

E.1 Demographic Profile

Introduction

Communities constantly change as the residents mature and marry, have children, and go through the various stages of life. In addition, people are continually moving to and from the community. By studying demographic trends, a community can better understand the changes taking place and plan for the future needs of its residents. This section provides a picture of county and municipal growth trends that affect the region now and are likely to affect it in the future. Analysis of population trends, coupled with the housing analysis chapter, provides a context for making decisions about land use and the nature and intensity of development to be either encouraged or discouraged. Data included in this chapter are derived from the United States Census Bureau.

Description of Terms

The following terms are found throughout this chapter and are listed as defined by the U.S. Census Bureau.

Educational attainment – The highest level of education completed in terms of the highest degree or the highest level of schooling completed.

Family – A group of two or more people who reside together and who are related by birth, marriage, or adoption.

Family household (Family) – A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder's family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.

Household – A household includes all the people who occupy a housing unit as their usual place of residence.

Income – “Total Income” is the sum of the amounts reported separately for wages, salary, commissions, bonuses, or tips; self-employment income from own non-farm or farm businesses; including proprietorships and partnerships; interest, dividends, net rental income, royalty income, or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); any public assistance or welfare payments from the state or local welfare office; retirement, survivor, or disability pensions; and any other sources of income received regularly such as Veterans’ (VA) payments, unemployment compensation, child support, or alimony.

Per capita income – average obtained by dividing aggregate income by total population in a given area.

Population – all people, male and female, child and adult, living in a given geographic area.

Population density – the total population within a geographic entity divided by the number of square miles of land area of that entity measured in square kilometers or square miles.

Poverty - Following the Office of Management and Budget’s (OMB’s) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If

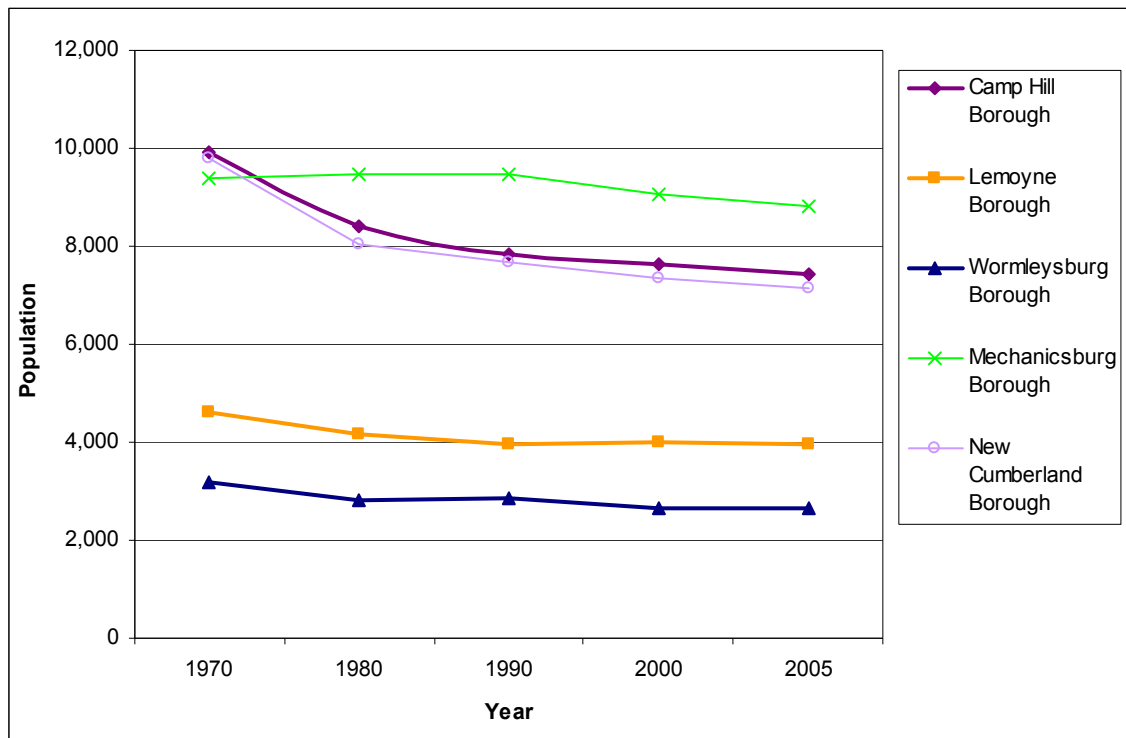
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the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being “below the poverty level”.

Historic Population Trends

In this section, historic population trends in the Imagine West Shore (IWS) municipalities are compared to population trends in the state, county, and other boroughs of similar size in Cumberland County. These comparisons can be used to determine if changes in population are unique to a municipality's certain circumstances, or if the trends are occurring on more of a regional or state level. Figure E.1.1 graphically shows population change between 1970 and 2005. Table E.1.1 lists numerical population data for this same time period and provides tabulations on the percent change in population over each decade.

Figure E.1.1. Historic Population, 1970-2005



Source: Cumberland County Planning Commission

Trends in Pennsylvania and Cumberland County

- During the 1970s and 1980s, population growth in the state was nearly stagnant. Population growth increased slightly in the 1990s, when the state saw a 3.4% increase in the number of residents. Between 2000 and 2005, population increase is estimated at 1%.
- The population in Cumberland County has increased at a much faster rate than the state between 1970 and 2005. The most growth occurred in the 1970s, when the population increased by 13.6%. The population increased by nearly 10% in both the 1980s and the 1990s, and growth between 2000 and 2005 is estimated at 4.4%.

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Imagine West Shore Regional and Municipal Trends

- Although Cumberland County has seen considerable increases in population between 1970 and 2005, the IWS region experienced population decline in each of these decades. The region's population declined by 3,721 residents, 21%, between 1970 and 2005.
- Camp Hill Borough was the only municipality in the region to see decline in each decade. Wormleysburg Borough saw a slight increase in population in the 1980s and Lemoyne saw a slight increase in the 1990s. However, it is estimated that the population of each borough has decreased between 2000 and 2005.
- This trend is not unique to the IWS region. New Cumberland and Mechanicsburg Boroughs have also seen decreases in population between 1970 and 2005.
- In general, the movement to the suburbs that began in the 1950s and largely occurred through the 1980s is reflected in the trends presented here. As people started to migrate away from the City of Harrisburg and the densely populated boroughs, the outer townships in Cumberland County and surrounding counties have seen their populations increase. In Cumberland County, the increases in population in the townships have outpaced the decreases that have occurred in many of the boroughs.
- Recently, revitalization efforts in the city and many of the surrounding boroughs have sparked a renewed interest in the urban environment. These places are now seen as attractive destinations to many young professionals and older adults that are approaching retirement as well. The younger demographic appreciates the livelihood and sense of community; active adults appreciate the availability of daily conveniences within a short walk.
- As the IWS revitalization efforts continue and the planning program is implemented, the region can expect to see a reverse in the trend of population decline that has occurred over the last 35 years.

Table E.1.1. Historic Population Trends, 1970-2005

Location	1970	1980	1970-1980 % Change	1990	1980-1990 % Change	2000	1990-2000 % Change	2005	2000-2005 % Change
Pennsylvania	11,794,005	11,864,751	0.6%	11,881,643	0.1%	12,281,054	3.4%	12,405,348	1.0%
Cumberland County	158,177	179,625	13.6%	195,257	8.7%	213,674	9.4%	223,089	4.4%
Camp Hill Borough	9,931	8,422	-15.2%	7,831	-7.0%	7,636	-2.5%	7,424	-2.8%
Lemoyne Borough	4,625	4,178	-9.7%	3,959	-5.2%	3,995	0.9%	3,952	-1.1%
Wormleysburg Borough	3,192	2,796	-12.4%	2,847	1.8%	2,670	-6.2%	2,651	-0.7%
IWS Region Total	17,748	15,396	-13.3%	14,637	-4.9%	14,301	-2.3%	14,027	-1.9%
Mechanicsburg Borough	9,385	9,487	1.1%	9,452	-0.4%	9,042	-4.3%	8,818	-2.5%
New Cumberland Borough	9,803	8,051	-17.9%	7,665	-4.8%	7,349	-4.1%	7,127	-3.0%

Source: Cumberland County Planning Commission

Population Projections

The Cumberland County Planning Commission has developed municipal population projections for each of the municipalities in the county, and for the county as a whole, for the years 2010, 2015, and 2020. The

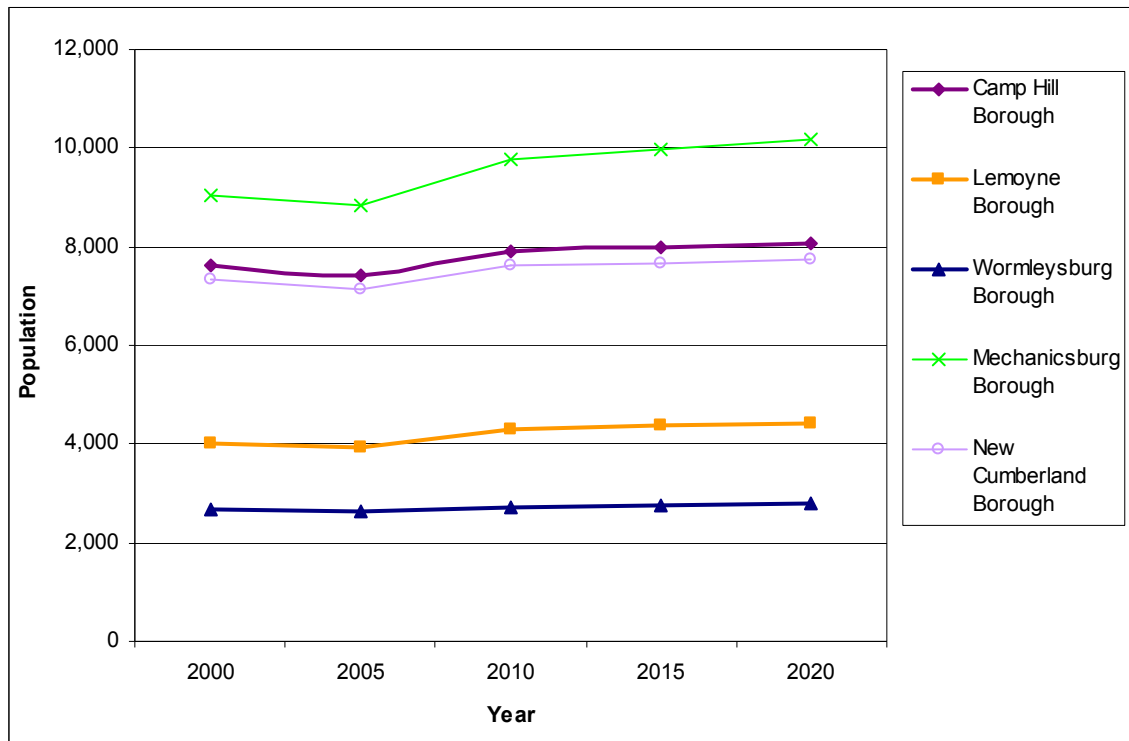
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projections are presented and discussed in this section. Figure E.1.2 graphically shows the projected population for the IWS municipalities as compared to New Cumberland Borough and Mechanicsburg Borough. Numerical population projection data for these boroughs, the region, and the county as a whole are shown in Table E.1.2.

Population projections for the IWS region will be utilized in conjunction with recent housing trends to determine future housing needs for the area. This information will then be incorporated into the future land use plan for the region.

Figure E.1.2. Historic Population and Population Projections, 2000-2020



Source: Cumberland County Planning Commission

Cumberland County Projections

- The population in Cumberland County is expected to continue to increase in the coming years. The most rapid increase in population is projected to occur between 2005 and 2010 when the county is projected to see a 12% increase in population.
- Following the projected 12% spike, the population is expected to increase at more modest rates between 2010 and 2015, and between 2015 and 2020.

Imagine West Shore Regional and Municipal Projections

- All three boroughs in the IWS region are expected to see an increase in population in every five year period between 2005 and 2020. The largest increase is expected to occur between 2005 and 2010 when the region is expected to see an increase of 6.4%. Only marginal increases are projected for the years 2015 and 2020.
- Lemoyne is projected to see the largest increase in population of the three boroughs. Wormleysburg is projected to see the smallest increase.

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- Similar trends are projected for Mechanicsburg and New Cumberland Boroughs. Population projections in Mechanicsburg Borough are most similar to the Lemoyne projections, although Mechanicsburg is projected to see a slightly larger increase. The population increases projected for New Cumberland are similar to the Camp Hill projections.

Table E.1.2. Population Projections 2010 – 2020

Location	2005	2010	2005-2010 % Change	2015	2010-2015 % Change	2020	2015-2020 % Change
Cumberland County	223,089	249,814	12.0%	260,142	4.1%	269,373	3.5%
Camp Hill Borough	7,424	7,904	6.5%	7,980	1.0%	8,049	0.9%
Lemoyne Borough	3,952	4,279	8.3%	4,360	1.9%	4,432	1.7%
Wormleysburg Borough	2,651	2,735	3.2%	2,771	1.3%	2,804	1.2%
IWS Region Total	14,027	14,918	6.4%	15,111	1.3%	15,285	1.2%
Mechanicsburg Borough	8,818	9,769	10.8%	9,977	2.1%	10,163	1.9%
New Cumberland Borough	7,127	7,603	6.7%	7,675	0.9%	7,740	0.8%

Source: Cumberland County Planning Commission

Age Characteristics of the Population

Classifying the population of a community by age provides an indication of what particular facilities, services, or housing types may be needed. An area in which a large percentage of the population is comprised of senior citizens will see a difference in the types of services demanded than in an area which contains a lot of families with small children. Services demanded in each of these situations will be different than the services desired by a large demographic of single working adults.

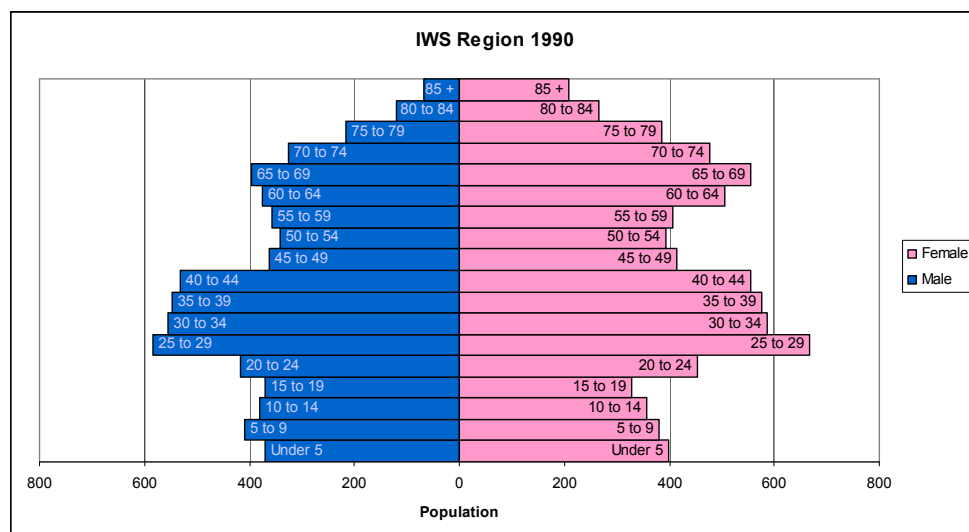
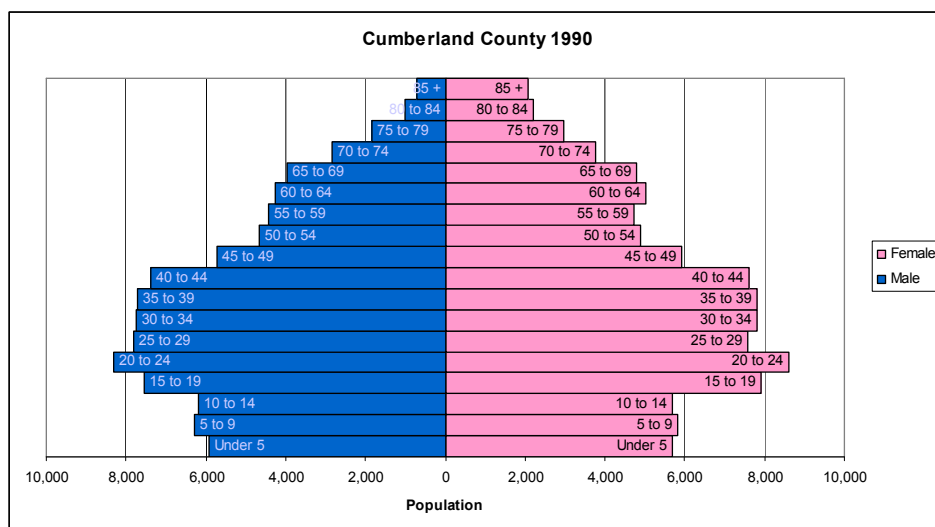
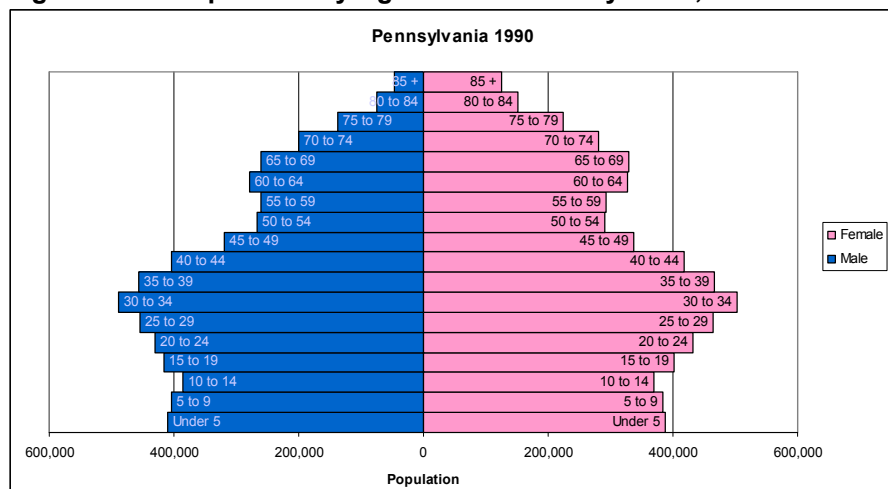
This section will examine the distribution of the population across the different age cohorts to give an indication as to which types of facilities and services will be needed by the community now and in the future. The overall composition of the population is best viewed using population pyramids. The pyramid graphically depicts the distribution of the population in the various age groupings. By comparing the population pyramids of two or more geographic locations, one can see spatial differences in the composition of the population and determine how the composition of the local population compares to the composition of the population on a county or state level. By comparing the population pyramids at two different times, in this case the 1990 and 2000 censuses, one can see how the composition of the population has changed.

This section will first look at how the distribution of the population in the IWS region compares to the distribution of the population by age and sex in the county and the state. Individual municipal comparisons will then be discussed. Figure E.1.3 shows the distribution of the population by age and sex in 1990 in Pennsylvania, Cumberland County, and the IWS region. Figure E.1.4 shows this same data for the year 2000. Figure E.1.5. shows the composition of the population by age and sex in each of the three boroughs in the year 2000. Figure E.1.6. shows the distribution of the population by age in the IWS communities, Mechanicsburg, and New Cumberland Boroughs in a line graph. Table E.1.3 numerically lists data for these same geographies, the county, and the state, and lists the median age. Figure E.1.7 shows the population of the municipalities in the IWS region grouped into planning cohorts based on age, as determined by the Cumberland County Planning Commission.

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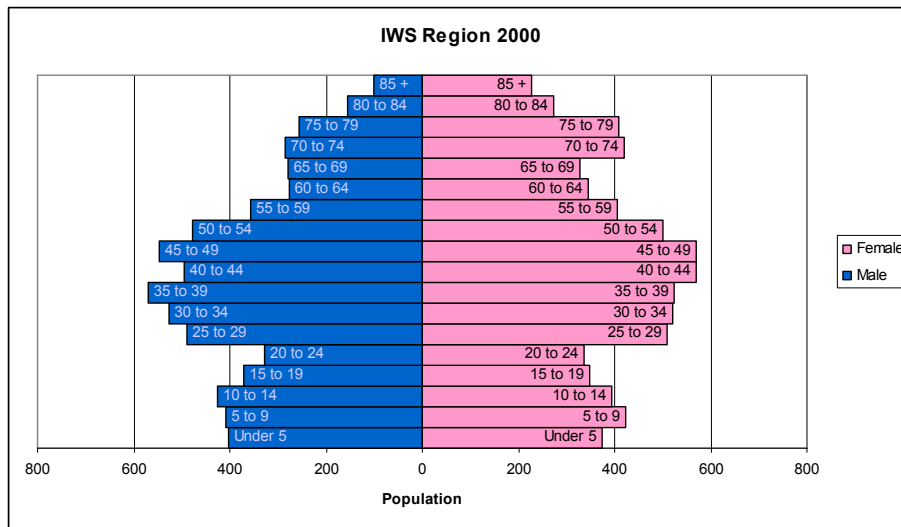
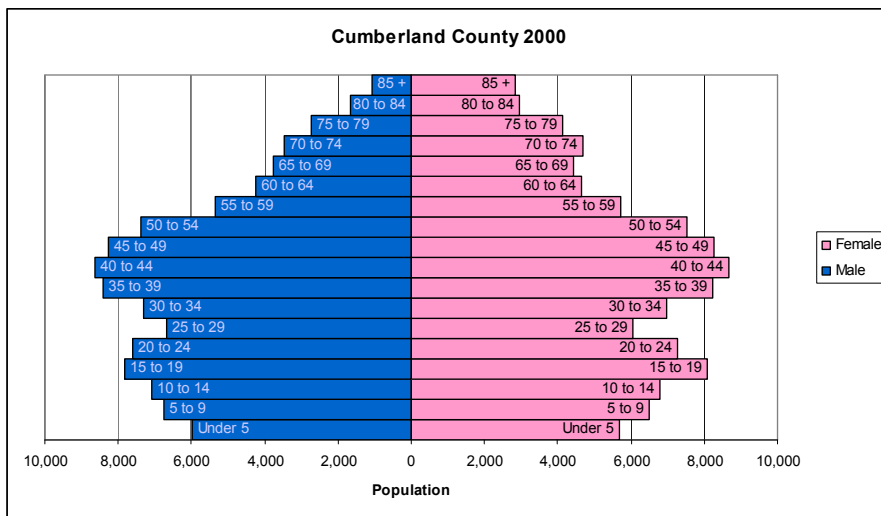
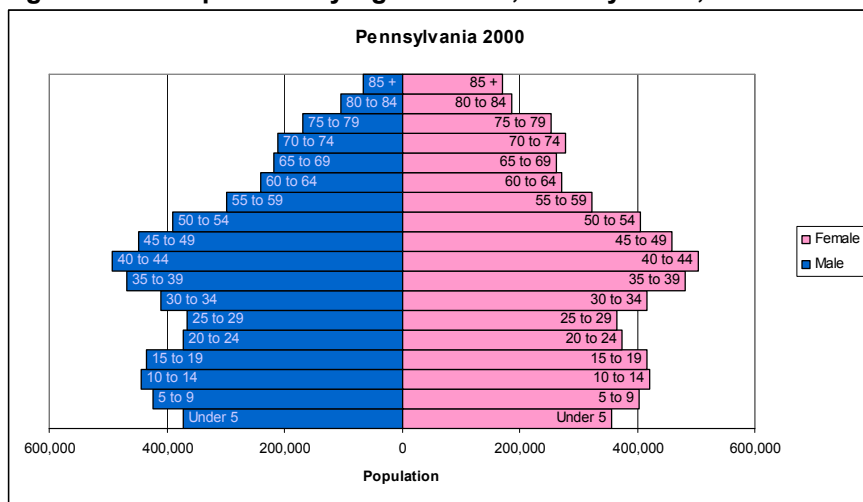
Figure E.1.3. Population by Age and Sex Pennsylvania, Cumberland County, and IWS region, 1990



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Figure E.1.4. Population by Age and Sex, Pennsylvania, Cumberland County, and IWS region, 2000



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Source: U.S. Census Bureau

Trends in Pennsylvania

- Comparisons of the 1990 and 2000 population pyramids for Pennsylvania show little change. The population is growing minimally.
- The number of older adults in Pennsylvania increased between 1990 and 2000 while the number of young adults, mainly those in their twenties, declined. There were also fewer youth under age 5 in 2000 than there were in 1990.

Trends in Cumberland County

- The population pyramids for Cumberland County resemble those for Pennsylvania in both 1990 and 2000. Similar to the state trend, the county saw a decrease in the number of adults in their twenties and early thirties.
- The county also saw an increase in the number of adults approaching retirement age.

Trends in the Imagine West Shore Region

- The shape of the population pyramids for the IWS region did not differ drastically from the county and state pyramids, although there were some key differences.
- In 1990, the region had a larger percentage of older adults than the county and the state, and this trend continued in 2000, but was less pronounced.
- Similar to the county and the state, the region saw a decrease in the number of adults in their twenties, but overall, this age group has greater representation in the region than in the state.

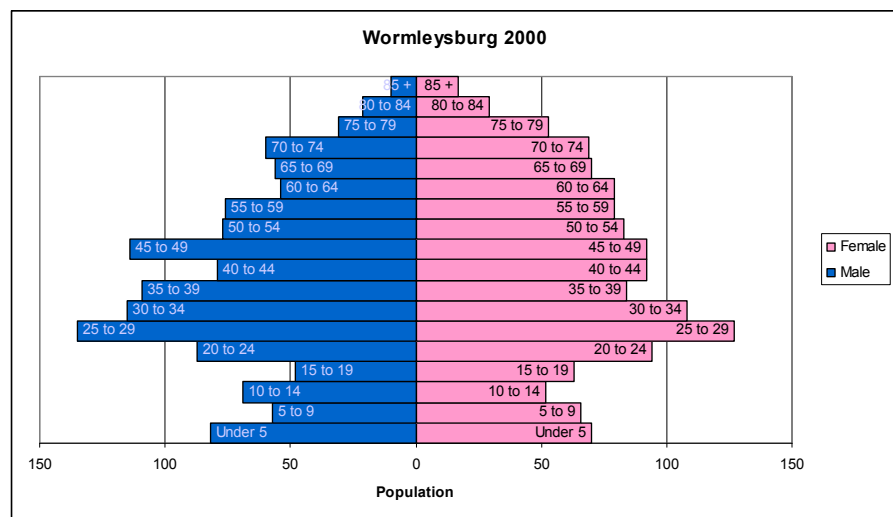
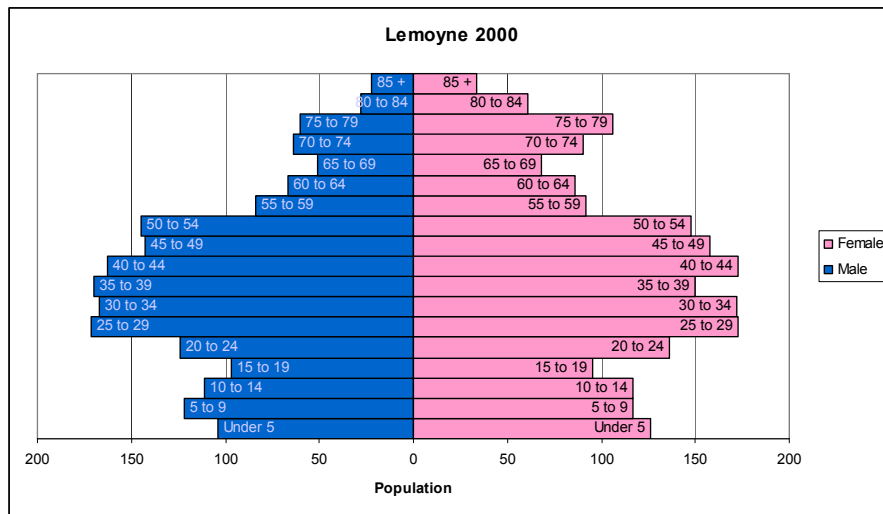
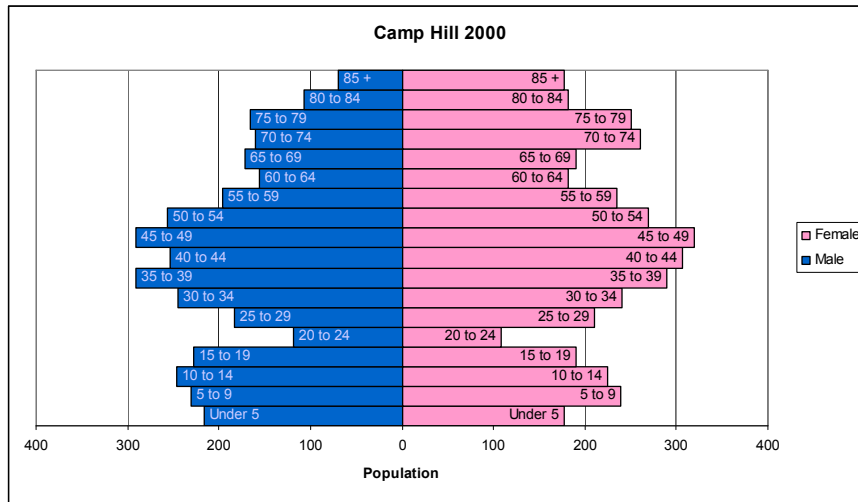
Municipal Trends

- Individually, the three boroughs differ drastically in the compositions of their population. The compositions of the population by age in each of the three boroughs were compared to each other, and to the composition of the population in Mechanicsburg and New Cumberland Boroughs.
- All of the boroughs have similar percentages of adults aged 45 to 49, and children under age 5.
- Camp Hill Borough has a much higher percentage of older adults, those over age 65, than the other boroughs. Camp Hill also has relatively high percentages of adults in their late forties and school aged children.
- Camp Hill has a very low percentage of adults in their twenties and early thirties.
- Compared to the other boroughs, Lemoyne has a high percentage of people under age 45, and a low percentage of people over age 45. The group of adults aged 25 to 44 accounts for the largest segment of the population.
- Wormleysburg Borough and Lemoyne Borough have higher percentages of adults in their twenties and early thirties than in Camp Hill.
- In most cases, the boroughs in the IWS region represent the extremes. Mechanicsburg and New Cumberland Boroughs generally have populations that are more evenly distributed than the three boroughs.

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Figure E.1.5. Population by Age and Sex of Camp Hill, Lemoyne, and Wormleysburg, 2000

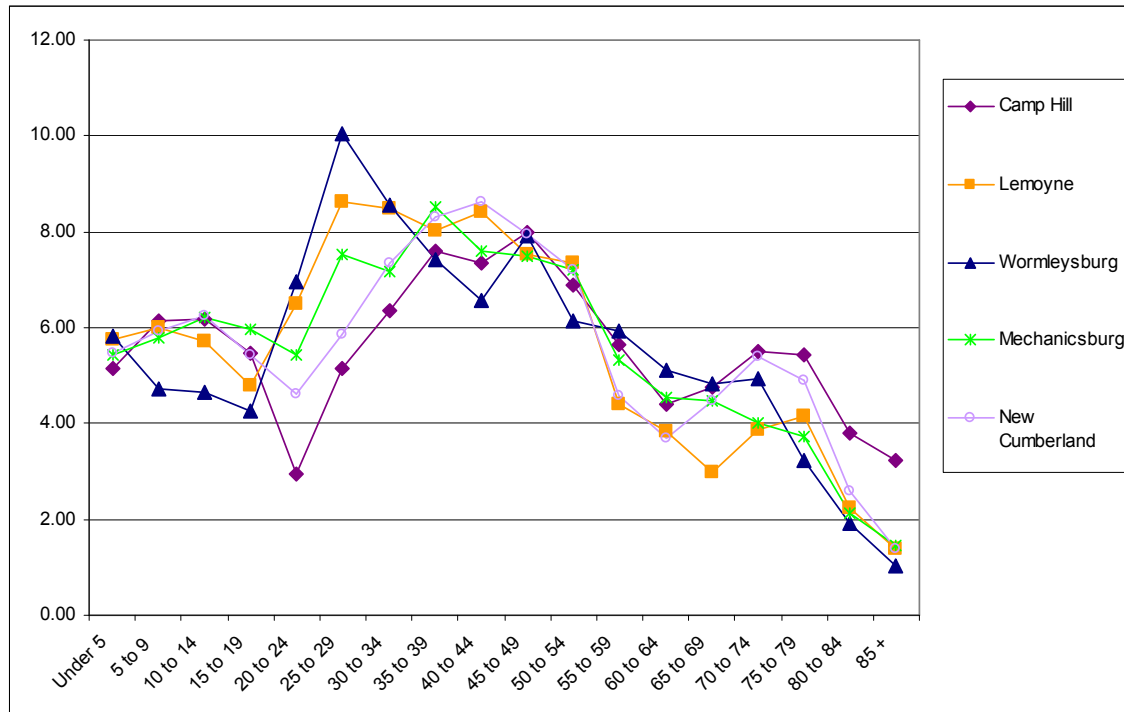


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Source: U.S. Census Bureau

Figure E.1.6 Percent Composition of the Population by Age in Select Geographies, 2000

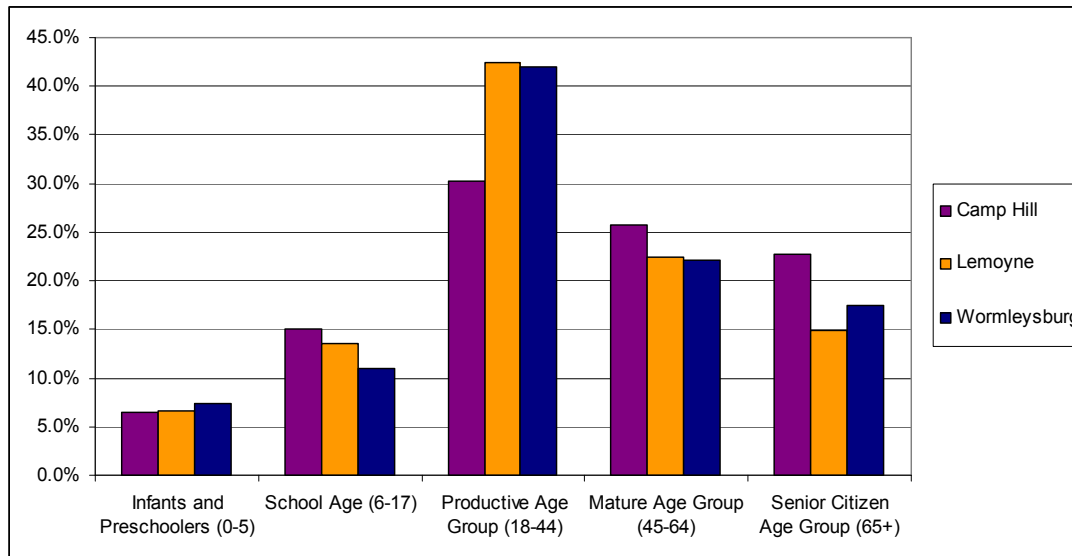


Source: U.S. Census Bureau

- As shown in the Figure E.1.6 and Figure E.1.7, Wormleysburg and Lemoyne have a much greater percentage of young adults than in Camp Hill, where there are larger percentages of adults in the mature or senior citizen age group.
- Camp Hill also has a slightly higher percentage of school aged children, and a slightly lower percentage of infants and preschoolers than the other two boroughs.

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Figure E.1.7. Percent of Population in each Age Group, 2000



Source: Cumberland County Planning Commission

Table E.1.3. Percent of Population in Each Age Group, and Median Age, 2000

Age	Pennsylvania	Cumberland County	Camp Hill	Lemoyne	Wormleysburg	IWS Region	Mechanicsburg	New Cumberland
Under 5	5.93	5.46	5.15	5.76	5.83	5.44	5.43	5.48
5 to 9	6.74	6.20	6.14	5.98	4.72	5.84	5.77	5.92
10 to 14	7.03	6.48	6.18	5.71	4.64	5.77	6.22	6.23
15 to 19	6.93	7.44	5.46	4.81	4.26	5.06	5.97	5.44
20 to 24	6.08	6.97	2.96	6.51	6.94	4.68	5.44	4.63
25 to 29	5.97	5.95	5.15	8.61	10.05	7.02	7.51	5.85
30 to 34	6.74	6.68	6.35	8.49	8.55	7.35	7.16	7.33
35 to 39	7.75	7.80	7.61	8.01	7.40	7.68	8.50	8.30
40 to 44	8.12	8.11	7.33	8.41	6.56	7.49	7.60	8.61
45 to 49	7.40	7.72	8.00	7.53	7.90	7.85	7.49	7.95
50 to 54	6.48	6.98	6.90	7.33	6.14	6.88	7.20	7.21
55 to 59	5.05	5.19	5.64	4.41	5.95	5.35	5.33	4.59
60 to 64	4.17	4.17	4.41	3.83	5.10	4.38	4.56	3.70
65 to 69	3.91	3.84	4.74	2.98	4.83	4.26	4.48	4.48
70 to 74	3.98	3.80	5.51	3.85	4.95	4.94	4.01	5.40
75 to 79	3.44	3.21	5.45	4.16	3.22	4.68	3.73	4.90
80 to 84	2.36	2.17	3.78	2.23	1.92	3.01	2.15	2.59
85 +	1.93	1.83	3.22	1.40	1.04	2.31	1.46	1.39
Median Age	39.5	38.8	44.1	37.7	38.9	*	39.1	40.8

*A median age was not available for the IWS Region.

Source: U.S. Census Bureau; Cumberland County Planning Commission

Statistics Relating to the Median Age of the Population

- The median value represents the middle value. Half of the values are lower and half of the values are higher. Looking at the middle value can give an indication of the overall age composition of the community. The median ages shown in Table E.1.3 support the more descriptive data shown in this table and in the previous figures that looks at ages in specific brackets.

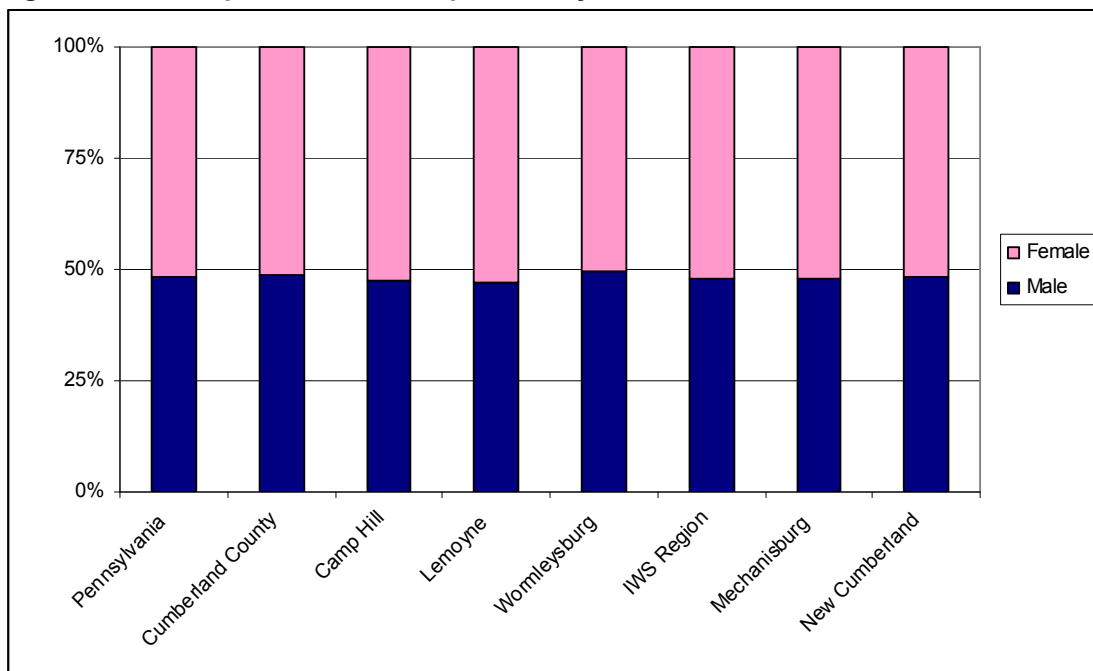
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- The median age of the population in Cumberland County is slightly lower than the median age in the state.
- The median age of residents in Camp Hill Borough is much higher than the other boroughs in the region, and is higher than the median age in county and the state. This is reflective of the larger percentages of older adults that reside in Camp Hill.
- The median age in Wormleysburg Borough is similar to the median age in the county.
- The median age of the residents in Lemoyne is the lowest in the region, and is lower than the median age in the county or the state.

Gender Characteristics of the Population

This section analyzes the composition of the population in each of the three boroughs by gender, as shown in Figure E.1.8. Numerical data relating to gender is listed in Table E.1.4. It is generally recognized that the balance between males and females in an area will affect family formation and future births. A slightly higher proportion of females to males is more favorable in creating a stable population.

Figure E.1.8. Composition of the Population by Gender, 2000



Source: Cumberland County Planning Commission

- All of the municipalities in the IWS region had higher proportions of females than males in 2000. This ratio was the highest in Lemoyne and Camp Hill Boroughs, where 52.8% and 52.7% of their respective populations were female. Because Camp Hill has a larger proportion of older residents, and females tend to live longer than males, this statistic is not surprising. The population pyramid for Camp Hill in Figure E.1.5 shows that there are more females in the older age cohorts than males.
- Wormleysburg has the lowest proportion of females to males, but females still account for more than 50% of the population. Wormleysburg is the only borough in the region to have a lower percentage of females than the county or the state.
- The region as a whole has a higher percentage of females than the county or the state.

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Table E.1.4. Gender, 2000

Location	Total Population	Male	%	Female	%
Pennsylvania	12,281,054	5,927,076	48.3%	6,353,978	51.7%
Cumberland County	213,674	104,540	48.9%	109,134	51.1%
Camp Hill Borough	7,636	3,614	47.3%	4,022	52.7%
Lemoyne Borough	3,995	1,887	47.2%	2,108	52.8%
Wormleysburg Borough	2,670	1,328	49.7%	1,342	50.3%
IWS Region Total	14,301	6,829	47.8%	7,472	52.2%
Mechanicsburg Borough	9,042	4,331	47.9%	4,711	52.1%
New Cumberland Borough	7,349	3,537	48.1%	3,812	51.9%

Source: Cumberland County Planning Commission

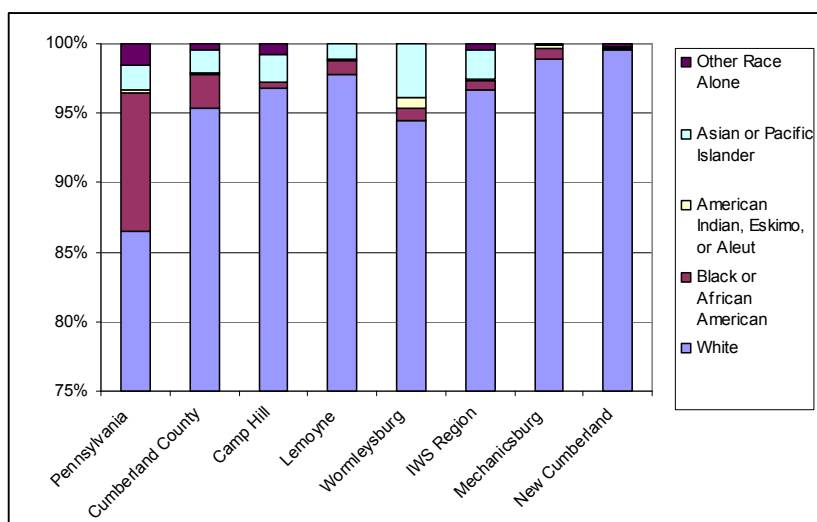
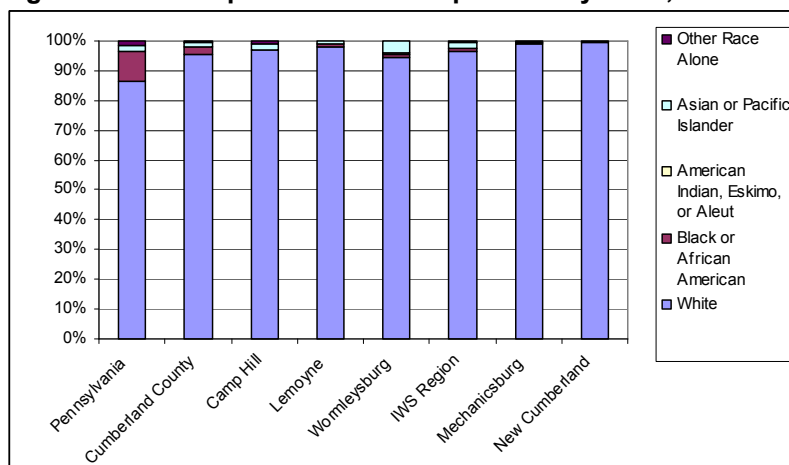
Composition of the Population by Race

The U.S. Census Bureau considers race to be a self-identification data item in which respondents choose the race or races with which they most closely identify. In 1997, the Federal Office of Management and Budget revised the standards for how the Federal Government would collect and present data. Therefore, information collected on the topics of race and ethnicity in the 2000 Census cannot be compared with U.S. Census data from 1990 and other previous years. The Census Bureau states that the new guidelines reflect “the increasing diversity of our Nation’s population stemming from growth in interracial marriages and immigration.”

This section will examine racial characteristics of the population as compiled by the Cumberland County Planning Commission. It should be noted that race differs from ethnicity in that ethnicity refers to a method of classification according to common racial, national, tribal, religious, linguistic, or cultural origin or background. When the standards were changed, ethnicity questions were added to the survey, querying whether a person considered him or herself to be of Hispanic or Latino ethnicity. Therefore, those considering themselves to be of Hispanic or Latino ethnicity may represent a variety of the races discussed below.

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Figure E.1.9. Composition of the Population by Race, 2000



Source: Cumberland County Planning Commission

Figure E.1.9 graphically displays the composition of the population by race. The lower of the two charts takes a closer look at the percentages of other races that are present besides the white race. Because the white race is predominant in Pennsylvania, it is difficult to see the other races present in an area when compared with the white race. Table E.1.5 lists the composition of the population by race.

Pennsylvania and Cumberland County Statistics

- Approximately 85% of the population in Pennsylvania is of the white race. Those considering themselves to be black or African American account for the second largest proportion of the population. Asian or Pacific Islanders represent the third most common race in the state.
- The population of Cumberland County is much more homogenous than the state. Nearly 95% of the population in the county is of the white race.

IWS Regional and Municipal Statistics

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- In all of the municipalities in the region, with the exception of Wormleysburg Borough, over 95% of the population is of the white race.
- In Wormleysburg Borough, 93.3% of the population is of the white race. This percentage is lower than the percentage of whites in the county, but higher than the state.
- Unlike the county and the state, there are a larger percentage of Asian or Pacific Islanders in the region, than African Americans. The percentage of Asian or Pacific Islanders is higher in all of the IWS municipalities than in the county, with the exception of Lemoyne Borough.
- Compared to the surrounding boroughs of Mechanicsburg and New Cumberland, the composition of the population is similar; the municipalities in the IWS region are slightly more diverse.

Table E.1.5 Composition of the Population by Race, 2000*

Location	Total Population	White	%	Black or African American	%	American Indian, Eskimo, or Aleut	%	Asian or Pacific Islander	%	Other Race	%
Pennsylvania	12,281,054	10,486,177	85.4%	1,211,669	9.9%	19,511	0.2%	220,352	1.8%	188,186	1.5%
Cumberland County	213,674	201,445	94.3%	5,111	2.4%	260	0.1%	3,492	1.6%	1,020	0.5%
Camp Hill	7,636	7,339	96.1%	35	0.5%	0	0.0%	152	2.0%	59	0.8%
Lemoyne	3,995	3,815	95.5%	39	1.0%	6	0.2%	41	1.0%	0	0.0%
Wormleysburg	2,670	2,465	92.3%	22	0.8%	21	0.8%	100	3.7%	0	0.0%
IWS Region Total	14,301	13,619	95.2%	96	0.7%	27	0.2%	293	2.0%	59	0.4%
Mechanicsburg	9,042	8,688	96.1%	70	0.8%	17	0.2%	11	0.1%	0	0.0%
New Cumberland	7,349	7,191	97.9%	4	0.1%	0	0.0%	12	0.2%	12	0.2%

*Percentages do not add up to 100% as people considering themselves to be of more than one race are not included
Source: Cumberland County Planning Commission

Household Size

A household includes all of the people who occupy a housing unit as their usual place of residence. Trends show a decrease in the average household size across the state as families are having less children and the number of older people living alone is increasing. Household sizes tend to be the largest in more rural areas and in farming communities where additional hands are needed to help with farming duties. Larger household sizes are also characteristic of impoverished urban areas.

The average household size can be used in conjunction with the projected population and other housing statistics for an area to determine the amount of additional housing units that will be needed to support the projected future population. Table E.1.6 lists the average household size in 1990 and 2000.

Table E.1.6. Average Household Size, 1990 and 2000

Location	1990	2000	% Change
Pennsylvania	2.57	2.48	-3.5%
Cumberland County	2.51	2.41	-4.0%
Camp Hill	2.22	2.21	-0.5%
Lemoyne	2.12	2.07	-2.4%

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Location	1990	2000	% Change
Wormleysburg	2.10	2.02	-3.8%
IWS Region Total	2.15	2.10	-2.2%
Mechanicsburg	2.40	2.23	-7.1%
New Cumberland	2.32	2.22	-4.3%

Source: Cumberland County Planning Commission

Trends in Pennsylvania and Cumberland County

- The average household size in the state and the county decreased between 1990 and 2000.
- Cumberland County had a lower average household size than the state in both years, and saw a larger percentage decrease.

Imagine West Shore Regional and Municipal Trends

- The average household size in the Imagine West Shore region was much lower than the county and the state in both 1990 and 2000. Decreases in average household size between these two time periods were not as great as those in the county in any of the municipalities. Wormleysburg Borough was the only municipality in the region to have a larger decrease in average household size than the state.
- Wormleysburg Borough had the lowest average household size of the municipalities in the region in both years, and saw the largest decrease. Wormleysburg has a higher proportion of residents in their twenties that may not yet be married or in a long term relationship.
- Camp Hill Borough had the largest average household size in both years and saw the smallest decrease.
- Average household sizes in Mechanicsburg and New Cumberland Boroughs were higher than the average household sizes in any of the three boroughs, but these two places saw much larger decreases in the average household size between 1990 and 2000.
- The low average household sizes in these areas are a result of all of the contributing factors including more families without children, families having fewer children, increases in single parent households, and increases in the number of people living alone.

Population Density

Population density refers to the number of people per square mile of land. In general, the population density in villages, boroughs, cities, and more urbanized areas is higher than the densities found in suburban and rural townships. As infrastructure and public utilities are placed, an increased number of dwelling units are able to be accommodated in any given area. Table E.1.7 lists information pertaining to population density in 2000.

Table E.1.7. Population Density, 2000

	Land Area (sq. mi)	2000 Population	Population Density (persons/ sq. mi)
Cumberland County	550.2	213,674	388
Camp Hill	2.15	7,636	3,552
Lemoyne	1.56	3,995	2,561
Wormleysburg	0.93	2,607	2,803

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	Land Area (sq. mi)	2000 Population	Population Density (persons/ sq. mi)
IWS Region	4.64	14,238	3,069
Mechanicsburg	2.59	9,042	3,491
New Cumberland	1.64	7,349	4,481

Source: U.S. Census Bureau; Cumberland County Planning Commission

Cumberland County Trends

- Cumberland County contains about 550 square miles of land area and was inhabited by 213,674 persons in 2000. With a population density of 388 persons per square mile, it was the 16th most densely populated county in Pennsylvania.¹

Imagine West Shore Regional and Municipal Trends

- Camp Hill Borough has the highest density of the three boroughs, and Lemoyne has the lowest density.
- Compared to Mechanicsburg and New Cumberland Boroughs, the region has an overall lower density than either of these places. The population density in Camp Hill is slightly higher than Mechanicsburg, but lower than New Cumberland.

¹ Cumberland County Comprehensive Plan

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E.2 Existing Land Use Profile

Introduction

Historical development trends, economic influences, cultural attitudes, and physical features of the landscape all contribute to the existing land use patterns of a community. The existing land use profile provides important information regarding the general development patterns and characteristics in the community. Grouped with other studies, this analysis will form the basis for recommendations regarding the future land use plan for the region.

To provide a detailed land use inventory and resulting analysis, several sources of information were utilized. The Cumberland County Comprehensive Plan was used as an overarching guide to help to ensure consistency between this planning program and the county's and to allow for comparison analyses between the IWS region and other boroughs in the county. Data was obtained from the Cumberland County Comprehensive Plan and Cumberland County GIS data for this portion of the analysis.

An additional analysis was then conducted to take a deeper look at the composition of land uses in the IWS region, specifically, the ways that the land was being used for residential purposes. Cumberland County tax assessment data was utilized to identify the location of multifamily residential opportunities as compared to single family residential opportunities. This information not only assists in the development of the future land use plan, but will also be beneficial as strategies are developed for housing and neighborhoods in the region.

Cumberland County Comprehensive Plan – Existing Land Use Analysis

The Cumberland County Comprehensive Plan was adopted by the county commissioners in 2003. As part of the plan, an inventory of land use was included, based upon a 1997 study conducted by the Tri-County Regional Planning Commission, and 2002 data from the Cumberland County Tax Assessment Office. The tax assessment data was used to classify land at the parcel level. The existing land use for the county was then updated in 2006. All properties in the county were classified in one of the following categories:

- **Agriculture** – There was no land in the IWS region that was classified as “Agriculture” in 2006, but this classification is still largely represented in the county.
- **Large Lot Residential** – Includes residential land located on larger lots.
- **Residential** – Includes land used for residential purposes.
- **Commercial Retail** – Refers to businesses involved in the sale of goods to consumers.
- **Commercial Service** – Businesses that do not offer material merchandise in exchange for payment. Examples include health, business, and personal services such as advertising, data processing, insurance, consulting, accounting, research, management, and automotive repair.
- **Commercial Open Space / Recreation** – There was no land in the IWS region that was classified as “Commercial Open Space / Recreation” in 2006.
- **Industrial** – Includes industrial type uses including distribution.
- **Public / Semi-public** – Includes those uses that are public or semi-public in nature, for example, utilities, municipal administration and maintenance, state forests and state game lands, state park lands, hospitals, public schools and parks, public libraries, firehouses, police stations, cemeteries, and churches.
- **Vacant** – Includes vacant land and open space.

The spatial arrangement of land use in the IWS region, based on the land use classifications used by Cumberland County in the 2006 study, are shown on Map E.2.1. The total amount of land and percentage

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of land in each of these categories is shown in Table E.2.1. The percentage breakdown for the region is shown in Figure E.2.1. For comparison purposes, Table E.2.2 shows the total amount of land and percentage of land classified in each category for Mechanicsburg Borough, New Cumberland Borough, and Cumberland County. Figure E.2.2 is a series of pie charts that show the percentage of each land use classification in Cumberland County, the IWS region, and in Mechanicsburg and New Cumberland Boroughs.

Table E.2.1. General Composition of Land Use, 2006

General Land Use	Camp Hill		Lemoyne		Wormleysburg		IWS Region	
	Total	%	Total	%	Total	%	Total	%
Large Lot Residential	5	0.47	31	3.87	8	2.17	45	1.92
Residential	786	67.76	347	42.75	266	70.94	1,399	59.61
Commercial Retail	91	7.85	123	15.17	13	3.39	227	9.67
Commercial Service	40	3.47	52	6.41	35	9.41	128	5.44
Commercial Open Space/Recreation	0	0	0	0	0	0	0	0
Industrial	48	4.14	78	9.59	0	0.00	126	5.36
Agricultural	0	0	0	0	0	0	0	0
Public / Semi-public	159	13.70	77	9.43	28	7.44	263	11.22
Vacant	30	2.61	104	12.77	25	6.63	159	6.77
Total	1,160	100.00	812	100.00	375	100.00	2,347	100.00

Source: Cumberland County Planning Commission, 2006; Cumberland County Tax Assessment, 2006

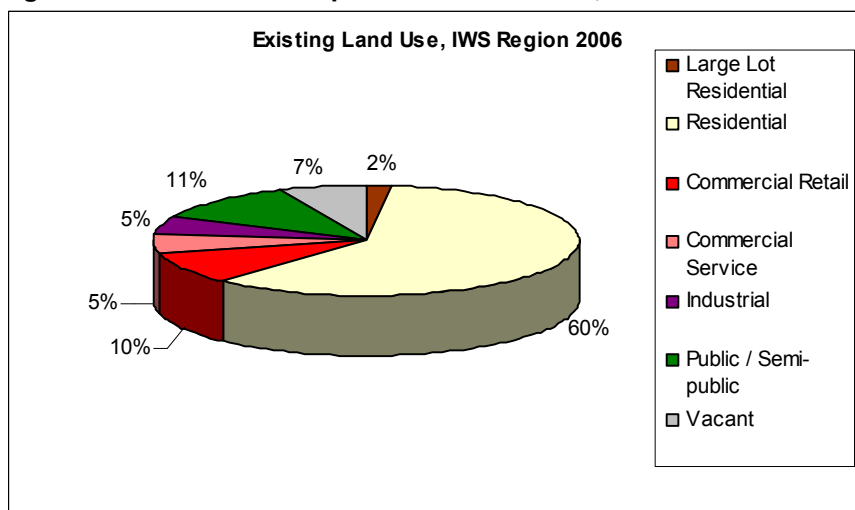
Table E.2.2. General Composition of Land Use, 2006

	Mechanicsburg		New Cumberland		Cumberland County	
	Total	%	Total	%	Total	%
Large Lot Residential	0	0.00	8	0.92	13,288	4.06
Residential	687	49.82	675	77.32	42,269	12.92
Commercial Retail	83	6.02	34	3.89	4,010	1.23
Commercial Service	17	1.23	12	1.37	2,041	0.62
Commercial Open Space/Recreation	0	0.00	0	0.00	3,504	1.07
Industrial	161	11.68	11	1.26	8,335	2.55
Agricultural	183	13.27	0	0.00	151,734	46.39
Public/Semi-Public	219	15.88	110	12.60	57,588	17.60
Vacant	29	2.10	31	3.55	57,635	17.62
Total	1,379	100.00	873	100.00	327,116	100.00

Source: Cumberland County Planning Commission, 2006; Cumberland County Tax Assessment, 2006

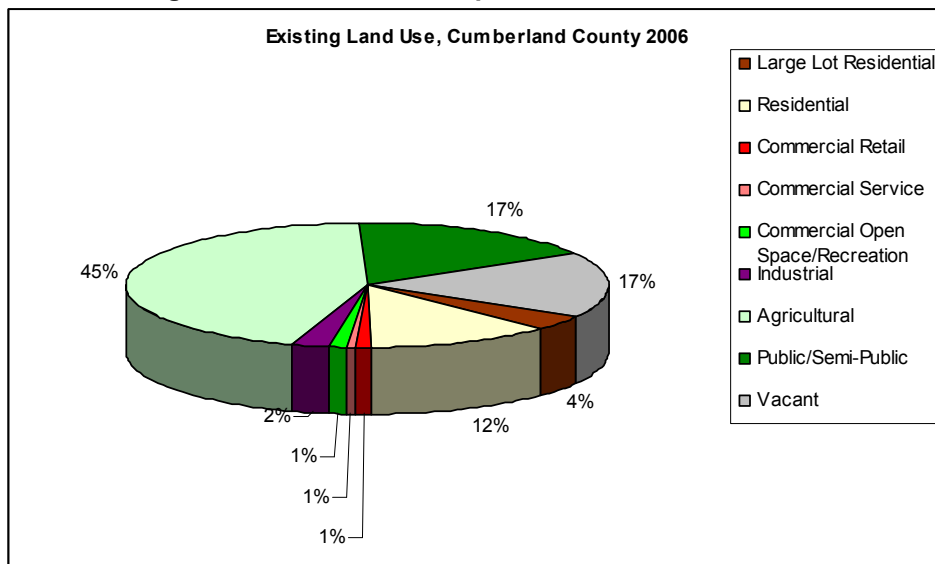
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Figure E.2.1. General Composition of Land Use, 2006



Source: Cumberland County Planning Commission, 2006; Cumberland County Tax Assessment, 2006

Figure E.2.2. General Composition of Land Use, 2006

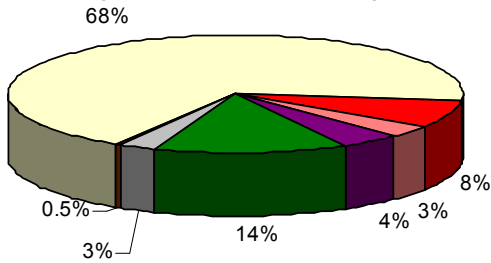


Source: Cumberland County Planning Commission, 2006; Cumberland County Tax Assessment, 2006

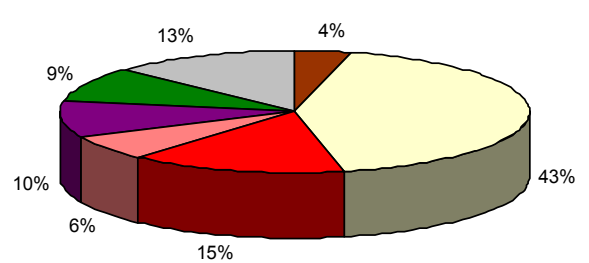
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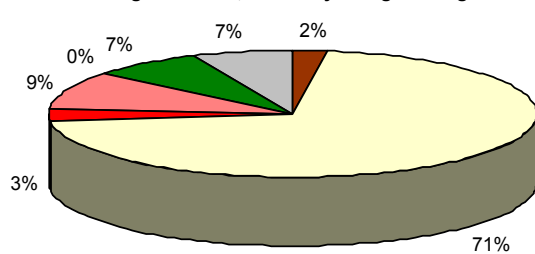
Existing Land Use, Camp Hill Borough 2006



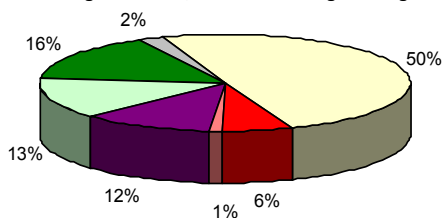
Existing Land Use, Lemoyne Borough 2006



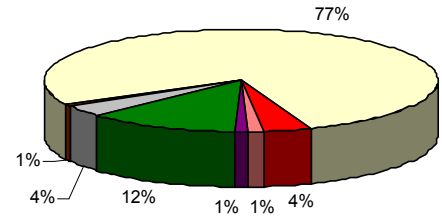
Existing Land Use, Wormleysburg Borough 2006



Existing Land Use, Mechanicsburg Borough 2006



Existing Land Use, New Cumberland Borough 2006



General Composition of Land Use

- In 2006, 45% of the land in Cumberland County was classified as agriculture. Given the built nature of the borough environment, it is not surprising that there is no agricultural land in the IWS region, and that there are much greater percentages of residential land in the boroughs than in the county as a whole. Mechanicsburg is unique in that 13% of its land is classified as agriculture. This percentage will decrease with the development of the last large remaining tract of land in the borough, which a Traditional Neighborhood Development (TND) is proposed for.
- In general, Camp Hill, Wormleysburg, and New Cumberland Boroughs have similar compositions of land use. Camp Hill and New Cumberland have greater percentages of public/semi-public land, and Wormleysburg has greater percentages of vacant and commercial service uses.
- The composition of land uses in Lemoyne is most similar to the composition of land uses in Mechanicsburg, with the exception of the agricultural uses that are found in Mechanicsburg. Both boroughs have a more diverse composition of land use, and considerably less land that is classified as residential or large lot residential.
- Lemoyne has the most diverse composition of land uses of the boroughs included in this analysis. In Lemoyne, there is a much greater percentage of land that is used for commercial and industrial purposes and Lemoyne also has a greater percentage of land that is considered vacant.

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Imagine West Shore Region – Detailed Existing Land Use Analysis

Although the data collected by Cumberland County in 2006 is extremely beneficial to this project, additional analyses have been done to examine the arrangement of land uses in the IWS region in greater detail. Specifically, this analysis looks at the breakdown between single family residential and multi-family residential uses and distinguishes land that is used for communications or utility purposes. This level of detail will help to provide a greater understanding of the composition of residential land uses in the region, and give an indication of the areas that are considered opportunities for residential or commercial development. To maintain consistency with the county land use analysis, the Cumberland County tax assessment data was used in conjunction with Cumberland County GIS data to compile land use data at the parcel level.

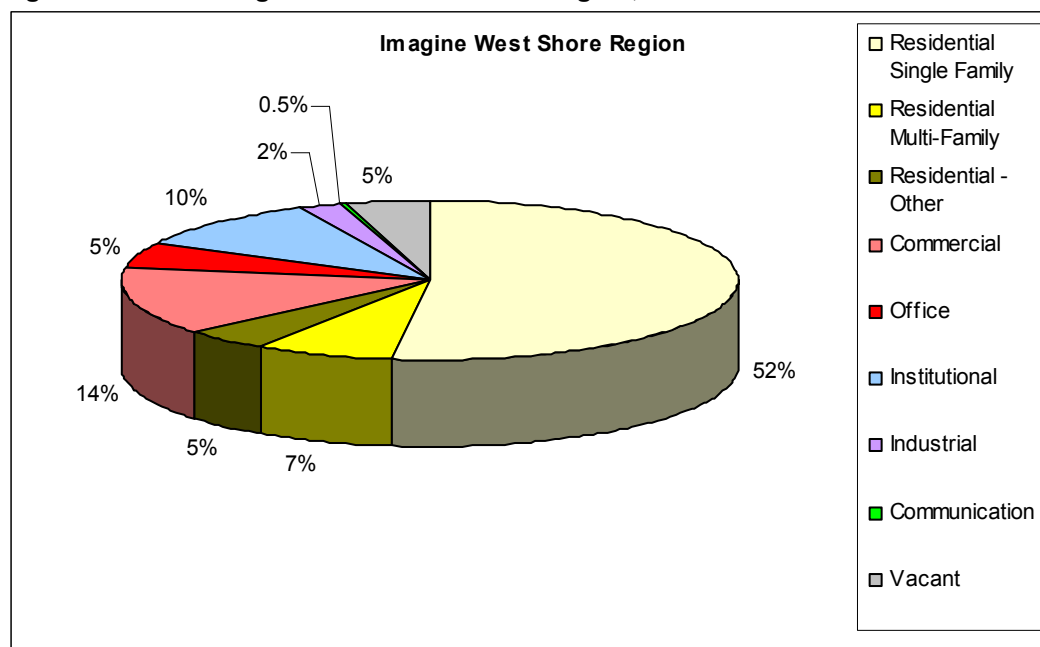
Description of Land Use Categories

Land Use categories were derived from the Cumberland County tax assessment codes. The following categories were used to classify land in the Imagine West Shore region:

- **Residential – Single Family** - Represents one-family dwellings. This classification includes both single family detached residential structures, and single family attached residential structures, such as townhouses.
- **Residential – Multi-Family** - Refers to residential structures that house more than one family. This classification includes duplexes and two-family dwellings, apartments, and single family dwellings that have been converted to multi-family residences.
- **Residential – Other** - Includes vacant residential land or land with auxiliary improvements only.
- **Commercial** - Includes a variety of general commercial uses. Examples include restaurants and fast food establishments, automotive oriented businesses, shopping centers, malls, retail stores, theaters, veterinary clinics, skating rinks, and warehousing and storage facilities.
- **Office** – Uses includes businesses offices, medical offices, banks, and savings institutions.
- **Institutional** – Include public or semi-public uses, such as schools, municipal buildings, post offices, hospitals, police or fire stations, and libraries.
- **Industrial** - Uses include manufacturing-type and transportation related uses.
- **Communication** - Refers to a variety of communication and utility type uses. These uses include vacant utility land, electric companies, telephone companies, water companies, gas companies, and radio or television structures or transmitters. Railroad companies are also included in this classification.
- **Vacant** - Land includes all types of vacant land, with the exception of vacant residential land. This category includes vacant commercial land, vacant industrial land, vacant institutional or public land, and vacant utility land.

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Figure E.2.3. Existing Land Use in the IWS Region, 2007



Source: Cumberland County GIS Data; Cumberland County Tax Assessment Data

Land Use in the IWS Community – A Regional Analysis

- As identified in Figure E.2.3, over 50% of the land in the IWS region is used for single family residential purposes. Multi-family land uses only account for 7% of the land.
- Nearly 10% of the land is used for institutional purposes, which are generally public or semi-public uses that do not contribute to the tax base.
- Approximately 14% of the land in the region is used for commercial purposes and an additional 5% is used for office purposes. The largest commercial uses in the area are represented by the Camp Hill Mall and the West Shore Plaza, although commercial uses are located in each of the three borough's downtowns as well.

Table E.2.3. Detailed Existing Land Use in the IWS Region, 2007

	Camp Hill			Lemoyne			Wormleysburg			Total Acres		
	Total Acres	%	Average Lot Size (Sq. ft.)	Total Acres	%	Average Lot Size (Sq. ft.)	Total Acres	%	Average Lot Size (Sq. ft.)	Total Acres	%	Average Lot Size (Sq. ft.)
Residential Single Family	715	61.64	11,603	301	37.34	10,906	198	52.86	12,691	1,214	51.87	11,582
Residential Multi-Family	61	5.24	14,959	54	6.75	9,698	58	15.51	33,813	173	7.41	15,222
Residential - Other	17	1.51	11,900	54	6.71	23,546	35	9.25	22,910	106	4.54	20,123
Commercial	117	10.09	41,782	192	23.82	48,295	13	3.59	14,670	322	13.77	41,908
Office	36	3.12	21,307	48	5.95	45,405	38	10.23	64,320	123	5.24	36,559
Institutional	157	13.54	220,631	74	9.17	139,874	12	3.12	51,030	243	10.37	165,109
Industrial	29	2.52	318,298	17	2.10	56,782	0	0.00	N/A	46	1.97	118,315
Communication	0	0.01	2,257	2	0.30	21,164	4	1.09	88,924	7	0.28	32,020
Vacant	27	2.33	46,986	63	7.86	29,964	16	4.36	101,898	107	4.56	37,456
Total	1,159	100.00	15,872	805	100.00	18,492	375	100.00	18,028	2,340	100.00	17,029

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Source: Cumberland County GIS; Cumberland County Tax Assessment Office

Land Use in the IWS Region – A Comparative Analysis

Land use in the IWS region has been classified in the detailed land use classifications previously described. The amount of land in each of the categories in Camp Hill, Lemoyne, and Wormleysburg Boroughs, as well as the region as a whole, listed in Table E.2.3. The relative percentage of land in each classification is graphically shown in Figure E.2.4.

Camp Hill Borough

- Camp Hill Borough has the greatest percentage of land classified as single family residential, and the least classified as multi-family residential, of the three boroughs. The largest concentration of multi-family housing in Camp Hill is in Trindle Village, in the southwestern part of the borough. Additional multi-family housing opportunities in Camp Hill are located along Market Street, or in the southeastern part of the borough
- Camp Hill Borough has the greatest percentage of land classified as institutional. This can be attributed to the Camp Hill School District being entirely contained within the borough. Park land also contributes to the institutional land in Camp Hill.

Lemoyne Borough

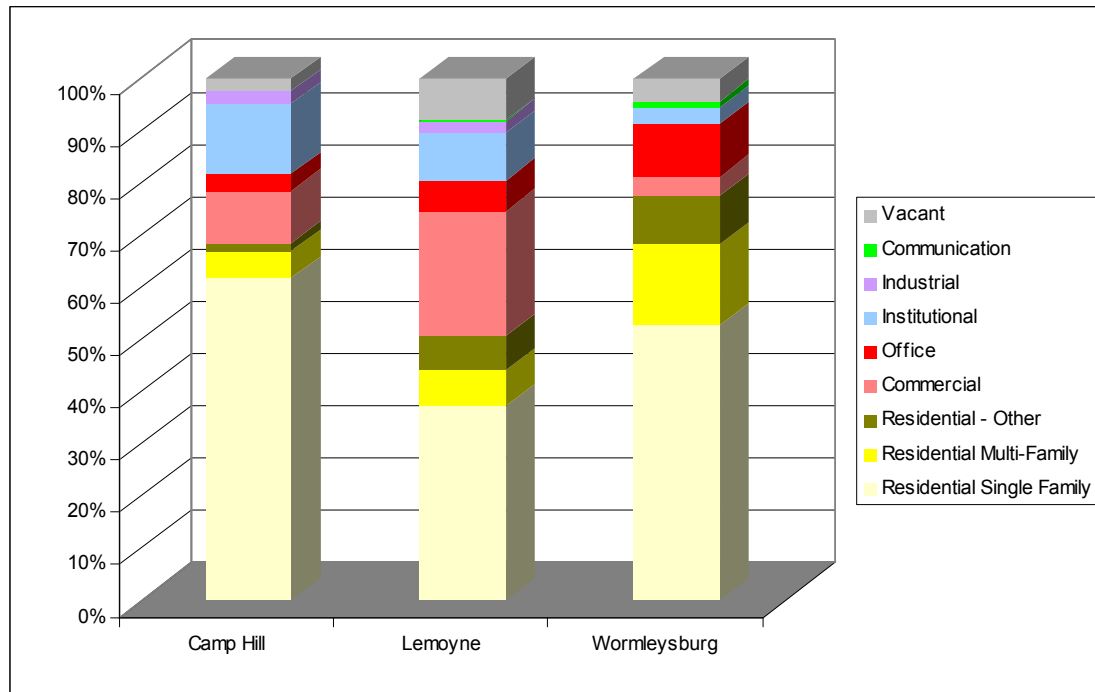
- Lemoyne is the only one of the three boroughs in which less than 50% of the land is used for residential purposes. Roughly 40% of the land in Lemoyne is used for single family residential purposes and approximately 7% of the land is used for multi-family residential purposes. The average lot size for residential properties is smaller in Lemoyne than in the other two boroughs.
- Lemoyne has a much higher percentage of commercial land than the other two boroughs in the IWS Region. The largest concentrations of commercial land in Lemoyne are the West Shore Plaza, the Farmer's Market, and along the railroad tracks in the southern part of the borough. Commercial uses are also located along Market Street and Third Street in downtown Lemoyne.
- Lemoyne has a greater percentage of land that is classified vacant than the other two boroughs, although the average lot size of the vacant properties is smaller. This could indicate a potential for redevelopment and infill within the borough.

Wormleysburg Borough

- Wormleysburg has the greatest percentage of land classified as residential multi-family of the three boroughs. With the exception of the multifamily housing located along Crestwood Drive, much of the multi-family housing opportunities within the borough are located east of the railroad tracks in the older developed portions of the borough.
- Many of the commercial uses that are located in Wormleysburg are located within or in proximity to the downtown.
- There is a greater percentage land in Wormleysburg that is used for office purposes than in the other two boroughs. Much of this land is located along Mumma Road, although office type uses are also interspersed along Front Street, north of Walnut Street.

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Figure E.2.4. Detailed Existing Land Use in the IWS Region, 2007



Source: Cumberland County GIS Data; Cumberland County Tax Assessment Data

Property Value Analysis

In addition to looking purely at the existing use of property in the IWS region, the value of each lot, as compared to the value of the structure on the lot, was also evaluated. Land and structure value comparisons can help to identify potential locations for infill or redevelopment projects. It is important to recognize where these conditions exist because teardown projects, and subsequent new construction, may affect the adjacent landowners and the overall character of the neighborhood.

It is recognized that a lot that poses an opportunity for infill or redevelopment has a very high land value relative to the existing structure, or is vacant. For new housing, the general rule is that the lot value should be no more than 25% of the total value of the structure. This analysis identified all lots in the IWS region where the land is valued at 50% or more of the structure value, with the exception of lands that are classified as “institutional”, recognizing that this classification includes parks and public spaces. This information is shown in Map E.2.1, and reflects Cumberland County Tax Assessment Data. It can be used as a starting point to identify locations that are at risk of being razed and those that may pose an opportunity for infill and redevelopment projects. Values were analyzed because teardown and redevelopment projects must appear to be a rational investment to the developer as the total cost will include the lot, the initial house, demolition costs, and the cost of the new house. The actual potential for redevelopment of all locations shown on the map should be field verified.

In general, teardowns are typically more common in communities where the average size of a new house is well above the national average and in communities where the average income is increasing at a faster rate than in surrounding areas. Teardown locations within a community include neighborhoods where the standard unit is among the smallest in the community. Depression era homes and those from the late 1940s to 1950s are considered to be particularly vulnerable. Another indication is the number of stories. Ranch homes are more vulnerable to teardowns in an era where two story homes are the standard.

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Properties identified in Map E.2.1 are those that may warrant additional investigation. In areas where there are clusters of properties that have land values of 50% or more of the structure value, there may be opportunities for infill or redevelopment projects. In these instances especially, additional analyses should be conducted to determine if the type of new construction that the existing zoning permits is in line with the existing character of the neighborhood. Redevelopment and infill projects can be regulated through setback, building coverage, floor area ratio, landscaping, and height regulations to ensure conformity. It is important to create a process that allows for reasonable home expansion, but also preserves neighborhood character.

Analysis of Surrounding Land Use Objectives

The land use objectives of the surrounding municipalities were reviewed and considered in the development of this plan. Specific land use policies or objectives in the comprehensive plans of surrounding municipalities that can be considered in this plan are listed below by municipality.

Lower Allen Township Comprehensive Plan

- Encourage development that preserves open space and protects natural resources, adding recreation areas and connectivity.
- Support conservation subdivision.
- Support Traditional Neighborhood Development (TND).
- Encourage mixed use development where appropriate.
- Encourage reuse and redevelopment of existing buildings and other appropriate areas.
- Encourage Transit-Oriented Development.

New Cumberland Borough Comprehensive Plan

- Ensure that development within the floodplain overlay zone conforms to pertinent floodplain regulations.
- Consider acquiring and developing the more environmentally sensitive areas along the Yellow Breeches Creek and Susquehanna River for a public park, open space, or recreational use.

Hampden Township Comprehensive Plan

- Permit Planned Residential Developments (PRD) in medium density residential and apartment-office areas.
- Encourage Open Space development to preserve environmentally constrained areas.
- Consider implementing open space regulations.
- Purchase creek-front property for passive recreation and preservation.
- Promote the preservation and enhancement of the natural, historic, cultural, scenic, and environmentally sensitive features.
- Support historic preservation.
- Preserve the rural environment of the northern third of the township by optimizing open space and conserving natural features.
- Encourage innovative approaches to housing development.
- Cluster development to preserve natural resources.

East Pennsboro Township Comprehensive Plan

- Eliminate and prevent conditions that contribute to and perpetuate blight in residential areas.
- Encourage redevelopment that is compatible with neighborhood character.
- Encourage a variety of housing designs, types, and values to meet the residential needs of all segments of the township's present and future population.

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- Cooperate with adjacent municipalities, county and state agencies and other public/private groups in efforts to provide area-wide cultural opportunities.
- Sustain integrated land use environments for the villages of Enola, Summerdale, and West Fairview.
- Preserve open space along water courses and other areas that may be unsuitable for development through restrictive zoning measures and a program of land acquisition.
- Maintain and enforce ordinances that prevent or mitigate the impacts of disturbance or development on environmental quality.
- Adopt and enforce ordinances that conserve the forested condition of Blue Mountain, riparian areas, and other groundwater recharge areas.
- Promote redevelopment of existing commercial properties, also known as brownfields.

Adjacent Zoning Analysis

The Cumberland County Planning Commission, in cooperation with the Cumberland County GIS Department and local municipal staff, has developed digital zoning maps for the municipalities in the county that have adopted a zoning ordinance. The municipality approved, county generated maps were used in this analysis. Examining the existing zoning districts in surrounding municipalities that border the IWS boroughs can provide an indication of areas where potential conflicts may exist between land uses on the border of the IWS region and in neighboring municipalities.

East Pennsboro Township

- East Pennsboro Township borders each of the three boroughs. The portion of Wormleysburg Borough that borders East Pennsboro is mostly residential in nature. The bordering zoning districts in East Pennsboro Township are also residential in nature, with the exception of the Office Apartment District, which is located in the vicinity of Poplar Church Road. Residential multifamily uses in Wormleysburg border the Office Apartment District in East Pennsboro Township. The East Pennsboro Township Zoning Ordinance states that the purpose of the Office Apartment District is, “to provide reasonable standards for the harmonious development of apartments, business and professional offices, and other uses and accessory uses which are compatible with high density housing...” This is considered to be consistent with uses in Wormleysburg.
- The Commercial General District is located in East Pennsboro Township near the Harvey Taylor Bridge, and borders a small portion of Lemoyne Borough and Wormleysburg Borough. Uses in Wormleysburg and Lemoyne in this area are commercial, office, or institutional type uses and are not considered to be conflicting with the intent of the commercial general district.
- In Camp Hill, west of the Conodoguinet Creek, residential land uses correspond to the bordering residential zone in East Pennsboro Township. Residential and institutional (park land) uses are located along the creek in Camp Hill. Across the creek in East Pennsboro Township, the land is zoned Professional Office, which is not considered conflicting, especially since the creek acts as an additional buffer.
- Along Center Street and the Camp Hill Bypass, residential uses in Camp Hill border the Commercial General or Office Apartment zone in East Pennsboro Township. There is also commercial, office, and institutional uses in this area of Camp Hill, but the potential may exist for conflicts between residential uses and uses permitted in the general commercial zone. Major transportation corridors, U.S. 11/15 and Poplar Church Road, help to act as a divider between neighborhood type uses in Camp Hill and the Commercial General zone in East Pennsboro.

Hampden Township

- Hampden Township borders Camp Hill Borough to the west. The existing zoning in Hampden Township is generally consistent with existing development patterns in Camp Hill.
- Residential land uses in Camp Hill are bordered by the Suburban Residential zone in Hampden Township. Commercial, institutional, and office uses along Market Street in Camp Hill are adjacent to

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the Commercial Limited District in Hampden Township. The Hampden Township Zoning Ordinance states that the purpose of the Commercial Limited District is, “to provide appropriate locations for office, limited commercial and residential usage where a proliferation of unrestricted commercial usage would be undesirable. The regulations which apply within the district are designed to encourage the formation and continuation of a quiet, compatible and uncongested environment for business and professional offices intermingled harmoniously with existing residences...”

- South of SR 581, the Industrial General Zone in Hampden Township adjoins light industrial type uses in Camp Hill.

Lower Allen Township

- Lower Allen Township borders portions of Camp Hill Borough and Lemoyne Borough. In Camp Hill, industrial and commercial uses along Spangler Road border the Single Family Established Residential zone and the Industrial/Commercial zone. The potential exists for conflicts between industrial uses in Camp Hill and residential uses in Lower Allen Township, but the same potential for conflicts exists within the township between the two abutting zones listed above. The railroad and a tree line separates the residential development in Lower Allen Township from the industrial uses in Camp Hill, which helps to mitigate the potential for conflicts.
- Industrial, commercial, office, and residential multifamily uses in Camp Hill border the Industrial/Commercial zone in Lower Allen Township. The Lower Allen Township Zoning Ordinance states that the intent of the Industrial/Commercial District is, “to provide for the orderly and integrated development of existing and future service establishments, industrial uses, offices, and a mix of commercial uses, including wholesale and retail establishments, exclusive of incompatible industries and high traffic-generating uses...” The existing land use in Camp Hill is generally consistent with the existing zoning in Lower Allen Township.
- In Lemoyne, commercial uses border the Single-Family Established Residential zone, the Neighborhood Commercial zone, and the Multi-Family Residential zone. The potential may exist for conflicts between the uses in the two municipalities, but the highway, SR 581, acts as a physical divider between the municipalities.

New Cumberland Borough

- New Cumberland Borough borders Lemoyne Borough to the southeast. Residential uses in Lemoyne border the Residential (R1 and R1A) zoning districts in New Cumberland, indicating compatibility between the bordering uses.
- The Industrial District is located along the railroad tracks in New Cumberland Borough, which is compatible with the railroad uses in Lemoyne.

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E.3 Natural, Cultural, and Historic Resources Profile

Introduction

Natural, cultural, and historical resources have been highly influential in shaping the region into what it is today. Historic and cultural resources contribute to the physical appearance of the region in the architectural styles of buildings, and the traditions and customs that highlight the region's heritage and diversity, such as the annual Greek Festival in Wormleysburg. Several environmental and natural resources found within and near the Imagine West Shore region have an influence on habitat patterns, the quality of life for residents, and the ways in which the boroughs are able to use land and water resources. These natural characteristics of the community include the physical geography, topography, soils, geologic formations and physiographic provinces, water resources, woodlands, and wildlife.

This chapter will identify the natural, historic, and cultural resources in the region and analyze their characteristics and influence on the region. Information presented in this chapter is designed to help local, regional, and state government officials, developers, and citizens make more informed planning decisions regarding the protection, preservation, increased awareness, promotion, or remediation of these resources, and the ways in which they affect the location and degree of development.

Much of the data described in this chapter pertaining to natural resources were referenced from the Cumberland County Comprehensive Plan and the Cumberland County Natural Areas Inventory. The Imagine West Shore region consists of three boroughs, which by their very nature have historically seen a greater amount and density of development than some of the more natural or agriculturally oriented townships of the county. The IWS region is characterized by well defined, built communities with development-serving infrastructure in place. Much of the development that is likely to occur in the future will be in the form of infill development and redevelopment of existing sites. Therefore, in the discussion on natural resources, an emphasis is placed on features that limit or direct subdivision and land development activity and their resultant impacts on future development in the boroughs.

Historic and cultural resources are discussed following the discussion on natural resources. This section provides a history of each of the three boroughs, adapted from existing sources as noted, as well as significant natural and cultural attributes of the region.

Climate

The Imagine West Shore region and Cumberland County are considered to be of the Humid Continental climate type. Most of the weather systems that influence the area originate in the Central Plains of the United States, but secondary flows originating in the Gulf of Mexico are also influential and moist airflow from the Atlantic Ocean is a modifying factor. Prevailing wind directions in the area are from the northwest in the winter and from the west in the spring. The average wind speed is 10 mph.

Average annual precipitation in the county is about 46 inches and monthly average precipitation ranges from a minimum of 2.6 inches in February to a maximum of 4.3 inches in August. Snowfall is considered to be light to moderate. Average annual temperature is about 50 degrees F, with an average summer temperature of 76 degrees F and an average winter temperature of about 32 degrees F.

Climate should be considered in the design of structures as it can influence the amount of energy that is required to heat or cool a building. The orientation of buildings as well as landscaping such as tree lines that act as a barrier to winds can maximize energy efficiency of a site with respect to climate.

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Physiography

The Imagine West Shore (IWS) region municipalities are located in the Great Valley Section of the Ridge and Valley Province. The Great Valley Section consists of a very broad lowland that lies south of Blue Mountain in southeastern Pennsylvania. Local relief is low to moderate, usually less than 100 feet. The underlying rock types range from limestone and dolomite in the southwestern portion, to shale, slate, and sandstone in the northeastern portions. Limestone and other carbonate geology create the Karst topography that is located in the Great Valley Section, and can be found in the region. Sinkholes are often common in areas of karst topography and can be detrimental to built areas when they occur.

As graphically shown on Map E.3.2, karst topography in the IWS region is primarily a result of the Limestone Member of the Martinsburg Formation. This formation is concentrated in areas of Wormleysburg and Camp Hill Boroughs. As discussed in the geology section, this formation is prone to developing sinkholes and is a direct path to the region's groundwater resources. Stormwater runoff, antiquated stormwater and sanitary sewer conveyance pipes, or a festering waterline line leak are examples of issues that can all lead to the formation of sinkholes. Depending on their location and extent, sinkholes can be a threat to public safety and may be costly to repair.

Topography and Steep Slopes

The topography of a landscape greatly affects the degree of development that is possible. Although the Imagine West Shore region is not entirely flat, it does not contain a great deal of terrain. Elevations generally range from 100 meters to 140 meters. In general, areas of steeper slope are more susceptible to erosion than shallow slopes and flatlands. In order to ensure that erosion does not negatively impact the region's natural landscape or contribute to sediment in the region's streams, an erosion and sedimentation control plan must be prepared and approved for all major subdivision and land development proposals.

The IWS region can be considered a developed region with little to no land for new development. Historically, development occurred on the least constrained land leaving areas with environmental constraints, such as steep slopes, alone. This is true for the IWS region. Although the region may not have a significant amount of vertical relief, Lemoyne and Wormleysburg have impressive viewsheds of the Susquehanna River and the City of Harrisburg. However, as this region begins to redefine itself, land that was once thought to be unbuildable or not usable may be considered prime development land by developers.

Steeper slope areas generally follow valleys associated with streams and drainageways or areas of extreme relief; therefore, it is important that these areas are protected for not only their natural assets but also for human enjoyment.

The region's topography is graphically shown on Map E.3.1.

Geology and Aquifers

Geology in the IWS region is graphically depicted in Map E.3.2. Rocks in the region were formed during the Ordovician Period, as were many of the rocks in the Great Valley Section of the Ridge and Valley Province. Specific geologic formations found in the IWS region are discussed in this section.

The Pennsylvania Department of Environmental Protection defines an aquifer as a formation, group of formations, or part of a formation that contains sufficient saturated, permeable material to yield significant

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quantities of water to wells and springs. Hydrogeologists have identified four principle types of aquifers in the state: sand and gravel, sandstone and shale, carbonate rock, and crystalline rock. The IWS municipalities are underlain by sandstone and shale, and carbonate rock aquifers.

Sandstone and shale aquifers contain sandstones, siltstones, and shales, and are the predominant component of Pennsylvania's bedrock. Where shales are predominant, such as the case in the IWS region, the water is hard and lower yields are produced at 5-20 gal/min. Drilling on a fracture intersection can increase yields substantially.

Carbonate rock aquifers consist of limestone and dolomite. Caves, solution channels, subsidence and sinkholes are caused by water dissolving portions of the carbonate rock. Water in the area can be very hard and contain relatively large amounts of dissolved solids, but yields of several thousand gallons per minute are possible.¹

As identified in the Community Facilities Chapter, potable water is supplied by Pennsylvania American Water Company; therefore, water resource protection shifts from individual wells to community wells. The region is also underlain by limestone geology which can act as a direct conduit for contaminated surface water to interact with the area's groundwater making it more difficult to treat. Threats to groundwater include: over-fertilization of landscaping, stormwater runoff, illegal disposal of petroleum products, leakage from underground tanks, tanker truck accidents and rail derailments resulting in spillage of hazardous fluids, to name a few.

The following geologic formations are located in the region.

Chambersburg Formation

The Chambersburg Formation is comprised of limestone and produces rolling valleys of low relief. The surface drainage is good, but the permeability of the groundwater is considered to be poor. The Chambersburg Formation is considered to be a good quality foundation for light to medium structures, but should be excavated for sound material and investigated thoroughly for sinkholes. In the IWS region, the Chambersburg Formation is found in Lemoyne, generally on the south side of Market Street between the Susquehanna River and Elm Street.

Hamburg Sequence Rocks

The Hamburg Sequence rocks are considered to be a shale sedimentary formation. In the IWS region, they are found in Wormleysburg and Lemoyne, north of Market Street and south of Walnut Street.

Martinsburg Formation

The Martinsburg Formation is a gray to dark-gray shale that is found east of the Susquehanna River and contains interbedded red and green shale. This formation produces rolling valleys of medium relief and has good surface drainage. Groundwater yields of 10 to 50 gallons per minute are obtained from most wells, and the most favorable location for obtaining high yields is upland stream valleys. The Martinsburg Formation is considered to be a good quality foundation for heavy structures, but should be excavated to sound material. The Martinsburg Formation is found in various locations in all three boroughs.

¹ Pennsylvania League of Women Voters, *Groundwater: A Primer for Pennsylvanians*.

Martinsburg Formation (Limestone Member)

The limestone member of the Martinsburg Formation is comprised of limestone, crystalline, and interbeds of shaly limestone. This formation is considered to have good surface drainage, and sinkholes are a possibility. The ground water is considered good to very good for public supply and industrial use. The limestone member of the Martinsburg Formation is found in all three boroughs in the IWS region.

Pinesburg Station Formation

The Pinesburg Station Formation is a light-colored, thick bedded, finely laminated dolomite that contains some limestone. The Pinesburg Station Formation is found in Camp Hill and Lemoyne Boroughs.

Rockdale Run Formation

The Rockdale Run Formation is considered to be about 2,000 to 2,500 feet thick, with the upper two thirds being made of light-bedded, sandy, fossiliferous, fine-grained limestone and the lower third of the formation being medium-bedded, finely laminated to homogenous, chert-bearing, fine grained limestone of a very light gray color with a pinkish cast. White, sandy beds are found within the upper part of this formation and form rolling lowlands. The Rockdale Run Formation is found in Camp Hill and Lemoyne Boroughs.

St. Paul Group

The Saint Paul Group is a buff colored, magnesium limestone containing numerous layers of chert. Rolling valleys of low relief are characteristic topography of the St. Paul Group. Sinkholes are common with this formation; surface drainage is poor, but subsurface draining is good. The foundation stability is considered to be of good quality for light to medium structures, but should be excavated to sound material and should involve a thorough investigation for possible collapse areas. The Saint Paul Group is found in Lemoyne and Camp Hill Boroughs.

Water Resources

An understanding of a community's water resources is critical to planning for future land uses and community facilities and services. Water resources provide domestic and commercial and industrial water supplies, provide recreational opportunities, support fire protection services, and have an inherent value to the environment. Water is a valuable and essential resource that must be understood and managed in order to protect the health, safety, and general welfare of the community. In municipal planning, the protection of water supplies is crucial and is carried out by strategically directing growth and development to suitable areas, minimizing excessive erosion, and by promoting safe use and disposal of pollutants such as fertilizers, industrial wastes, and sewerage effluent from septic systems.

Water resources can generally be described as groundwater or surface water. Groundwater is water contained in the soils and rock formations. Groundwater in the IWS region, as it relates to the aquifers present, is discussed in the Geology section above. Groundwater is derived from precipitation that has infiltrated and percolated through the soil. After reaching the water table in recharge areas, groundwater slowly moves toward points of discharge, such as surface waters, springs, and man-made wells. The pumping of wells draws water from all directions, changing the natural groundwater flow. These areas of modified groundwater flow, where groundwater leaves the aquifer and flows to the surface are called discharge areas.

Surface water is water on the surface of the ground and consists of perennial and intermittent streams, lakes, reservoirs, ponds, wetlands, springs, natural seeps and estuaries, and excludes water at facilities

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approved for wastewater treatment and constructed wetlands used as part of a wastewater treatment process.

Groundwater

The Department of Environmental Protection defines groundwater as, “water beneath the surface of the ground within a zone of saturation, whether or not flowing through known and definite channels or percolating through underground geologic formations, and regardless of whether the result of natural or artificial recharge. The term includes water contained in aquifers, artesian and nonartesian basins, underground watercourses and other bodies of water below the surface of the earth.”

In the IWS region Pennsylvania American Water Company primarily uses wells to supply residents with water. If groundwater becomes contaminated, the rate at which the substance reaches groundwater and the rate and extent at which the plume of contamination will travel and disperse depend on the thickness of the unsaturated zone and the nature of the rock itself. As discussed earlier, groundwater can become polluted from a variety of human activities; therefore, it is important that municipal officials, emergency response personnel, and Pennsylvania American Water officials develop a plan for a coordinated response should a threat to the groundwater occur.

Surface Water

The Pennsylvania Department of Environmental Protection defines surface water as “water on the surface of the earth, including water in a perennial or intermittent watercourse, lake, reservoir, pond, spring, wetland, estuary, swamp or marsh, or diffused surface water, whether such body of water is natural or artificial.”

Surface water is intricately connected to groundwater. The two “feed” one another, and also have the potential to contaminate one another. Run-off and ground-based pollutants often percolate into the water table, degrading groundwater. Contaminated groundwater, emerging from springs, wells, and marshes can pose threats to surface water.

The Susquehanna River is the most significant surface water feature in the region and is discussed in more detail in this section. The Conodoguinet Creek also flows through the region as do several unnamed tributaries to these two watercourses. A watershed is the entire land area drained by a particular stream network, and is often considered to be an appropriate framework for managing water resources.

As graphically shown on Map E.3.3, Camp Hill Borough is part of the Cedar Run Watershed even though Cedar Run is not located in the borough. Portions of the borough are also part of the Conodoguinet Creek Watershed, and Susquehanna River Watershed. All of Lemoyne Borough is located within the Susquehanna River Watershed, and the majority of Wormleysburg Borough is located within the Susquehanna River Watershed, with the exception a northern portion of the borough is located in the Conodoguinet Creek Watershed.

The Cedar Run generally flows from the southwest to the northeast through mostly urban lands in Lower Allen, Upper Allen and Hampden townships; Mechanicsburg, Shiremanstown and Camp Hill boroughs and a small portion of Monroe and East Pennsboro townships. Eighty-five percent of Cedar Run’s 13.86 square mile watershed is underlain with limestone. Limestone aquifers, and the underground springs that emanate from them, help keep water temperatures low and conducive to trout habitat.

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Cedar Run has a rich history surrounding the brown trout population it supports. The Main Branch and the Shiremanstown Branch have maintained a well-buffered coldwater fishery, evidenced by a naturally reproducing brown trout population and an associated healthy aquatic macroinvertebrate community. A 1982 survey of Cedar Run found a healthy brown trout population, with a diverse age and size stratification of wild trout, suggesting that natural reproduction was taking place. A recommendation was subsequently made to the Department of Environmental Protection, to designate Cedar Run as a High Quality Coldwater Fishery².

Chapter 93 of the Pennsylvania Code provides stream classifications which include Trout Stocking Fisheries (TSF), Cold Water Fisheries (CWF), Warm Water Fisheries (WWF), High Quality Waters (HQ), and Exceptional Value Waters (EV). TSF, CWF, and WWF classifications are based on maintenance or propagation of the fish species, or both, and the flora and fauna which are native to their habitat. The Special Protection waters, HQ and EV classifications are to be maintained and protected based on the chemical and biological water quality standards established for these classifications. HQ and EV waters are surface waters having quality which exceeds levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water. The difference between the two is EV waters are to be protected at their existing water quality because they have outstanding recreational or ecological values. HQ waters are also to be protected, but their water quality can be lowered if a discharge is a result of necessary social and economic development and all in-stream uses are protected. EV classification mandates a higher level of protection since the HQ classification provides for anti-degradation based upon specific criteria.

The Conodoguinet Creek and Susquehanna River are considered to be WWFs, but both the Conodoguinet Creek and portions of the Susquehanna River are considered to be impaired. Cedar Run is a CWF; therefore, development activities in Camp Hill Borough should be considerate of this important stream and watershed.

Though of lesser prominence, the unnamed tributaries that pass through individual neighborhoods also provide character, local habitats, and environmental diversity that should be valued and considered in future planning decisions.

Susquehanna River

The Susquehanna River is the most significant natural resource in the Imagine West Shore region. The river offers ecological and recreational benefits for residents, visitors, and wildlife, and serves as a visual aesthetic and defining characteristic of the region. In addition to the environmental benefits, the river and associated waterfront properties have the potential to serve as economic drivers for the region, and attract visitors for fishing, boating, and cultural events and festivals. The river also provides a sense of place, effectually creating the West Shore. Due to its vast array of functioning purposes, it is vital that the IWS region, in conjunction with other pertinent partners, take actions necessary to preserve and enhance this unique natural feature for the region.

Although the river has the potential to serve as a tremendous asset, it is important that residents, businesses, and public entities in the three boroughs are prepared to deal with the consequences directly related to riverside locations including personal property damages that may result from heavy storms, flooding, and ice jams.

A Natural Areas Inventory (NAI) was completed for Cumberland, Dauphin, and Perry Counties by the Pennsylvania Science Office of The Nature Conservancy in 2000 and updated for Cumberland County in 2003. The NAI documents the known outstanding natural features of flora, fauna, and geology in the

² Coldwater Heritage Partnership.

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county. In addition to the eight priority NAI sites that are located in Cumberland County, the NAI documents the importance of the Susquehanna River and its role as a larger scale natural system. “The Susquehanna River and its adjacent forested watersheds comprise one of the major corridors for the movement of biota in central Pennsylvania. This includes the habitat for resident species, habitat required for migrating birds on a biannual basis, habitat for resident and migratory aquatic animals, habitat needed for long term survival of plant species, and more.”³⁴

Floodplains

The Susquehanna River and Conodoguinet Creek are the two major water bodies in the region. The land area subject to occasional inundation is called the floodplain. Although floods occur in all seasons, studies of the relationships among storm intensity, duration, affected area, and seasonality suggest a tendency for flooding on principal streams to occur in winter and for floods on small streams to occur mostly in summer. Large flood areas are caused by storms of low rainfall intensity and long duration covering the entire area of principal watersheds. Small area floods are caused by storms of high rainfall intensity and relatively short duration. An exception to this is tropical storms which normally occur during the summer months and cause extensive flooding over large areas.⁵

Floodplains are defined by the severity of storm needed to flood an area. The most common measure of floodplain is the 100-year floodplain which delineates an area that is expected to flood during a storm which occurs on average, every 100 years. That is to say, there is a 1/100 chance that a flood of that caliber will happen in any given year, regardless of the last flood occurrence. Adequate floodplain management is crucial to municipalities that have extensive floodplain areas. Preserving floodplain areas from development disturbances minimizes potential damages to property and risk of injury due to extensive flooding. Allowing the floodplain areas to remain in their natural state will also minimize any major changes to the balance of the hydrologic system and provide a protective buffer to the waterways, thereby reducing pollutant levels which may reach the waterway. The unplanned encroachment of structures and land filling activities in floodplain areas has the potential of reducing the floodplain land area and water carrying capacity, thus increasing water heights, velocities, and flood hazards in areas beyond these encroachments. Incorporating conservation areas in the landscape along watercourses will be effective in preserving floodplain areas.

Floodplain areas are located within each of the three boroughs. The location of floodplains is graphically depicted on Map E.3.4. In Camp Hill Borough, the floodplain of the Conodoguinet Creek is located along Creek Road and Conodoguinet Drive. A portion of Lemoyne Borough near Market Street and the railroad tracks is located in the floodplain for the Susquehanna River. Much of Wormleysburg is located in the floodplain for the Susquehanna River or the Conodoguinet Creek. These areas include the entire length of Front Street, areas surrounding the Conodoguinet Creek in the northern portion of the borough, and in some locations, as far inland as North Third Street.

Wetlands

The Pennsylvania Department of Environmental Protection, the United States Environmental Protection Agency, and the United States Army Corps of Engineers define wetlands as, “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil

³ Natural Areas Inventory – Cumberland, Dauphin, and Perry Counties. Tri-County Regional Planning Commission, 2000.

⁴ Land Partnerships – A Countywide Strategy for Open Space Preservation and Smart Growth, 2006.

⁵ Cumberland County Comprehensive Plan

conditions, including swamps, marshes, bogs and similar areas”⁶. Wetlands are identified by hydric soils, hydrophytic vegetation, and the presence of water during the growing season.

Wetlands are important for a number of reasons. They provide habitat for most threatened and endangered species. Wetlands provide food for game fish and other animals, including nesting birds. They function to reduce flooding by absorbing additional waters and slowing the pace of water to neighboring creeks and streams. Wetlands also act to buffer creeks and streams from excessive erosion and sedimentation.

Since the IWS region is a developed community, wetlands primarily exist along the Susquehanna River and Conodoguinet Creek. Pockets of wetlands may exist throughout the region that have not been identified on the National Wetland Inventory Map. These pockets play just as important of a role as large wetlands located adjacent to the rivers and streams and should be protected from being filled or disturbed.

Wetlands in the IWS region are shown on Map E.3.4.

Forested and Woodland Areas

Forested areas of the region and Pennsylvania provide multiple benefits to the citizens of the region and the Commonwealth. These include:

- Improvements in air quality
- Improving water quality
- Providing habitat for a variety of plant and animal species
- Providing recreation and scenic opportunities
- Protection from floods and erosion
- Reduce heating and cooling needs
- Cools surface water runoff

Large forested areas or woodlands in the region are graphically shown on Map E.3.5. They generally follow streams and drainageways or are located on the face of steeper slopes. Since the region is considered a developed community, these forested or woodland areas are an important natural asset and contribute to the human environment. Not visibly seen on Map E.3.5 are the many street trees and yard trees located throughout the region. They are just as important as large wooded tracts as they help with reducing cooling and heating needs, reduce stormwater runoff, provide for backyard wildlife habitat, and increase property values.

Street tree and yard tree planting should be encouraged by the boroughs in addition to preserving the large wooded tracts.

Soils

The qualities of soils determine a soil's capability of supporting various types and intensities of land uses. For example, Residential development in general is adaptable to a wider range of conditions, though the intensity of residential development can be limited by the cost of excavation. Industrial uses favor soils that are sturdy enough to withstand the heavy weights associated with the construction and operation of large industrial operations. These characteristics of soils are inventoried in this section and can be used in determining future land uses in the region; however, since the majority of the region is developed the

⁶ Pennsylvania Code 93.1

reliance on soil conditions in making land use decisions is diminished. Notwithstanding that, it is still important to understand the makeup of the soils that support the built environment. Map E.3.6 represents a general map of the different types of soils in the IWS region.

Hydric Soils

In recent years, wetlands have been given increased attention as a valuable resource. One of the decisive indicators of wetlands is the presence of hydric soils. The values of wetlands are further discussed in the “Water Resources” section of this chapter.

The USDA Natural Resources Conservation Service (NRCS) defines hydric soils as, “soils that form under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part. The concept of hydric soils includes soils developed under sufficiently wet conditions to support growth and regeneration of hydrophytic vegetation. Soils that are sufficiently wet because of artificial measures are included in the concept of hydric soils. Also, soils in which the hydrology has been artificially modified are hydric if the soil, in an unaltered state, was hydric. Some series, designated as hydric, have phases that are not hydric depending on the water table, flooding, and ponding characteristics.”

When describing hydric soils, it is helpful to know the drainage conditions of the soil. The NRCS considers soils to be *somewhat poorly drained* if water is removed slowly enough that the soil is wet for significant periods during the growing season. A soil is *poorly drained* if water is removed from the soil so slowly that the soil is saturated periodically during the growing season or remains wet for long periods of time. A soil is considered *very poorly drained* if water is removed from the soil so slowly that free water remains at or on the surface during most of the growing season.⁷

Hydric soils in the IWS region are considered hydric because they are poorly drained or very poorly drained and have a water table at a depth of 1.0 foot or less during the growing season if permeability is less than 6.0 in/hr in any layer within a depth of 20 inches. A few hydric soils in the region are defined as such because they are frequently ponded for long or very long durations during the growing season. Hydric soils are listed in Table E.3.1 and are graphically displayed in Map E.3.3.

Prime Agricultural Soils

The U.S. Department of Agriculture recognizes that responsible levels of government, as well as individuals, should encourage and facilitate the wise use of our Nation’s “prime farmland”. Prime farmland is of major importance in meeting the Nation’s short and long-range needs for food and fiber.

The U.S. Department of Agriculture’s Natural Resource and Conservation Service classifies certain soils as Prime Farmland; Farmland of Statewide Importance is another agriculturally significant classification given to certain soils.

Cumberland County has many productive working farms that are situated on prime farmland or farmland of statewide importance. Although agricultural preservation is not directly linked to the three boroughs due to their urban, built characteristics, encouraging development and redevelopment in the IWS region, where necessary infrastructure exists, will in turn help to alleviate development pressures on agricultural lands in other parts of the county. In this way, the three boroughs have the potential to assist in agricultural preservation efforts.

On-Lot Sewage Disposal Systems

⁷ USDA, NRCS

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Although the IWS region is serviced by public sewerage systems, the characteristics of soils in the three boroughs were reviewed to determine probable soil limitations for on-lot sewage disposal systems. The United States Department of Agriculture, Natural Resources Conservation Service (NRCS) determines the degree and kind of soil limitations that affect on-lot disposal systems. The rating class terms indicate the extent to which the soils are limited by all of the soil features that affect these uses.

- *Not Limited* indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected.
- *Somewhat Limited* indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.
- *Very Limited* indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

The following table lists the types of soils located in the IWS region, and notes if they are considered to be hydric soils and what limitations are present for on-lot disposal systems. Although the majority of soils in the region are considered to be very limited for on-lot sewage disposal, it should be noted that because of the public sewer services in the region, the likelihood of an on-lot septic system being installed is rare. However, this plan is meant to serve as a tool that can educate its readers on the limitations of soils and the benefits of a public sewerage system. The spatial locations of the different types of soils are graphically depicted in Map E.3.6.

Table E.3.1 Characteristics of Soils in the Imagine West Shore Region

Map Symbol	Soil Name	Location	Hydric	OLDS Limitation Septic Tank	OLDS Limitation Sewage Lagoon
Aw	Atkins	Camp Hill	No	Very Limited	Very Limited
BdB	Bedington shaly silt loam, 3 to 8 percent slopes	Camp Hill, Wormleysburg	No	Somewhat Limited	Somewhat Limited
BdC	Bedington shaly silt loam, 8 to 15 percent slopes	Camp Hill, Lemoyne	No	Very Limited	Very Limited
BeB	Berks shaly silt loam, 3 to 8 percent slopes	Camp Hill, Lemoyne, Wormleysburg	Yes	Very Limited	Very Limited
BeC	Berks shaly silt loam, 8 to 15 percent slopes	Camp Hill, Lemoyne, Wormleysburg	Yes	Very Limited	Very Limited
BeD	Berks shaly silt loam, 15 to 25 percent slopes	Camp Hill, Lemoyne, Wormleysburg	No	Very Limited	Very Limited
BpB	Blairton silt loam, 3 to 8 percent slopes	Camp Hill, Lemoyne, Wormleysburg	Yes	Very Limited	Very Limited
Ch	Chavies fine sandy loam	Lemoyne, Wormleysburg	No	Very Limited	Very Limited
DuA	Duffield silt loam, 0 to 3 percent slopes	Camp Hill	No	Somewhat Limited	Somewhat Limited
DuB	Duffield silt loam, 3 to 8 percent slopes	Camp Hill, Lemoyne	No	Somewhat Limited	Somewhat Limited
EdC	Edom silty clay loam, 8 to 15 percent slopes	Wormleysburg	No	Somewhat Limited	Very Limited

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Map Symbol	Soil Name	Location	Hydric	OLDS Limitation Septic Tank	OLDS Limitation Sewage Lagoon
EdE	Edom silty clay loam, 25 to 40 percent slopes	Wormleysburg	No	Very Limited	Very Limited
HaA	Hagerstown silt loam, 0 to 3 percent slopes	Camp Hill, Lemoyne	No	Somewhat Limited	Somewhat Limited
HaB	Hagerstown silt loam, 3 to 8 percent slopes	Camp Hill, Lemoyne	No	Somewhat Limited	Somewhat Limited
HaC	Hagerstown silt loam, 8 to 15 percent slopes	Camp Hill, Lemoyne	No	Somewhat Limited	Very Limited
HcC	Hagerstown silt loam, rocky, 8 to 15 percent slopes	Lemoyne	No	Somewhat Limited	Very Limited
HuA	Huntington silt loam, 0 to 5 percent slopes	Camp Hill	Yes	Very Limited	Very Limited
Me	Melvin silt loam	Camp Hill	Yes	Very Limited	Very Limited
Mf	Middlebury soils	Wormleysburg	Yes	Very Limited	Very Limited
Pt	Pits, quarries	Lemoyne	Yes	Not Rated	Not Rated
Ub	Urban Land	Camp Hill, Lemoyne, Wormleysburg	No	Not Rated	Not Rated
Wa	Warners silt loam	Camp Hill	Yes	Very Limited	Very Limited
WeD	Weikert very shaly silt loam, 15 to 25 percent slopes	Camp Hill, Wormleysburg	No	Very Limited	Very Limited
WkF	Weikert and Klimesville very shaly silt loams, 25 to 75 percent slopes	Camp Hill, Lemoyne, Wormleysburg	No	Very Limited	Very Limited

Sources: USDA, NRCS, RETTEW Associates, Inc., ARRO

Radon Concentrations

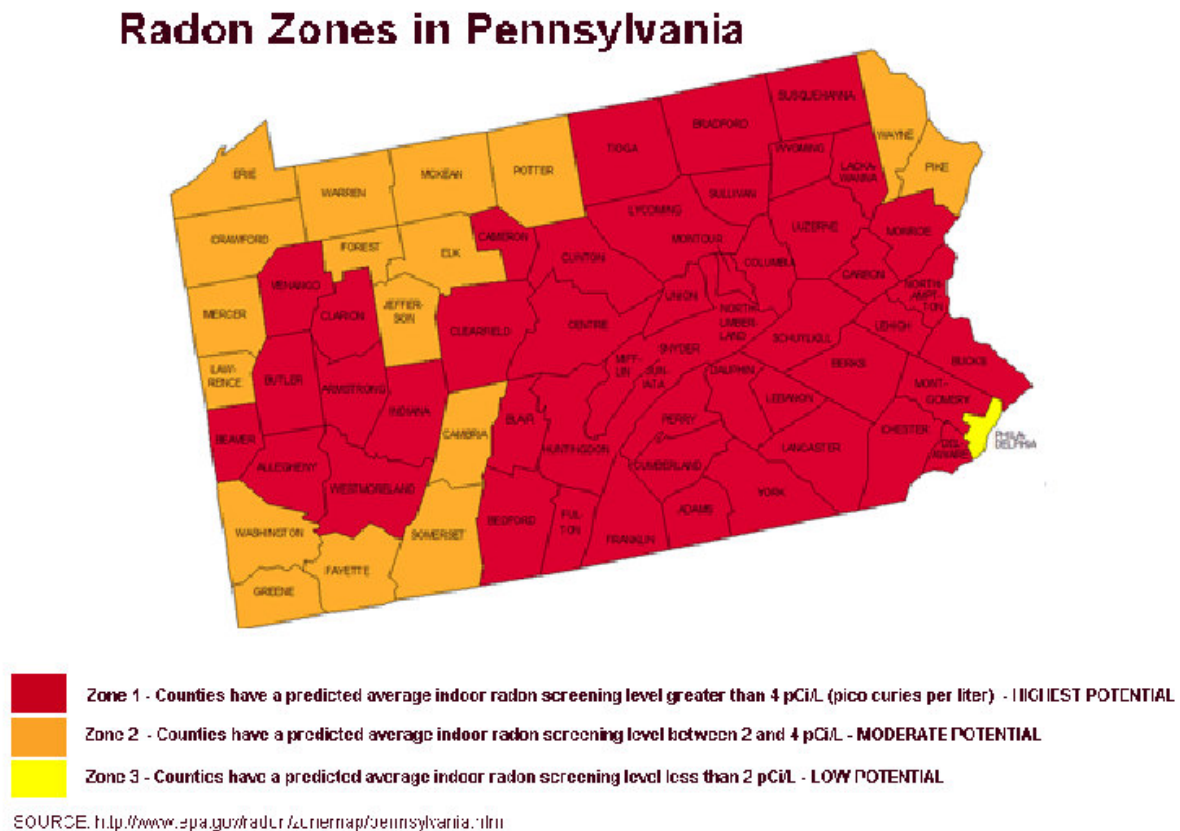
Radon is a tasteless, odorless, colorless, naturally occurring radioactive gas that comes from the breakdown of uranium in rocks and soil. Radon presents a significant danger to humans; it is the second leading cause of lung cancer and is estimated to cause approximately 15,000 deaths in the United States annually.

An estimated 40% of Pennsylvania homes have radon levels greater than Environmental Protection Agency (EPA) guidelines recommend. Radon enters homes through hollow block walls, cracks in the foundation floor and walls, and openings around floor drains, pipes, and sump holes. Property owners can test for the amount of radon in their homes by using a Pennsylvania certified test device or by hiring a Pennsylvania certified tester to perform the test. There are two types of radon tests. The short term test is placed for 2 to 7 days and provides a quick screening result. Closed house conditions must be maintained during these tests. The long term test is placed for 3 to 12 months and provides a long term average of the home's radon level. Closed house conditions are not required for the long term test.

If, after conducting a test for radon, it is determined that the home has radon levels higher than recommended by EPA, radon levels can be reduced by installing a radon mitigation system. The most common type of system uses an arrangement of plastic pipes and a fan to vent the radon gas to the outside air. Map E.3.7 shows radon zones in Pennsylvania. The IWS region is considered to be in an area of highest potential.

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Map E.3.7. Radon Zones in Pennsylvania



Source: Environmental Protection Agency

Environmental Constraints

In order to protect the most sensitive natural resources in the IWS region, a conservation overlay has been developed to be used as a supplement to the future land use plan. It accounts for floodplains, wetlands, stream corridor protection, and areas of steep slope. Map E.3.8, Environmental Constraints, indicates areas of unique natural features that mandate attention and may require more stringent regulations.

Overlay districts are often applied to municipal ordinances that regulate land use and development as a way to protect environmental features, and impose additional regulations or restrictions on the development and use of the land. This plan recommends that the environmental constraints be compiled into a conservation overlay, to be used as a supplement to the future land use. Potentially, the conservation overlay may be developed as an overlay district in municipal zoning ordinances to ensure protection of the area's natural resources.

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Slope Protection

The comprehensive plan recognizes steep slopes and hillsides as unique areas which are fragile and susceptible to erosion, landslides, mudslides, and degradation of their natural vegetation. Conventional development practices often increase these threats. By protecting this asset, the IWS region intends to:

- Guide development away from steep slopes.
- Minimize grading and other site preparation in steep areas.
- Provide a safe means for ingress and egress while minimizing scaring from hillside construction.
- Preserve natural conditions in steep areas.
- Prevent flooding and the deteriorating effects of erosion to streams and drainage areas.

Although much of the region has been developed, it is recommended that areas of prohibitive slopes, those slopes 25% and greater, and cautionary slopes, those slopes 15% to 25%, be subject to regulations that will control the intensity of development that can occur in these sensitive areas. Prohibitive slopes and cautionary slopes are included in the conservation overlay.

Stream and Surface Water Protection

The comprehensive plan identifies and recognizes the Susquehanna River, Conodoguinet Creek, Cedar Run, and their tributaries as important hydrological assets that support sensitive ecological habitats. It is the intent of this plan to preserve natural and man-made waterways to:

- Protect wildlife.
- Reduce human exposure to high water and flood hazards.
- Preserve existing vegetation along waterways, lakes, and ponds.
- Minimize scenic degradation.
- Protect water quality by reducing stormwater runoff.

Wetland Protection

Wetlands are unique places that have several socioeconomic, environmental quality, and wildlife values associated with them. As such, the comprehensive plan recognizes that wetlands are a sensitive hydrologic natural resource that should be preserved. Damaging or destroying wetlands threatens public safety and the general welfare. Because of their importance, wetlands are to be protected from negative impacts of development and other activities. It is the intent of this plan to:

- Require planning to avoid and minimize damage of wetlands whenever prudent or feasible
- Require that activities not dependent upon wetlands be located on other sites
- Allow wetland losses only where all practical or legal measures have been applied to reduce these losses that are unavoidable and in the public interest.

Floodplain Protection

Preserving floodplain areas from development is crucial in minimizing potential damages to property and the risk of injury caused by flooding. Allowing floodplain areas to remain in their natural state will also minimize any major changes to the balance of the hydrologic system and allow for groundwater recharge. Areas identified in the 100-year floodplain have been included as an environmental constraint.

Historic Resources

Early Inhabitants

Prior to settlement of the area by European settlers, several Native American inhabitants lived along the banks of the Susquehanna River and in other parts of what is now Cumberland County, including the Susquehannock and Shawnee tribes. Westward colonial expansion produced a flow of settlers into the Cumberland Valley including many Scotch-Irish, and prior to the American Revolution, large numbers of German emigrants. The increasing number of settlers resulted in the need for a more central governmental body as the closest government seat was Lancaster City. Through the Act of January 27, 1750, Governor James Hamilton directed the formation of Cumberland County, named after Cumberland County, England, as the sixth county in the Commonwealth. Its boundaries extended from the Susquehanna River and York County on the east to Maryland on the south, to the border of Pennsylvania on the west, and to central Pennsylvania on the north. Several other counties were formed from Cumberland County beginning in 1771.

Early Transportation Routes

As settlers moved west, several significant transportation routes traversed or were located in proximity to the present day IWS region. To reach the west shore, settlers crossed the Susquehanna at Simpson's Ferry to the south, located near the mouth of the Yellow Breeches Creek, or at Harris's Ferry, near the present site of the Market Street Bridge. Both of these routes were established in the 1730s, and major land routes west started from these locations.

The Great Road began at the site of John Harris's Ferry and continued through Cumberland County through Carlisle and west to Shippensburg. In the eastern part of the county, in the "Manor of Lowther", The Great Road was in poor condition; the route was officially designated by the courts in 1744, but it was many years until it was cleared and bridged. Trindle Spring Road, also known as The Mud Road, branched to the southwest off of The Great Road with a toll house at 28th Street and Market Street in present day Camp Hill.

Once the state capitol moved to Harrisburg in 1812, work began on the Camelback Bridge, the first bridge to span the Susquehanna, near the present day location of the Market Street Bridge. The Walnut Street Bridge was not constructed until 1890. The Camelback Bridge was destroyed by a flood in 1902, and a two-lane replacement bridge was built in the same location in 1905. The current Market Street Bridge reflects improvements made to the replacement bridge in 1926 to widen the structure.⁸

Influence of the French and Indian War

The influence of the French and Indian War on the IWS region is evidenced by Fort Pleasant in Camp Hill. Following the defeat of British General Braddock in his campaign to capture Fort Duquesne in western Pennsylvania in 1755, it was feared that the Delaware and Shawnee tribes that supported the French and new the trails across Pennsylvania, might use them to take a revenge on the settlers who occupied the land where they once lived. As a result, the Provincial Government authorized forts to be constructed in Carlisle and Shippensburg to guard against raids. Fort Pleasant represents one of several private forts established in the county that was self-sustaining and maintained by volunteers.

⁸ Wikipedia.

Early Economic Characteristics of the Region

Prior to the Revolutionary War, the economy in Cumberland County was primarily agrarian based. By the early 1800s, significant changes started occurring in the county including the establishment of schools, the introduction of public infrastructure, and the development of newspapers, hotels, and other businesses. Although local investment in agriculture continued to exceed investments in manufacturing, a variety of industries developed and included metals and metal products, textiles, leather and leather goods, and milling.

Influence of the Civil War

The Civil War created a heavy demand for goods produced in the county and as a result, the economy prospered. However, daily life was disrupted because of the hundreds that went to fight and for a brief period of time, Confederate troops occupied several locations in the county. This time period also saw the expansion of utilities, services, and facilities in the county, improvements in the transportation system, and the establishment of higher education institutions.

Camp Hill, Lemoyne, and Wormleysburg Boroughs were all created from the larger East Pennsboro Township around the turn of the 20th century. Camp Hill was incorporated as a borough in 1885 and Lemoyne and Wormleysburg were incorporated in 1905 and 1908, respectively.

Incorporation of Camp Hill Borough

The area that is now known as Camp Hill Borough was originally known as Oyster Point. Tobias Hendricks, a Penn family retainer, opened a tavern on the Great Road in about 1750. In 1814, Abraham Oyster opened a rival “ordinary” nearby and gave the hamlet its first known name. After 1851, the place became informally known as White Hall in reference to a private academy built that year. The first post office was opened on November 7, 1867 and took the name of Camp Hill, presumably in reference to the religious camp meetings that were conducted on a hill in the area. The name only lasted twenty seven days when the post office became Eberlys Mills, but the postal designation for the village was reverted to Camp Hill again on October 8, 1869. Camp Hill was incorporated as a borough on November 10, 1885.⁹

Incorporation of Lemoyne Borough

Around 1845, Lemoyne was known as Bridgeport because of its location on the west end of the first Harrisburg bridge; it was not until the bridge totally replaced the ferries that the town began to grow. Lemoyne Borough was formally incorporated on May 25, 1905. The name came from an early settler, a French trader, who acted as a frontier diplomat during the French and Indian War. Originally “Le Moyen”, the words translate literally as “the go between” or “the mediator”. The name was fitting as Lemoyne evolved as the go between in the transportation of goods, people, and service between Harrisburg and the west shore.

Although Lemoyne is relatively one of the youngest boroughs in the county, its history points to several notable “firsts” including one of the oldest buildings west of the Susquehanna, the old stone house built in 1724 by John Harris for his partner in the ferry business, William Kelso. The Kelso Ferry House was developed on the Manor of Lowther, a proprietary manor established in the 1720s by Thomas Penn, son of William Penn. The manor extended westward from present day Lemoyne for six miles; most of the manor was sparsely populated, but a small community grew up around the Kelso Ferry House. Lemoyne was also the starting point for the Great Road and the western terminus for the Cumberland Valley

⁹ *Camp Hill, A History*. Robert Grant Christ. Please refer to this publication for a detailed history of Camp Hill Borough.

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Railroad until the first railroad bridge was built. The world's first railroad sleeping car left Lemoyne daily heading west through the Cumberland Valley.

In June of 1863 during the Civil War, Lemoyne became a key military point because of its strategic location in relation to key transportation routes. When it became evident that the southern army intended a northern invasion, Union military authorities created a Department of Susquehanna under Major General Darius Couch with headquarters in Harrisburg. Three separate forts were built on the west side of the river. Fort Washington, the easternmost structure, remained as a deep trench and is still evident at the summit of the hill on Old Fort Road. Fort Couch was located to the west and the remains of it are clearly visible on the west side of Eighth Street between Ohio and Indiana Avenues in Washington Heights. A state historical marker at Eighth and Market Streets indicates that this fortification was named Fort Washington. Local historians indicate that all of the forts were named after Washington, but that the Eighth Street section was named for General Couch. Although no battles were fought, the forts served appropriate precautions.

A small gathering of homes to the south of Bridgeport was given the name of Riverton, and the two communities were later combined to form a larger town. Development in the area increased dramatically after managers of the Hummel Estate, the family that owned much of the land, laid out and sold plots of land. The business section of town began to develop and included a grocery store, jewelry store, and bicycle shop. Oil street lamps were installed and McCoy Sherman was hired by the town fathers as the official lamplighter. The first flour mill was established in 1890, and public schools were created in 1891 at Third and Hummel, and in 1894 at the Herman Avenue School. The first churches, the Grace Evangelical Church, and the Church of Christ, were built in the same year.

Until 1896, all mail was received from Wormleysburg. The growing town was awarded a post office in 1897, but the post office rejected the names of Bridgeport and Riverton to avoid confusion with existing place names. The name Lemoyne was suggested by Dr. Bowman, in honor of Charles LeMoyne, a French soldier who had explored along the Ohio River and later settled south of Harrisburg. Although he had no particular connection with the town, his name was chosen because he had not been honored in any way for his work. Lemoyne was incorporated as a Borough on June 27, 1905. Major developments were made following incorporation including the introduction of public utilities and the construction of a new school building. The original borough boundaries were the Susquehanna River on the east, the Cumberland Valley Railroad on the north, the Philadelphia and Reading Railroad on the south, and the McCormick Estate on the west, which contained 128 acres. The section north of the Pennsylvania Railroad, including the Fort Washington area, was annexed in 1920.¹⁰

Incorporation of Wormleysburg Borough

John Wormley settled on the West Shore and was deeded land in 1772. His son, John Wormley, Esquire, inherited the estate and founded the town of Wormleysburg in 1845. The John Wormley House is a symbol of community heritage and can be found at the corner of Front and Walnut Streets in Wormleysburg. This structure is the only structure in the IWS region that is listed on the National Register of Historic Places.

The Town of Wormleysburg was incorporated into a borough on May 13, 1908. The original borough was bound by the Borough of Lemoyne on the west, Pine Street on the north, the Market Street Bridge on the south, and the Susquehanna River on the east. In 1928, the borough annexed a portion of land north of Ferry Street from East Pennsboro Township. A second annexation occurred in 1952 when the borough annexed 1,000 acres north to the Conodoguinet Creek and west to 21st Street and the area south from

¹⁰ *History of Lemoyne*. Virginia Baum. Please refer to this publication for a detailed history of Lemoyne Borough and for a history of events since its incorporation as a borough.

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Houck Street, through the bottleneck to Third Street in Lemoyne. Following an extended lawsuit from the township, Wormleysburg reduced its claim to east of Erford Road and agreed to give up the western part of the bottleneck to Lemoyne in exchange for the Pennsboro Manor development with its one acre lots. Riverview Heights developed in the 1950s with suburban homes, apartment complexes, and condominiums.¹¹

Historic Resources Preservation

Historic preservation has not been in the forefront of activities in the IWS region. However, there are many options available for the three boroughs to take to identify and maintain historic and cultural resources. These items include preparing a historical resources inventory and map, working with the Pennsylvania Historical and Museum Commission, and working with local and county historical societies.

Another preservation component involves educating residents and local government leaders on the history of the community, and the various preservation tools that are available. Showcasing historical assets and encouraging preservation will help to create a better understanding of the history of the community, thus adding to residents' and visitors' sense of place, and encouraging an increased quality of life.

Legal Foundation for Historic Preservation

Many historic preservation techniques and programs are available to facilitate historic resource protection. Most techniques and programs evolved out of federal or state laws. An understanding of the legal foundation for historic preservation is helpful to determine what techniques and programs are available.

Federal Level

- The National Historic Preservation Act of 1966 (NHPA) earmarked the beginning of federal historic preservation policy. The NHPA was intended to stop the severe loss of historic resources in large cities and boroughs due to urban renewal. The legislation was intended to create a comprehensive framework for preserving historic resources through a system of reviews, regulations and incentives.
- The NHPA encouraged cooperation among federal, state and local governments to address historic resources protection. In Pennsylvania, the Bureau for Historic Preservation (BHP), an agency of the Pennsylvania Historical and Museum Commission (PHMC), is the state agency responsible for overseeing this coordination.
- The NHPA formalized the National Register of Historic Places. The NHPA also instituted the review process, discussed below, for any project that receives federal funds. The act also authorizes the Certified Local Government Program, which enables municipalities to participate directly in federal preservation programs and to access, through the state, certain funds earmarked for historic preservation activities.
- Section 106 Review Process
 - The Section 106 review process requires that any project using federal funds, which includes most PennDOT projects, be reviewed for its impact on historic resources either listed in, or determined to be eligible for, the National Register of Historic Places. Section 106 does not directly prohibit alteration or destruction of these resources, but it does require a thorough investigation of other alternatives and the consideration of mitigating measures.

¹¹ Wormleysburg Borough Website. The History of Wormleysburg was compiled based on research conducted by Ms. Kelli Wyland, Dr. William Cornell, and Gary Berresford

State Level

- The NHPA authorizes the appointment of a State Historic Preservation Office to administer provisions of the act at the state level. In Pennsylvania, the agency assigned to this responsibility is the PHMC. This entity is responsible for making initial determinations of eligibility for the National Register, managing state historic archives and administering a wide variety of historic preservation programs.
- The Pennsylvania History Code pertains to conservation, preservation, protection, and management of historical and museum resources and identifies PHMC as the agency responsible for conducting these activities. It outlines Pennsylvania's legal framework for historic preservation and mandates cooperation among other state entities in identifying and protecting historic and archaeological resources.
- Pennsylvania legislation provides the legal foundation for municipalities to adopt historic preservation ordinances through Act 167 and Act 247. The Historic District Act of 1961, Act 167 authorizes municipalities to create local historic districts and protect the historical and architectural character of the district through regulating new construction, building reconstruction, alteration, restoration, demolition, or razing of buildings within a certified local historic district. Local districts established under this act must be certified by PHMC. This act also requires the appointment of a Historical Architectural Review Board (HARB).
- The Pennsylvania Municipalities Planning Code (MPC), Act 247 which authorizes the use of municipal land use controls such as use regulations and area and bulk regulations, to protect historic resources. The MPC specifically regulates places having unique historical, architectural, or patriotic interest or value through the creation of a specific zoning classification.

County and Local Levels

- The county planning commission can support and provide necessary technical guidance to those municipalities that have an interest in adopting an historic preservation ordinance. The county planning commission can also assist with integrating historic resources in the county with other tourism initiatives.
- At the local level, municipalities can adopt single purpose historic preservation ordinances and establish architectural and historic review boards. Generally, historic preservation regulations are part of a zoning ordinance, but some municipalities choose to adopt stand-alone ordinances instead.

Identification of Historic Resources in the IWS Region

A community's history is contained in its historic resources. These resources may take many forms, including architecturally and historically significant buildings, sites, structures, objects, and districts. A comprehensive historic preservation program begins with the identification and evaluation of historic resources. Once this step is performed, programs can be developed for their preservation and enhancement.

National Register of Historic Places

- One tool for identifying historical features is the National Register of Historic Places, which is managed by the National Park Service. Placement of a building or structure on the National Register increases awareness of its level of importance as a historic place, but does not protect the structure.
- In the IWS region, the John Wormley House is the only structure that has been listed on the National Register of Historic Places. This property was listed on the National Register on November 21, 1976.

Historically Significant Properties

- Cumberland County Planning Department updated the county's list of historically significant properties in 2008. These properties are shown on Map E.3.9 and are listed in Table E.3.2.

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Table E.3.2. National Register Listing Status of Identified Properties in the IWS Region

Property Name	Municipality	Address	Status
John Wormley House	Wormleysburg	126 North Front Street	Listed
Enola Branch Line (Low Grade); Atglen & Susquehanna Branch, A & S	Lemoyne, Wormleysburg	----	Eligible
Cumberland Valley Railroad	Lemoyne	----	Eligible
Camp Hill Borough Building & Fire Hall	Camp Hill	2201 Market Street	Ineligible
Dr. John Bowman House	Camp Hill	2300 Market Street	Undetermined
Harvard C. Zacharias House	Camp Hill	101 N. 24 th Street	Undetermined
Jacob Haldeman House	Wormleysburg	400 Rupley Road	Undetermined
Jacob Wormley House	Camp Hill	353 N. 21 st Street	Undetermined
James W. Minich House	Camp Hill	2700 Cumberland Blvd.	Undetermined
Katherine Deen House	Camp Hill	225 Willow Avenue	Undetermined
Ralph Creamer Building	Camp Hill	248 Willow Street	Undetermined

Source: Cultural Resources Geographic Information Systems; Cumberland County Planning Department

Historic Marker Program

- Between 1914 and 1933, The Pennsylvania Historical Commission, predecessor to the PHMC, installed bronze plaques to commemorate significant individuals, events, and landmarks throughout the state. However, during the 1920s and 1930s, it was realized that the plaques were difficult to read from a moving vehicle. For this reason, the PHMC, created by the state legislature in 1945, developed the modern style of historical marker.
- PHMC revised its guidelines for historic markers in the 1970s to require, “that the person, event, or site to be commemorated have had a meaningful impact on its times and be of statewide or national rather than only local significance.” The most recent revision of the guidelines occurred in December of 1987 when the agency adopted a standard urging, “that significant subjects that have hitherto been given less attention by the Historical Marker Program receive more favorable consideration (other factors being equal) than subjects which have already had fuller coverage.”
- The following table lists historic markers that are located in the IWS region.

Table E.3.3. Historic Markers in the IWS Region

Marker Name	Date Dedicated	Marker Type	Location	Marker Text
Cumberland Rifleman	05/25/1948	Roadside	At park, Market St. between 24 th and 25 th Streets, Camp Hill	Capt. William Hendricks led from nearby Cumberland County points of a company of riflemen to Quebec, Canada. There they fought Dec. 31, 1775, at the side of Gen. Richard Montgomery. Hendricks was killed in action.
Fort Couch	08/10/1947	Roadside	8 th and Ohio Streets, Lemoyne	Remains of breastworks, at Eights and Ohio Streets, built before the Battle of Gettysburg, to oppose the expected Southern drive on Harrisburg. June 29, 1863, a few Confederate scouts neared here but withdrew.
Fort Couch	10/13/1953	City	Indiana Ave., between 8 th Street and West Park, Lemoyne	Remains of breastworks built in June 1863 to oppose an expected attack on Harrisburg by Confederate troops. Site then known as Hummel's Heights. Fort was named for General Couch, Commander, Eastern Pennsylvania Military Department.
Gettysburg Campaign	06/28/1963	Roadside	3025 Market Street, Camp Hill	Farthest advance of a body of Confederate troops toward Harrisburg. Southern units under General A.G. Jenkins of Ewell's Corps reached Oyster Point on June 28, 1863. On the next day defending militia faced them here in a skirmish in which both sides suffered casualties.
Harrisburg	08/01/1947	Roadside	Front Street at Market Street, Wormleysburg	Pennsylvania's capital since 1812. As Harris' Ferry, was settled a century before by John Harris Sr. Laid out as a town in 1785 by John Harris Jr. For over 200 years a center of travel,

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Marker Name	Date Dedicated	Marker Type	Location	Marker Text
				trade, and historic events.
Robert Whitehill	12/15/1991	Roadside	1903 Market Street, Camp Hill	Legislator and official lived here in Lowther Manor on land conveyed by the Penns in 1771. At the state's 1787 convention to ratify the U.S. Constitution, Whitehill led the Anti-federalist minority; he presented amendments later embodied in the Bill of Rights. A drafter of the 1776 state constitution, he served terms with both the legislature and executive council; was in Congress 1805-13.

Source: Pennsylvania Historical and Museum Commission

Although the resources identified in this section have been recognized, there may be other resources in the IWS region that have historical significance, but have gone unrecognized. Resources to consider for potentially local historical significance include old buildings and architecturally significant structures.

Historic resources within the IWS region are graphically shown on Map E.3.9.

Cultural Resources

Cultural resources help to increase awareness of the region's cultural heritage by highlighting and celebrating certain customs or traditions that have defined the community. Cultural events help to increase the quality of life for residents in the area and have the potential to attract visitors and serve as an economic booster for the region. Cultural and historical events in the IWS region include the Greek Festival, the Great Road Festival, and events sponsored by the Camp Hill Historical Society, among others.

In addition to these local cultural resources, residents of the region are afforded many more local attractions in the City of Harrisburg and surrounding areas.

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E.4 Transportation Profile

Introduction

Over the past century, people have become increasingly more mobile; this increase in mobility for people and products has led to an increased sense of freedom and a perceived decrease in barriers that are thought to occur as a result of distance alone. Therefore, a safe and efficient transportation system that eases mobility directly contributes to the quality of life in an area. The system provides mobility for people, products, and emergency services and must account for various modes of transit, including automobiles, trucks and freight vehicles, rail traffic, air transit, emergency services vehicles, bicycles and non-motorized traffic, and pedestrians. Understanding the composition, efficiency, and adequacy of a community's transportation system is essential.

The location, quality, and availability of transportation facilities also have a direct impact on the type of development, or redevelopment that is likely to occur in an area. Well planned transportation improvements can help to encourage ideal redevelopment projects. This section will inventory the existing transportation system in the three boroughs based upon existing Cumberland County and Harrisburg Area Transportation Study (HATS) data as well as existing planned improvements and identified areas of concern. Additional information concerning countywide and regional transportation planning can be found in the Cumberland County Comprehensive Plan and the HATS 2007 Update to the 2030 Regional Transportation Plan.

Regional Access

The proximity of the IWS region to the state capitol of Harrisburg has historically led the region to be integrated into a center for transportation and employment. Transportation infrastructure is in place that connects the IWS region to other destinations in the region and the state. The Harvey Taylor Bridge and Market Street Bridge provide direct access to midtown and downtown Harrisburg. Interstate 83 provides access to the "east shore", defined as land on the east shore of the Susquehanna River in Dauphin County, and south to York County.

The transportation network in the IWS region is also of importance to the state and the eastern seaboard. I-83 is considered to be part of the Harrisburg Beltway, which creates a loop around Harrisburg and the IWS region. The beltway consists of I-83 North, from the PA 581 interchange to where it meets with I-81, and then follows I-81 South to the PA 581 interchange; PA 581 completes the circle, connecting to I-83 just south of the IWS region. I-81 provides access to much of the east coast and is often seen as a viable alternative to I-95, especially as a route for commerce. Traffic and truck traffic volumes on I-81 have been increasing as this route grows in importance for goods movement. U.S. 11/15 enters the region to the north and travels through the region via the Camp Hill Bypass. Although not an interstate, this highway provides connections to other places in Pennsylvania and other major cities on the East Coast. To the north, US 11/15 travels until it splits near Sunbury; US 11 heads to the east and north and connects to Scranton, PA and Binghamton, NY; US 15 heads to the north and west and connects to New York. Heading south in the IWS region, US 11 splits and heads west, and US 15 travels south to Gettysburg and Maryland where it connects to Route 270 towards Washington, D.C. The Pennsylvania Turnpike (I-76), and US 22/322 are also located in proximity to the region. I-76 connects Philadelphia with Harrisburg and Pittsburgh and continues on through New Jersey and Ohio providing an integral east-west connection. US 22/322 provides access to eastern Pennsylvania and State College.

The extensive roadway network in the IWS region provides access to many east coast destinations for trucks and automobiles. Other forms of transportation infrastructure are also available in the IWS region or nearby. Railroads traverse the IWS region and several other rail lines are located nearby. Although there are no airports located within the IWS region, the Capital City Airport and Harrisburg International Airport are located nearby and provide extensive air travel opportunities for people and commerce.

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Commuting to Employment

This section looks at commuting patterns in the IWS region. This involves looking at the commuting patterns of employed residents and looking at commuting patterns that are generated by employers in the region. Analyzing commuting patterns provides an indication of the number of trips generated by employment that cause an increased volume of traffic on the roadways. Commuting patterns can also serve as an economic indicator by analyzing the number of residents that are employed in the region versus those that leave the region for employment, the number of non-residents that are employed in the region, and the total number of employees that are supported by jobs in the region, as compared to the total number of residents.

Table E.4.1. Commuting to Employment Patterns

	Employed Resident Trips	Locally Employed Resident Trips	Non-Local Employee Trips	Total Employee Trips	% of Residents Working in Other Municipalities	% of Employees Living in Other Municipalities	Employee to Resident Ratio
Cumberland County	105,860	27,717	92,248	119,965	73.8	76.9	13%
Camp Hill	3,562	729	8,771	9,500	79.5	92.3	167%
Lemoyne	2,259	288	3,978	4,266	87.3	93.2	89%
Wormleysburg	1,399	82	1,001	1,083	94.1	92.4	-23%
IWS Region	7,220	1,099	13,750	14,849	84.8	92.6	106%
Mechanicsburg	5,006	902	5,532	6,434	82.0	86.0	29%
New Cumberland	3,735	471	2,266	2,737	87.4	82.8	-27%

Source: HATS 2030 Regional Transportation Plan – 2007 Update

Table E.4.1 contains data about the commuting patterns of residents of a place and employees working in a certain place. Data for Cumberland County represents county-level data; i.e. it looks at people living or working inside or outside of the county, as opposed to inside or outside of a certain municipality.

- *Employed Resident Trips* represent the total number of residents that are employed, regardless of their place of employment.
- *Locally Employed Resident Trips* represents individuals who are employed in their location of residence.
- *Total Employee Trips* represents the number all people who are employed within a certain geography, regardless of their location of residence.
- *Percent of Residents Working in Other Municipalities* represents the percentage of all residents who travel outside of their location of residence for employment.
- *Percent of Employees Living in Other Municipalities* represents that percentage of employees in a given area who live in other places and travel into the area for employment.
- *Employee to Resident Ratio* compares the number of employees, or jobs, that an area supports with the number of residents that live in that same area. The higher the ratio, the more people there are that travel into the region to fill employment positions. A negative ratio indicates that there are more people living in an area than there are jobs. A high negative ratio indicates that an area provides many residential options, but limited employment opportunities, which impacts the sustainability of the tax base. Places that meet these characteristics are often thought to be “bedroom communities”.

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Figure E.4.1 shows the relationship between a person's location of residence and their location of employment for residents of the IWS region. It shows the percentage of people who live in the IWS region and are employed in the IWS region, compared to the percentage of people who live in the IWS region, but travel out of their municipality of residence for employment.

Figure E.4.2 looks at the location of residence for people that are employed in the IWS region. It shows the percentage of people that live in the same municipality as their place of employment as compared to the percentage of people who migrate into the municipality where their employment is located, from some other municipality.

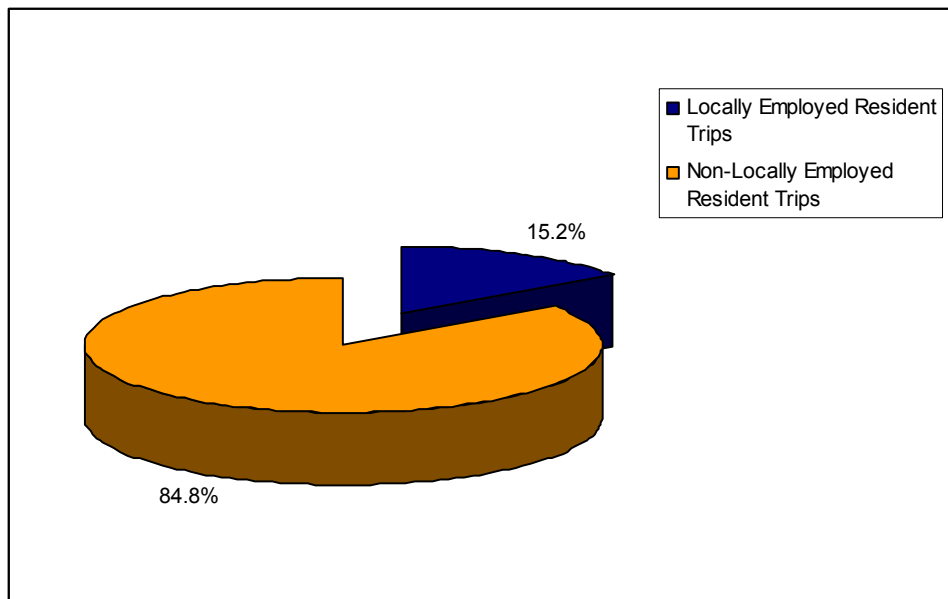
Imagine West Shore Regional and Municipal Trends

- In the Imagine West Shore Region, 7,220 residents utilize the transportation system to commute to employment. An additional 13,750 people live outside the region and travel into the region for employment. This results in a very high employee to resident ratio, indicating that the region supports more jobs than it does residents. Although this is beneficial to the economy of the region, the number of people utilizing the transportation system to travel in and out of the region on a daily basis places pressure on the system. It will therefore be necessary to ensure that the system is able to support the flow of traffic through regular maintenance and identifying necessary improvements. If mobility is hindered, it may affect the employee to resident ratio and consequently, the local economy.
- Camp Hill Borough has a very high employee to resident ratio, indicating that the borough supports more jobs than it supports residents. The HATS 2007 Update to the 2030 Regional Transportation Plan notes that Camp Hill has the second highest employee to resident ratio in the Tri-County Region, which includes all of Cumberland, Dauphin, and Perry Counties, second only to the City of Harrisburg. However, of the employed residents in Camp Hill Borough, approximately 80% travel outside of the borough for employment. This indicates that although the borough serves as an employment destination, the types of jobs that are available, for the most part, are not being filled by residents of the borough.
- Camp Hill has the highest number of total employee trips in the region, which is not surprising, considering the very high employee to resident ratio. However, the pressure exerted on the transportation system by the number of employee trips influences places other than Camp Hill. Due to their proximity to Camp Hill, and pivotal transfer points, such as the Market Street Bridge, and the I-83 interchange, the transportation system in Lemoyne and Wormleysburg, are most likely influenced by these commuting patterns as well.
- Lemoyne also has a high employee to resident ratio, second highest in Eastern Cumberland County which includes all of the municipalities listed in Table E.4.1 along with East Pennsboro Township, Hampden Township, Lower Allen Township, Shiremanstown Borough, and Upper Allen Township. This indicates that the high number of jobs, compared to the number of residents may have a positive effect on the local tax base. It also places pressures on the local transportation system.
- Wormleysburg Borough is the only borough in the IWS region that has a negative employee to resident ratio, indicating that there are more residents in Wormleysburg than there are jobs. A similar trend is occurring in New Cumberland, although in New Cumberland there are lower percentages of residents who leave the borough for employment and employees that are living in other municipalities. Nearly 95% of people living in Wormleysburg leave the borough for employment, reflecting the low number of jobs compared to residents, and possibly indicating that the types of jobs that are available are not appropriately matched to the people who live in the borough. Wormleysburg also has a high percentage of employees that are commuting into the borough for employment from other locations.
- The movement of people to their places of employment has a very strong influence on the transportation system. Given that the IWS region is the eastern terminus of Cumberland County, and

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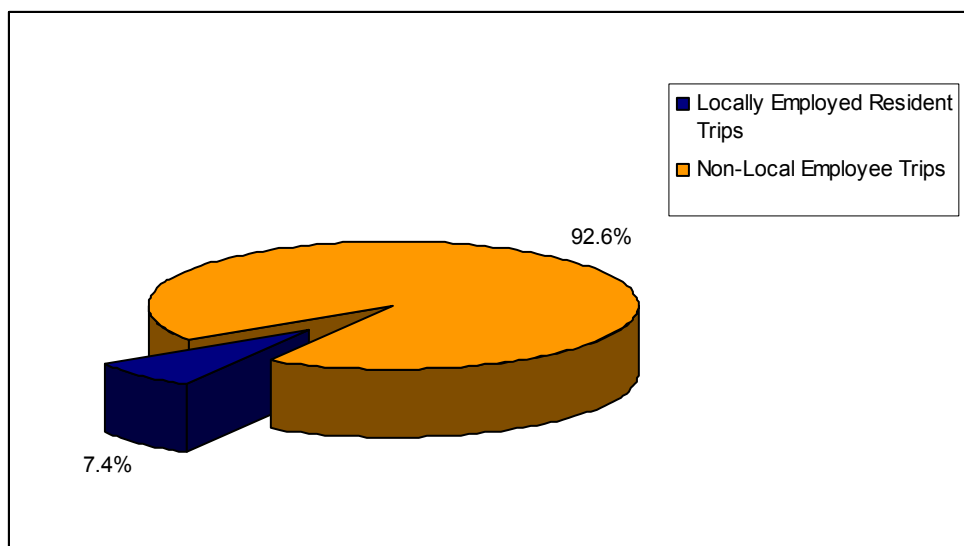
directly across the river from the City of Harrisburg, a regional employment destination, the level of pressure on the transportation system is heightened. It is therefore important that the municipalities in the region adequately plan to accommodate both local and pass through traffic through a tiered interconnected system of streets and roadways that serve these different functions.

Figure E.4.1. Commuting Patterns of Residents in the IWS Region to their Place of Employment



Source: HATS 2030 Regional Transportation Plan – 2007 Update

Figure E.4.2. Commuting Patterns of Employees in the IWS Region, from their Location of Residence



Source: HATS 2030 Regional Transportation Plan – 2007 Update

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Roadway Functionality Characteristics

Roadways, or sections of a roadway, can be classified according to their capacity, access, and design characteristics. The classifications can consist of arterial roads, collector roads, and local roads, and can be further differentiated as interstates, freeways and expressways, principal arterial highways, minor arterials, urban collector or rural major collector, minor collector, and local roads. Each classification provides a different level of functionality for land access or mobility. Generally, roads that provide more unrestricted land access are designed to handle lower speeds and lower volumes, whereas roads that provide higher levels of mobility are designed to handle higher speeds and volumes and provide less land access. The types of classifications are further described in Table E.4.2.

Table E.4.2. Functional Classification System Characteristics

Characteristic	Arterial	Collector	Local
Sub-Classifications	<ul style="list-style-type: none"> Limited Access / Interstate Other Freeways and Expressways Other Principal Arterials Minor Arterials 	<ul style="list-style-type: none"> Urban or Rural Major Rural Minor 	None
Mobility vs. Access	Mobility of utmost importance	Mobility and land access of equal importance	Land access of utmost importance
Trip Distance	Typically used for longer trips (inter and intra-state, inter-region & longer intra-region & intra-county trips)	Short to medium distance intra-regional trips & for accessing arterial and local systems	Typically used for short trips and for accessing higher order systems
Traffic Volumes	Highest volume roadways; moderate to high volume on most arterials	Generally moderate volumes	Low volume roadways
Design Features	Limited, partial and unlimited access controls; widest right-of-way, cartway and shoulders; often 3 to 4 lane facilities	No access controls; moderate to minimum right-of-way, cartway and shoulder widths; often 2-lane facilities	No access controls; minimum right-of-way, cartway and shoulder widths; often 2 lane facilities
Speeds	Typically 45-65 mph	Typically 35-45 mph	Typically 25 mph
Through/Local Traffic	Minimal interference to through travel; local travel discouraged, especially on limited access roads	Balanced through and local travel	Through travel discouraged; local travel encouraged
Relation to Other Systems	Most important connections with other arterials and collectors, usually via grade separated interchanges or signalized intersections	Connects with Arterials and Locals. Collector/Arterial intersection often signalized. Collector/Local intersections often stop controlled.	Primarily connects with other locals and collectors. Most intersection of locals with other roadways are stop controlled.

Source: Pennsylvania Department of Transportation

Application of the above-referenced functional classification system in a built environment can be challenging. In the IWS region there are several streets that are classified as principal and minor arterials, and urban collectors. Although these streets may be classified as arterials and collectors they are not fully functioning as such in accordance with their design characteristics nor should they be due to lane widths, location, and accessibility. For example, Center Street and 21st Street in Camp Hill, and Hummel Avenue in Lemoyne are classified as minor arterials. Although these roads have moderate traffic volumes they are two lane roads that have many driveway cuts accessing residential and non-residential development, and travel speeds are restricted on these roadways; therefore, a more flexible approach to improving these roadways and other major roadways in the region must be used.

Flexibility in Design through Context Sensitive Solutions (CSS)

PennDOT intends to plan, design, construct, maintain, and operate transportation improvements and systems that reflect community consensus with respect to identified transportation needs. The intent is to

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address safety and mobility while preserving community valued resources. Context sensitivity emphasizes the broad nature of solutions to transportation needs by focusing on enhancing the quality of life for transportation users. This initiative recognizes that not every context sensitive solution includes a design component, and therefore focuses on the process for developing all projects. CSS is a proactive approach to transportation planning, design, and implementation that looks at the broad context streets and roads play in enhancing communities and natural environments.

The CSS initiative focuses on applying the flexibility in design standards to meet local community needs, promoting joint use of transportation corridors by pedestrians, cyclists and public transit vehicles, developing a comprehensive transportation program and allowing sufficient flexibility to encourage innovative or unique designs for particular situations. ***Flexibility in design is the application of sound engineering judgment to engineering decisions concerning the use of design guidelines and standards.*** The CSS philosophy challenges designers to find the flexibility within design guidelines and standards and at times to look beyond the standards. More information on CSS can be found at on PennDOT's website at http://65.207.30.22/css/www/policy_overview.php

Federal Aid, National Highway System and Facilities

Roadways with a functional classification of major collector or higher are on the Federal Aid System and are thereby eligible to receive federal transportation funds for improvements. In Cumberland County, approximately 25% of the total roadway network falls into this criteria; the majority of the roadway network in the county (approximately 70%) is comprised of local roads.

The National Highway System (NHS) is a network of significant highways approved by Congress in the National Highway Designation Act of 1995. The NHS includes:

- The Interstate Highway System
- The Strategic Highway Network (STRAHNET)
- Connectors to the STRAHNET
- Connectors to Intermodal Facilities¹

STRAHNET is a designation given to roads that provide, "defense access, continuity, and emergency capabilities for the movements of personnel and equipment in both peace and war."² STRAHNET includes all of the interstate highway system and a few additional routes, which are not located in the IWS region.

NHS facilities in the IWS region include I-83, U.S. 11/15, and PA 581.

Functional Classification of Roadways in the IWS Region

The functional classifications of roadways in the IWS region are shown on Map E.4.1.

- *Interstate Highways* – Interstate 83 is the only interstate highway in the IWS region.
- *Freeways and Expressways* – PA 581 and the Camp Hill Bypass are considered to be in this classification.
- *Principal Arterial Highways* – U.S. 11/15, Front Street in Wormleysburg, Market Street and Third Street in Lemoyne, and Market Street and PA 641 in Camp Hill are considered to be principal arterials.
- *Minor Arterials* – Center Street and 21st Street in Camp Hill and Hummel Avenue in Lemoyne are classified as minor arterials.

¹ Pennsylvania Department of Transportation, Bureau of Planning and Research

² United States Department of Defense

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- *Urban Collector* – Stella Street and Poplar Church Road in Wormleysburg, 12th Street, State Street, and Indiana Avenue to Cumberland Road, to 3rd Street in Lemoyne, and South 17th Street and North 24th Street in Camp Hill are considered urban collectors.
- *Local Road* – The remaining roadways in the IWS region are considered to be local roads.

The Importance of Alleys

In addition to the classifications listed above, alleys are a special type of road that warrants additional discussion. Alleys are often common in cities, boroughs, other urban places, or traditional neighborhood developments and they may be publicly or privately owned. Alleys provide additional connections within an urban setting and help to provide access to the rear of properties. This helps emergency services providers access the rear of properties, and may also provide additional parking opportunities for residents who may have difficulty parking on a busy street. Outbuildings or garages are often located on alleys and provide a secluded location for trash receptacles or other items that may take away from the aesthetics of the street, if they were located in the front of the property.

Alleys may also incorporate aspects of green infrastructure or low impact design to help to improve stormwater conditions in an urban environment. Alleys that are well lit and which have vegetation or greenscaping incorporated into them tend to convey a safer and more inviting atmosphere for pedestrians, too.

Alleys are more prevalent in neighborhoods in Wormleysburg and Lemoyne than they are in Camp Hill. In Lemoyne and Wormleysburg, alleys act as public streets that provide access and parking to the rear of properties, and many outbuildings and small garages are located along the alleys. Most of the alleys in Lemoyne and Wormleysburg are paved and well maintained. In Camp Hill, alleys were incorporated into the design of neighborhoods initially, but in many places, these alleys have been closed for public access, or are not maintained as a public street. In these cases, many of the alleys have become overgrown and are not accessible by vehicle. If these alleys are still considered to be public rights of way, they may pose an opportunity for pedestrian or bicycle trails.

Volume of Traffic

The Pennsylvania Department of Transportation collects and maintains traffic counts for state roadways and publishes data on the Average Annual Daily Traffic (AADT) for segments of roadways. AADT is used to describe traffic volume and is considered to be the typical daily amount of traffic, in both directions, on a particular road segment. Monitoring AADT flows on roadways is important because roadways of different functional classifications are designed to handle different volumes of traffic. Data contained in this section and displayed on Map E.4.2 is representative of 2006 Pennsylvania Department of Transportation traffic volume data.

Arterials are roads designed to carry larger volumes of traffic, specifically “through” traffic, at higher speeds, and with limited access. The roads with the highest volumes of traffic in the IWS region are Interstate 83 and PA 581, which carry approximately 78,000 to 83,000 vehicles per day. U.S. 11/15 near the Camp Hill Mall has an AADT volume of approximately 43,000 vehicles. Market Street in Camp Hill and Lemoyne carries between 12,000 and 19,000 vehicles per day and Front Street in Wormleysburg carries approximately 16,000. The AADT for 3rd Street in Lemoyne is 21,000 vehicles.

Collector roads are designed to carry less traffic and at lower speeds than arterials. Traffic on collector roads usually represents a mix of local and through traffic and collector roads have a greater number of

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access points than arterials. AADT on Stella Street in Wormleysburg is approximately 8,500 vehicles, and State Street in Lemoyne carries approximately 7,000 vehicles daily. South 17th Street in Camp Hill carries between 3,900 and 7,000 vehicles per day.

Local roads are designed to carry the least amounts of traffic, specifically local traffic, and have the lowest speeds and provide direct access. Traffic volume can be used in conjunction with other information such as intersection configuration and signalization to determine the level of service for existing roadways and intersections.

Level of Service

Level of Service (LOS) is a measure of congestion related to speed and density. It is a qualitative measure that describes the operational conditions within a roadway's traffic stream. It is based on service measures such as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Ultimately, each of these factors contributes to a driver's overall sense of comfort and safety. Standards that define the minimum acceptable operating LOS for arterials, collectors, and local roads help to identify congestion thresholds or overall delay. The different levels of service are identified by alphanumeric designations ranging from "A" through "F", with "A" representing the most favorable driving conditions and "F" representing the least favorable driving conditions, as shown in Table E.4.3.

Table E.4.3. Level of Service Conditions

LOS	Density Range	Operating Condition
A	0-11	Free flow
B	11-18	Free flow
C	18-26	Stable flow, reduced maneuverability
D	26-35	Unstable flow, reduced speed, reduced maneuverability
E	35-45	At capacity, flow disruption, some queuing
F	>45	Fully congested, flow breakdown

Source: HATS 2030 Regional Transportation Plan – 2007 Update

Certain sections of roadways in the IWS region experience LOS D through F including portions of PA 581, 3rd Street in Lemoyne, the Camp Hill Bypass, and Walnut Street.

Bridges

Bridges are another important component of the transportation system; in the IWS region, several of the bridges that span the Susquehanna River provide very important connections to Harrisburg and Dauphin County. Maintenance of bridges is an ongoing priority at the local, state, and federal levels because of the diversions in travel created when bridges are posted or closed. Bridge restrictions divert and delay the movement of goods and people, adding to congestion and air quality concerns, and may also increase response time for emergency services providers.

PennDOT is responsible for the management of all bridge structures in the state that are greater than 8 feet in length, regardless of ownership. The bridge management system (BMS) implemented by PennDOT includes a database that contains attributes for the location, dimensions, and physical and administrative characteristics for each bridge in the system.

PennDOT has an aggressive bridge inspection program in place to ensure that all of Pennsylvania's bridges are inspected at least once every two years. Structurally deficient bridges are inspected more frequently if their condition warrants. A structurally deficient bridge is considered to be safe, but is in need of costly repairs or replacement to bring it up to current standards. As of December, 2007, there were

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three bridges in the IWS region that were considered structurally deficient, all of which are owned by PennDOT:

- *Camp Hill* – U.S. 11/15 bridge over PA 581 (Improvements are scheduled as part of the US 15 interchange with PA 581 project)
- *Wormleysburg* – U.S. 11/SR 0011 (Walnut Street) over a tributary to the Susquehanna River
- *Wormleysburg* – SR 1027 (Front Street) over a tributary to the Susquehanna River

Public Transportation

Public transportation helps to provide increased mobility for people without vehicles, environmentally conscious individuals, those who work within an area that has limited to no parking facilities or those that are unable to drive or do not want to drive due to various reasons. Expansion of public transportation services in the area could help, but the region is well served, compared to other areas in Cumberland, Dauphin, and Perry Counties.

CAT Transit

The Cumberland-Dauphin-Harrisburg Transit Authority, also known as Capital Area Transit, or CAT, was formed in 1973 after the dissolution of the Harrisburg Railways Company in order to continue to provide mass transit services for the greater Harrisburg area. CAT currently has two divisions, a fixed route bus division and a shared ride/paratransit division. The shared ride/paratransit service is mostly limited to Dauphin County but does provide some service to the urban areas of Cumberland County, including the IWS region, and adjacent counties. The shared ride/paratransit service provides door to door transportation to senior citizens, riders with disabilities, and other members of the general public throughout Dauphin County. The CAT service area is divided into three zones, based on the distance of the final destination from downtown Harrisburg:

- *Zone 1* – includes all locations within a nine-mile radius of downtown Harrisburg including Harrisburg, Linglestown, Lemoyne, Camp Hill, Wormleysburg, Mechanicsburg, New Cumberland, Steelton, Highspire, and Enola.
- *Zone 2* – includes all locations within a 10 to 15 mile radius of downtown Harrisburg including Middletown, Dillsburg, and Dauphin.
- *Zone 3* – includes locations beyond a 16 mile radius of downtown Harrisburg. Carlisle and Shippensburg are included in Zone 3.

Several CAT bus routes travel through the IWS region. The Lemoyne Transit Transfer Center, or Lemoyne Station, opened in January of 2007 and provides riders with a location to transfer from one form of transportation to another. The Lemoyne station provides peak-hour bus shuttle service from Lemoyne to Erford Road, Holy Spirit Hospital, and Blue Shield, and during off-peak hours, the Carlisle (Route C) and Mechanicsburg (Route M) local buses will include stops at the Lemoyne Station. This station provides opportunities an alternative form of transit in and through the IWS region.

Commuter Services of South Central Pennsylvania

Commuter Services of South Central Pennsylvania provides a free carpool matching service, directs commuters to information on various transportation options in the region, and provides an emergency ride home program. Commuter services also works with regional employers to develop in-house transportation options.

Commuter Services is administered by the URS Corporation and is overseen by the Susquehanna Regional Transportation Partnership (SRTP). In addition to developing carpooling and transit options for

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workers and employers, it also promotes the use of the neighboring public transit providers including Rabbit Transit in York County, the Red Rose Transit Authority in Lancaster County, and COLT Transit in Lebanon County.

SRTP was formed in response to concerns about increasing congestion and decreasing air quality in the region and consists of the transit agencies, regional chambers, and metropolitan planning organizations of the four major metropolitan areas in South Central Pennsylvania, including Harrisburg, Lancaster, Lebanon, and York. Funding for the program comes mainly from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which funds projects that reduce criteria air pollutants regulated from transportation-related sources.

Cumberland County Transportation Department

The Cumberland County Transportation Department's shared ride service provides curb-to-curb transportation for Cumberland County residents to anywhere in Cumberland County. Any county resident may use the service if they preregister before requesting a trip. The fare depends on the purpose of the trip and clients may be eligible for one or more funding programs.

Intercity Bus Service

Residents also have access to long distance bus transportation providers. A variety of providers offer service at the bus terminal located at the Harrisburg Transportation Center. Capitol Trailways provides service to customers in Pennsylvania, New York, New Jersey, Maryland, and Washington D.C.; Fullington Trailways provides service throughout Western Pennsylvania and New York State; Susquehanna Trailways provides service through Eastern Pennsylvania and into New Jersey and New York; and Greyhound lines offer service throughout the United States.

Aviation Facilities

Although there are no airports within the IWS region, there are several nearby airports that transfer people and commerce to and from the region. The information contained in this section is taken from the HATS 2007 Update to the 2030 Regional Transportation Plan. The Susquehanna Area Regional Airport Authority (SARAA) operates three of the public airports in the Central Pennsylvania region including the Harrisburg International Airport (HIA), Capital City Airport (CXY), and the Franklin County Regional Airport, which serves Shippensburg, western Cumberland, and Franklin Counties. While SARAA continues to make improvements at these three airports, it is also considering the purchase of other regional airports such as the Carlisle and Gettysburg Airports.

- *Harrisburg International Airport* provides commercial airline service to the Harrisburg region. In 2003, 1.33 million passengers traveled through HIA, and in 2004, the airport opened a new terminal building. There are eight major airlines offering over 120 flights a day with non-stop service to 14 domestic cities and Toronto.
- *Capital City Airport*, located in New Cumberland, is the general aviation airport for the capital city of Harrisburg, and all of central Pennsylvania. CXY averages more than 57,000 corporate, charter, and private aircraft operations every year. It is the designated reliever and sister airport of HIA.
- *Franklin County Regional Airport* is located outside of Shippensburg. It provides corporate and charter airline services as well as a large skydiving school.
- *Carlisle Airport* provides corporate and charter flight service to the Carlisle region. Bus Airport of Carlisle, Inc. owns the airport.

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Rail

The IWS region has been a central location throughout the history of the railroad. Existing rail lines cross the Susquehanna River at Lemoyne and travel north through Wormleysburg, and also south and west. Because this infrastructure is already in place, the IWS region may play a pivotal role in the movement of people and freight via railroads.

Commuter Rail Services

Information on commuter rail services is taken from the HATS 2007 Update to the 2030 Regional Transportation Plan. Daily commuter rail service is available from the Harrisburg Transportation Center to points east and west. Amtrak provides service between New York and Harrisburg on the Keystone and Pennsylvanian lines. The Pennsylvanian extends services to Pittsburgh, and from there, riders can transfer to Chicago, Washington D.C., or other destinations.

CORRIDORone is the proposed regional rail corridor that would provide service along existing rail facilities to link Lancaster, Harrisburg, and Carlisle. According to Modern Transit Partnership (MTP), in Harrisburg, more than 100,000 vehicles cross the South Bridge every day. Average daily traffic on major roadways is expected to increase by 85% by the year 2020, and truck traffic is expected to double. CAT and MTP are the main promoters of this regional multi-modal transportation system; a way to connect bus routes, local roads, highways, and other means of transportation. A major component of this system is a regional rail service along CORRIDORone.

Recent negotiations among state, county, and local, HATS, CAT, and CORRIDORone officials resulted in modifying the Minimum Operating Segment (MOS) to include only the segment from Lancaster to Harrisburg. A number of station improvements have been proposed along the Amtrak/CORRIDORone line. The Harrisburg Transportation Center is undergoing renovation, HIA is constructing a train station, and Middletown, Elizabethtown, Mount Joy, and Lancaster are all considering improvements and modifications to their stations.

Freight Rail

The rail lines that exist in the IWS region are currently utilized for freight rail. Harrisburg is considered one of Norfolk Southern Railroad's three primary intermodal hubs in their system. The HATS 2007 Update to the 2030 Regional Transportation Plan states that long-haul truck traffic and rail traffic is projected to grow by 80% and 39%, respectively, between 2003 and 2030. Specific to the IWS region, the plan notes that Norfolk Southern would like to have a direct connection between its Lurgan Branch and Enola Line in Lemoyne Borough. A direct connection would facilitate movements between the Enola Yard and locations southwest of Harrisburg along the I-81 corridor. Currently, trains using the Lurgan Branch must cross the Susquehanna River twice and pass through the Harrisburg Yard to travel the area between the proposed Lemoyne Connection and the Enola Yard. The Lemoyne Connection would enhance rail movements for goods that are shipped by train into the Enola Yard and could help alleviate congestion in the Harrisburg Yard.

Bicycle and Pedestrian Mobility

The transportation network doesn't only support automobile traffic; it must also account for non-motorized forms of transportation including bicycles and pedestrian activity. Because the IWS region is a built, urban community, walking or biking to a destination is a more realistic option for residents than it is in many more rural communities. This is because of the relatively short distance between homes and shopping, employment, parks, civic uses, and educational institutions, and because of the existing sidewalk,

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crosswalk, and other non-motorized transportation infrastructure that is in place. For example, in the IWS region, the pedestrian bridge over the railroad tracks connects a Lemoyne neighborhood with the school. Walking and bicycling contribute to the health of the people in the community, and the overall health of the environment as they reduce the number of vehicles that are on the road. Bicycle and pedestrian facilities can also facilitate greater public transit ridership, if bicycle and pedestrian facilities are coordinated with public transit stops. As this plan is implemented, it will be important that each borough focus on necessary sidewalk and crosswalk improvements, and on providing off-street links, where possible, between neighborhoods and destinations so that pedestrians and bicyclists can be accommodated in a safe and efficient manner.

The HATS 2007 Update to the 2030 Regional Transportation Plan identifies several priority bicycle and pedestrian needs. There are also local initiatives that are being undertaken, such as the Safe Routes to School sidewalk improvements in Camp Hill Borough. The HATS priority initiatives that can be applied to the IWS region include the following.

The IWS region, due to its older, urbanized nature, contains limited options for cyclists. One major state identified on-road bicycle route, known as Route J, is located in the region, specifically in Lemoyne Borough. Route J generally follows the US 11/15 corridor between the Perry/Juniata County line and the US 22/322 interchange, the US 22/322 corridor between the US 11/15 interchange and Fort Hunter in Dauphin County, the 6th and Front Street corridors in Dauphin County between Fort Hunter and the Market Street Bridge in Harrisburg, and Market Street and Third Street in Lemoyne and the Bridge Street corridor in New Cumberland Borough in Cumberland County. It should be noted that Route J also has a spur route following the Simpson Ferry Road and Williams Grove Road corridors in Cumberland County.

Creation of a Regional Pedestrian/Bicycle Database

- *CAT route sidewalk inventory* – Recognizing that public transit use is often highest among people who live within ¼ mile of a transit stop and have a short walk to that stop, this initiative involves identifying places where sidewalks do not exist, or where there are gaps in the sidewalk system.
- *School sidewalk inventory* – This initiative focuses on establishing safe routes to school and connections between neighborhoods and school facilities.
- *Commercial retail sidewalk inventory* – A sidewalk inventory, as well as observed pedestrian counts should be conducted in areas within ½ mile of commercial attractors in an effort to encourage municipalities to build sidewalks in appropriate, high use locations. This initiative recognizes that many pedestrian trips are made to reach commercial retail attractors including restaurants, grocery stores, and convenience stores, and that this is particularly true in areas where residential development is located close to the commercial attractors, such as in the IWS region.
- *State roadway width/shoulder inventory* – Such an inventory would allow for an evaluation of general bicycle and pedestrian needs where sidewalks or other, well-defined walkways are otherwise not available or appropriate.
- *“Share the Road” signage inventory* – “Share the Road” signs help to increase awareness between different users, i.e. motorists, bicyclists, and pedestrians, on the roadways. An inventory of existing signage will be helpful in understanding the signs’ benefits and identifying locations where additional signs should be installed. The HATS plan states that “Share the Road” signs should be a high priority along designated Bicycle PA routes.
- *Intersection analysis, free right turns* – Free right turns can be problematic for bicycles and pedestrians due to their infrequent nature. An analysis of these intersections would help determine the types of improvements that could make the intersection safer for bicyclists and pedestrians while still alleviating motorized vehicle congestion.
- *Trail inventory* – Trails serve both a recreation and transportation purpose. An inventory of existing and proposed trail facilities is beneficial, particularly in areas where sidewalks are not present.

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Bicycle Parking on Buses and Bicycle/Pedestrian Facilities Coordinated with Transit Facilities

- *Bike racks on CAT buses* – Placing bike racks on CAT buses would provide bicyclists a safe, inexpensive way to get into downtown Harrisburg, and would provide CAT with increased ridership.
- *Bike racks on intercity buses or passenger trains* – Similar to the first initiative, benefits could also be realized if intercity bus providers and passenger rail operators allowed bikes aboard their buses or trains. Currently, Capitol Trailways allows bikes to be stored in the storage compartment under the bus, subject to certain regulations, while Greyhound and Amtrak only allow collapsible bikes to be transported.
- *Bike racks or shelters at major public transit stops/centers* – A CAT bus stop inventory is currently in progress to determine locations where shelters or bike racks/lockers would be beneficial. These facilities assist people in making long distance trips, and protect riders in poor weather conditions.

Improved Access between Harrisburg and the West Shore and East Shore

Several of the items noted in this section pertain to specific locations within the IWS region.

- *Improve Lemoyne Bottleneck* – The Lemoyne Bottleneck is the informal name for the access point between the western end of the Market Street Bridge and the intersection of Market Street and 3rd Street in Lemoyne. It is heavily used because it is one of the few available access points between the inland West Shore communities and the Susquehanna River. Due to tight horizontal curves and a steep vertical grade, as well as traffic congestion, it is not conducive for either bicycle or pedestrian traffic. Improving the bottleneck has long been identified as a significant bicycle/pedestrian need, but potential options to enhance the location are limited.
- *Improve bicycle/pedestrian access to the Harvey Taylor Bridge in Wormleysburg* – The dedicated pedestrian/bicycle path along the Harvey Taylor Bridge is difficult to access from the West Shore. A short distance west of the bridge, the Camp Hill Bypass passes underneath a Norfolk Southern overpass. The roadway shoulders are narrow, and inappropriately placed sidewalks also make the area available for bicyclists more constrained. The access points from the street grid and Wormleysburg are limited and have narrow turns, which are not safe for bicyclists and pedestrians. An enhancement project is currently underway to eliminate the gap between the Wormleysburg streets and the pedestrian/bicycle path on the bridge.
- *Reconstruct the western span of the Walnut Street Bridge* – The flood-induced, January 1996 destruction of the western span of the Walnut Street Bridge that connected the IWS region with Harrisburg City Island and downtown Harrisburg left a significant gap in the region's bicycle and pedestrian network by eliminating one of the few connections across the Susquehanna River. The Cumberland County Redevelopment Authority is working with various parties to obtain necessary funding to rebuild the bridge. The reconstruction of the western span remains one of the region's highest bicycle/pedestrian priorities. There are sidewalks on the Market Street Bridge, but their design leads to safety concerns for pedestrians and motorists.
- *Better bicycle access between Wormleysburg and West Fairview/East Pennsboro* – U.S. 11/15 is one of the major bicycle access routes between Harrisburg, northern Cumberland County, and Perry County. Its wide shoulders make it safe for bicyclists, despite heavy traffic volumes. The bottleneck at the bridge over the Conodoguinet Creek introduces safety concerns, but can be easily remedied through pavement restriping.
- *PA 641 shoulder improvements between Camp Hill and Carlisle* – Improvements to the shoulders on PA 641 between Camp Hill and Carlisle would facilitate safer bicycle and pedestrian use and would provide some relief to congested US 11/Carlisle Pike corridor.

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Completion of Existing and Proposed Bicycle/Pedestrian Trails

- *Complete Imagine Wormleysburg pedestrian walkways* – The Imagine Wormleysburg project is designed to create borough-wide pedestrian walkways that will connect the various neighborhoods within the borough. It will also have regional benefits by better linking the Market Street Bridge and Harvey Taylor Bridge areas and will promote better pedestrian linkages along the Susquehanna River north of Wormleysburg.

Promote Local and Regional Bicycle/Pedestrian Planning

- *Improve pedestrian signal timings* – Improved pedestrian signal timings at intersections would increase the safety of these intersections while facilitating further pedestrian use and improving connectivity between residential and commercial retail attractors. New or improved signals should be installed with crossing countdown timers if possible to allow pedestrians to have a better idea of how long they have to safely cross the street.
- *More clearly mark pedestrian crosswalks/crosswalk painting program* – Clearly marked crosswalks help to increase motorists' awareness of crosswalks and decrease speeds, making the crosswalks safer for pedestrians.
- *Enforce pedestrian crosswalk regulations* – Enforce traffic laws that require motorists to yield to pedestrians in crosswalks.
- *Update sidewalk/pedestrian walkway ordinances* – Review and revise ordinances to ensure that sidewalks or other designated pedestrian walkways are required to be constructed and maintained.
- *Install signage indicating bicycle routes* – to raise awareness of bicycle routes among bicyclists and motorists, and to alert bicyclists when a road changes its purpose, e.g. when an expressway begins, and if alternate routes are available.
- *Educate bicyclists about highway driving rules* – As fuel prices continue to rise, the amount of bicyclists is also increasing. However, many novice bicyclists are not fully knowledgeable about roadway rules as they pertain to bicyclists, and should be educated through various sources of information.

Planned Improvements of Regional Significance

Although this plan will form strategies that the municipalities of the IWS region will look to implement moving forward, it is important to also acknowledge improvements that are currently planned for. In addition to the priority bicycle and pedestrian needs and other improvements discussed in previous sections, this section includes several projects of regional significance have been planned for and will influence transportation in the IWS region.

Interstate 83 Master Plan

A master plan was completed in December of 2003 to evaluate existing and future traffic congestion, evaluate safety characteristics, and inventory environmental resources. As part of the project, preliminary design concepts to improve mobility in the I-83 corridor were developed and the entire plan is meant to serve as a tool for future transportation projects. The study evaluated the section of I-83 from the I-81 junction in Dauphin County to the New Cumberland Interchange in Cumberland County. Deficiencies in the existing system included the deteriorating pavement conditions, the high traffic volumes and congestion, and the comparatively poor safety characteristics. Moving forward, it was determined that the roadway corridor will need to be reconstructed and that Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS), and transit will need to accompany any planned highway capacity increases.

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The West Shore Section Study Concept was developed to address existing interchange deficiencies and to accommodate projected traffic volumes through the year 2030 for the portion of the highway from the Cumberland County line to the New Cumberland Interchange. Proposed improvements include additional lanes on I-83 across the south bridge, collector-distributor lanes that parallel the highway to accommodate local traffic and eliminate “weaves” on the highway. I-83 would become the mainline movement, PA 581 would use conventional right side on/off ramps, and local access ramp movements would be consolidated.

Access from the western Lemoyne area (10th Street/Lowther Street) to I-83 and PA 581 was rated as “good”. The access from the eastern Lemoyne area (3rd Street/Bridge Street) was rated as “fair” with acceptable access conditions to and from PA 581. Local access between New Cumberland and Lemoyne was rated as “good”. The level of service for the Lowther Street corridor was rated as “fair”, with most intersections operating at an acceptable level or better, but with some movements at Lowther and 3rd Streets at a marginal level of service. Preliminary estimates indicate that in the West Shore section, 65 to 70 residential and 17 to 23 business displacements would be required. Areas of residential property along Lowther Street would be potentially impacted. Additionally, the proximity of residential communities to the proposed alignment of I-83 would necessitate future noise studies in the environmental clearance project phase, and noise walls may likely be recommended in some locations.

US 15 / PA 581 Improvement Project

This project involves replacing/widening bridges, widening the roadway, constructing a new interchange at Lower Allen Drive (formerly Zimmerman Drive), and improving the ramps at the US 15 / PA 581 interchange in Lower Allen, Hampden, and East Pennsboro Townships, and Lemoyne and Camp Hill Boroughs.

Additional Planned Improvements

In addition to the larger projects involving the freeways and the interstate, there are several projects that are planned for and/or supported in the IWS region. These projects include:

- *Safe Routes to School* – Improvements in Camp Hill Borough are currently underway. The improvements include improvements to existing sidewalks or installation of new sidewalks along the identified network of streets that provide access to the school. The project also includes improvements to 47 curb ramps so that they are ADA compliant, and the installation of 27 improved crosswalks.
- *Stella Street Traffic Study* – In Wormleysburg Borough, the area near Stella Street, the Harvey Taylor Bridge ramps, Poplar Street, N. 2nd Street, and the railroad crossing is considered an issue. Although initially, improvements were to consist of an underpass to replace the at-grade rail crossing, the focus has shifted to the need for a full traffic study in this area, considering that the lack of signals at 2nd and Front Street are more of an immediate issue than the railroad crossing.
- *Market Street / US 11/15 Signal Preemption* – In Camp Hill, this project focuses on implementing an emergency vehicle preemption system for signals.
- *Imagine Wormleysburg* – Improvements focus on improved access to the Market Street Bridge and Harvey Taylor Bridge.
- *Lemoyne Streetscape Project* – A \$2.5 million streetscape project in the area of Market Street and 3rd Street in Lemoyne is set to begin in 2008. The project focuses on making Downtown Lemoyne more pedestrian friendly and includes new light fixtures, trees, benches, and other improvements.

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Additional Transportation Improvement Needs

Items contained in this section represent other transportation concerns in the IWS region. These are areas that have not been identified in a previous section, but that warrant additional attention and investigation. These issues are thought to be either regional or local in nature, with regional issues involving or impacting places beyond the IWS region, and local issues impacting the region locally. Although the regional issues may impact or involve a larger section of the transportation network, local issues can impact safety and mobility within and through the IWS region, and also require attention. Local issues may also influence visitors' decisions to come to the region if they perceive the transportation system to be too dangerous, inefficient or causing lengthy delays, or difficult to navigate.

Regional Issues

- *Expanding Public Transit Opportunities* – Although the Lemoyne Transfer Station is a new improvement to CAT service in the IWS region, it is generally felt that there are not enough public transit opportunities and that CAT service needs to be more convenient and accessible to the greater population. In the IWS region, the service needs to better connect people with their destinations. Tri-County Regional Planning Commission is in the early stages of a CAT Service Study.
 - A park and ride facility at the Lemoyne Transfer Station should also be considered to expand ridership.
 - The Norfolk Southern Lemoyne Connector was discussed previously. It will be important for future freight movement planning and should be considered as a grade separated overpass over the CAT line. Grade separation would mitigate potential conflicts between future passenger rail services with freight rail at this connection.
- *Intelligent Transportation Systems (ITS)* – ITS is a congestion management systems related effort that addresses congestion and safety issues by making the existing transportation infrastructure work more efficiently. In the IWS region, an opportunity may exist to partner with the District 8 Traffic Management Center to ensure coordinated efforts.
- *Redesignating US 11/15* – Currently, US 11/15 carries among the heaviest traffic volumes in the region. Heavy volumes and increased flows lead to undesirable volumes of traffic and freight trucks in the boroughs. Consider the possibility of relocating US 11/15 to follow PA 581 and I-81, to reconnect with US 11/15 further north.
 - *Cumberland and Perry Counties Safety and Congestion Management Plan* investigated the redesignation of US 11/15 through Marysville as “Business 15”. The plan supports a US 11/15 route relocation study to examine the relocation of US 11/15 between the PA 581 and US 11/15 interchange in Camp Hill to the US 22/322 interchange near Clarks Ferry.
- *US 11/15* – Major traffic congestion and pedestrian signal phases disrupt the flow of traffic. Major congestion in this area results in additional collisions and encourages cut-through traffic on local streets. Congestion on US 11/15 also divides Camp Hill Borough, creating two distinct communities to the east and west of the roadway.
 - *The CLASH Circulation Study* is aimed at improving traffic flow in an area that includes Shiremanstown and parts of Camp Hill, Lower Allen, and Hampden Townships will develop, as a component, signal timing recommendations in the US 11/15 corridor.
- *Lowther Street, Maple Ave, and I-83 ramps* – The intersection was identified as being very dangerous and Lowther Street is thought to be too wide. There is also a concern of the impacts of the proposed I-83 improvements to Lowther Street. Although this stretch of Lowther Street requires some improvements, Lowther Street should not be closed or eliminated as a result of improvements to I-83.
- *17th Street Bridge and State Street* – The 17th Street Bridge over the railroad was considered an issue by Camp Hill, Lemoyne, and Lower Allen Township.
 - The bridge itself is a choke point and is not pedestrian friendly. It also causes a bottleneck on State Street.

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- Traffic flow and safety at the T-intersection of South 12th Street and State Street is also impacted as State Street is heavily traveled by traffic entering Lemoyne at the 17th Street Bridge. This location may warrant a traffic signal.
 - There may also be a need for another crossing over the railroad to State Street.
- **Sidewalk Improvements** – Sidewalks should connect people with businesses and public buildings or civic uses. In addition to developing “safe routes to school” sidewalks should also connect the retirement facility to the library and other senior related destinations in the region, and should be incorporated into the design of new commercial or public facilities. Sidewalks should be installed based on a needs evaluation and sidewalk maintenance should be a priority. Specific areas where sidewalks are needed include:
 - *Hummel Avenue* – between 10th Street and 17th Street
 - *US 11/15* – portions of US 11/15 require sidewalks
 - *Poplar Church Road and Stella Street*
 - *21st Street* – near the new school in Camp Hill
 - *Camp Hill Post Office* – connect to areas around the Post Office in Camp Hill
 - *Negley Park Neighborhood* – in Lemoyne
- **Lemoyne Bottleneck** – Improvements to the Lemoyne Bottleneck are supported by the HATS plan that was previously discussed; however, specific impairments warrant further detail and investigation. The bottleneck is an important regional transportation link because it provides access to the Market Street Bridge, City Island, and Harrisburg. It is a heavily traveled commuter route that is congested in the westbound direction during the p.m. peak travel period, it's poorly lighted, narrow, and subject to periodic flooding. The narrow sidewalks at the two railroad bridges are a particular safety concern. At these points, the roadway is on a curve and the sidewalk on the outside of the curve (south side of Market Street) is very narrow. It is slightly wider on the north side of Market Street, but it still poses a concern for pedestrian safety.
 - Also consider a possible road connection from the Lemoyne Bottleneck to I-83 along the unused rail. The connection must be grade separated over the CAT line.
- **Harvey Taylor Bridge Access and Vicinity** – In Wormleysburg Borough, there are a variety of issues related to the street network in the vicinity of the Harvey Taylor Bridge access points, including the Stella Street railroad crossing, the intersection of North 2nd Street and Stella Street and North 2nd Street and Elm Street, and the intersection of Elm Street and Front Street. Problems in this area contribute to numerous accidents, cause westbound traffic to back up on the bridge during the evening rush hour, and result in a choke point on Front Street between Pine Street and Edna Street.

Local Issues

- **Camp Hill Borough**
 - Four way stops are located throughout the borough that may not be appropriate. There are also existing intersections that do not have controls.
 - Traffic calming techniques should be considered as an option to control the speed and flow of traffic and cut through traffic.
 - Two pedestrian walkways under Routes 11/15 access Siebert Park. The 24th Street walkway has direct access to the park, but the 27th Street walkway does not. Consider developing a trail to connect the walkway to the park along a small creek.
- **Lemoyne Borough**
 - Ayers Avenue needs a railroad crossing gate.
 - There are sight distance issues at the entrance to the Copper Ridge development in the vicinity of 12th Street and Indiana Avenue.
 - Cut through traffic at the bank and post office area and Market Street.
 - Walton Street cannot be opened to traffic from the offices.
 - Parking is very limited on lower Market Street from east of the Farmers Market to east of 3rd Street. Lemoyne is ideally located to benefit from the traffic that uses Market Street, but the

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lack of adequate parking detracts from the commercial viability of the area. Effective off-street parking strategies need to be developed to enable Lemoyne to achieve its full economic potential.

- A left turn phase is needed on existing signals at Market Street and 12th Street.
- Speed enforcement and traffic calming are needed on 3rd Street. Its location between I-83 and Market Street provides a link to Harrisburg, Camp Hill and New Cumberland, resulting in the roadway being heavily traveled. It has a posted speed limit of 25 mph, but motorists frequently speed and run the red light located at the intersection of 3rd Street and Hummel Avenue. To compound matters, the swimming pool and Memorial Park are located nearby, resulting in many children frequenting the area. There needs to be better speed enforcement, signing, and traffic calming techniques to alert motorists that they are entering a downtown area with pedestrian traffic and need to slow down.
- *Wormleysburg Borough*
 - Support the South Front Street Improvement Plan.
 - Provide at-grade crosswalks on Front Street to support the Riverwalk trail project.
 - Provide pedestrian signals for crosswalks on Front Street.
 - Implement streetscape plan prepared for the Restaurant District.
 - Provide additional off street parking for the South Front Street area. Consider a parking garage for this area.

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E.5 Housing Profile

Introduction

The quality and condition of housing are extremely important to the growth and prosperity of a community. Attractive, affordable housing that is well maintained will assure a sound tax base that will continue to appreciate in value and provide residents with one component of an environment that is conducive to a healthful and pleasing life. Where substandard or deteriorated conditions exist, public and private action is necessary to prevent the spread of these conditions and to restore these areas to a sound state. By analyzing existing and historic housing characteristics, those areas and needs of the region which require attention can be identified and suited with appropriate actions.

Data collected on housing can be used in conjunction with demographic characteristics and population projections to determine the amount and types of homes that will be needed to accommodate the current and future projected population. People of different ages and lifestyles will choose their housing based on different factors including the size of the property or structure, location, affordability to their specific income or living situation, required maintenance, structural layout, and nearby amenities. In many ways, homes that are located in boroughs and urban settings have the potential to appeal to a diverse demographic. Older adults may appreciate the proximity to services and the ability to walk to reach their daily needs. Young families with school aged children may appreciate neighborhood parks and sidewalks in the community that increase safety for children. Boroughs often contain an older housing stock, which may be attractive to young adults and first time home buyers that may not be able to afford a new home.

This chapter will analyze the types and location of housing in the Imagine West Shore region and investigate recent trends and their impacts on the housing stock and its ability to provide for and appeal to the existing population.

Description of Terms

The following terms are found throughout this chapter and are listed as defined by the U.S. Census Bureau.

Household – A household includes all of the people who occupy a housing unit as their usual place of residence.

Housing Unit – A housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters or, if vacant, intended for occupancy as separate living quarters.

Manufactured Home – A mobile housing unit.

Multi-unit structure (multi-family unit) – A building that contains more than one housing unit, for example, an apartment building.

Owner-occupied housing unit – A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid.

Renter-occupied housing unit – all occupied units which are not owner occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.

Single unit, attached – a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or

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houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from the ground to the roof.

Single unit, detached – a one-unit structure detached from any other house; that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides. Mobile homes or trailers to which one or more permanent rooms have been added or built also are included.

Two or more units – Units in structures containing two or more housing units, further categorized as units in structures with 2, 3, 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more units.

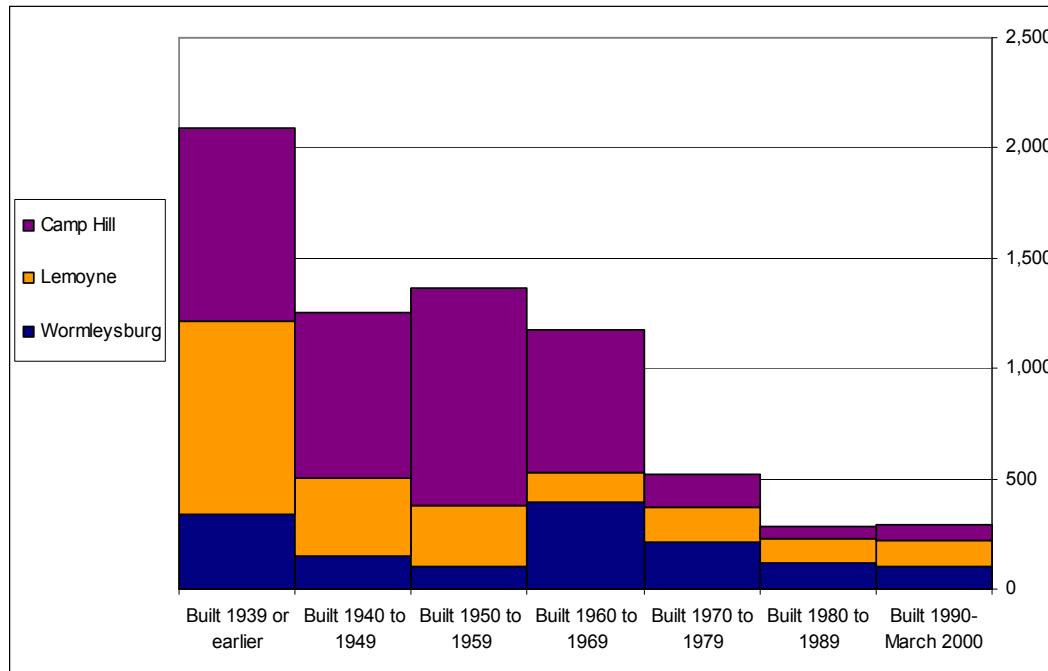
Vacant housing unit – a housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied entirely by people who have a usual residence elsewhere at the time of enumeration are also classified as vacant.

Year structure built – the date the building was first constructed, not when it was remodeled, added to, or converted. The data on year structure built were obtained from both occupied and vacant housing units. The data relate to the number of units built during the specified periods that were still in existence at the time of enumeration.

Historic Housing Unit Construction

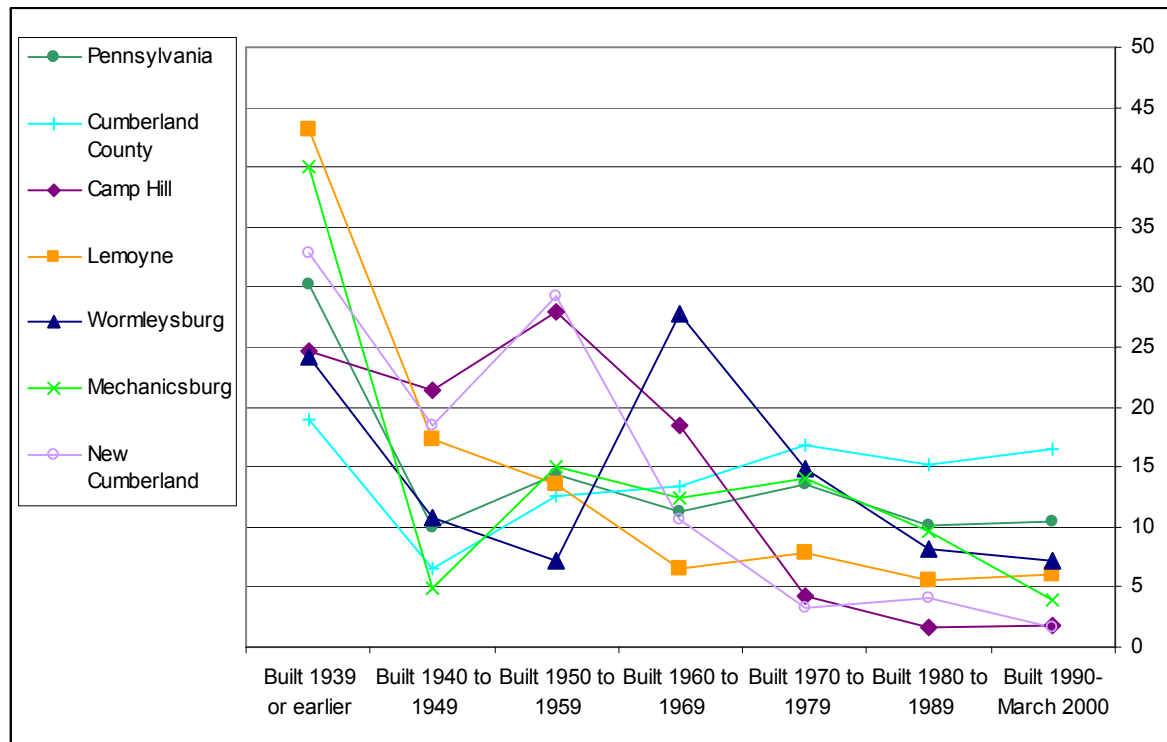
This section analyzes the age of the housing stock and recent building trends as they pertain to the Imagine West Shore region. Structural age is compared to the age of units in nearby boroughs, Cumberland County, and the state. In general, boroughs in the state were settled and developed prior to development in the townships. Many times, the oldest housing stock in a county is found in its boroughs. Figure E.5.1 and Figure E.5.2 are discussed in this section and represent the year of construction for housing units that were standing in March of 2000. Housing units that were previously constructed, but have since been demolished, are not included.

Figure E.5.1. Year and Number of Housing Unit Construction in the IWS Region, March 2000



Source: Cumberland County Planning Commission

Figure E.5.2. Year and Number of Housing Unit Construction, March 2000



*This represents the year of housing unit construction for units currently standing as of March 2000

Source: Cumberland County Planning Commission

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Trends in Pennsylvania and Cumberland County

- Pennsylvania contains a large stock of older homes. Over 30% of the total units were constructed prior to 1940.
- Housing units constructed in the 1950s and the 1970s comprise the second and third largest percentages of the housing stock in the state.
- Although Cumberland County has a lot of homes that were constructed prior to 1940, this percentage is not nearly as large as that in the state.
- Cumberland County has a larger percentage of more recently constructed units than the state. Approximately 70% of the homes in the county were constructed in the 1960s or later, compared to 45% in the state.

Imagine West Shore Regional and Municipal Trends

- Most of the housing stock in the region was constructed prior to 1940. Considering the region as a whole, a similar percentage of units were constructed prior to 1940 as in Pennsylvania, but development patterns in the individual boroughs differ.
- Lemoyne Borough has the largest percentage of housing units constructed prior to 1940. The percentage of units constructed each decade since 1940 decreased until the 1970s, when the borough saw a slight increase in the number of units constructed. The percentage decreased again in the 1980s, but increased slightly between 1990 and 2000.
- Although Camp Hill has nearly 24% of its housing stock comprised of units constructed prior to 1940, the largest decade of construction in Camp Hill was during the 1950s. The amount of units constructed since 1950 decreased each decade until a slight increase was seen in the 1990s.
- Wormleysburg Borough has the newest housing stock of the municipalities in the region. The largest decade of housing unit construction was the 1960s, and the borough has a lower percentage of housing units constructed prior to 1940 than all of the other comparable geographies, except Cumberland County.
- Development trends in Camp Hill have been similar to those that occurred in New Cumberland in most decades.
- Mechanicsburg and New Cumberland have an older housing stock than the boroughs in the IWS region, with the exception of Lemoyne.

Table E.5.1 Year of Housing Unit Construction, March 2000

	Built 1990- March 2000		Built 1980 to 1989		Built 1970 to 1979		Built 1960 to 1969		Built 1950 to 1959		Built 1940 to 1949		Built 1939 or earlier	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Pennsylvania	546,277	10.41	531,986	10.13	709,768	13.52	595,897	11.35	752,400	14.33	522,749	9.96	1,590,673	30.30
Cumberland County	14,302	16.45	13,261	15.25	14,665	16.87	11,665	13.42	10,886	12.52	5,684	6.54	16,488	18.96
Camp Hill	65	1.84	57	1.62	151	4.28	649	18.39	984	27.88	753	21.34	870	24.65
Lemoyne	121	5.97	113	5.57	158	7.79	134	6.61	275	13.57	351	17.32	875	43.17
Wormleysburg	103	7.26	115	8.10	210	14.80	394	27.77	102	7.19	153	10.78	342	24.10
IWS Region	289	4.14	285	4.09	519	7.44	1,177	16.87	1,361	19.51	1,257	18.02	2,087	29.92
Mechanicsburg	162	3.89	403	9.67	583	13.98	521	12.50	628	15.06	205	4.92	1,667	39.99
New Cumberland	58	1.70	137	4.01	109	3.19	361	10.56	1,001	29.29	629	18.41	1,122	32.84

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Source: Cumberland County Planning Commission

Recent Housing Unit Construction

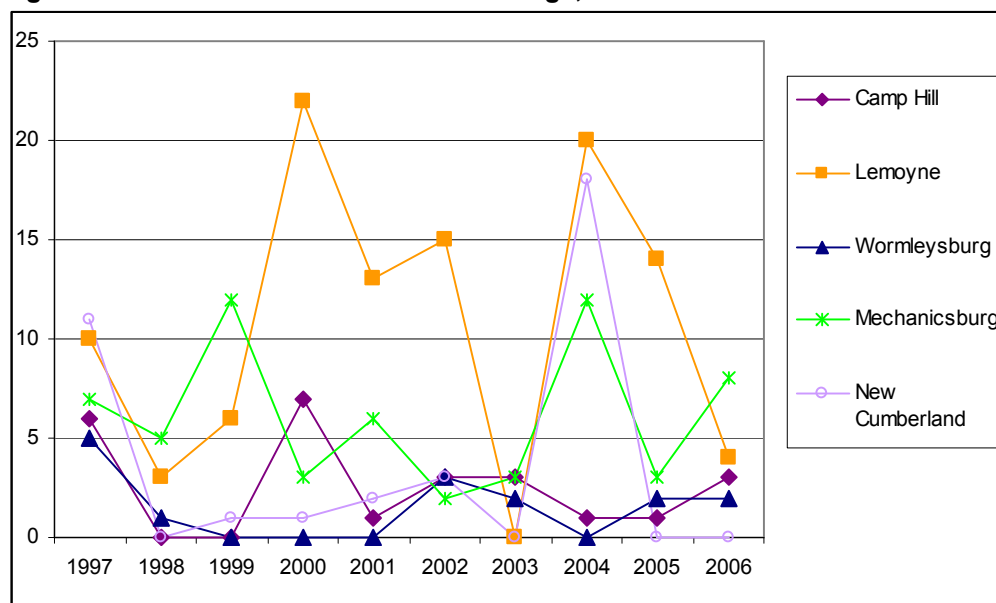
This section analyzes data collected in the 1990 and 2000 decennial censuses, as well as recent building permit information, to gain insight to recent construction trends in the region. Table E.5.2 displays the total housing units present in the years 1990 and 2000. Figure E.5.3 shows total new residential dwellings for the years 1997-2006 based on building permit information. Table E.5.3 lists this information in table form.

Table E.5.2. Total Housing Units, 1990-2000

Location	1990	2000	Total Change	% Change 1990 -2000
Pennsylvania	4,938,140	5,249,750	311,610	6.3%
Cumberland County	77,108	86,951	9,843	12.8%
Camp Hill	3,589	3,529	-60	-1.7%
Lemoyne	1,953	2,027	74	3.8%
Wormleysburg	1,437	1,419	-18	-1.3%
IWS Region	6,979	6,975	-4	-0.1%
Mechanicsburg	4,067	4,169	102	2.5%
New Cumberland	3,410	3,417	7	0.2%

Source: Cumberland County Planning Commission

Figure E.5.3. Total New Residential Dwellings, 1997-2006



* Based on a county building permit survey. Responses were not received in 1999 from Camp Hill, or in 2003 from Lemoyne.
Source: Cumberland County Planning Commission, Annual Building Permit Surveys

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Trends in Pennsylvania and Cumberland County

- The total number of housing units in Pennsylvania increased between 1990 and 2000 by 6.3%. During this same period, development in Cumberland County occurred at approximately twice the rate of the state. The number of housing units in Cumberland County increased between 1990 and 2000 by 12.8%.

Imagine West Shore Regional and Municipal Trends

- The Imagine West Shore region saw a decrease in the total number of units between 1990 and 2000, indicating that there were more demolitions than residential construction during this time.
- Lemoyne Borough was the only borough in the region to see an increase in the total number of units during this time. The borough added 74 units between 1990 and 2000.
- Wormleysburg and Camp Hill saw a similar percentage decrease in the number of units, but the absolute decrease was much greater in Camp Hill, where there were sixty fewer units in 2000 than there were in 1990.
- Mechanicsburg and New Cumberland Boroughs both saw an increase in the number of units during this time.
- Building permit records indicate that over the last 10 years, 1997-2006, the region added a total of 147 new residential units. The majority of residential construction occurred in Lemoyne.
- Camp Hill added 25 units between 1997 and 2006 and Wormleysburg added 15.
- New Cumberland and Mechanicsburg Boroughs saw more residential development than Camp Hill or Wormleysburg between 1997 and 2006, but less than Lemoyne.
- In addition to building permit activity, subdivision activity shows that in 2006, major subdivisions (consisting of 5 or more lots) were submitted in Camp Hill and in Wormleysburg. In Camp Hill, the Hilltop Village plan was submitted, consisting of 12 single family dwellings. In Wormleysburg, the North Front Street Townhouse Development and The Woods at Waterford were submitted, consisting of 5 and 14 townhouses each.

Table E.5.3. Total New Residential Dwellings, 1997-2006

Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	Total
Camp Hill	6	0	*	7	1	3	3	1	1	3	25
Lemoyne	10	3	6	22	13	15	*	20	14	4	107
Wormleysburg	5	1	0	0	0	3	2	0	2	2	15
IWS Region	21	4	6	29	14	21	5	21	17	9	147
Mechanicsburg	7	5	12	3	6	2	3	12	3	8	61
New Cumberland	11	0	1	1	2	3	0	18	0	0	36

* No response

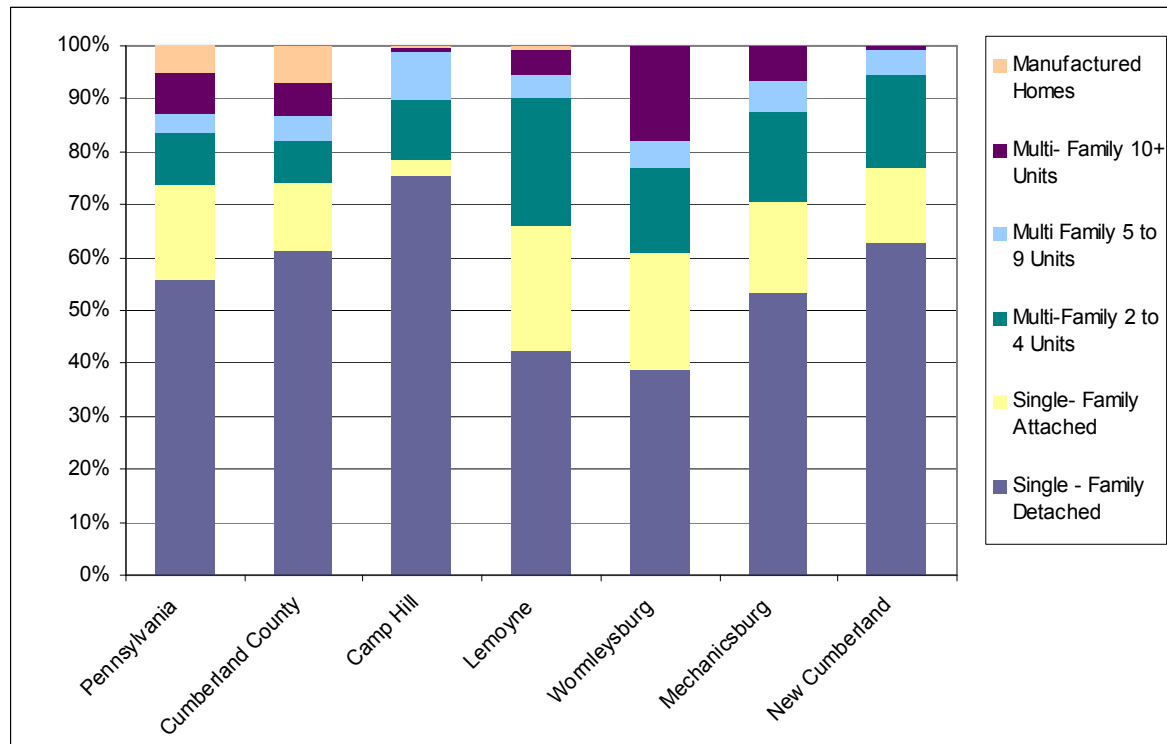
Source: Cumberland County Planning Commission, Annual Building Permit Surveys

Type of Housing

It is important that a community provide a diverse mix of housing to meet the differing needs of its residents. This section will examine the different types of housing that are available in the IWS region and compare these statistics with the mix of housing that is provided in nearby boroughs, the county, and the state. Recent residential development in Pennsylvania's townships has largely consisted of single family detached dwellings, and multi family housing opportunities are thought to be more readily available in the boroughs of the state. Many boroughs in the state have seen a wave of residential conversions in which an older single family dwelling is divided into apartments. Figure E.5.4 graphically shows the composition of the housing stock by type. Table E.5.4 lists statistics pertaining to the type of housing.

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Figure E.5.4. Type of Housing, 2000



Source: U.S. Census Bureau

Trends in Pennsylvania and Cumberland County

- In 2000, Cumberland County had a similar mix of housing units as the state. There were slightly higher percentages of single family homes and mobile homes in the county, and slightly lower percentages of single family attached units and multi-family units.

Imagine West Shore Regional and Municipal Trends

- The percentage of single family detached units in the IWS region is higher than the state percentage, but lower than the county percentage, as is the percentage of single family attached homes. The region has more multi family structures with 2 to 4 units or 5 to 9 units, but a lower percentage of multi family structures with 10 or more units. The region also has a low percentage of manufactured homes.
- Camp Hill Borough has a very high percentage of single family detached dwelling units, exceeding the state and county percentage, but a very low percentage of single family attached units. This indicates that much of the housing in the borough is either in the form of detached dwellings or multi family structures, and that there are few row homes or townhouses.
- Approximately 75% of the housing stock in Camp Hill is comprised of single family detached dwellings, compared to Lemoyne and Wormleysburg in which less than half of the housing stock is single family dwellings.
- Lemoyne Borough has a lower percentage of single family detached structures than the county or the state, and higher percentages of single family attached units and multi family units with 2 to 4 structures. The percentage of multi family units in Lemoyne with 5 or more units is lower than any of the boroughs in the region, and lower than the county and the state.

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- Lemoyne has the most manufactured housing units of the boroughs in the region, but manufactured housing accounts for less than 1% of the total housing stock.
- Wormleysburg Borough has the lowest percentage of single family detached units in the region, and has the highest percentage of multi family structures with 10 or more units. Nearly 20% of the housing units in Wormleysburg are multi-family units with 10 or more units per structure. There are no manufactured housing units in Wormleysburg.
- Mechanicsburg and New Cumberland have higher percentages of single family units than Lemoyne or Wormleysburg, but not as high of percentages as Camp Hill.

Table E.5.4. Type of Housing, 2000

Location	Single - Family Detached		Single- Family Attached		Multi-Family 2 to 4 Units		Multi Family 5 to 9 Units		Multi- Family 10+ Units		Manufactured Homes	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Pennsylvania	2,935,248	55.96	940,396	17.93	515,543	9.83	179,909	3.43	415,405	7.92	258,551	4.93
Cumberland County	53,203	61.21	11,054	12.72	7,072	8.14	4,089	4.70	5,375	6.18	6,126	7.05
Camp Hill	2,661	75.40	111	3.15	402	11.39	311	8.81	37	1.05	7	0.20
Lemoyne	855	42.18	483	23.83	489	24.12	91	4.49	96	4.74	13	0.64
Wormleysburg	547	38.55	316	22.27	229	16.14	72	5.07	255	17.97	0	0.00
IWS Region Total	4,063	58.25	910	13.05	1,120	16.06	474	6.80	388	5.56	20	0.29
Mechanicsburg	2,225	53.37	709	17.01	718	17.22	236	5.66	281	6.74	0	0.00
New Cumberland	2,150	62.92	483	14.14	599	17.53	154	4.51	25	0.73	6	0.18

Source: Cumberland County Planning Commission

Tenure

Tenure refers to the distinction between owner occupied and renter occupied housing units. Although it is important to provide for rental properties, a sense of pride is instilled with home ownership. Homeownership can encourage better property maintenance, especially if the owner is living on the property. That is not to say that renters are negligent when it comes to maintaining their residence; individual maintenance problems occurring with rental units may also depend on the individual tenant-landlord agreement of maintenance and landscaping responsibilities. Blighted conditions and uninhabitable structures often arise from absentee landlords, careless tenants, or outright neglect of a property. Table E.5.5 provides statistics on tenure in the years 1990 and 2000.

Table E.5.5. Tenure, 1990 and 2000

Location	1990			2000		
	Total Occupied Units	% Owner Occupied	% Renter Occupied	Total Occupied Units	% Owner Occupied	% Renter Occupied
Pennsylvania	4,495,966	70.66	29.34	4,777,003	71.30	28.70
Cumberland County	73,452	71.76	28.24	83,015	73.04	26.96
Camp Hill	3,481	73.74	26.26	3,387	75.35	24.65
Lemoyne	1,871	56.65	43.35	1,926	57.27	42.73
Wormleysburg	1,356	47.27	52.73	1,318	50.99	49.01

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Location	1990			2000		
	Total Occupied Units	% Owner Occupied	% Renter Occupied	Total Occupied Units	% Owner Occupied	% Renter Occupied
IWS Region Total	6,708	63.63	36.37	6,631	65.25	34.75
Mechanicsburg	3,926	64.34	35.66	4,023	62.39	37.61
New Cumberland	3,310	72.39	27.61	3,301	71.25	28.75

Source: Cumberland County Planning Commission

Trends in Pennsylvania and Cumberland County

- Cumberland County has very similar trends to the state in terms of the percentage of owner and renter occupied units. In both the county and the state, the number of owner occupied units increased between 1990 and 2000.

Imagine West Shore Regional and Municipal Trends

- The IWS region had a higher percentage of renter occupied units than the county and the state in both 1990 and 2000, but the percentage of renter occupied units decreased during this time.
- Camp Hill had a higher percentage of owner occupied units than the other boroughs, and than the county and the state in 1990 and 2000, and the percentage of owner occupied units increased during this time.
- Wormleysburg had the lowest percentage of owner occupied units, but this number increased between 1990 and 2000. In Wormleysburg in 1990, over half of the occupied units are filled with renters, and in 2000, close to half of the occupied units were filled with renters.
- Lemoyne saw the least change in the percentages of owner occupied and renter occupied units between 1990 and 2000.
- Compared to Mechanicsburg and New Cumberland, Lemoyne and Wormleysburg contain more renter occupied housing, and Camp Hill contains more owner occupied housing.

Occupancy and Vacancy Statistics

The U.S. Census states that a housing unit is vacant, "if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g. for rent, for sale, or for seasonal use only."

Occupancy and vacancy rates are key indicators of the health of a community's housing market and can have an affect on local economic stability. A high occupancy rate can be indicative of limited housing availability in a community and an inability to absorb new residents moving into a community. A sudden growth of a single company or a new industry could conceivably require the development of new homes or increase the travel time for workers, thus adding to commuting costs and stress on the transportation system. Conversely, a high vacancy rate can be an indicator of too many units which can lead to deflated prices and lower demand. Generally, a vacancy rate of 4%-6% is considered a healthy rate for a community.

It is important to remember that the vacancy rate for an area is constantly changing as new units are constructed, units come on the market, and units are sold. The vacancy rates that are collected by the

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U.S. Census Bureau represent the status of homes in a municipality at a single point in time. Table E.5.6 lists occupancy and vacancy statistics.

Table E.5.6. Occupancy and Vacancy Trends, 1990 and 2000

	1990 Occupied		1990 Vacant		2000 Occupied		2000 Vacant	
	Total	%	Total	%	Total	%	Total	%
Pennsylvania	4,495,966	91.05	442,174	8.95	4,777,003	90.99	472,747	9.01
Cumberland County	73,452	95.26	3,656	4.74	83,015	95.47	3,936	4.53
Camp Hill	3,481	96.99	108	3.01	3,387	95.98	142	4.02
Lemoyne	1,871	95.80	82	4.20	1,926	95.02	101	4.98
Wormleysburg	1,356	94.36	81	5.64	1,318	92.88	101	7.12
IWS Region Total	6,708	96.12	271	3.88	6,631	95.07	344	4.93
Mechanicsburg	3,926	96.53	141	3.47	4,023	96.50	146	3.50
New Cumberland	3,310	97.07	100	2.93	3,301	96.61	116	3.39

Source: Cumberland County Planning Commission

Trends in Pennsylvania and Cumberland County

- The vacancy rate in Cumberland County in both 1990 and 2000 was in the healthy range. The vacancy rate decreased during this time, and should be monitored so that it doesn't fall too low.
- The vacancy rate in Cumberland County was much lower than the vacancy rate in the state during this time. In Pennsylvania, the vacancy rate increased from 8.95% in 1990 to 9.01% in 2000. Seasonal housing may cloud the true picture in this case, but it appears that the vacancy rate in Pennsylvania is higher than what is considered healthy.

Imagine West Shore Regional and Municipal Trends

- The vacancy rate in the IWS region increased between 1990 and 2000. In 1990, the vacancy rate was only 3.88%, which is somewhat low. The rate in 2000, 4.93% is a healthier rate.
- Camp Hill had the lowest vacancy rate of the three boroughs in both 1990 and 2000. The vacancy rate in Camp Hill in 1990 was a low 3.01%. The 4.02% vacancy rate that the borough had in 2000 is considered to be healthier.
- The vacancy rate in Lemoyne increased between 1990 and 2000, but was considered healthy in both decades.
- Wormleysburg had the highest vacancy rates of the three boroughs in both years, and the vacancy rate increased during this time. In 2000, the vacancy rate in Wormleysburg was 7.12% which may indicate that rundown conditions or lower demand in this area. The vacancy rate in Wormleysburg should be monitored, and the housing plan will focus on tools to utilize to increase occupancy in this area.
- Compared to nearby Mechanicsburg and New Cumberland Boroughs, the IWS region had a higher vacancy rate. Both New Cumberland and Mechanicsburg saw an increase in the vacancy rate, but both of these boroughs had a vacancy rate of 3.5% or lower in 2000.

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Value of Owner Occupied Housing Units

Examining the value of housing in conjunction with household income can help to determine if housing in the area is affordable to the people who live there. The type of housing that is considered affordable for both renters and homeowners depends on many factors including the age, quality, size, location, and availability of the housing stock in an area. Typically newer housing units which are larger and offer more amenities such as central heat and air, multiple bathrooms and bedrooms, larger kitchens and garages, and family rooms, and are located in areas with high owner occupancy rates or in rapidly growing areas tend to have higher values than smaller, older housing units lacking many new amenities and those located in areas with a greater concentration of rental units and/or higher vacancy rates. This is not always the case, however. Well maintained historic homes located in an historic area can exhibit value added qualities.

This section looks at the value of homes as of the 2000 U.S. Census. The median value and the number of homes in a specific value bracket are considered. Table E.5.7 lists the value of owner occupied units in the year 2000. This information is graphically displayed in Figure E.5.5 and the median value of homes is displayed in Figure E.5.6.

Trends in Pennsylvania and Cumberland County

- The value of homes in Pennsylvania is more evenly distributed across the different income brackets than homes in the county.
- In general, there are a larger percentage of homes in Cumberland County with higher values than in the state.
- In 2000, the median value of owner occupied homes in Cumberland County was over \$20,000 more than the median value of owner occupied homes in the state.

Imagine West Shore Regional and Municipal Trends

- In general, homes in Camp Hill have the highest values in the region, but there are a few homes with very high values in Lemoyne and Wormleysburg.
- The median value of homes in Camp Hill is also the highest in the region, and is higher than the county and state median values.
- Lemoyne has the lowest median home value in the region, and is lower than the county and the state median values.
- The median value of homes in Wormleysburg is higher than the median value of homes in New Cumberland or Mechanicsburg, which are very similar to each other. The median value of homes in Wormleysburg is close to the county median value.

Table E.5.7. Value of Owner Occupied Housing Units, 2000

	Pennsylvania		Cumberland County		Camp Hill		Lemoyne		Wormleysburg		IWS Region		Mechanicsburg		New Cumberland	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Less than \$10,000	54,378	1.6	1,211	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
\$10,000 to \$14,999	43,381	1.3	711	1.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
\$15,000 to \$19,999	47,554	1.4	670	1.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	6	0.3
\$20,000 to \$24,999	55,894	1.6	391	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0

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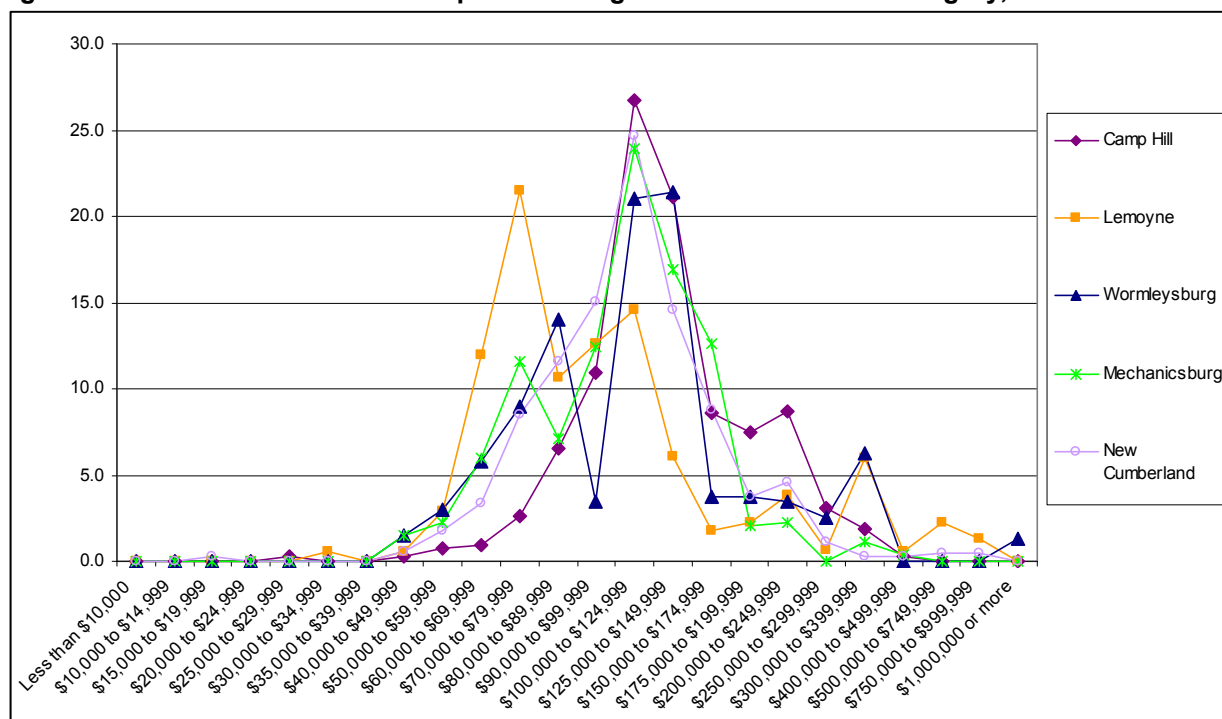
	Pennsylvania		Cumberland County		Camp Hill		Lemoyne		Wormleysburg		IWS Region		Mechanicsburg		New Cumberland	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
\$25,000 to \$29,999	62,658	1.8	282	0.5	8	0.3	0	0.0	0	0.0	8	0.2	0	0.0	0	0.0
\$30,000 to \$34,999	77,665	2.3	418	0.7	0	0.0	6	0.5	0	0.0	6	0.1	0	0.0	0	0.0
\$35,000 to \$39,999	89,280	2.6	300	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
\$40,000 to \$49,999	179,912	5.3	948	1.6	6	0.2	6	0.5	10	1.5	22	0.5	38	1.5	14	0.6
\$50,000 to \$59,999	207,536	6.1	1,291	2.1	18	0.7	32	2.9	20	3.0	70	1.6	56	2.2	42	1.8
\$60,000 to \$69,999	234,348	6.9	1,975	3.3	24	0.9	132	12.0	39	5.8	195	4.5	151	6.0	79	3.4
\$70,000 to \$79,999	245,632	7.2	3,421	5.6	67	2.6	237	21.5	60	8.9	364	8.4	290	11.6	199	8.5
\$80,000 to \$89,999	280,031	8.2	5,116	8.4	166	6.5	118	10.7	94	14.0	378	8.7	179	7.1	272	11.6
\$90,000 to \$99,999	259,135	7.6	5,683	9.4	279	10.9	139	12.6	23	3.4	441	10.2	311	12.4	353	15.0
\$100,000 to \$124,999	439,276	12.9	11,939	19.7	681	26.7	161	14.6	141	21.0	983	22.7	600	23.9	580	24.7
\$125,000 to \$149,999	344,630	10.1	9,113	15.0	538	21.1	67	6.1	144	21.4	749	17.3	424	16.9	342	14.5
\$150,000 to \$174,999	235,595	6.9	5,997	9.9	219	8.6	20	1.8	25	3.7	264	6.1	316	12.6	207	8.8
\$175,000 to \$199,999	151,946	4.5	3,885	6.4	190	7.4	25	2.3	25	3.7	240	5.5	52	2.1	89	3.8
\$200,000 to \$249,999	160,275	4.7	3,512	5.8	223	8.7	42	3.8	23	3.4	288	6.7	57	2.3	107	4.5
\$250,000 to \$299,999	91,609	2.7	1,484	2.4	78	3.1	7	0.6	17	2.5	102	2.4	0	0.0	26	1.1
\$300,000 to \$399,999	74,851	2.2	1,350	2.2	48	1.9	66	6.0	42	6.3	156	3.6	27	1.1	6	0.3
\$400,000 to \$499,999	29,748	0.9	460	0.8	7	0.3	6	0.5	0	0.0	13	0.3	9	0.4	6	0.3
\$500,000 to \$749,999	24,899	0.7	269	0.4	0	0.0	25	2.3	0	0.0	25	0.6	0	0.0	12	0.5
\$750,000 to \$999,999	8,044	0.2	152	0.3	0	0.0	14	1.3	0	0.0	14	0.3	0	0.0	12	0.5
\$1,000,000 or more	7,890	0.2	57	0.1	0	0.0	0	0.0	9	1.3	9	0.2	0	0.0	0	0.0

Source: Cumberland County Planning Commission

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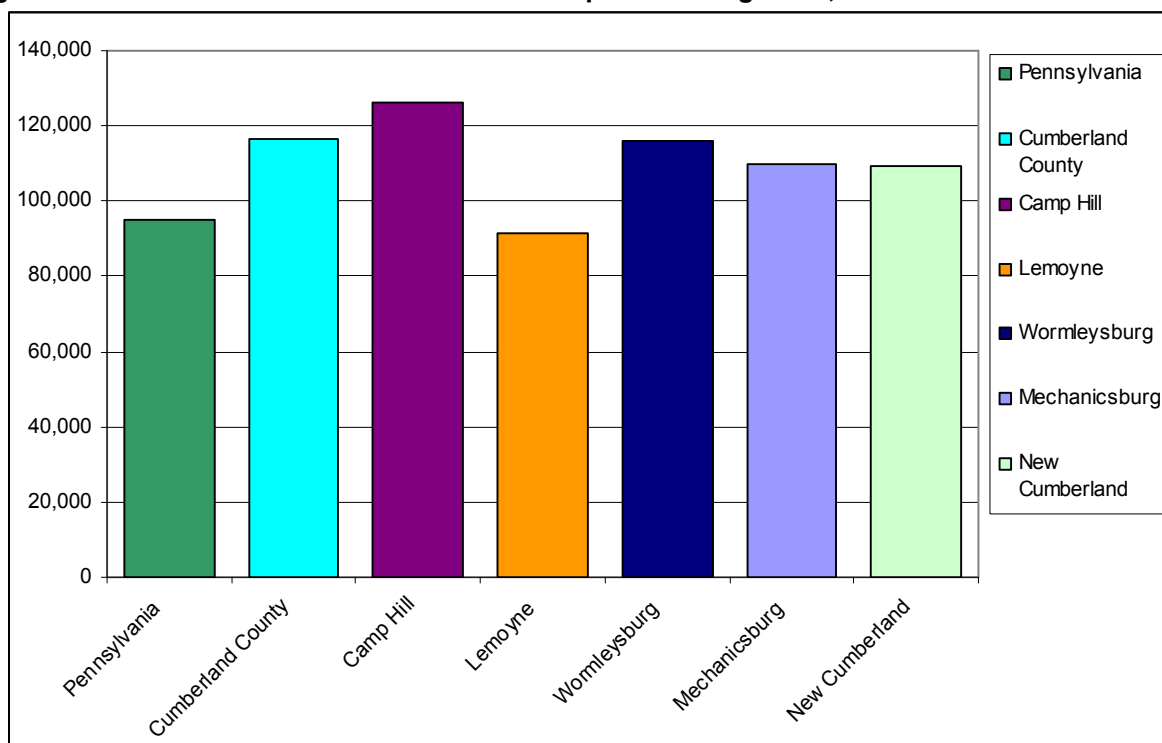
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Figure E.5.5. Percent of Owner Occupied Housing Units in each Value Category, 2000



Source: Cumberland County Planning Commission

Figure E.5.6. Median Dollar Value of Owner Occupied Housing Units, 2000



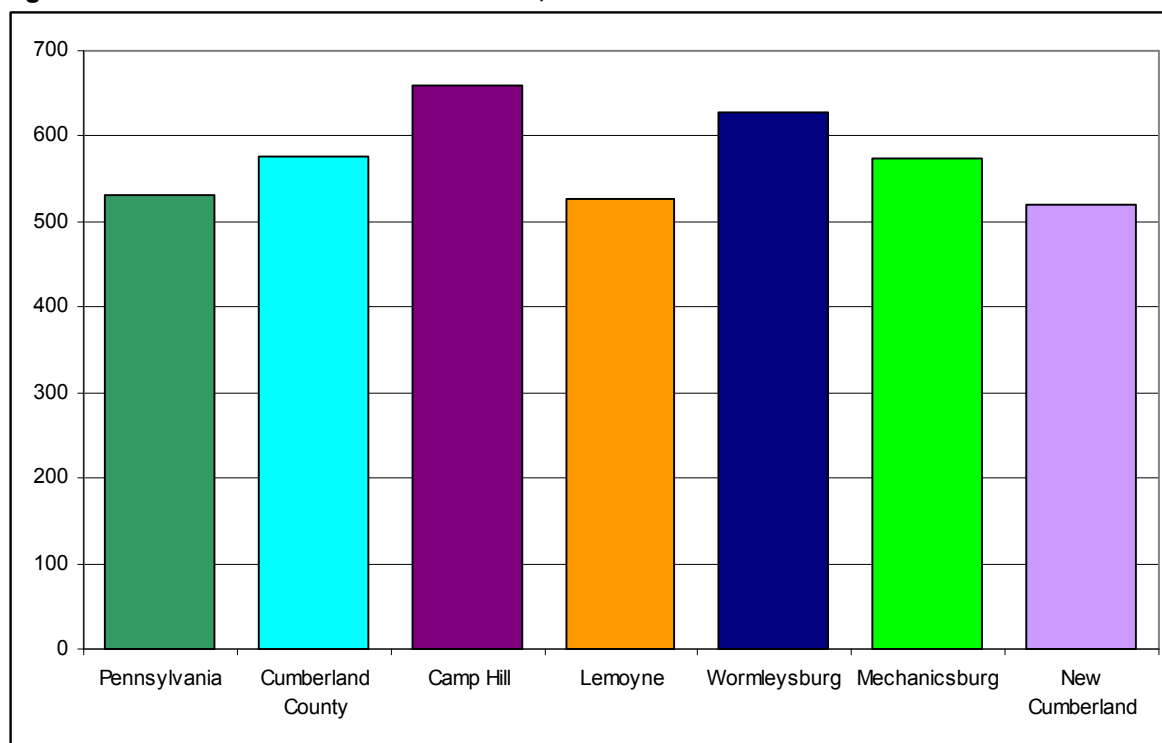
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Source: Cumberland County Planning Commission

Gross Rent

This section analyzes the median gross rent of the Imagine West Shore region as compared to nearby municipalities, the county, and the state. The median value is different than the average value in that it represents the middle value (if the total number of values is an odd number) or the average of two middle values (if the total number of values is an even number) in an ordered list of data values. The median divides the total frequency distribution (total list of values) into two equal parts: one-half of the cases fall below the median and one-half of the cases exceed the median. A median value is not available at the regional level. The range of rent values is also analyzed in this section. Figure E.5.7 graphically displays median gross rents in 2000, and Table E.5.8 lists the median values for each geographical area. Figure E.5.8 shows gross rent values; corresponding numerical data is listed in Table E.5.9.

Figure E.5.7. Median Gross Rent in Dollars, 2000



Source: U.S. Census Bureau

Table E.5.8. Median Gross Rent, 2000

Location	Median (Dollars)
Pennsylvania	531
Cumberland County	576
Camp Hill	659
Lemoyne	527
Wormleysburg	629
Mechanicsburg	575

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New Cumberland	519
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Source: Cumberland County Planning Commission

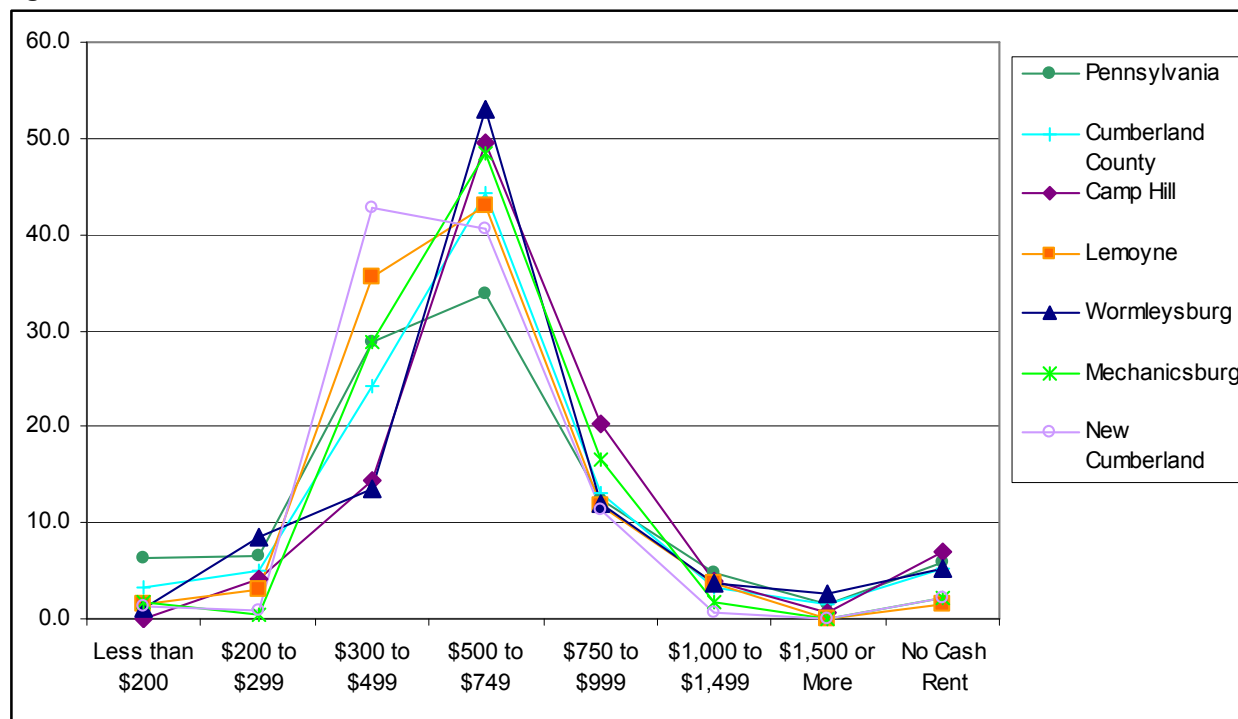
Trends in Pennsylvania and Cumberland County

- In 2000, the median gross rent in Cumberland County was higher than the median gross rent in the state.
- Nearly 45% of renters in the county paid \$500 to \$749 in gross rent in 2000.

Imagine West Shore Regional and Municipal Trends

- Nearly 50% of renters in the region paid between \$500 and \$749 in gross rent in 2000.
- The median gross rent was the highest in Camp Hill, but the median gross rent in Wormleysburg was similar to that in Camp Hill.
- The median gross rent in Lemoyne was similar to the median gross rent in New Cumberland and in the state.
- In each of the three boroughs, the highest percentage of gross rents fell between \$500 and \$749.
- Each of the three boroughs reported renters who paid no cash rent in 2000.

Figure E.5.8. Percent Gross Rent Values, 2000



Source: Cumberland County Planning Commission

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Table E.5.9. Gross Rent Values, 2000

Location	Less than \$200		\$200 to \$299		\$300 to \$499		\$500 to \$749		\$750 to \$999		\$1,000 to \$1,499		\$1,500 or More		No Cash Rent	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Pennsylvania	85,346	6.3	89,493	6.6	389,144	28.9	454,749	33.7	167,064	12.4	65,230	4.8	19,811	1.5	77,987	5.8
Cumberland County	740	3.4	1,100	5.0	5,357	24.3	9,797	44.4	2,894	13.1	732	3.3	315	1.4	1,139	5.2
Camp Hill	0	0.0	35	4.2	120	14.4	414	49.6	169	20.2	32	3.8	6	0.7	59	7.1
Lemoyne	12	1.5	26	3.2	292	35.5	354	43.0	97	11.8	30	3.6	0	0.0	12	1.5
Wormleysburg	8	1.1	60	8.6	95	13.6	369	52.9	84	12.1	26	3.7	19	2.7	36	5.2
IWS Region Total	20	0.8	121	5.1	507	21.5	1,137	48.3	350	14.9	88	3.7	25	1.1	107	4.5
Mechanicsburg	25	1.7	6	0.4	420	28.8	708	48.5	242	16.6	27	1.9	0	0.0	31	2.1
New Cumberland	13	1.4	9	0.9	408	42.9	386	40.5	108	11.3	7	0.7	0	0.0	21	2.2

Source: Cumberland County Planning Commission

Neighborhood Analysis

In order to adequately plan for future improvements, several neighborhoods in the region were identified and analyzed. This analysis can be used to identify areas for conservation, rehabilitation, or revitalization efforts. It can also be used to determine the types of housing that are desired for certain neighborhoods, as well as improvements, such as sidewalks, lighting, or street trees, that would add to quality of life and compliment the character of the neighborhood.

Fifteen neighborhoods were analyzed as part of this project. The analysis looked at predominant housing type, notable architectural features, setbacks, age of structures, lot sizes and configuration, and alley accessibility. The neighborhoods analyzed are listed below and are shown in Map E.5.1.

Wormleysburg

- The Heights
- Village North
- Village South
- Pennsboro Manor

Lemoyne

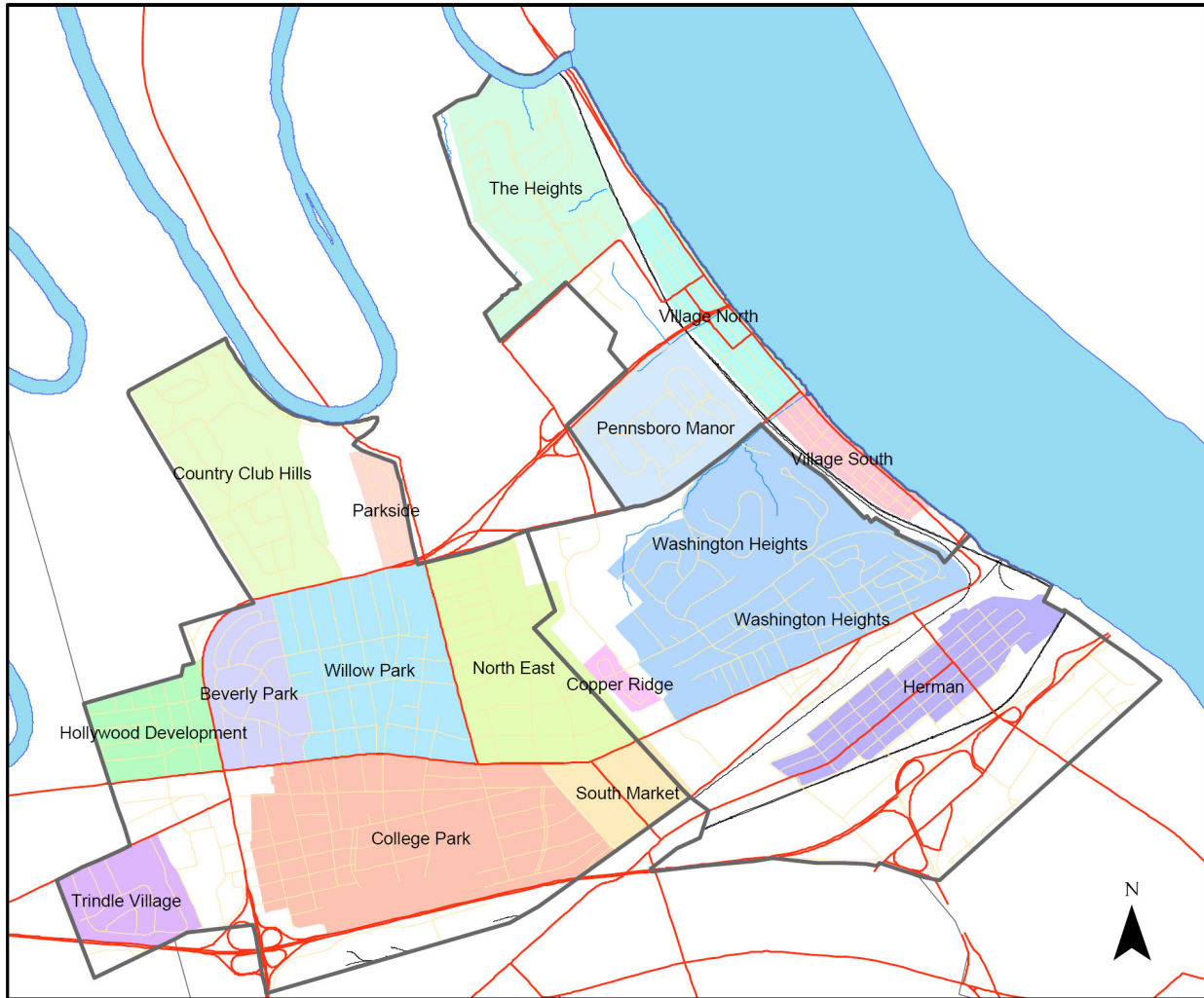
- Washington Heights
- Copper Ridge
- Herman

Camp Hill

- South Market
- North East / Little Italy
- Willow Park
- College Park
- Beverly Park
- Trindle Village
- Hollywood Development
- Country Club Hills
- Parkside

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Map E.5.1. Neighborhoods in the IWS Region



Source: Cumberland County GIS; PennDOT; RETTEW Associates, Inc.

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Imagine West Shore

The Heights

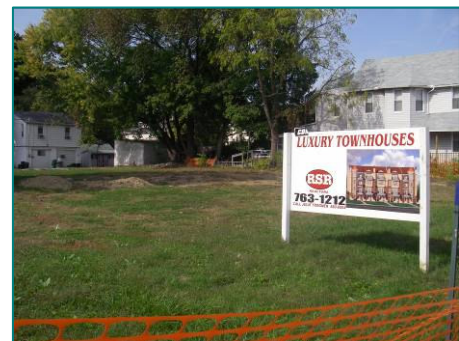
- The Heights is located in the northernmost portion of Wormleysburg Borough. The Heights is a suburban style development, but different housing types are located in different sections of the development.
- The different types of housing include single family homes, townhouses and condominiums, and large apartment complexes. The single family homes are small brick ranch homes and split level homes. Some of the ranchers have carports, or carports that have been converted into living space. Average lot size for the single family homes is just under a third of an acre.
- Sidewalks are present in certain locations of the development, but not in all locations. Tree lawns are located in most of the neighborhood, but only certain areas have mature street trees. In general, streets are wide and the homes are setback from the streets a moderate amount. Utilities are often located in the front of the structures.



- Most homes have driveways and carports or garages in the front of the house. Parking for the condominiums is located in the front of the buildings.
- Most of the housing units in this neighborhood were built in the 1960s. The apartment buildings and condos were constructed in the 1980s and 1990s.

Village North

- Village North comprises the area of Wormleysburg located east of the railroad tracks, south of Haldeman Street, and north of Walnut Street.
- The northern part of the village is primarily residential, although the number of businesses intermixed increases the further south you travel. As the number of businesses increases, so do the amounts of conversions and alterations to structures.
- The homes are setback from the street enough to have a lawn area. Sidewalks are present in the majority of the locations, along with a tree lawn, but there are very few street trees.
- Third Street and River Street function as alleys, and properties have access to the alleys. Parking to the rear of the structures is utilized off of the alleys. There are also outbuildings on the alleys, some of which have been converted for residential or commercial uses.
- Residential units range from small cape cods to duplexes, to two-story homes and brick ranchers. The average lot size is approximately 7,000 square feet and most of the lots are long and narrow. Most of the homes in the Village North neighborhood were built in the late 1920s or the 1930s.
- There are opportunities for infill development in some locations, such as the vacant lot shown to the right.



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Imagine West Shore

Village South



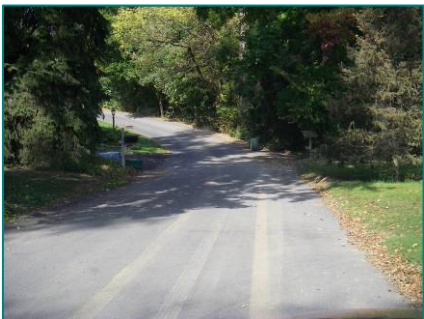
- Village South is located to the east of the railroad tracks in Wormleysburg Borough, south of Walnut Street to the borough line.
- Village South contains many more commercial properties than the Village North. There are more conversions, and homes in this area tend to be slightly smaller, set closer to the street, and are not as well maintained as homes to the north. There are many duplexes and rental properties in this area, intermixed with two story single family homes. Many of the structures have front porches.
- Lots are generally long and narrow and alley access is

provided.

- Sidewalks and tree lawns are present, although there are not a lot of street trees.
- The average lot size is approximately 5,000 square feet. Homes in the southern part of the village are older than homes in the northern part of the village. Most of the homes in Village South were constructed around 1900.

Pennsboro Manor

- Pennsboro Manor is located in the south central part of Wormleysburg Borough. It is located to the west of the railroad tracks to the borough line, south of Mumma Road, and north of Walnut Street. In general, this neighborhood can be described as stately, with large homes on large lots.
- Many of the homes in this neighborhood have river views and are large in stature, but there are large ranch homes in the north and northwest sections of the neighborhood. Average lot size is approximately one acre.
- The setbacks are moderate to deep throughout the neighborhood.
- Streets in the neighborhood are very narrow and do not contain sidewalks, curbs or tree lawns.
- The neighborhood is wooded and contains mature trees.



- Utility lines are generally hidden behind the homes.
- Homes in this neighborhood are priced from the \$400,000s. Architecture is unique from structure to structure, adding to the character of this neighborhood. The age of each structure also varies, ranging from the 1950s to 2005.

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Imagine West Shore

Washington Heights



- Washington Heights is located in Lemoyne, south and west of Wormleysburg, east of Camp Hill and north of Walnut Street. This neighborhood has two very distinct parts.
- The northern part of Washington Heights contains much newer homes on large lots. Most of the homes north of Indiana Ave. and along Cumberland Road were constructed after 1965 and the average lot size is approximately one acre. Homes in the northern portions include ranch houses and large estate homes. Newly constructed condos (built 2000-2005) are also located in this neighborhood. There are generally no sidewalks, and rolled curbs are

located in many areas north of Indiana Ave.

- To the south of Indiana Ave, the lots are much smaller and the setbacks are narrower. Homes in this area represent more traditional cape cod and two story single family dwellings. On street parking is available and there are sidewalks and a tree lawn present. Street trees are generally young.
- South of Indiana Ave in Washington Heights, the average lot size is just under one third of an acre. Most of the homes in this area were constructed in the 1920s and 1930s.



Copper Ridge

- Copper Ridge is a three story condominium development located in Lemoyne. Units are still being constructed. Parking is located in front of the structures, and sidewalks are provided in front of the units. The units were constructed as a stand alone neighborhood; they cannot be considered as part of another nearby neighborhood.



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Imagine West Shore

Herman

- Herman is considered to be the neighborhood in Lemoyne that is located between the railroad tracks and east of South 10th Street.
- Homes in this neighborhood include single family and duplex structures, as well as apartments.
- The wide streets allow for on street parallel parking and angled parking on one side, but also encourage faster speeds.
- Homes are located on long, narrow lots that access alleys. Setbacks are small. There is a transitioning of homes in this neighborhood from larger brick homes to small homes with vinyl siding. Many of the houses have front porches. There tend to be clusters of split block front porches on the north side of streets.
- Sidewalks and tree lawns exist. Some areas of the neighborhood have a fair amount of street trees, but many blocks are lacking street trees.
- The average lot size is approximately 5,000 square feet and most of the homes were constructed between 1900 and 1930.



South Market

- South Market is located in Camp Hill, south of Market Street and east of South 19th Street, to the borough line.
- The neighborhood contains single family, one and two story homes. Many of the homes have front porches.
- Sidewalks are present, along with tree lawns and some mature trees along many of the main roads, but these features are not located on all of the secondary roads.
- Utilities are located in the front of the homes in many cases.
- Homes have access to alleys, but many of the alleys are unimproved, or poorly improved. This prohibits parking to the rear of properties in some cases.

North East

- The North East neighborhood is located north of Market Street in Camp Hill and east of North 21st Street.
- The neighborhood contains intermittent sidewalks and in some locations, sidewalks are absent. Where sidewalks are present, tree lawns are present, but there are very few street trees.
- The homes are a mix of brick two-story homes, ranch homes, small brick square houses, and cape cods.
- The average lot size is approximately one quarter of an acre.
- The age of construction ranges from 1870 to 2006, but the majority of homes were constructed between the late 1940s and the early 1960s.



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- New construction is occurring in the northeast portion of this neighborhood at the Enclave of Camp Hill. This construction represents townhomes starting from the low \$200,000s.

Willow Park



- Willow Park is located in Camp Hill, west of North 21st Street, north of Market Street, east of 28th Street, and south of Route 11/15.
- This area of Camp Hill contains larger homes and intermittent sidewalks. Tree lawns are generally present where there are sidewalks, and some blocks contain large, mature street trees.
- Most of the homes are two stories and there is a mixture of architectural types.
- The northern part of this neighborhood contains larger, older, and potentially historic homes that are statelier in nature. Setbacks are shallow to moderate.

- The average lot size is a quarter of an acre, and most of the homes were constructed between 1900 and 1950.

Beverly Park

- The character of the Beverly Park neighborhood is similar to the Willow Park neighborhood, and is located just to the east of Willow Park.
- Homes consist of a mix of single family, one and two story homes of varying architecture. Sidewalks are intermittent and setbacks are moderate.
- Some of the two story homes in this neighborhood have front porches, and some of the cape cod homes have been altered to contain a second story.
- Utilities in this neighborhood are generally located in the front of structures.
- Although sidewalks are located in some locations, there are no sidewalks located around Beverly Park, where children are likely to be playing. Adding sidewalks in this area would encourage area youth to walk to the park.
- Mature street trees are located in certain areas of this neighborhood.
- The majority of homes in the Beverly Park neighborhood were constructed between 1940 and the late 1950s.
- The average lot size of homes in the Beverly Park neighborhood is approximately one quarter of an acre.



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Imagine West Shore

College Park



- College Park is located south of Market Street, east of 32nd Street, and west of 19th Street.
- Included in this neighborhood are a mix of homes including small and large Cape Cods, two story brick houses, two story homes with siding, ranch homes, and colonial revival style homes.
- Streets are somewhat wide, and Deanhurst Avenue acts as a boulevard with a grass planting strip in the middle.
- Setbacks are moderate. Nearly all of the homes have front yards.
- Sidewalks are found in most locations within the neighborhood. Mature trees are located in

various locations as well, but do not provide a continuous canopy.

- The average lot size in College Park is approximately one quarter of an acre.
- Homes in this neighborhood were constructed at many different times. Dates of construction range from 1900 to 1997. The majority of the homes were constructed between 1945 and 1960.

Trindle Village

- Trindle Village is located in Camp Hill Borough, south of Trindle Road, north of Rt. 581, and west of the Camp Hill Mall. The neighborhood consists of ranch homes, many of which have car ports.
- Sidewalks are located in the development, and a tree lawn is present, but there are no street trees.
- Setbacks are moderate.
- The average lot size of the single family homes is approximately one fifth of an acre. Most of the homes were built in the late 1950s and early 1960s.
- The neighborhood also contains the Trindle Village Apartments. These are apartment buildings containing several units. The apartments were constructed in 2003.

Hollywood Development

- The Hollywood Development is located in Camp Hill, west of 32nd Street and north of Market Street.
- This neighborhood is very homogeneous. Nearly all of the homes are small ranch style homes. The homes either have car ports or garages, and in some cases, these spaces have been converted into living space.
- Setbacks are moderate to deep. All of the homes have a front yard.
- Utilities are located to the rear of the homes, and there are no alleys.
- There are intermittent sidewalks with a tree lawn, but virtually no street trees are present.
- The average lot size is approximately 10,000 square feet. Most of the homes were constructed between 1955 and 1960.

Country Club Hills

- Country Club Hills is located in Camp Hill between the golf course and Christian Siebert Memorial Park.

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Imagine West Shore

- The neighborhood contains a mix of well maintained, slightly older homes, and newer, suburban style development.
- Most of the homes that are located south of Russell Road were constructed in the 1940s. They are more unique in character, are larger, and are well maintained.
- The streets in this area of the neighborhood are narrow and sidewalks and curbing are not present. There are mature trees, and utility lines are located behind the homes.
- Homes to the north of Russell Road transition from a mix of two story homes and ranch homes, to almost all ranch homes or raised ranch homes. Sidewalks are located in portions of this area of the development and the streets tend to be wider. There are also certain areas where curbing is present without sidewalks.
- Homes in the Country Club Hills neighborhood north of Russell Road were mostly constructed in the 1950s and early 1960s.
- The homes in general have large setbacks.
- The average lot size is approximately one half of an acre.



Parkside



- The Parkside neighborhood is located in Camp Hill, east of Christian Siebert Memorial Park.
- This neighborhood contains mostly smaller cape cods and split level homes. Homes are set back off of the roadway, and many of the homes have driveways and garages in the front of the house. Many of the homes are brick.
- The neighborhood contains sidewalks and tree lawns and some areas have large, mature street trees.
- Residents of this neighborhood have access to Holy Spirit, which can act as an employment center, and signalized crosswalks lead from the development to the health center.
- The average lot size is approximately one quarter of an acre. Most of the homes were constructed between 1955 and 1960.

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E.6 Community Facilities Profile

Introduction

The administrative structure and various community services and facilities provided within the IWS Region are essential for maintaining and enhancing the quality of life of those who live, work, and play within the three boroughs. It is important to recognize that these facilities and services can be either physical or programmatic and provided by a host of private, public, and quasi-public entities. This chapter identifies the existing condition of the region's community facilities services, and financial resources, and provides the basis for the strategies that offer recommendations for their expansion or improvement.

For each borough council, the critical decision in providing public services and new facilities is the balance between need and cost. The cost of providing the desired quantity and quality of community facilities usually exceeds municipal resources. However, with careful planning, successful grant writing, and meaningful follow through the boroughs may narrow the gap between the desired level of service and that for which residents are willing to pay.

The services and facilities discussed in this chapter include form and function government, financial resources, educational facilities, library services, health facilities, emergency services, public sewerage facilities, water systems, stormwater management, and private utilities. Map E.6.1 identifies the location of community facilities within the region.

The major sources of information used in this chapter were the Cumberland County Comprehensive Plan, municipal surveys, and extensive Internet research. In preparing this chapter, every effort was made to promote each borough's individual needs with the most benefit to the region.

Structure of Government in the IWS Region

Federal and State Representation

As of 2007, all three of the boroughs were in the 19th U.S. Congressional District. U.S. Representatives were Robert Casey and Arlen Specter and the U.S. Representative was Todd Russell Platts. All three boroughs were in the 31st Pennsylvania Senatorial District; Patricia Vance was the Pennsylvania State Senator. The region was split between Pennsylvania House Districts 87 and 88. Glen Grell was the State Representative for the 87th District, which contains all of Camp Hill Borough and a portion of Wormleysburg Borough. Lemoyne Borough and a portion of Wormleysburg Borough are included in the 88th House District and were represented by State Representative Jerry L. Nailor.

Borough Code

The present form of borough government is the weak mayor form, which governed all incorporated municipalities in the 19th century. Boroughs have a strong and dominant council, a weak executive and other elected officers with powers independent of the council. The governing body of the borough is the elected council. The mayor is elected for a four-year term; council members are elected for four-year overlapping terms. A borough that is not divided into wards usually has seven council members. The powers of council are broad and extensive, covering virtually the whole range of urban municipal functions. Elected and appointed officials for the three boroughs, as of 2007 are listed in Table E.6.1.

The elected officers of a borough government are the mayor, council members, and three auditors or a controller. Other, less influential elected positions include the tax assessor, tax collector, and constables. Many other borough officers and employees are appointed by the borough council and include the

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positions of treasurer, solicitor, engineer, manager, street commissioner, and secretary, among other officers. By a two-thirds vote, it may appoint a professional accountant or firm to conduct the annual audit.

Table E.6.1. Elected and Appointed Officials

Title	Camp Hill		Lemoyne		Wormleysburg	
	Name	Term Ends	Name	Term Ends	Name	Term Ends
Mayor	Lou Thieblemont	2008	Elmer Bryem, Jr.	2010	George O. Preble	2010
Council President	Richard McBride	2010	Dr. James A. Yates	2008	Thomas G. Kanganis	2008
Council Member	Dave Buell	2008	Wayne S. Mountz	2010	Stephen M. Hawbecker	2010
Council Member	Burke McLemore	2010	Susan J. West	2010	Mary Ann Bedard	2008
Council Member	Liesl Beckley	2008	Samuel R. Leach	2008	Warren W. Stumpf	2010
Council Member	Brian Musselman	2008	Jodie L. Ruediger	2010	Ronald P. Frank	2010
Council Member	Aubrey Sledzinski	2010	Judith McAllister	2010	Scott T. Wyland	2008
Council Member	Wayne Weber, Jr.	2010	Robert W. Farver	2008	Thomas R. Martini	2010
Tax Collector	Janet Miller	2008	Faith A. Nicola	2010	William O'Donnell	2010
Treasurer	Gary Kline		Howard E. Dougherty		Richard Y. Eby	
Manager	Gary Kline		Howard E. Dougherty		Gary W. Berresford	
Secretary	Anne Shambaugh		Howard E. Dougherty		Gary W. Berresford	
Director, Finance	Raymond Madden					
Roadmaster/Street Superintendent	Gary Kline		John Paden			
Police Chief	Gregory J. Ammons		Howard E. Dougherty		Howard E. Dougherty	
Fire Chief	Mark Simpson		Ronald P. Frank		Ronald P. Frank	
Emergency Management Coordinator	Ward Adams		Ronald P. Frank		Ronald P. Frank	
Chief Assessor			Barbara J. Byrem		Ruth I. Bennett	
Director, Parks and Recreation	Audrey Logar					
Solicitor	J. Stephen Feinour		Michael Cassidy		G. Bryan Salzmann	
Engineer					Benatec Associates	
Independent Auditor/CPA	Brown, Schultz, Sheridan, Fritz		Waggoner, Frutiger, and Daub		Hamilton & Musser, P.C.	

Source: Governor's Center for Local Government Services, 2007

It is the borough managers with the assistance of hired staff that implement the policies enacted by borough council, as well as carry out the day-to-day operations of the boroughs. These daily operations include, but are not limited to, handling citizen inquiries, payroll, financing, and personnel issues.

The Pennsylvania Borough Code authorizes the Borough Council to create a variety of other boards, commissions, and authorities to assist in carrying out local government functions. In order for the IWS region to successfully implement the comprehensive plan, these committees, boards, and personnel will be called upon to organize, administer, and/or enforce the various policies or programs that may be adopted as a result of the comprehensive plan.

Planning Commission

The Pennsylvania Municipalities Planning Code, Act 247 as amended, provides for the creation of a planning commission by the borough council to assist and/or oversee the administration of the planning program. The planning commission consists of three to nine members who must be residents of the municipality. The term of a planning commission member is four years. The terms are staggered and any

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vacancy occurring during a term of office is filled for the unexpired portion of the term. A planning commission member cannot serve on the Zoning Hearing Board and only a certain number of planning commission members can be officers or employees of the municipality, based on the size of the planning commission.

All three of the boroughs in the IWS region have municipal planning commissions. Through the planning process, the planning commission has an important function as an advisory board to the governing body on matters pertaining to the comprehensive plan, land use and development, and other community related topics.

The planning commission has two functions at the request of the governing body: to prepare a comprehensive plan, and to keep records of all of its actions. Under MPC section 209.1, it is also empowered to:

- Make recommendations to the governing body concerning the adoption or amendment of an official map.
- Prepare and present to the governing body of a municipality a zoning ordinance, and make recommendations to the governing body on proposed recommendations to it.
- Prepare, recommend, and administer subdivision and land development and planned residential development regulations.
- Prepare and present to the governing body of the municipality a building code and a housing code and make recommendations concerning proposed amendments thereto.
- Do such other acts or make studies as may be necessary to fulfill the duties and obligations imposed by this act.
- Prepare and present to the governing body of the municipality an environmental study.
- Submit to the governing body of a municipality a recommended capital improvements program.
- Prepare and present to the governing body of the municipality a water survey, which shall be consistent with the State Water Plan and any applicable water resources plan adopted by a river basin commission. The water survey shall be conducted in consultation with any public water supplier in the area to be surveyed.
- Promote public interest in, and understanding of, the comprehensive plan and planning.
- Make recommendations to governmental, civic, and private agencies and individuals as to the effectiveness of the proposals of such agencies and individuals.
- Hold public hearings and meetings.
- Present testimony before any board.
- Require from other departments and agencies of the municipality such available information as relates to the work of the planning agency.
- In the performance of its functions, enter upon any land to make examination and land surveys with the consent of the owner.
- Prepare and present to the governing body a study regarding the feasibility and practicability of using renewable energy sources in specific areas within the municipality.
- Review the zoning ordinance, subdivision and land development ordinance, official map, provisions for planned residential development, and such other ordinances and regulations governing the development of land no less frequently than it reviews the comprehensive plan.¹

The planning commission is also responsible for maintaining continuity across the overall planning program. Recommendations generated from studies as well as the planning body's role in subdivision and land development review, should consistently reflect the goals and objectives of the comprehensive

¹ Governor's Center for Local Government Services. *The Planning Commission in Pennsylvania*. 2001

plan and planning program. All three of the boroughs have municipal planning commissions. Their roles in implementing the comprehensive plan will be vital.

Enforcement of Codes

Various codes and ordinances will need to be put to work to meet established goals and objectives. No matter what levels of implementation the municipalities will choose, a code or ordinance is only as effective as the enforcement structure and personnel responsible for its administration. Each of the three boroughs employs a building code official, zoning officer, or a code enforcement office. In Camp Hill, Mary Jane Davis acts as the Building Code Official and Zoning Officer. In Lemoyne, Ronald P. Frank serves as the Building Code Official, Zoning Officer, and Local Ordinance Enforcement Officer. In Wormleysburg, Gary Berresford assumes the enforcement responsibilities as the Building Code Official, Zoning Officer, and Local Ordinance Enforcement Officer.

Zoning Hearing Board

Any municipality enacting a zoning ordinance must also create a Zoning Hearing Board. The Zoning Hearing Board acts as a quasi-judicial board; its purpose is to help assure fair and equitable administration of the zoning ordinance by hearing appeals on the zoning officer's determination and by granting relief in the literal enforcement of the ordinance in certain hardship situations.

Since the zoning hearing board is not a legislative body, it can neither make nor modify policy. It also does not have any enforcement powers. Its scope of activities is limited to those permitted by the Pennsylvania MPC and the local zoning ordinance. Decisions of the zoning hearing board will, to a large degree, determine the overall effectiveness of the zoning ordinance. Therefore, the zoning hearing board should be thoroughly familiar with the zoning ordinance and with the development goals and objectives of the community so that their decisions are based not only on the letter of law, but also on the intent of the law.

Citizen Participation

Because the planning process is directed to making the community a more desirable place in which to live and work, citizen participation and citizen education on the objectives of the comprehensive plan are very important. Often, the general public will not lend support to a program or policy that they do not fully understand. Therefore, successful implementation of the plan hinges on its acceptance in the community.

County Planning

The Cumberland County Planning Department has been an integral part of this planning process through technical assistance and advisement. Throughout the development of this plan, specific objectives and strategies included in the Cumberland County Comprehensive Plan was reviewed and applied as appropriate.

Municipal Finances

Effective local government management is, to a great extent, dependent upon the financial resources available, and the methods to which the municipalities utilize these resources. This section identifies the sources of revenue currently utilized by the three boroughs, as well as other potential revenue sources available. Expenditure categories are delineated and trends are also presented. A detailed listing of actual revenue and expenditure data is not provided.

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Tax Revenues

Municipal Codes and State Tax Enabling Legislation authorizes counties, cities, boroughs, townships, and school districts of Pennsylvania to levy taxes on inhabitants and property within their respective jurisdictions. The levy of taxes by any government unit must be in compliance with applicable municipal codes, tax legislation, and the Pennsylvania Constitution. In 2007, Cumberland County levied a real estate tax of 2.4650 mills and a per capita tax of \$5.00. Other county revenues were generated through a 2% hotel room rental tax. Municipal and school district tax rates for 2007 are shown in the Table E.6.2 and Table E.6.3.

Table E.6.2. Municipal and School District Tax, 2007

	Camp Hill Borough	Lemoyne Borough	Wormleysburg Borough	Camp Hill School District	West Shore School District
Earned Income - Nonresident (percent)	1.000	1.000	1.000	0.000	0.000
Earned Income - Resident (percent)	0.500	0.500	0.500	1.500	0.950
Emergency and Municipal Services Tax (dollars)	42.00	10.00	52.00	10.00	0.00
Occupation (dollars)	N/A	5.00	N/A	N/A	N/A
Fire Equipment and Firehouses (mills)	N/A	N/A	0.4080	N/A	N/A
Per Capita (dollars)	0.00	5.00	5.00	10.00	5.00
Per Capita Code (dollars)	0.00	0.00	0.00	5.00	5.00
Real Estate - General Purpose (mills)	3.8810	1.9900	2.1780	12.7700	10.2000
Realty Transfer (percent)	0.500	0.500	0.500	0.500	0.500
Homestead Exclusion	N/A	N/A	N/A	N/A	N/A

Source: Governor's Center for Local Government Services

Table E.6.3. Total Tax Levied, Municipal and School District

	Camp Hill Borough	Lemoyne Borough	Wormleysburg Borough
Earned Income - Nonresident (percent)	1.000	1.000	1.000
Earned Income - Resident (percent)	2.000	1.450	1.450
Emergency and Municipal Services Tax (dollars)	52.000	10.000	52.000
Occupation (dollars)	N/A	5.000	N/A
Fire Equipment and Firehouses (mills)	N/A	N/A	0.408
Per Capita (dollars)	10.000	10.000	10.000
Per Capita Code (dollars)	5.000	5.000	5.000
Real Estate - General Purpose (mills)	16.651	12.190	12.378
Realty Transfer (percent)	1.000	1.000	1.000
Homestead Exclusion	N/A	N/A	N/A

Source: Governor's Center for Local Government Services

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Miscellaneous Revenues

The three boroughs also receive additional revenues from miscellaneous sources. These are not direct local tax revenues, but are received as part of general government management, public service functions, state and federal grants/loans, and investment interest.

Taxes and miscellaneous revenues normally vary from municipality to municipality due to optional taxing sources and the particular administrative and management functions undertaken by the local government. It is important to establish realistic linkages between municipal projects or service activities and the ability to provide adequate financing. In order to more effectively evaluate these activities and select the proper revenue sources, a thorough understanding of local government revenue options is necessary.

Municipal Expenditures

Municipal expenditures vary from municipality to municipality. For budgeting and accounting purposes, expenditures are classified as operation and maintenance expenditures and/or capital expenditures. Capital expenditures are generally considered those resulting in additions to fixed assets, including land, buildings and other structures, machinery and equipment. Municipal expenditures for each of the three boroughs in 2005 are shown in Table E.6.4.

Table E.6.4. Municipal Revenues and Expenditures, 2005

	Camp Hill Borough	Lemoyne Borough	Wormleysburg Borough
Population	7,636	3,995	2,607
Total Revenue	4,211,059	4,720,895	1,692,724
Total Tax Revenue	2,603,730	1,715,884	721,133
Real Estate Tax	1,121,491	835,235	355,689
Earned Income Tax	1,004,295	621,466	283,733
Realty Transfer Tax	229,723	141,001	54,320
Occupational Privilege Tax	248,221	95,556	18,419
Per Capita Tax	0	13,373	8,972
Occupation Tax	0	9,253	0
Business Gross Receipts	0	0	0
Amusement Admissions	0	0	0
Mechanical Devices Tax	0	0	0
All Other Taxes	0	0	0
Federal Govt.	9,194	0	0
State Govt.	226,190	121,692	134,747
Local Govt.	0	988	0
Sewer Rev	693,565	1,449,331	495,992
Water Rev	0	0	0
Solid Waste Rev	32,792	362,104	169,314
Parking	4,500	4,587	0
Recreation And Culture	192,658	33,719	0
Other Charges	132,871	68,180	189
Licenses And Permits	98,713	55,457	53,292
Fines And Forfeits	51,543	3,769	2,210

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	Camp Hill Borough	Lemoyne Borough	Wormleysburg Borough
Interest And Rents	84,400	92,267	36,900
Other Financing Sources	80,903	812,917	78,947
Total Expenditures	4,101,342	4,247,834	1,940,223
Excess Or Deficit	109,717	473,061	-247,499
General Administration	474,260	1,142,243	279,494
Police	729,005	620,841	405,342
Fire	220,726	141,192	113,396
Other Public Safety	0	9,397	0
Public Health	3,210	1	0
Streets And Roads	601,963	673,723	371,097
Sewer Exp	870,106	1,235,963	346,793
Water Exp	0	0	0
Solid Waste Exp	0	271,882	141,865
Other Public Works	0	0	0
Parks And Recreation	288,624	87,212	18,966
Libraries	0	527	400
Planning And Development	185,310	9,610	0
Debt Service	199,762	32,407	73,545
Other Expenditures	528,376	22,836	189,325
Total Debt	0	0	0
Rev Per Capita	551	1,182	649
Exp Per Capita	537	1,063	744

Source: Pennsylvania Department of Community and Economic Development, Governor's Center for Local Government Services

Municipal Borrowing

The ability of local governments to incur debt and the amount of debt to be incurred has been controlled by the state since 1874. All borough and township borrowing, including the issuance of tax anticipation notes, is governed under the Local Government Debt Unit Act, as amended. Before entering into any borrowing arrangement, the legal and financial details should be worked out with the municipal solicitor, a bond council, or other financial consultant. The Local Government Unit Debt Act sets the non-electoral debt limit for boroughs at two hundred fifty (250%) percent of the average total revenues for the past three years and establishes procedural requirements for incurring debt.

The Local Government Unit Debt Act also sets limits for a broader measure of debt, one that includes obligations for lease rental debt payments to an authority or other units of government. In general, lease rental debt is debt incurred by some other entity, such as an authority or another local government, which you are obligated to pay from municipal revenues because of a lease, subsidy contract, or other type of guarantee. In essence, your municipality will be paying or guaranteeing the debt service payments of another entity through lease rental payments or under other contractual arrangements or in case of default. The Act restricts the combined amounts of nonelectoral and lease rental debt to three hundred fifty (350%) percent of its borrowing base for boroughs.

If a local government has incurred debt up to its statutory limit, and needs to borrow more money as a result of certain events, such as a lawsuit or to protect the public health and safety, the Act allows petition to the court of common pleas for additional authority to borrow. Additional borrowing must be shown to be necessary for any of the following reasons:

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- To replace assets lost as a result of fire, flood, storm, war, riot, civil commotion or other catastrophe
- To replace or improve facilities to protect the public health or safety
- To pay a tort liability settlement not covered by insurance
- To meet costs of complying with federal or state mandates, such as those for health, safety, pollution control or environmental protection facilities

As of 2005, none of the municipalities in the IWS region reported any debt.

Municipal Buildings

The Borough of Camp Hill Municipal Offices are located at 2145 Walnut Street. Other than the administrative staff, the mayor, police department, and recreation department are housed within the municipal building. Lemoyne Borough Hall is located at 510 Herman Avenue. In addition to housing all administrative services, Lemoyne Borough Hall is also home to the West Shore Regional Police Department. In Wormleysburg, Borough Hall is located at 20 Market Street. Other than providing office space for all its administrative services, Borough Hall is home to Station #2 of the West Shore Bureau of Fire.

Educational Facilities

In 2005, there were approximately 2,340 school-aged (5-19 years old) residents within the IWS region. These younger residents have abundant educational opportunities available to them within the boundaries of the three boroughs. The majority of these residents benefit from traditional academics provided through two public school districts. They are the Camp Hill and West Shore School Districts. Complimenting the educational opportunities provided by these two districts is the Cumberland-Perry Vocational Technical School. This non-traditional school provides students with both academics, as well as vocational and technical learning throughout the school day.

Non-public educational choices are also available within the confines of the three boroughs, through the Good Shepherd Education Center and Harrisburg Academy. However, if learning beyond twelfth grade is desired students must look outside the boundaries of IWS region to attend institutions of higher learning. The nearby colleges and universities include, but are not limited to, Albright College – Harrisburg, Dixon University Center, Eastern University – Campolo College of Graduate and Professional Studies, Harrisburg Community College, Messiah College, Pennsylvania State University – Harrisburg Campus, Temple University – Harrisburg Campus, and Widener University – School of Law.

Public Schools

The public school system represents the bulk of educational services available within the IWS region. These services are offered at eight facilities strategically located throughout and adjacent to the three boroughs. The following two subsections further describe these schools and the supporting facilities that make up the Camp Hill and West Shore School Districts.

Camp Hill School District (Camp Hill Borough)

The Camp Hill School District is one of the smallest districts in Cumberland County with a student enrollment of approximately 1,150 students. Given its size, the district made a decision to not bus students. By making the decision to not fund transportation, the district has more flexibility to invest funds into the educational needs of the children, unlike other larger districts that may be forced to divert large sums of money to the capital and operational costs of their bus fleets.

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The district's mission is to, "prepare every student with the skills and knowledge necessary to thrive in a global society." To accomplish this mission, the district strives to: achieve an eighty-five percent graduation rate; ensure technology proficiencies of its students, maintain an academic program that continues to meet, if not exceed, Pennsylvania's Academic Standards; achieve a ninety-seven percent proficiency rate for mathematics, reading, writing, speaking, and listening by 2013; and have a ninety percent student attendance rate.

In total, there are four schools within the district. These facilities include Camp Hill Senior High School, Camp Hill Middle School, and Hoover and Schaffer Elementary Schools. Younger students attend kindergarten through second grade at Schaffer Elementary and third through fifth grade at Hoover Elementary. This organizational structure will stay in effect until the Grace Milliman Pollock Education and Performing Arts Center is opened on the old Eisenhower Elementary School site. If the project stays on schedule, then it will open for the 2009 – 2010 school year and students in grades three through five will attend this new school, while those students in kindergarten through second grade will move to Hoover Elementary. Although the plans for Schaffer Elementary are yet to be determined, it will no longer serve the district as an elementary school. The older students attend sixth through eighth grades at Camp Hill Middle School and ninth through twelfth grades at Camp Hill Senior High School. Both the middle and high Schools are housed within the same building.

Besides the traditional academics, the district offers middle and high school age students sporting opportunities through the Pennsylvania Interscholastic Athletic Association (PIAA). The PIAA consists mostly of public and private middle, junior high, and senior high schools within the commonwealth. Approximately 568 boys and girls from Camp Hill are engaged in PIAA sports, which include baseball, basketball, cross country track, field hockey, football, golf, soccer, softball, tennis, track and field, and wrestling.

The Camp Hill School District also provides an opportunity for students who do not reside within Camp Hill Borough to enroll. Therefore, school-aged residents from the Boroughs of Lemoyne and Wormleysburg are eligible to participate (for a fee) in Camp Hill's educational system. Tuition is approximately \$7,000 per year for students who wish to attend Camp Hill's elementary schools and \$9,000 per year for those old enough to attend its middle and high schools. The number of tuition students enrolled is determined through an annual application process, which considers the expected class size of resident students, as well as the tuition student's scholastic, attendance, health, and disciplinary records from previous school years.

West Shore School District (Lemoyne and Wormleysburg Boroughs)

By contrast, the West Shore School District is one of the largest school districts operating in Cumberland County with an enrollment of approximately 8,190 students. Including Lemoyne and Wormleysburg Boroughs, the district serves eight municipalities within eastern Cumberland and northern York Counties. The 8 municipalities that make up the district are Lemoyne Borough, Wormleysburg Borough, Fairview Township, Lewisberry Borough, Lower Allen Township, Newberry Township, New Cumberland Borough, and Goldsboro Borough. One of the greatest strengths of a district this size is the depth of available resources that result from a large educational infrastructure. Resources can be easily shifted when and where they are needed, most without any interruption or compromise of service.

The district's mission is to, "provide all students with a quality education to prepare them to be responsible and successful citizens." To achieve the mission, the district promotes learning that allows the student to adapt to a rapidly changing world, strives to provide well-trained and motivated educators that exceed education standards, and nurtures meaningful student relationships to help realize academic potentials.

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In total, there are sixteen schools within the district, four of which serve the younger residents of Lemoyne and Wormleysburg. These four facilities have an enrollment of approximately 2,643 students and include Cedar Cliff High School, Lemoyne Middle School, and Washington Heights and Highland Elementary Schools. Younger students attend kindergarten through fifth grade at Washington Heights and Highland Elementary Schools, while the older children attend sixth through eighth grades at Lemoyne Middle School and ninth through twelfth grades at Cedar Cliff High School. High school students desiring to attend college locally may take advantage of the discounted tuition rates from Harrisburg Area Community College.

Cedar Cliff High and Highland Elementary Schools are located outside of the IWS region, as are two other important and fairly unique district facilities. The West Shore Natatorium, adjacent to Red Land High School, provides six, 25-yard swimming lanes with a spectator observation. As part of its curriculum, the district requires swimming lessons for students in second and fourth grades, Pennsylvania Fish and Boat Commission Boating Safety Awareness in sixth grade, and aquatic sports, such as snorkeling, water polo, and diving in ninth grade. The Whitetail Environmental Center is a satellite program of the district located in Gifford Pinchot State Park. The center provides grade appropriate environmental programs to the district, including access to Starlab, a portable planetarium. Teachers benefit from the center by borrowing boxed lessons, equipment and materials, and books from an extensive teacher library.

Besides the traditional academics, the district offers students of middle and high school age sporting opportunities through the PIAA. District wide, approximately 1,605 boys and girls are engaged in PIAA sports. These include baseball, basketball, cross country track, field hockey, football, golf, soccer, softball, swimming and diving, tennis, track and field, volleyball, and wrestling.

Vocational Technical School

Although the Cumberland-Perry Vocational Technical School is located outside the IWS Region, it serves the non-traditional educational needs of both the Camp Hill and West Shore School Districts. This school provides students with both core academics, as well as vocational and technical skills. Some of the non-traditional courses include art, design, graphic communications, automotive, engineering, HVAC, machinery, computer technologies, child and health care services, masonry, horticulture, and culinary arts. Cumberland-Perry has a yearly enrollment of approximately 1,000 students.

Private Schools

Two private organizations offer additional educational opportunities to the region's children. They are the Good Shepherd Church and Harrisburg Academy. The Good Shepherd Church offers academics and athletics through the Good Shepherd Education Center and Trinity High School facilities, while Harrisburg Academy offers the same though it's lower, middle, and upper Schools housed within a single campus. Both of these providers fulfill the educational needs of students from preschool through twelfth grade.

Good Shepherd Education Center

The Good Shepherd Education Center, located at 3400 Market Street in Camp Hill, serves as a feeder school to Trinity High School, which is located outside the region. Trinity High School also serves three other schools beyond the IWS region and operates within the Roman Catholic Diocese of Harrisburg. The Good Shepherd Education Center is operated by the Good Shepherd Church, whose mission is to, "provide every student with a quality, Catholic, faith-filled education while maximizing the potential of all its students spiritually, academically, and socially."

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Younger children attend kindergarten through eighth grade at the Good Shepherd Education Center. The older children attend ninth through twelfth grades at Trinity High School. In addition to providing a curriculum and extracurricular activities similar to that of public schools, the church provides for the development of faith-based values and the teachings of Christ. To that end, it not only offers schooling that is consistent with the Pennsylvania Department of Education Chapter 5 requirements, but also follows the Catholic Schools' Department of the Diocese (Harrisburg) curriculum policies and procedures.

To enroll in the Good Shepherd Education Center, parents or guardians must complete a tuition agreement. The actual cost of tuition is determined on a case-by-case basis and the Fair Share Tuition Program that allows parents to annually re-evaluate their tuition costs. Admission is based on the parents agreeing to support the church, participate in school activities, and to permit their children to study the Catholic faith. Tuition for Trinity High School can cost anywhere between \$4,200 and \$5,700 depending on if the parents are Catholic or part of supporting parishes.

Harrisburg Academy

Harrisburg Academy is located in East Pennsboro Township along the western boundary of Wormleysburg at 10 Erford Road. The Academy's mission is to "provide a challenging liberal arts education that encourages each student to reach his or her full potential..." by promoting "...each student's growth in leadership, integrity, aesthetic appreciation, and intellectual advancement in an environment emphasizing close working relationships among all members of our school community."

Younger children attend preschool through fourth grade at the lower school, while fifth through eighth grade students attend the middle school and ninth through twelfth grade students attend the upper school. The Harrisburg Academy offers a curriculum and extracurricular activities similar to that of public schools, but does so through a lower student to teacher ratio averaging 8 to 1.

To enroll in Harrisburg Academy, parents or guardians, as well as students must complete an admissions application and submit a processing fee that ranges between \$65 and \$125. In addition to the application, prospective students must undergo admission testing which takes the form of a play date for those looking to attend preschool through first grade. Testing for applicants looking to attend grades two through twelve takes place through a mandatory site visit that allows the student to experience an actual school day at the Academy. Tuition costs range from \$6,000 to \$15,000 pending on the grade or program that the student will attend.

Library Services

Two libraries are readily accessible to the residents of the IWS region. The Cleve J. Fredrickson Library is located within the region and the New Cumberland Library is located just to the south in New Cumberland Borough. Both are part of the Cumberland County Library System.

The Cleve J. Fredrickson Library is located at 100 North 19th Street in Camp Hill Borough and functions as a reference resource center for the county, offering an extensive collection of over 80,000 volumes. The New Cumberland Library is located at 1 Benjamin Plaza in New Cumberland Borough and includes an art gallery, museum rooms, and a 2.5-acre educational garden.

In 2007, approximately 10,805 residents of the IWS Region were holders of library cards. With a 2007 population projection of 14,400 for the region that means more than seventy-five percent of the region's population uses the library's services. Through both libraries, cardholders have access to more than 2.5 million items in the Cumberland County Library System. These items include traditional informational and

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recreational reading materials, as well as an extensive media collection of music, movies, and books on CD, MP3, or computer CD ROM.

In addition to books, recordings, and magazines, many programs are offered for the community to enjoy. These are categorized into the following four types: adult programs; teen programs; children programs; and family programs. Adult programs stimulate mature thinking with lectures, book clubs, and movies. The teen programs engage young minds through workshops, dance competitions, board and video game tournaments, and arts and crafts. Children programs nurture imaginations through arts and crafts, story times, and book clubs, while after work and weekend family programs are for everyone to enjoy such as bingo, movies, and music appreciation.

Desiring to extend library services to those residents with limited mobility, the Cumberland County Library System created the STAR homebound delivery service. This free monthly service is available to any resident who is unable to visit the Fredrickson Library due to age, illness or disability. Many of the requested materials are even available in large print to help extend the pleasure of reading to senior residents.

Healthcare Facilities

Although no hospital exists within the IWS region, the region is fortunate to have two healthcare facilities located conveniently nearby. The Holy Spirit Hospital is primarily situated within East Pennsboro Township to the north and the PinnacleHealth System has five campuses; three located in the City of Harrisburg, one in Mechanicsburg Borough, and one in Hampden Township. Each hospital is briefly described in the following subsections.

Holy Spirit Hospital

The Holy Spirit Hospital is part of the Holy Spirit Health System. This nonprofit health system is sponsored by the Sisters of Christian Charity. Its mission is, “to carry out the healing ministry of Jesus Christ” and “provide high quality, cost-effective health services to develop healthy communities in the greater Harrisburg area and South Central Pennsylvania.” The hospital has 332 state licensed beds.

The following list provides a summary of the services and programs that are available through the Holy Spirit Health System. Additional details on Holy Spirit’s depth of services can be found on its website at www.hsh.org.

- Behavioral Health – Counseling and mental therapy services.
- Cancer Treatment – Radiation therapy and state-of-the-art treatment technology.
- Diagnostic Services – Cardiology testing, laboratory tests, and radiology.
- Emergency Care – Emergency room services 24 hours a day and seven days a week.
- Family Health – Complete family healthcare through its provider network.
- Women’s Health – Obstetrics, gynecology, and nurse-midwifery.
- Gastrointestinal – Diagnostic and therapeutic procedures.
- Heart Services – Cardiac testing and diagnosis, rehabilitation, and therapy.
- Home Healthcare – Skilled healthcare at home.
- Maternity Care – Pre- and post childbirth.
- Neurological Testing – Record the electrical activity in the brain and nervous system.
- Occupational Health – Injury care, employment physicals, and drug testing.
- Physical Therapy – Rehabilitation for surgery, neurological disorders, and sport injuries.
- Sleep Center – Diagnose sleep disorders by monitoring brain waves and breathing.

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- Speech Therapy – Evaluate and treat speech and swallowing disorders.
- Surgical – Minimally invasive and state-of-the-art surgeries.
- Travel Health – Immunizations, travel healthcare tips, and embassy contacts.
- Pharmacy – Prescriptions, over-the-counter medications, and medical supplies.
- Medical Library – Serves the medical staff, hospital employees, and the public.
- Bereavement Support – Six-week bereavement support group.
- Blood Donation – For scheduled surgery or traditional donor programs.
- Diabetes Management/Education – Personalized inpatient or outpatient education.
- Geriatric Services – Emotional and/or psychological issues with aging.
- Healthcare Referral/Health Information – Helps find doctor or health information.
- Life Support/CPR Training – Basic and advanced life support training.
- TEENLINE – Aid for troubled teens and/or their families.
- Pastoral Care – Twenty-four hour staff for prayer and meditation.
- Medical Outreach – Extending healthcare to the disadvantaged, poor, and homeless.
- Nutrition Counseling – Nutritional evaluation, food preparation, and meal planning.

PinnacleHealth System

The Harrisburg Hospital is part of the PinnacleHealth System, which consists of with five campuses. The Harrisburg and Polyclinic Campuses are located in the City of Harrisburg, while the Community, Cumberland, and Seidle Campuses are located in Lower Paxton Township, Hampden Township, and Mechanicsburg Borough, respectively. This nonprofit health system's mission is, "dedicated to maintaining and improving the health and quality of life for all the people of central Pennsylvania." In total, the hospital has 670 state licensed beds.

The following list provides a summary of the services and programs that are available through the PinnacleHealth System. Additional details on PinnacleHealth System's depth of services can be found at www.pinnaclehealth.org.

- Behavioral Health – Inpatient psychiatric unit and outpatient mental health services.
- Cancer Treatment – Full service diagnostic radiology, screening, and outreach programs.
- Diagnostic Services – Radiology, echocardiograms, and MRI.
- Surgical – Minimally invasive and state-of-the-art robotic technology.
- Physical Therapy – Comprehensive inpatient and outpatient rehabilitation.
- Occupational Therapy – Comprehensive inpatient and outpatient rehabilitation.
- Hand and Upper Extremity Therapy – Diagnostic, medical, surgical, and rehabilitative.
- Speech and Hearing Therapy – Comprehensive inpatient and outpatient rehabilitation.
- Emergency Care – Emergency room services 24 hours a day and seven days a week.
- Family Care – Complete family healthcare through its provider network.
- Urgent Medical Care – Convenient care for minor health problems of visitors to the area.
- Sleep Center – In-hospital sleep labs and portable sleep studies.
- Women's Health – Osteoporosis, labor and delivery, maternity care, neonatal intensive care unit, and pediatric unit.
- Chronic Wound Care – Treatment, rehabilitation, and prevention of chronic wounds.
- Geriatric Services – Short-term inpatient treatment for a wide range of disorders.
- Progressive Care – Nursing care for acutely ill including mechanical ventilation, inotropic drug support, and hemodynamic monitoring.
- Critical Care – Care of critically ill adults with acute myocardial infarction, respiratory failure, renal failure, chronic obstructive pulmonary disease, and septic shock.

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- Stroke Care – State-of-the-art facilities and specially trained experts.
- Travel Clinic – Travel-related immunizations, medications, and travel information.
- Organ Transplants – Comprehensive kidney and pancreas transplantation services.
- Neurological Care – Continuum of comprehensive rehabilitation services.
- Medical Library – Serves the medical staff, hospital employees, and the public.
- Community Education and Services – With a focus on CPR training, nutrition counseling, diabetes education, stress management, and smoking termination.
- Prevention Programs – With a focus on HIV and childhood lead poisoning.
- Bereavement Programs – Six-week bereavement support groups for all ages and weekend summer camps for children.
- Chaplain Program – Ministers on-call to visit patients for spiritual guidance.
- Blood Donation – For schedule surgery or traditional donor programs.
- Geriatric Services – Psychiatric evaluation, medication management, and therapy.

Emergency Services

Emergency services within the IWS region are provided by a host of county, regional, and local agencies. These services include law enforcement, fire protection, emergency medical services, and disaster relief. The region's emergency responders are prompted to action by dialing 9-1-1. All 9-1-1 calls are routed through the Cumberland County Office of Emergency Preparedness in an effort to efficiently mobilize the appropriate personnel and services.

Police Protection

Law enforcement within the three boroughs is the responsibility of two police forces. The Camp Hill Police Department patrols the Borough of Camp Hill while the West Shore Regional Police Department patrols the Boroughs of Lemoyne and Wormleysburg. Although each is responsible for their own territories, mutual aid agreements exist that allow the departments to provide assistance to fellow officers from neighboring jurisdictions in times of need.

Both department chiefs are members of the Pennsylvania Chiefs of Police Association. Membership benefits include education and training programs, testing and consulting service, legislation monitoring, and grant and fund raising assistance.

Camp Hill Borough Police Department

The Camp Hill Borough Police Department is located in the municipal building at 2199 Walnut Street. It operates with ten full-time personnel, which includes one chief, two sergeants, four patrolmen, two public safety officers, and one administrative assistant.

Patrols are carried out using both traditional methods, such as automotive vehicles, and non-traditional methods, such as bicycles. Bicycle patrols represent a community policing program that helps establish a highly visible and interactive patrol that rarely can be achieved from sitting behind the wheel of an automobile. In addition to scheduled patrols and answering service calls, bicycle patrols prove to be very well equipped to handle special events such as parades, festivals, and other community events that are not conducive to patrol cars.

To better serve community needs the police department instituted the Safety Officer Program in 1987 and the Drug Abuse Resistance Education (D.A.R.E.) Program in 1983. The Safety Officer Program provides officers with cross training in the disciplines of police, emergency medical services, and fire fighting. This

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ensures an added layer of protection when both emergency medical and fire services are needed. The D.A.R.E. program helps to discourage impressionable youth from using illegal drugs and alcohol.

West Shore Regional Police Department

The West Shore Regional Police Department was created in 1995 when the Boroughs of Lemoyne and Wormleysburg merged their individual police departments into a single municipal authority. The regional police department operates with twelve officers and two administrative assistants. Similar to the Camp Hill Police Department, it too supplements traditional police patrols with bicycle patrols.

This department is governed by a five-member commission made up of two members from each borough. The borough councils appoint the members to serve two-year terms. Then the four appointed members select a fifth commissioner to also serve a two-year term.

Fire Services

Similarly, fire services follow an organizational structure like police services within the IWS region. The Camp Hill Fire Company is responsible for fire protection within Camp Hill Borough while the West Shore Bureau of Fire Commission protects the Boroughs of Lemoyne and Wormleysburg. Although each is responsible for their own territories, mutual aid agreements exist that allow the companies to provide assistance to fellow fire fighters from neighboring jurisdictions in times of need.

Camp Hill Fire Company

The Camp Hill Fire Company is located at North 22nd and Walnut Streets. Day to day department operations are the responsibility of the chief, three assistant fire chiefs, one captain, and two lieutenants. One full-time emergency medical services (EMS) manager and eight part-time emergency medical technicians (EMT) personnel staff the ambulance. All company personnel complete the necessary training to maintain their respective licenses and certifications.

Camp Hill Fire Company's inventory of vehicles includes one ladder truck, one rescue/engine, one pumper, two utility pick-up trucks, one sport utility vehicle, and one ambulance. The company is equipped with a full line of safety equipment that enables all levels of service. Specialized equipment includes a Hurst Rescue System, 30 KW generator, light tower, and thermal imaging cameras.

West Shore Bureau of Fire Commission

In 1999, Wormleysburg Fire Company No. 1 and the Lemoyne Citizens' Fire Company merged to become the West Shore Bureau of Fire. The bureau, also known as Company 13, is governed by the West Shore Bureau of Fire Commission. This five-member commission is made up of two members from each borough. Each borough council appoints two members who in turn select the fifth commissioner.

Company 13 is made up of thirty-six members including one chief, one deputy chief, one assistant chief, two captains, two lieutenants, one safety officer, two fire police officers, three commissioners, one photographer, four fire fighter trainees, and eighteen fire fighters. The company has two stations. Station 1 is located at 326 Herman Avenue in Lemoyne Borough and Station 2 is located at 18 Market Street in Wormleysburg Borough.

The company's inventory of vehicles at Station 1 includes two pumpers, one emergency-one truck, and one utility truck. Station 2 presently houses two pumpers and one utility truck. The company is also equipped with a full line of safety equipment that enables all levels of service. Specialized equipment

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includes a Hurst Rescue System, Amkus Dual Power Unit Rescue System, two 15 KW and one 40 KW generators, 6,000 watt light tower, and 33 CFM Mako Compressor.

Battalion 1 Consortium

Both the Camp Hill Fire Company and the West Shore Bureau of Fire Commission have partnered with the New Cumberland and Fairview Township Fire Departments to streamline and coordinate fire protection services. This consortium of fire protection providers meets on a monthly basis and participates in joint training exercises.

Emergency Medical Services

Although the police and fire agencies within the IWS region provide some medical services to the residents, the region's primary emergency medical service providers are the Camp Hill Fire Company Emergency Medical Services (CHFD-EMS) and the West Shore Emergency Medical Services (WSEMS). Both offer basic life support (BLS) with WSEMS providing advance life support (ALS). BLS includes first aid, CPR, and immediate medical treatment. ALS provides advanced care for the more critical emergencies. Life Lion Aeromedical Services augments the terrestrial EMS services by providing air support for the region's most serious emergencies.

Camp Hill Fire Department Emergency Medical Services

CHFD-EMS is provided through the Camp Hill Fire Department. It provides BLS ambulance and medical transport services to Camp Hill. In addition to providing paramedic services, CHFD-EMS also helps to fulfill the region's non-emergency needs by providing transportation for patients to and between medical facilities.

CHFD-EMS is paid through donations, membership program, and use fees. Annual household memberships are \$70, which also covers the costs ALS provided by WSEMS. Rates for non-members requiring medical attention from CHFD-EMS can range from \$500 to \$700.

West Shore Emergency Medical Services

WSEMS is affiliated with the Holy Spirit Health System and provides ambulance and medical transport services, including an advanced life support paramedic service within the region. In addition to providing paramedic services to the region, WSEMS also helps to fulfill the region's non-emergency transportation needs by providing wheelchair-accessible vans and invalid coach services for bed-bound patients.

West Shore Emergency Medical Services are fee based. Annual memberships are collected through the region's fire companies and are \$35 per individual or \$65 for a household. Base rates for non-members requiring medical attention from WSEMS are nearly \$500.

Life Lion Aeromedical Services

In severe cases where injured patients need immediate critical care or trauma care, Life Lion Aeromedical Services is called to transport patients by helicopter to trauma centers. Life Lion services are fee based and vary depending on the level of service provided.

Disaster Relief

On September 11, 2001, it was made clear that government needs to have a plan in place to effectively respond to and mitigate disasters that may come its way. Whether these disasters are man-made or

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natural is inconsequential, as the end result is the same. Within the IWS region, there is a system that has been put into place to help safeguard life, property, and environment from disastrous situations. Much of that relief system has already been discussed in this chapter. It is the region's first responders of fire, police and emergency medical services, as well as the boroughs, schools, library, and healthcare systems that all play a role in providing immediate disaster relief. In 1999, the Boroughs of Lemoyne and Wormleysburg created the Lemoyne/Wormleysburg Emergency Management Agency to streamline the provision of emergency services within the two boroughs.

Coordinating these responders directly falls on the shoulders of Cumberland County. In 2004, the county had a hazard mitigation plan prepared and made the Cumberland County Department of Public Safety responsible for coordinating essential public safety activities at all levels to provide quick and well thought out responses to hazards, emergencies, and disasters, including those resulting from acts of terrorism. The department is specifically responsible for training all emergency first responders and special teams in the county, managing the 9-1-1 Emergency Communications Center, planning for disasters, and coordinating the hazardous materials program within the county.

According to the Cumberland County Department of Public Safety, its disaster relief goals are as follows:

- Ensure the Public Safety Answering Point (9-1-1) is staffed with trained professionals who are certified in accordance with local, state and national standards and are capable of reviewing and processing incoming emergency calls to include providing telephonic pre-arrival instructions until response personnel arrive on the scene.
- Continue to surpass the Act 75 standard of answering 90% of all incoming calls within three rings/ten seconds.
- Continue to maintain and upgrade the capabilities of the Emergency Operations Center to perform all missions to include compliance with the National Incident Management System and the integration of new systems such as Reverse 911 and Automated Incident Command Manager.
- Develop, update or modify plans, annexes and directives and related documents pertaining to preparation for, and execution of, emergency operations in support of mitigation, preparedness, response, and recovery from disasters or emergencies.
- Maintain a state certification for the Hazardous Material Response Team that serves the county, provides contract service to four other counties and supports eight counties under the Regional Task Force Plan.
- Ensure the Local Emergency Planning Committee membership is in accordance with the guidelines of Act 165, and the Board of Commissioners duly appoints the members.
- Ensure all Superfund Amendments and Reauthorization Act planning facilities (currently over 100 facilities) have filed plans in accordance with federal and state statutory requirements for the use, storage and transport of the hazardous materials by conducting reviews of the plans, coordinating briefing by the facilities to the Local Emergency Planning Committee and periodic visits by the Local Emergency Planning Committee subject to the committee's schedule.
- Support training through coordinating training requests from the responders with the appropriate educational training agencies, publishing an annual circular of known training classes and assisting the Joint Fire/Rescue Training Committee in maintaining the Emergency Services Training Grounds.
- Provide support to the emergency services community through the continued execution of ESAP initiatives.
- Obtain public safety communications accreditation from a nationally recognized source of professional standards and program accreditation.

To execute its duties, the Department of Public Safety is separated into the Public Safety Communications and Emergency Management Divisions. The Public Safety Communications Division is responsible for the Public Safety Radio Communications Systems and the 9-1-1 Emergency Telephone

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and Information Technology Systems, including coordination from the Emergency Communications Center. The Emergency Management Division is separated into the Special and Emergency Operations groups. Special Operations coordinates with outside agencies while the Emergency Operations group staffs the 9-1-1 Emergency Communications Center.

Public Sewerage Facilities

The Pennsylvania Department of Environment Protection (PADEP) regulates sewage services by requiring municipalities to adopt Act 537 Sewage Facility Plans and implements Pennsylvania's Chesapeake Bay Tributary Strategy. Both are applicable to the three boroughs. The following section provides an overview of the provision and regulation of sewage services, as well as the current trends experienced by each borough. It also outlines existing and projected deficiencies to establish strategies to ensure that services appropriately meet the region's foreseeable needs.

Act 537 Sewage Facilities Plan

The Pennsylvania Sewage Facilities Act (Act 537) provides for the planning and regulation of community wastewater systems within the Commonwealth of Pennsylvania. To comply with the regulations of Act 537, the boroughs are required to prepare, adopt, and follow an official sewage facilities plan. The plans include an analysis of problem areas, environmental assessment of soils and subsurface conditions, coordination with other municipalities, and recommendations to provide the most appropriate type of sewer services. Act 537 plans are to be updated whenever they are deficient at meeting a community's sewage service needs.

In accordance with a 2006 resolution executed in cooperation with the PADEP, all three boroughs were to undergo an update to their plans. Since that time, Camp Hill Borough has completed and adopted its plan, while Lemoyne and Wormleysburg Boroughs are moving forward with updates to their individual plans and have established timelines for improvements to maintain an adequate provision of current and expected service. Recommendations within Phase I are expected to be refined during the Phase II planning process, which is to be concluded by the beginning of 2009. Once Phase II is complete it is projected that identified upgrades and expansion to the overall system will occur by September 2012.

Pennsylvania's Chesapeake Bay Tributary Strategy

The Chesapeake Bay is identified as an impaired watershed under the federal Clean Water Act. This means that the bay is experiencing degraded water quality conditions to a degree that have caused significant harm to its aquatic life and vegetation. The loss of a healthy aquatic ecosystem in the bay has resulted in a loss of shellfish and fish reserves, which has economic ramifications on the Maryland and Virginia commercial fishing and tourist industries.

The IWS region falls within the Susquehanna watershed, which provides approximately 50% of the Chesapeake Bay's fresh water. This means it is a contributor of the bay's impairment. In 2004, PADEP released Pennsylvania's Chesapeake Bay Tributary Strategy. The strategy outlines a process for all effected watersheds, including the Susquehanna watershed, to meet nutrient reduction goals by 2010. Besides sediment, the strategy strives to reduce the amount of nitrogen and phosphorus discharging to the bay. Municipal wastewater treatment plants are point sources of nitrogen and phosphorus and the Lemoyne and East Pennsboro Wastewater Treatment Plants will need to comply with the nutrient limits established by the strategy as part of the Act 537 plans.

Camp Hill Borough Sewer System

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The Camp Hill sewer system collects wastewater generated in Camp Hill Borough and conveys it to the Lemoyne Wastewater Treatment Plant (WWTP). The system consists of more than 35 miles of mains, trunk lines, and force mains, and six pumping stations, all which flow to the Spangler Road Pumping Station and then into the Lemoyne WWTP. The Camp Hill sewer system was constructed primarily in the 1930's with additions and improvements as population increased. All properties within the borough are provided with public sewage treatment by the Lemoyne WWTP. Camp Hill does not allow new developments to have individual on-lot disposal systems.

Although the Camp Hill sewage system once served a population of more than 9,000, it now serves just over 7,500. This system provides service to more than 4,000 equivalent dwelling units (EDU) with an average annual flow of approximately one million gallons per day (mgd). Sewage flows to the Spangler Road Pumping Station by way of three main interceptors, the Deanhurst, Railroad, and 22nd Street interceptors. A small amount of flow from East Pennsboro and Hampden Townships also utilize the Camp Hill sewer system.

The borough entered into an agreement with Lemoyne in 1969 to send up to 1.25 mgd of flow, on an average annual basis, to the Lemoyne WWTP. Camp Hill currently contributes an average annual flow of approximately 1.1 mgd. This flow is generated from roughly 3,400 residences and nearly 300 non-residential entities. These non-residential customers generate a volume equivalent to more than 600 EDU. The borough uses a value of 225 gpd for each EDU.

Total projected wastewater flow for Camp Hill Borough is outlined in Table E.6.5. This table projects flows from 2005 through 2025.

Table E.6.5. 2005 and 2025 Wastewater Flow for Camp Hill Borough

	Population	Connections	Lemoyne WWTP
2005	7,670	4,005	1,100,000
New Growth	379	108	24,300
Infill and Redevelopment	0	248	55,700
2025	8,049	4,361	1,180,000

*Information based on 2006 Act 537 Sewage Facilities Plan Update for Camp Hill Borough

The estimated additional connections and redevelopment will amount to a 7.3% change from 2005 to 2025. The projected 2025 flows, based on the borough's adopted and approved Act 537 plan, are expected to generate an additional 80,000 gpd at the Lemoyne WWTP for a total 2025 flow of 1,180,000 gpd.

Due to measurable inflow and infiltration (I/I) problems, the borough instituted an I/I Reduction Program, which is updated annually. This program provides for testing of the system and corrective actions to address I/I issues identified each year. Based on the 2006 Camp Hill Act 537 Sewage Plan, there is sufficient capacity in all lines within the system for current and future projected flows subject to the plan's corrective measures.

Lemoyne Borough Sewer System

The Lemoyne sewer system collects, conveys, and treats sewage. The system consists of more than 15 miles of service connections, lateral and trunk lines, force mains, and five pumping/ejector stations all of which flow to the Lemoyne WWTP. The Lemoyne sewage system was constructed primarily in the 1950's with additions and improvements as the population and service area increased. Most residences and businesses within the borough are provided public sewage treatment by the Lemoyne WWTP, except for 29 residential properties that have individual on-lot disposal systems.

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The Lemoyne sewer system serves a population of roughly 4,000. This includes service to more than 3,300 customers with an average annual flow of approximately 865,000 gpd. This flow is generated from more than 2,000 residences and over 50 non-residential entities. The non-residential customers generate a volume equivalent to more than 330 EDU. The borough uses a value of 260 gpd for each EDU.

All of the flow is conveyed to the Lemoyne WWTP via one of four main interceptors, the Camp Hill, Lowther District, Third District, and Hummel District interceptors. These lines also convey flows received from Wormleysburg and Camp Hill, all of which are directed to the State District interceptor and conveyed to the Lemoyne WWTP.

In 1969, Cumberland and Dauphin Counties recommended that Lemoyne abandon its WWTP and transfer all flows to the Lower Allen WWTP. Rather than abandoning the plant, the borough decided to upgrade and expand the Lemoyne WWTP and extend its service area to include Camp Hill.

Presently, the Lemoyne WWTP has a total National Pollution Discharge Elimination System (NPDES) state rated capacity of 2.088 mgd. The WWTP was last upgraded in 1975 and includes primary, secondary, advanced, and disinfection processes using gravity thickeners, aerobic digestion, and chemical precipitation to remove phosphorous and dewatering by a belt filter press. The WWTP is located in Lemoyne and discharges into the Susquehanna River.

Total projected wastewater flow for Lemoyne Borough is outlined in Table E.6.6. This table projects flows from 2005 through 2025.

Table E.6.6. 2005 and 2025 Wastewater Flow for Lemoyne Borough

	Population	Connections	Lemoyne WWTP
2005	3,995	3,310	865,000
New Growth	688	275	72,000
Infill and Redevelopment	1,050	420	109,000
2025	5,733	4,005	1,046,000

*Information based on Draft 2007 Act 537 Sewage Facilities Plan Update for Lemoyne Borough

The estimated additional connections and redevelopment will amount to a 21% change from 2005 to 2025. The projected 2025 flows, based on the Draft 2007 Lemoyne Act 537 Sewage Facilities Plan, are expected to generate an additional 181,000 gpd at the Lemoyne WWTP for a total projected 2025 flow of 1,046,000 gpd.

Due to measurable I/I problems, the borough did institute an I/I Reduction Program, which is updated annually. This program provides for testing of the system and corrective action to address I/I issues identified each year. Based on the Draft 2007 Lemoyne Act 537 Sewage Facilities Plan, there is sufficient capacity in all lines and the WWTP for current and future projected flows subject to planned improvements.

Wormleysburg Borough Sewer System

The Wormleysburg sewer system collects and conveys sewage. The system consists of more than seven miles of service connections, lateral and trunk lines, force mains, two publicly owned pump stations, and two privately-owned pump stations with flow directed to both the Lemoyne and East Pennsboro WWTPs. The wastewater system, which was constructed primarily in the early 1960's with minor upgrades in the 1980's, serves more than 1,500 customers with an average annual flow of more than 300,000 gpd. Most of the flow is conveyed to the Lemoyne WWTP by way of two main interceptors, the North Front Street interceptor to Pump Station No. 2, and the South Front Street interceptor to Pumping Station No. 1. A smaller amount of flow is conveyed via the Riverview Heights trunk to the East Pennsboro WWTP.

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All residences and businesses in the borough are provided public sewage treatment by one of the two WWTPs. The borough does not allow new development to have an individual on-lot disposal system.

The Borough of Wormleysburg entered into an agreement with Lemoyne in 1963 to send an unlimited amount of flow to the Lemoyne WWTP. Wormleysburg contributes an average annual flow of 215,000 gpd. This flow is generated from approximately 1,086 residences and 44 non-residential entities.

In addition to flows generated by residents and non-residential entities within Wormleysburg Borough, there are flows from Lemoyne Borough that are conveyed through the Wormleysburg sewer system to the Lemoyne WWTP. This was established by agreement in 1983, and allows for a maximum of 210,000 gpd to flow from "Area 12" located in Lemoyne through the Wormleysburg system. Although these flows are unmetered, it is estimated that there is a total average flow of 40,000 gpd received from this area. Lemoyne is currently working to redirect the wastewater for "Area 12" directly into the Lemoyne sewer system, which would alleviate Wormleysburg Borough's sewer system from conveying this flow.

Wormleysburg also entered into an agreement with East Pennsboro Township in 1961 to send an undefined amount of flow to the East Pennsboro WWTP. Wormleysburg contributes an average annual flow of 87,200 gpd. This flow is generated from approximately 432 residences and four non-residential entities. This comes from the Riverview Heights, West Basin, which is located in the northwestern corner of the borough and conveys flows via gravity through East Pennsboro's southeast trunk sewer.

The East Pennsboro WWTP has a total NPDES State Rated Capacity of 4.4 mgd. It was last upgraded in 1977 and includes clarifiers, aeration tanks, final clarifiers, chlorine tanks, and two-stage aerobic digesters. The WWTP is located in the southeastern corner of East Pennsboro and discharges into the Conodoguinet Creek.

Total projected wastewater flow for Wormleysburg Borough is outlined in Table E.6.7. This table projects flows from 2005 through 2025.

Table E.6.7. 2005 and 2025 Wastewater Flow for Wormleysburg Borough

	Population	Lemoyne WWTP	East Pennsboro WWTP	Total Flow
2005	2,667	215,000	87,200	302,000
New Growth	167	11,600	5,000	16,600
Infill and Redevelopment	0	13,400	800	14,200
2025	2,834	240,00	93,000	333,000

*Information based on Draft 2006 Act 537 Sewage Facilities Plan Update for Wormleysburg Borough

The estimated additional connections and redevelopment will amount in a 10% change from 2005 to 2025. The projected 2025 flows based on the borough's Draft Act 537 Plan are expected to generate an additional 5,800 gpd at the East Pennsboro WWTP and 25,000 gpd at the Lemoyne WWTP for a total combined projected 2025 flow of 333,000 gpd. Using a value of 200 gpd/EDU, flow to East Pennsboro will increase by 29 connections and flow to Wormleysburg will increase by 125 connections, for a total in 2025 of 465 and 1,255 respectively.

Due to measurable I/I problems, the borough did institute an I/I reduction program, which is updated annually. This program provides for testing of the system and corrective action to address I/I issues identified each year.

Based on the Draft 2006 Wormleysburg Act 537 Sewage Facilities Plan, there is sufficient capacity in all lines within the system for current and future projected flows. The borough has no outstanding debt on the system and has no major planned improvements. In addition, the East Pennsboro Act 537 Sewage

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Facilities Plan includes the continued acceptance of flow from Wormleysburg Borough for the designated area to the East Pennsboro WWTP.

Public Water System

Pennsylvania American Water Company West supplies public water to the IWS region. Pennsylvania American Water, one of the largest water companies operating within the county, is a subsidiary of American Water. This international company successfully owns or operates water and wastewater facilities in 32 states, as well as Canada.

The IWS region falls within Pennsylvania American's Greater Mechanicsburg service area. Raw water is drawn from the surfaces of the Yellow Breeches and Conodoguinet Creeks. In April 2006, Pennsylvania American opened a new water filtration plant on Yellow Breeches Creek, known as the West Shore Regional Treatment Plant. This state-of-the-art facility is capable of producing 12 million gallons per day (gpd) of potable water, while the existing filtration plant on the Conodoguinet Creek delivers up to 8 million gpd.

In its 2006 Annual Water Quality Report for Greater Mechanicsburg, Pennsylvania American documents that it delivered water of a quality that complied with all state and federal drinking water requirements. The report does not identify any current or future water supply shortages or quality problems.

Operating under a Pennsylvania Department of Environmental Protection permit (PWS ID: PA7210029), ensures that Pennsylvania American's facilities and operations are consistent with both the Pennsylvania State Water Plan and the Susquehanna River Basin Commission's water resources plan. It is important to note that lawful activities such as commercial agriculture production and the extraction of minerals can impact the water quality of the Yellow Breeches and Conodoguinet Creeks. Should mineral extraction activities threaten the creeks, state statutes are in place that help protect water supplies by regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities.

Waste Management and Recycling Services

The waste management and recycling services within the IWS region can be separated into distinct categories governed by Act 101, the Municipal Waste Planning, Recycling, and Waste Reduction Act. These categories are planning and implementation. Planning for municipal waste reduction is the responsibility of Cumberland County. The Cumberland County Solid Waste Authority is responsible for planning for the long-term municipal waste disposal and recycling services that will reduce the countywide waste stream and provide disposal options for items that are inappropriate for municipal solid waste disposal facilities. In fulfillment of its duties under Act 101, the county has adopted a municipal waste management plan.

Implementation of the Cumberland County Act 101 Waste Management Plan within the region is the sole responsibility of the boroughs. Their solid waste collection services are provided exclusively to residents while commercial establishments, institutions, industries, and apartment complexes must make their own arrangements for solid waste collection.

Each borough contracts with Penn Waste Inc. for residential refuse collection and disposal and curbside recycling. The collected solid waste is disposed of at the York County Solid Waste Authority's Resource Recovery Center located in York, PA. This is a waste-to-energy facility that uses state-of-the-art waste management technology to convert municipal solid waste into a smaller ash while producing usable

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electricity. As part of its contract, Penn Waste offers one bulk item pickup per week at no additional charge to the homeowners.

Under Act 101, only Camp Hill is required to have a curbside recycling program. However, Lemoyne and Wormleysburg voluntarily offer curbside recycling to their residents. The types of recycled materials are commingled aluminum, steel, glass, and plastics #1 and #2; and newsprint including paper, magazines, and junk mail. Recyclables are transported to Penn Waste's Recycling Facility, which is capable of processing over 100 tons per day. This equates to 150,000 homes per week. Through the use of a state-of-the-art sorting systems, Penn Waste is well equipped to meet the IWS region's current and future efforts to stay clean and green.

The Cumberland County Recycling and Waste Authority offers tire recycling, appliance recycling, consumer electronics recycling, and yard waste composting programs that compliment the Boroughs' recycling programs.

Stormwater Management

All stormwater within the IWS Region ultimately drains into the Yellow Breeches Creek, Conodoguinet Creek or the Susquehanna River. A complex network of public and private stormwater facilities convey stormwater to these two major bodies of water. The management of the stormwater system is the responsibility of the three boroughs, the Commonwealth of Pennsylvania, and private property owners.

Although stormwater runoff occurs naturally, the quality, quantity, and velocity of stormwater is negatively impacted by the built environment, if it is not managed correctly. Left unchecked, stormwater can carry oil, gasoline, pesticides, road salts, and litter into the region's waterways, degrading water quality. This degradation threatens their aquatic ecosystems. Additionally, stormwater that is not detained for gradual release to the region's waterways or retained to percolate into the ground flows freely into the storm system causing some streets, as well as the Yellow Breeches Creek, Conodoguinet Creek, and Susquehanna River to occasionally flood. The streets that flood as a result of heavy rain events are identified below in Table E.6.8.

Table E.6.8. Streets that Flood in the IWS Region

Location	Description
Camp Hill Borough	
2000 Block of Market Street	Runoff from Walnut Street and High Street travels down 20 th Street, which leads to Market Street. There are no stormwater inlets on 20 th Street.
3100 Block of Market Street	Runoff from 30 th and 31 st Streets travels to Market Street. There are no stormwater inlets on Market Street in this area.
Market Street at 33 rd Street	Runoff from 33 rd Street travels to Market Street. The stormwater inlet on the northeast corner of 33 rd Street does not function properly.
South 32 nd Street at Bramar Road	Stormwater flows into undersized and deteriorated culverts between South 32 nd and 31 st Streets and Harvard Avenue.
State Street	Stormwater from Market Street, 16 th Street, and 15 th collect on State Street and Schaffer Alley between 15 th and 16 th Streets.
Creek Road	Flooding when the Conodoguinet Creek crests its bank.
Lemoyne Borough	
800 Block of Peach Road	Runoff from South 8 th and South 9 th Streets travels to Peach Road.
Hummel Avenue at 9 th Street	Runoff from 8 th and 9 th Streets travels to Hummel Avenue. There are no stormwater inlets on Hummel Avenue in this area.
1200 Block of Hummel Road	Stormwater pipe the runs under Hummel Avenue is believed to be blocked or crushed.

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Location	Description
Lemoyne Borough (continued)	
Hummel Avenue at 10 th Street	Runoff from 10 th Street travels to Hummel Avenue.
Market Street at 10 th Street	Runoff flooding in this area associated with nearby private parking lot.
Market Street at 12 th Street	Runoff from 12 th Street travels to Market Street.
Arnold Street at Oak Street	Flooding from the stormwater pipe when the Susquehanna River rises. The pipe outfall does not have water backflow preventer.
Wormleysburg Borough	
500 Block of North Front Street	Flooding when the Susquehanna River crests its bank.
Spur 770 at North 2 nd Street	Runoff flooding of the eastbound and westbound lanes.
500 Block of River Street	Runoff flooding of this street.
400 Block of South Front Street	Flooding when the Susquehanna River crests its bank.

*Information based on comments received by the IWS Steering Committee and Borough Managers

The Yellow Breeches Creek, Conodoguinet Creek, and Susquehanna River occasionally flood into areas beyond their banks into what is classified as the 100-year floodplain. A detailed description and map of the region's 100-year floodplains are found in Section E.3 Natural, Cultural, and Historic Resources Profile.

For the IWS Region there are two laws that dictate how stormwater is to be managed within its boundaries beyond the boroughs' current subdivision and land development regulations. The Pennsylvania Storm Water Management Act (Act 167) requires all counties to prepare a stormwater management plan for each watershed within its jurisdiction. The act also requires municipalities within those watersheds to adopt stormwater regulations consistent with the plans. Act 167 was passed to assure that the maximum area of runoff on a property is no greater after development than before.

One county stormwater management plan is currently in effect within the region. It is for the Cedar Run watershed, which has a water conservation plan prepared by the Susquehanna River Basin Commission. The stormwater management plan is based on the conservation plan and establishes minimum watershed management regulations for Camp Hill Borough. Once the county completes its countywide stormwater management plan for all nine of its watersheds, Lemoyne and Wormleysburg will then be required to enact watershed management regulations consistent with the county plan. Additional information on the region's watersheds can be found in Section E.3 Natural, Cultural, and Historic Resources Profile.

In addition to Act 167, the nation's Clean Water Act regulates discharges into waterways through NPDES permits. Under the federal NPDES Phase II regulations, census defined urbanized areas, of which each borough is classified, must apply for a Municipal Separate Stormwater Sewer System (MS4) permit. The permit application requires the boroughs to implement the following:

- Public Education
- Public Participation
- Illicit Discharge Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post-Construction Stormwater Management in New Development and Redevelopment
- Pollution Prevention/Good Housekeeping for Municipal Operations Maintenance

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Private Utilities

The following list represents the primary private utility providers within the IWS region:

- UGI Utilities, Inc. Harrisburg is the exclusive natural gas provider.
- Pennsylvania Power and Light is the exclusive electricity provider.
- Comcast and Verizon provide cable television, Internet, and telephone services.
- Dish TV and Direct TV provide satellite television, and Internet services.

E.7 Economic Base Profile

Introduction

The economic conditions of a community have a major impact on the development and quality of life within that community. Analyzing current and historical economic trends proves to be essential in planning for improvements to the tax base, quality of employment, and the overall quality of life for residents. This chapter will identify the major employers of the area, employment characteristics, labor characteristics and the occupational characteristics of the three boroughs as well as comparing the characteristics of the three boroughs to municipalities with similar traits, Cumberland County and Pennsylvania. The data used for the analysis is derived from the U.S. Census Bureau and the Cumberland County Planning Department.

Description of Terms

The following terms are found throughout this chapter and are listed as defined by the U.S. Census Bureau.

Employed - Employed includes all civilians 16 years old and over who were either (1) "at work" -- those who did any work at all during the reference week as paid employees, worked in their own business or profession, worked on their own farm, or worked 15 hours or more as unpaid workers on a family farm or in a family business; or (2) were "with a job but not at work" -- those who did not work during the reference week but had jobs or businesses from which they were temporarily absent due to illness, bad weather, industrial dispute, vacation, or other personal reasons. Excluded from the employed are people whose only activity consisted of work around the house or unpaid volunteer work for religious, charitable, and similar organizations; also excluded are people on active duty in the United States Armed Forces. The reference week is the calendar week preceding the date on which the respondents completed their questionnaires or were interviewed. This week may not be the same for all respondents.

Family – A group of two or more people who reside together and who are related by birth, marriage, or adoption.

Household – A household includes all the people who occupy a housing unit as their usual place of residence.

Income – "Total Income" is the sum of the amounts reported separately for wages, salary, commissions, bonuses, or tips; self-employment income from a person's non-farm or farm businesses; including proprietorships and partnerships; interest, dividends, net rental income, royalty income, or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); any public assistance or welfare payments from the state or local welfare office; retirement, survivor, or disability pensions; and any other sources of income received regularly such as Veterans' (VA) payments, unemployment compensation, child support, or alimony.

Industry – Information on industry relates to the kind of business conducted by a person's employing organization. For employed people the data refer to the person's job during the reference week. For those who worked at two or more jobs, the data refer to the job at which the person worked the greatest number of hours. Some examples of industrial groups shown in products include agriculture, forestry, and fisheries; construction; manufacturing; wholesale or retail trade; transportation and communication; personal, professional and entertainment services; and public administration.

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Labor force – The labor force includes all people classified in the civilian labor force, plus members of the U.S. Armed Forces (people on active duty with the United States Army, Air Force, Navy, Marine Corps, or Coast Guard). The Civilian Labor Force consists of people classified as employed or unemployed.

Median – This measure represents the middle value (if n is odd) or the average of the two middle values (if n is even) in an ordered list of data values. The median divides the total frequency distribution into two equal parts: one-half of the cases fall below the median and one-half of the cases exceed the median. The median income divides the income distribution into two equal groups, one having incomes above the median, and other having incomes below the median.

Not in Labor Force – All people 16 years old and over who are not classified as members of the labor force. This category consists mainly of students, housewives, retired workers, seasonal workers interviewed in an off season who were not looking for work, institutionalized people, and people doing only incidental unpaid family work (less than 15 hours during the reference week).

Occupation – Occupation describes the kind of work the person does on the job. For employed people, the data refer to the person's job during the reference week. For those who worked at two or more jobs, the data refer to the job at which the person worked the greatest number of hours. Some examples of occupational groups shown in this product include managerial occupations; business and financial specialists; scientists and technicians; entertainment; healthcare; food service; personal services; sales; office and administrative support; farming; maintenance and repair; and production workers.

Per capita income – Average obtained by dividing aggregate income by total population in a given area.

Major Employers in Cumberland County

The major employers in Cumberland County, excluding agricultural operations, are ranked in Table E.7.1 by number of employees. Good paying secure jobs add to the overall quality of life for residents. The top employers in the county, Navy Ships Parts Control Center and Highmark/PA Blue Shield both employ over 5,000 people.

Table E.7.1. Cumberland County Major Employers, 2001

Rank	Employer	Product or Service	Employees
1	Navy Ships Parts Control Center	Supply Agencies- Govt.	5,600
2	Highmark/PA Blue Shield	Medical Svc. Plans	5,300
3	Giant Foods	Grocery Stores	2,943
4	JFC Staffing	Temporary Services	2,713
5	Rite Aid Corp	Drug, Proprietary, Sundries	1,990
6	Excel Logistics	Grocery Services	1,900
7	Electronic Data System	Business Service	1,700
8	U.S. Army War College	Military Base	1,670
9	Fry Communications	Commercial Printing	1,500
10	Holy Spirit Healthcare	Hospital	1,325
11	Roadway Express, Inc.	Trucking	1,300
12	Cumberland County	County Seat	1,200
13	Carlisle Regional Medical Center	Hospital	1,200
14	Ross Distribution	Warehouse	1,200
15	Bookspan	Mail Orders	1,100

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Rank	Employer	Product or Service	Employees
16	State Correctional Institute in Camp Hill	State Penitentiary	1,070
17	West Shore School District	Elementary and Secondary Schools	1,007
18	Lear Corporation	Auto Interior Manufacturing	1,000
19	Cumberland Valley Schools	Elementary and Secondary Schools	994
20	Arnold Industries	Logistics	981
21	Schneider National Carriers, Inc.	Trucking Company	950
22	Carlisle Companies Inc. Corp	Rubber Sheetting, Tires, and Tubes	900
23	ABF	Trucking Company	833
24	Shippensburg University	State College	830
25	Gannet-Fleming, Inc.	Engineering and Consulting	773
26	Merck-MedcoRX	Internet Mail Order Pharmaceuticals	754
27	Washington Group International Inc.	Logistics	750
28	Shaffer Trucking Inc.	Trucking	707
29	Ingersoll Rand	Powdered Metals Manufacturing	700
30	Dickinson College	Private College	671
31	Capital Are Intermediate Unite	School Programs & Services	625
32	Carlisle Area School District	Elementary and Secondary Schools	600
33	Sprint	Phone Company	600
34	Messiah Village	Retirement Homes	600
35	Messiah College	Private College	600
36	Capital Blue Cross	Medical Svc. Plans	586
37	Hoffman Mills	Fabrics	530
38	Overnite Transportation	Trucking Company	500
39	PPG Industries	Flat Glass	500
40	Mechanicsburg Area School Districts	Elementary and Secondary Schools	500

Sources: Capital Region United Way, Patriot News Research Dept., Carlisle Chamber of Commerce

Employment by Industry

Information on industry relates to the kind of business conducted by a person's employing organization. This section aids in providing an indicator of what kinds of businesses are needed to support workers within the region. Coupling this data with the major employer data will help in determining where the deficiencies may exist in the types of employment opportunities available within the region. Table E.7.2 displays the employment by industry for the IWS region, other municipalities with similar characteristics, Cumberland County, and Pennsylvania. This information is graphically shown in Figure E.7.1.

Table E.7.2. Employment by Industry, 2000 (1 of 2)

	Agriculture, Forestry, Fisheries, and Mining		Construction		Manufacturing		Wholesale Trade		Retail Trade		Transportation, Warehousing, and Utilities		Information	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Pennsylvania	73,459	1.3	339,363	6.0	906,398	16.0	201,084	3.6	684,179	12.1	304,335	5.4	148,841	2.6
Cumberland County	1,405	1.3	5,929	5.6	10,734	10.1	4,008	3.8	13,166	12.3	7,283	6.8	2,947	2.8

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	Agriculture, Forestry, Fisheries, and Mining		Construction		Manufacturing		Wholesale Trade		Retail Trade		Transportation, Warehousing, and Utilities		Information	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Camp Hill Borough	17	0.5	81	2.3	256	7.2	172	4.8	409	11.4	92	2.6	112	3.1
Lemoyne Borough	12	0.5	130	5.7	184	8.1	113	5.0	285	12.6	133	5.9	66	2.9
Wormleysburg Borough	18	1.3	43	3.0	79	5.5	44	3.1	186	13.0	108	7.6	51	4.6
IWS Region Total	47	0.6	254	3.5	519	7.1	329	4.5	880	12.1	333	4.6	229	3.2
Mechanicsburg Borough	51	1.0	262	5.2	327	6.5	276	5.5	636	12.7	462	9.2	111	2.2
New Cumberland Borough	7	0.2	154	4.1	265	7.0	159	4.2	424	11.2	205	5.4	142	3.7

Source: U.S. Census Bureau

Table E.7.2. Employment by Industry, 2000 (2 of 2)

Location	Finance, Insurance, and Real Estate		Professional and Related Services		Educational, Health and Social Services		Arts, Entertainment, Recreation, Accommodation and Foods Services		Other Services (except public administration)		Public Administration	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Pennsylvania	372,148	6.6	478,937	8.5	1,237,090	21.9	397,871	7.0	274,028	4.8	235,767	4.2
Cumberland County	8,716	8.2	8,479	7.9	20,575	19.3	7,555	7.1	5,223	4.9	10,691	10.0
Camp Hill Borough	443	12.4	439	12.3	645	18.1	254	7.1	199	5.6	454	12.7
Lemoyne Borough	179	7.9	193	8.5	430	19.0	157	6.9	124	5.5	258	11.4
Wormleysburg Borough	142	9.9	161	11.3	151	10.6	146	10.2	52	3.6	249	17.4
IWS Region Total	764	10.5	793	10.9	1,226	16.9	557	7.7	375	5.2	961	13.2
Mechanicsburg Borough	467	9.3	338	6.7	894	17.8	371	7.4	338	6.7	492	9.8
New Cumberland Borough	437	11.5	250	6.6	784	20.6	314	8.3	182	4.8	479	12.6

Source: U.S. Census Bureau

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Trends in Pennsylvania and Cumberland County

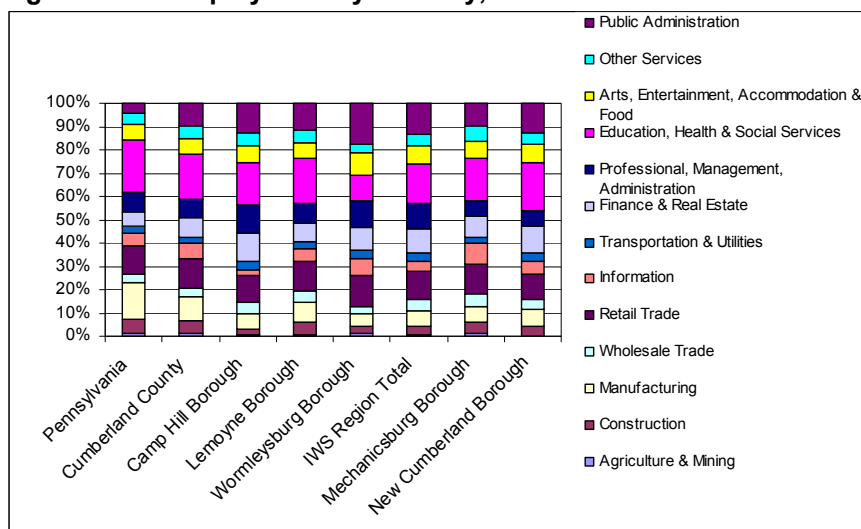
- Pennsylvania and Cumberland County had similar employment by industry characteristics in 2000. Pennsylvania had a higher percentage of persons employed in the manufacturing industry than Cumberland County and Cumberland County had a higher percentage of persons employed in the public administration industry.

Imagine West Shore Region and Municipal Trends

- The majority of employed residents in the IWS region are employed in public administration or in the educational, health, and social services industry. This can most likely be attributed to the region's proximity to the state capital of Harrisburg and the high concentration of state government jobs that are located in the city. The Camp Hill and West Shore School Districts and nearby healthcare facilities, including Holy Spirit and Harrisburg Hospitals may also be influencing this trend.
- The IWS region also had a larger percentage of people that were employed in professional and related services, which reflects the large range of services and office complexes that are found in proximity to each of the three boroughs.
- The IWS region had a lower percentage of persons employed in the agriculture, forestry, and mining industry than both the state and county.
- The percentage of persons employed in the manufacturing industry within the IWS region is much lower than that of Pennsylvania and Cumberland County; however, the percentages within the IWS region do fall in line with Mechanicsburg Borough and New Cumberland Borough. This reflects a decrease in the presence of the manufacturing industry in the region.
- The IWS region also had a lower percentage of persons employed in the construction industry than Mechanicsburg Borough and New Cumberland Borough, the county and the state.
- Wormleysburg Borough had a significantly lower percentage of persons employed in educational, health and social services industry than the rest of the municipalities in the IWS region, Mechanicsburg Borough and New Cumberland Borough, Cumberland County and Pennsylvania, but a higher percentage of people employed in the arts, entertainment, recreation, accommodation, and food services industries. The large restaurant concentration in Wormleysburg may be influencing this trend.

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Figure E.7.1. Employment by Industry, 2000



Source: U.S. Census Bureau

Class of Worker

Table E.7.3 compares the worker classes within the IWS region to Mechanicsburg Borough and New Cumberland Borough, Cumberland County and Pennsylvania. Figure E.7.2 graphically displays this information. The U.S. Census Bureau breaks down the occupations and types of work into the following five classes:

- **Private Wage and Salary Workers**--Includes people who worked for wages, salary, commission, tips, pay-in-kind, or piece rates for a private-for-profit employer or a private-not-for-profit, tax-exempt, or charitable organization.
- **Self-employed** people whose business was incorporated are included with private wage and salary workers because they are paid employees of their own companies. Some tabulations present data separately for these subcategories: "For profit," "Not-for-profit," and "Own business incorporated."
- **Government Workers**--Includes people who are employees of any local, state, or federal governmental unit, regardless of the activity of the particular agency. For some tabulations, the data are presented separately for the three levels of government.
- **Unpaid Family Workers**--Includes people who worked 15 hours or more without pay in a business or on a farm operated by a relative.
- **Salaried/Self-Employed**--In tabulations that categorize persons as either salaried or self-employed, the salaried category includes private and government wage and salary workers; self-employed includes self-employed people and unpaid family workers.

Table E.7.3. Class of Worker

Location	Private Wage and Salary Workers		Government Workers		Self Employed		Unpaid Family Workers		Total
	Total	%	Total	%	Total	%	Total	%	Total
Pennsylvania	4,657,372	82.2	639,088	11.3	339,631	6.2	17,409	0.3	5,653,500
Cumberland County	81,110	76.0	18,662	17.5	6,648	6.2	291	0.3	106,711

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Camp Hill Borough	2,573	72.0	712	20.0	268	7.5	20	0.5	3,573
Lemoyne Borough	1,730	76.4	415	18.3	119	5.3	0	0.0	2,264
Wormleysburg Borough	1,089	76.0	314	22.0	27	2.0	0	0.0	1,430
IWS Region Total	5,392	74.0	1,441	19.7	414	6.0	20	0.3	7,267
Mechanicsburg Borough	3,867	77.0	850	17.0	308	6.0	0	0.0	5,025
New Cumberland Borough	2,738	72.0	866	23.0	198	5.0	0	0.0	3,802

Source: U.S. Census Bureau

Trends in Pennsylvania and Cumberland County

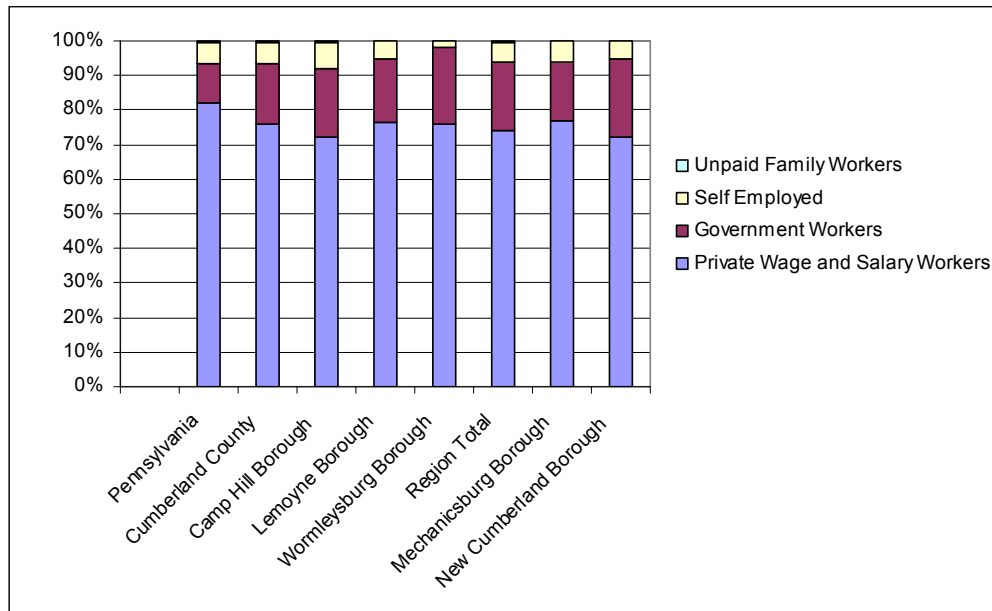
- Cumberland County had a lower percentage of persons classified as private wage and salary workers than Pennsylvania.
- Pennsylvania and Cumberland County had similar percentages of persons classified as unpaid family workers and self employed workers.
- Pennsylvania had a lower percentage of persons classified as government workers than Cumberland County in 2000. This is most likely due to the location of several military installations within the county, including Carlisle Army Barracks, Naval Support Activity Mechanicsburg and the New Cumberland Defense Depot. The proximity to the state capitol of Harrisburg also results in many workers within the county falling into the government worker classification.

Imagine West Shore Region and Municipal Trends

- Within the IWS region, Camp Hill Borough had a higher percentage of persons classified as self employed. Camp Hill Borough's percentage of persons classified as self employed is higher than Mechanicsburg Borough and New Cumberland Borough, the county and the state as well.
- Camp Hill Borough is also the only borough within the region to have persons classified as unpaid family workers. Camp Hill Borough's percentage of unpaid family workers is higher than Mechanicsburg Borough and New Cumberland Borough, Cumberland County and Pennsylvania.
- The IWS region has a higher percentage of persons classified as government workers than the county and the state but the region's percentage of government workers is similar to Mechanicsburg Borough and New Cumberland Borough.
- The percentage of persons classified as private wage and salary workers within the IWS region generally falls in line with Mechanicsburg Borough, New Cumberland Borough, and the county.

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Figure E.7.2. Class of Worker, 2000



Source: U.S. Census Bureau

Occupation Characteristics

Occupation describes the type of work the person does on the job, which may not be related to the type of industry in which they are employed. For those who worked at two or more jobs the data refer to the job in which the person worked the greatest number of hours. Table E.7.4 lists the occupation classifications for the IWS region as well as Mechanicsburg Borough and New Cumberland Borough, Cumberland County and Pennsylvania. Figure E.7.3 graphically displays this information.

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Table E.7.4. Occupation Characteristics for the Employed Civilian Population 16 Years & older, 2000

Location	Management, Professional & Related Occupations		Service Occupations		Sales and Office Occupations		Farming, Fishing, and Forestry Occupations		Construction, Excavation & Maintenance Occupations		Production, Transportation & Moving Material Occupations	
	Total	%	Total	%	Total	%	Total	%	Total	%		
Pennsylvania	1,841,175	32.6	838,137	14.8	1,252,131	27.0	26,722	0.5	500,898	8.9	921,437	16.3
Cumberland County	36,965	34.6	14,206	13.3	31,744	29.7	494	0.5	7,836	7.3	15,466	14.5
Camp Hill Borough	1,786	50.0	352	9.9	1,063	29.8	0	0.0	117	3.3	255	7.1
Lemoyne Borough	847	37.4	267	11.8	692	30.6	0	0.0	193	8.5	265	11.7
Wormleysburg Borough	547	38.3	190	13.3	431	30.1	0	0.0	76	5.3	186	13.0
IWS Region Total	3,180	43.7	809	11.3	2,186	30.0	0	0.0	386	5.3	706	9.7
Mechanicsburg Borough	1,598	31.8	623	12.4	1,688	33.6	27	0.5	382	7.6	707	14.1
New Cumberland Borough	1,482	39.0	528	13.9	1,081	28.4	13	0.3	193	5.1	505	13.3

Source: U.S. Census Bureau

Trends in Pennsylvania and Cumberland County

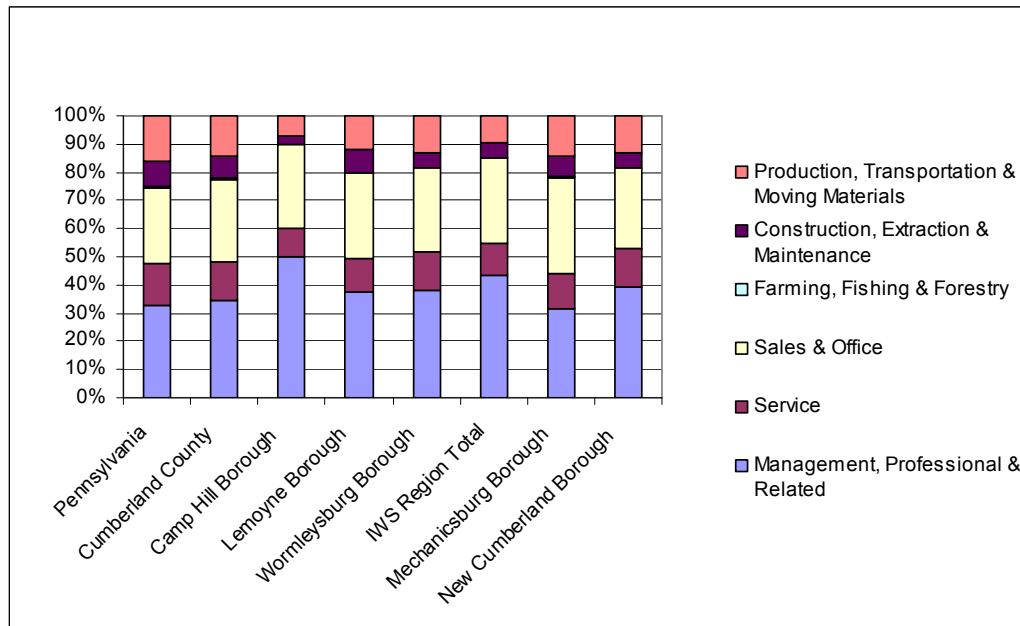
- The largest percentage of workers in Pennsylvania and Cumberland County were employed in management, professional and related occupations followed by sales and office occupations.

Imagine West Shore and Municipal Trends

- The IWS region had higher percentages of people employed in management, professional, and related occupations, and sales and office occupations than the other nearby boroughs, the county or the state. This may be attributed to the region's proximity to the City of Harrisburg and to regional office complexes. Approximately 50% of employed residents in Camp Hill are working in management, professional, and related occupations, which is much higher than the percentage of people employed in this occupation in the county, state, or other boroughs contained in the analysis.
- The IWS region did not have any persons classified as being employed in farming, fishing and forestry occupations whereas the state, county, and Mechanicsburg and New Cumberland Boroughs all had persons employed in this occupation category. This reflects the urbanized nature of the borough setting.
- Camp Hill Borough had lower percentages of persons classified in the service occupation category, the production, transportation and moving material occupation category and the construction, excavation and maintenance occupation category than the other municipalities within the IWS region.

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Figure E.7.3. Type of Occupation, 2000



Source: U.S. Census Bureau

Income Characteristics

This section compares total income including wages, interest and other sources on a per capita and household basis for the three boroughs in the IWS region, other municipalities, Cumberland County and Pennsylvania. A median value is not available for the region, so this analysis looks at the median income in each borough individually.

Table E.7.5 displays the U.S. Census Bureau's income characteristics for 1990 and 2000. Figure E.7.4 shows this information graphically.

Table E.7.5. Income Characteristics, Per Capita Income and Household Income, 1990 and 2000

Area	Median Household income, 1990	Per Capita Income, 1990	Median Household Income, 2000	Per Capita Income, 2000	Median Household Income Rate of Change, 1990-2000 (%)
Pennsylvania	\$29,069	\$14,068	\$40,106	\$20,880	38.0%
Cumberland County	\$34,493	\$15,796	\$46,707	\$23,610	35.4%
Camp Hill Borough	\$35,433	\$20,698	\$50,774	\$28,256	43.3%
Lemoyne Borough	\$27,635	\$17,889	\$39,803	\$28,705	44.0%
Wormleysburg Borough	\$33,579	\$23,549	\$40,536	\$28,504	20.7%
Mechanicsburg Borough	\$32,153	\$15,312	\$45,200	\$22,812	40.6%
New Cumberland Borough	\$34,072	\$17,590	\$44,783	\$24,672	31.4%

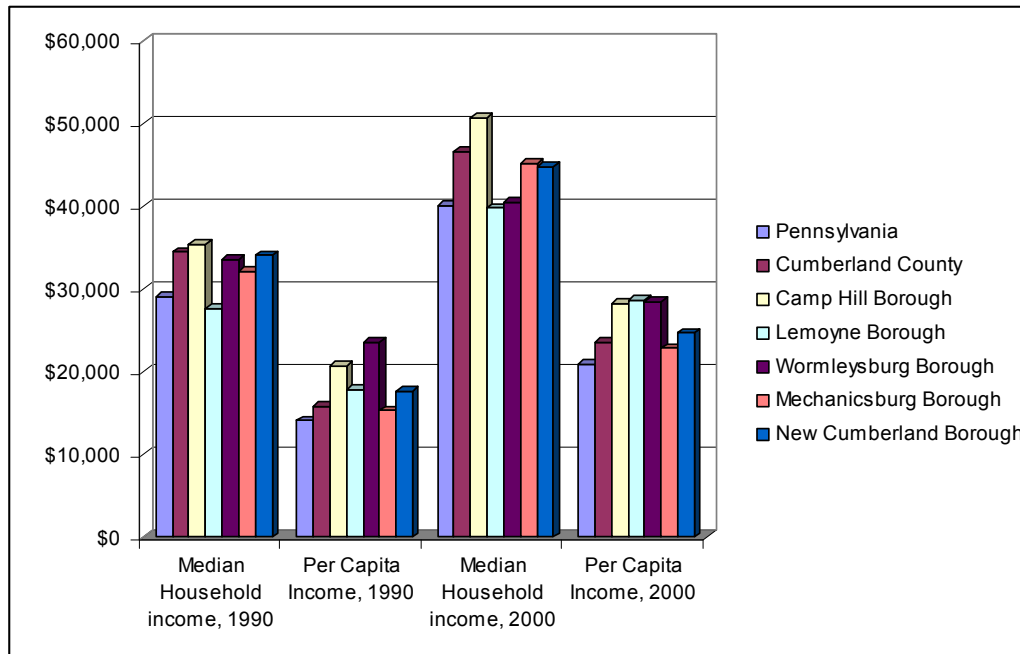
Source: U.S. Census Bureau

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Trends in Pennsylvania and Cumberland County

- Pennsylvania's 2000 per capita income and 2000 median household income are over 10 percent lower than Cumberland County's 2000 per capita and median household income figures.
- Cumberland County's rate of change from the 1990 to 2000 was slightly lower than Pennsylvania's rate of change.

Figure E.7.4. Income Characteristics, 1990 & 2000



Source: U.S. Census Bureau

Imagine West Shore and Municipal Trends

- In Camp Hill Borough, the median household income and per capita income values are higher than the respective values in county and state. Although the median household income in Camp Hill is the highest in the region, the per capita income value is roughly in line with other values in the region, reflecting the larger household size in Camp Hill, when compared to the other boroughs.
- Although Lemoyne Borough had the lowest median household income in 1990 and 2000 in the region, these values are generally in line with the state values. Additionally, the median household income in Lemoyne increased by a greater percentage between 1990 and 2000 than in the county, state, and region. This increase is also visible in the per capita income value. In 1990, the per capita income in Lemoyne was the lowest in the IWS region, but in 2000, Lemoyne had the highest per capita income in the region.
- In 1990 the median household income and per capita income in Wormleysburg were much higher than Lemoyne and the per capita income in Wormleysburg was the highest in the region. In 2000, the median household income and per capita income in Wormleysburg were very similar to the respective values in Lemoyne. Although increases in the median household income in Wormleysburg between 1990 and 2000 were not as great as in the other boroughs, Wormleysburg still had the second highest median household income in the IWS region.

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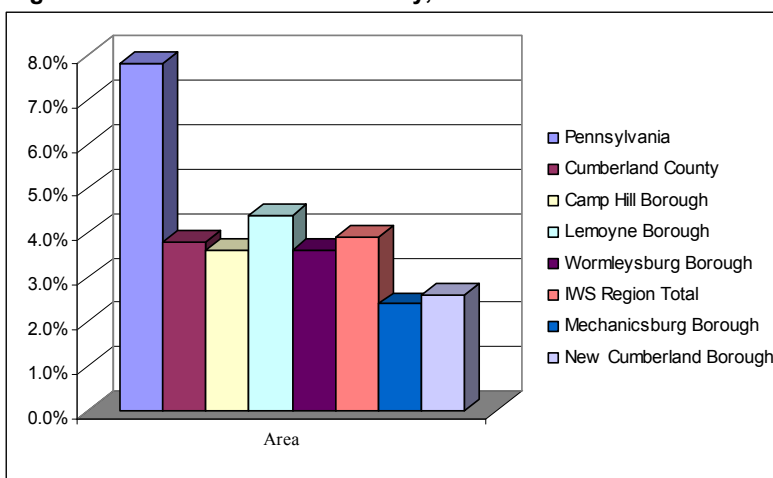
Poverty Levels

The U.S. Census Bureau sets income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the threshold, then every individual in that family is considered to be in poverty. Tables E.7.6 and E.7.7 display the poverty statistics for 1990 and 2000. Figures E.7.5 and E.7.6 show this information graphically.

Table E.7.6
Poverty Level for Families, 1990 and 2000

Area	Poverty Level	
	1990 % of Population	2000 % of Population
Pennsylvania	8.2	7.8
Cumberland County	2.8	3.8
Camp Hill Borough	2.9	3.6
Lemoyne Borough	2.5	4.4
Wormleysburg Borough	0.8	3.6
IWS Region Total	2.4	3.9
Mechanicsburg Borough	2.7	2.4
New Cumberland Borough	3.7	2.6

Figure E.7.5. Families Below Poverty, 2000

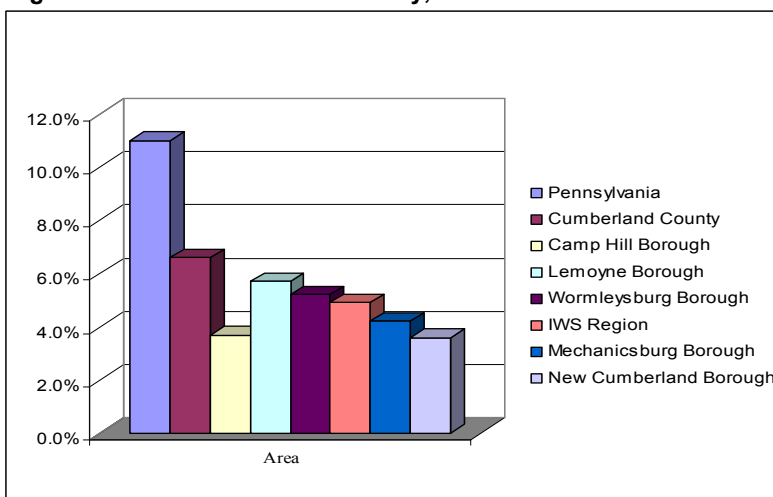


Source: U.S. Census Bureau

Table E.7.7.
Persons Below Poverty, 1990 and 2000

Area	Poverty Level	
	1990 % of Population	2000 % of Population
Pennsylvania	24.0	11.0
Cumberland County	18.8	6.6
Camp Hill Borough	13.8	3.7
Lemoyne Borough	6.5	5.7
Wormleysburg Borough	10.8	5.2
IWS Region Total	10.7	4.9
Mechanicsburg Borough	10.9	4.2
New Cumberland Borough	3.9	3.6

Figure E.7.6. Persons Below Poverty, 2000



Source: U.S. Census Bureau

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Trends in Pennsylvania and Cumberland County

- Cumberland County had a much lower percentage of families and persons considered to be living in poverty than Pennsylvania in both 1990 and 2000.
- Cumberland County's percentage of families considered to be living in poverty went up from 1990 to 2000, while Pennsylvania's percentage went down slightly. The percentage of persons living in poverty decreased in both the county and the state.

Imagine West Shore and Municipal Trends

- All three boroughs in the IWS region have experienced a decrease in the number of persons living in poverty between 1990 and 2000; however, the number of families that are considered to be living in poverty increased slightly during this time period in all three boroughs.
- The IWS region had higher percentages of families living in poverty than the other boroughs analyzed, but the percentage of families in poverty was roughly in line with the county and was much lower than the state.
- Lemoyne was the only borough in the IWS region to have a greater percentage of families living in poverty than in the county, but the percentage of persons living in poverty was lower than the state.

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E. Status of the Region

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