

West Manchester 2035

**The West Manchester Township, York County, PA
Comprehensive Plan**

Adopted July 24, 2025

RESOLUTION NO. 25-11

**A RESOLUTION OF BOARD OF SUPERVISORS OF WEST MANCHESTER TOWNSHIP,
YORK COUNTY, PENNSYLVANIA
APPROVING THE ADOPTION OF
WEST MANCHESTER 2035, THE COMPREHENSIVE PLAN of WEST MANCHESTER TOWNSHIP.**

WHEREAS, the Board of Supervisors of West Manchester Township have maintained a comprehensive plan as guide to future development, land use, and community character decisions; and

WHEREAS, Section 301.4 of the Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, No. 247, as reenacted and amended) requires that municipal plans be generally consistent with the adopted county comprehensive plan; and

WHEREAS, the West Manchester Township Planning Commission (the Planning Commission) serves as the official planning agency for West Manchester Township; and

WHEREAS, the Board of Supervisors directed the Planning Commission to oversee the preparation of the Comprehensive Plan, including opportunities for citizen participation through a comprehensive plan steering committee, interviews and community meeting; and

WHEREAS, the socioeconomic and housing data, transportation and land use patterns, cultural and environmental resources, and community facilities and services were analyzed to identify trends, needs and concerns in West Manchester Township; and

WHEREAS, the Planning Commission has conducted a public meeting pursuant to Section 302 of the Pennsylvania Municipalities Planning Code as amended, and has taken the comments of these entities into consideration in preparing the Comprehensive Plan; and

WHEREAS, the Planning Commission approved distribution of the draft Comprehensive Plan to adjacent municipalities, the West York Area School District, and the York County Planning Commission for review and comment, and has taken the comments of these entities into consideration in preparing the Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of West Manchester Township, a Township of the second class under the laws of the Commonwealth of Pennsylvania, AND IT IS HEREBY RESOLVED:

1. That the Board of Supervisors of West Manchester Township recognizes the West Manchester Township Planning Commission as the official planning commission for the Township and that such agency promotes public interest in, and understanding of, the West Manchester Township Comprehensive Plan and the planning profession; and
2. That the Plan submitted by the Planning Commission is hereby adopted by the Board of Supervisors of West Manchester Township as the official Comprehensive Plan of West Manchester Township, rescinding the Comprehensive Plan adopted in 2006.

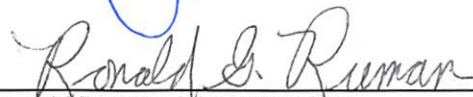
3. That the Board of Supervisors of West Manchester Township will consider the community development goals and objectives presented in the Plan when dealing with planning issues requiring action by the Board; and
4. That the Board of Supervisors of West Manchester Township strongly urges all Boards, Commissions, and Committees of West Manchester Township, as well as county and state agencies to review and consider the Comprehensive Plan in their planning and decision-making processes; and
5. The Township Manager shall distribute copies of this Resolution to the proper staff, Authorities and Boards in the Township whose further action is necessary to achieve the purpose of this Resolution.
6. The Township Manager shall ensure that one copy of the adopted Comprehensive Plan is distributed to the York County Planning Commission.

ADOPTED THIS 24th DAY OF JULY 2025.

BOARD OF SUPERVISORS OF WEST MANCHESTER
TOWNSHIP



Steven Harlacher, President



Ronald Ruman, Vice-President



George Margetas, Supervisor

ATTEST:



Kelly Kelch, Township Manager



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Technical Studies, under separate cover:

- A – Population and Demographic Profile
- B – Economic Profile
- C – Real Estate Assessment
- D – Land Use Assessment
- E – Development Codes
- F – Transportation
- G – Water Systems
- H – Parks and Open Space
- I – Community Facilities
- J – Natural & Historical Resources
- K – Adjacent Municipal Planning
- L – County Planning & Guidance

Acknowledgements

Board of Supervisors

Steven Harlacher, Chairman
Ronald Ruman, Vice-Chairman
George Margetas, Supervisor

Planning Commission

David Beecher, Chairman
Patrick Hein, Vice Chairman
Felicia Dell
Fred Walters
Matthew Biehl
Jennifer Smith-Funn, former member

Township Staff

Kelly Kelch, Township Manager
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Steering Committee

Steven Harlacher, Chairman, Board of Supervisors
David Beecher, Chairman, Planning Commission
Kelly Kelch, Township Manager
Rachelle Sampere, Zoning and Codes Enforcement Officer
Pam Shellenberger, AICP, York County Planning Commission

Preparation of this plan was funded by West Manchester Township.

Acronyms

ACS – American Community Survey

Act 167 – Pennsylvania Stormwater Management Act

Act 247 – Pennsylvania Municipalities Planning Code

Act 537 – Pennsylvania Sewage Facilities Act

Mgd – million gallons per day

MPC – Pennsylvania Municipalities Planning Code

MS4 – Municipal Separate Storm Sewer System

NPDES – National Pollutant Discharge Elimination System

OLDS – On-lot Sewage Disposal System

PA DCNR – Pennsylvania Department of Conservation and Natural Resources

PA DEP – Pennsylvania Department of Environmental Protection

PASDA – Pennsylvania Spatial Data Access

PAWC – Pennsylvania American Water Company

PennDOT – Pennsylvania Department of Transportation

PENNVEST – Pennsylvania Infrastructure Investment Authority

SALDO – Subdivision and Land Development Ordinance

SHPO – Pennsylvania State Historic Preservation Office

SR – State Route

SRBC – Susquehanna River Basin Commission

UPMC – University of Pittsburgh Medical Center

USEPA – United States Environmental Protection Agency

WWTP – Wastewater Treatment Plant

YAMPO – York Area Metropolitan Planning Organization

YCPC – York County Planning Commission

Executive Summary

West Manchester 2035 is the Township's 10-year comprehensive plan for community and economic development. It replaces the prior Township comprehensive plan, which was adopted in 2006.

The West Manchester Township 2023 Strategic Plan provided a framework for the Steering Committee to assess current development conditions and trends and subsequently for crafting the community and economic development goal:

2035 Goal: Achieve managed growth of community and economic development that sustains the community's quality of life and business climate.

An assessment of community and economic conditions relative to this goal found the following:

- ✦ The Township is a desirable place to live in York County, evidenced by population growth and low housing vacancy rates.
- ✦ The Township is a strong workplace destination, evidenced by growing employment and low commercial and industrial vacancy rates.
- ✦ The Township has sustained a mix of major land uses, namely residential, commercial and industrial, and open space, balancing demands for public infrastructure and community services and enabling the Township to minimize increases in the property tax rate.
- ✦ The Township has allowed solar generation facilities in the Agricultural Zoning District, enabling property owners to generate income from natural resources other than agricultural soils, and thereby maintaining a low service demand on the Township and school district.
- ✦ The Township's development-related ordinances are considered current and consistent with external agency standards and land use planning is compatible with that of adjacent municipalities.
- ✦ The Zoning Ordinance promotes a single-use, automobile-oriented development pattern that inhibits modern mixed-use, pedestrian-friendly market interests as an option for new development or redevelopment.
- ✦ Both public and private sewage disposal systems are aging and in need of monitoring and maintenance, or in some cases replacement. Public service demand from anticipated development and new connections in the Lincolnway Sewer District may consume or exceed available treatment capacity, constraining potential growth or redevelopment.

These and other findings from the assessment show that there is development capacity in the residential, commercial, and industrial zoning districts to accommodate varied development types and to reduce pressure on agricultural and other open lands. Optimizing development of these lands will require an alignment of zoning and land development practices with modern market interests, improvements to the transportation system that offers safe choices to all

travelers, the continued pursuit of water and sewer system efficiencies and potential capacity increases, and community facility and service enhancements that serve residents of all ages and abilities.

The comprehensive plan identifies 15 objectives and 21 actions to manage future development toward the 2035 goal. An implementation schedule distributes these actions across near-, mid-, and long-term periods of the 10-year planning horizon.

1 Introduction to West Manchester 2035

This introductory chapter explains the purpose of a comprehensive plan, overviews the preparation of this comprehensive plan, including two public open house events, and characterizes the relevance of West Manchester Township's 2023 Strategic Plan.

Plan Purpose

West Manchester 2035 is the Township's 10-year plan for community and economic development. It is the official adopted policy plan, outlining how ordinances, programs and services, and capital projects should manage conditions such as land use, housing, utilities and services, infrastructure, and natural and historic resources to sustain and enhance the community and its economy.

West Manchester 2035 replaces the prior Township comprehensive plan, which was adopted in 2006.

A Comprehensive Plan is a policy for guiding community and economic development in a municipality or multi-municipal region. A comprehensive plan demonstrates that elected officials, in consultation with the public, have considered the current and future needs of its community and agreed upon the direction and scale of development and resource conservation for the foreseeable 10 years.

The Plan provides a blueprint for municipal decision-making. It establishes a desirable land use pattern and recommends the use of various tools to accomplish and serve this pattern. These tools include zoning and subdivision and land development regulations, capital improvements to transportation and infrastructure systems, and adjustments to municipal programs and services. The plan's purpose in considering these topics simultaneously is to ensure that ordinance revisions, infrastructure investments, and other policy decisions are coordinated and complementary.

Authorization for Municipal Planning in Pennsylvania

The Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968, as reenacted and amended, authorizes municipalities, individually or jointly, to plan for the future. It allows the use of several planning tools including the planning commission, comprehensive plan, official map for planned municipal facilities and infrastructure, subdivision and land development ordinance, capital improvement program, zoning ordinance and map, and zoning hearing board.

Additionally, Act 148 of 1973, as amended, authorizes the establishment of Environmental Advisory Councils.

Finally, Pennsylvania's Historic District Act of 1961 authorizes local governments to regulate changes to buildings and structures in a certified historic district and mandates the appointment of an advisory Historical Architectural Review Board to review proposed changes that can be seen from the public right-of-way.

Plan Preparation

The Board of Supervisors appointed a Steering Committee to work with a consultant planning team to prepare the draft plan for consideration by the Planning Commission and the Board of Supervisors.

The consultant team reviewed available data from the U.S. Census Bureau, municipal and county records, and other plans and studies to present development conditions and trends in West Manchester Township. The consultant team prepared milestone reports with the Steering Committee and facilitated discussion to ensure that the consolidated reports and the resulting comprehensive plan accurately described existing and desired future conditions. During the process, the consultant team also conducted two open house sessions—the first to share findings on existing conditions and planning priorities and the second on draft recommendations. The Steering Committee assisted in the open house sessions.

Community Engagement

Issues & Opportunities Open House, November 20, 2023 and Citizen Survey November 20-December 12, 2023. An estimated 100 citizens shared their perspectives on living and working in West Manchester Township during an evening drop-in open house and a follow-up citizen survey. At the open house, the planning team introduced the purpose of the plan and its schedule for preparation then invited participants into conversations about land use and zoning, housing, streets and sidewalks, water/sewer/stormwater, parks and recreation, and public safety in the township. Three stations presented facts and trends about these development topics. Public comment themes from the November 2023 Open House and associated Citizen Survey are reported in Chapter 2 following each topic.



November 2023 Issues & Opportunities Open House at the West Manchester Township Municipal Building

Topics collected during the public comment period included the following:

Land Use & Zoning

- Promote infill and redevelopment in existing developed areas. Maintain York County Growth Boundary as a guide.
- Allow mixed uses, denser residential development and housing types, age-restricted housing, and “town center” type patterns, particularly in the “mall area” of the township, e.g. on older commercial-only sites.
- Discourage airbnb-type uses, particularly near fairgrounds.

- Caution against warehousing in industrial areas not proximate to major highways.
- Retain agricultural/open space land uses in southern half of township. Some concern was expressed about solar farms and whether those are “agricultural”.
- Caution against new development that would add impervious area upstream of Indian Rock Dam and further increase the floodwater volume.

Transportation

- Address traffic congestion on SR 74 as a result of development further north. Need for signal coordination, possible left turns at intersections.
- Add bicycle and pedestrian facilities along major thoroughfares and as recreational facilities.
- Support rail freight where possible to relieve truck traffic.

Facilities & Services; Resource Stewardship

- Public Safety
 - Expand police force as the population grows.
 - Ensure fire protection and ambulance services are available.
- Parks and Recreation
 - Support connection of the Hanover Trolley Trail to the York Heritage Rail Trail through the Township.
 - Provide recreation opportunities for the aging population.
- Trash & Recycling
 - Reduce garbage pickup to once per week.
 - Reduce dumping.
- Sewer Service
 - There are small lots experiencing OLDS failures; holding tanks need perpetual maintenance.
 - Will the extension of sewer service to Bair Station open up the agricultural landscape to sprawl?

From Vision to Action Open House, May 21, 2024. During the second open house, the planning team presented the core elements of the plan—its goal for continued growth, objectives for areas of improvement, and 20 actions for future land use, various infrastructure systems, natural and historic resource protection, and township parks. Three stations illustrated where township action is recommended by the plan. Public comment themes from the May 2024 Open House are reported in Chapter 5.

Citizen feedback during the May 2024 Open House included the following:

Regarding Planned Land Use and Action A: Update the Zoning Ordinance (see page 52):

- In several instances, owner interests conflict with planned land use.

Regarding Transportation:

- Address pedestrian needs, particularly along Bannister Street and Market Street.
- Address safety concerns, such as poor sight lines at the intersection of Bannister Street and Richardson Road and speeding on US Route 30.
- Work in cooperation with the York Heritage Rail Trail Authority to extend the Hanover Trolley Trail.

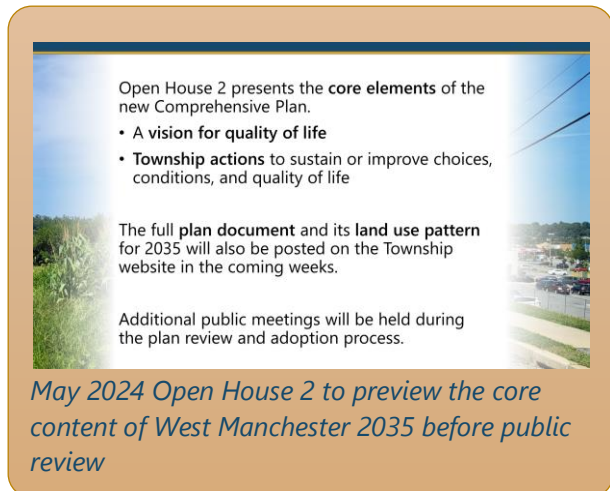
Regarding Water Systems and Action M: Sewer System Expansion (see page 67):

- Define an approach to assess the feasibility of sanitary service line routes to the BAE site, Bair Station, and US Route 30 West End and inform the public about the potential for connections.

Regarding Natural Resources and Parks in Action O: Natural Systems (see page 69) and Action S: Township Parks (see page 73):

- Encourage citizen and organizational contributions to park improvements, such as the bluebird boxes installed at the UPMC walking trail.

Feedback collected at these open house sessions was reviewed in developing informed the draft plan that was accepted by the Steering Committee and forwarded to the Planning Commission.



Relevance of the West Manchester Township 2023 Strategic Plan

In 2023, the West Manchester Township Board of Supervisors completed a strategic plan. This plan aimed to clarify the Township's short-term priorities and to improve the administrative operations and culture of providing local government services to residents and businesses.

The strategic planning process identified four Township "strategic anchors":

- ✦ Quality of Life (Family, Schools, Services & Amenities)
- ✦ Business Friendly & Job Opportunities
- ✦ Good Service, Great Reputation, and
- ✦ Controlled, Healthy Growth.

These strategic anchors were to provide the steady direction for daily decision-making by the Board and across all departments.

The strategic plan report laid out a 3-year implementation vision narrative that continued to address development policies, infrastructure conditions, and community services among other topics, as follows:

- ✦ Efficiently, responsibly, and creatively providing essential municipal services that build long-term value, high quality of life and a favorable business climate while protecting the health, safety, and rights of all who live in, work in and visit West Manchester Township.
- ✦ Setting the course for land use in West Manchester Township to support its present and future residents, businesses, and visitors with a sustainable, thriving community while enriching a high quality of life.
- ✦ Embracing change and striving for improvement.
- ✦ Developing practical long-term solutions for sewer line stormwater problems that will protect and serve residents and businesses and meet state and federal standards.
- ✦ Applying for various grant sources and exploring low-interest borrowing opportunities to cover costs without burdening taxpayers.
- ✦ Continuing to recognize the changing, constantly evolving, and unknown climate and weather event threats that impact West Manchester Township and South Central PA as plans for future land use, development plans, and resulting infrastructure are made.
- ✦ Maintaining a diverse revenue base of taxes, fees, and other revenue that are fair to residents, businesses, and those who utilize the services of West Manchester Township.

These strategic anchors and vision excerpts—specifically their emphasis on controlled, healthy growth, a sustainable, thriving community, a high quality of life, and a favorable business climate—were deemed relevant to the comprehensive plan and provided a framework for

assessing current development conditions and trends and subsequently for crafting the plan, its development goal, objectives, and action plan.

Relevance of the York County Comprehensive Plan

As the countywide planning agency, the York County Planning Commission (YCPC) develops and implements the county's comprehensive plan. This plan provides direction for sustainable development and conservation efforts, with the goal of enhancing the quality of life, community value, public stewardship, and the reliability of safe transportation throughout all communities in the county.

The [Growth Management Plan](#) component aims to promote economic growth and prosperity, protect natural systems that provide ecological services, and conserve or preserve the historic and cultural resources that make communities unique. This balance of growth and conservation across economic, ecological, and social environments is different in urban areas and rural areas.

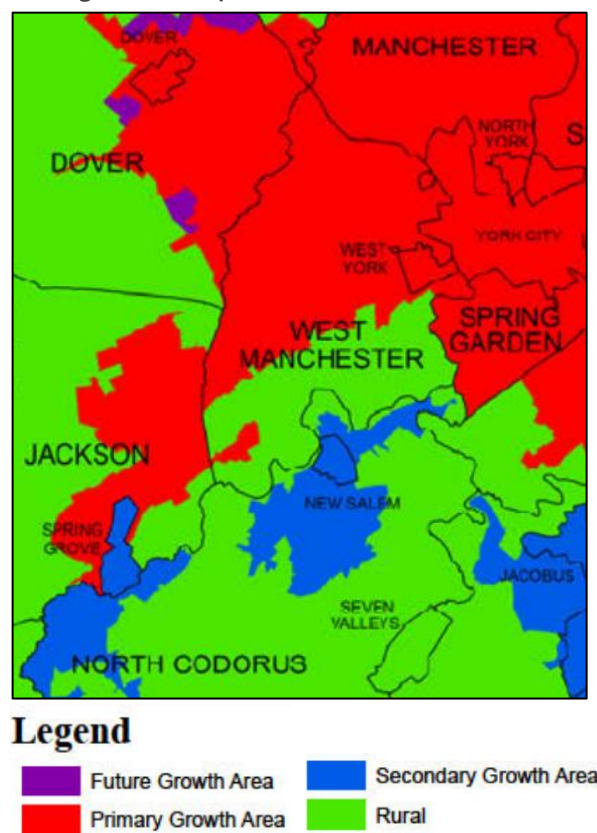
Urban areas, or Growth Areas, are the target for community and economic growth. In these areas, transportation systems, water infrastructure, and public services are available or planned to support intensive land use activities. Continued investment in these areas leverages the availability of these assets and supports their maintenance, expansion, and replacement, as needed.

The Growth Management Map designates three Growth Area types. Of these, only the Primary Growth Area is designated in West Manchester Township, specifically the central and northern areas of the Township and the village of Bair Station (see Figure 1). The Primary Growth Area boundary was adopted by the Township and is shown on several maps in this plan, the Township's comprehensive plan.

Rural Areas are reserved for intensive natural resource activities, such as agriculture and forestry, as well as low-impact development that can be sustained by natural systems. The Growth Management Map designates the southern third of the Township as a Rural Area.

The Growth Management Plan specifies zoning and other tools to achieve its goals.

Figure 1. Excerpt from the York County Growth Management Map.



Source: YCPC

2 Assessment

Planning for the future begins with an understanding of present conditions and how they may affect or influence future outcomes.

Preparation of the comprehensive plan began with a series of analytical reports that characterize the social, economic, physical, and policy factors that influence development in the Township. These detailed studies are attached to the Comprehensive Plan as Technical Study A through Technical Study L under separate cover.

Select facts and figures from each report are highlighted on the following pages. The opening sections characterize the Township population and its economy. Thereafter, sections on the environment, infrastructure, facilities and services, land use, and development regulations each conclude with an assessment of conditions relative to the Township's vision for controlled, healthy growth, as well as a sustainable, thriving community, a high quality of life, and a favorable business climate, as drawn from the Strategic Plan. These conclusions are characterized as strengths, weaknesses, opportunities, or threats to that vision, defined as follows:

- ✦ **Strengths** – conditions or features within the Township that align with the Township's desired community and economic development outcomes.
- ✦ **Weaknesses** – conditions or features within the Township that inhibit the Township's desired development outcomes.
- ✦ **Opportunities** – a condition or trend in the economic, environmental, or social context that could contribute to the Township's progress toward desired development outcomes, especially if certain actions are taken.
- ✦ **Threats** - a condition or trend in the economic, environmental, or social context that could negatively affect the Township's pursuit of its desired development outcomes; some threats can be proactively managed.

Resident Population

Population & Households

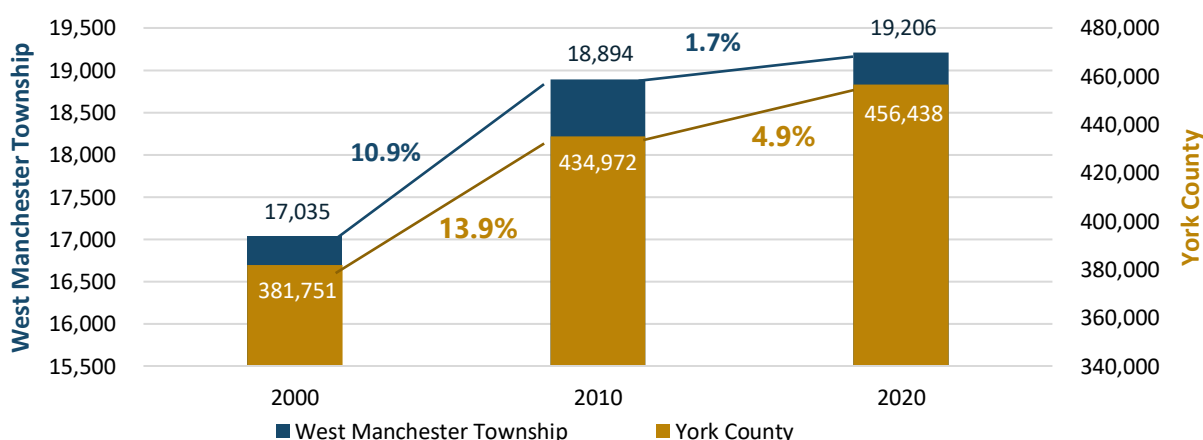
West Manchester Township was home to 19,206 residents in 8,138 households in 2020. This reflects a net increase of 2,171 residents (12.7 percent) and 1,008 households (14.1 percent) over the past two decades. See Figure 2. The population increased more significantly from 2000 to 2010 (1,859 or 10.9 percent) than from 2010 to 2020 (312 or 1.7 percent). Similarly, households increased more significantly from 2000 to 2010 (828 or 11.6 percent) than from 2010 to 2020 (180 or 2.3 percent).

Overall, most new households in York County (2016-2020) migrated from other Central PA counties which have similar cultures.

The number of nonfamily households increased steadily from 2000 to 2020. These 2,867 single householders and unrelated, cohabitating residents comprised 35.2 percent of all households in 2020, up from 33.0 percent in 2000 and 34.1 percent in 2010. Non-family households, single householders or a group of unrelated persons who share a housing unit, tend to occupy smaller housing units and find it easier to relocate without dependents. They may have more disposable income for adult leisure activities or live on a fixed income in the case of single seniors. They may require more community services and assistance to maintain their individual quality of life in the absence of in-home care providers.

Both average household size and average family size in the Township increased from 2000 to 2020. Average household size rose from 2.31 in 2000 to 2.33 in 2010 to 2.35 in 2020. Average family size rose from 2.83 in 2000 to 2.85 in 2010 then jumped to 2.97 in 2020.

Figure 2. Population Change and Growth Rates, 2000-2020



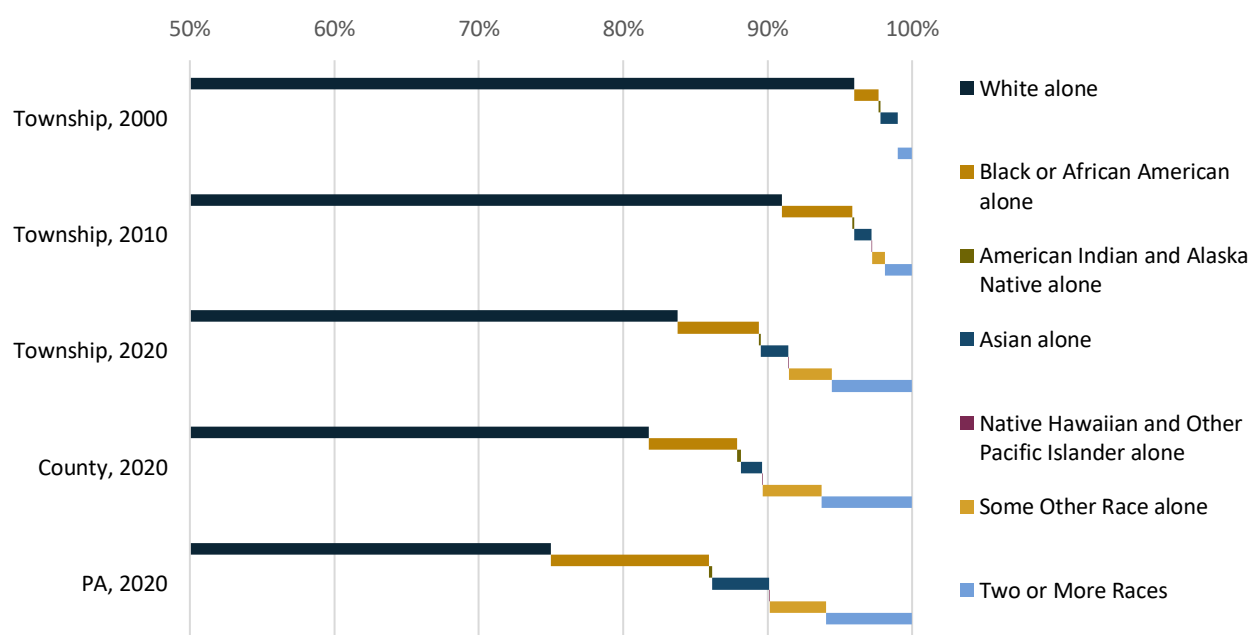
Source: US Census Bureau

Demographics

Racial diversity in the resident population doubled over each decade from 2000 to 2020. Residents of non-white-alone races increased from 764 (4 percent) in 2000 to 1,701 (8 percent) in 2010 to 3,118 (16 percent) in 2020. See Figure 3.

Ethnic diversity among Township residents increased at an even faster rate. Residents of Hispanic or Latino ethnicity increased from 206 (1.2 percent) in 2000 to 559 (3.0 percent) in 2010 to 1,315 (10.4 percent) in 2020, which surpassed percentages for the county (7.7 percent) and the state (8.1 percent) in 2020. The local Hispanic/Latino population is predominantly of Puerto Rican origin.

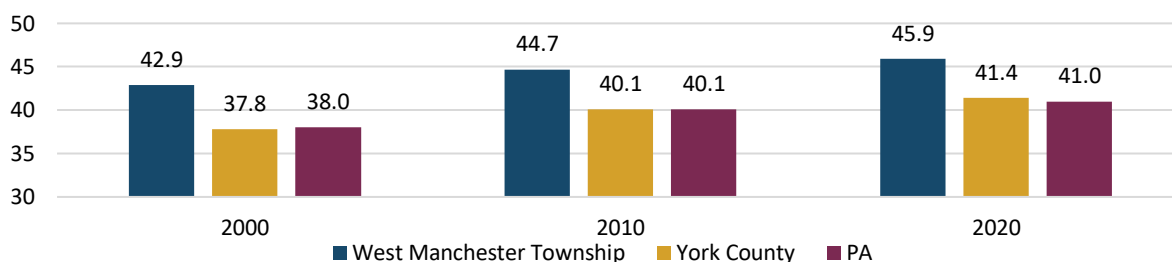
Figure 3. Racial Composition



Source: US Census Bureau

As reported in the 2020 American Community Survey (ACS) 5-Year Estimates (2016-2020), the resident population's median age in 2020 was 45.9 years. This was more than 4 years older than the county's median age (41.4 years) and the state's median age (41.0 years). (Township median age was 48.0 in 2020 census.) See Figure 4.

Figure 4. Median Age, 2000-2020



Source: US Census Bureau

The median age of Township residents increased 3.0 years from 2000 to 2020 (2020 ACS), indicating a slight trend of fewer younger residents to more older residents among the overall population increase. Looking specifically at the ends of the age spectrum, the youth population (under 18 years) increased from 3,422 (20.1 percent) in 2000 to 3,830 (18.5 percent) in 2010, the decennial censuses, to 4,142 (21.6 percent) in the 2020 ACS compared to declining youth populations across York County and the state.

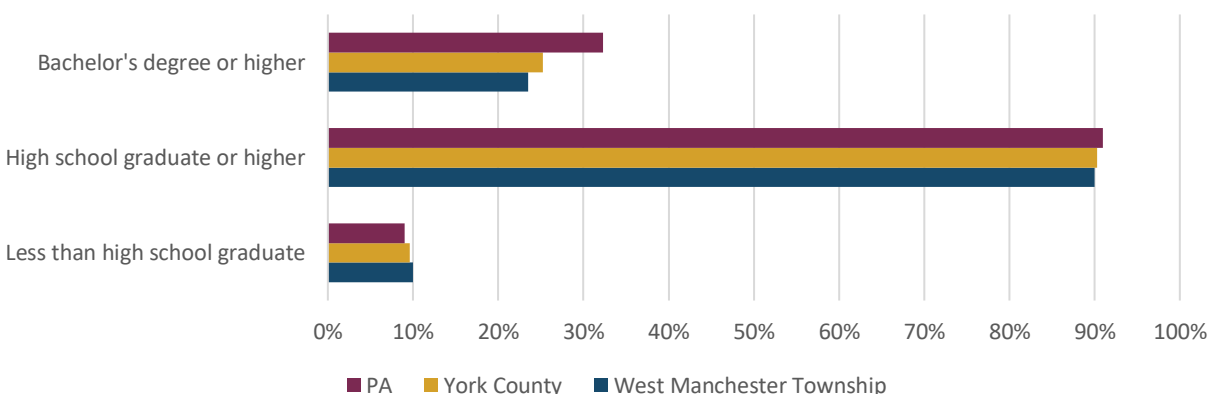
The senior population (65 years and over) rose from 3,558 (20.9 percent) in 2000 and 3,695 (19.6 percent) in 2010 to 4,101 (21.4 percent) in the 2020 ACS, representing a slower growth among seniors than the 4.9 percentage point and 3.5 percentage point increases of the county and state, respectively.

In 2020, 665 residents (3.5 percent) lived in institutions.

As reported in the 2020 ACS, 2,821 (15.2 percent) of Township residents lived with at least one disability and 1,529 (8.6 percent) lived with an ambulatory or mobility disability.

According to the 2020 ACS, 3,294 residents (23.5 percent) of those who were 25 years and older held a bachelor's degree or higher. This percentage was a smaller proportion than York County's 25.2 percent or the state's 32.3 percent with an advanced educational degree. See Figure 5.

Figure 5. Educational Attainment, 2020

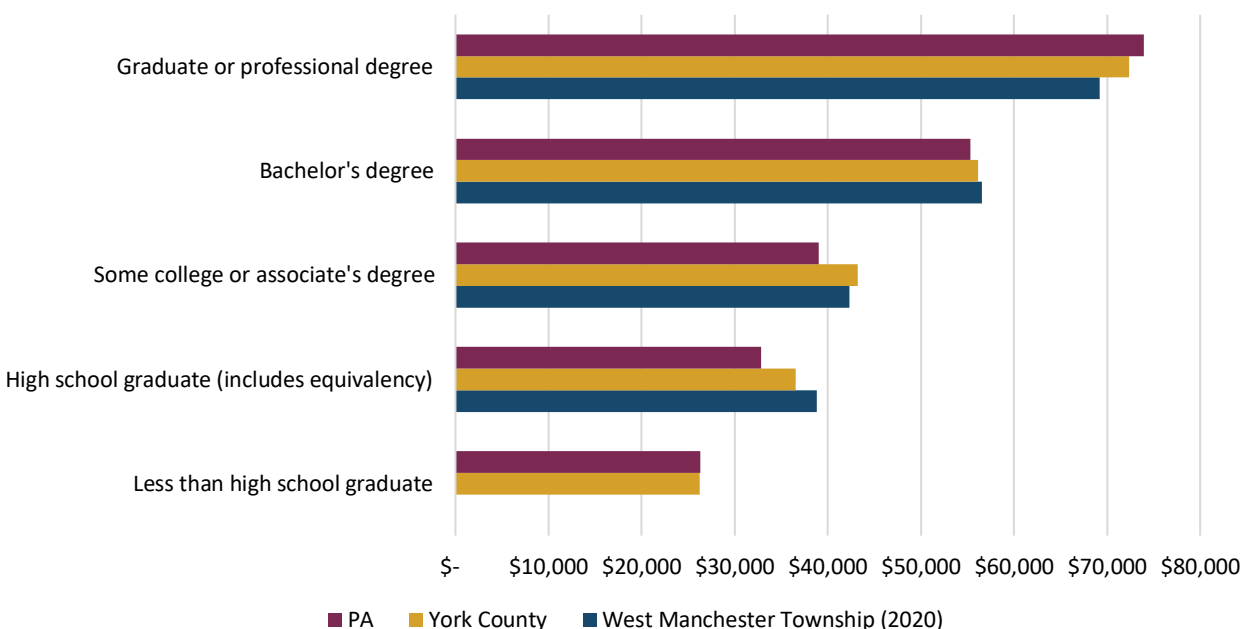


Source: US Census Bureau, 2020 ACS 5-Yr Estimates

Socio-economics

Earnings of Township residents were competitive (i.e., within \$5,000 or higher) with earnings of county and state residents at four of five specified educational attainment levels. Earnings for Township residents with less than high school graduate (or equivalent) was unavailable. See Figure 6.

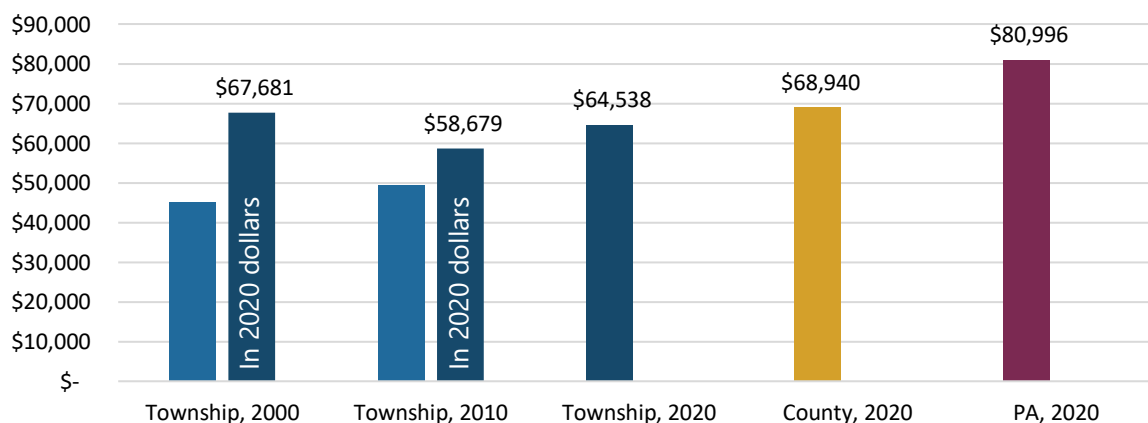
Figure 6. Median Earnings by Educational Attainment, 2020



Source: US Census Bureau, 2020 ACS 5-Yr Estimates

The median household income in the Township in 2020 was \$64,538. This value was lower than county (\$68,940) and state (\$80,996) figures. This represented a gain of \$5,859 in household income since 2010 but an overall loss of \$3,143 in buying power since 2000 after accounting for inflation. See Figure 7.

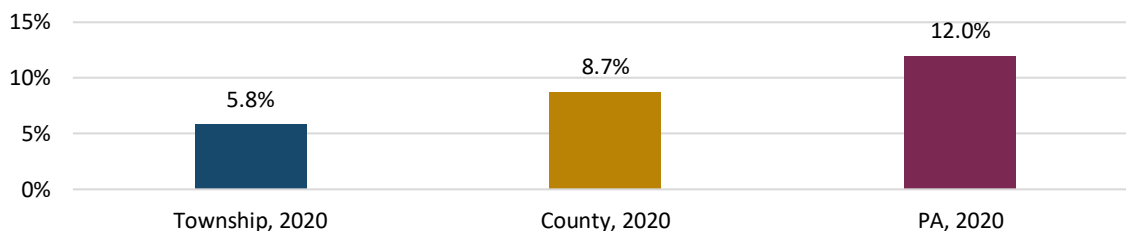
Figure 7. Median Household Income



Source: US Census Bureau, ACS 2016-2020 Estimates

In 2020, 1,079 residents lived below the poverty rate. The Township's poverty rate (5.8 percent) was less than that of the county (8.7 percent) or state (12.0 percent). See Figure 8.

Figure 8. Individuals Living Below Poverty



Source: US Census Bureau, ACS 2016-2020 Estimates

According to the 2020 ACS, 2,267 (29.0 percent) of Township households relied on a single vehicle and 430 (5.5 percent) had no vehicle.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** A net increase of residents and households over the past two decades demonstrates that West Manchester Township is a desirable place to live, especially for households moving from nearby communities with similar cultures.
- ✦ **Strength:** Increasing racial and ethnic diversity indicate that community development conditions, including Township policies and practices, are fair and not a significant barrier to housing and other investment by diverse populations.
- ✦ **Weakness:** Residents and households trailed York County and Pennsylvania in economic metrics such as educational attainment and household income in 2020, yet earnings were competitive, and the poverty rate was low.

Employment

Industries & Job Growth

According to data from OnTheMap, a Longitudinal Employer-Household Dynamics application provided by the U.S. Census Bureau, there were 14,603 jobs in West Manchester Township in 2020. Industries with the highest employment levels were Manufacturing (3,404 jobs), Retail (2,490 jobs), and Health Care and Social Assistance (1,713 jobs).

Employers in the Township created a net 2,865 new jobs (24.4 percent growth) from 2002 to 2020. Leading industries in job creation were Manufacturing (+1,449 jobs), Administration & Support, Waste Management and Remediation (+641 jobs), Health Care and Social Assistance (+439 jobs), and Transportation and Warehousing (+341 jobs). These new jobs plus smaller gains across nine other industries more than offset total job losses, led by Information (-190 jobs), Other Services (excluding Public Administration) (-131 jobs), and Finance and Insurance (-110 jobs). Retail lost 84 jobs (3.2 percent) from 2002 to 2020, falling from first to second among the leading industries by employment in the Township in 2020.

Employed Residents

There were 8,788 resident workers (any employed resident regardless of work location) in 2020. This figure reflects a decrease of 376 resident workers (4.1 percent) from 2002 to 2020.

Top sectors employing resident workers in 2020 were Health Care and Social Assistance (17.0 percent), Manufacturing (16.6 percent), and Retail Trade (10.4 percent), followed by Accommodation and Food Services (5.8 percent), and Construction (5.7 percent).

Local Workers

In contrast to Township resident workers in 2020, workers at jobs located in the Township (regardless of municipal residence) were more racially diverse (+1.6 percent) and more ethnically diverse (+1.7 percent), and younger. They also attained slightly lower levels of education (16 percent attained a bachelor's degree or higher vs. 20 percent for resident workers), and had lower monthly earnings, namely 5 percent fewer earned \$3,333 or more per month than resident workers and 5 percent more earned \$1,250 per month than resident workers.

Commuting Trends

Only 1,071 out of the 8,788 resident workers (12.2 percent) were employed by businesses located in the Township in 2020, i.e., the vast majority of resident workers (87.8 percent) commuted elsewhere for work. Most employed residents commuted outbound to workplaces, with York County communities holding 8 of the 10 workplace locations (other than West Manchester Township), including York City, Emigsville, and Springettsbury Township. See Figure 9, where darker shades represent a higher concentration of jobs held by Township residents.

Commuting distances from home in the Township to workplace locations increased among resident workers from 2002 to 2020. Resident workers commuting less than 10 miles dropped from 67 percent in 2002 to 60 percent in 2020, while those commuting more than 50 miles increased from 10 percent to 14 percent in the same time frame.

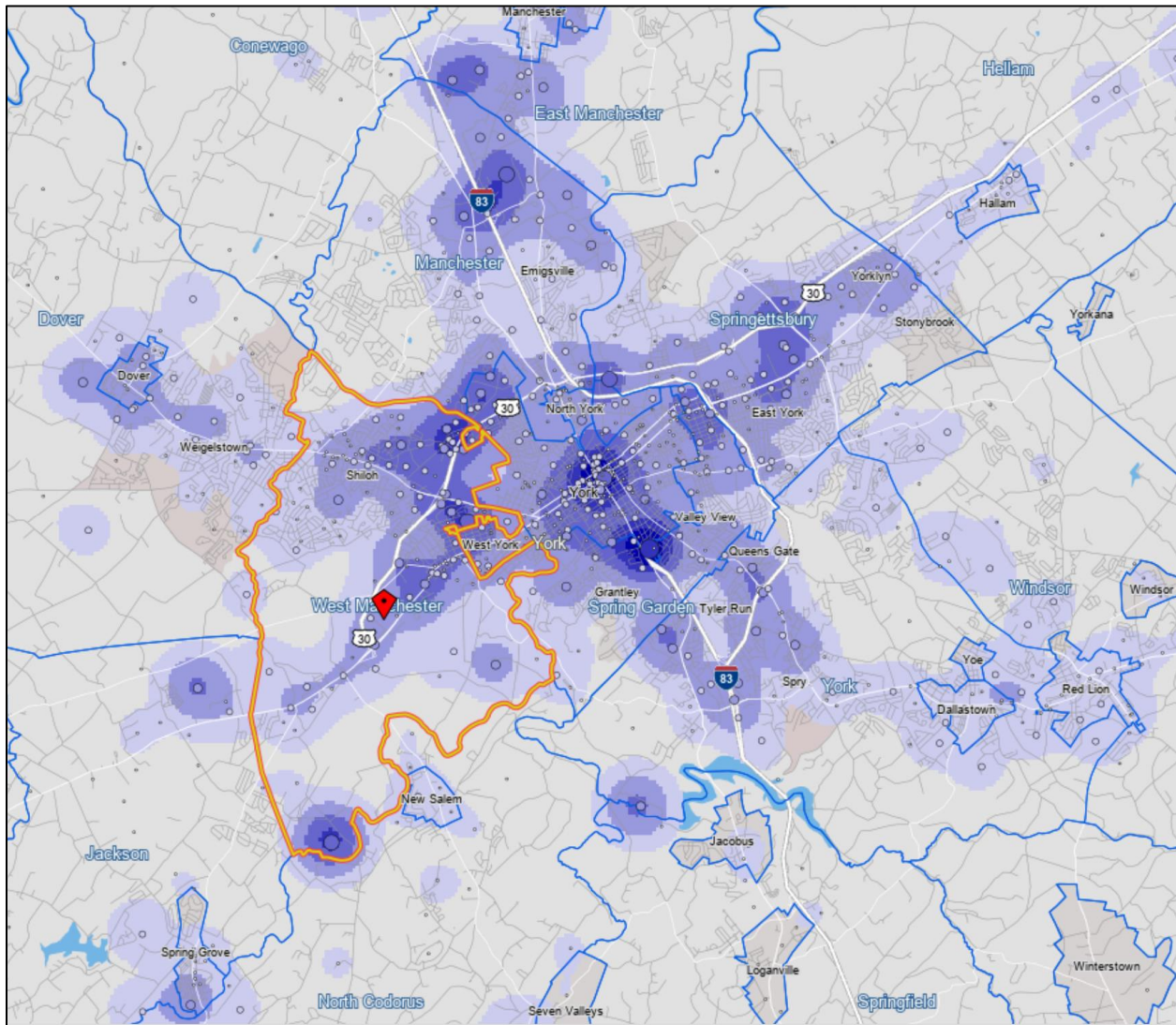
Of the 14,603 employees at jobs located in the Township, 13,532 (92.7 percent) lived elsewhere in 2020. This figure reflects an increase of 3,023 inbound commuters from 10,509 (28.8 percent) since 2002.

Remote working significantly increased during the pandemic (2020-2023). While many employers have continued to allow remote working, the extent is not known.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** New jobs and the job growth rate (2002-2020) outpaced population gains (+2,171 residents, 12.7 percent) over a similar period (2000-2020), reflecting the Township as a strong workplace destination.
- ✦ **Strength:** Manufacturing, supported by Transportation and Warehousing, Administration & Support, Waste Management and Remediation, and Health Care and Social Assistance generated the largest increases in employment in the Township from 2002 to 2020.

Figure 9. Map of Commuting Destinations for Employed West Manchester Residents



Source: U.S. Census Bureau Center for Economic Studies, Urban Partners

- ✦ **Weakness:** Fewer resident workers means fewer households with earnings, which could translate into less income tax revenue for the Township.
- ✦ **Weakness:** Longer commutes absorb more time in a resident worker's schedule, leaving less time for civic volunteerism.

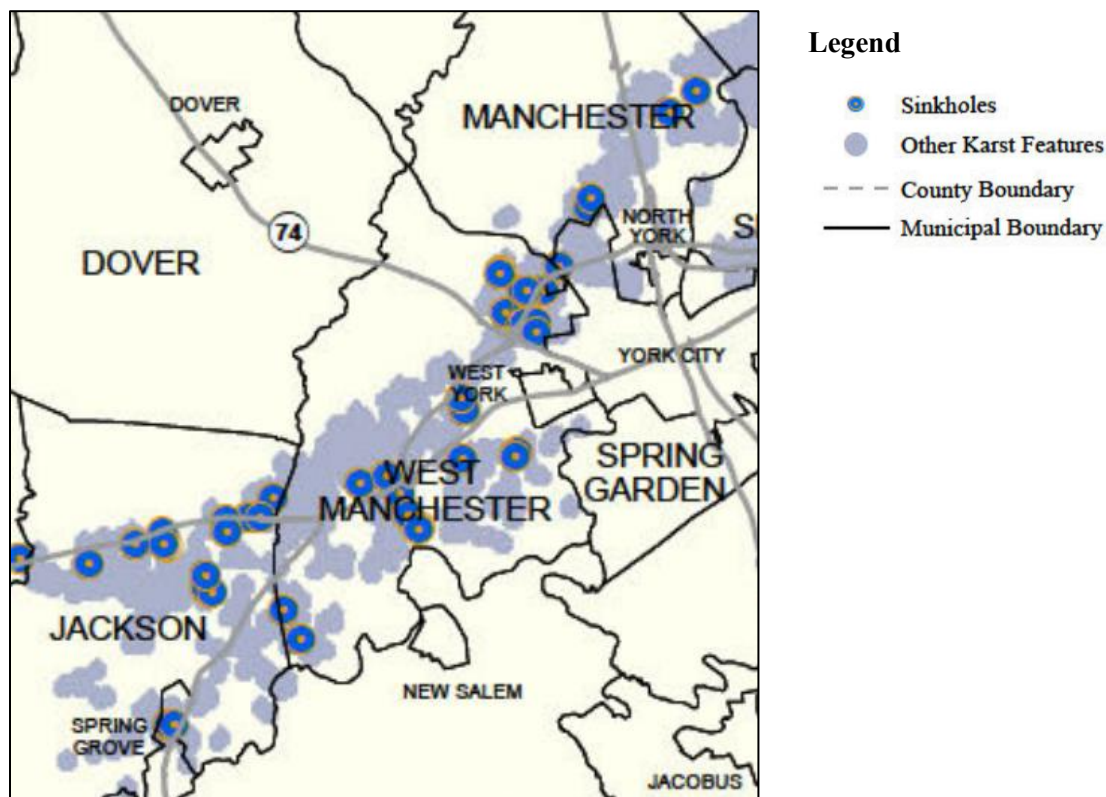
Environmental Features & Constraints

Land-based Features

The geologic, soil, and slope conditions in the northern portion of the Township, north of Taxville Road and US Route 30 east of PA/74 Carlisle Road, provide few constraints to community and economic development. In fact, much of this area has already been developed and is served by public water and public sewer systems.

The geologic and soil conditions in the central and southern portions of the Township have moderate constraints for development, as well as economically valuable rock material. The underlying limestone and dolomite geology results in a karst topography of sinkholes and surface depressions, which can threaten development and groundwater quality. See Figure 10.

Figure 10. Excerpt from Karst Topography Features, York County, 2017.



Source: Environmental Resources Inventory, YCPC.

Three quarries extract and process this same bedrock into stone and other material for use in construction, interacting with both surface and ground water in these operations. Soils are suitable for small-scale development and on-lot disposal systems (OLDS) in most locations. Small areas of slopes greater than 15 percent are found in southern areas of the Township and conventional OLDS may be impractical in these areas.

Most of the prime agricultural lands, agricultural soils in classes I, II, and III and used for agriculture, are located south of Wolfs Church Road, Woodberry Road, and West College Avenue and outside of the Township's Primary Growth Area. The Township uses its Zoning Ordinance, specifically its Agricultural Zoning District, to protect prime agricultural lands in this southern area and north of the quarries to Taxville Road from future development. Agricultural lands in the northern part of the Township are planned and zoned for residential development.

Maps in Technical Study J: Natural & Historical Features depict the locations of these features.

Water-based Features

All streams in West Manchester Township are listed in Pennsylvania's 2024 Integrated Water Quality Report as impaired due to human use and land management. The Pennsylvania Department of Environmental Protection (PA DEP) is responsible for managing point source discharges on surface water quality. The Township's Stormwater Management Ordinance controls non-point source impacts on water quality.

Floodplains in the Township, as designated by the Federal Emergency Management Agency (FEMA), are generally free of development. The Township's Floodplain Ordinance regulates development in the floodplain referencing FEMA's flood hazard map dated December 16, 2015, or its more recent revision.

Wetlands are present along most waterways in the Township. The largest concentration of wetlands lies along the West Branch of the Codorus Creek. Additionally, hydric soils (Figure 11), which are flooded, ponded, or saturated seasonally, may be classified as wetlands. PA DEP and the US Army Corps of Engineers regulate any disturbance to wetlands through a permitting process.

Woodlands and dense tree cover overlays less than 10 percent of the Township, namely where lands are no longer in active agricultural use or where trees have been planted for site beautification. The Township's Zoning Ordinance and its Subdivision and Land Development Ordinance encourage the conservation of woodlands and the establishment of additional tree cover in proposed development plans.

Unique habitat areas in the Township include four caves and two former quarry sites in the central portion of the Township and the Indian Rock Floodplain. The Indian Rock Floodplain site is conserved from intensive development by its federal government ownership but is still available as a public use recreation area under lease as a PA State Game Land. The cave areas and quarry sites are located on private property and are not referenced in the Township's development-related ordinances for awareness or protection.

According to the *West Manchester Township 200th Celebration* (1799-1999) booklet, more than 60 individual buildings, homesteads and farmsteads, and rail corridors represent the Township's agricultural legacy, industrial past, and architectural styles. With the exception of the Samuel Stoner Homestead, which is listed on the National Register of Historic Places, these features

Figure 11. Hydric Soils.



Legend  Hydric Soils

Source: York County Environmental Resources Inventory

exist on private property, without formal recognition or preservation. Several additional sites may be eligible for listing on the National Register if private landowners desire to apply.

Again, maps in Technical Study J: Natural & Historical Features show locations of these features.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength and Weakness:** Limestone and dolomite bedrock underlies the central and southern portion of the Township. These formations have a high economic value. When quarried, the rock material is suitable for use in the construction industry. These bedrock materials are prone to develop sinkholes and surface depressions that can threaten life, property, and groundwater quality. Any future development in these areas should undertake careful site investigation to ensure stability and site planning to avoid concentrating stormwater.
- ✦ **Strength:** The Township uses various ordinances to conserve natural features and protect ecological functions, namely:
 - The Zoning Ordinance, specifically its Agricultural Zoning District, to protect prime agricultural lands in the southern portion of the Township and north of the quarries to Taxville Road.
 - The Stormwater Management Ordinance to protect surface waters from non-point source pollution.
 - The Floodplain Ordinance to protect floodplains for water storage and infiltration.
 - The Zoning Ordinance and Subdivision and Land Development Ordinance to encourage the conservation of woodlands and the establishment of additional tree cover in proposed development plans.
- ✦ **Weakness:** Unique habitats in the Township are not referenced in the Township's development-related ordinances for awareness or protection.
- ✦ **Weakness:** The Township's historical legacy, represented by more than 60 potentially significant buildings, homesteads and farmsteads, and rail corridors, is currently unrecognized as a community and economic development asset.

Land Use Patterns and Coverages

Landscape Patterns

Lot and street patterns in West Manchester Township define three broad landscape patterns in the Township: urban, suburban, and rural.

The urban area, adjoining the City of York and West York Borough, are comprised of rectilinear blocks and a gridded street and alley network. Most lots are less than 0.25 acres.

Suburban areas, extending north and west of the urban area, have been developed at a lower density and oriented primarily to automobile access. Streets and roadways are not gridded but are still interconnected. Lots range from 0.25 to 0.35 acres with slightly larger commercial, institutional, and industrial lots. Three active quarries divide the extensively developed northern suburban area from less expansive suburban development along the US Route 30 corridor.

The rural area, south of SR 116/Hanover Road, Wolfs Church Road, Woodberry Road, and West College Avenue, has large expanses of agriculture, very low-density residential properties, and conservation lands. The only exceptions to the rural pattern are the small village of Bair Station, located along Sunnyside Road and Stovertown Road, and the BAE industrial site.

These large landscape patterns are not entirely homogenous. They include uses developed prior to the Township's Zoning Ordinance and York County's Growth Management Plan, as well as historical use patterns transitioning to new ones, e.g., rural residential uses along state highways evolving into commercial areas in Shiloh and along SR 234/East Berlin Road and US Route 30/West Market Street.

Land Use and Land Cover

In 2023, the three largest land use/ land cover types, agricultural/woodland, residential, and industrial, each occupied about a quarter of the Township's total area and together comprised 77.5 percent of lands in the Township. See Figure 12 and Figure 13.

Through its Zoning Ordinance and Zoning Map, West Manchester Township manages changes in land use and related infrastructure and service demands. The distribution of land uses in 2023 is similar to the distribution of zoning districts (by major land use type), demonstrating that the planned balance of major land uses has been achieved. See Figure 13 and Figure 14.

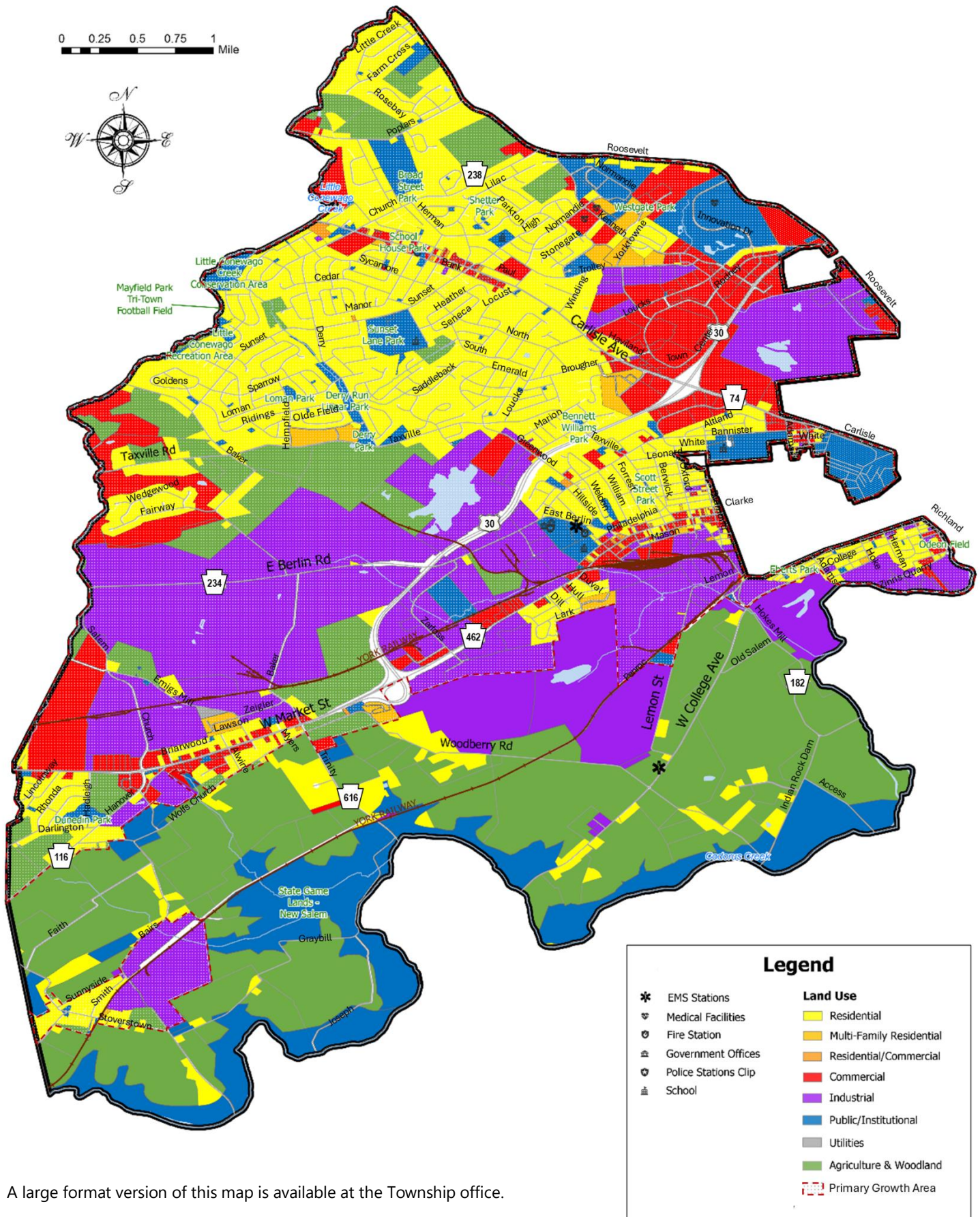
Agriculture and Woodlands

At 3,368.9 acres (27.6 percent of the Township), agricultural uses and woodland cover comprised the largest percentage of land use/land cover in the Township. Agriculture is the dominant use, with woodlands generally limited to riparian corridors and property boundaries. Agriculture and woodlands are concentrated and largely contiguous in the southern portion of the Township and buffer the quarries from the residential neighborhoods to the north.

Figure 12.

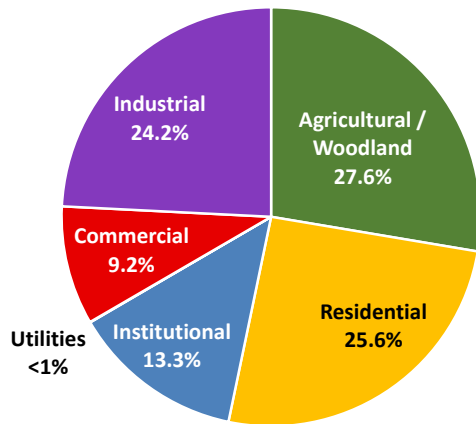
Existing Land Use, April 2023

West Manchester Township Comprehensive Plan



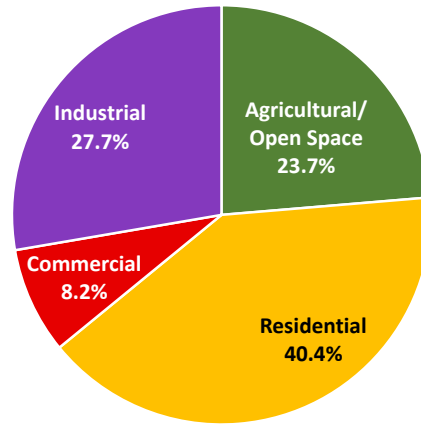
A large format version of this map is available at the Township office.

Figure 13. Land Use/Land Cover Distribution, 2023



Source: York County GIS

Figure 14. Generalized Zoning Distribution, 2023



Source: York County GIS

Since 2005, more than 400 acres were converted from agriculture or woodland to developed uses, representing a 10.8 percent loss of open space. Since 2023, solar energy generation facilities have been installed on three parcels totaling 117.33 acres.

Residential Uses

Residential uses occupy 3,121.6 acres (24.5 percent) in the Township. Single-family residential uses, both detached and attached units, cover 2,980.3 acres and are concentrated in the urban and suburban areas of the Township. In the urban area, residential uses mix with similarly sized commercial uses and even some industrial uses along major corridors with few conflicts. In the southern suburban area, residential also mixes with other uses along US Route 30/West Market Street. However most modern commercial and industrial uses have developed at a larger scale than historical residential development.

In the northern suburban area, single-family residential is the predominant land use. Schools, parks, and small-scale commercial uses along SR 74/Carlisle Road through Shiloh and between Kenneth Road and Roosevelt Avenue are the only exceptions.

In the rural area, single-family residential uses exist in clusters along SR 616/Trinity Road, Woodberry Road; and West College Avenue; in Bair Station; and as homesteads on farms and other large properties.

Multi-family residential uses, as classified by the York County Assessment Office, have a small presence in the Township. Apartment complexes and mobile home communities cover just 141.3 acres.

The footprint of residential uses has not changed significantly since 2005. The net loss of 46.5 acres (1.5 percent loss) is attributed to small use changes dispersed throughout the Township, such as the conversion of two residential lots on Bannister Street to a new parking lot at the West York Area High School.

Commercial Uses

Commercial uses, which include retail, office, and services, as well as for-profit outdoor recreational lands such as golf courses and swim clubs, occupy 1,118.0 acres or 9.2 percent of lands. These uses are located along highway and major street corridors, specifically US Route 30 and SR 462/West Market Street, SR 74/Carlisle Avenue, Roosevelt Avenue and Richland Avenue.

A comparison of commercial land use coverage between 2005 and 2023 indicates that commercial uses declined by 234.5 acres (a 17.3 percent loss). New commercial buildings were added in several locations but were offset in part by the redevelopment of the 125-acre Hawk Lake Golf Course as the UPMC Memorial Hospital, now classified as institutional. Other losses of commercial use are attributed to changes in use classification, e.g., commercial to industrial.

Industrial Uses

Industrial uses total nearly 2,950 acres or 24.2 percent of lands. Industrial uses include manufacturing and logistics operations, as well as quarries. Quarry operations comprise the single largest industrial use (more than 2,100 acres) and are located solely in the central portion of the Township.

The remaining 845 acres classified as industrial use are used for manufacturing, material processing and packaging, logistics, and supporting uses. These uses vary in size and are generally located along highways and their cross streets. Industrial uses are clustered along South Salem Church Road, Trolley Road, Zinns Quarry Road, and between SR 462/West Market Street and the southern York Railway.

Industrial uses experienced the largest acreage increase (390.1 acres a 15.2 percent gain) since 2005 due in large part to the addition of the FedEx and Mobile Climate Control facilities on South Salem Church Road, as well as a new multi-tenant structure on Zarfoss Drive.

Public & Institutional Uses

Lands occupied by public/institutional uses total 1,623.1 acres (13.3 percent). Most of the public/institutional lands in the Township are owned by four government entities: the US government for lands associated with the Indian Rock Dam flood control facility; the York County Agricultural Society for the York Fairgrounds; the West York Area School District for the schools and administrative buildings; and the Township itself for the municipal complex, fire stations, and parks.

Public/institutional experienced an increase of 335.6 acres since 2005 and the largest percentage increase, a 26.0 percent gain, of all uses. The redevelopment of the 125-acre Hawk Lake Golf Course as the UPMC Memorial Hospital was the most significant factor in this gain.

Utility Use

Lands developed for utility facilities comprise only 4.1 acres (less than one percent) which encompasses one parcel on Emigs Mill Road.

Land Use Concerns

Parking is a land use issue in the Township under the following three unique conditions/locations.

There is a shortage of parking capacity in the urban area of the Township. Here, residential lots are small with limited space for on-lot parking and limited frontage for on-street parking. In the absence of additional parking capacity, a parking permit program could be used to manage the number of resident vehicles in the neighborhood.

There are occasional parking shortages at the West York Area Middle School/High School campus. Given the limited frequency of this condition, construction of additional parking lots is likely unwarranted. This condition could also be addressed by working with the school district to arrange for satellite parking use, e.g., at the nearby Commerce Center or York Fairgrounds, shuttle service, and signage/promotion, or by instituting a parking permit program.

Parking requirements for retail uses are excessive, resulting in relatively unused impervious areas that generate stormwater year round and the need for stormwater management. Parking requirements for future development, for retail and other uses, can be reviewed and revised in a future update to the Township Zoning Ordinance.

Long-term use of quarried lands after closure is another concern. With minimal developable land and deep water as a hazard, the sites are often a challenge to redevelop. In conjunction with a quarry permit application or renewal to the PA Department of Environmental Protection, a quarry operation must provide a reclamation plan for the property and post a bond for the reclamation costs in the event the operator abandons the site. The Township should monitor the permit cycle for each of the quarry operations in the Township, review the reclamation plan to ensure suitable land reuse or redevelopment conditions are defined, and comment, as appropriate. In the meantime, the Township may want to request to review the current permit and reclamation plan.

Development Capacity under Current Zoning

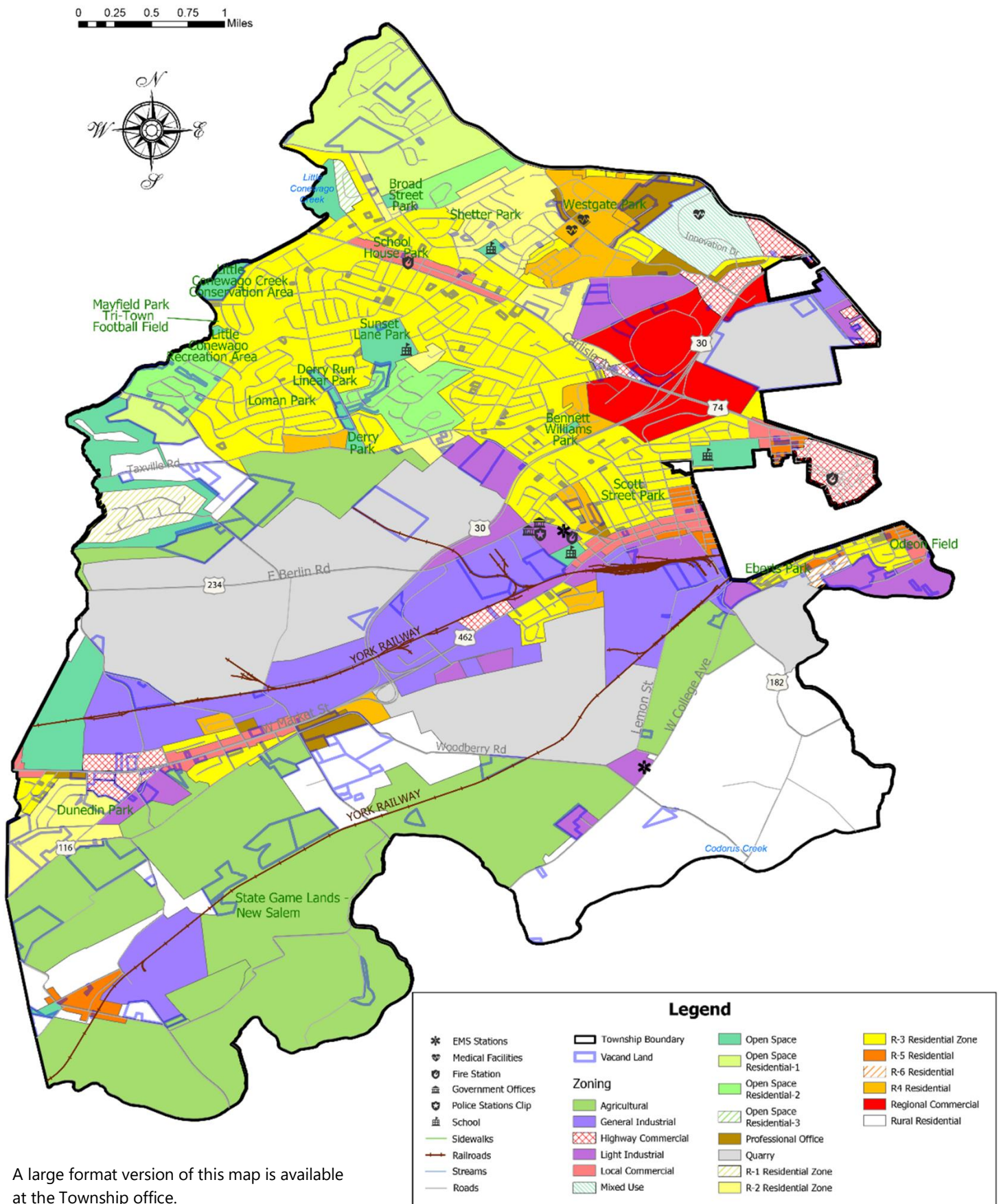
In 2023 and as classified by the York County Assessment Office, there were 2,570 acres of lands vacant (19.8 percent of the Township). See Figure 15. The vacant classification indicates that there are no buildings or structures on the parcel and the land is not used for any observable human activity. This total overstates vacant land by classifying the York Building Products quarry and several Township open spaces, totaling nearly 435 acres, as vacant.

Vacant lands were concentrated in five zoning districts: Agricultural, Rural Residential, Highway Commercial, Industrial, and Quarry. Vacant lands in the Agricultural (347.3 acres), Rural Residential (292.5 acres), and Quarry (296.7 acres) districts have no significant value for future development in the foreseeable future and were not further analyzed.

Figure 15.

Zoning and Vacant Land, 2023

West Manchester Township Comprehensive Plan



A large format version of this map is available at the Township office.

Vacant Highway Commercial lands totaled 294.2 acres and were concentrated at the intersection of US Route 30 and SR 116/Hanover Road with several small vacant parcels in other locations.

Vacant lands in the Industrial districts totaled 422.5 acres and were generally located along the rail lines, including some parcels owned by quarry operations in the Industrial districts. Across residentially zoned lands, there were roughly 500 acres with development potential. Five parcels in the northern area of the Township, zoned for conventional or open space residential development and ranging in size from 5 acres to 50 acres, represented the most notable sites with residential development potential.

Finally, more than 40 acres of land in the Professional Office districts along Roosevelt Avenue and along US Route 30 and SR 616/Trinity Road were vacant or occupied by non-office commercial uses.

The Future of Agriculture

The future of agriculture relies on available agricultural land and farm operators with access to capital for machinery and equipment as well as the availability of suppliers and specialized services. Under pressure from growing communities and declining numbers of next generation farm operators along the East Coast, many acres of farmland across York County and the state have been converted to community and economic development uses over the past 50+ years.

The Township's Agricultural Zoning District manages lands in the district primarily for agricultural and forestry uses, as well as associated product sales and animal services. Low-density single-family residential, public/institutional, utility, and solar energy farm uses are also permitted. Residential use is limited to one dwelling for each 25 acres of lot area per Section 150.17 of the Zoning Ordinance. This narrow range of permitted uses is intended to protect lands from development but does not separate development rights, which would preclude future development.

State and county agricultural land preservation programs were created in the late 1980s to preserve farmland for the industry. Agricultural land preservation has not been a priority in the Township largely due to soil quality and parcel proximity to urbanized areas, which are considered in the scoring of easement applications. Nevertheless, the Township has taken measures to protect agricultural land, such as designating the majority of agricultural land as a Rural Area and implementing agricultural protection zoning practices. Only one parcel, located along the Jackson and West Manchester Township border, has been preserved by an agricultural easement.

Additionally, property owners have enrolled 32 parcels, totaling 3,770 acres, in the Township's Agricultural Security Area, demonstrating a commitment to continued farming in the near term (seven years). The addition of solar energy farms as a permitted use in the Agricultural Zoning District allows the property owner, especially retiring farm operators, to retain land ownership and generate income from a different natural resource without creating heavy demands on

public infrastructure and services. Since 2023, solar energy generation facilities have been installed on three parcels totaling 117.33 acres.

Most farms in the Township are 100 acres or more. Zoning provisions that permit smaller farms may provide an opportunity for farm sales and continued agriculture in the Township. Amish family farm operations are typically 50 acres or less, allowing the family to work the farm with a team of horses, rather than motorized equipment, per their religious beliefs.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** The distribution of land uses in 2023 is similar to the distribution of zoning districts (by major land use type), demonstrating that the planned balance of major land uses has been achieved. This balance has enabled the Township to minimize increases in the Township property tax rate.
- ✦ **Weakness:** Parking requirements for retail uses are excessive, resulting in relatively unused impervious areas that generate stormwater and the need for stormwater management facilities year round.
- ✦ **Weakness:** Parking in residential areas in the urban area is challenged by small lots and narrow streets. Additionally, there are occasional parking shortages at the West York Area Middle School/High School campus.
- ✦ **Future Threat:** With minimal developable land and deep water as a hazard, former quarry lands are often a challenge to redevelop.
- ✦ **Strength:** There were approximately 1,790 acres of vacant land (13.8 percent of the Township) zoned for future development: 790 acres for residential use, 577 acres for commercial use, and 423 acres for industrial use.
- ✦ **Strength:** The addition of solar energy farms, as a permitted use in the Agricultural Zoning District, allows the property owner, especially retiring farm operators, to retain land ownership and generate income from a different natural resource without creating heavy demands on public infrastructure and services.
- ✦ **Opportunity:** Smaller farms may provide an opportunity for continued agriculture in the Township.

Transportation Infrastructure & Services

See Figure 16 for the Transportation Assets in the Township.

Pedestrian and Bicycle Infrastructure

Pedestrian infrastructure, i.e., sidewalks, are essentially limited to residential neighborhoods though pedestrian activity occurs on street and roadway rights-of-way with few intersections having pedestrian signals. Safety data shows 38 crashes on state and local roads involving a pedestrian from 2013-2022.

Transportation Assets, 2023

[illegible]

26

The York County Bicycle and Pedestrian Plan identifies three priority levels for sidewalk construction and maintenance: high, medium, and low. Most of the Township is identified medium or low priority based on proximity to community destinations, though the analysis appears to disregard the presence of agricultural, extractive, and large-scale industrial uses in the Township.

State law permits bicycle use on state roadways with limited exceptions and PennDOT has designated SR 234/East Berlin Road as Bicycle PA Route S. State safety data shows that bicyclists are present in the Township: 16 crashes on state and local roads involving a bicyclist from 2013-2022, yet there are no dedicated on-road bicycle facilities on state or local roads.

Additionally, there is no signage to make motorists aware to “share the road” on designated bicycle routes and no bicycle parking, i.e., bike racks, in the Township.

In its [Bicycle and Pedestrian Plan \(2023\)](#), York County identified 36 corridors for improved pedestrian and bicycle accommodation across the county. “Proposed routes” are typically envisioned as corridors for bike-ped facilities within the street or highway right-of-way while “conceptual corridors” primarily defined the destinations to be connected, not a specific route. Four corridors are located in the Township:

- Proposed Route 1: Carlisle Avenue (PA 74) between Brougner Lane and West Market Street.
- Proposed Route 15: Roosevelt Ave between US Route 30 and West King Street.
- Conceptual Connection A: US Route 30 and Roosevelt to PA 74 & Loucks Road.
- Conceptual Connection N: West Manchester Town Center to Dover.

To help implement the York County Bicycle and Pedestrian Plan, YAMPO adopted the York County Complete Streets Policy in December 2024. The Complete Streets Policy aims to create safer, more accessible, and more connected streets for all local travelers, regardless of their age, ability, and mode of transportation. Consideration of appropriate facilities for roadway design or improvement varies by context, e.g., rural, suburban, and urban, as illustrated in the policy.

Public Transportation

Locally, rabbittransit’s fixed-route bus service serves commercial areas and passes through nearby residential areas of the Township. Only one bus stop in the Township has a shelter and none have benches. rabbittransit is working to add shelters and benches to its most heavily used bus stops.

Scheduled shared-ride transit service is available to all residents for a fee and to certain populations, namely seniors, persons with disabilities, persons with mental health or intellectual and development disabilities, and persons traveling for other eligible medical assistance, at a discounted rate.

For long-distance commuters, rabbittransit provides intercity commuter service from the York area to Harrisburg and northern Maryland. This service does not pass through West Manchester Township, but residents can access the service in downtown York or at park-n-rides lots at Exit 24/Emigsville and Exit 16/Queen Street of I-83.

Roadways and Bridges

The streets and highway system comprises nearly 125 linear miles of roadway facilities. State-owned facilities total 31.51 miles (25.3 percent) and Township-owned facilities total almost 93 miles (74.6 percent).

Thirteen state-owned highways pass through the Township. Average annual daily traffic (AADT) volumes are heaviest on US Route 30/Lincoln Highway (21,212 vehicles per day), with daily volumes over 10,000 vehicles on SR 74/Carlisle Road, SR 4001/Roosevelt Avenue, and SR 116/Hanover Road.

All state roads carry passenger and truck traffic. Trucks comprise up to 15 percent of all traffic on state roads in the Township. US Route 30/Lincoln Highway carries the heaviest truck volume (2,805; 14.1 percent) followed by SR 462/Market Street (711; 9.4 percent) and SR 74/Carlisle Road (638; 3.9 percent).

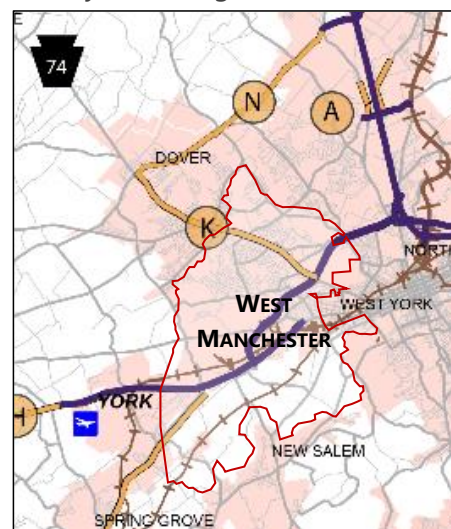
Within the York County Freight Plan, a Core Freight Network identifies the nationally designated freight network of highways and rail, as well as additional corridors that carry significant freight and should be monitored for freight needs. This network includes US Route 30 and portions of SR 74/Carlisle Avenue and SR 462/West Market Street in the Township (Figure 17).

State roadway improvements have been identified to address safety and pavement preservation needs. Planned improvements include restoration or resurfacing of US Route 30, SR 116/Hanover Road, SR 616/Trinity Road, and SR 4001/Roosevelt Avenue. Traffic signal improvements include pedestrian countdown signals at six locations.

Other known transportation needs on state roads include:

- Intersection congestion at US Route 30 at Roosevelt Ave, which was ranked #13 of 72 intersections for vehicle delay in York County's [Report on Congestion \(2016\)](#) and at US Route 30 at Loucks Mill Road, which was ranked #32.

Figure 17. Excerpt from the York County Core Freight Network



Legend

- Airports
- National Highway Freight Network
- York County Core Freight Network
- Other State Roads
- Other Local Roads
- County Boundary
- Growth Boundary
- Railines**
- Class I
- Class III

York County monitors congestion through its ongoing congestion management process.

- Minor flooding resulting in closure of six state roads and three local roads in the Township, as recorded in York County's [Flooded Roadway Study \(2018\)](#). Some of these roads are planned to flood when the Indian Rock Dam is closed to protect the City of York from Codorus Creek floodwaters, though Township residents and thru-travelers are not all aware of this intent. The study also noted that multiple roadway closures further extend detours.

State Roads

- Indian Rock Dam Road (SR0182) near Hokes Mill Road (SR0182)
- Trinity Road (SR0616) between Graybill Road and Knottingham Lane
- Carlisle Road (SR0074) between Church Road and the Municipal Line
- Taxville Road (SRN001) between Brittany Court and Baker Road
- Hokes Mill Road (SR0182) between West Mason Avenue and South Diamond Street
- Derry Road (SRNO20) between Olde Field Drive and White Fence Lane

Local Roads

- Woodberry Road between West College Ave., Ext. (SR3046) and Indian Rock Dam
 - Graybill Road between Stoverstown Road (SR3061) and Trinity Road (SR0616)
 - Lemon Street between Hokes Mill Road (SR0182) and West College Avenue, Extended (SR3046)
- Additional corridors subject to flooding are noted on York County's Municipal Flood Vulnerability Map of West Manchester Township ([page 63 of Appendix G](#) to the [2024 York County Hazard Mitigation Plan](#)). Again, several of these corridors are in the vicinity of Indian Rock Dam and are expected to flood during dam closure conditions. Additional locations of occasional flooding or ponding on roadways as suggested by the Steering Committee include:
 - Derry Road, north of Sunset Lane
 - North Drive
 - South Drive
 - Olde Field Drive

The Township Public Works Department observes local streets and roadways for traffic volumes and maintenance needs through periodic windshield survey. Traffic counts are conducted by developers for traffic impact studies associated with proposed development when necessary.

The most heavily traveled local streets and roadways include:

- Taxville Road (T813)
- Church Road (T856)
- Kenneth Road (T722)
- South Salem Church Road (T883)
- Derry Road (T812)

- Oxford Street (T767)
- White Street, particularly the retail portion (T609)
- Loucks Road, the eastern portion for access to UPMC (T832)
- Wolfs Church Road (T483) and Bairs Road (T490) for access to BAE

Roadways that carry high volumes and heavy vehicles typically require more frequent and more intensive maintenance treatments than lightly traveled streets. Fortunately, many of the streets and roadways were constructed on a high quality base, thus maintaining the surface pavement keeps the road in good condition. Some street and roadways require more intensive rehabilitation.

The Public Works Department aims to address safety issues first, followed by pavement and drainage repairs and pavement preservation treatments that extend the service life of all roadways. The staff also attempt to re-pave streets after major underground utility work.

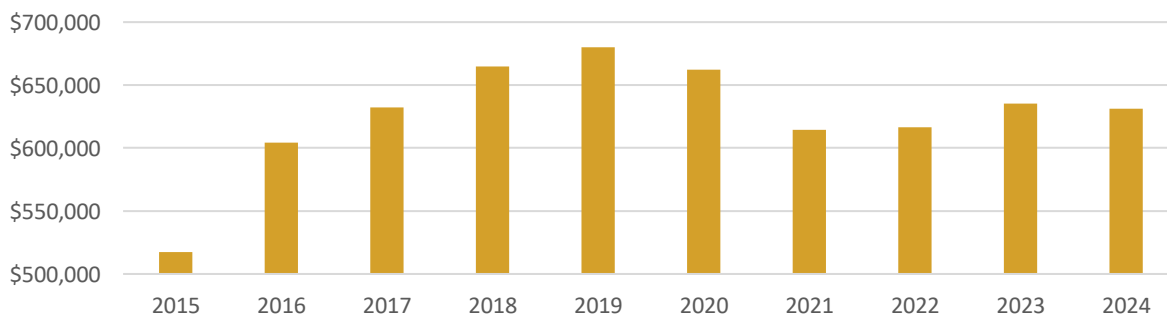
The Township does not currently have a paving goal of a specified number of miles per year or a formal capital improvement plan for streets and roadways.

The Township owns fifteen small bridges, i.e., bridges 20' or less in length, that date to 1901 or earlier. These bridges receive no regular inspection. A typical bridge lifecycle is 50 years, though it may be extended under low traffic volumes and adequate maintenance.

There are 20 signalized intersections in the Township. All of these traffic signals are owned, operated, and maintained by the Township regardless of roadway ownership at the intersection.

State support for local road maintenance is provided through an annual allocation of liquid fuels tax revenue to the Township. This revenue declined in recent years due to lower fuel sales during the COVID-19 pandemic when travel demand was low. See Figure 17.

Figure 18. Liquid Fuels Tax Revenue (\$) to West Manchester Township



Source: PennDOT

PennDOT provides numerous technical assistance programs and offers competitive discretionary grants to supplement funding for transportation system improvements.

Roadway Safety

There were 2,466 reportable crashes in the Township from January 2013 to December 2022.

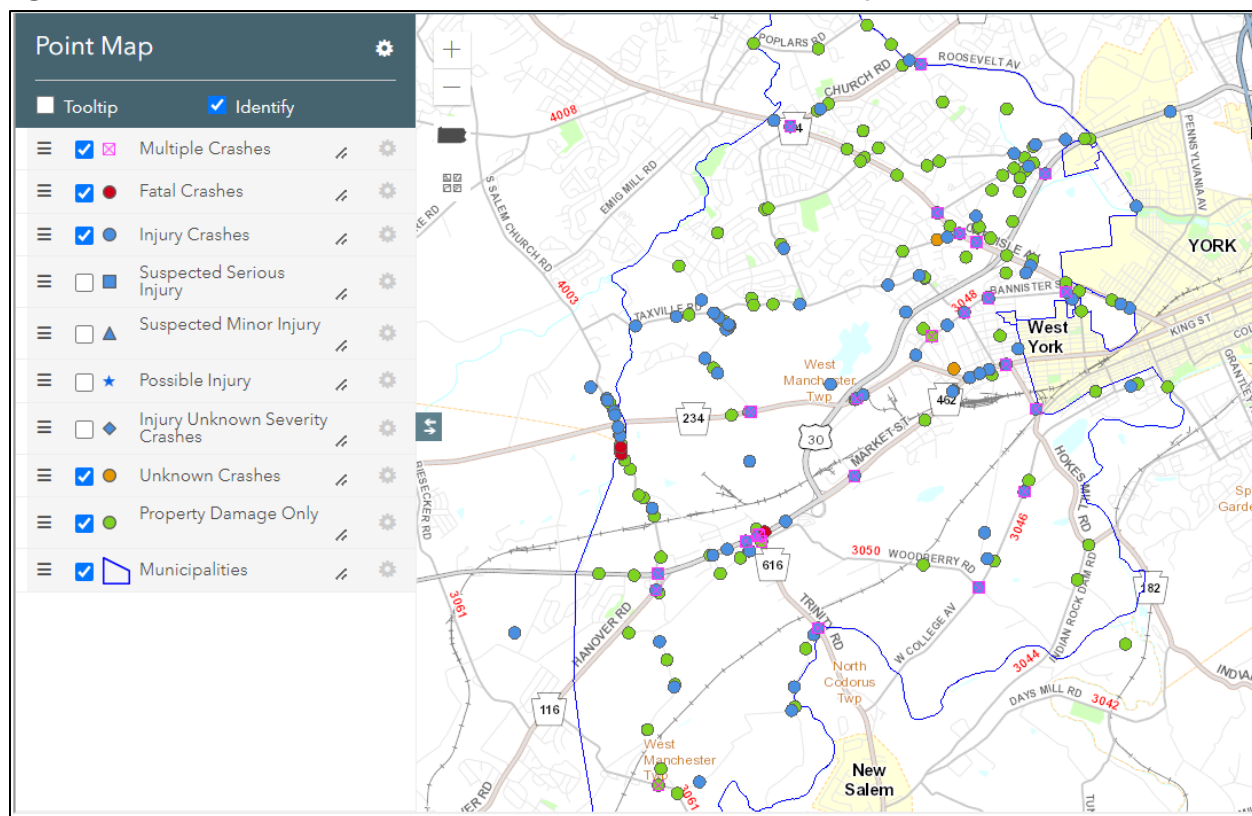
Five-year average crash counts were 247.2 for the 2013-2017 period and 246.0 for the 2018-2022 period. Within this decade, the five-year average crash counts declined in parallel with lower traffic during the COVID-19 pandemic and increased as traffic volumes rebounded.

The majority of crashes (1,346; 54.6 percent) involved property damage only, followed by 1,063 (43.1 percent) that involved non-fatal injuries. There were 13 crashes with at least one fatality, 7 crashes with a fatality and an injury, and 37 crashes with no injury or property damage. Injury crashes occurred on both state and local roadways and were concentrated in heavily developed areas.

Crashes during the 2013-2022 period tended to occur at intersections where highways intersect and in residential areas. Crashes on a local road or at a state-local road intersection totaled 1,340 (54.3 percent) for the 2013 to 2022 period. See Figure 18.

Driver factors, not roadway design, were the prime cause for the vast majority of reported crashes from 2013 to 2022.

Figure 19. Crash Locations on Local Roads in West Manchester Township, 2013-2022



Source: PennDOT, PCIT.

Rail Freight

Two short line rail corridors, both owned by the Genesee & Wyoming Railroad and operated by York Railway Company, offer rail freight service to adjacent properties. One line travels west from York on the north side of US Route 30, a distance of about four miles, with multiple sidings to industrial uses in the Township, before turning south in Jackson Township. The other line travels a more consistently southwest alignment from West York to Hanover, a distance of about five miles, with only one siding to BAE Systems. Both lines connect businesses between York and Hanover with Class I railroads, Norfolk Southern and CSX, thereby offering competitive long-distance rail service.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Weakness:** Safety data demonstrate that pedestrians and bicyclists use both state and local roadway rights-of-way for travel, but pedestrian and bicycle infrastructure is limited. This condition discourages non-motorized travel to local sites and bus stops. Specifically:
 - Sidewalks and other dedicated pedestrian facilities are lacking within commercial areas and between commercial areas and nearby residential neighborhoods.
 - There are no dedicated on-road bicycle facilities in the Township and no signage to make motorists aware to "share the road."
 - There are no bike racks at community parks.
- ✦ **Strength:** rabbittransit's fixed-route bus service serves commercial areas and passes through nearby residential areas of the Township.
- ✦ **Strength:** The Public Works Department addresses street and roadway safety issues first, followed by pavement and drainage repairs and pavement preservation treatments that extend the service life of all roadways. The staff also attempt to re-pave streets after major underground utility work.
- ✦ **Weakness:** The Township does not use a formal capital improvement plan to anticipate regular streets and roadway maintenance.
- ✦ **Weakness:** Small local bridges receive no regular inspection.
- ✦ **Strength:** The York Railway Company provides short-line rail freight service on two corridors through the Township. With connections to both Norfolk Southern and CSX, York Railway offers access to competitive long-distance rail service.

Public Water Service

Public water services from the Township Authority and the York Water Company serve approximately 7,400 customers.

Both service providers have a history of providing reliable water service to customers in West Manchester. Treatment capacity has not been reported as a constraint.

The Township Authority and York Water suppliers operate systems of vastly different scales under unique governance structures. As a result, water rates can vary widely.

PA DEP permits nineteen commercial, industrial, and mineral extraction operations to withdraw surface water or groundwater.

Properties that lie outside of the two public water service areas are served by on-lot wells.

Commercial agricultural production may impact water sources, primarily water quality, due to the application of fertilizers and/or concentration of livestock waste. Public water service providers monitor water quality for pollutants. No issues have been reported or raised by residents.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** Management of groundwater and surface water at quarries in the Township may impact the supply and quality of source water. The Township, Township Authority, and York Water are aware of these operations and the implications for source water.
- ✦ **Strength:** Climate change has the potential to impact the quality and quantity of water available to these providers. Deeper droughts may impact available water supply and increased precipitation may elevate source water turbidity levels, wash pollutants into streams, and trigger source water protection measures. Both water providers are well-positioned to adapt to these changes as documented in their source water protection plans.
- ✦ **Threat:** As regulations are amended to address water quality parameters, such as per- and polyfluoroalkyl substances (PFAS)(also known as "forever chemicals"), turbidity, and lead/copper pipes, the cost needed to treat and distribute safe and reliable water to the community may increase.
- ✦ **Opportunity:** The availability of public water service impacts land use patterns and intensity in the Township. Therefore, the Township should continue to coordinate with water providers to ensure water supply and distribution is consistent with current and future community and economic development needs and water quality is protected from unnecessary pollutants.

Public Sanitary Sewer

The Township updated its Sewage Facilities Plan (Act 537 Plan) in 2015. This Plan describes the Township's commitment to preventing the discharge of untreated sewage to surface water, groundwater, and the environment. PA DEP approved the Township's updates to this Plan in 2020.

The Act 537 Plan describes the three methods of wastewater treatment and disposal in West Manchester Township: public sanitary sewer or wastewater systems, on-lot disposal systems, and private treatment plants.

Public Systems

The wastewater collection and conveyance system comprises two districts: the Shiloh Sewer District and the Lincolnway Sewer District.

The Shiloh Sewer District conveys wastewater from primarily residential properties in the northwest portion of the Township to Dover Township's Wastewater Treatment Plant (WWTP). Dover Township's WWTP discharges treated sewage to the Little Conewago Creek. By agreement with Dover Township, the Township is allocated to discharge up to 2.3456 million gallons per day (mgd) to the WWTP. In 2022, the Township estimated it was using 56 percent of this allocation.

Facilities in this district include one pump station near Nena Drive and 61 miles of sanitary sewer pipe. The conveyance network in this district is prone to infiltration from groundwater and inflow from surface water. In compliance with a consent order issued by PA DEP to reduce non-wastewater conveyed to the WWTP, the Township actively monitors for spikes in wet weather flows, inspects pipes to find leaks, seals leaks and lines pipes to prevent the discharge of untreated sewage to surface water and groundwater. If overflows are not able to be controlled in this manner, the 537 Plan indicates that additional treatment capacity will be needed at the Dover WWTP to serve the Shiloh area.

Because the Shiloh Sewer District is relatively built-out, the potential for a significant increase in wastewater discharge is low. In 2022, four anticipated land developments were estimated to increase usage by less than 1 percent by 2027.

The Lincolnway Sewer District conveys wastewater from properties along the US Route 30 and SR 462/West Market Street corridor to Pennsylvania American Water Company's WWTP located in Manchester Township. By agreement with Pennsylvania American Water Company (PAWC), the Township is allocated to discharge up to 3.3942 mgd to PAWC's WWTP, which discharges treated sewage to the Codorus Creek.

This district includes six pump stations and 47 miles of sanitary sewer pipe. The conveyance network is in relatively good condition, supported by the Township's routine maintenance.

In 2022, the Township estimated it was using 53 percent of this allocation and sixteen anticipated land developments in the Lincolnway Sewer District were estimated to increase usage to 54 percent by 2027.

On-lot Disposal Systems (OLDS)

Properties using on-lot disposal systems (OLDS) to manage wastewater are scattered throughout the Township, but are most concentrated south and west of the US Route 30 corridor, outside of the Shiloh and Lincolnway sewer districts. As of Fall 2023, the Township has not adopted an OLDS management ordinance that would establish a local standard for OLDS siting, inspection, and maintenance.

One Private Treatment Plant

BAE Systems (formerly BMY and United Defense), at Bair Road and Sunnyside Drive, maintains a private sewage treatment facility to treat and discharge its own sewage and manufacturing wastewater to the Codorus Creek.

Public Sewer System Planning

The Township is required by PA DEP to extend sewer service to BAE Systems to replace its private treatment plant. Additionally, the 537 Plan identified three areas for potential service area expansion in the Lincolnway Sewer District due to a history of failed OLDS: Haviland Road, Bair's Station Village, and US Route 30 West End. Furthermore, the Township receives requests to connect new customers within its service area to address failing OLDS or to serve infill development. Coupled with the potential for future demand for sewer service from development on the undeveloped land adjacent to the existing service area, these demands for sewer service may reach or exceed the Township's allocation. Without the willingness of other municipalities to sell a portion of their municipal allocation to West Manchester Township or action by PAWC to upgrade the WWTP's capacity, the potential for growth through an expanded or more intensively redeveloped Lincolnway Sewer District may be inhibited.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** West Manchester Township's Act 537 Plan, approved by PA DEP in 2020, is considered to be current(less than 10 years old) and regularly reports wastewater management compliance activities to DEP. A new or updated Act 537 Plan will likely be needed by 2030 to update needs and improvement feasibility.
- ✦ **Strength:** The Township's wastewater discharge allocations to the Dover Township and PAWC WWTPs are sufficient to meet the current and near-term demand for sewage treatment services.
- ✦ **Threat:** The potential for growth in the Lincolnway Sewer District may be inhibited by the Township's allocation to PAWC's WWTP.
- ✦ **Threat:** Mandated connections and potential large land developments in the Lincolnway Sewer District may require additional capacity from the PAWC system.

- ✦ **Strength:** The Township is aware of the extent of failing OLDS and the frequency of sanitary sewer surcharges caused by wet-weather events. The Township has identified, studied, and prioritized capital projects to address these water quality responsibilities. The Township anticipates implementing these projects in partnership with regional stakeholders, by responsibly raising needed revenue through rate increases, and through low-interest loan and grant applications.
- ✦ **Weakness:** As of Fall 2023, the Township has not adopted an OLDS management ordinance that would establish a local standard for OLDS siting, inspection, and maintenance.

Stormwater Facilities

The Township owns and operates a Municipal Separate Storm Sewer System (MS4) that collects and conveys storm water to mitigate flooding and protect water quality. The MS4 comprises 16 infiltration and retention features (i.e., rain gardens, bioswales, and detention basins), approximately 1,300 inlets, 20 miles of pipes, and 138 outfalls.

PA DEP requires MS4 communities, in urban areas as defined by the U.S. Census Bureau, to obtain a National Pollutant Discharge Elimination System (NPDES) permit which authorizes the MS4 to discharge to surface water bodies. The NPDES permit requires the Township to perform various minimum control measures, such as public education, water quality inspections, and regulation of stormwater management from new development, aimed at reducing non-point source pollutants from MS4 outfalls in local streams. The Township reports its compliance to PA DEP annually.

West Manchester has maintained an NPDES permit since November 2004. The Township last renewed its permit in December 2020. Since then, PA DEP extended NPDES permits indefinitely as long as the controls and practices of the Chesapeake Bay Pollutant Reduction Plan (CBPRP) are in place by December 2025. The Township participates in the York County Stormwater Consortium as a means to meet its CBPRP requirements.

The Township updated its Stormwater Management Ordinance in 2022. The Ordinance defines the Township's minimum stormwater management standard for land development and site improvements, managing both the rate and volume of stormwater that will leave a site after being developed. Standards in the ordinance also reflect the Township's water quality responsibilities.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** The Township's MS4 infrastructure represents a significant investment in public safety, property protection, and water quality.

- ✦ **Threat:** As existing stormwater management infrastructure ages, new facilities are added, and the frequency of intense rainfall events increases, the Township will likely need to expand its program of stormwater infrastructure services.
- ✦ **Opportunity:** An assessment of the current conditions of stormwater infrastructure would help the Township direct its maintenance and repair resources to where they are most impactful.
- ✦ **Strength:** The Township's Stormwater Management Ordinance is consistent with York County's model ordinance, PA DEP's model MS4 ordinance, and Pennsylvania's Stormwater Management Act (Act 167) of 1978.

Parks and Public-Use Open Space

West Manchester Township owns and maintains 13 parks across 107.6 acres. With a 2020 population count of 19,206, and a similar 2023 population estimate of 19,207, the Township provides 1 park per 1,478 residents with 6 acres of public parkland per 1,000 residents.

See Figure 18 for the Community Facilities & Services, including park lands, located in the Township.

Township parks include eight active recreation parks and five passive recreation and conservation areas suitable for low-impact use.

Six neighborhood parks provide recreational opportunities close to home, while two community parks provide multiple facilities for larger groups and/or simultaneous use by more than one group.

Residents can use neighborhood streets and sidewalks to access parks on foot, by bike, or by car. Parking lots are provided at most parks, however bike parking or bike racks are not available to secure bikes.

Sports facilities are the most common recreation facilities in Township parks (23 facilities), followed by social facilities (15), then nature-based facilities (9).

The Township's recreational facilities are not all ADA-accessible, however the Township has been making accessibility improvements, particularly to its pavilions and playgrounds.

The Township's Parks and Recreation plan is more than 20 years old and recreational needs and priorities for park development should be updated.

The Parks and Recreation Committee advises the Township on the needs for park and recreation facility improvements. Park and recreation staff and advisors should seek to understand the recreational needs of the citizens they serve in planning for parks and recreation facilities.

Beyond Township parks, additional for-fee recreation opportunities are available within the Township at two golf courses, Briarwood Golf Club and the Honey Run Golf club, and two

swimming pools, the Green Valley Swimming and Sports Club and the Lincolnway Swimming Pool & Sports Club, Inc.

The only recreational trail in West Manchester Township is the Memorial Health Fund Wellness Trail, a 1.8-mile loop trail on the UPMC Memorial Campus. The York County Rail Trail Authority developed the York County Heritage Rail Trail Park and conveyed it to the York County Department of Parks and Recreation. The Authority is actively developing the Hanover Trolley Trail. Additional study will be needed to determine the feasibility of extending the Hanover Trolley Trail to connect to the York Heritage Rail Trail as well as ownership and maintenance of the extension.

Other than parkland, the only significant land area protected from development in West Manchester Township is the approximately 850 acres of federally owned land associated with Indian Rock Dam flood control facility. These upstream lands are flooded when Indian Rock Dam is closed to provide flood protection to lives and property in the City of York. Due to the rarity of dam closure, these lands are leased to the Commonwealth of PA and made available to the public as state game lands.

As noted previously, agricultural land preservation has not been a priority in the Township largely due to soil quality and the Township's proximity to the York urbanized area. Nonetheless, property owners have enrolled 32 parcels totaling 3,770 acres in the Agricultural Security Area program. Six acres of farmland have been preserved by a York County Agricultural Land Preservation Board easement on a parcel along East Berlin Road, which is located in Jackson Township. Moreover, protected agricultural lands are not widely used for public recreation, though public hunting may be permitted by the landowner.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** The Township provides both active recreation parks and passive recreation and conservation areas suitable for low-impact use. Parks vary in size and number and type of facilities offered.
- ✦ **Weakness:** The Township's recreational facilities are not all ADA-accessible, however the Township has been making accessibility improvements, particularly to its pavilions and playgrounds.
- ✦ **Weakness:** Bike racks are not available to secure bikes at Township parks.
- ✦ **Weakness:** The Township's Parks and Recreation plan is no longer current and should be updated.
- ✦ **Opportunity:** The York County Rail Trail Authority is actively developing the Hanover Trolley Trail. Additional study will be needed to determine the feasibility of extending the Hanover Trolley Trail to connect to the York Heritage Rail Trail as well as ownership and maintenance of the extension.

- ★ **Strength:** Approximately 850 acres of federally owned land associated with Indian Rock Dam flood control facility is made available to the public as state game lands.

Community Facilities and Services

See Figure 18 for the Community Facilities & Services located in the Township.

Public Safety Services

The Township Police Department provides a full range of local police services ranging from responding to service calls, taking reports, conducting preliminary investigations and accident investigations, and enforcing vehicle and crime codes. The Police Department employs 29 full-time police officers supported by a civilian office staff of four.

One Township-wide Fire Department provides firefighting, fire prevention, and related safety services from two stations: Shiloh and Lincolnway. Both fire stations are in satisfactory condition.

The Fire Department responded to 1,165 calls for service in 2022. Calls are increasing by about 5 percent per year. The Fire Department provides mutual aid to all the surrounding municipalities.

Like many communities in Pennsylvania, the Township relies primarily on volunteer firefighters to meet its fire protection mandate. Approximately 30 active volunteers and 15 support volunteers provide services at no labor cost to the Township. The Fire Chief is the only paid position in the Department.

Volunteer firefighter recruitment has been a challenge in the Township and across the state alongside a decline in general civic volunteerism. The Township recognizes that it may need to hire some paid staff to fulfill its municipal requirement for fire protection service at some point in the future.

Other Township Services

The Township Parks and Recreation Department provides recreational programming and special activities and manages community use of Township parks. The nearest indoor recreation or community center is the Bob Hoffman Dover YMCA at 1705 Palomino Road in Dover.

Household waste is collected two times per week and deposited at the York County Resource Recovery Center. The frequency of collection is largely driven by small lots with limited storage capacity. Residents can also dispose of select items and deposit recyclables at the same center.

Access to Health Care Facilities

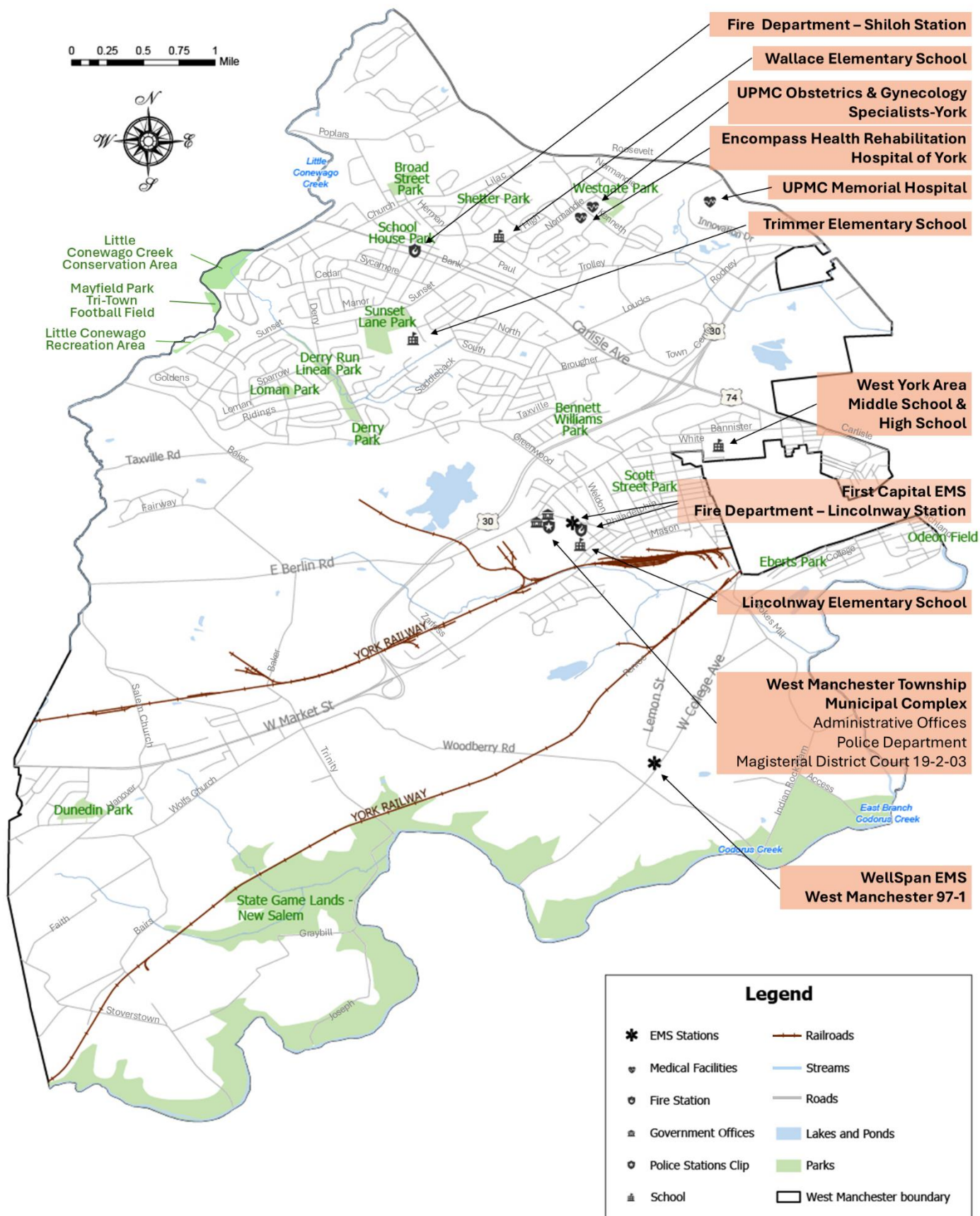
Residents have convenient access to urgent care, emergency care and some specialty health care facilities within the Township.

First Capital EMS at the Lincolnway Station and a WellSpan EMS on West College Avenue provide local emergency medical services (EMS) in the Township.

Figure 20.

Community Facilities & Services

West Manchester Township Comprehensive Plan



A large format version of this map is available at the Township office.

Educational Facilities

The West York Area School District operates three elementary schools and two secondary schools, all located within West Manchester Township. Four of the five school buildings were constructed more than 25 years ago and have been renovated at least once, including the high school most recently in 2015. There are no current plans to renovate any of the school buildings in the next 10 years, though upgrades to some equipment, e.g., HVAC, are expected.

All schools have capacity for additional students as of the 2023-2024 school year.

The school district reported an enrollment of 2,800 students in October 2023 and a smaller enrollment of 2,703 in October 2024. The Pennsylvania Department of Education projects a continued steady decline in student enrollment through the 2033-2034 school year, a decline of 322 students (11.5 percent). The school district agrees with the projections.

The school district provides bus transportation for all students. A small percentage of students walk to school and no students are known to bicycle to school. The high school issues 130 parking permits for student parking spaces on campus. Students who drive to school and do not have a parking permit park along local streets in the vicinity of the high school.

There are local alternatives to the public school district. There is one small private educational facility in the Township: York Adventist Christian School located at 2200 Roosevelt Avenue. Several other faith-based and secular private schools are located within a few miles of the Township.

There are no public libraries in West Manchester Township, however three affiliates of the York County Library System are located within a few miles of the Township.

Assessment Relative to the Township's Vision for Controlled, Healthy Growth

- ✦ **Strength:** The approximately 30 active volunteer firefighters and 15 support volunteer firefighters represent a significant cost savings to the Township and its taxpayers.
- ✦ **Threat:** At some point in the future, the Township may need to hire some paid staff to fulfill its municipal requirement for fire protection service.
- ✦ **Weakness:** Students who drive to school and do not have a parking permit park along local streets in the vicinity of the high school.
- ✦ **Opportunity:** The West York Area School District has capacity for additional students at each of its schools. Future development in the Township could have positive impacts on the school district. Residential development could increase enrollment and make use of available capacity in the buildings and operations, i.e., faculty and staff. Additionally, commercial and/or industrial growth in the Township could provide more property tax revenue to the school district.

Development-Related Ordinance Assessment

The Township's ordinances used to regulate development generally work well. There are few repeated requests for relief or amendment from development applicants and staff have few concerns with fair and effective administration and enforcement.

The Floodplain Management Ordinance is well-organized, is written with clarity, and appears effective for minimizing encroachments to the floodplain.

The Stormwater Management Ordinance was most recently updated in 2022 to be consistent with PA DEP's Model MS4 Stormwater Management Ordinance. Updates clarified the prohibition of non-stormwater discharges to the Township's Municipal Separate Storm Sewer System (MS4) and established the minimum standards for the establishment and protection of riparian buffers.

The Uniform Building Code establishes that buildings in the Township will comply with Pennsylvania Construction Code Act of 1999 and its subsequent amendments, as authorized by the state. The Township provides only local administration of the code and no revisions by the Township are authorized.

The Zoning Ordinance controls many aspects of land use and development, designating zoning districts with permitted uses and dimensional controls by text and zoning map.

The ordinance follows a common format for Pennsylvania ordinances: articles for each of the zoning districts, with lists of permitted and special exception uses, lot dimensions, and bulk regulations (setbacks, height, density, coverage, etc.) specific to each district. Following this are supplementary regulations for performance, off-street parking, loading, landscaping, and signs. Additional standards for specific uses are included in a later article.

The Zoning Ordinance was developed in 1979 and has been amended numerous times to address specific issues. However, issues regarding contemporary uses, ease of use, and administration remain. These include:

1. Numerous zoning districts, 22, each laid out in a separate article. This makes a search for a particular use and its requirements cumbersome. Additionally, the differences among the 10 residential zoning districts are few.
2. The Industrial-1 district is no longer in use. The district should be removed.
3. The Mixed-Use zoning district combines compatible uses but does not address pedestrian travel and pedestrian-scale design between uses.
4. Outdated uses should be removed.
5. Many contemporary uses, such as breweries, age-restricted housing, gas station/convenience store hybrids, indoor recreation and entertainment establishments, and events venues, are not defined or addressed in the zoning ordinance. These uses should be defined and added to appropriate zoning districts, with specific use standards.

6. Parking and loading regulations are excessive for daily demand, leading to large areas of impervious coverage and stormwater generation.
7. Signage provisions do not regulate brightness (lumens).
8. Maximum sign size and height have been increased multiple times without a clear definition of “maximum.”
9. Amendments, i.e., new sections, have disrupted the ordinance’s logical organization.
10. Some sections, such as off-street parking and off-street loading, are unnecessarily separated, creating inefficiency.

Zoning for lands along the borders with adjacent municipalities is generally compatible. In locations where general use designation differ across the border, West Manchester Township and adjacent municipalities use zoning districts and dimensional buffer requirements to separate potential activity conflicts.

The Subdivision and Land Development Ordinance (SALDO) controls the general development of land, providing uniform standards and procedures for land subdivision, new construction, and provision of public facilities, such as roadways, walkways, streetlighting, and stormwater and sanitary sewerage, and open spaces for recreation and conservation in new developments. The Township’s SALDO is typical, with detailed procedures for application submissions, review and approval processes, and the waiver process. Article V includes a pragmatic process for requiring construction and maintenance guarantees.

There are two concerns with the SALDO:

1. The SALDO does not define when and how applicants must provide traffic studies.
2. The SALDO’s lighting and other site development standards are out of date with best practices.

Assessment Relative to the Township’s Vision for Controlled, Healthy Growth

- ✦ **Weakness:** Numerous zoning districts and piecemeal amendments make the Zoning Ordinance difficult to administer.
- ✦ **Weakness:** Many Zoning Ordinance provisions sustain 1980s-era auto-oriented development patterns and fail to permit development patterns that improve urban structure and character, compatible with the Township’s adopted growth area. Similarly, some SALDO standards are out of date with best practices.
- ✦ **Opportunity:** A Table of Uses could be added to the Zoning Ordinance to identify specific uses and their permissions by zoning district at a glance.
- ✦ **Opportunity:** The SALDO or Zoning Ordinance could establish design standards for improving urban structure and character, i.e., standards that foster a pedestrian-, bicycle-, and transit-friendly block and street pattern.

3 Outlook on Future Development

This section considers the findings from the assessment in Chapter 2 in light of potential future growth.

Township Direction

As noted in Chapter 1, West Manchester Township's 2023 Strategic Plan laid a foundation for "controlled, healthy growth." This presumes demand for growth will continue into the next decade. Though the Strategic Plan does not specify what type or types of growth, it does reference a diverse tax base.

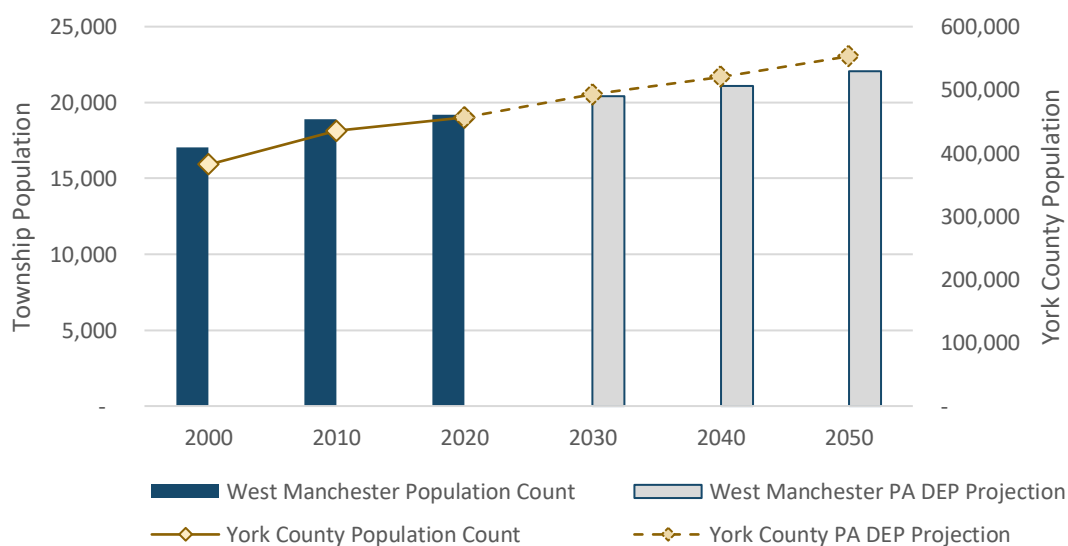
Population Projections

Population projections provide an estimate of the direction and degree of population change.

The Pennsylvania Department of Environmental Protection (PA DEP) prepared population projections at the state, county, and municipal levels in 2020 in support of the 2022 State Water Plan. PA DEP's methodology used a least squares trending/regression model to generate the projections. The York County Planning Commission (YCPC) adopted PA DEP's projections, noting its similar methodology, rather than updating its own projections which were based on the 2010 census.

The PA DEP population projections for 2030 to 2050 indicate continued growth in West Manchester Township and York County (Figure 21). The Township's resident population in 2030 is projected as 20,402, representing an increase of 1,192 persons (6.2 percent increase) from 2020. Additional increases of 691 persons (3.4 percent) and 980 persons (4.6 percent) are projected for 2040 and 2050.

Figure 21. Projected Populations, 2030-2050



Source: PA DEP

These 10-year projected increases in Township population are all much greater than the population gained from 2010 to 2020 (+312 residents). An increase of 1,192 persons by 2030 is nearly four times the increase of the 2010-2020 decade.

York County's resident population is projected to grow at an even faster 7.9 percent rate through 2030, yielding a population of approximately 520,500 in 2030 and slightly slower through 2050, landing the population estimate at more than 553,100.

These projections reflect population demand based on historical growth. They do not account for present-day housing supply, available residentially zoned land, or available water and sewer system capacity to support the desired housing densities. Neither do they incorporate financial conditions that affect the cost of development. Thus, their accuracy is limited. Nevertheless, they offer a starting point for potential housing demand.

For example, if the average household size of 2.35 persons per household holds steady through 2030, the projected increase of 1,192 residents would represent 508 additional households and therefore a need for 508 housing units without adding any units to maintain a healthy housing vacancy rate (5 percent). This would require about 235 acres of land for private property alone in the R-1 district, if land were available, plus additional land for public street infrastructure, dedicated parkland, etc., The required acreage would be less if land were available in the denser residential districts. There are, in fact, 334 vacant acres zoned for residential use available across the R-2 through R-6 districts. However, the size, configuration, and other physical characteristics of these parcels, as well as property owner desires, are likely reasons many parcels remain vacant to date.

Therefore, if the Township wishes to grow at the projected rate, additional lands will likely need to be considered for residential development or redevelopment at higher density, both of which would require additional water and sewer system capacity. To maintain a diverse and balanced tax base, additional lands would also likely need to be considered for new commercial and industrial uses, which may require even more water and sewer capacity.

Returning to the Township vision of "controlled, healthy growth" that sustains a balanced tax base, there is development capacity in the residential, commercial, and industrial zoning districts to accommodate varied development types and to reduce pressure on agricultural and other open lands. Optimizing development of these lands will require an alignment of zoning and land development practices with modern market interests, improvements to the transportation system that offer safe choices to all travelers, the continued pursuit of water and sewer system efficiencies and potential capacity increases, and community facility and service enhancements that retain a high quality of life.

4 Development Goal and Objectives for 2035

2035 Goal: West Manchester Township aims to achieve managed growth of community and economic development that sustains the community's quality of life and business climate.

Land Use Objectives

- Conserve productive farmland and other functional open space.
- Guide the majority of new development to locate within the Primary Growth Area.
- Provide for housing options of various types and prices for homeowners and renters.
- Protect residential neighborhoods from larger-than-residential scale commercial and industrial uses.
- Provide for neighborhood-scale retail and commercial uses along residential thoroughfares.
- Regulate business in the interest of community health and safety (avoids excessive regulation).
- Provide for continued use and expansion of existing industries, both light and heavy.

Transportation Objectives

- Maintain Township transportation infrastructure in a state of good repair.
- Improve safety.
- Coordinate transportation and land use to allow for travel options and promote travel efficiency.

Water Systems Objectives

- Coordinate water and sewer system availability and land use.
- Manage stormwater generation and (treatment) for quantity/volume and quality.

Natural Resources Objectives

- Enhance restoration and connectivity of natural systems.
- Minimize development impacts to ecologically sensitive areas.
- Cooperate with private efforts to preserve historical sites.

Public/Community Facilities and Services Objective

- Provide, or support provision of, local facilities and services for public health, safety, and economic well-being, including parks and recreation.

Future Land Use Map

The Future Land Use Map (Figure 22) illustrates the desired future land use pattern for the Township for the foreseeable future—roughly through 2035 under reasonably steady economic conditions. The future land use map maintains the general location of major land use types—agricultural, residential, commercial, industrial, and open space—found in the Township today and shows revised land use types for portions of the US Route 30 and PA 74 corridors. This use pattern remains consistent with the Township’s Primary Growth Area.

After the comprehensive plan is adopted, the future land use map provides a foundation for the recommended update to the Township’s Zoning Ordinance and map. The recommendation outlines how the ordinance should be updated to:

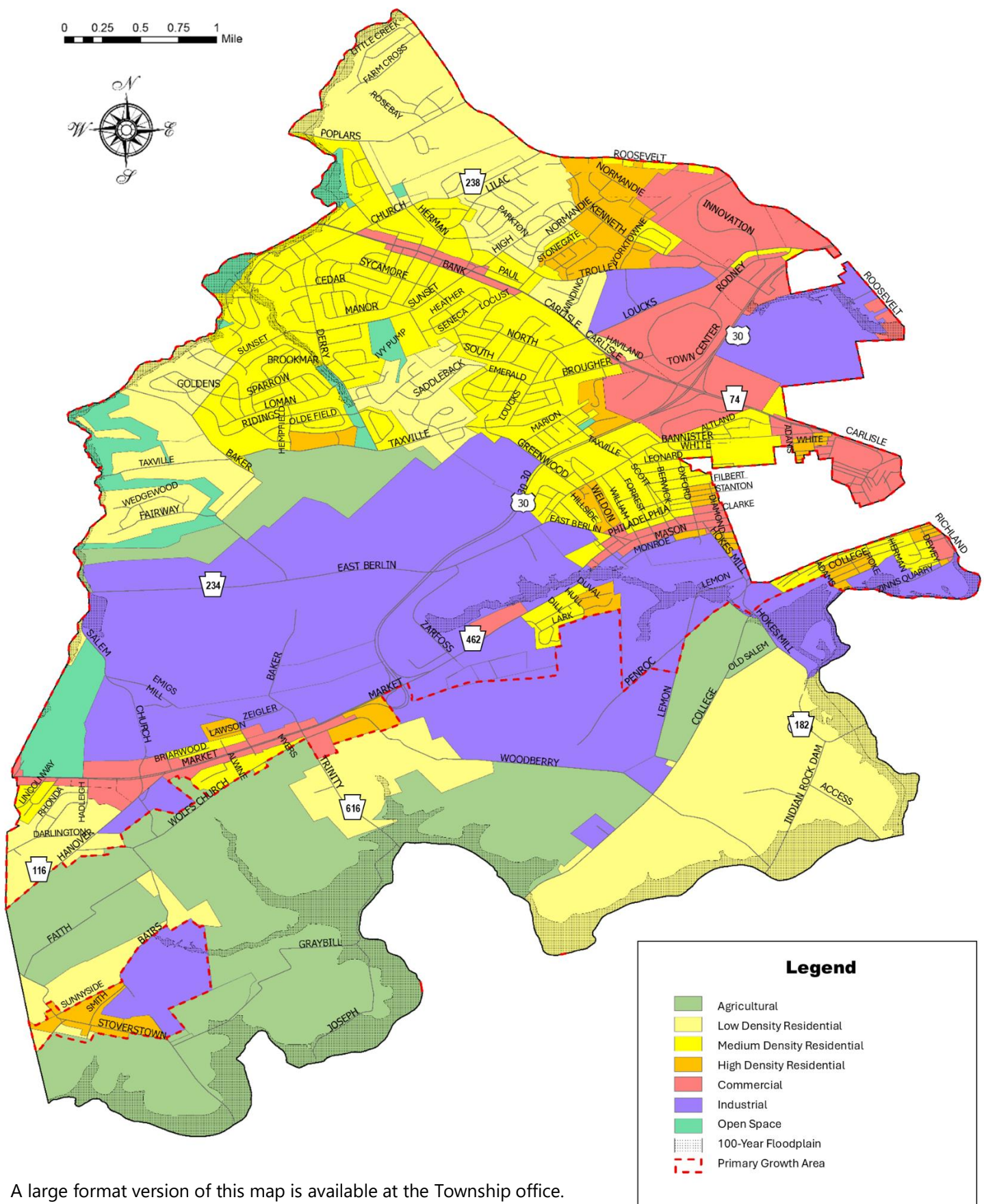
- Reduce the number and complexity of zoning districts, which burdens those who must comply with the ordinance and those who administer and enforce the ordinance.
- Reduce reliance on the Professional Office district, which has limited market appeal for the foreseeable future.
- Add modern uses such as breweries, senior/age-restricted housing, etc.

See Action A in Chapter 5 for the detailed recommendation.

Consistency with Adjacent Municipal and County Land Use Planning

The Future Land Use Map designates no significant change in land use for the 2035 planning horizon. Likewise, it makes no change to the Primary Growth Area. Therefore, the Township’s land use planning remains generally consistent with that of adjacent municipalities and York County.

Figure 22.
Future Land Use
 West Manchester Township Comprehensive Plan



A large format version of this map is available at the Township office.

Transportation Improvements Map

The Transportation Improvements Map (Figure 23) identifies corridors and transportation facilities recommended for study and potential improvement to improve travel mobility and safety.

Study and/or improvements are to be conducted by the facility owner; in some cases, this will be the Township, and in other cases, it will be PennDOT, York County, or other with participation from the Township.

Facilities and locations include:

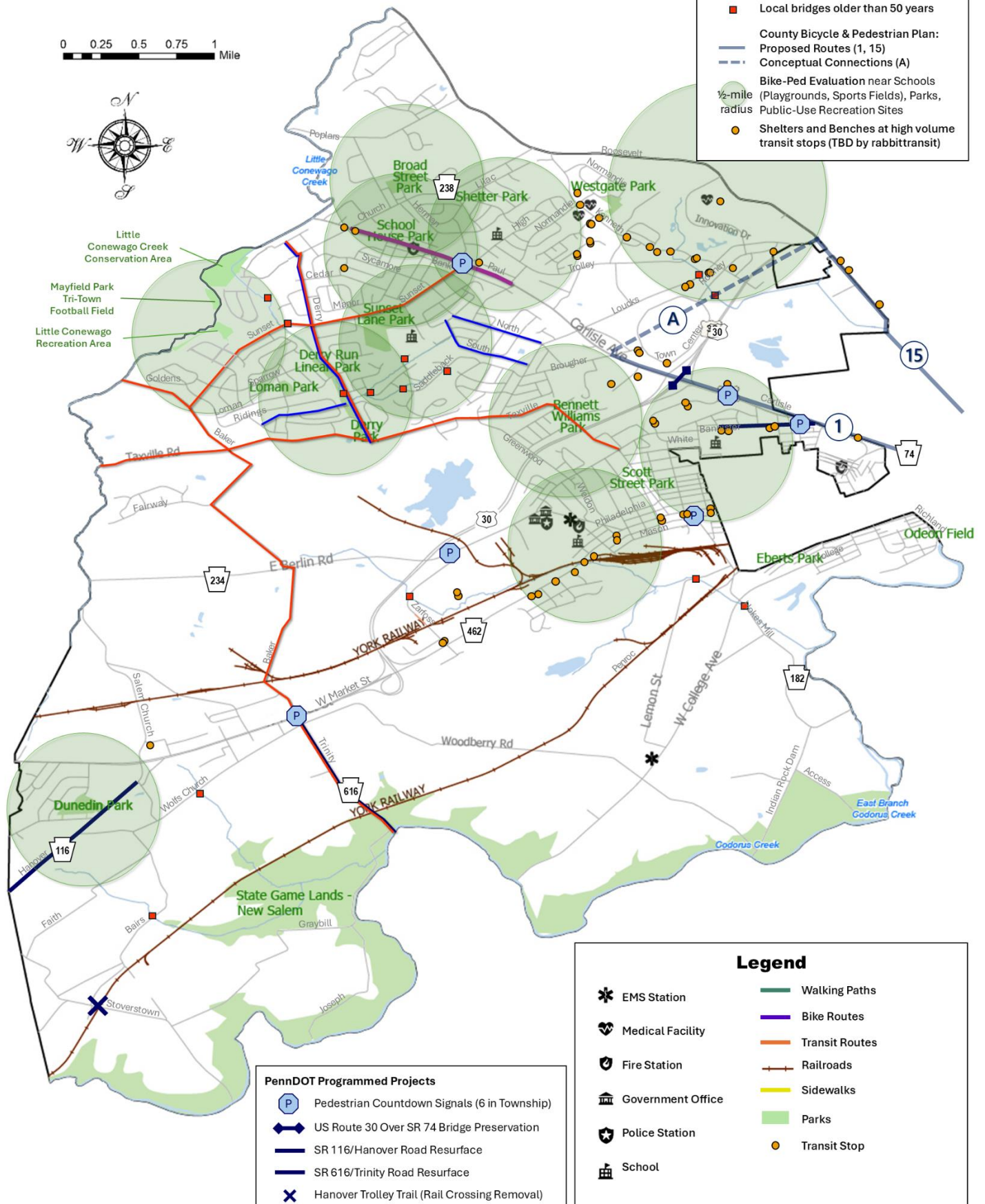
- The PA 74/Carlisle Road corridor in Shiloh for study of potential improvements to address travel safety for all users and long-range redevelopment as a village “main street.”
- State and local road corridors with frequent crashes or near misses.
- Frequently flooded roadways.
- Locally owned bridges older than 50 years for baseline and periodic inspection.
- County-planned walking and biking routes.
- Walking and bicycling routes within a 1/2-mile (10-minute travel) of local community destinations, such as schools, parks, and the UPMC campus.
- Connection of the Hanover Trolley Trail to the York County Heritage Rail Trail Park.
- Enhancement of transit stops for rider comfort and convenience.

See Actions C through K in Chapter 5 for detailed recommendations.

Figure 23.

Transportation Improvements

West Manchester Township Comprehensive Plan



A large format version of this map is available at the Township office.

5 Action Plan

This section presents 21 actions (lettered A through T) to implement the goal and objectives for community and economic development in West Manchester Township. Actions are organized by the following topics:

- Land Use and Development – page 52
- Land Use and Transportation – page 57
- Transportation – page 58
- Water Systems – page 66
- Natural & Historic Resources – page 69
- Public/Community Facilities and Services – page 73

Each action is supported with:

- A rationale – Why do we need this?
- A description of key tasks – What is involved?
- First steps – How do we begin?
- Township and external parties – Who is responsible?
- Timing – What is the target schedule (for completion)?
- Resources required – What will this cost (in time and/or 2024 dollars)?
- Available References and Resources - Where can we find guidance and/or funding sources?

It should be noted that the York County Planning Commission (YCPC) administers technical assistance and funding programs applicable to community planning and implementation at the municipal level. YCPC is noted as a resource for several actions and may have knowledge or resources for others. As individual actions are prioritized and initiated, the Township should coordinate with YCPC to request the most current guidance and applicable assistance and funding programs.

Land Use and Development

Action A:	Update the Township Zoning Ordinance.
<p>Why do we need this?</p>	<p>To manage existing and future development in line with the Township’s development objectives, specifically its land use and development objectives which promote expanded housing (unit type) options, neighborhood-scale retail and commercial uses in proximity to neighborhoods, and use flexibility in regional-scale commercial and industrial districts.</p> <p>In addition, the current Zoning Ordinance was prepared and adopted in 1979, and amended in 1987 and 2000. Development patterns, market preferences, regulatory approaches, and even specific uses have evolved or emerged.</p>
<p>What is involved?</p>	<p>Ordinance Modernization and Administrative Enhancement</p> <ul style="list-style-type: none"> A. Update and expand definitions and supplementary regulations for modern uses, such as breweries, senior/age-restricted housing, gas station/convenience store hybrids, indoor recreation and entertainment establishments, and events venues. Include permissions for modern uses in residential and commercial districts, as outlined under district considerations below. B. Reduce the number of zoning districts. See considerations below. C. Review zoning district designations and boundaries on the zoning map; see future land use map for examples. D. Improve general consistency with adjoining municipalities. E. Allow multiple housing types within a single development. F. Establish and designate neighborhood-scale mixed-use districts along transit routes, where feasible. See Action C: SR 74/Carlisle Avenue corridor study. G. Add a table of use permissions by district. H. Update parking provisions using best practices that “right-size” requirements to the average daily parking volume and context. I. Consider combining off-street parking and off-street loading. J. Consider adding bus stop provisions; see model language in Building Better Bus Stops: Resource Guide. K. Update signage provisions to respect pedestrians in walkable commercial and mixed use districts. L. Address administrative challenges identified by the Zoning Officer and the Planning Commission. M. Review for compliance with state legislation pertaining to zoning.

Action A:	Update the Township Zoning Ordinance.
	<p>N. Recodify the ordinance, reserving sections for future amendments.</p> <p>For the Agricultural and Open Space Zoning Districts</p> <ol style="list-style-type: none"> 1. Provisions of the agriculture district fit the district purpose and prevent or restrict residential development. Review regulations to ensure compatibility with the state’s agricultural protections, such as “Farm Occupation” as a use type. 2. Use the open space (OS) district exclusively for parks and golf courses; accommodate schools as public buildings in adjacent residential districts. While these uses are allowed in other districts, the locations should only be rezoned if and when the use no longer exists. No changes recommended. <p>For the Residential Zoning Districts</p> <ol style="list-style-type: none"> 1. Remove OSR zones from ordinance and map; incorporate OSR provisions into conventional residential districts by density, i.e., OSR-1 into R-1, OSR-2 into R2, and OSR-3 into R-3 for administration and enforcement of existing development and open space protections. 2. Merge R-1 and R-2. Both allow the same uses and are similar in density and bulk and only one R-1 district is mapped. Use the R-2 district standards. 3. R-4 is used as the larger townhouse and multi-family development district, and is the only residential district allowing retirement/nursing developments. Leave this district as is regarding uses; add dimensional requirements for other permitted uses. 4. Revise a residential district, e.g., the R-6 district, to accommodate “missing middle” infill housing types on small lots in patterns that sustain or improve urban structure and character. Such a district should allow townhouses and multi-family buildings (perhaps limit density to four units per building) on small lots rather than only as large-lot complexes. This concept could be applied to current R-6 zones, as well as older “village” areas of the Township and could support redevelopment in areas such as the aging commercial centers. 5. Increase height limits in all multi-family residential zones by 10 feet. <p>For all Commercial Districts</p> <ol style="list-style-type: none"> 1. Increase height limits in all commercial zones by 20 feet.

Action A:	Update the Township Zoning Ordinance.
	<p>For the Local Commercial District</p> <ol style="list-style-type: none"> 1. Allow a wider mix of neighborhood-friendly commercial uses, such as entertainment, commercial recreation, amusements, liquor stores, and health club uses for example, with size limitations to prevent conflicts with neighboring residential uses. 2. Remove permissions for uses that generate high traffic, or control size, location, intensity, e.g., number of vehicles that can be served concurrently, etc., to ensure a neighborhood-fit. 3. Allow more than one commercial activity per building with consideration for building and lot size, business scale, parking, and walk-up access. 4. Allow more than one dwelling unit per building. Consider allowing residential-only uses if buildings are being underused or where infill development is desirable. 5. Adjust minimum lot sizes and lower setbacks to match the existing built pattern, and raise building heights to accommodate compatible infill and redevelopment. 6. Reduce residential landscape buffer requirements or allow opaque fencing alternatives to maximize use of smaller lots. 7. Reduce parking requirements to allow better use of older buildings on small lots and to prevent streetscape interruptions. 8. Add or revise provisions to better control where parking occurs within the lot and add sidewalk access and bicycle parking requirements. 9. Consider adjusting sign requirements to prevent stand-alone signs and instead allow pedestrian-scale façade, awning, blade, and other traditional signage. <p>For the Regional Commercial and Highway Commercial Districts</p> <ol style="list-style-type: none"> 1. Consider merging the Regional Commercial and Highway Commercial districts, using HC's less restrictive dimensions, to foster infill commercial development. 2. For larger sites where mixed-use redevelopment is desired or acceptable, define and apply a unique mixed-use base district(s) or employ an overlay district that permits the desired uses, referencing other districts and their provisions where applicable, and creates a review process for a redevelopment master plan. <p>For the Professional Office District</p> <ol style="list-style-type: none"> 1. Rezone professional office zones where development is inactive to other designations, i.e., Local Commercial or R-4.

Action A:	Update the Township Zoning Ordinance.
	<ol style="list-style-type: none"> Where the PO district is retained, review permissions for existing uses, e.g., commercial schools, and other compatible uses. <p>For Mixed Use District</p> <ol style="list-style-type: none"> Allow a wider variety of housing types and alleyway access and parking. Tighten dimensional requirements to match nearby existing patterns, small setbacks. <p>For the Industrial District</p> <ol style="list-style-type: none"> Remove the Industrial Park district (I-1) as it is no longer in use; ensure uses are permitted in other industrial districts. If properties in the industrial districts experience extended vacancy, consider allowing compatible commercial uses such as health clubs and indoor recreation to the permitted uses (by right or by special exception) in these districts. Increase height limits in all industrial zones by 15 feet. <p>Parking Requirements</p> <ol style="list-style-type: none"> Reduce required parking for commercial use to align with actual parking use. Reduce required parking for mixed use developments where uses have complementary (not similar) peak parking demand. Consider reduced parking requirements for uses within walkable environments and/or with walkable access to on-street parking, public parking lots, and/or transit stops. Consider revision of residential use parking requirements to align with the size of the unit, i.e., number of bedrooms.
How do we begin?	<ol style="list-style-type: none"> Review the scope of the Zoning Ordinance update (above) with the Planning Commission, Zoning Hearing Board, and Board of Supervisors. Fund the Zoning Ordinance project with Township and/or other sources.
Who is responsible?	Township Manager; Zoning Officer
What is the target schedule?	2025 – 2027; Adoption of new Zoning Ordinance within three (3) years of comprehensive plan adoption
What will this cost?	\$40,000-\$55,000
Where can we find guidance and/or funding sources?	PA DCED Municipal Assistance Program (MAP) and York County CDBG Program for grant funds YCPC for model ordinance provisions

Action B:	Update the Township Subdivision and Land Development Ordinance (SALDO).
Why do we need this?	To manage the development patterns in line with the Township's development objectives.
What is involved?	<p>The SALDO update should be improved and modernized to:</p> <ul style="list-style-type: none"> A. Include design standards that foster a pedestrian-friendly block and street pattern with narrow roads, sidewalks, minimal setbacks, rear alleys and garages, and narrow access drives. B. Add standards that establish the minimum development size and/or intensity for required traffic studies and the minimum standards for traffic studies. C. Add provisions to require geologic testing for proposed land development in identified Karst topography areas and standards for backfilling sinkholes. D. Update lighting and other site development standards for best practices. E. Consider expanding the mandatory dedication of parkland, or fee-in-lieu of land dedication, provision to commercial and/or industrial development. East Manchester Township, York County and West Newton Township, Bucks County have such a provision. Additional guidance available at Public Dedication of Land and Fees-in-Lieu for Parks and Recreation in Pennsylvania. F. Consider adding bus stop provisions; see model language in Building Better Bus Stops: Resource Guide. G. Add rabbittransit as a plan reviewer for development proposed along transit routes. <p>The SALDO update should be performed separate from the zoning update to emphasize the unique purpose of each ordinance. Conduct a careful review to ensure consistency.</p>
How do we begin?	<p>Review the scope of the SALDO update with the Planning Commission, Zoning Hearing Board, and Board of Supervisors.</p> <p>Fund the SALDO project with Township and/or other sources.</p>
Who is responsible?	Township Manager; Zoning Officer
What is the target schedule?	2028-2030; ordinance update/amendment adoption within three (3) years of comprehensive plan adoption
What will this cost?	\$10,000-\$12,000
Where can we find guidance and/or funding sources?	<p>PA DCED Municipal Assistance Program (MAP) and York County CDBG Program for grant funds</p> <p>YCPC for model provisions</p>

Land Use and Transportation

Action C:	Conduct a corridor study of SR 74 in Shiloh between Church Road and Locust Lane.
Why do we need this?	To address safety for all users, including bicyclists, pedestrians, and transit users, and evaluate the potential for neighborhood-scale, mixed-use infill and redevelopment.
What is involved?	<p>Include evaluation of the following in the study scope of work:</p> <ul style="list-style-type: none"> • Sidewalks, (few) street crossings • Consolidated parcels • Shared driveways, rear access/parking • Bicycle lanes and/or signing bikes to Paul Lane and Bank Lane • York County Bicycle and Pedestrian Plan Conceptual Connection N and Complete Streets Policy • York County Freight Corridor K, including guidance from York County Planning Commission on freight movement through small towns and villages.
How do we begin?	<ol style="list-style-type: none"> 1. Coordinate with the York County Planning Commission/YAMPO and PennDOT District 8 to develop a scope of work, cost estimate, and project schedule. 2. Obtain planning funds from one or more source(s). 3. Determine the composition of a steering or advisory committee, including transportation stakeholders such as YAMPO, PennDOT D8 Planning and Programming Unit (Traffic Unit, as available), and rabbittransit; public safety stakeholders from the Township and York County; and community and economic development stakeholders, such as business representative(s); and residents.
Who is responsible?	Township Manager, Zoning Officer, and YAMPO
What is the target schedule?	2028-2030, before zoning update, or 2028-2030, following zoning update
What will this cost?	\$55,000-\$65,000
Where can we find guidance and/or funding sources?	<p>York County Planning Commission/YAMPO; PennDOT District 8 PennDOT Connects for planning funds; YAMPO submits funding requests</p> <p>Transportation Alternatives Set Aside (TASA; federal), PennDOT Multimodal, Commonwealth Financing Authority Multimodal for design and construction funds</p>

Transportation

Action D:	Request and participate in PennDOT-led corridor studies to improve safety.
Why do we need this?	To improve safety, where feasible, and reduce calls for emergency response.
What is involved?	<p>Request an individual or coordinated safety study of the following:</p> <ol style="list-style-type: none"> 1. US Route 30 2. SR 74/Carlisle Road 3. SR 116/Hanover Road 4. SR 182/Hokes Mills Road 5. SR 238/Church Road 6. SR 462/West Market Street 7. SR 616/Trinity Road 8. SR 3046/West College Avenue 9. SR 4001/Roosevelt Avenue <p>Participate in studies to contribute non-reportable crash data to the analysis.</p>
How do we begin?	Work with the York County Planning Commission/YAMPO to prioritize locations.
Who is responsible?	Township Manager
What is the target schedule?	TBD through coordination with YCPC/YAMPO
What will this cost?	Staff time to coordinate and participate.
Where can we find guidance and/or funding sources?	YCPC/YAMPO for safety-related policies and sample plans and funding sources

Action E:	Conduct safety evaluations for select Township roadway corridors and intersections.
Why do we need this?	To determine the feasibility for safety improvement and ultimately to improve safety, where feasible, and reduce calls for emergency response.
What is involved?	<p>A traffic engineer and/or transportation planner reviews crash data for trends in crash location, type, and causal factors, then field views each location to identify potential safety improvements.</p> <p>Township representatives participate in the field view, contributing local knowledge and observations, and receive a report with fundings and recommendations.</p> <p>Further analysis may be needed, and design of the improvement would follow separately.</p>
How do we begin?	<p>Prioritize locations.</p> <p>Request PennDOT Connects Technical Assistance (on-site assistance) to evaluate potential safety improvements along the following corridors.</p> <ol style="list-style-type: none"> 1. Derry Road 2. Baker Road, particularly the sharp curve between Fairway Drive and Taxville Road 3. Sunset Lane 4. Taxville Road, particularly the sharp curve between Marion Street and Loucks Road <p>PennDOT Connects Technical Assistance may also be requested for intersections, as identified by the Township. Technical Assistance is typically provided to one corridor/intersection per request.</p> <p>Alternatively, the Township engineer may be tasked with evaluations.</p>
Who is responsible?	Township Manager or Police Chief
What is the target schedule?	<p>2024-2027 to prioritize locations</p> <p>2028+ to request evaluation of one corridor or intersection per year.</p>
What will this cost?	<p>PennDOT Connects Technical Assistance is free to municipalities.</p> <p>Staff time to request Technical Assistance, participate in field view, and review report.</p>
Where can we find guidance and/or funding sources?	YCPC/YAMPO for safety-related policies and sample plans and funding sources

Action F:	Conduct flooding evaluations of select Township roadway corridors and intersections.
Why do we need this?	To determine the feasibility of drainage improvement.
What is involved?	<p>An engineer and/or planner reviews historic flooding data and other available data, then field views each location to identify potential drainage improvements or to determine the need for a wide study. Township representatives participate in the field view and receive a report with fundings and recommendations. Further analysis may be needed, and design of the improvement would follow separately.</p> <p>Local Corridors subject to flooding are noted on York County's Municipal Flood Vulnerability Map of West Manchester Township. Additional locations suggested by the Steering Committee include:</p> <ol style="list-style-type: none"> 1. Derry Road, north of Sunset Lane 2. North Drive 3. South Drive 4. Olde Field Drive <p>Additional locations may be recommended for evaluation based on outreach to the public and future flood events.</p>
How do we begin?	<p>Prioritize locations.</p> <p>Request PennDOT Connects Technical Assistance (on-site assistance) to evaluate drainage in or near the Township right-of-way; one request per location.</p> <p>Alternatively, the Township engineer may be tasked with evaluations.</p>
Who is responsible?	Township Manager or Public Works Director
What is the target schedule?	<p>2024-2027 to prioritize locations</p> <p>2028+ to request evaluation of one corridor or intersection per year.</p>
What will this cost?	<p>PennDOT Connects Technical Assistance is free to municipalities.</p> <p>Staff time to request Technical Assistance, participate in field view, and review report.</p>
Where can we find guidance and/or funding sources?	YCPC/YAMPO

Action G:	Continue to monitor the condition of and conduct necessary maintenance on local bridges older than 50 years in the Township.
Why do we need this?	<p>To maintain the structures on the local roadway network in a state of good repair.</p> <p>National bridge inspection standards do not require publicly owned bridges, culverts, and other drainage structures 20 feet or less in length to be inspected regularly. These structures typically carry lower traffic volumes over shorter clearance heights to waterways or other features below, thus presenting a lower risk to the network and travelers. Nonetheless, proactive inspection, followed by maintenance and repair, of these smaller structures can extend their service life and determine whether a structure should be posted or closed.</p>
What is involved?	<p>A. Periodic inspection of small Township-owned bridges. Inspection of local bridges 20 feet or more in length (verify bi-annual frequency) is required by federal law; inspection for smaller bridges is not required. Voluntary inspection may reveal potential issues that can be addressed, extending the service life of the bridge without a more significant rehabilitation or replacement project.</p> <p>B. Periodic traffic counts.</p> <p>C. Maintenance and repair of bridges, as needed, to protect their structural integrity.</p>
How do we begin?	<ol style="list-style-type: none"> 1. Prioritize local bridges over 50 years old. 2. Program inspection and traffic counts.
Who is responsible?	Township Public Works Director
What is the target schedule?	Ongoing
What will this cost?	\$~4,000 per bridge if individually contracted; cost per bridge may be lower if multiple inspections are bundled under one contract
Where can we find guidance and/or funding sources?	YCPC/YAMPO

Action H:	Participate in York County-sponsored studies of proposed bicycle and pedestrian routes in the Township.
Why do we need this?	<p>The York County Planning Commission adopted a York County Bicycle and Pedestrian Plan in 2023. The plan identifies 36 corridors for potential bicycle and pedestrian improvement to address safety and access for people who rely on or choose to use these non-motorized, low-carbon travel modes. Four of the 36 corridors traverse West Manchester Township. Note: York County uses "PA 74."</p> <ul style="list-style-type: none"> • Proposed Route 1: Carlisle Avenue (PA 74) between Brougher Lane and West Market Street. To create a safe space for walking or cycling from the western end of York City to major retail locations in West Manchester Township. • Proposed Route 15: Roosevelt Ave between US Route 30 and West King Street. To create a safe connection along Roosevelt Avenue between the western neighborhoods of York City and commercial area in West Manchester Township. • Conceptual Connection A: US Route 30 and Roosevelt to PA 74 & Loucks Road. To connect proposed routes 1 and 15, the loop trail surrounding UPMC Pinnacle Memorial Hospital, and the surrounding area. • Conceptual Connection N: West Manchester Town Center to Dover. To connect Dover to retail locations in West Manchester Township. Multiple possible routes are noted.
What is involved?	Township representatives should help to identify and evaluate alternatives toward safe, feasible bicycle and pedestrian facilities, including the use of e-bikes, and associated long-term maintenance.
How do we begin?	As York County further studies the proposed routes, Township representatives should participate in municipal outreach sessions, committees, or focus groups.
Who is responsible?	Township Manager and Police Chief or other public safety representative
What is the target schedule?	As led by YCPC/YAMPO
What will this cost?	Staff time
Where can we find guidance and/or funding sources?	York County Bicycle and Pedestrian Plan, York County Complete Street Policy

Action I:	Evaluate walking and bicycling routes within a 1/2-mile (10-minute travel time) of schools, parks and recreation sites, and the UPMC campus.
Why do we need this?	To identify and address gaps and hazards in walking and bicycling routes to neighborhood destinations.
What is involved?	<p>A. Audit the public right-of-way within the travel zone to identify gaps and hazards. School zones will be assessed as part of York County's Safe Streets for All (SS4A) action plan, once funded; parks and medical facilities are not currently included in the planning study.</p> <p>B. Identify potential improvements to address gaps and hazards; improvements may range from new or replacement facilities, e.g. sidewalks, pedestrian signals, or bicycle detection loops, to pavement markings and signage.</p> <p>C. Fund and construct improvements.</p>
How do we begin?	<ol style="list-style-type: none"> 1. Define and prioritize locations to be audited. 2. Coordinate with YAMPO and its upcoming bicycle-pedestrian planning efforts.
Who is responsible?	Public Works Director; West York Area School District; UPMC
What is the target schedule?	<p>2025-2027 to define and prioritize locations.</p> <p>2028-2030 to audit.</p> <p>2031+ to address gaps and hazards.</p>
What will this cost?	<p>PennDOT Connects Technical Assistance is free to municipalities.</p> <p>Staff time to request Technical Assistance, participate in field view, and review report.</p>
Where can we find guidance and/or funding sources?	<p>YCPC/YAMPO for safety-related policies and sample plans and funding sources such as:</p> <p>PennDOT Connects for planning funds; MPO submits funding requests and participates in planning studies</p> <p>Transportation Alternatives Set Aside (federal), PennDOT Multimodal, Commonwealth Financing Authority Multimodal for design and construction funds</p>

Action J:	Work with the York County Rail Trail Authority to determine a feasible route and local trailhead for extension of the Hanover Trolley Trail.
Why do we need this?	Connection of the trail from the existing terminus at the Jackson-West Manchester border to the York County Heritage Rail Trail is supported by the Township if a safe, feasible alignment and ownership/maintenance responsibilities are determined.
What is involved?	The trail will need to cross SR 616/Trinity Road at a location that maximizes visibility and minimizes safety hazards to trail users and motorists. If a feasible location can be identified, the remaining alignment can be evaluated and a trail head can identified.
How do we begin?	Request PennDOT Connects Technical Assistance for on-site assistance to identify at least 2, possibly 3, potential trail crossing locations. Involve YCPC/YAMPO and PennDOT District 8 in meetings and field view.
Who is responsible?	Township Manager and York County Rail Trail Authority
What is the target schedule?	As led by the York County Rail Trail Authority
What will this cost?	PennDOT Connects Technical Assistance is free to municipalities. Staff time to request Technical Assistance, participate in field view, and review report.
Where can we find guidance and/or funding sources?	YCPC/YAMPO; PennDOT District 8

Action K:	Advocate for rabbitransit to install shelters and benches at high volume bus stops.
Why do we need this?	To increase safety, convenience, and comfort for transit users.
What is involved?	Coordination on location of bus shelters and review of bus shelter development plan(s).
How do we begin?	Request and coordinate with rabbitransit to prioritize locations for bus shelters.
Who is responsible?	Township Manager and Zoning Officer
What is the target schedule?	Ongoing
What will this cost?	Nominal staff time. rabbitransit would pay costs associated with bus shelter construction and maintenance.
Where can we find guidance and/or funding sources?	Building Better Bus Stops: Resource Guide

Water Systems

Action L:	Continue to coordinate with public water service providers, namely the West Manchester Township Authority for the Shiloh service area and York Water for other service areas.
Why do we need this?	To ensure that water system capacity, condition, and service locations are consistent with community and economic development needs (i.e., aligned with the development potential established by the Township zoning ordinance), that a reliable and safe supply of water to meet needs of all land uses and that water supply is protected from unnecessary pollutants.
What is involved?	<ul style="list-style-type: none"> A. Periodic communication between the Township and water service providers about potentially significant changes in demand. B. Monitor industrial water users with their own water source for future demand from public sources or modifications to existing withdrawal permits. C. Periodic communication between the Township and water service providers about changes in water quality regulations, water quality sampling protocols, Consumer Confidence Reports, and the need for additional water quality treatment. D. Provision of general water quality education information to private residential well owners.
How do we begin?	Determine points of contact with both water service providers and largest industrial users.
Who is responsible?	Township Manager
What is the target schedule?	<p>Ongoing. Periodic communication with each water service provider (semi-annual) and largest industrial users (annual) to provide updates on potentially significant changes in demand. More frequent communication may be necessary when triggered by land development proposals.</p> <p>Annual publication of general water quality education to private residential well owners.</p>
What will this cost?	Nominal staff time/effort.
Where can we find guidance and/or funding sources?	<p>York Water Company; PA DEP and US EPA; American Water Works Association</p> <p>PENNVEST for grants and loans</p>

Action M:	Continue to implement the Township's Act 537 plan and coordinate with public sewer service providers.
Why do we need this?	To ensure sewer system capacity, condition and service locations are consistent with existing and planned community and economic development needs and the PADEP consent orders.
What is involved?	<p>A. Periodic communication from the Township to Dover Township and Pennsylvania American Water Company about potentially significant changes in demand for service.</p> <p>B. Preparation of an alternatives analysis/feasibility study of potential routes for sewage conveyance that address the OLDS problem areas identified in the Act 537 Plan.</p> <ul style="list-style-type: none"> ○ Haviland Road; note some lots may already be connected or new systems have been waived until a new owner acquires the property ○ Route 30 West End / Wolfes Church Road ○ Bair Station/BAE Systems <p>C. Preparation of a capital improvement plan for the Township-owned sanitary sewer conveyance network that addresses mitigation of inflow and infiltration (I&I).</p> <p>D. Adoption of an on-lot disposal system management ordinance to establish standards for system design, inspection, and maintenance.</p>
How do we begin?	<ol style="list-style-type: none"> 1. Prioritize problem areas as defined in the Act 537 Plan for study. 2. Review Township's options for enacting and enforcing an OLDS management ordinance
Who is responsible?	Board of Supervisors
What is the target schedule?	Ongoing
What will this cost?	<p>\$25,000-\$40,000 for a capital plan</p> <p>\$60,000-\$80,000 for feasibility study</p>
Where can we find guidance and/or funding sources?	<p>PSATS; PA DEP</p> <p>PENNVEST for grants and loans</p>

Action N:	Conduct an assessment of stormwater facilities and prepare a <u>storm sewer operations and maintenance plan and a capital improvement plan, as needed.</u>
Why do we need this?	To mitigate local flooding impacts and address water quality compliance responsibilities
What is involved?	Continue to participate in regional watershed planning to identify regional solutions to flooding (Conewago and Codorus watersheds). Additionally, <ul style="list-style-type: none"> A. Assess current conditions of stormwater infrastructure. B. Prepare an operations and maintenance plan to maintain facilities in a state of good repair C. Review rainfall precipitation projections to align stormwater infrastructure design with community goals D. Prepare a capital improvement plan to address local facility improvement needs.
How do we begin?	<ol style="list-style-type: none"> 1. Select a priority drainage area within the Township to begin a storm sewer conditions assessment 2. Coordinate with regional leaders to define the scope of a regional watershed plan.
Who is responsible?	Stormwater Inspector/MS4 Coordinator
What is the target schedule?	<p>Complete a conditions assessment of 15%-20% of the storm sewer network annually.</p> <p>Prepare a storm sewer system operations and maintenance plan by 2026</p> <p>Participate in a regional watershed plan as initiated by regional leadership</p>
What will this cost?	<p>\$15,000-\$20,000 annually for a storm sewer conditions assessment</p> <p>\$10,000-\$15,000 for an operations and maintenance plan</p>
Where can we find guidance and/or funding sources?	Center for Watershed Protection; PA DEP; York County Planning Commission

Natural & Historic Resource Protection

Action O:	Continue to work with conservation partners to enhance ecological functions and restore natural systems and features, including but not limited to floodplains, forested riparian buffers, and tree canopy, on public lands.
Why do we need this?	Development across York County has shaped new landforms, drainage ways, and vegetative patterns, resulting in reduced tree cover and yielding slower stormwater infiltration rates, higher air and stream temperatures, and lower biodiversity. Restoration and enhancement of natural systems can help to mitigate these impacts and take advantage of ecological services, particularly as storm frequency and intensity increase under extreme weather conditions.
What is involved?	<p>The range of activity options includes:</p> <ul style="list-style-type: none"> • Floodplain, riparian buffer, or other woodland restoration projects such as the Little Conewago Creek Floodplain Restoration • Ordinance provisions allowing for meadow planting and seasonal mowing as appropriate • Tree plantings in Township parks • Formation of a citizen advisory group, such as a Shade Tree Commission or Environmental Advisory Council, to advise the Board of Supervisors on public initiatives and private land development proposals.
How do we begin?	Meet with conservation partners to discuss long-range goals with potential actions/activities in West Manchester Township.
Who is responsible?	Township Manager and/or Parks and Recreation Director
What is the target schedule?	Ongoing, as prioritized by Township and conservation partners
What will this cost?	<\$10,000 per project
Where can we find guidance and/or funding sources?	<p>Watershed Alliance of York, Watershed Forestry Program; Penn State Extension</p> <p>PA DCNR Rivers Conservation, Community and Watershed Forestry Grants</p>

Action P: Update the stormwater management ordinance.	
Why do we need this?	To prevent new development from accelerating sinkhole development
What is involved?	<ul style="list-style-type: none"> A. Review compliance requirements from PA DEP B. Update the stormwater management ordinance for consistency with PA DEP's Act 167 and MS4 requirements and the York County Integrated Water Resources Plan. The update should occur after PA DEP's current draft standards are finalized.
How do we begin?	<ul style="list-style-type: none"> 1. Review existing stormwater management standards applicable to known karst areas. 2. Consider increased rainfall intensity projections. 3. Review the most recent PA DEP guidance.
Who is responsible?	Township engineer
What is the target schedule?	By Q3 2028, as anticipated by the current draft MS4 permit
What will this cost?	Engineer's ordinance review/update cost
Where can we find guidance and/or funding sources?	<p>USEPA</p> <p>PA Post-construction Stormwater Management Manual (draft 2023 update).</p> <p>Chesapeake Stormwater Network</p>

Action Q:	Conduct a sinkhole vulnerability analysis.
Why do we need this?	Karst geology is an indicator of sinkhole vulnerability but not the sole determinant of sinkhole emergence. Data analysis and field investigation can estimate the probability of sinkhole emergence, which could further inform provisions of the Subdivision and Land Development Ordinance and the stormwater ordinance.
What is involved?	Identify public infrastructure vulnerable to sinkholes
How do we begin?	<ol style="list-style-type: none"> 1. Analyze spatial data of karst geology, closed depressions, and high concentrations of stormwater conveyance and management infrastructure over Township rights-of-way and properties. 2. Perform site visits to identify significant surface water infiltration areas that occur in close proximity to public infrastructure and facilities. 3. Identify priority areas to perform geophysics assessments (micro-gravity and resistivity) that could indicate sinkhole vulnerability.
Who is responsible?	Township engineer
What is the target schedule?	2026 - Sinkhole Vulnerability Analysis
What will this cost?	<p>\$20,000-\$25,000 for Preliminary Sinkhole Vulnerability Report (spatial data analysis)</p> <p>\$15,000-\$20,000 for Geophysics Assessment per site</p> <p>Capital sinkhole prevention/mitigation projects - TBD</p>
Where can we find guidance and/or funding sources?	<p>PASDA - PA DCNR and SRBC data sets; PA Geological Survey; USEPA PA Post-construction Stormwater Management Manual (draft 2023 update). The current draft MS4 permit anticipates that permittees will adopt updated stormwater management ordinances by Q3 2028.</p> <p>Chesapeake Stormwater Network</p>

Action R:	Provide available property data to property owners seeking to have their property listed on the National Register of historic places.
Why do we need this?	To support property owners who are interested in historic preservation in qualifying for tax credits (or grants for public owners) for historically appropriate building improvements
What is involved?	Providing available property data and/or referring property owners to other data sources, e.g. York County Assessment Office.
How do we begin?	Respond to requests as submitted
Who is responsible?	Zoning Officer
What is the target schedule?	N/A; respond within 30 days
What will this cost?	Nominal staff time/effort.
Where can we find guidance and/or funding sources?	PA State Historic Preservation Office (SHPO)

Public/Community Facilities and Services

Action S:	Maintain and improve existing Township parks and facilities.
Why do we need this?	To operate recreation facilities and amenities for the optimal service life, compliance with the Americans with Disabilities Act, equitable park and recreation program access, and security.
What is involved?	<p>A. Maintenance of:</p> <ul style="list-style-type: none"> ○ equipment for function and safety, ○ facility surfaces, such as grass fields and hard courts, for functional play, and ○ park amenities, such as parking lots, signage, and pavilions, for convenience. <p>B. Expand ADA-compliant facilities and accessible paths to them.</p> <p>C. Add bike racks to Township parks.</p> <p>D. Increase secure storage capacity for parks and recreation maintenance equipment.</p> <p>E. Continue partnerships with community organizations that have contributed to park improvements for public use and enjoyment.</p>
How do we begin?	<ol style="list-style-type: none"> 1. Maintain a parks and recreation maintenance and improvement line item in the Township budget. 2. Track maintenance expenditures.
Who is responsible?	Township Manager and Parks and Recreation Director
What is the target schedule?	Ongoing
What will this cost?	Varied by improvement type; <\$500 for signage to <\$10,000 for installed facilities
Where can we find guidance and/or funding sources?	<p>PA DCNR and/or Pennsylvania Recreation and Park Society publications for maintenance planning and budgeting</p> <p>PA DCNR for improvement funding</p>

Action T: Update the Township Parks and Recreation Plan.	
Why do we need this?	To guide investment in parks and recreation programming that will meet the recreational needs of residents.
What is involved?	<ul style="list-style-type: none"> A. Analyze park and facility usage. B. Assess public recreation needs, met and unmet. C. Determine the need for additional or alternative parks, facilities, and programs, particularly <ul style="list-style-type: none"> ○ neighborhood parks and tot lots, ○ multi-use sports fields, and ○ passive recreation sites that require minimal development and maintenance, such as walking trails through natural or naturalized settings, creek access for fishing, skating ponds, etc. D. Determine the need to master plan major park improvements and new parks. E. Assess opportunity sites for additional park land and trail right-of-way to interconnect parks. F. Evaluate whether land dedication and a fee in lieu of land dedication option should be exacted upon future commercial and industrial development.
How do we begin?	<p>Refine a scope of work for the plan update.</p> <p>Determine desired public involvement elements.</p> <p>Schedule a pre-application call with PA DCNR if state funding is desired.</p>
Who is responsible?	Township Manager and Parks and Recreation Director
What is the target schedule?	<p>2028-2030 to update the plan</p> <p>2031+ to implement plan recommendations, e.g., policy updates, facility replacement, new park development, etc.</p>
What will this cost?	\$40,000-\$60,000
Where can we find guidance and/or funding sources?	York County (Act 13 funds); York County Open Space and Land Protection Program; PA DCNR

6 Implementation Schedule

As noted in Chapter 5, each action requires resources to initiate, advance, and complete the action. The implementation schedule below indicates the recommended timing of the actions across short-range, mid-range, and long-range periods by placement of a filled diamond (◆) in one or more of three time periods in the schedule below.

Some actions involve a planning or evaluation step and a subsequent improvement step. These are lettered, e.g., "A" and "B", in the action title and in the timing blocks.

Not all actions are the responsibility of the Township; some require participation or partnership in other organizations' planning or activity.

The implementation schedule should be reviewed annually prior to the Township's budget preparation and priorities should be selected and supported with staff/volunteer assignment and financial resources, where needed.

Action		Short-range 2025-2027	Mid-range 2028-2030	Long-range 2031-2035
Action A	Update the Township Zoning Ordinance.	◆		
Action B	Update the Township Subdivision and Land Development Ordinance.		◆	
Action C	Conduct a corridor study of SR 74 in Shiloh.		◆	
Action D	Request and participate in PennDOT-led corridor studies to improve safety.	As led by PennDOT		
Action E	Conduct safety evaluations of Township roadway corridors and intersections.		◆	◆
Action F	Conduct flooding evaluations of the following Township roadway corridors and intersections.		◆	◆
Action G	Continue to monitor the condition of and conduct necessary maintenance on local bridges older than 50 years.	Ongoing		

Action		Short-range 2025-2027	Mid-range 2028-2030	Long-range 2031-2035
Action H	Participate in York County-sponsored studies of proposed bicycle and pedestrian routes in the Township.	As led by YAMPO		
Action I	A) Evaluate walking and bicycling routes within a 1/2-mile (10-minute travel time) of schools, parks and recreation sites, and the UPMC campus. B) Identify potential improvements to address gaps and hazards. C) Fund and construction improvements.	◆ A	◆ B, C	◆ C
Action J	Work with the York County Rail Trail Authority to determine a feasible route and local trailhead for extension of the Hanover Trolley Trail.	As led by the York County Rail Trail Authority		
Action K	Advocate for rabbittransit to install shelters and benches at high volume bus stops.	Ongoing		
Action L	Continue to coordinate with public water service providers.	Ongoing		
Action M	Continue to implement the Township's Act 537 plan and coordinate with public sewer service providers.	Ongoing		
Action N	A) Conduct an assessment of stormwater facilities. B) Prepare a storm sewer system operations and maintenance plan.	◆ A (15%-20% of system/year)	◆ A (15%-20% of system/year)	◆ B
Action O	Continue to work with conservation partners to enhance ecological functions and restore natural systems on public lands.	Ongoing, in cooperation with partners		
Action P	Update the stormwater management ordinance. An updated ordinance is due by 9/2028 per the draft 2026 MS4 permit	◆	◆	
Action Q	Conduct a sinkhole vulnerability analysis.	◆		

Action		Short-range 2025-2027	Mid-range 2028-2030	Long-range 2031-2035
Action R	Provide available property data to property owners seeking to have their property listed on the National Register of historic places.	Ongoing, as requested		
Action S	Maintain and improve existing Township parks and recreational facilities.	Ongoing		
Action T	A) Update the Township Parks and Recreation Plan. B) Implement plan recommendations, e.g., policy updates, facility replacement, new park development, etc.		◆ A	◆ B