have also undergone significant text amendments to address a growing and changing development landscape.

Whereas the 2006 Plan Update spent considerable time and effort assessing the compatibility of existing land uses and zoning classifications, it was quickly determined that a 2018 snapshot of Greene Township displays a thorough and compatible relationship among land uses. Plate 17 reflects only three small changes when compared to the prevailing Zoning Map. Although numerous possibilities were discussed, in the end the three changes agreed upon reclassified several properties along State Route 433 to light industrial while a singular community commercial parcel in Greenvillage was changed to medium density residential to conform with the surrounding community. The Township has deemed no other map changes necessary at this time.

As stated before, previous Township growth forecasts were overestimated demonstrating the unreliability of long-term prognostication due to the volatility in so many determining factors. Careful review of current data at a greater frequency will provide the best opportunity for proactive and effective land use planning.

It should be emphasized that the land use map changes described above and on Plate 17 will ultimately require action by the Township via ordinance amendments to put them into effect. The same emphasis is true for this Chapter's subsequent land use recommendations and objectives.

Other ordinance issues to consider in the short-term include the elimination of excessive parking requirements, particularly for larger non-residential facilities. Municipal parking requirements have been historically conservative to ensure adequate space for shoppers, patron, employees, staff and visitors. However, with each passing year, updated data becomes available both geographically and by type of use allowing municipalities to focus more clearly on the true parking demands. Balancing the actual site demands with the elimination of costly and unnecessary impervious surface (and its associated storm water runoff) would be a welcome community development initiative.

Greene Township recently implemented a new zoning district in the area of Walker Road, Kohler Road, Parkwood Drive and the Interstate 81 Exit 17 interchange. The new Transitional

Commercial District is intended to serve as a buffer between higher intensity business activity in Chambersburg and existing traditional single-family residential neighborhoods in the Township. This was an innovative planning solution that utilized stakeholder input from not only the Township, but property owners and prospective developers as well to ensure an agreeable outcome for all interested parties. Similar methods and foresight should be employed in the future as other perceived development inconsistencies emerge in Greene Township.

In the past, Greene Township has also successfully worked alongside specific entities such as the Chambersburg Country Club, Summit Health (now WellSpan Health), Menno Haven and Luther Ridge nursing homes and retirement communities, and the Scotland Campus (formerly Scotland School for Veterans Children) to adapt Township ordinances in a manner that promotes new use proposals and also meets the objectives and guiding principles of the Comprehensive Plan. The Township should continue these partnerships when circumstances are mutually beneficial to effect positive change in land use regulations and to accommodate an ever-evolving development landscape.

Regular examination of the Township's land use needs should also be undertaken as major infrastructure improvements are planned. Sewer and water extensions and roadway capacity projects are examples of infrastructure alterations that can quickly and dramatically impact an area's development potential. The same impacts can be realized as a result of legislative initiatives also. Rule changes and innovations in technology can be equally effective in changing

the field of play for real estate investors, financiers, developers, builders, employers, and industry. As one of the consistently fastest growing municipalities in Franklin County, the Township should remain involved and active in these trends cultivate an understanding of their potential impact on municipal matters.

This planning exercise has offered new and updated insights into numerous environmental constraints affecting development activity (i.e floodplain, steep slopes, planned greenways and natural habitat areas). The Township should consider the value of these resources and where land use controls should be appropriately employed to promote their conservation and enhance communities. Current SLDO regulations require the identification of natural resources on applications, but take no further steps in their enhancement or protection. Burgeoning programs such as MS4 may serve to more vigorously promote ordinance enhancements such as these from a State and Federal regulatory mandate.

XI. COMMUNITY FACILITIES PLAN

Reliable potable water supply and wastewater disposal services are often seen as a primary building block toward a municipality's development potential. And while Greene Township is well-served from the perspective of centralized water and sewer service, it is unfortunate that, even with such an abundance of customers, the Township finds itself in a position with no representation or voice on the primary water authority or with regard to the wastewater treatment element of its sanitary sewer system. This is a deficiency that the Township should continue to consider as development in the Township evolves. Communications with the respective controlling agencies should be ongoing to characterize the need for representation for Township residents and businesses, which account for such a sizeable percentage of the overall customer base. In this day and age, regional water and sewer solutions are the most economical and effective; however, participation must extend beyond simply service and also include a fair geographic and demographic representation within these authorities' leadership.

Cooperative planning efforts among regional authorities and municipalities to proactively protect the water and sewer system resources is a priority. The Township should be committed to discussing and prioritizing upcoming infrastructure funding, maintenance, replacement, extension and/or expansion with the appropriate controlling agencies to ensure that existing and future customers are served to the best of our ability both fairly, efficiently and economically.

The Letterkenny Army Depot has been a cornerstone of employment and the local economy since World War 2. In recent years with the Army's transfer of property back to the community, the emergence of the Cumberland Valley Business Park has also fortified the County's economic foundation with jobs and diverse industry opportunity. LIDA and FCGA should be supported by the Township in their efforts to find solutions to the ongoing search for the transfer of its water and sewer systems to another operating entity. Ideally combination with another local provider would be preferred; however, regardless of the mechanism it is vital that water and sewer service continue to serve this significant sector of the Township not only for the convenience of its customers but also in a fashion that continues to demonstrate the utmost in environmental reliability and also a more competitive and cost-effective fee structure.

Other utilities within the Township such as natural gas (Columbia Gas, UGI) and fiber optic communications (Comcast, CenturyLink) have also become increasingly important to the prosperity and growth of their communities. These groups are privately held and, therefore, not always subject to direct engagement with local municipalities. Their service, maintenance and repair capabilities and their encroachment within public road rights-of-way are not always well-received by customers, residents, and municipal officials. Efforts should be taken to strengthen relationships to ensure that all interested parties needs are being met in a mutually beneficial way. Open and two-way communications between the Township and these providers must be improved as all interested parties recognize that these services have become integral to the masses and more than just a convenience to the community.

The need for Township services is expected to grow in the coming years with the advent of the MS4 storm water program and expanded recreation facilities and programming. As a result, the need for additional staffing, materials and equipment storage, and office space will eventually become a reality. New sites for Township acquisition will be needed as the Township's current campus is unable to further expand due to the proximity of floodplain and road material storage concerns. It will benefit the Township greatly to plan in advance for these necessities as demand for new programs increases and as new mandates and responsibilities are handed down from State and Federal regulators.

The newly implemented Township MS4 storm water management and pollution prevention program will require new sources of funding in order to be fully realized. Also, the program will require significant change from the Township and its citizens in basic attitudes toward water quality, stream protection, and how water runoff is managed. Education and training of residents, businesses, and Township employees will be valuable in ensuring the long-term success of the program's environmental goals. The Township will find itself under careful scrutiny by PADEP and the USEPA as part of its five-year permit cycle. It is important that Greene Township adequately prepare itself to administer, fund, educate, practice and enforce all of the program's goals and objectives.

The Conococheague Trailway project has been a vision of the Township for many years and is finally ready for funding and implementation at the first opportunity. There is no mistaking that this is a grand-scale municipal project requiring a massive and passionate effort on the part

of numerous individuals with full Township support at every turn. The five phases of the construction project will require participation by many parties and the Township must be the unrelenting, cohesive force that ensures the project's steady persistence, timely completion and subsequent maintenance. Only in this way will the Trailway become the successful and fulfilling project it was envisioned to be for Greene Township generations to come.

XII. TRANSPORTATION PLAN

As stated in the recently adopted Franklin County Long Range Transportation Plan, “Transportation decisions profoundly shape the direction and growth of the county . . . Without this solid direction, growth would occur in an unplanned and incremental manner, likely to the detriment of what makes Franklin County a great place in which to live, work, or visit.” The same truths can be applied to individual municipalities such as Greene Township. These simple facts provide a clear mandate as to why transportation planning at all levels is such an important responsibility. In more ways than one, without proper transportation opportunities and resources, a community will soon be going nowhere fast.

For Greene Township, transportation planning is conducted at a high level of excellence. The Township’s Traffic Impact Fee Committee is currently updating its Transportation Capital Improvements Plan with a project listing and prioritization, cost estimates, and funding potential. This effort and subsequent ongoing efforts should be considered an integral part of this Chapter of the Comprehensive Plan. In the past, many of the proposed Township road improvement projects involved the placement of signals in as many as 23 different locations. While deficiencies are acknowledged, it is important that the Township consider alternatives to signalization where possible to improve flows and possibly realize cost savings for initial installation and ongoing maintenance. To put all our solutions in one basket is shortsighted when emerging traffic design and technology suggests that new ideas are constantly being developed and tested to improve safety and capacity.

In November of 2018, The County MPO adopted an updated Long Range Transportation Plan. Several proposed projects with locations in Greene Township are listed in the Plan along with others that impact multiple municipalities across political boundaries. The Township should continue its involvement in MPO meetings and efforts, including seeking membership on the MPO board and its future subcommittees, to ensure that these important projects remain in conversation and progress forward as funding becomes available. Oftentimes, transportation projects are envisioned rapidly but take years or even decades to realize. For this reason alone, persistence and passion must be maintained. The public participation portion of the County's LRTP Update generated an impressive amount of public comment identifying issues of transportation concern of all shapes, sizes and locations. Not all the comments received were applicable to the regional scale of the MPO's domain and will be shared with the individual municipalities following the current LRTP Update process. The Township should review these concerns and determine which comments support efforts for already planned projects and which may be new issues that require additional Township consideration.

Planning is already underway for the continued completion of road related projects for Parkwood Drive, Kohler Road, Grandpoint Road, and Fifth Avenue. Development in the north end of Chambersburg, potential development in adjacent sections of Greene Township, and the growing commercial construction boom surrounding Exit 17 of I-81 have generated regional planning partnerships to seek solutions to the associated traffic congestion. Grant funding has been applied for to assist with signalization, new road construction and roundabouts. The Township should continue to provide leadership along with affected property owners, County

and Borough partners, and public and private funding sources to ensure that this growing area of the Township evolves in a manner that accommodates future development, provides solutions to existing traffic concerns, and provides a safe environment for multiple modes of transportation such as automobile traffic, public transit and non-motorized (bicycle/pedestrian) traffic.

The dynamic economic relationship between LEAD and CVBP represents an important community resource to the Township and the Franklin County region. As businesses and government mission activities therein continue to grow and diversify, related transportation issues must also be identified and dealt with as they arise. The area has been the subject of numerous traffic concerns in recent years. These include the introduction of municipal roadway jurisdiction within areas still subject to US Army activity and the security concerns that arise when public access mixes with the military. Truck traffic is also a concern entering and exiting the facility. Efforts to find a more direct vehicle route from the Business Park and Depot to the PA Turnpike and I-81 without burdening the local road network and residential neighborhoods are important and should not be forgotten. Similarly, the main entrance to the facility from SR 997 remains an awkward five-legged intersection that with growing business serves to also increase safety concerns. These issues as described above require continued discussion and action with the Township, the Army, CVBP, the MPO, and PennDOT to effectuate an acceptable and expedient long-term solution that will provide benefits to all affected parties.

Two major rail lines (CSX and Norfolk Southern) cross the Township and with such facilities come crossings and bridges that impact local traffic. Many of these intersection points (at-grade crossings, overpasses, underpasses) need repair, replacement, and, in some instances, removal. The Franklin County General Authority also operates rail lines within the confines of the LEAD and CVBP. The Township should maintain open dialogue with these railroad providers to ensure that the existing facilities are upgraded in a timely fashion and with public safety interests at the forefront. As its role and responsibilities continue to develop, the County MPO can serve as a local intermediary between the municipalities and the railroads to ensure that concerns are promptly forwarded to the proper officials for consideration and response.

The Franklin County Regional Airport, the County's only public use airport, is located inside Greene Township and has been the subject for many years of periodic runway and facility improvements, including several enhancements scheduled for the next three years. Under the ownership and auspices of the Susquehanna Area Regional Airport Authority, the airport's presence requires the Township and other surrounding municipalities to maintain an airport overlay zoning district to ensure that conflicts are eliminated between nearby structures and flight paths. Although any expansion has been historically limited, the airport's large acreage (95 acres) and its location in close proximity to the Borough and to LEAD and CVBP have always demonstrated the potential for expanded operations and facilities. Should future conditions ever warrant such a major change and/or expansion, the Township will need to be an active participant in planning for the associated impacts to the surrounding community.

XIII. THE OFFICIAL MAP

The Official Map is a land use tool authorized through the Pennsylvania Municipalities Planning Code whereby municipalities can acquire lands necessary for future public improvements.

Greene Township has expressed interest in utilizing the Official Map for these reasons. Years of expanding Township programs have made such a tool a priority and it is recognized as one of the primary short-term goals following adoption of this Plan Update. The Official Map can be used for a variety of projects including transportation, storm water management, recreation, and land preservation. In Greene Township's case, the map could further efforts to streamline the Conococheague Trailway, the Township MS4 program, the Transportation Capital Improvements Program, possible I-81 Exit 17 improvements, parkland acquisition, and agricultural or conservation lands preservation.

The Official Map is an ordinance adopted by the Township, subject to public comment, and ultimately recorded in the County Courthouse. When a property designated as a potential project participant is subject to a new subdivision or land development application, the Township can require that appropriate lands be set aside for specific project purposes as identified on the Official Map. State law allows municipal action on a development application subject to the Official Map to be delayed up to 12 months to negotiate and finalize acquisitions. The number of projects included on an Official Map should be carefully considered relative to public support, budgetary constraints and realistic viability.

While numerous candidate projects were discussed and considered as part of the planning process, Plate 18, "Future Official Map," identifies three categories of Greene Township improvements currently recommended for inclusion. These include the proposed Conococheague Trailway, three roadway improvement projects, and a series of 17 MS4 BMP projects at 9 different sites. The map has been prepared in such a way that the extents of each project are clear and so that property boundaries are accurately identified to properly notify future participating landowners of their responsibilities. While additional projects can be added in the future, they must follow the same MPC-prescribed adoption process. However, the projects proposed now are anticipated to take precedence for the foreseeable future.

The implementation of an Official Map can also prove beneficial in grant funding assistance for related projects as it demonstrates the Township's strong support. Official Map projects can range from the very simple and inexpensive to the complex and costly. In the competitive world of grants and construction financing, every edge a municipality can provide should be considered an advantage. By memorializing Greene Township's intent to pursue these projects on its Official Map, this further demonstrates their significance and the Township's level of resolve to see them through to completion.

Upon adoption of the Official Map, the Township should consider other ordinances (SLDO, Zoning, etc.) to determine appropriate amendments to further recognize the existence and the role of this new Township land use tool in relation to subdivision and development design. All these ordinances and plans should work together cohesively to generate desired positive

results in a unified manner. The SLDO in particular should be amended to provide guidance to applicants on how to address the Official Map on applications involving impacted properties and also to provide clear notification to readers of these documents as to the responsibilities that go along with the associated projects.

XIV. WHERE WE'RE HEADED – PLAN IMPLEMENTATION

As this Plan Update commences with its final chapter, it is incumbent upon the Township to take the previous chapters' data, ideas, discussions, and recommendations and move from a level of planning to a state of action. Implementation of the various goals of this Plan Update is critical in allowing the policies developed earlier to breathe and come to life. Otherwise, the Township fails in its role as a director of positive change for the quality of life for its residents, businesses, and institutions and the ongoing promise of a prosperous future.

Per our charge in the opening chapter, Greene Township believes it has developed a comprehensive and realistic series of achievable and implementable recommendations. The Township has been introduced to the data that validates a phenomenal rate of growth compared to other surrounding municipalities and other areas of the State even at a time when building and development saw as many valleys as peaks; a population that is aging; a highly-educated populace; and one that, while not racially diverse, includes a significant proportion of impoverished families, military veterans and disabled individuals. The following paragraphs will enumerate the plan recommendations formulated in the preceding chapters with these demographics and other factors in mind and attach to them additional details that will provide a municipal action plan for ease of implementation. Items are also ranked high, moderate or low priority. This priority designation is not defined as an indicator of importance but rather necessity and timeliness to accomplish larger, multiple elements and extended time frames.

Chapter III. The Natural Environment and Land Use

- a. Greene Township should consider adopting municipal regulations as needed to further efforts to protect identified natural habitats from development along with measures to protect water resources. **MODERATE PRIORITY – 6 to 12 months following Plan adoption** The County’s Natural Area Inventory identifies a number of strategies to assist in habitat protection. Water resources of importance within the Township include the headwaters of the Conococheague Creek and the underground aquifer feeding the Falling Spring Creek.

Chapter IV. Recreation

- a. The Greene Township Municipal Park should continue to be developed as planned and serve as a primary recreation resource for the entire community for years to come. **MODERATE PRIORITY – Ongoing** Plans for future fields and courts, the Corker Hill renovations and rehabilitation, and environmental education elements should be pursued as funding and resources allow.
- b. Northwood Park should be developed in accordance with its designation as a water hub for the forthcoming Conococheague Trailway. **MODERATE PRIORITY – In accordance with approved project phasing** Although currently a strictly passive recreation and open space facility, the future introduction of the Trailway will open the site up to additional users and activity.
- c. Greene Township should continue to seek ways to use its farmland and open space preservation budget to benefit the greater community. **LOW PRIORITY – Ongoing** Farmland preservation is more often connected to County efforts. To see a Township provide funding is a unique situation. Recent Township efforts to support the purchase of the Eagle Rock project for inclusion with Michaux State Forest also serve as a great example of the Township’s foresight in conservation.

Chapter V. Storm Water & Flood Plain Management

- a. The Township’s new MS4 program will require coordination of numerous pollution reduction projects. **MODERATE PRIORITY – Ongoing and within 5 years of permit issuance** In an effort to improve stream quality and reduce or remove sediment, nitrogen and phosphorus from the system, Greene Township has proposed numerous water quality projects that will require funding and participation from property owners. The Township must be diligent in pursuing these projects in order to satisfy the terms of its State permit and Federal requirements.

- b. Flood-prone areas of the Township have been identified and the Township must be cognizant of pending storms or other threats to these areas which have been the subject of residential development over the years. **LOW PRIORITY – Ongoing** It is in the best interest of all parties to see these areas remain free from additional development. Ordinances should be modified accordingly to discourage encroachments and obstructions and to protect downstream properties from additional damages.

Chapter VI. Wastewater Disposal and Water Service

- a. The Greene Township Municipal Authority sewer system’s PADEP consent order concerning I & I problems at the Fayetteville Interceptor should finally be resolved. **HIGH PRIORITY – 6 to 12 months following Plan adoption** The situation has been ongoing for six years and the time has come to complete the necessary compliance program. Repairs will allow the Authority to resume unrestricted connections and stimulate development again throughout the service area. The Township should provide whatever assistance is needed to effectuate the necessary compliance measures and resolve this longstanding issue.
- b. Greene Township should coordinate with local sanitary sewer and water providers to confirm how the forthcoming Parkwood Drive area development will be served. **HIGH PRIORITY – Immediate and ongoing** Roadway improvements and zoning solutions are already underway but, without proper water and sewer service, development in this vital area of the Township will continue to languish until a decision is made.

Chapter VII. Transportation

- a. The Township should review areas where accident frequency is elevated and seek solutions with PennDOT, the MPO, and traffic consultants to determine causes and solutions to improve road safety. **HIGH PRIORITY – Immediate and ongoing** A number of roads and intersections are known to see rising accident rates, such as State Route 997. These intersections and corridors should be explored for safety audits. Similar steps should be taken to assess key route intersections as defined in the County’s Hazard Mitigation Plan and ensure that they remain at high functioning levels.
- b. The County MPO is an important entity that is growing and evolving in responsibility and influence. Greene Township should remain an active participant, seeking a greater role and understanding of how the MPO can assist in funding opportunities

for road improvements and project prioritization. **HIGH PRIORITY – Immediate and ongoing**

- c. Interstate 81 is a major infrastructure resource for the Township, the County and much of the US East Coast. Greene Township should participate in the ongoing discussions at the MPO and State levels concerning future widening and other considerations to improve safety and capacity on I-81. **MODERATE PRIORITY – Ongoing** Solutions are much-needed; however, a mass widening may not be the best solution for all segments of this corridor. Comprehensive studies should be undertaken to understand the many nuances associated with this highway. Significant transportation projects take a great deal of time and money to engineer. These resources should be spent examining safety as well as costs and capacity.

Chapter VIII. Intergovernmental Relationships

- a. Greene Township should maintain positive communications and improve relationships with its neighbors and with other entities (public and private, domestic and foreign) that impact the community. **HIGH PRIORITY – Immediate and ongoing** Local municipalities, the County, State and Federal agencies, politicians, the local school district, and LEAD are just a few of the groups that should be easy to reach out to and establish trust and reciprocity. Participation in regional groups such as the Council of Governments and the County Association of Township Officials strengthens intermunicipal bonds and offers a wider perspective and stronger voice on common issues and shared concerns.

Chapter IX. Emergency Management & Township Services

- a. Greene Township should continue its support of local emergency services providers. **HIGH PRIORITY – Ongoing** The Township's volunteer firefighters and professional EMTs are an indispensable resource to the residents and property owners. Financial aid when possible and additional aid in the form of the Township's emergency operations program offer significant assistance to these personnel.
- b. At this time, State Police coverage for Greene Township should be continued as the primary police protection service. **LOW PRIORITY – Ongoing** State Police service has been adequate in recent years and the Township should resist any efforts to mandate a fee for these services from the State legislature. Until such time as a mandate is imminent, there is no need to discuss the pursuit of a Township police force.
- c. The Township should continue to provide and, where necessary, expand its waste collection efforts to its residents. **MODERATE PRIORITY – Ongoing** Improved

relations with haulers, recyclers and Blue Ridge Landfill will benefit all segments of Greene Township as new solutions are sought to a growing community need in the form of solid waste management. Bulky item collection, the compost facility, brush and leaf collection, electronics collection, paper shredding events, household hazardous waste collection, and prescription medicine collection are a few ways in which the Township can further serve the community. Partnering with the County and neighboring municipalities to sponsor these events along with improved educational outreach is a valuable public service.

- d. The Townships' emergency management program should evolve as additional hazard mitigation measures develop. **HIGH PRIORITY – Ongoing** The Franklin County Hazard Mitigation Plan offers great detail to municipalities to help identify locations and segments of society that exhibit a higher degree of vulnerability during hazardous events. In the event of disaster or evacuation, the Township should be prepared to safely guide its people to the services they require and to help protect vital Township resources.

Chapter X. Future Land Use Plan

- a. The three minor land use changes described as part of the Future Land Use Plan should be translated into amendments to the Greene Township Zoning Map. **MODERATE PRIORITY – 3 to 6 months following Plan adoption** The Township should follow all prescribed PA MPC public notice, hearing and adoption requirements.
- b. Additional ordinance amendments should be considered and crafted to address excessive minimum parking requirements for commercial uses. **MODERATE PRIORITY – 6 to 12 months following Plan adoption** The MS4 program should also be reviewed to determine if any associated amendments to the SLDO or the Storm Water Management Ordinance are warranted to benefit water quality objectives.
- c. Greene Township should continue to forge partnerships with local entities to amend ordinances when necessary to accommodate changing development trends that will be mutually beneficial to both parties. **MODERATE PRIORITY – Ongoing** These partnerships with educational campuses, health care providers, country clubs, and retirement communities have been successful in the past and demonstrate that working together to find solutions can provide positive results for individual property owners or developers and for the community as a whole.
- d. Greene Township should remain open to innovative land use solutions such as those employed in the Parkwood Drive area. **MODERATE PRIORITY – Ongoing** As other

areas of the Township find themselves subject to unexpected pressures and development interest or infrastructure expansion, the Township can be creative in using those same pressures on a wider scale to effect additional improvements and benefits to the greater community.

Chapter XI. Community Facilities Plan

- a. As one of the fastest growing, most populated areas in the County, Greene Township should be afforded a greater opportunity to represent its constituency regarding both public water supply and wastewater treatment. **HIGH PRIORITY – Immediate and ongoing** These services are essential to the health of a large segment of Township residents and, with no voice or representation on the respective governing authorities, the Township is helpless to assist such a large base of its citizens, which represent a sizeable customer base for the respective utilities. As these services continue to grow regionally, a fair and equitable form of regional representation should be pursued. Regionalization and growth of water and sewer service requires Greene Township to remain proactive, informed and committed with regard to forthcoming infrastructure needs such as funding, maintenance, replacement, extension and expansion. It is the Township's responsibility to assure its residents that their interests are served safely, fairly, efficiently, and economically.
- b. Ongoing LIDA and FCGA discussions regarding water and sewer service solutions for LEAD and CVBP should be supported by Greene Township. **MODERATE PRIORITY – Immediate and ongoing** The area is critical to the Township, County and region's economy. Ownership and operations, whether by FCGA or others, should target cost-effective solutions and interconnection with surrounding utilities for the utmost in convenience, affordability and efficiency. Similar solutions should be developed for smaller community water systems, such as Scott's Water System in the Rocky Spring neighborhood.
- c. Relationships with natural gas, electric, fiber optic communications, and wireless data providers should be strengthened. **MODERATE PRIORITY – Immediate and ongoing** Recognition of their increasing community importance and reliability thereon should mean more direct engagement with the Township. This includes communications to notify and better coordinate service, maintenance, repair and encroachment within the public right-of-way.
- d. Greene Township's ever-expanding realm of services will in a short time require additional staffing, materials and equipment storage and office space. **HIGH PRIORITY – Immediate and ongoing** The Township should be forward in its planning

to acquire the necessary facilities to properly administer new and growing programs such as MS4 and recreation. Existing facilities and lands include limited potential due to environmental site constraints.

- e. The MS4 program will require the Township to adapt in order to properly administer, fund, educate, practice and enforce the myriad of goals and objectives associated with the program. **HIGH PRIORITY – Immediate and ongoing** The program has the potential to be very costly and oversight by PADEP and USEPA can be fraught with potential recordkeeping errors and housekeeping oversights resulting in significant penalties. Education, training, staffing, and professional assistance should be a Township priority in this field for years to come.
- f. Greene Township must remain a persistent and enthusiastic force in promoting the funding, the timely completion and the ongoing maintenance and operation of the Conococheague Trailway initiative. **HIGH PRIORITY – Immediate and ongoing** Once underway, project coordination and management will be a massive effort and a full-time responsibility. The Township is convinced of the project's ultimate community benefits and should stand behind its realization from groundbreaking through completion and beyond.

Chapter XII. Transportation Plan

- a. The Township's Traffic Impact Fee Committee should continue its efforts to update the Transportation Capital Improvement Plan (CIP) and associated service area impact fees. **HIGH PRIORITY – Already in progress and ongoing** The identification of completed projects, the review and consideration of projects yet to be, and the inclusion of new projects is an important undertaking that contributes to the safety and efficient movement of people and goods within and through Greene Township. The group should also seek out new traffic solutions as they emerge to ensure that signalization, an oftentimes costly fix and an inhibitor of traffic flow, is not the only answer to traffic control.
- b. The Franklin County MPO's recent efforts to develop and adopt a Long Range Transportation Plan has generated a significant amount of specific data including public comment regarding perceived traffic issues. The Township should secure any data specific to Greene Township from the County. **MODERATE PRIORITY – Immediate and ongoing** Once acquired, this data should be reviewed by the Township to determine which issues support efforts for those projects already planned and which may be new issues that require additional consideration and efforts to resolve.

- c. Greene Township should continue to partner and provide leadership with regard to the North Chambersburg Improvements Project – **HIGH PRIORITY – Already in progress** The extensions of Parkwood Drive and Fifth Avenue should be followed up with a litany of additional infrastructure improvements, transportation and otherwise, to complete the successful vision of public and private entities. The future phases of these improvements should continue to include ample safety considerations, solutions to existing traffic concerns, and the accommodation of multiple modes of transportation.
- d. The Township should continue to be a partner in efforts to find improved and more direct vehicle routes from LEAD and CVBP to the PA Turnpike and I-81. **MODERATE PRIORITY – Ongoing** These business and government entities are a valuable part of the Township and County economy. Travel efficiency, vehicle safety, and protection of the local road network and existing residential neighborhoods must be considered to promote the long-term prosperity of all parties. New roads, new planning partnerships, the support of the County MPO, and utilization of a Township Official Map may ultimately be necessary to see such an undertaking materialize.
- e. Relationships and communications with rail carriers in the Township must be improved. **MODERATE PRIORITY – Immediate and ongoing** CSX, Norfolk Southern, and the Franklin County General Authority all provide freight rail service within Greene Township. The upgrade of facilities and public safety issues at road crossings are important municipal concerns. Unfortunately, railroad and municipal relations have historically been challenging. The County MPO may be able to serve as an intermediary once its role and responsibilities evolve. Ultimately having a regular shared forum between municipalities and the rail carriers would offer a dramatic improvement in planning and response.

Chapter XIII. The Official Map

- a. One of this Plan Update’s primary goals from the outset was to assess the benefits of an Official Map for Greene Township. As Township programs, services, and responsibilities have expanded, the value of this MPC tool has been recognized as a necessary resource for accomplishing much of what is envisioned for Greene Township in the coming years. **HIGH PRIORITY – 3 to 6 months following Plan adoption and ongoing** The map should include elements for transportation, MS4, and the Conococheague Trailway as illustrated on Plate 18. The Township should follow all prescribed PA MPC public notice, hearing, adoption and recording requirements.

- b. Greene Township should simultaneously with the above recommendation examine its SLDO and Zoning Ordinance to determine any appropriate amendments to supplement the Official Map's effectiveness. **HIGH PRIORITY – 3 to 6 months following Plan adoption** These ordinance amendments should at a minimum include recognition of the Official Map as a land use document, provide guidance to plan preparers on how the Official Map should be addressed on applications when impacting a property, and also provide readers with a clear notice concerning the associated responsibilities.

TABLE XIV-1: IMPLEMENTATION ACTION ITEMS

<u>ITEM #</u>	<u>GENERAL DESCRIPTION</u>	<u>TIMING</u>	<u>PAGE #</u>
HIGH PRIORITY			
VI.a.	Resolve GTMA PADEP Consent Order	6-12 mos.	73
VI.b.	Confirm Water & Sewer Service for Parkwood Drive	I & O *	73
VII.a.	Assess Areas with High Traffic Accident Frequency	I & O *	73
VII. b.	Participate in County MPO Efforts	I & O *	73-74
VIII.a.	Intergovernmental Communications & Relations	I & O *	74
IX.a.	Support Local Emergency Services	Ongoing	74
IX.d.	Grow Township Emergency Management Program	Ongoing	75
XI.a.	Seek Representation for Water and Sewer Treatment	I & O *	76
XI.d.	Solutions for Expanded Township Staff & Facilities	I & O *	76-77
XI.e.	Adapt to Newly Permitted MS4 Program	I & O *	77
XI.f.	Promote & Coordinate Conococheague Trailway	I & O *	77
XII.a.	Update TCIP and Impact Fees	Ongoing	77
XII.c.	North Chambersburg Improvements Coordination	In Progress	78
XIII.a.	Adopt Official Township Map	3-6 mos.	78
XIII.b.	Adopt Ordinance Amendments to Support Official Map	3-6 mos.	79
MODERATE PRIORITY			
III.a.	Adopt Habitat and Water Resource Protection Stds.	6-12 mos.	72
IV.a.	Expand Greene Township Municipal Park	Ongoing	72
IV.b.	Develop Northwood Park	per Trailway	72
V.a.	MS4 Pollution Reduction Projects	5 years	72
VII.c.	Participate in I-81 Widening Discussions	Ongoing	74
IX.c.	Continue and Expand Waste Collection Programs	Ongoing	74-75
X.a.	Amend Zoning Map per Future Land Use Plan	3-6 mos.	75
X.b.	Consider Amendments to Address Excessive Parking	6-12 mos.	75
X.c.	Partner with Locals to Accommodate New Trends	Ongoing	75
X.d.	Utilize Innovate Land Use Solutions	Ongoing	75-76
XI.b.	Support LIDA / FCGA Utility Solutions	I & O *	76
XI.c.	Improve Relations with Other Utility Providers	I & O *	76
XII.b.	Review and Assess LRTP Public Input Data	I & O *	77
XII.d.	LEAD / CVBP Direct and Improved Access to Interstates	Ongoing	78
XII.e.	Improved Rail Carrier Relations	I & O *	78
LOW PRIORITY			
IV.c.	Continue Farmland and Open Space Preservation	Ongoing	72
V.b.	Flood-Prone Area Awareness and Protection	Ongoing	73
IX.b.	Continue State Police for Primary Protection Coverage	Ongoing	74

* I & O = IMMEDIATE & ONGOING

PLATES

- Plate 1 - Base Map
- Plate 2 - Land Use & Development
- Plate 3 - Zoning Districts
- Plate 4 - Floodplains, Wetlands & Steep Slopes
- Plate 5 - Agricultural Security Areas & Preserved Farms
- Plate 6 - Natural Areas
- Plate 7 - Greenways
- Plate 8 - Parks and Recreation
- Plate 9 - Municipal Separate Storm Sewer System (MS4)
- Plate 10 - Water Service
- Plate 11 - Sewer Service
- Plate 12 - Functional Classifications & Roadway Volumes
- Plate 13 - Reportable Intersection Traffic Accidents & Fatalities
2012-2016
- Plate 14 - Transportation Service Areas & Deficiencies
- Plate 15 - Capital Improvement Plan
- Plate 16 - Transportation Improvement Plan
- Plate 17 - Future Land Use
- Plates 18, 18A, 18B & 18C - Future Official Map