

# Land Use Assumptions Report

Prepared for:

Fairview Township, York County  
599 Lewisberry Road  
New Cumberland, PA 17070

Oversight Provided by:

Fairview Township Traffic  
Impact Fee Advisory Committee

Recommended for Approval by the Fairview Township Traffic  
Impact Fee Advisory Committee on July 17, 2014

# Fairview Township, York County Land Use Assumptions Report

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## **INTRODUCTION**

The information presented in this report is the first step in a multi-step process required for Fairview Township, York County to implement a Traffic Impact Fee Ordinance under Act 209. This step includes the preparation of a Land Use Assumptions Report (LUAR) based upon the development potential for the Township over the next ten years.

As required by the Pennsylvania state statute, the LUAR shall:

1. Describe the existing land uses within the designated area or areas and the highways, roads or streets incorporated therein.
2. To the extent possible, reflect projected changes in land uses, densities of residential development, and intensities of nonresidential development and population growth rates which may affect the level of traffic within the designated area or areas over a period of at least the next five years. These projections shall be based on an analysis of population growth rates, current zoning regulations, approved subdivision and land developments, and the future land use plan contained in the adopted municipal comprehensive plan. It may also refer to all professionally produced studies and reports pertaining to the municipality regarding such items as demographics, parks and recreation, economic development and any other study deemed appropriate by the municipality.

As a major component of this process, the Fairview Township Traffic Impact Fee Advisory Committee provided oversight and assistance in the preparation of the LUAR. Following the Committee's review and comment, the findings of the LUAR will be presented to the governing body at a public hearing for their approval by resolution. Upon adoption of the LUAR, the next step in the Traffic Impact Fee Ordinance development is the preparation of a roadway sufficiency analysis to establish the existing level of infrastructure compared to the preferred levels of service within the municipality. The roadway sufficiency analysis will be prepared for any highway, road or street within the township whereby the projected future development may generate the need for roadway improvements.

## **EXISTING LAND USE ANALYSIS**

Fairview Township is a modern progressive township situated at the crossroads of two major transportation corridors – Interstate 83 and the Pennsylvania Turnpike. The Township's geographic location in York County and South Central Pennsylvania requires its leaders to constantly be in tune with ever changing growth and development trends. The township recognizes the value of community planning and adopted a Comprehensive Plan in 2010, followed by a consistency update of its Zoning Ordinance in 2013.

The Fairview Township 2010 Comprehensive Plan is a growth management policy that was developed through community participation, studying and analyzing existing conditions of the township, including existing land use patterns, and developing the growth management plan.

As part of the preparation of the LUAR, the Township's current planning policies and studies were thoroughly reviewed and incorporated into the LUAR. The preparation of the LUAR requires a description of the existing land uses within the designated Transportation Service Areas (TSA).

Section 7.0 - Land Use of the 2010 Comprehensive Plan provides a description and analysis of the township's existing land use patterns. The methodology used to present land use data includes classification of land at the parcel level through the use of the York County Tax Assessment Office 2008 data. As part of the LUAR, township staff reviewed the General Land Use Map and identified two areas of significant change. They are as follows:

1. Woodbridge Farms Residential Development (Beinhower and Big Spring Roads) – Additional phases of this development have been approved and developed. The preliminary subdivision plan for Woodbridge Farms was approved in 1996.

Land Use Change – Approximately 53 acres have been reclassified from Agriculture/Forest to Low Density Residential.

2. Susquehanna Sports Complex – The Susquehanna Sports Complex is a multi-sports indoor athletic facility located off of Limekiln Road. The Facility was constructed in 2013 and opened for business in 2014.

Land Use Change – Approximately 22 acres have been reclassified from Agriculture/Forest to Commercial.

It was further noted by township staff that other development in the township has been small scale and within the designated classification identified in the Comprehensive Plan.

The overall impact these changes have on the township is minimal. The overall amount of Agricultural/Forest classified land is reduced from 11,116 acres to 11,041 acres, which is 52.5 percent and 52.1 percent of the township's overall land use classified as Agriculture/Forest. The area of the Township classified as Low Density Residential has increased from 4,944 acres to 4,997 acres which represents an increase of .3 percent from 23.3 percent to 23.6 percent. Commercially classified land increased from 436 acres to 458 acres which increases the overall percentage of commercial land from 2.1 percent to 2.2 percent.

Section 7.0 – Land Use from the 2010 Comprehensive Plan is made part of this LUAR and is located in Appendix I. CP - Map 5 – General Land Use from the 2010 Comprehensive Plan, with the three Transportation Service Areas superimposed, is located in the Report Map Appendix of this Report.

#### **TRANSPORTATION SERVICE AREAS**

Fairview Township has designated three geographic regions within the Township as Transportation Service Areas (Service Area). These geographic regions were identified because of internal commonalities, such as, zoning, existing traffic patterns, existing and future land use patterns, and

regional association to name a few, and will be the subject of this LUAR. Map 1 – Service Area Map graphically shows the extent of each Service Area.

The three Service Areas were created largely through the process of GIS analysis using ESRI ArcMap as a tool to identify their extent. At the very start of the process, the entire land and water area of Fairview Township was considered to be eligible for Service Area designation. From this total area, certain land and water areas were progressively excluded from consideration. The following criteria were used to guide the Service Area designation:

1. Service Areas are restricted to seven square miles.
2. The boundary of the Service Areas must be contiguous and an area cannot overlap between Service Areas.
3. Already developed commercial/industrial areas should be included as they tend to redevelop over time.
4. Service Area boundaries should attempt to follow parcel lines or natural features, such as rivers and streams.
5. Service Area boundaries should not divide a parcel.

Based on the above criteria, it was determined that three Service Areas would be designated in Fairview Township. Initial identification of these Service Area locations within the Township was the next step in the process, which included:

1. Considering the Township's previous planning efforts (2010 Comprehensive Plan Update and 2013 Zoning Ordinance)
  - a. Service Area 1 included a mix of the Growth Area Zoning Districts and a small area of RL - Rural Living Zoning District and is located largely in the northwestern quadrant of the Township.
  - b. Service Area 2 included the RL - Rural Living Zoning District and a mix of the Growth Area Zoning Districts and is located largely in the southeast quadrant of the Township.
  - c. Service Area 3 primarily included the RL – Rural Living Zoning District and is located in the southern quadrant of the Township.
2. Excluding areas of the Township that have been developed residentially, contain steep slopes, floodplain, and scenic river designation. In addition, the township excluded the New Cumberland Army Depot area from consideration as the property is controlled by the Federal Government and is exempt from local land use regulations.
3. Input from the Township staff, and consideration of historic travel patterns.

Through GIS analysis, the initial exclusion areas were removed from the calculated square mileage of the proposed Service Areas. The resulting square mileages for Service Areas 1 and 2 did not meet the criteria for Service Area size; both areas exceeded seven square miles. In order to comply with the seven square mile area, the following conditions and uses were added to the exclusion categories which were identified using York County Land Use Codes found in the GIS parcel data:

1. Residential parcels with an existing dwelling in the Rural Living Zoning District that cannot be further subdivided
2. Churches, cemeteries, and utility/telecommunications

After these further exclusions, Service Area 2 was the only area that exceeded seven (7) square miles. The final step to identify the Service Areas involved the adjustment of the Service Area boundaries in order to satisfy the square mileage requirement. After the Township staff and the Committee made their final recommendations to the Service Area boundaries, the three Service Areas were approved.

**Service Area 1 (6.9 square miles) includes land within the following zoning districts:**

- RL – Rural Living Zoning District (RL)
- RS – Single Family Residential Zoning District (RS)
- RMU – Residential Mixed Use Zoning District (RMU)
- VR – Village Residential Zoning District (VR)
- VMU – Village Mixed Use Zoning District (VMU)
- VB – Village Business Zoning District (VB)
- CB – Commercial Business Zoning District (CB)
- AB – Airport Business Zoning District (AB)

**The following roads\* are located within Service Area 1:**

**Principal Arterial Highways:**

- |                                           |                  |
|-------------------------------------------|------------------|
| 1. Interstates 76 (Pennsylvania Turnpike) | 2. Interstate 83 |
|-------------------------------------------|------------------|

**Minor Arterial Roads:**

- |                    |                  |
|--------------------|------------------|
| 1. Lewisberry Road | 2. Cedars Road   |
| 3. Old York Road   | 4. Fishing Creek |

**Urban and Rural Major Collectors:**

- |                        |                       |
|------------------------|-----------------------|
| 1. Lewisberry Road     | 2. Old Forge Road     |
| 3. Spanglers Mill Road | 4. Limekiln Road      |
| 5. Green Lane Drive    | 6. Poplar Road        |
| 7. Evergreen Road      | 8. Pleasant View Road |
| 9. Ross Ave            | 10. Normandy Drive    |
| 11. Old Quaker Road    |                       |

**Rural Minor Collectors:**

1. Moore’s Mountain Road

**Local/State/Private Roads:**

Harkins Court	Private	Collina Drive	T-865
Airport Road	Private	Gurtner Road	T-886
Beagle Club Road	Private	Hain Road	T-889
Beech Road	Private	Summit Avenue	T-890
Bellows Court	Private	Oak Drive (GLF)	T-893
Bethel Church Road	Private	Furlong Lane	T-894
Clearview Avenue	Private	Futurity Drive	T-896
Hemlock Drive	Private	Martingale Drive	T-897
Iron Furnace Court	Private	Entry Lane	T-898
Mifflin Avenue	Private	Derby Avenue	T-899

Nissel Lane	Private	Equus Drive	T-900
Paul Avenue	Private	Hemlock Road	T-902
Quaker Circle	Private	Farm House Lane	T-907
Shaffer Drive	Private	Y.M.C.A. Drive	T-908
Summit Road	Private	Tall Tree Dr	T-909
Ramsay Place	Private	Northview Road	T-911
Winona Drive	Private	Juniper Drive	T-912
Charles Alley	Township	Carriage Road	T-915
Davis Alley	Township	Rose Hill Drive	T-919
Division Alley	Township	Boeing Road	T-923
Hess Alley	Township	Revere Circle	T-924
Hogan Alley	Township	Old Stage Road	T-933, SR-4025
Strauss Alley	Township	Ann Drive	T-936
Pin Oak Drive	T-676	High Drive	T-936
Buttonwood Court	T-677	Oak Drive (RS)	T-937
Radesky Street	T-678	Ridgeview Road	T-938
Umberto Avenue	T-679	Oak Knoll Road	T-939
Miramar Street	T-680	Keystone Drive	T-940
Meadowbrook Road	T-686	Crescent Drive	T-941
Bruce Alley	T-687	Meadow Drive	T-943
Market Street	T-688	Short Lane	T-944
Second Street	T-689	Forest Drive	T-945
First Street	T-690	Old Ford Drive	T-947
Bradley Circle	T-701	Fairview Drive	T-951
Bunker Hill Road	T-702	Queen Street	T-952
Capri Circle	T-703	Yellow Breeches Drive	T-953
Congress Avenue	T-705	Hutton Road	T-956
Cypress Place	T-706	Steigerwalt Hollow	T-957
Elliott Drive	T-711	Road	T-957
Hickory Place	T-714	Fairview Road	T-959
Holly Drive	T-716	York Road	T-960
Homestead Lane	T-717	Null Road	T-964
Kenmar Drive	T-722	Diller Road	T-965
Lisburn Heights Drive	T-724	Scenic Circle	T-966
Turtle Hollow Drive	T-728	Sunset View Drive	T-967
Margaretta Street	T-729	Sheepford Road	T-968
Novara Street	T-730	Rudytown Road	T-969
Pinetree Drive	T-732	Gaumer Road	T-971
Redwood Place	T-733	Cherry Hill Drive	T-972
San Remo Place	T-734	Lamont Street	T-972
Sewered Road	T-735	Lincoln Drive	T-975
Sheraton Drive	T-736	Orchard Road	T-976
Tall Oak Drive	T-737	Walnut Level Road	T-978
Pleasant View Terr.	T-740	Old Depot Road	T-980
Vista Circle	T-741	Terrace Place	T-982
Water Street	T-742	School House Lane	T-985
Winebary Circle	T-745	Oak Hill Road	T-992
Commerce Drive	T-746	Myers Lane	T-994
Foxfire Lane	T-747	King Street	T-995
Bramblewood Lane	T-748	Ironstone Road	T-999
Wheatland Road	T-749	Mission Drive	US ARMY
Parthermore Circle	T-750	Pleasant View Road	T-892
Beacon Hill Blvd.	T-752	Churchey Lane	T-997
Timber Lane	T-753	Nauvoo Road	SR-4029
Stetler Road	T-756	Old Quaker Road	T-875
Sprint Lane	T-771	Woodburne Road	T-775

Skyline Drive	T-802
Corporate Circle	T-825
Lexington Place	T-827
Fawn Court	T-845
Coach Lane	T-850
Surrey Court	T-851
Landau Court	T-852
Shauffnertown Road	T-857
Springers Lane	T-861
Airport Drive	T-862

**Service Area 2 (7.0 square miles) includes land within the following zoning districts:**

- RL – Rural Living Zoning District (RL)
- RS – Single Family Residential Zoning District (RS)
- RMU – Residential Mixed Use Zoning District (RMU)
- CB – Commercial Business Zoning District (CB)
- IB – Industrial Business Zoning District (IB)
- AB – Airport Business Zoning District (AB)

**The following roads\* are located within Service Area 2:**

**Principal Arterial Highways:**

1. Interstate 83

**Minor Arterial Roads:**

- |                       |                   |
|-----------------------|-------------------|
| 1. Fishing Creek Road | 2. Wyndamere Road |
| 3. Old York Road      |                   |

**Urban and Rural Major Collectors:**

- |                       |                  |
|-----------------------|------------------|
| 1. Pleasant View Road | 2. Valley Road   |
| 3. Big Spring Road    | 4. Old York Road |

**Local/State/Private Roads:**

Bluebill Drive	Private	Shindel Drive	Private
Canvasbach Drive	Private	Slaseman Drive	Private
Kanes Lane	Private	Teal Drive	Private
Mallard Drive	Private	Musket Court	Private
Pintail Drive	Private	Myrtle Court	Private
Shindel Drive	Private	Sandpiper Lane	Private
Slaseman Drive	Private	Scully Place	Private
Teal Drive	Private	Windy Way	Private
Bluebill Drive	Private	Woodlawn Avenue	Private
Canvasbach Drive	Private	Marsh Run Road	SR 1005
Kanes Lane	Private	Yorktown Road	SR-4007
Mallard Drive	Private	Emily Lane	Township
Pintail Drive	Private	Leo Court	Township

Constine Court	T-684	Wilcox Drive	T-868
Fairmont Avenue	T-684	Sunrise Avenue	T-869
Centerview Avenue	T-704	Hillcrest Circle	T-870
David Drive	T-707	Locust Drive	T-873
Dorwart Circle	T-709	Red Fox Court	T-874
Elder Trail	T-710	Beinhower Road	T-877
Ethan Allen Drive	T-712	Shuler Road	T-879
Greenwood Drive	T-713	Salem Road	T-880
Hillside Avenue	T-715	Grandview Circle	T-881
Husk Lane	T-718	Lowther Road	T-882
Industrial Drive	T-719	Locust Road	T-883
Jennifer Drive	T-720	Pine Ridge Circle	T-884
Kernel Lane	T-723	Danner Lane	T-885
Maple Drive	T-726	Shuey Road	T-887
Tassle Lane	T-739	Kellinger Road	T-888
Woodward Drive	T-743	Remington Drive	T-895
Yates Ford Road	T-759	Appaloosa Way	T-901
Spring Run Court	T-760	Clydesdale Court	T-903
Hunters Lane	T-761	Sand Spur Drive	T-904
Doe Lane	T-762	Megan Way	T-905
Deer Court	T-763	Holly Court	T-906
Buckhorn Court	T-764	Sharon Drive	T-910
Black Powder Drive	T-765	Diane Drive	T-913
Woodbridge Drive	T-772	Clover Street	T-914
Braddock Drive	T-773	Front Street	T-915
Braeburn Drive	T-774	Cameron Road	T-916
McCarthy Drive	T-776	Alfred Drive	T-918
Four Leaf Lane	T-777	Catherine Court	T-921
Old Trail Court	T-778	Sarah Court	T-922
Lamp Post Lane	T-779	Laurel Road	T-928
Fox Run Circle	T-780	Spruce Road	T-929
Red Haven Road	T-783	Ellencroft Drive	T-930
Lorig Court	T-784	McMannis Road	T-930
Gap Road	T-790	Bowman Avenue	T-932
CeeJay Drive	T-800	Copper Circle	T-934
Alanthia Lane	T-801	Todd Court	T-935
Burgoyne Drive	T-803	Sunset Drive	T-948
Hidden Valley Road	T-804	Bamberger Road	T-949
Stone Row Lane	T-805	Hillcrest Drive	T-950
Lafayette Drive	T-811	Longview Avenue	T-961
Valley View Circle	T-831	Grandview Drive	T-962
Overland Way	T-832	Whitetail Drive	T-963
Laura Court	T-849	Chestnut Way	T-972
Steuben Road	T-853	Park Road	T-973
Mountain View Drive	T-854	Corn Hill Road	T-974
Willis Road	T-855	Fetrow Lane	T-979
Thorley Road	T-858	Fisher Road	T-981
Timber Road	T-859	Antler Drive	T-983
Granite Quarry Road	T-860	Lakeside Drive	T-993
Financial Way	T-863	Churchey Lane	T-997
Benyou Lane	T-866	Potts Hill Road	SR0177
		Ridge Road	SR-4023, T-754

**Service Area 3 (7.0 square miles) includes land within the following zoning districts:**

- RL – Rural Living Zoning District (RL)
- RS – Single Family Residential Zoning District (RS)
- RMU – Residential Mixed Use Zoning District (RMU)

**The following roads\* are located within Service Area 3:**

There are no principal arterial highways or minor arterials that pass through Service Area 3.

**Urban and Rural Major Collectors:**

1. Rossville Road
2. Lewisberry Road
3. Siddonsburg Road

**Rural Minor Collectors:**

1. Moore’s Mountain Road
2. Siddonsburg Road
3. Pinetown Road

**Local/State/Private Roads:**

Cardinal Lane	Private	Bull Road	T-925
East Street	Private	Traver Drive	T-925
Marie Avenue	Private	Emanuel Road	T-926
Mount Airy Road	SR-4031	Silver Lake Road	T-927
Andersontown Road	SR-4033	Maple Shade Drive	T-942
Bencru Avenue	T-681	Stonybrook Lane	T-946
Billet Drive	T-700	Highland Drive	T-956
Whiteford Drive	T-708	Observatory Drive	T-958
Julie Court	T-721	Nebinger Street	T-977
Martin Drive	T-727	Seitz Drive	T-986
James Lane	T-744	Stony Road	T-987
Sassafras Lane	T-751	Cider Press Road	T-988
Heck Hill Road	T-755	West Road	T-989
Old Rossville Road	T-757	Trimmer Drive	T-991
Markham Court	T-770	Nauvoo Road	SR-4029
South Ridge Drive	T-826	Old Quaker Road	T-875
Glen Arden Drive	T-872	Potts Hill Road	SR0177
Brenneman Drive	T-917	Ridge Road	SR-4023, T-754
Sawmill Road	T-920		

\*- Interpretation Note:

The above-referenced functional classifications have been obtained from Map 14 – Transportation Facilities of the Fairview Township Comprehensive Plan. The road listing is from the Township’s road database Sorted2 file.

The functional classification and list is deemed to be inclusive of all roads; however, if there is an issue as to a road name, location, or functional classification the Township Staff and Engineer shall review the discrepancy and make the final determination as to the correct name, location, or functional classification.

The Fairview Township Official Road Map and Map 14 – Transportation Facilities Map from the Fairview Township Comprehensive Plan are located in the Map Appendix of this report.

## Approved Study Intersections

The Traffic Impact Fee Advisory Committee (Committee) and township staff were involved in identifying the following intersections to study as part of the Traffic Impact Fee Ordinance. The Committee approved the intersections on July 17, 2014.

The following is a list of approved study intersections by Service Area, which are also graphically shown on Map 2.

### Service Area 1

Map # Intersection

1. Old York Rd (SR 1003) & Ross Ave (SR 1002)/Meadowbrook Rd
2. Old York Rd (SR 1003) & Airport Rd
3. Limekiln Rd & Poplar Rd (SR 1001)
4. I-83 NB & Limekiln Rd & Sheraton Dr
5. Lewisberry Rd (SR 114) & Poplar Rd (SR 1001)
6. Old York Road (SR 1003) & Old Depot Rd
7. Limekiln Rd & I-83 SB
8. Lewisberry Rd (SR 114) & Gaumer Rd
9. Greenlane Dr & Limekiln Rd
10. I-83 SB & Lewisberry Rd (SR 114)
11. Limekiln Rd & Spanglers Mill Rd (SR 4027)
12. Lewisberry Rd (SR 114) & Stetler Rd
13. Shauffnertown Rd & Spanglers Mill Rd (SR 4027)
14. I-83 SB & Pleasant View Rd
15. Shauffnertown Rd & Old Forge Rd (SR 4020) & Rudytown Rd
16. Old Stage Rd (SR 4025) & Old Forge Rd (SR 4020)
17. Lewisberry Rd (SR 114) & Ironstone Rd & Fishing Creek Rd (SR 262)
18. Lewisberry Rd (SR 114/SR 382) & Cedars Rd (SR 114)
19. Cedars Rd (SR 114) & Nauvoo Rd (SR 4029) & Oak Hill Rd
20. Nauvoo Rd (SR 4029) & Lewisberry Rd (SR 382)

### Service Area 2

Map # Intersection

21. Shuey Rd & Pleasant View Rd
22. Fishing Creek Rd (SR 262) & Pleasant View Rd
23. Fishing Creek (SR 262) & I-83 SB/School Dr
24. Fishing Creek Rd (SR 262) & I-83 NB & Locust Rd
25. Old York Rd (SR 262/1003) & Fishing Creek Rd (SR 262)

26. Valley Rd (SR 262) & Beinhower Rd
27. I-83 NB & Salem Rd (SR 1007) & Wyndamere (SR 177)
28. Wyndamere Rd (SR 177) & Lowther Rd
29. Wyndamere Rd (SR 177) & Yorktown Rd (SR 4007) & Industrial Dr
30. I-83 SB & Yorktown Rd (SR 4007)
31. Old York Road (SR 1003) & Beinhower Rd
32. Wyndamere Rd (SR 177) & Potts Hill Rd (SR 392) & Ridge Road

### **Service Area 3**

Map # Intersection

33. Pinetown Rd (SR 4024) and Rossville Rd (SR 177)
34. Pinetown Rd (SR 4024) & Moores Mtn. Rd (SR 4031)

### **PREVIOUS PLANNING EFFORTS**

#### 2010 Comprehensive Plan Update

The update to the 1993 Comprehensive Plan for Fairview Township was adopted on June 28, 2010 and was prepared by Johnson, Mirmiran & Thompson, in cooperation with the Fairview Township Board of Supervisors and Planning Commission. Service Areas 1 and 2 include the entirety of both Fairview Township designated Primary Designated Growth Areas. Service Area 3 includes the Secondary Designated Growth Area. All three Service Areas contain a significant amount of agriculture/forest and rural residential land use areas, with Service Area 3 containing the greatest amount of these land uses. Service Area 1 contains the greatest variety of land uses, including low, medium, and high density residential as well as commercial, industrial, utility, and park-recreation.

#### Act 537 Plan

The Fairview Township Act 537 Plan was prepared by Gannett Fleming, and adopted on January 31, 2011. The Plan recommends the continuation of reliance on public sewer service along the I-83 corridor, and the development of an On-Lot Management Program for areas outside the existing sewer service areas. The following are highlights from the Plan:

1. Approximately sixty-two (62) percent of the developed properties in the Township receive public sewer service, and 2,565 properties are served by individual on-lot systems.
2. The Township is served by the following public wastewater collection, conveyance and treatment systems:
  - a. The Lower Allen Waste Water Treatment Plant (WWTP) service area, which is generally the developed portion of the Township located north of the Pennsylvania Turnpike. This service area is located in Service Area 1.
  - b. The North WWTP service area, which is generally the north-central portion of the Township within the Route 83 corridor between the Pennsylvania Turnpike and Reesers Summit. This service area is located in Service Area 1.

- c. The South WWTP service area, which is generally the south-central portion of the Township within the Route 83 corridor between Reesers Summit and the border with Newberry Township. This service area is located in Service Area 2.
  - d. The Lewisberry WWTP Service Area, which is generally the developed southwestern portion of the Township near Silver Lake and adjacent to Lewisberry Borough. This service area is located in Service Area 3.
3. The remainder of the Township, which is generally the rural portions of the Township in Service Area 3, is served by on-lot wastewater treatment and disposal systems.
  4. The Township has adequate capacity in the Lower Allen WWTP, the North WWTP, and the Lewisberry WWTP to meet the projected 2028 needs for the WWTP Services Areas in Fairview Township.
  5. The South WWTP has sufficient capacity to meet its current capacity commitments. There is no more capacity available at the facility to serve other needs after these current capacity commitments are met.
  6. The majority of the soils located outside the public sewer service areas, except those soils within floodplains or steep slope areas, are potentially suitable to support some type of on-lot system, as long as the systems are properly designed, installed, and operated.
  7. Promote the development of lands within the North WWTP Service Area where WWTP capacity is available rather than within the South WWTP Service Area, where all available capacity has been fully committed.

#### Public Sewer and Water Assumptions

The 2010 Comprehensive Plan Update also addresses the issues of public sewer and water service areas, which are important considerations in this LUAR. The Plan Update describes existing facilities from various source documents including the municipal Chapter 94 Plans and the Act 537 Plan. Public water service is currently provided to areas in Service Areas 1 and 2 that border Lower Allen Township/New Cumberland Borough or are adjacent to Interstates 76 and 83 through the center of the Township. At the time of the plan update, there was no discussion or expansion of services or service areas within Fairview Township. Existing sewer areas include roughly the same areas as the public water areas with additional coverage in the southeastern portion of the township, east of Interstate 83. The public water and sewer service planning implications include an increased demand and need for public water and sewer services, particularly within the designated Growth Areas.

#### **POPULATION AND HOUSING TRENDS**

The LUAR is predicated on future residential and nonresidential development to determine the required road improvements and the costs of such improvements. Therefore, determining population and housing trends is a necessary step in the process.

## Population

The 2000 U.S. Census reported a population of 14,321 in Fairview Township, up 1,063 from 13,258 in 1990, and from 2000 to 2010 the Township's population grew by another 2,347 residents to 16,668 or 234 persons per year. From 2010 to 2030 the Township is projected to grow by 4,552 residents which represent a projected annual population growth of 227 new residents per year which is slightly down from the yearly rate experienced from 2000 to 2010. The Township's 2014 population, estimated to be at 17,576 residents, represents the base year for the LUAR. Population figures from the 1960 through the 2010 Census, and projected populations for 2020 and 2030 are located in Table 1.

Existing conditions presented with respect to increases in population indicate the following planning implications that should be considered as Fairview Township guides future land use patterns and development standards:

1. Township's population increased 16.3 percent from 2000 to 2010. The Township's population has more than doubled since 1960.
2. The Township is projected to grow 27 percent by year 2030, from 16,668 to 21,220 residents, which is 227 persons per year. This is consistent with the growth rate from 2000 to 2010, which totaled 234 persons per year.
3. Because development trends indicate the population will increase an additional 27 percent by year 2030, increased demands will be placed on the Township's available community services, and transportation network.
4. Geographically, Fairview Township is located between the York and Harrisburg markets and has excellent access to the Region's transportation network, including the Pennsylvania Turnpike and Interstate 83. The Township will continue to be a desirable place to live and new housing will drive the population growth.
5. Residential and nonresidential growth will continue to be the heaviest in the Interstate 83 corridor, which is consistent with the Township's strategy.

Based on the Township's previous community planning efforts, residential and nonresidential growth is expected to be the greatest in Service Area 1, where public water and sewer capacity is available and access to the Pennsylvania Turnpike and Interstate 83 is nearby.

**Table 1 - POPULATION TRENDS and PROJECTIONS** *(From the 2010 Comprehensive Plan Update and 2010 Census)*

Date	Population Count	Increase	Percent	Source
1960	6,530	--	--	Census Count
1970	9,248	2,718	41.6%	Census Count
1980	11,941	2,693	29.1%	Census Count
1990	13,258	1,587	13.3%	Census Count

2000	14,321	1,063	5.9%	Census Count
2010	16,668	2,347	16.3%	Census Count
2020	18,744	1,581	9.2%	YCPC* Projection
2030	21,220	2,476	13.2%	YCPC* Projection

\*- York County Planning Commission

### Housing

Location, location, location is a commonly used phrase that depicts the desirability of a neighborhood or region. Given the geographic location of Fairview Township within the Central Pennsylvania Region and an abundance of vacant land with access to community services and transportation infrastructure, the Township will continue to be sought after for new residential and nonresidential development. In addition, redevelopment of existing older residential and non-residential properties in the growth area will occur as prime developable land within the growth area is removed from the market.

From 1980 to 2000 there were 1,550 housing units constructed in Fairview Township, and between 2000 and 2010 another 1,134 units were developed for a total of 6,922 housing units, which equates to 2.4 persons per housing unit.

As is evident in Table 2, housing growth will continue to be strong in Fairview Township. Starting with the 2010 Census and applying a constant person per housing unit factor of 2.4, the Township is projected to add 1,919 new housing units to meet its projected 2030 population. Total housing units in the Township is projected to increase from 6,922 units to 8,841 units over the next twenty years.

**Table 2 - HOUSING TRENDS and PROJECTIONS** *(From the 2010 Comprehensive Plan Update and 2010 Census)*

Date	Total Housing Units	Increase	Persons Per Housing Unit	Source
1980	4,238	--	--	Census Count
1990	5,024	786	2.7	Census Count
2000	5,788	764	2.5	Census Count
2010	6,922	1,134	2.4	Census Count
2020*	7,810	888	2.4	Projected
2030*	8,841	1,031	2.4	Projected

\*- Projected based on 2.4 pphu

## ZONING ORDINANCE ASSUMPTIONS

Service Area 1 offers the greatest potential for growth due to existing public water and sewer capacity, and access to major transportation corridors, and has the largest area of Growth Area Zoning Districts. Growth in Service Area 2 is currently restricted due to sewage capacity issues, and the lack of public water and sewer will prevent denser development in Service Area 3 (largely RL – Rural Living). Table 3 provides a description of the zoning district along with the districts’ total acres and percent of the Township.

**Table 3 - DESCRIPTION OF ZONING**

Zoning Code	Description	Acres	Percent of Total Acres
RL	Rural Living Zoning District - This zoning district predominately includes a mix of agriculture, agriculture support and related rural businesses, lower density rural residential type uses, and resource conservation areas.	13,752	60.4%
RS	Single Family Residential Zoning District - This zoning district predominately includes lower density residential and related uses.	4,492	19.7%
RMU	Residential Mixed Use Zoning District - This zoning district predominately includes moderate density residential with a compatible mixture of smaller, less intense commercial businesses and related uses.	1,768	7.8%
VR	Village Residential Zoning District - This zoning district predominately includes established moderate density residential and related uses.	173	0.7%
VMU	Village Mixed Use Zoning District - This zoning district predominately includes a compatible mixture of established moderate density residential and smaller, less intense commercial businesses and related uses.	66	0.3%
VB	Village Business Zoning District - This zoning district predominately includes a mixture of smaller, less intense to moderate size / intensity commercial businesses and related uses.	129	0.6%
CB	Commercial Business Zoning District - This zoning district predominately includes a mixture of larger, more intense commercial businesses and related uses.	643	2.8%
IB	Industrial Business Zoning District - This zoning district predominately includes a mixture of larger, more intense industrial and commercial businesses and related uses.	405	1.8%
AB	Airport Business Zoning District - This zoning district predominately includes airport, airport service and airport related uses which includes a mixture of smaller, less intense to larger, more intense industrial and commercial businesses and related uses.	1,338	5.9%
	<b>TOTAL</b>	<b>22,765</b>	<b>100%</b>

The Fairview Township Zoning Map is located in the Map Appendix of this report.

**DEVELOPABLE LAND**

As previously described, the three Service Areas were created largely through input from the township staff, and the process of GIS analysis using ESRI ArcMap as a tool to identify their extent. It was determined through discussion with the Township that no single tract or tracts of land should be singled-out in the Service Areas and that analyzing each Service Area was a preferred approach.

To better understand the impact the zoning district’s bulk and area requirements have on the Service Areas, a build-out analysis was performed. The following development assumptions were applied:

1. Residential Districts:
  - a. A factor of 30 percent was used to account for environmental constraints, right-of-way, stormwater management, and design.
  - b. The residential density for each district was applied to the developable acres.
2. Non-Residential Districts:
  - a. A factor of 30 percent was used to account for environmental constraints, right-of-way, stormwater management, and design.
  - b. A factor of 75 percent was used to identify Acres Considered for Improvements.
  - c. A factor of 60 percent was used to identify Acres Considered for Structure Improvements.
  - d. Acres Considered for Structure Improvements was converted into Potential Square Footage of Structure Improvements.

The following tables provide detailed information as to residential and nonresidential build-out capacity of each service area.

Service Area 1

As shown in Table 4, Service Area 1 is composed of Rural Area and Growth Area Zoning Districts and totals 4,468 acres. The service area consists of vacant land, developed land that can be further subdivided, and land that is considered to be re-developable.

**Table 4 - Service Area 1**

Zoning Code	Description	Acres	Percent of Total Service Area Acreage
RL	Rural Living Zoning District	2,254	50.5%
RS	Single Family Residential Zoning District	527	11.8%
RMU	Residential Mixed Use Zoning District	822	18.4%
VR	Village Residential Zoning District	43	0.9%
VMU	Village Mixed Use Zoning District	6	0.1%

VB	Village Business Zoning District	61	1.4%
CB	Commercial Business Zoning District	403	9.0%
AB	Airport Business Zoning District	352	7.9%
	<b>TOTAL</b>	<b>4,468</b>	<b>100%</b>

Table 5 represents the build-out analysis of new residential units in the Rural Living Zoning District.

**Table 5 - Rural Area Zoning District Build-Out**

Zoning Code	Description	Acres	Developable Acres (-30%)	Residential Density Factor	Potential Housing Units
RL	Rural Living Zoning District	2,254	1,577	87,120 sq. ft. per unit	788

Applying the aforementioned development assumptions, the Rural Living Zoning District has 1,577 developable acres and could produce 788 housing units.

**Table 6 - Growth Area Zoning Districts (Residential) Build-Out**

Zoning Code	Description	Acres	Developable Acres (-30%)	Residential Density Factor	Potential Housing Units
RMU	Residential Mixed Use Zoning District	822	575	6,600 sq. ft. per unit	3,797
RS	Single Family Residential Zoning District	527	368	10,000 sq. ft. per unit	1,606
VR	Village Residential Zoning District	43	30	4,000 sq. ft. per unit	327
VMU	Village Mixed Use Zoning District	6	4	5,000 sq. ft. per unit	34

The Residential Mixed Use, Single Family Residential, Village Residential, and Village Mixed Use Zoning Districts in Service Area 1 totals 977 developable acres, and due to range of densities could produce 5,764 housing units.

**Table 7 - Growth Area Zoning District (Non-Residential)**

Zoning Code	Description	Acres	Developable Acres (-30%)	Acres considered for Improvements (75% impervious coverage)	Acres considered for Structure Improvements (60%)	Potential Square Footage of Structure Improvements
CB	Commercial Business Zoning District	403	282	211	126	5,488,560
AB	Airport Business Zoning District	352	246	184	110	4,791,600
VB	Village Business Zoning District	61	42	31	18	784,080

Potential square feet of structure improvements in the Commercial Business, Airport Business, and Industrial Business Zoning Districts totals 11,064,240 square Feet. This total includes green development and re-development of existing developed sites.

Service Area 2

As shown in Table 8, Service Area 2 is composed of Rural Area and Growth Area Zoning Districts and totals 4,527 acres. Similar to Service Area 1, this service area consists of vacant land, developed land that can be further subdivided, and land that is considered to be re-developable.

**Table 8 - Service Area 2**

Zoning Code	Description	Acres	Percent of Total Service Area Acreage
RL	Rural Living Zoning District	2,784	61.5%
RS	Single Family Residential Zoning District	742	16.4%
RMU	Residential Mixed Use Zoning District	345	7.6%
CB	Commercial Business Zoning District	202	4.5%
AB	Airport Business Zoning District	60	1.3%
IB	Industrial Business Zoning District	394	8.7%
	<b>TOTAL</b>	<b>4,527</b>	<b>100%</b>

Table 9 represents the build-out analysis of new residential units in the Rural Living Zoning District.

**Table 9 - Rural Area Zoning District Build-Out**

Zoning Code	Description	Acres	Developable Acres (-30%)	Residential Density Factor	Potential Housing Units
RL	Rural Living Zoning District	2,784	1,948	87,120 sq. ft. per unit	974

The Rural Living Zoning District has 1,948 developable acres and could produce 974 housing units.

**Table 10 - Growth Area Zoning District (Residential)**

Zoning Code	Description	Acres	Developable Acres (-30%)	Residential Density Factor	Potential Housing Units
RMU	Residential Mixed Use Zoning District	345	241	6,600 sq. ft. per unit	1,593
RS	Single Family Residential Zoning District	742	519	10,000 sq. ft. per unit	2,262

The Residential Mixed Use, and Single Family Residential Zoning Districts in Service Area 2 totals 760 developable acres, and due to range of densities could produce 3,855 housing units.

**Table 11 - Growth Area Zoning District (Non-Residential)**

Zoning Code	Description	Acres	Developable Acres (-30%)	Acres considered for Improvements (75% impervious coverage)	Acres considered for Structure Improvements (60%)	Potential Square Footage of Structure Improvements
CB	Commercial Business Zoning District	202	141	105	63	2,744,280
AB	Airport Business Zoning District	352	246	184	110	4,791,600
IB	Industrial Business Zoning District	394	275	206	123	5,357,880

Potential square feet of structure improvements in the Commercial Business, Airport Business, and Industrial Business Zoning Districts totals 12,893,760 square feet. This total includes green development and re-development of existing sites.

Service Area 3

As shown in Table 12, Service Area 3 is composed primarily of the Rural Living District and totals 4,508 acres. This service area consists of rural vacant land, large lot development, and agricultural land. Development in this Service Area generally has on-lot septic systems and wells.

**Table 12 - Service Area 3**

Zoning Code	Description	Acres	Percent of Total Service Area Acreage
RL	Rural Living Zoning District	4,354	96.6%
RS	Single Family Residential Zoning District	123	2.7%
RMU	Residential Mixed Use Zoning District	31	0.7%
	<b>TOTAL</b>	<b>4,508</b>	<b>100%</b>

**Table 13 - Rural Area Zoning District**

Zoning Code	Description	Acres	Developable Acres (-30%)	Residential Density Factor	Potential Housing Units
RL	Rural Living Zoning District	4,354	3,047	87,120 sq. ft. per unit	1,523

The Rural Living Zoning District has 3,047 developable acres and could produce 1,523 housing units.

**Table 14 - Growth Area Zoning Districts (Residential)**

Zoning Code	Description	Acres	Developable Acres (-30%)	Residential Density Factor	Potential Housing Units
RMU	Residential Mixed Use Zoning District	31	21	6,600 sq. ft. per unit	138
RS	Single Family Residential Zoning District	123	86	10,000 sq. ft. per unit	375

The Residential Mixed Use and Residential Single Family Residential Zoning Districts in Service Area 3 totals 107 developable acres, and could produce 513 housing units.

Our analysis shows that at build-out of the three Service Areas a total of 13,417 new housing units could be developed, and 23,958,000 square feet of nonresidential development could be developed or redeveloped in Service Area 1 and 2. However, complete build-out of the Service Areas is not realistic due to capacity limitations with the sewage treatment plants and ability to find suitable areas for on-lot septic systems.

## PROJECTED 2024 DEVELOPMENT

2014 is the base year for our analysis, and from 2010 to 2030 the Township is projected to grow by 4,552 residents which represent a projected annual population growth of 227 new residents per year over that 20 year period. Applying the projected annual population growth of 227 new residents per year, the Township’s 2014 estimated population is 17,576 residents and the project’s target year 2024 projected population is 19,846 residents. To accommodate the population increase, another 945 housing units will need to be constructed over the next ten years based on 2.4 PPHU.

The Fairview Township Comprehensive Plan was updated in 2010 and as documented in the Housing Plan eighty-seven (87) percent of the existing housing stock in Fairview Township is single-family detached dwellings, seven (7) percent is townhomes, and six (6) percent is multi-family dwellings. Applying these percentages to the projected 945 new housing units it is estimated that 823 single-family, 66 townhomes, and 56 multi-family dwellings will be constructed over the next ten years.

### Residential Dwelling Allocation

The allocation of the 945 dwelling units throughout the three Service Areas is based upon the Township’s Growth Policy identified in the Comprehensive Plan, existing development trends, access to public water, sewer, and transportation infrastructure, and discussion with township staff. Service Area 1 is the Township’s primary growth area and development in this Service Area has access to sewage capacity, Interstate 83, the Pennsylvania Turnpike, and other major state and local roadways as previously identified in this report. Service Area 2 currently has no sewage capacity which will prevent this Service Area from being developed with higher density housing and major non-residential development; however, similar to Service Area 1, this Service Area has excellent access to major transportation infrastructure. Residential growth is expected in Service Area 2, but will be restricted to the use of on-lot septic systems and require larger lots. Service Area 3 has very limited access to public infrastructure and development in this Service Area will require on-lot water and septic systems which will limit new growth to primarily single-family dwellings.

Table 15 shows the allocation of the projected 945 new dwelling units in the three transportation service areas.

**Table 15 – Residential Dwelling Allocation**

	<b>Transportation Service Area 1</b>	<b>Transportation Service Area 2</b>	<b>Transportation Service Area 3</b>
Single-Family Dwellings - (823 Units)	517	165	141
% Single-Family Dwellings	63%	20%	17%
Townhomes - (66 Units)	66	0	0
% Townhomes	100%	0	0
Multi-Family - (56 Units)	56	0	0
% Multi-Family	100%	0	0

## Non-Residential Growth

Through the use of the York County Assessment Office mapping a total of 1,742,400 square feet of structure improvements space could be developed in Service Area 1, and 1,095,720 in Service Area 2. The potential square footage of structure space was calculated by reviewing aerial photography to identify vacant tracts of land and smaller developed lots with single-family dwellings zoned Commercial Business and Industrial adjacent to larger vacant tracts and applying development factors to the total acres identified. Service Area 3 is primarily made-up of the Rural Living zoning classification which does not permit commercial/industrial development.

Table 16 and 17 identifies tax assessment number, vacant non-residential acres, developable acres, acres considered for improvements, acres considered for structure improvements, potential square footage of structure improvements, and are most likely to be developed in the next 10 years for projecting future transportation impacts. It is important to note that the specific parcels developed in the future may be different and any parcel developed in the study area will be assessed a transportation impact in accordance with the Act 209 enabling legislation.

**Table 16 – Non-Residential Developable Acres - Transportation Service Area 1**

York County Tax Assessment Number	Acres	Developable Acres (-30%)	Acres considered for Improvements (75% impervious coverage)	Acres considered for Structure Improvements (60%)	Potential Square Footage of Structure Improvements	Probability of the parcel being developed in the next 10 years
27000SF0003A	83	58	44	26	1,132,560	High
27000RF0114	45	32	24	14	609,840	Low
Total	128	90	68	40	1,742,400	

### **Transportation Service Area 1 – Sub-Areas**

The geographic location and accessibility to Interstate 83 and the Pennsylvania Turnpike makes Parcel # 27000SF0003A a highly desirable tract of land for non-residential development. The parcel contains 83 acres and is zoned Commercial Business. The property is accessed from Lewisberry Road and is currently undeveloped. Recently, this tract of land has had major development discussion; however, no preliminary or final plan has been approved by the Township. There is a high probability of this tract being developed over the next ten years.

Parcel 27000RF0114 contains 45 acres and is accessed by Pleasant View Road, which has direct access to Interstate 83. The property is developed with three small structures and is zoned Commercial Business. A drainageway bisects the property that may inhibit development of this tract. There is a low probability of this tract being developed over the next ten years.

In addition to the aforementioned non-residential properties, Service Area 1 has four sub-areas that have been identified by the Township for low to high probability of residential development. Sub-area 1A is zoned RS – Single Family Residential and has access to public water and sewer, and is easily accessible by Interstate 83. The area that comprises Sub-area 1B and 1C are zoned RMU - Residential Mixed Use which permits a variety of residential and non-residential uses. Both sub-areas are served by public water and sewer and are within a short drive to Interstate 83. The probability of Sub-area 1D being developed over the next ten years is low due to its location and accessibility. This area is zoned a combination of RS – Single Family Residential and RL – Rural Living.

**Table 17 – Non-Residential Developable Acres - Transportation Service Area 2**

York County Tax Assessment Number	Acres	Developable Acres (-30%)	Acres considered for Improvements (75% impervious coverage)	Acres considered for Structure Improvements (60%)	Potential Square Footage of Structure Improvements	Probability of the parcel being developed in the next 10 years
27000QG0010A	22	15	12	7	304,920	Low
27000QG0147H	27*	19	14	8	348,480	Low
27000QG0114	1*	1	.75	.5	21,780	Low
27000QG0114A	2*	2	1.5	1	43,560	Low
27000QG0115	1*	1	.75	.5	21,780	Low
27000QG0115A	11*	8	6	3.5	152,460	Low
27000QG0115B	11*	8	6	3.5	152,460	Low
27000QG0115C	1*	1	.75	.5	21,780	Low
27000QG0116	.5*	.5	.37	.22	9,500	Low
27000QG0116A	.5*	.5	.37	.22	9,500	Low
27000QG0117	.5*	.5	.37	.22	9,500	Low
Total	77.5	56.5	43	25	1,095,720	

\* - These parcels make-up a contiguous area of Commercial Business zoning. It is anticipated that if this commercial area is developed, these parcels would be combined into one large commercial tract.

**Transportation Service Area 2 – Sub-Areas**

Parcel 27000QG0010A contains 22 acres and is zoned Commercial Business and contains floodplain. The property is currently developed with a residential dwelling and is accessed by Old York Road via a small bridge structure over a stream that runs parallel to Old York Road. The property has access to Interstate 83 from Old York Road; however, environmental constraints will reduce the desirability of this property for commercial development. There is a low probability of this tract being developed over the next ten years.

Parcels 27000QG0147H, 27000QG0114, 27000QG0114A, 27000QG0115, 27000QG0115A, 27000QG0115B, 27000QG0115C, 27000QG0116, 27000QG0116A, and 27000QG0117 are contiguous to each other and are zoned Commercial Business. The combination of these parcels into one unified tract for development is preferred over individual lot development. Overall there are ten parcels containing 77.5 acres with several being undeveloped and several containing residential dwellings. The parcels are accessed by Yorktown Road and Wyndamere Road and access to Interstate 83 is available. There is a low probability of these tracts being developed over the next ten years due to their geographic location, individuality, and limited access to other development infrastructure.

The Township identified one residential sub-area in Area 2 which has a low probability of being developed over the next ten years. Sub-area 2A is zoned a combination of RL – Rural Living, RMU – Residential Mixed Use, and RS – Single Family Residential; however, sewer capacity is a contributing factor to the low probability of development occurring in this sub-area.

Map 2 graphically shows the three Transportation Service Areas and Sub-areas within the Service Areas where the Township anticipates residential and non-residential growth to occur.

Based on the Township's vision, traditional new higher density single-family and multi-family residential development will occur in the Growth Area Zoning Districts, while rural style, large lot development, will continue in the Rural Area Zoning District. Nonresidential development will continue to develop and re-develop in Service Areas 1 and 2, with an emphasis in Service Area 1 until sewage capacity is addressed Service Area 2.

# Report Map Appendix

# FAIRVIEW TOWNSHIP COMPREHENSIVE PLAN

YORK COUNTY PENNSYLVANIA

## GENERAL LAND USE

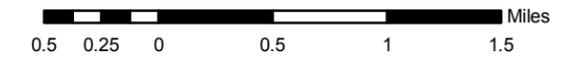
### Legend

-  Municipal Boundary / Service Area
-  Roadways
-  Streams
- General Land Use 2009**
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Rural Residential
-  Agriculture / Forest
-  Park - Recreation
-  Institutional
-  Commercial
-  Industrial
-  Utility
-  Transportation Right of Way

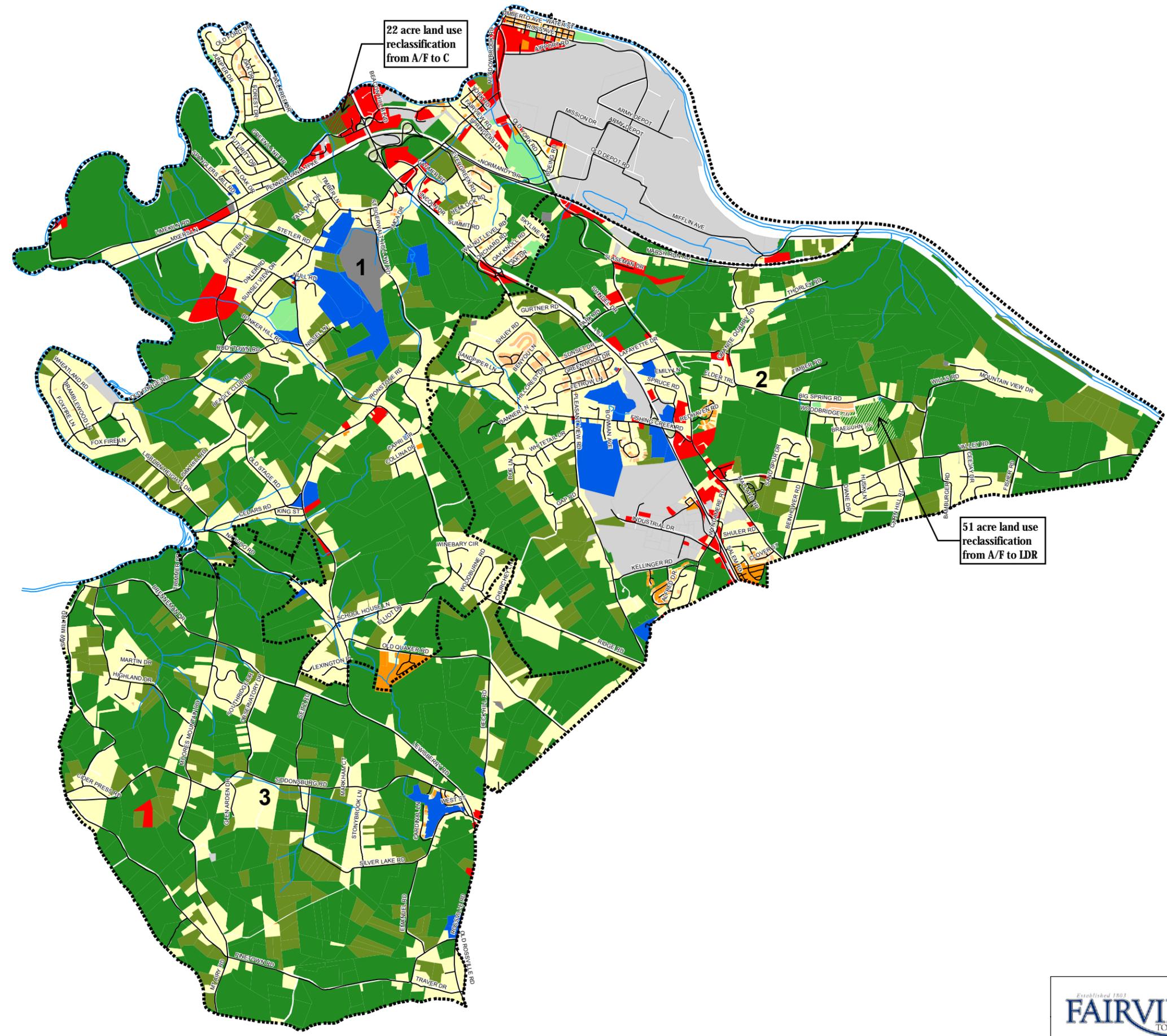
Sources: Fairview Township and YCPC GIS Datasets.



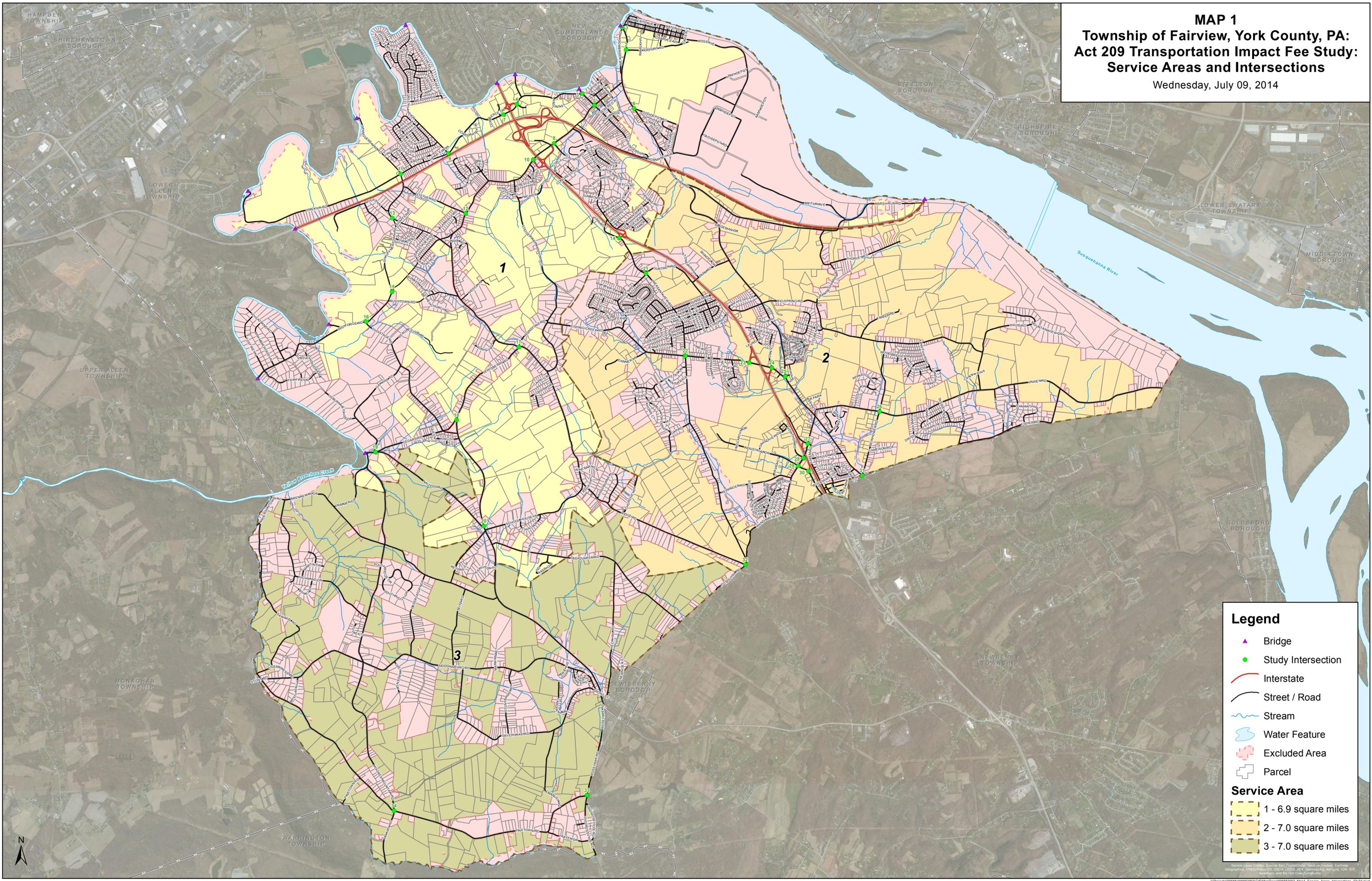
June 2010



### MAP 5



**MAP 1**  
**Township of Fairview, York County, PA:**  
**Act 209 Transportation Impact Fee Study:**  
**Service Areas and Intersections**  
 Wednesday, July 09, 2014



**Legend**

- ▲ Bridge
- Study Intersection
- Interstate
- Street / Road
- ~ Stream
- Water Feature
- Excluded Area
- Parcel

**Service Area**

- 1 - 6.9 square miles
- 2 - 7.0 square miles
- 3 - 7.0 square miles



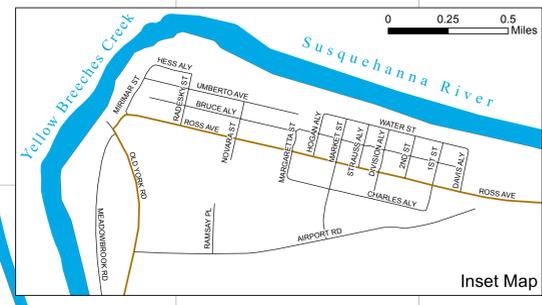
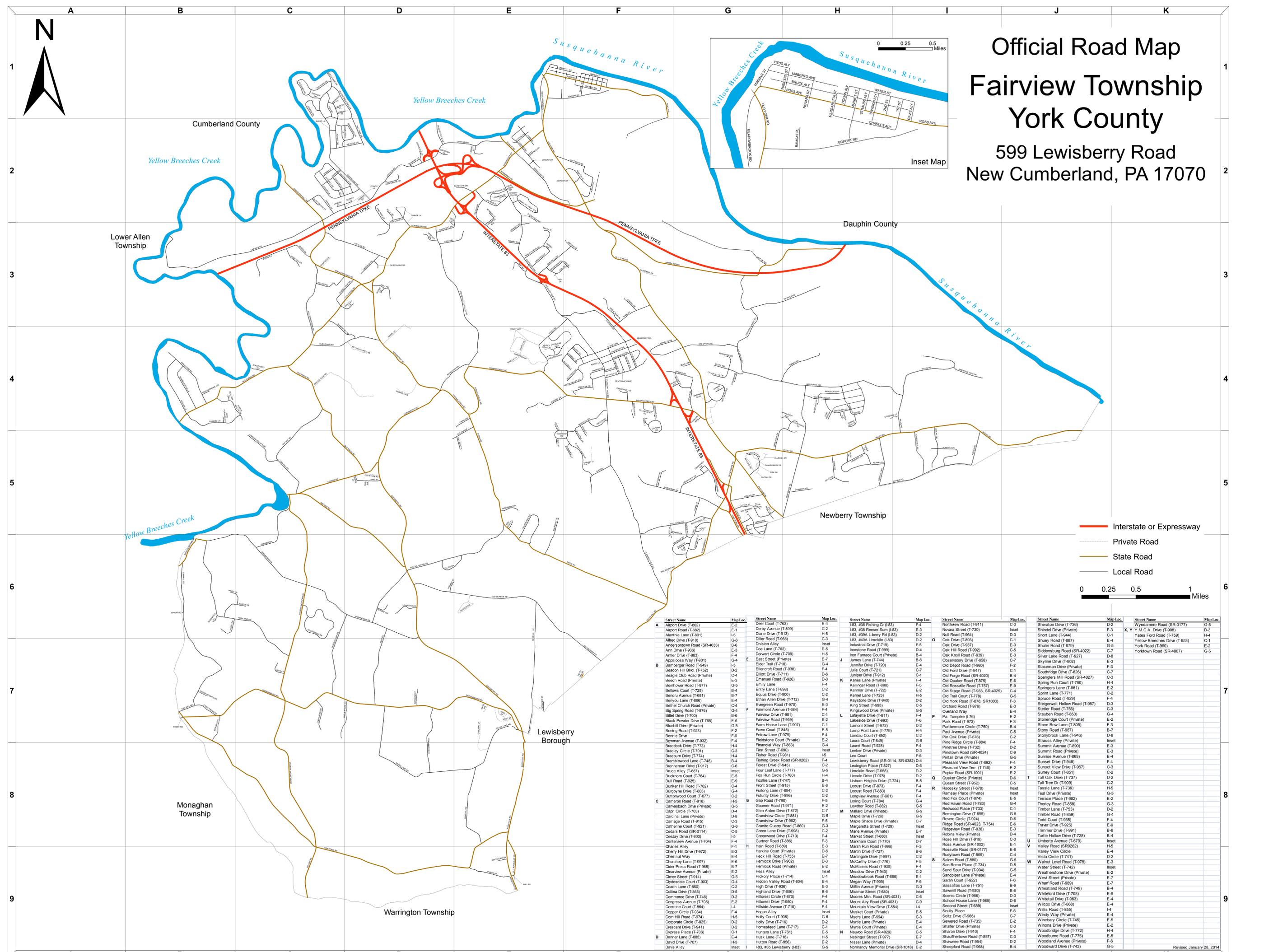


# Official Road Map

## Fairview Township

### York County

599 Lewisberry Road  
New Cumberland, PA 17070



Street Name	Map Loc.	Street Name	Map Loc.	Street Name	Map Loc.	Street Name	Map Loc.	Street Name	Map Loc.	Street Name	Map Loc.
A Airport Drive (T-862)	E-2	Deer Court (T-763)	E-4	H-3 #38 Fishing Cr (I-83)	F-4	Northview Drive (T-911)	C-3	Sheraton Drive (T-736)	D-2	Wyndamore Road (SR-0177)	G-5
Airport Road (T-862)	E-1	Diety Avenue (T-899)	C-2	H-3 #38 Reaser Sum (I-83)	E-3	Novara Street (T-1730)	Inset	Shindel Drive (Private)	F-3	X, Y M.C.A. Drive (T-908)	D-3
Alentia Lane (T-821)	H-5	Diane Drive (T-913)	H-3	H-3 #38 L Berry Rd (I-83)	D-2	Nut Road (T-964)	D-3	Short Lane (T-944)	C-1	Yates Ford Road (T-759)	H-4
Alfred Drive (T-918)	G-6	Diller Drive (T-965)	C-5	H-3 #40A Limekiln (I-83)	D-2	Oak Drive (T-893)	C-1	Shuler Road (T-887)	E-4	Yellow Breeches Drive (T-953)	C-1
Andersontown Road (SR-4033)	B-6	Division Alley	Inset	Industrial Drive (T-719)	F-5	Oak Drive (T-937)	E-3	Shuler Road (T-879)	G-5	York Road (T-960)	E-2
Ann Drive (T-836)	E-3	Doa Lane (T-762)	E-3	Instone Road (T-999)	D-4	Oak Hill Road (T-992)	C-5	Siddonsburg Road (SR-4022)	C-7	Yorktown Road (SR-4007)	G-5
Artler Drive (T-983)	F-4	Donwart Circle (T-709)	H-5	Iron Furnace Court (Private)	B-4	Oak Knoll Road (T-939)	E-3	Silver Lake Road (T-927)	D-8		
Appalosa Way (T-901)	G-4	East Street (Private)	E-7	James Lane (T-744)	B-6	Ocosatory Drive (T-958)	C-7	Skyline Drive (T-802)	E-3		
Bamberger Road (T-948)	H-5	Elder Trail (T-710)	G-4	Jennifer Drive (T-720)	E-4	Old Depot Road (T-980)	F-2	Slaseman Drive (Private)	F-3		
Beacon Hill Blvd. (T-752)	D-2	Ellencroft Road (T-930)	F-4	Julie Court (T-721)	C-7	Old Ford Drive (T-947)	C-1	Southinge Drive (T-826)	C-7		
Beagle Club Road (Private)	C-4	Elkott Drive (T-711)	D-6	Juniper Drive (T-912)	C-1	Old Forge Road (SR-4020)	B-4	Spanglers Mill Road (SR-4027)	C-3		
Beech Road (Private)	E-3	Emerue Road (T-928)	D-8	Keitinger Road (T-888)	F-6	Old Quaker Road (T-875)	E-6	Spring Run Court (T-760)	H-4		
Berntown Road (T-877)	G-5	Emily Lane	F-4	Kenmar Drive (T-722)	E-2	Old Rossville Road (T-767)	F-9	Springers Lane (T-861)	E-2		
Bellows Court (T-725)	B-7	Entry Lane (T-898)	C-2	Kernel Lane (T-923)	H-5	Old Stage Road (T-933, SR-4025)	C-4	Spritt Lane (T-771)	C-2		
Benicu Avenue (T-881)	B-4	Equus Drive (T-930)	C-2	Keystone Drive (T-940)	D-2	Old Trail Court (T-778)	G-5	Spruce Road (T-929)	F-4		
Benny Lane (T-866)	E-4	Ethan Allen Drive (T-712)	G-4	King Street (T-995)	C-5	Old York Road (T-878, SR-1003)	F-3	Steegen Hollow Road (T-957)	D-3		
Berthel Church Road (Private)	C-4	Evergreen Road (T-970)	E-3	Kingswood Drive (Private)	G-5	Orchard Road (T-876)	E-3	Stetler Road (T-756)	C-3		
Big Spring Road (T-876)	G-4	Fairmont Avenue (T-884)	F-4	Lafayette Drive (T-811)	F-4	Overland Way	E-4	Stauben Road (T-853)	G-4		
Billet Drive (T-700)	B-6	Fairview Drive (T-955)	E-1	Lakeside Drive (T-993)	F-8	Pa. Turnpike (I-76)	F-2	Stoneridge Court (Private)	E-2		
Black Powder Drive (T-765)	E-5	Farm House Lane (T-907)	C-2	Lamont Street (T-972)	D-2	Parthmore Circle (T-750)	B-4	Stone Row Lane (T-805)	F-3		
Bluebill Drive (Private)	G-5	Farm Court (T-845)	E-5	Lamp Post Lane (T-779)	H-4	Paul Avenue (Private)	C-5	Stony Road (T-687)	B-7		
Boeing Road (T-923)	F-2	Fetrow Lane (T-979)	F-4	Lansdown Court (T-862)	C-2	Pin Oak Drive (T-876)	C-2	Stonybrook Lane (T-846)	D-8		
Bonnie Drive	F-6	Fieldstone Court (Private)	E-2	Laura Court (T-849)	G-5	Pine Ridge Circle (T-884)	F-4	Strauss Alley (Private)	Inset		
Bowman Avenue (T-932)	F-4	Financial Way (T-863)	E-4	Leao Court (T-928)	F-4	Pinetree Drive (T-732)	D-2	Summit Avenue (T-890)	E-3		
Bradock Drive (T-773)	H-4	First Street (T-690)	Inset	Lenker Drive (Private)	C-4	Pinetown Road (SR-4024)	C-9	Sunrise Road (Private)	E-3		
Brady Circle (T-701)	C-3	Fisher Road (T-981)	I-5	Leo Road	F-6	Pitard Drive (Private)	G-4	Sunrise Avenue (T-869)	E-4		
Briarburn Drive (T-774)	H-4	Fishing Creek Road (SR-0262)	F-4	Lewisberry Road (SR-0114, SR-0382)	D-2	Pleasant View Road (T-892)	F-4	Sunset Drive (T-948)	F-4		
Bramblewood Lane (T-748)	B-4	Forest Drive (T-845)	C-2	Lexington Place (T-827)	D-6	Pleasant View Terr. (T-740)	E-2	Sunset View Drive (T-967)	F-3		
Breneman Drive (T-917)	C-6	Four Leaf Lane (T-777)	G-5	Lincoln Drive (T-975)	D-2	Poplar Road (SR-1001)	C-2	Sunny Court (T-851)	C-2		
Bruce Alley (T-687)	Inset	Fox Run Circle (T-780)	H-4	Lincoln Drive (T-975)	D-2	Quaker Circle (Private)	D-6	Tall Oak Drive (T-737)	D-2		
Buckhorn Court (T-764)	E-5	Litium Heights Drive (T-724)	B-4	Locust Drive (T-873)	F-4	Queen Street (T-952)	C-5	Tall Tree Dr (T-909)	C-2		
Bull Road (T-825)	B-9	Longview Avenue (T-961)	F-4	Locust Road (T-883)	F-4	Radecky Street (T-878)	Inset	Tassie Lane (T-739)	H-5		
Bunker Hill Road (T-702)	C-4	Longview Avenue (T-961)	F-4	Lowther Road (T-882)	G-5	Ramsay Place (Private)	Inset	Teal Drive (Private)	G-5		
Burgoyne Drive (T-803)	G-2	Maple Lane (T-720)	G-5	Lowther Road (T-882)	G-5	Red Fox Court (T-874)	E-5	Terrace Place (T-982)	E-2		
Burtonwood Court (T-877)	C-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Thorley Road (T-858)	G-3		
Butler Road (T-825)	B-9	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Timber Lane (T-753)	D-2		
Burner Hill Road (T-702)	C-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridgeview Road (T-938)	E-3	Timmer Drive (T-991)	B-6		
Burgoyne Drive (T-803)	G-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Robins View (Private)	D-4	Turtle Hollow Drive (T-728)	B-4		
Burtonwood Court (T-877)	C-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Umberto Avenue (T-679)	Inset		
Cameron Road (T-916)	H-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Valley Road (SR-0282)	H-5		
Canasbach Drive (Private)	G-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Valley View Circle	E-4		
Capri Circle (T-703)	D-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Vista Circle (T-741)	D-2		
Cardinal Lane (Private)	D-3	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Walnut Level Road (T-978)	E-3		
Carriage Drive (T-915)	C-3	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Water Street (T-742)	E-2		
Catherine Court (T-921)	G-6	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Weatherstone Drive (Private)	E-2		
Cedars Road (SR-0148)	C-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	West Street (Private)	E-7		
Coe-Lay Drive (T-800)	I-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Conover Avenue (T-704)	F-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Charles Alley	Inset	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Cherry Hill Drive (T-972)	E-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Chestnut Way	E-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Churchway Lane (T-997)	E-6	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Cider Press Road (T-698)	E-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Cleareview Avenue (Private)	E-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Clover Street (T-914)	G-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Clydesdale Court (T-903)	G-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Coach Lane (T-850)	C-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Collins Drive (T-865)	D-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Commerce Drive (T-746)	D-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Com Hill Road (T-674)	F-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Corporate Circle (T-825)	D-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Cruscent Drive (T-941)	D-2	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Cypress Place (T-706)	C-1	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Danner Lane (T-885)	E-4	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
David Drive (T-707)	H-5	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
Deer Alley	Inset	Maple Lane (T-720)	G-5	Maple Lane (T-720)	G-5	Ridge Road (SR-4023, T-754)	E-3	Whetzel Road (T-869)	B-7		
		H-3 #35 Lewisberry (I-83)	G-5	Normandy Memorial Drive (SR-1018)	E-2	Sheepford Road (T-968)	B-4	Woodland Avenue (Private)	F-6		
								Woodway Drive (T-743)	G-5		

# FAIRVIEW TOWNSHIP COMPREHENSIVE PLAN

YORK COUNTY PENNSYLVANIA

## TRANSPORTATION FACILITIES

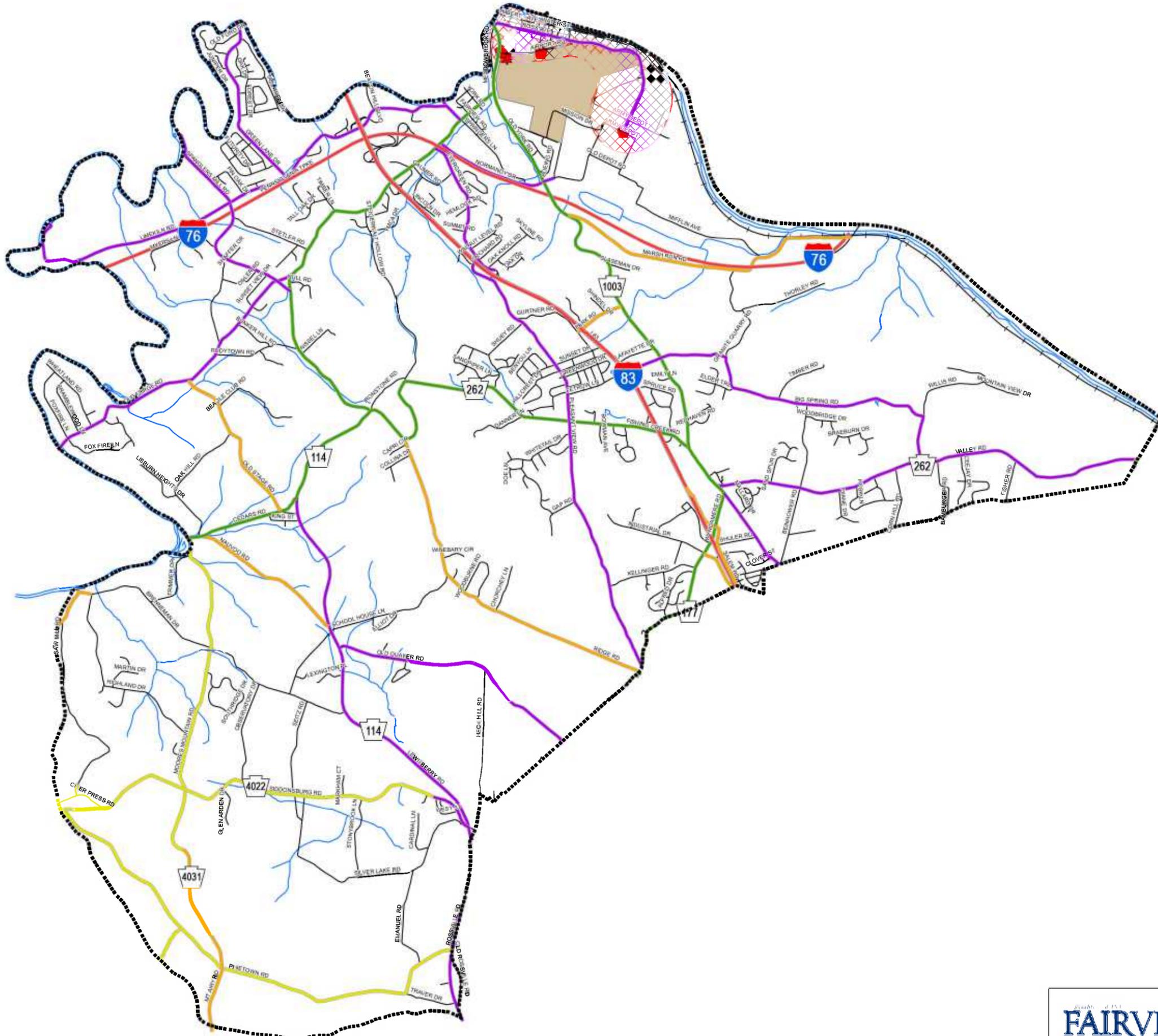
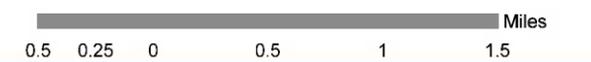
### Legend

-  Municipal Boundary
  -  Roadways
  -  Active Railroad
  -  Streams
  -  Bus Stops
  -  Fairview Plaza Park & Ride
  -  Public Transportation Service Area
  -  Harrisburg International Airport
- York County Functional Classification**
-  Principal Arterial
  -  Minor Arterial
  -  Urban Collector or Rural Major Collector
  -  Rural Minor Collector
  -  Local Road

Sources: Fairview Township and YCPC GIS Datasets.



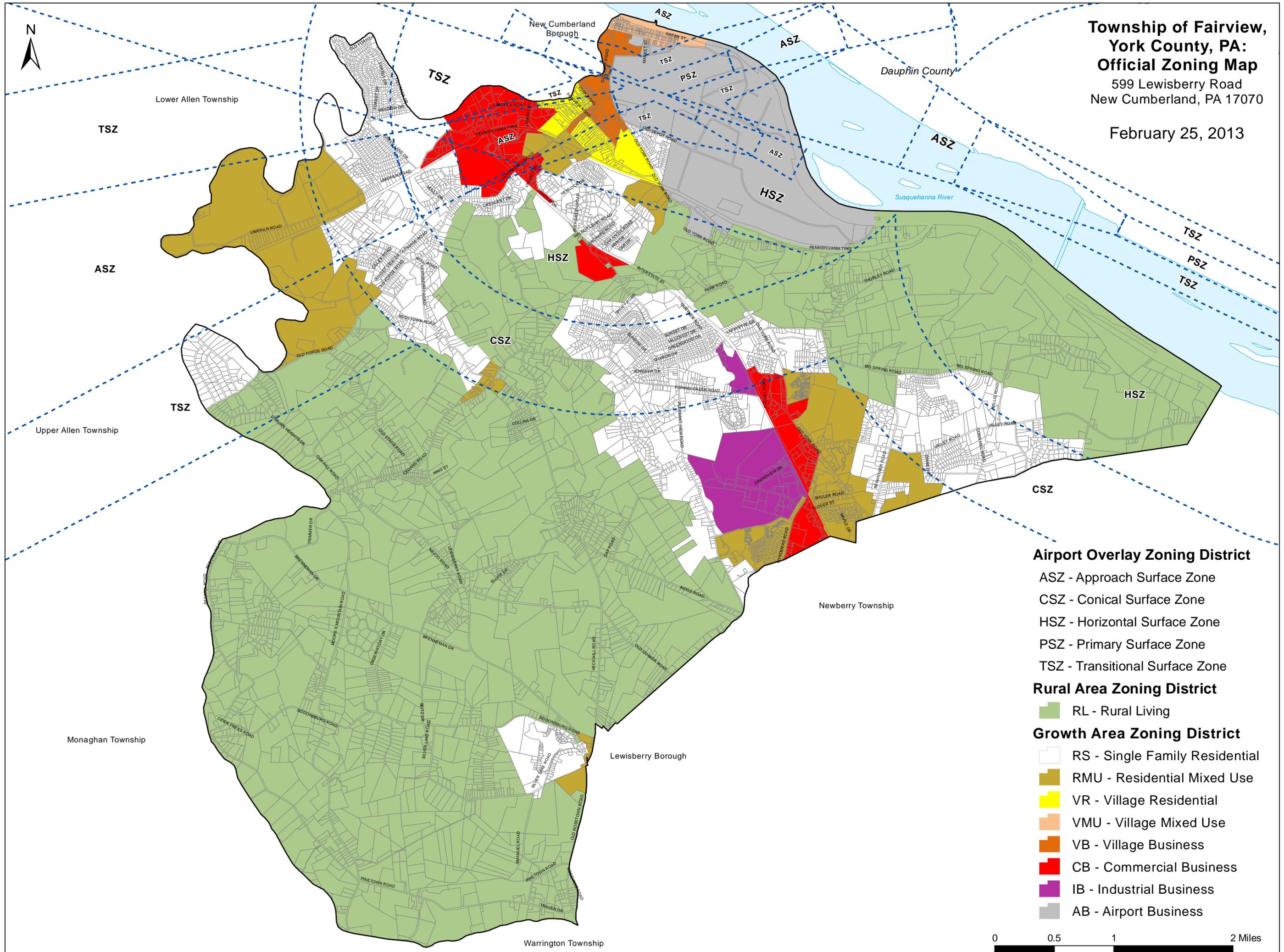
June 2010





**Township of Fairview,  
York County, PA:  
Official Zoning Map**  
599 Lewisberry Road  
New Cumberland, PA 17070

February 25, 2013



**Airport Overlay Zoning District**

- ASZ - Approach Surface Zone
- CSZ - Conical Surface Zone
- HSZ - Horizontal Surface Zone
- PSZ - Primary Surface Zone
- TSZ - Transitional Surface Zone

**Rural Area Zoning District**

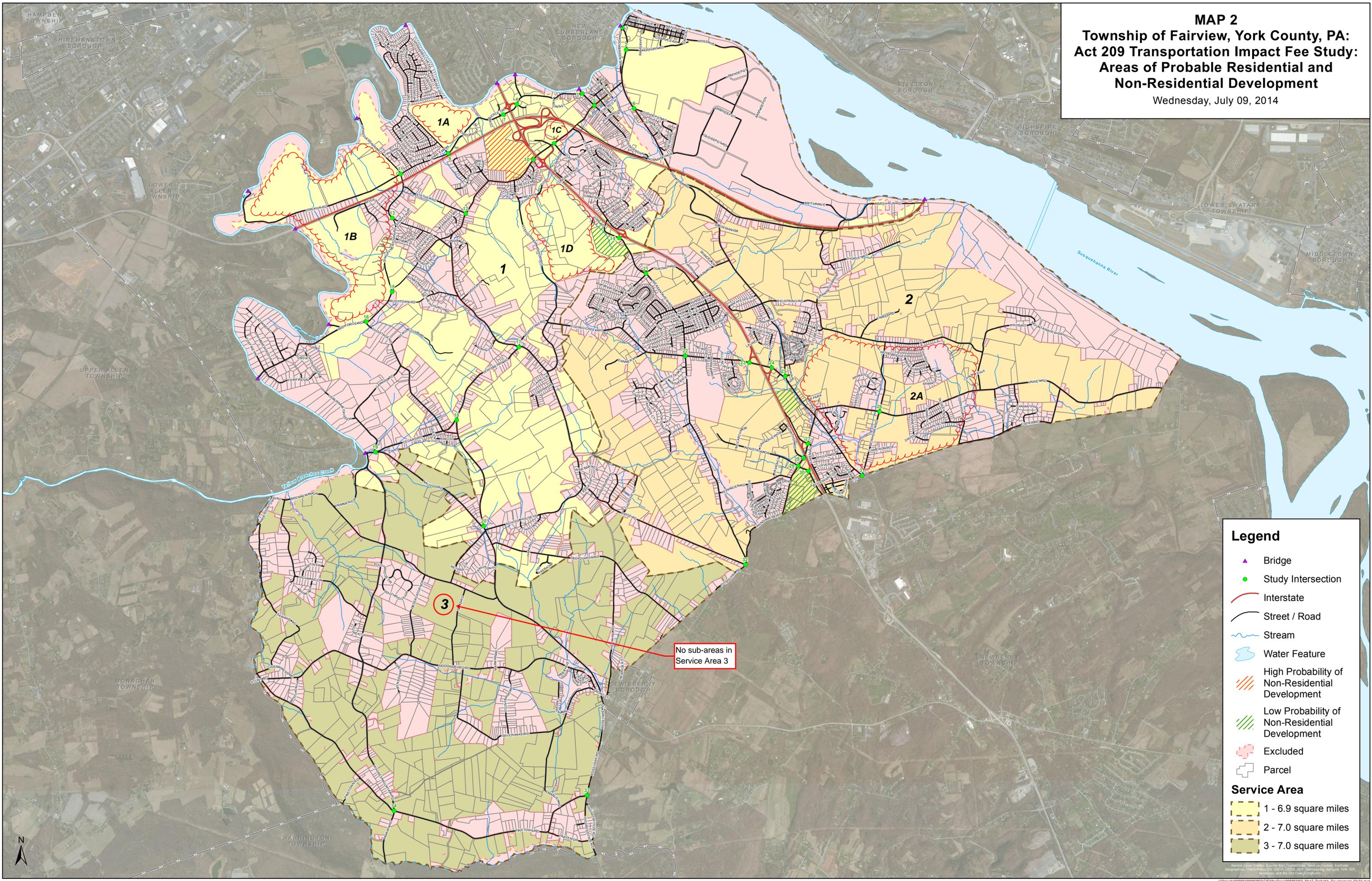
- RL - Rural Living

**Growth Area Zoning District**

- RS - Single Family Residential
- RMU - Residential Mixed Use
- VR - Village Residential
- VMU - Village Mixed Use
- VB - Village Business
- CB - Commercial Business
- IB - Industrial Business
- AB - Airport Business



**MAP 2**  
**Township of Fairview, York County, PA:**  
**Act 209 Transportation Impact Fee Study:**  
**Areas of Probable Residential and**  
**Non-Residential Development**  
 Wednesday, July 09, 2014



**Legend**

- Bridge
- Study Intersection
- Interstate
- Street / Road
- Stream
- Water Feature
- High Probability of Non-Residential Development
- Low Probability of Non-Residential Development
- Excluded
- Parcel

**Service Area**

- 1 - 6.9 square miles
- 2 - 7.0 square miles
- 3 - 7.0 square miles

No sub-areas in Service Area 3



# **Report Appendix**

## **Appendix 1**

## SECTION 7.0 LAND USE

### Section 7.1 Land Use

Land use data provides an inventory of existing land uses in Fairview Township. An inventory of current conditions is invaluable for assessing past trends as well as providing a starting point to determine future goals. The methodology used to present land use data includes classification of land at the parcel level. Land use data at the parcel level is provided through the York County Tax Assessment Office, with data current as of January 2008.

#### *Section 7.1.1 General Characteristics*

Within the study area there are numerous land uses categories applied by the Tax Assessment Office. Rather than use all the tax assessment office land uses, a smaller list which combines like land uses together has been applied. The combined list of like land use codes are depicted in Table 51 General Land Use 2008 and on Map 5: General Land Use. General Land Use categories were assigned per parcel based initially on the York County Tax Assessment Office land use codes of January 2008, with modifications to classification based on parcel size or verification through aerial photography. The general land use classifications include the following:



**Agriculture / Forest** – Parcels identified as agriculture.



**Institutional** – Parcels identified as Exempt which were reclassified based on aerial photography to include churches, schools, community associations and organizations.



**Park – Recreation** - Parcels identified in the Fairview Township Parks & Recreation Plan, 1998, Existing Park & Recreational Areas map.



**High Density Residential** – Parcels identified as residential or apartments then based on parcel size threshold (Table A below) were re-classified.



**Medium Density Residential** – Parcels identified as residential then based on parcel size threshold (Table A below) were re-classified.



**Low Density Residential**– Parcels identified as residential then based on parcel size threshold (Table A below) were re-classified.



**Rural Residential** – Parcels identified as residential then based on parcel size threshold (Table A below) were re-classified.



**Commercial** - Parcels identified as commercial.



**Industrial** - Parcels identified as industrial, plus airport parcels and wastewater treatment plant parcels.



**Utility** - Parcels identified as utilities.



**Transportation Right-of-Way** - Parcels within I-83 Right-of-Way, such as exit ramp infields.

Since Forested Areas cover multiple land uses they are illustrated on the Map 5: General Land Use as an "overlay."



**Forested Area** – A coverage provided by York County Planning Commission (separate from Parcel attributes) which depicts tree or forested areas.

**Table 50: Residential Parcel Re-classification Thresholds**

Land Use Category	Units per Acre	Parcel Size (acres)
High Density Residential	6+ units per acre & Apartments	7,260 sq. ft. & smaller (0.17 acres)
Medium Density Residential	4-6 units per Acre	7,260 sq. ft. - 10,890 sq ft. (0.17 acres - 0.25 acres)
Low Density Residential	4 units per acre to 1 unit per 5 acres	10,890 sq ft. - 217,800 sq. ft. (0.25 acres - 5 acres)
Rural Residential	1 unit per 5+ acres	217,800 sq. ft. and greater (5+ acres)

Note: Categories were based on Section 303 Area, Lot, Bulk and Yard Requirements Table of the Zoning Ordinance (February 9, 2006).

The acreage of the general land use classes are presented in Table 51: General Land Use 2008.

**Table 51: General Land Use 2008**

2008 General Land Use Class	Total Acres	Percent of Total Acres
Agriculture / Forest	11,116.8	52.5%
Institutional	445.6	2.1%
Park – Recreation	95.3	0.5%
High Density Residential	126.8	0.6%
Medium Density Residential	128.8	0.6%
Low Density Residential	4,944.6	23.3%
Rural Residential	2,160.7	10.2%
Commercial	436.2	2.1%
Industrial	1,593.0	7.5%
Utility	103.0	0.5%
Transportation Right of Way	27.0	0.1%
<b>Total*</b>	<b>21,177.9</b>	<b>100.0%</b>

\*Total Acres of parcels, the total does not include acreage dedicated to roadways, and road right-of-ways and may therefore differ from other table data that is based on Municipal Boundaries.

Source: January 2008 York County Tax Assessment Office data.

According to Table 51, over half (52.5%) of Fairview Township is agriculture / forest; one-quarter (23.3%) of Fairview Township is low density residential, and one-in-ten acres (10.2%) in Fairview Township is rural residential. Industrial uses comprise 7.5 percent and commercial uses comprise 2.1 percent of the land area of Fairview Township.

Table 52: provides a comparison of land uses between 2008, 2000, and 1993, where 2008 and 2000 data are based on parcel datasets provided by York County Planning Commission and 1993 data are interpolated from 1993 aerial photography which was also provided by York County Planning Commission. The land use codes used in Table 53 were generalized so as to make valid comparisons between years. The generalized land use codes include Agriculture, Residential, Commercial, Industrial, and Other.

**Table 52: Comparison of Generalized Land Uses**

General Land Use Class	2008		2000		1993	
	Total Acres	Percent of Total Acres	Total Acres	Percent of Total Acres	Total Acres	Percent of Total Acres
Agriculture / Forest	11,116.8	52.5%	12,307.2	57.8%	16,246.5	70.8%
Residential	7,360.8	34.8%	6,712.5	31.5%	4,544.4	19.8%
Commercial	436.2	2.1%	545.1	2.6%	325.6	1.4%
Industrial / Utilities	1,593.0	7.5%	1,427.1	6.7%	1,544.4	6.7%
Institutional / Government	671.0	3.2%	302.3	1.4%	290.6	1.3%
<b>Total*</b>	<b>21,177.9</b>	<b>100.0%</b>	<b>21,294.2</b>	<b>100.0%</b>	<b>22,951.5</b>	<b>100.0%</b>

\*Total Acres of parcels, the total does not include acreage dedicated to roadways, and road right-of-ways and may therefore differ from other table data that is based on Municipal Boundaries.

Source: January 2008 York County Tax Assessment Office data,

York County Planning Commission 2000 parcel data, and interpolation from 1993 aerial photography.

Table 52: Comparison of Generalized Land Uses, indicates that since 2000 Fairview Township has experienced an approximate five percent decrease in agricultural lands (approximately 1,200 acres), a three percent increase in residential lands (approximately 650 acres), a less than one percent decrease in commercial lands (approximately 109 acres), a one percent increase in industrial lands (approximately 170 acres), and a two percent increase in other lands (approximately 365 acres).

**Woodlands / Forested Areas**

According to the 1993 Comprehensive Plan, Fairview Township contains a significant amount of densely forested land. The sloped and ridged areas of the Township contain the majority of these valuable woodlands. The presence of these forested areas adds to the beauty of the Township and is a natural amenity. The original forest of Fairview Township contains valuable oak, poplar and chestnut timber. Though trees are considered the chief components of forests, there are many other plants and animals that comprise the woodlands and forested areas. It is the diversity of woodland flora and fauna which make these areas a unique natural resources within a community. A few of the many benefits that woodlands provide include, scenic qualities, habitat for wildlife, passive recreational areas, water holding capacity to prevent erosion and siltation, resulting in sedimentation of streams and water supplies, and landscape diversity. Without properly managed woodland development, these benefits may be lost.

According to York County Planning Commission dataset for Forested Areas, and as illustrated in Map 5: General Land Use 2008, there are approximately 8,504.8 acres (13.3 square miles) of Forested Areas in Fairview Township.

In the 1993 Comprehensive Plan the following recommendations concerning Forested Areas were made:

- Fairview Township should develop design and conservation regulations within the Zoning and Subdivision and Land Development Ordinances to aggressively preserve significant concentrations of woodlands or tree stands.
- Woodlands\Forested areas provide valuable habitat for wildlife, scenic open space and assist in the preservation of air quality.

Since the 1993 Comprehensive Plan, there have been no forested preservation policies issued and management of known forested areas has remained under the supervision of land owners, or have been addressed on a case by case basis.

### **Section 7.1.2 Growth Areas**

Growth Areas as defined in the York County Growth Management Plan as amended in October 2004 include the following.

*Growth Areas establish "boundaries" which separate areas that are appropriate for more urbanized uses and the extension of services and utilities, from areas intended for rural and resource use. Growth areas typically include lands appropriate for future urban and suburban development requiring a full range of public services and facilities such as public sewer and water, police, fire, schools, and would include residential, industrial, commercial, institutional, and recreational uses. A concentrated pattern of development within growth areas is not meant to imply high density, but rather a full range of land uses and services. A distinction is made between primary, secondary, and future growth areas in recognition that not all growth areas will contain the full range of services that would be necessary for a fully self-contained community and in the future there may be a need to provide for development which exceeds projected growth.*

At this time, there are two York County Planning Commission identified Growth Areas in Fairview Township, a County Interim Primary Growth Area and a County Interim Rural Resource area, Refer to Map 6: Growth Areas.

The establishment of growth area boundaries throughout Fairview Township provides a logical basis for land use decision making. The benefits of growth area designation can be summarized as follows:

1. **Existing Communities** – Existing communities will benefit through the redirecting of growth to established areas, and by encouraging re-investment and redevelopment. By limiting the outward expansion of growth through definition of a boundary, there will be less likelihood of communities eventually merging together with the resultant loss of community character and identity.
2. **Community Facilities and Service** – Provision of community facilities and services such as roads, water and sewer lines, schools, fire stations, and police protection will become more cost-efficient, and service costs and property taxes will be minimized. Capital improvements planning will be facilitated due to a more reliable picture of where future development will take place.
3. **Transportation** – Overall coordination of transportation planning and budgeting will be enhanced by a more concentrated pattern of development. The number and length of trips needed to reach destinations will be reduced, and mass transit planning will become more efficient through the provision of a more concentrated

- pattern of origins and destinations. Reduction in automobile dependence and gasoline consumption will also result in energy conservation benefits.
4. **Housing** – Decreased public service costs will reduce housing prices through lower land costs and development fees. Providing a variety of housing types at a variety of densities will promote affordable housing opportunities.
  5. **Agriculture** – Establishment of growth areas will minimize leap-frog development into agricultural areas, reducing the loss of farmland, and minimizing the intrusion of non-farm uses into farming areas. The value of agricultural lands will stabilize, based on farmland rather than potential development prices, and farmers, encouraged by a greater likelihood of long term agricultural viability, will be less reluctant to reinvest in the farming operation.
  6. **Natural Resources** – Directing development to appropriate lands within growth area will lessen the threat of destruction or alteration of important natural resource lands. A more compact pattern of development will help to protect resources such as floodplains, wetlands, wildlife habitats, prime soils, and steep slope areas.
  7. **The Economy** – Sufficient lands will be allocated in growth areas to meet projected commercial and industrial needs, and to provide locations with the necessary infrastructure available. The farming community will also benefit through an improved stability in farmland areas and less intrusion of urbanized uses.

#### ***County Interim Primary Growth Boundaries***

County Interim Primary Growth Areas are based on population projections, potential availability of public facilities and services, regional land use needs, a sufficient supply of developable land for the twenty year planning period, and the need for protection of important resource areas.

Factors considered in the delineation of the county's interim area boundaries included:

1. Existing developed areas
2. Existing public water and sewer service areas
3. Existing municipal zoning delineations
4. Natural features such as watershed protection areas, steep slopes, floodplains, and wetland areas
5. Farms preserved with agricultural conservation easements

#### ***County Interim Rural Resources Boundaries***

Lands not included within the County Interim Primary Growth Areas are considered County Interim Rural Resource areas. Rural areas include resource lands, villages, and agricultural land.

The natural resource base is a prime determinant of what makes Fairview Township an attractive place to live. As the intensity of development increases in the Township, there needs to be a greater awareness of the environmental damage that can occur if development is not planned with the constraints of the natural environment in mind.

Natural resource protection requires careful management of growth and development. Lack of proper planning can lead to problems such as excessive erosion and siltation, pollution of surface and groundwater drinking supplies, and loss of open space and agricultural resources irretrievably alters the visual and aesthetic appeal of Fairview Township, threatening those qualities that form the basis of its attractiveness.

**Table 53: General Land Use 2008 Within Growth Areas**

General Land Use Class	Total Acres	Percent of Total Acres	Acres Within County Interim Primary Growth Area	Percent of Total Acres Within County Interim Primary Growth Area	PERCENT OF LAND USE ACREAGE WITHIN COUNTY INTERIM PRIMARY GROWTH AREA	Acres In County Interim Rural Resource Area	Percent of Total Acres In County Interim Rural Resource Area
Agriculture / Forest	11,116.8	52.5%	1,641.5	24.9%	14.8%	9,475.3	65.0%
Institutional	445.6	2.1%	379.2	5.7%	85.1%	66.4	0.5%
Park – Recreation	95.3	0.5%	91.7	1.4%	96.2%	3.6	0.0%
High Density Residential	126.8	0.6%	74.3	1.1%	58.6%	52.6	0.4%
Medium Density Residential	128.8	0.6%	111.3	1.7%	86.4%	17.5	0.1%
Low Density Residential	4,944.6	23.3%	1,870.0	28.3%	37.8%	3,074.6	21.1%
Rural Residential	2,160.7	10.2%	441.2	6.7%	20.4%	1,719.5	11.8%
Commercial	436.2	2.1%	310.1	4.7%	71.1%	126.0	0.9%
Industrial	1,593.0	7.5%	1,558.2	23.6%	97.8%	34.9	0.2%
Utility	103.0	0.5%	98.3	1.5%	95.5%	4.7	0.0%
Transportation Right of Way	27.0	0.1%	26.4	0.4%	97.6%	0.6	0.0%
<b>Total</b>	<b>21,177.9</b>	<b>100.0%</b>	<b>6,602.2</b>	<b>100.0%</b>	<b>~</b>	<b>14,575.7</b>	<b>100.0%</b>

\*Total Acres of parcels, the total does not include acreage dedicated to roadways, and road right-of-ways and may therefore differ from other table data that is based on Municipal Boundaries.

Source: January 2008 York County Tax Assessment Office data.

Table 53: General Land Use 2008 Within Growth Areas, presents three distinct concepts concerning County Interim Growth Areas. One concept includes the composition of the land uses within the County Interim Primary Growth Area (blue shaded columns); a second concept includes the percentage of individual land uses within the County Interim Primary Growth Area (yellow shaded column); and the third concept is the composition of the land uses within the County Interim Rural Resource Area. The table may be interpreted as follows:

- The County Interim Primary Growth Area includes approximately 6,600 acres of land or approximately one-third (31.1%) of the total land area of Fairview Township. The predominant land uses within the County Interim Primary Growth Area include Low Density Residential (28.3%), Agriculture / Forest (24.9%), and Industrial (23.6%).
- The County Interim Primary Growth Area contains seventy percent or more of Fairview Township's following land uses; Institutional (85.1%), Park – Recreation (96.2%), Medium Density Residential (86.4%), Commercial (71.1%), Industrial (97.8%), Utility (95.5%), and transportation Right of Way (97.6%). The County Interim Primary Growth Area also contains over half (58.6%) of Fairview Township's High Density Residential.
- The County Interim Rural Resource Area includes approximately 14,600 acres of land or approximately two-thirds (68.9%) of the total land area of Fairview Township. The predominant land uses within the County Interim Rural Resource Area include

Agriculture / Forest (65.0%), Low Density Residential (21.1%), and Rural Residential (11.8%).