

HELLAM, HALLAM & WRIGHTSVILLE

MULTI-MUNICIPAL COMPREHENSIVE PLAN



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Executive Summary

Introduction

The Hellam, Hallam, and Wrightsville Multi-Municipal Comprehensive Plan (the Plan) provides a foundation for a shared framework to guide growth, investment, and decision-making across the three municipalities over the next ten years. Prepared in accordance with the Pennsylvania Municipalities Planning Code (PA MPC) Article 3, the Plan serves as the official policy guide for short-term (0-4 years), mid-term (4-7 years), and long-term (8-10 years) decision-making pertaining to future land use, growth and development, transportation infrastructure, economic development, and land preservation. The plan identifies opportunities to leverage the Boroughs' downtown areas and the PA 462 corridor to advance local economic development and improve livability and economic competitiveness across Hellam Township, Hallam Borough, and Wrightsville Borough (the Region).

Plan Purpose

- To help the municipalities plan their future together rather than in isolation
- To reduce duplication, effectively address regional issues and strengthen ability to secure state and federal funding
- To develop patterns that make sense across municipal borders

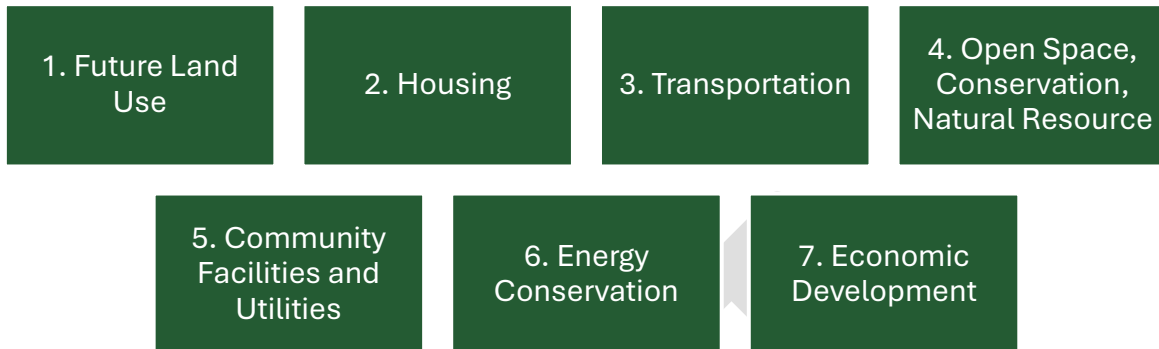
About the Planning Process

The development of the Comprehensive Plan was directed by a steering committee comprising individuals from each of the three municipalities appointed by each municipality's elected officials. The steering committee met several times throughout plan development and was instrumental in identifying key issues affecting the Region. In addition, a public open house and a public survey were conducted to ensure that residents of the Region had several opportunities to provide input on what they would like the Region's future to look like. The input received from public engagement events and the steering committee ultimately shaped the plans, objectives, and action strategies.

Public Engagement BY THE NUMBERS



The Comprehensive Plan features seven chapters that comprise the primary plan elements as required by the PA MPC. Each chapter features an introduction, key findings, a goal statement, and objectives. Action strategies for each objective are listed in the Implementation Matrix. In summary, these chapters include:

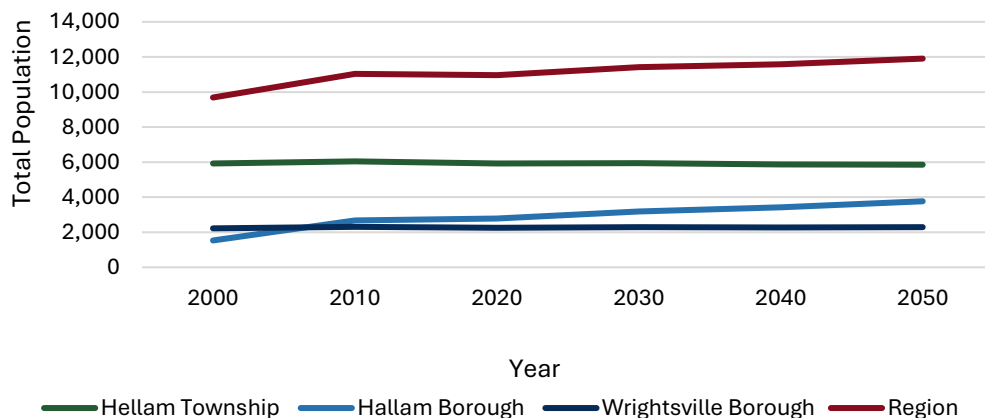


Community Profile

Population Characteristics

Over the past few decades, each municipality has experienced different population growth trends. Between 2000 and 2023, Hallam Borough experienced population growth, while Hellam Township and Wrightsville Borough decreased slightly. Projecting out over the next 25 years, data from the Pennsylvania Department of Environmental Protection (PA DEP) and the York County Planning Commission indicate that both Boroughs are projected to grow. In contrast, Hellam Township is projected to decrease by 70 people (1.2 percent). Hallam Borough is expected to see the largest population increase, with an addition of 150 people (5.4 percent). Wrightsville Borough is projected to increase by 23 people (1 percent) by 2050. For an in-depth review of population characteristics, refer to Part 2: Existing Conditions Report.

Figure 1: Regional Population Projections, 2000-2050



Source: PA DEP Population Projections, York County Planning Commission

Housing

In 2023, there were a total of 4,539 housing units in the Region, an increase of 279 units (6.5 percent), from the 2000 Decennial Census of Population and Housing. Most of this increase occurred in Hallam Borough, where 376 new units were developed. Hellam Township gained 48 units during the same period, while Wrightsville Borough lost 145 units¹. Of the total housing units, 4,286 units were occupied, a significant increase from 3,370 in 2020. Hallam Borough had the highest occupancy rate at 100 percent, followed by Hellam Township at 93 percent, or 2,411 of 2,586 units occupied as of 2023. Wrightsville Borough had the lowest occupancy rate in 2023 at 786 units (91 percent), a slight decrease from 2020. For an in-depth review of housing characteristics across the Region, refer to Part 2: Existing Conditions Report.

Table 1: Occupied Housing Units, 2000-2023

Location	Owner-Occupied Housing Unit				Renter-Occupied Housing Units			
	2000	2010	2020	2023	2000	2010	2020	2023
Hellam Township	1,975	1,978	1,956	2,165	420	428	485	246
Hallam Borough	471	793	627	529	196	426	590	560
Wrightsville Borough	688	673	638	542	267	298	291	244
Region	3,134	3,444	3,221	3,236	8,83	1,152	1,366	1,050
York County	112,852	127,342	130,714	136,655	35,367	39,258	46,839	43,552

Source: U.S. Census Bureau ACS 5-year estimates and Decennial Censuses

Employment Characteristics

As shown in **Table 2**, in 2020, 5,813 (67.7 percent) people aged 16 and older were in the civilian labor force across the Region. Hallam Borough had the highest employment rate in the Region, with nearly 69 percent of individuals 16 years and over in the labor force. For Wrightsville Borough, 68.5 percent of residents aged 16 and over were in the labor force. In comparison, Hellam Township had the lowest labor force participation rate at 61.9 percent of civilians 16 years and over. For an in-depth review of economic and socioeconomic characteristics across the Region, refer to Part 2: Existing Conditions Report.

¹ As discussed throughout the planning process, the U.S. Census data appears to be inaccurate by indicating Wrightsville Borough lost 145 total dwelling units between 2020 and 2023.

Table 2: Civilians in Labor Force by Municipality, 2020

Labor Force	Hellam Township		Hallam Borough		Wrightsville Borough		Region	
	Individuals	% of Total	Individuals	% of Total	Individuals	% of Total	Individuals	% of Total
Population 16 years and over	4,946		2,063		1,579		8,588	
Civilians in Labor Force	3,194	64.6%	1,477	71.6%	1,142	72.3%	5,813	67.7%
Employed	3,060	61.9%	1,422	68.9%	1,082	68.5%	5,564	64.8%
Unemployed	134	2.7%	55	2.7%	60	3.8%	249	2.9%

Source: U.S. Census Bureau, ACS 5-year estimates

Planning Framework

Vision Statement

“The Region will build on its recreational, economic, and historic resources while preserving its rural character to become a thriving destination in Central Pennsylvania.”

Mission Statement

To achieve the vision, the Region must:

- Reimagine our municipalities as a cohesive, vibrant region providing top-level services to our community;
- Align new growth and development with our unique rural character and cultural heritage;
- Create the environment for a sustainable economy, allowing residents, businesses, and entrepreneurs to thrive.

Regional Concepts

Several regional concepts were identified as critically important to the Region, which support the Plan’s overall goals and include:

- **New Development Needs to Be Guided:** There is a need to balance preservation and development throughout the Region, as new construction could impact natural or agricultural land. However, there is also a strong need to expand the local tax base and create local employment and housing opportunities through planned development within the Growth Areas
- **Outdoor Recreation Needs to Be Supported:** Open space and recreation are key economic assets to the Region, which have not yet been developed to their full potential to attract visitors and support new recreation-focused business development.
- **Our Main Streets Need New Investment:** There is a need to revitalize Market Street in Hallam Borough and Hellam Street in Wrightsville Borough as walkable, vibrant main streets.

- **Our Agricultural Heritage Needs to Be Protected:** The agricultural history, culture, and economy of the Region should be preserved and enhanced.
- **Our Transportation Network Needs Improvement:** Transportation infrastructure needs to be changed to improve safety, lessen the impact of truck traffic on local communities, and create more opportunities for walking and biking.

These regional concepts highlight and reinforce the major concerns the plan seeks to address. Each of these themes is tied to specific chapters throughout the plan. The goal statements and objectives for each chapter are explained on the following pages.

DRAFT

Future Land Use

Goal Statement:

Continue managing the Region's growth by promoting development within the existing and proposed boundaries through clear guidelines on where and how development should occur.



Growth and land use are often the primary components of a comprehensive plan because they establish a community's general physical characteristics. The land use plan is a policy statement that decision makers must rely on to guide future actions and provide the necessary foundation for all other elements. Each of the three municipal Future Land Use maps was analyzed to identify correlations and inconsistencies in existing land-use planning (Chapter 1). The major land use policy changes recommended include:

- Extending the growth boundary the entire length of PA 462 between the two Boroughs to control development within the designated Mixed-Use Corridor, which will encourage Mixed-Use development and accommodate a wide range of uses. With the addition of the growth boundary, it is expected that all uses will be connected to public water and public sewer.
- Recognizing the importance of protecting the Township's rural open space feel by designating all parks and land owned by the Lancaster Conservancy as "Recreation/Open Space."
- In both Hallam and Wrightsville Boroughs, designating the PA 462 corridor as "Mixed-Use" to allow a mix of residential, commercial, and small businesses to develop along the corridor to improve downtown revitalization.
- Creation of a new land use type, "Riverfront Reinvestment," that recognizes the prevalence and recreational importance of reinvestment along the river to the north in Wrightsville Borough.

To support the goal statement and address key challenges and opportunities discussed throughout the chapter, the Comprehensive Plan outlines the following objectives:

- Enact amendments to municipal zoning ordinances and maps to ensure regional consistency with the Future Land Use Plan and the Intergovernmental Cooperation Agreement.
- Enact amendments to the municipal Subdivision and Land Development Ordinance to ensure regional consistency with the Future Land Use Plan and the Intergovernmental Cooperation Implementation Agreement.
- Implement PA 462 Corridor study in coordination with York Area Metropolitan Planning Organization (YAMPO).
- Develop a Riverfront Reinvestment Master Plan to develop a vision for the corridor in Wrightsville Borough.
- Develop, adopt, and maintain a Regional Official Map that is consistent with the Future Land Use plan. The Official Map should identify and protect key future public facilities, transportation connections, and open space corridors essential to the Region's long-term growth.

- The Mixed-Use Corridors in each municipality should be revitalized for the purpose of attracting appropriate commercial services that fit the local community.
- Work with the York County Planning Commission to amend the County's Growth Management Areas based on the Future Land Use Plan and expansion of the Growth Area along Lincoln Highway in Hellam Township.



HOUSING

Goal Statement:

Balance growth opportunities that provide housing and business development to support future populations with preservation of the Region's scenic beauty and natural resources.



Because most dwelling units in the Region are single-family detached, Hellam Township currently has no high-density dwellings. Hallam Borough offers a range of dense options (Buttonwood Apartment complex), and Wrightsville Borough has the largest number of duplex units. Expanding housing options and improving housing quality throughout the Region remain important to meeting long-term goals for existing and future residents. Local governments have a responsibility to meet the housing needs of current and future residents. According to historic building permit reports for York County, no significant residential development has occurred in the Region over the past 20 years. Given the projected population growth in the Region, additional housing units will be needed to accommodate incoming residents in Hallam Borough.

Hallam and Wrightsville Boroughs contain census tracts and block groups that meet the Department of Housing and Urban Development's (HUD's) definition of Low- and Moderate Income (LMI) Persons and therefore are eligible to apply for Community Development block Grant (CDBG) funds, which are allocated to developers in order to construct low/moderate income housing. While an income survey is necessary to determine which areas in Hellam Township are eligible, these are great opportunities in the Region to expand low/moderate-income housing options.

To support the goal statement and address key challenges and opportunities discussed throughout the chapter, the Comprehensive Plan outlines the following objectives:

- Expand housing options that are more affordable and accessible for all.
- Encourage use of available York County housing programs, such as the York County Weatherization Assistance Program, to reduce heating and cooling costs for low-income persons and the Home Improvement Program (HIP) for costly home repairs.

Transportation

Goal Statement:

Making Mobility Better for Everyone: The transportation network envisioned in this plan will improve the safety of the Region's roadways and create space for residents and visitors to walk, bicycle, and take transit safely and comfortably.



Efficient and reliable movement within the Region is vital to its growth and success. Accessible transportation, affordable, safe, and extensive circulation beyond municipal boundaries supports regional tourism, local business, and overall community health. A well-developed network of multimodal transportation options benefits citizens of all ages, abilities, and incomes by removing barriers to jobs, access to important goods and services, and community activities. The Region is lucky to have a State Bicycle Route which runs along PA 462 throughout the Region and is the longest of the nine bike routes in Pennsylvania. The Region has an opportunity to build on its strategic position along this state bicycle route and on other initiatives to promote safe cycling. Highlighted in the Existing Conditions Report were several hot-spot intersections with a history of crashes throughout the Region. Within the transportation chapter are the hot spot intersections, each with possible improvement recommendations to enhance safety and traffic flow. The hot-spot intersections include:

- PA 462 and Kreutz Creek Road (SR 1014)/Freysville Road (SR 2001)
- PA 462 and Cool Springs Road (SR 1016)/9th Street/Cool Creek Road (SR 2011)/9th Street
- PA 462/Front Street (PA 624)/2nd Street
- Mt. Pisgah Road (SR 2009) and Cool Creek Road (SR 2011)

To support the goal statement and address key challenges and opportunities, the Comprehensive Plan outlines the following objectives:

- Implement a complete streets design in all existing and new street and road designs.
- Improve connectivity, access, and safety throughout the Region for all roadway users.
- Complete a comprehensive condition analysis of the Boroughs' sidewalk networks.
- Coordinate multimodal transportation improvements to support Future Land Use in the Region.
- Maintain and Promote BicyclePA Route S as the primary non-motorized transportation option through the Region.
- Coordinate future transportation public rights-of-ways through the creation and adoption of an Official Map Ordinance.
- Use the 462-corridor study as a starting point in developing a regional Active Transportation Plan.

Open Space, Conservation, Natural Resource Plan

Goal Statement:

Accommodate growth in the Region while preserving the rural character that currently exists.



Residents within Hellam Township, Hallam Borough, and Wrightsville Borough are serviced by over 4,000 acres of open space and recreational facilities, ranging from publicly owned (i.e., municipal, county, and state) parks and nature preserves to a privately owned golf course and clubs. The various types of facilities in the Region are classified in the Hellam Township and Hallam Borough's joint Comprehensive Recreation, Park, and Open Space Plan (2014) and the Wrightsville Borough Comprehensive Plan (2011). In 2022, the Lancaster Conservancy announced that it had partnered with the Pennsylvania Department of Conservation and Natural Resources (PA DCNR) to purchase more than 1,000 acres of land in York County and Hellam Township. The purchase is a significant addition to the Hellam Hills Conservation Area, which includes two other nature preserves, the Robert A. Kinsley Nature Preserve and the Wizard Ranch Nature Preserve.

To support the goal statement and address key challenges and opportunities discussed throughout the chapter, the Comprehensive Plan outlines the following objectives:

- Consider additional opportunities for agricultural land preservation.
- Develop a current Region-wide Parks and Recreation Plan.
- Prohibit new construction in floodplains and other hazard areas and mitigate the impacts to existing construction within them.
- Develop a regional Environmental Advisory Council.
- Protect significant natural resources throughout the Region.
- Continue Municipal Separate Storm Sewer Systems (MS4) efforts in the Region.

Community Facilities and Utilities Plan

Goal Statement:

To provide adequate and reliable community facilities to residents of all ages and abilities.



Community facilities and public utilities are the foundation of a strong, growing Region. Responsive law enforcement agencies, emergency medical services, and fire departments are critical to residents' safety and well-being, while libraries and recreational opportunities are equally important for supporting the community's school-age children and families. The Comprehensive Plan aims to provide sufficient community facilities and public services to residents, businesses, owners, and visitors within the Region, while continuously monitoring existing infrastructure and facilities. If growth and development continue at their current slow pace, demand for emergency services and public utilities will increase accordingly. Properly plan and executing utility extensions can strongly support the achievement of desired land-use patterns. Therefore, it is crucial for each municipal government to coordinate with relevant agencies to ensure that water supply and wastewater treatment capacities remain sufficient to avoid hindering future growth.

The comprehensive plan also emphasizes stormwater management, highlighting the importance of adequately controlling the quantity, velocity, and direction of stormwater runoff to protect residents' health and safety. To promote runoff reduction, the plan includes a reference to the Best Management Practices (BMP) manual, with several examples to reduce stormwater runoff. To support the goal statement and address key challenges and opportunities discussed throughout the chapter, the Comprehensive Plan outlines the following objectives:

- Continue to provide a high-quality and well-maintained police force to meet the needs of the Region.
- Continue to support the Region's two volunteer fire companies and EMS providers to ensure their respective needs and equipment capabilities are appropriately improved with the Region's growth.
- Hallam and Wrightsville Borough's continued implementation of CDBG funding.
- Continue implementing stormwater management fees to upgrade parks and public facilities with the appropriate infrastructure to reduce runoff and flooding.

Economic Development Plan

Goal Statement:

Creating a vibrant and diverse economy by encouraging the revitalization of local main streets and expanding job opportunities.



The Plan builds on the Region's existing assets, including its historic character, natural resources, local businesses, and strategic location along the Susquehanna River. It seeks opportunities to expand economic activity, attract investment, and support a diverse and sustainable tax base. It recognizes that successful economic development isn't just about creating jobs or expanding commerce; it's about fostering a community where residents, local businesses, and visitors feel connected, supported, and inspired. Although each community in the Region has its own economic goals, all agree on the importance of improving quality of life, attracting and retaining businesses, and supporting sustainable enterprises that help build a stable, diverse local economy. This chapter provides opportunities for each community in the Region to consider building a more vibrant, resilient local economy while identifying key objectives and action strategies to foster a coordinated approach to economic vitality. It aims to position the Region for growth thoughtfully and improve the well-being of those who live, work, and visit there.

- Utilize the recommendations of the York County Economic Alliance's (YCEA) Trail Towns program and promote the expansion of the program throughout the Region.
- Preserving agricultural land while updating Township zoning to include agritourism and sustain the agricultural economy in Hellam Township.
- Direct economic development opportunities and business development to the Commercial and Mixed-Use areas across the Region based on the Future Land Use Maps.
- Encourage each municipality to pursue the Main Street and Elm Street Program Designations.
- Work with public and private sector partners to unlock priority redevelopment sites.
- Establish a coordinated revitalization strategy for local main streets.
- Develop a regional Economic Development Director position to promote economic development in the Region and coordinate with the York County Economic Alliance on ways to promote development.
- Based on the PA 462 Corridor study, develop a master plan for the corridor that identifies future development and design standards, density requirements, and the character of the Region.

Implementation Plan

To achieve the vision, goals, and objectives, a well-coordinated and focused implementation strategy is essential. This will enable the Region to make significant progress in achieving the community objectives outlined above. This section will define an implementation plan for the Region by pinpointing immediate actions to take after the Plan is adopted by all three municipalities, including a detailed implementation matrix. In addition to implementation strategies, this chapter identified key partners with whom the Region may collaborate to support implementation. Partners include local, county, and state entities.

This chapter also outlines a targeted timeframe for completing each implementation strategy. The timeframes include short-term (0-3 years), mid-term (4-7 years), and long-term (8-10 years). Finally, the Implementation Strategy identifies funding opportunities for each strategy, including municipal, county, state, and other resources that may offset implementation costs.



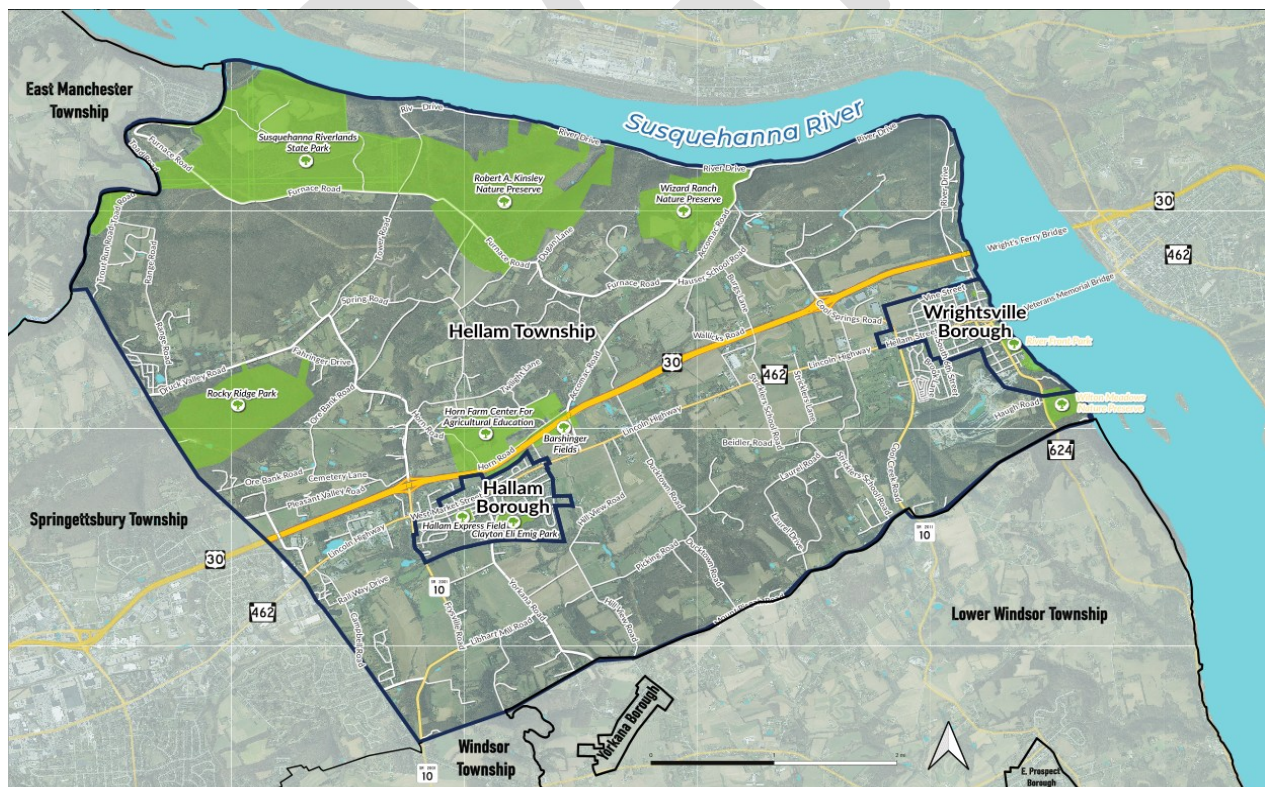
Introduction

Plan Purpose

Hellam Township, Hallam Borough, and Wrightsville Borough (the Region) are situated in eastern York County, with Hellam Township and Wrightsville Borough bordering the western shore of the Susquehanna River (**Figure 2**). The Region comprises approximately 2.3 percent of the county's land area and is home to 2.4 percent of the county's population.

The HHW Multi-Municipal Comprehensive Plan (the Plan) exists for one central purpose: to help Hellam Township, Hallam Borough, and Wrightsville Borough plan their future together rather than in isolation. With each community sharing major roads, emergency services, natural resources, economic ties, and schools, the multi-municipal plan gives them a coordinated way to manage growth, protect resources, and invest wisely. By planning jointly, the participating municipalities can reduce duplication, address regional issues more effectively, strengthen their ability to secure state and federal funding, and ensure that development patterns make sense across municipal borders. The Plan also helps each municipality align its zoning and policies with a broader regional strategy while still maintaining local control.

Figure 2: Regional Location



What is a Multi-Municipal Comprehensive Plan?

A multi-municipal comprehensive plan is a long-term planning document developed collaboratively by two or more municipalities, often neighboring towns, boroughs, or Townships, to coordinate community growth, development, and investment over time. It defines a community's vision for the next 10 years and presents strategies to realize that vision through land use, housing, transportation, community facilities, natural resource protection, and economic development. While it is not a regulatory document on its own, it provides the basis for zoning ordinances, subdivision and land development regulations, capital improvement planning, and other municipal actions. A strong comprehensive plan reflects local values, adapts to demographic and economic trends, and aligns public and private investments to support a community's desired future.

The Multi-Municipal Plan consists of three integral components: 1) the existing conditions report; 2) the Region's goals, objectives, and actions; and 3) the Implementation Plan, which outlines key steps for successful implementation. According to section 301.2 of the Pennsylvania Municipalities Planning Code (MPC): "In preparing the comprehensive plan, the planning agency shall make careful surveys, studies and analyses of housing, demographic, and economic characteristics and trends; amount, type and general location and interrelationships of different categories of land use; general location and extent of transportation and community facilities; natural features affecting development; natural, historic and cultural resources; and the prospects for future growth in the municipality."

Community involvement is vital in facilitating the planning process and realizing the Plan's implementation. Community involvement in the planning process included a public survey, focus groups, public meetings, and steering committee meetings.

Community Involvement Tactics

Public
Survey

Focus
Groups

Public
Meetings

Steering
Committee

MPC Requirements and Plan Interrelationships

In Pennsylvania, comprehensive plans are regulated by the MPC, which specifies both required and optional components. Under the MPC, a multi-municipal comprehensive plan must include several key elements, including:

- **Statement of Objectives** for future development, including goals related to land use, transportation, housing, and community character.
- **Land Use Plan** identifying the general distribution and relationship of residential, commercial, industrial, agricultural, and other land uses.
- **Housing Plan** addressing existing housing conditions and future housing needs for all income levels.
- **Transportation Plan** covering major roads, transit facilities, pedestrian and bicycle networks, and other mobility systems.
- **Community Facilities and Utilities Plan** addressing public infrastructure such as water, sewer, schools, parks, and emergency services.
- **Natural and Historic Resource Protection** strategies to conserve environmentally sensitive areas and cultural assets.
- **Statement of Interrelationships** among plan components to ensure coordinated implementation.
- **Short- and Long-Range Implementation Strategies**, including recommended ordinances, capital improvements, and administrative actions.

The MPC requires that a comprehensive plan consider many factors that influence a community, such as location, character, and timing of future development. Essentially, a comprehensive plan provides a blueprint for a community's future growth and development.

Vision, Mission, and Regional Concepts

Plan Vision

The vision and mission are the core principles of a comprehensive plan and will guide the development and implementation of its goals and objectives. The vision reminds us of what the Region is working to achieve and what is important to each community. The components of the mission statement remind us of what the Region needs to change to achieve that vision.

The following vision for the Region was developed through various meetings with the project management team and steering committee: **“The Region will build on its recreational, economic, and historic resources while preserving its rural character to become a thriving destination in Central Pennsylvania.”**

Mission Statement

To achieve the vision, the Region must:

- Reimagine our municipalities as a cohesive, vibrant region providing top-level services to our community;
- Align new growth and development with our unique rural character and cultural heritage;
- Create the environment for a sustainable economy, allowing residents, businesses, and entrepreneurs to thrive.

64% of public survey respondents stated that they chose to live in their community because they enjoy the rural character.

Regional Concepts

As the project team analyzed demographic and land use data and conducted public surveys, focus groups, and an open house, several key priorities were consistently discussed by residents across the Region. It became very clear early in the planning process that the following topics should be prioritized across all three communities in the Region over the next 10 years. The Regional Concepts helped shape the Plan's goals, objectives, and actions that will be discussed throughout the Plan.

New Development Needs to Be Guided:

There is a need to balance preservation and development throughout the Region, as new construction could impact natural or agricultural land. However, there is also a strong need to expand the local tax base and create local employment and housing opportunities through planned development within the Growth Areas.

Outdoor Recreation Needs to Be Supported:

Open space and recreation are key economic assets to the Region, which have not yet been developed to their full potential to attract visitors and support new recreation-focused business development.

Our Main Streets Need New Investment:

There is a need to revitalize Market Street in Hallam Borough and Hellam Street in Wrightsville Borough as walkable, vibrant main streets.

Our Agricultural Heritage Needs to Be Protected:

The agricultural history, culture, and economy of the Region should be preserved and enhanced.

Our Transportation Network Needs Improvement:

Transportation infrastructure needs to be changed to improve safety, lessen the impact of truck traffic on local communities, and create more opportunities for walking and biking.

Regional Overview

The Region is best characterized as a rural farming community with densely populated, neighborhood-type settings in Hallam and Wrightsville Boroughs. Lancaster County borders the Region to the east, and Springettsbury Township borders it to the west. Both serve as key employment and retail centers for residents and influence development trends, community amenities, and transportation. Before US 30 was built in the 1970s between York and Lancaster, PA 462 (Lincoln Highway) was the main route connecting York County to Lancaster County, crossing the Veterans Memorial Bridge in Wrightsville Borough. In addition to being within a daily commute of York City and Lancaster City, I-83 provides easy access to the cities of Harrisburg and Baltimore, as well as connections to access other major cities along the East Coast.

Regional Characteristics

This area is distinct from some parts of York County because it has largely retained its rural character and has seen little sprawling development, unlike other communities that have undergone significant changes to their landscapes.

The Region can be effectively separated into three distinct landscapes:

- The southern part of Hellam Township is the agricultural heart of the Region, with many farms and agricultural businesses selling locally produced food.
- The northern part of Hellam Township features a forested landscape with several nature preserves and trails that serve as popular recreation spots for locals and visitors alike.
- Route 462, which connects Hallam Borough and Wrightsville Borough and is part of the historic Lincoln Highway, features a variety of commercial and industrial establishments, from major employment hubs to long-standing local businesses.

History of the Region

Hellam Township

Hellam Township is among the earliest settled areas in present-day York County. Its history was first shaped by Indigenous peoples, particularly the Iroquois, who controlled the region after defeating the Susquehannock in 1675, and by early fur traders passing through the Susquehanna River corridor. Hellam Township was officially incorporated in 1739, making it one of York County's oldest municipalities. During the 18th and 19th centuries, it grew as a rural agricultural community supported by mills, small villages, and river transportation. Its landscape and heritage remain closely linked to early settlement patterns, fertile farmland, and historic sites that reflect over three centuries of continuous occupation. As the Township continues to grow, it maintains its rural, open-space character as its predominant feature.

Hallam Borough

Hallam Borough, located in the Kreutz Creek Valley of eastern York County, traces its origins to the early 18th-century settlement of the region. The area was originally part of Hellam Township and grew around fertile farmland and the small communities that developed along Kreutz Creek. The name “Hallam” honors Samuel Blunston, a Quaker land agent for the Penn family who was born in Upper Hallam, Yorkshire, England; he issued early land permits to settlers west of the Susquehanna River beginning in 1739. As the community expanded through the 18th and 19th centuries, it became a modest but thriving rural village. Hallam Borough was formally incorporated as a borough in 1908, separating from Hellam Township and establishing its own local government. Today, Hallam Borough retains its small-town character while reflecting more than two centuries of agricultural heritage and community development.

Wrightsville Borough

Wrightsville Borough, situated along the western bank of the Susquehanna River in eastern York County, developed from an early 18th-century river crossing established by Quaker pioneer John Wright, who arrived in 1724 and later secured rights to operate a ferry across the river. The settlement grew around this important transportation link, which became known as Wright's Ferry, and by the early 1800s, the community expanded into a small but active river town. Wrightsville was officially incorporated in 1834, merging the village of Wrightsville with the nearby settlement of West Phalia. Its strategic location made it historically significant, most notably during the Civil War, when local militia burned the Columbia–Wrightsville Bridge in 1863 to prevent Confederate forces from crossing into Lancaster County. Today, Wrightsville retains its historic character, shaped by its riverfront setting, early transportation heritage, and role in regional history.

Planning Process

Summary and Timeline

Developing the Plan required a comprehensive understanding of each community's aspirations for the coming decade and beyond. This could only be achieved by taking several key steps to ensure the input was broad and inclusive while addressing residents' needs.

This was achieved through numerous steering committee meetings, which offered valuable insight into each community's priorities and desires, ensuring the Plan was not only informative but also practical, making it easy for each municipality to implement across the Region.

Understanding the community's demographic and socioeconomic trends is crucial for implementing future steps and, ultimately, for prioritizing issues and objectives. A detailed data collection process gathered demographic, housing, socioeconomic, land use, and zoning data to provide an overview of the Region's current conditions and how they have changed over time. After completing the data collection, Part 2 of the Comprehensive Plan, "Existing Conditions Report," was created. While data was being collected, a public survey was also conducted to gather valuable input from residents of each community and to assess their interests and needs.

The information gathered from the public survey, open house, focus groups, and steering committee was drafted and incorporated into the Plan. Plan goals, community objectives, and action were revised or strengthened in response to feedback from the steering committee and management team. This iterative process kept resident input central to the Plan's development. After finalizing the goals, objectives, and actions, a draft plan was prepared and shared with the steering committee for review and comment. The committee had additional opportunities to discuss the draft and submit further comments during the public comment and adoption process. Incorporating these comments further refined the Plan to better align with the Region's priorities and resources. This step was crucial to ensure the communities agreed and were moving in the same direction.

Public Outreach

A fundamental principle of the Plan creation process is to ensure that future changes in the Region are shaped with input, guidance, and consent from all citizens through a robust outreach process. Building broad public awareness and gathering input and consensus throughout the planning process helps ensure the Plan is positioned for successful implementation and reflects each community's needs.

Public Engagement BY THE NUMBERS



Steering Committee

During the planning process, a steering committee was formed with key individuals from each of the three communities. The committee served as an advisory group and included representatives from key stakeholder groups, including business owners, residents, municipal planning and zoning committees, and professional services. Liaisons from each elected body were also included. Below is a summary of the objectives from five key steering committee meetings.

Meeting #1	Meeting #2	Meeting #3	Meeting #4	Meeting #5
Introductions and Planning Process	Current Community Conditions	Mission, Vision, and Goals	Land Use Review/ Plan Development Working Session	Draft Comprehensive Plan for Review and Comment

The roles and expectations of the Steering Committee members included:

- Providing a broad representation and perspective of the community.
- Providing guidance and feedback to the Project Management Team on priority issues and the public engagement approach.
- Championing the Comprehensive Plan process and implementation.

Focus Groups

During the research and data collection phase, three virtual focus groups were held with local experts to better understand the Region's challenges and opportunities. The focus groups covered topics such as business development and retention, land use and development, and parks, recreation, and tourism.

Below is a summary of the key findings from each of the three focus groups. Each summary is divided into opportunities and challenges discussed.

Business Development and Retention Focus Group

Opportunities

- Leverage the outdoor economy to create and support new businesses (such as attracting tourists and investing in recreational activities and parks).
- Connect trails to the DCNR State Park and link the Susquehanna River to the York County Heritage Rail Trail, which currently extends from John Rudy County Park to the Maryland line.
- Develop a toolkit for new business owners that includes key contacts for business growth and a zoning code compliance checklist.
- Encourage business collaboration to benefit the community and promote economic development.

Challenges

- Smaller businesses face setbacks due to municipal code and permit requirements.
- Converting residential property into a commercial business causes challenges.
- Lack of affordable sites available for starting a business.
- Failing to modernize in the past has caused significant vacancies in historic buildings.

Land Use and Development Focus Group

Opportunities

- The top priority area for development in the Region is along the corridor between PA 462 and US 30, especially around the two US 30 interchanges within the Region.
- Requiring landscaping for development can reduce concerns about too much asphalt and improve public perception. Landscaping rules force developers to include a certain number of natural features, such as trees and plants, when covering large areas with asphalt.
- Existing regulations aim to protect agricultural and natural land, but enforcement requires strengthening.

Challenges

- Conflicting zoning ordinances and practices hinder development and small businesses.
- Balancing new development with agricultural preservation continues to be a challenge. For the Region to have a thriving economy, there must be a balance between growth and conservation.
- Agritourism and agribusiness are emerging concepts, and land use regulations need to be updated to meet the current needs of farmers.
- Missed opportunities for greater development in the Region have been lost due to public pushback and opposition to growth.



Parks, Recreation, and Tourism Focus Group

Opportunities

- Developing new trails that connect the existing York County Heritage Rail Trail to the Northwest River Trail in Lancaster County, taking into consideration the PA 462 trail link project, which is a component of the Columbia-Wrightsville Bridge rehabilitation effort. In addition, plan for a trail from the Historic Mifflin House and Farm to the Susquehanna River as part of the Susquehanna Discovery Center and Heritage Park project.”
- Increase lodging and hospitality services by investing in small businesses that will generate taxes related to leisure and recreational activities.
- Using the Mason-Dixon Trail as a valuable asset to the community to boost tourism in the Region.

Challenges

- Limited financial resources significantly hinder parks, recreation, and tourism development. There is resistance from residents and elected leaders to using additional tax dollars for recreational projects.
- Better management of existing recreational spaces and building new trails could strain the funds needed to maintain these existing resources.
- Limited parking lot access, which affects where people can visit.



Public Survey

Overview

A public survey was created to give residents an opportunity to share their thoughts on how they want their communities to handle growth and change in the coming years. This survey collected basic demographic information, including respondents' municipality of residence and age, to ensure diverse voices were represented. Respondents were encouraged to complete the online survey, but paper copies were also available at locations within the Region for residents without internet access.

Questions focused on several key issues, including housing, transportation, public infrastructure, economic development, land preservation, and community resources. A sample of included questions is below.

What is the main reason you choose to live in your municipality?

What do you like most about the municipality you live in?

Where do you live, and how long have you lived there?

Which parks or nature preserves do you visit the most?

Do you own or rent your home?

What changes would you like to see in your municipality?

Promotion

The survey was promoted through several channels, including municipal-owned channels like websites, social media, and email newsletters. In addition, ambassadors such as the steering committee, municipal staff, and elected officials were encouraged to promote the survey to their personal networks to reach folks who may not be tuned in to official channels.

In addition to digital outreach, flyers and yard signs were printed for placement in the community. These printed materials were available in high-traffic areas throughout Hellam Township, Hallam Borough, and Wrightsville Borough to encourage participation.

Results

Responses were collected from June 24 to September 5, 2024. A total of 552 responses were received, 539 of which were submitted online.

Various survey findings are referenced throughout the Comprehensive Plan, and the complete survey results are available in **Appendix A**.

TAKE THE COMPREHENSIVE PLAN SURVEY!

Communities shape growth and development through planning. Your feedback will help to shape the vision for the 2024 Multi-Municipal Comprehensive Plan.

Provide your input on issues such as:

<ul style="list-style-type: none"> Housing Transportation Public Infrastructure 	<ul style="list-style-type: none"> Economic Development Land Preservation Community Resources
--	--

TAKE THE SURVEY

Use the camera app on your phone to scan the QR code or go to <https://shorturl.at/vERpg>










Public Open House

A public open house was held on November 13, 2024, at the Hellam Fire Company to give the community an opportunity to learn about, engage with, and review various aspects of the Plan. The event attracted nearly 60 people from all three communities and drew interest from individuals outside the Region. During the open house, participants reviewed various elements of the Plan, interacted with staff, and took part in activities by placing stickers and sticky notes on a variety of display boards. The feedback from attendees was used to shape the goals, objectives, and actions of this plan. Below is a brief overview of the six stations attendees viewed during the open house.

Station one provided an introductory overview of what a comprehensive plan is, including its vision and mission statements, as well as a project schedule.

Station two featured a PowerPoint presentation showcasing key points from the public survey responses.

Station three featured a poster and a map specifically related to Route 462. Attendees were encouraged to submit ideas to enhance the primary gateway and travel corridor in the Region. The poster board displayed six options for improving the corridor and asked participants to place dots on their preferred design. Specific location-based comments are available in the Transportation Chapter below.

Station four focused on gathering feedback on which amenities, businesses, or services would best complement the Region's parks and recreational activities. Six overall topics were created for attendees to choose from: Park Amenities, Food and Drink Establishments, Information Resources, Recreation Support Businesses, Transportation Connections, and Accommodations.

Attendees were encouraged to vote for the topic most important to them using dot stickers, and to add comments sharing more details about their interests and concerns. If their interest/concern was already noted, they were encouraged to place a star next to it.



Station five asked attendees to share what they liked about both Boroughs. This information was used to identify the assets of each community that could be supported or improved to

make them more appealing to new businesses. Some highlights from each Borough are provided below in the 'What We Heard from Residents' section.

Station six allowed participants to vote on which types of cultural or natural resources should be prioritized for protection, such as historic buildings, streams and rivers, farmland, or natural lands. Participants received bags containing 10 coins each and were instructed to put as many or as few coins as they wanted into a box beneath each option. Of the nearly 400 tokens placed in the boxes, farmland and the farm economy received the largest share, representing 20 percent and 19 percent of the votes, respectively.

What We Heard from Residents

Through an in-depth public engagement process, residents in the Region had several opportunities to provide input on what each community desires to be over the next 10 years. Below are some key points highlighted by residents throughout the planning process and at the public open house.

- Interest in Route 462 becoming more user-friendly to bicyclists and pedestrians by incorporating multi-modal improvements to the corridor.
- With the increasing outdoor recreation amenities, additional short-term rentals (VRBO or Airbnb) with guidelines, and designated growth areas for hotels.
- Residents desire breweries, culturally diverse restaurants, grocery stores, coffee shops, and family-friendly shops throughout the Boroughs.
- There is an appreciation of local business, but the community could use more organizational support to help enhance the local business scene.
- Significant opposition to large industrial complexes and related truck traffic.
- Support for trail-friendly businesses, a quaint main street, and enhancing the food scene.

CHAPTER 1

Future Land Use Plan

GOAL:

Continue managing the Region's growth by promoting development within the existing and proposed boundaries through clear guidelines on where and how development should occur.

Chapter 1: Future Land Use Plan

MPC Section 301.(a).2

Regional Concept: New Development Needs to Be Guided

Overview

The municipalities in the Region mainly serve as convenient residential locations for many employees working in businesses and industries near the Greater York City area and Lancaster County. The Region is well-connected via US 30 and PA 462 and is very close to I-83, providing quick access to Harrisburg and Baltimore. Significant recreational opportunities are also easily accessible within the Region, including Susquehanna Riverlands State Park and Rocky Ridge County Park, both of which offer ample options for both passive and active recreation. Additionally, the Susquehanna River and Riverfront Park in Wrightsville Borough not only provide opportunities for recreation but also serve as incentives for economic development in the Region.

This section outlines a vision for the Region's future growth and development while preserving the rural character of Hellam Township. This chapter also clarifies and defines each land use category shown on the Future Land Use Plan Maps. **Table 1** provides design criteria for Hellam Township, and **Table 2** provides design criteria for Hallam and Wrightsville Boroughs.

The following sections provide specific courses of action to be taken following the adoption of this Plan. The actions recommended will require considerable effort and collaboration among local, county, and state officials, as well as school district officials, community and business leaders, and citizens.

Findings

The Hellam Township, Hallam Borough, and Wrightsville Borough Future Land Use maps are policy maps designed to implement the land use goals and objectives by conserving open space and recreational resources while strategically guiding future development along key corridors in the Region. The future land use categories are generalized by type and intensity, but further specifications of the exact design and density of development within each area will be refined by each individual municipal zoning ordinance through designated zoning districts and overlays. The Future Land Use maps were created using a variety of resources, including:

- Existing Zoning for each municipality,
- Existing Land Use based on York County Tax Assessment data,

- Land use recommendations that were developed as part of this plan.

Each of the three municipal Future Land Use maps was analyzed to identify correlations and inconsistencies in existing land use planning. After reviewing the differences and using guidance from the project steering committee, lines were drawn on the map, and the future land use maps were developed.

The major land use policy changes recommended include:

- Extending the growth boundary the entire length of PA 462 between the two Boroughs to control development within the designated Mixed-Use Corridor, which will encourage Mixed-Use development and accommodate a wide range of uses. With the addition of the growth boundary, it is expected that all uses will be connected to public water and public sewer.
- Recognizing the importance of protecting the Township's rural open space feel by designating all parks and land owned by the Lancaster Conservancy as "Recreation/Open Space."
- In both Hallam and Wrightsville Boroughs, designating the PA 462 corridor as "Mixed-Use" to allow a mix of residential, commercial, and small businesses to develop along the corridor to improve downtown revitalization.
- Creation of a new land use type, "Riverfront Reinvestment," that recognizes the prevalence and recreational importance of reinvestment along the river to the north in Wrightsville Borough.

Descriptions for each Future Land Use category shown on the maps are provided below. Densities are based on each municipality's existing zoning ordinance that best correlates with the future land use type. For an in-depth side-by-side review of the future land use tables, please refer to Appendix B.

Table 1: Hellam Township Future Land Use Descriptions

Rural Agriculture
<i>Density: Consistent with Hellam Township Zoning Ordinance, based on lot size and permitted number of dwellings (i.e., 71–90-acre tract permits 4 single-family dwelling units).</i>
<p>Purpose: This area is intended to support the Township’s agricultural foundation by using the most productive soils for farming and discouraging the over-conversion of farmland into non-agricultural uses. It also aims to protect and stabilize the agricultural economy by prohibiting uses incompatible with farming while allowing agricultural support businesses.</p>
<p>Development Character: Development in this area is expected to remain sparse and agricultural. If new construction occurs, it should:</p> <ul style="list-style-type: none"> • Maintain conservation design to preserve contiguous farmland. • Avoid extending suburban infrastructure into rural areas. • Minimize conflicts between residential uses and agricultural operations. • Protect viewsheds, stream corridors, and environmentally sensitive lands.
<p>Primary Land Use: To include crop farming, livestock operations, specialty agriculture, farmsteads, Agritourism (farm markets, pick-your-own operations, wineries), conservation areas, and very low-density residential uses that do not interfere with daily farming activities. Small-scale commercial uses may be allowed in this area, such as daycares, roadside stands, and small goods repair, but are generally limited.</p>
<p>Public Infrastructure: Should be limited in these areas; sewer and water are typically on lot to discourage suburban development expansion and support agricultural operations rather than new residential growth.</p>
<p>Policy Direction: Future planning and zoning should:</p> <ul style="list-style-type: none"> • Prioritize farmland preservation tools (easements, agricultural security areas, and zoning protections). • Encourage agricultural innovation and value-added production. • Support rural economic diversification compatible with farming. • Direct higher-intensity development toward growth areas.

Recreation/Open Space

Minimum Lot Size: 2 Acre

Purpose: This area is intended to preserve and enhance the community parks, natural landscapes, and outdoor amenities while ensuring long-term access to high-quality recreation opportunities. These areas form the backbone of the community's scenic character and quality of life while offering residents and visitors a place to gather, play, explore, and connect with nature. Lands owned by the Lancaster Conservancy, York County, and the PA Department of Conservation and Natural Resources (PA DCNR), are included in this land use classification.

Development Character: These areas are intended to remain largely undeveloped with improvements focused on enhancing public access, safety, and environmental stewardship. Development should:

- Maintain natural features and minimize land disturbance.
- Incorporate sustainable design practices and low-impact materials.
- Protect viewsheds and preserve the natural character of the landscape.
- Provide inclusive, ADA-accessible facilities where appropriate.
- Support connectivity between parks, neighborhoods, and regional trail systems.

Primary Land Use: This area includes public parks, playgrounds, athletic fields, greenways, multi-use trails, and bicycle/pedestrian corridors. In addition, these areas include conservation areas, public open spaces, nature preserves, and limited accessory structures that support recreation (i.e., pavilions, restrooms, trailheads). While development should be regulated, single-family dwellings, greenhouses/nurseries, small scale businesses and private clubs are reasonable land uses in this area.

Infrastructure and Services: Should be carefully targeted to:

- Improve access (parking, trailheads, signage).
- Enhance safety (lighting, wayfinding, maintenance).
- Support recreation programming and community events.
- Protect environmental resources through stormwater management and habitat conservation.
- Public water and sewer service is not available and should not be extended unless necessary to address a health and safety issue

Policy Direction: Future planning and zoning should:

- Expand and connect greenway and trail networks.
- Prioritize conservation of sensitive natural areas and flood-prone lands.
- Encourage partnerships with land trusts, recreation organizations, and public agencies (PA DCNR, Lancaster Conservancy, York County, YCPC, etc.).
- Integrate recreation planning with transportation, health, and environmental initiatives.

Rural Residential

Minimum Lot Size: 1 Acre

Purpose: This area is intended for low-density housing in areas where a rural lifestyle, natural landscapes, and open space remain defining features. These areas serve as a transition between active agricultural lands and more suburban or village-scale development, offering residents the benefits of rural living while accommodating limited, carefully managed growth. This designation supports housing opportunities for those seeking a countryside setting, development patterns that minimize fragmentation of farmland and habitat, and infrastructure planning that aligns with rural service levels.

Development Character: Rural residential areas are intended to maintain a spacious, open landscape with development that blends into the natural environment. Some key characteristics include:

- Low-density development with substantial preserved open space.
- Minimal visual impact from roadways with natural buffers and vegetation.
- Limited commercial activity, restricted to uses compatible with rural living.
- Protection of scenic views, tree lines, and natural drainage patterns.
- Low-intensity lighting and signage to maintain rural ambiance.

Primary Land Uses: Includes single-family detached and attached dwellings that preserve open space, home-based businesses, small-scale agriculture, parks, and natural areas integrated into neighborhoods.

Infrastructure and Services: Public infrastructure in these areas is intentionally limited to maintain rural character and avoid inducing suburban sprawl. Expectations include:

- Rural road standards instead of urban street networks.
- On-lot water and wastewater systems unless public water or sewer is necessary to address a health and safety issue.
- Limited public utilities and minimal extension of new infrastructure.
- Access to emergency services and basic community facilities without urban-level service expectations.

Policy Direction: Future planning and zoning in this area should:

- Encourage conservation design to preserve open space and natural features.
- Maintain low residential densities to protect rural character.
- Direct higher-density growth toward designated growth areas.
- Support small scale agriculture and rural lifestyles where appropriate.
- Ensure new development does not strain rural infrastructure or require costly extensions of public services and utilities.

Residential

Minimum Lot Size: 12,000 square feet

Purpose: The residential area encompasses established neighborhoods and planned areas intended for a range of housing types that support community growth, livability, and long-term sustainability. These areas are designed to provide safe, attractive, and well-connected places to live, with access to essential services, parks, and transportation options. This area supports a

Residential

Minimum Lot Size: 12,000 square feet

variety of housing choices to meet diverse household needs; walkable, connected, and well-integrated neighborhoods with existing amenities; efficient use of existing infrastructure and public services; and opportunities for infill development and reinvestment in older neighborhoods surrounding the Borough.

Development Character: Residential areas are intended to reflect a cohesive neighborhood form with a mix of housing types and community amenities. Key characteristics include:

- Moderate densities to support walkability and efficient infrastructure use.
- Connected street networks and safe pedestrian/bicycle facilities.
- High-quality design that complements the surrounding area and existing development.
- Landscaping, street trees, and open spaces to enhance community identity.
- Transitions in scale and density between residential types and adjacent land uses.

Primary Land Uses: Land uses found in this area include a wide range of residential housing types, such as single-family detached and semi-detached homes, townhomes, duplexes, and apartments where reasonable and permitted. In addition, schools, libraries, and community centers may also be in this area to support residential development.

Infrastructure and Services: Residential areas are supported by full public infrastructure and community services, including:

- Public water and sewer.
- Local streets, sidewalks, and multi-use paths.
- Within reasonable proximity to transit routes.
- Closer proximity to schools, parks, and essential services.

Policy Direction: Future planning and zoning in the residential area should:

- Encourage a mix of housing types to support affordability and demographic diversity.
- Promote infill development and redevelopment that aligns with neighborhood character.
- Strengthen pedestrian and bicycle connections within and between neighborhoods.
- Ensure new development is served by adequate public infrastructure.
- Support neighborhood amenities that enhance quality of life and community cohesion.

Mixed-Use

Minimum Lot Size: 10,000 square feet

Purpose: This area is intended to create vibrant, walkable, and economically diverse places where residential, commercial, and recreational uses coexist in a compact, well-designed environment. These areas serve as community focal points, supporting daily needs, encouraging social interaction, and promoting development patterns that reduce reliance on single-occupancy vehicles. This area supports a blend of residential, retail, and office uses within a walkable setting, redevelopment and reinvestment in established corridors and centers, specifically along the Lincoln Highway Corridor.

Development Character: Mixed-Use areas are designed to be lively, human-scaled environments that support activity throughout the day and evening. Key characteristics include:

- Buildings oriented to the street with active ground floor uses.
- Vertical or horizontal mixing of uses (e.g., housing above retail).
- Pedestrian-friendly design with sidewalks, street trees, lighting, and street furniture.
- Higher densities surrounding residential areas.
- Parking is located behind buildings, or in shared lots, in addition to on-street parking if available.

Primary Land Uses: Common uses in these areas include single- and two-family dwellings, retail shops, restaurants, personal services, offices, co-working spaces, small businesses, and public facilities such as libraries and municipal buildings.

Infrastructure and Services: These areas are supported by robust public infrastructure and multimodal transportation options, including:

- Public water and sewer, and broadband that support business activity
- Complete streets with sidewalks, bike facilities, and transit access.
- Streetscape enhancements that support walkability and placemaking.
- Infrastructure investments should prioritize safety, accessibility, and the creation of high-quality public workspaces.

Policy Direction: Future planning and zoning in the Mixed-Use area should:

- Encourage Mixed-Use buildings and compact development patterns.
- Support infill and redevelopment that enhances community vitality.
- Promote housing diversity, including upper-story residential and workforce housing.
- Strengthening multimodal connections to surrounding neighborhoods and employment centers.
- Require landscaping, buffer, pedestrian amenities (sidewalks, crosswalks), and public gathering spaces
- Manage parking through shared facilities and reduced minimums when possible.

Commercial

Minimum Lot Size: 15,000 square feet

Purpose: The commercial area aims to support a wide range of retail, service, and business activities that meet residents' daily needs, create jobs, and strengthen the community's economy. These areas are usually situated along major transportation routes, at key intersections where infrastructure can handle increased activity. This specific area endorses retail, service, and business uses that serve local and regional markets, encourage economic growth and employment, support reinvestment in aging commercial corridors, and promote safe, attractive, and accessible commercial environments.

Development Character: This area is intended to be functional, visually appealing, and well-connected. Key characteristics include:

- Buildings facing streets or internal circulation drives.
- Design features that include landscaping, buffers, and pedestrian amenities that meet the neighborhood character.
- Safe and efficient access for vehicles, pedestrians, and cyclists.
- Shared parking, interconnected driveways, and consolidated access points.
- Opportunities for redevelopment, infill, and modernization of older sites.

Primary land uses Common Land Uses include retail stores, restaurants, personal services, offices, medical facilities, and auto-oriented uses where appropriate (such as fuel stations and repair shops).

Infrastructure and Services: Commercial areas rely on full public infrastructure and transportation access, including:

- Public water and sewer, and broadband that support business operations.
- Adequate roadway capacity and safe access management.
- Sidewalks, crosswalks, and transit stops where applicable.

Policy Direction: Future planning and zoning in the commercial area should incorporate the following:

- Encourage reinvestment and redevelopment of underutilized commercial properties.
- Promote high-quality design standards for buildings, signage, and site layout.
- Support multimodal access and pedestrian-friendly improvements.
- Manage access along major corridors to reduce congestion and improve safety.
- Direct new commercial development to designated nodes and corridors.
- Allow flexibility for evolving commercial trends, such as mixed-use formats or experiential retail.

Industrial

Minimum Lot Size: 15,000 square feet

Purpose: Industrial areas are designed to support manufacturing, warehousing, distribution, and other employment-based uses that need larger sites, specialized infrastructure, and separation from residential neighborhoods. These areas are crucial to the local and regional economy by providing jobs, supporting supply chains, and hosting businesses that depend on transportation access and adaptable building options. This area supports manufacturing, processing, warehousing, logistics, distribution centers, flex space, research and development, employment growth, economic diversification, and the strategic placement of industrial activities to reduce land use conflicts.

Development Character: Industrial areas prioritize functionality, efficiency, and safety. Key characteristics include:

- Parcels that allow for flexible building footprints.
- Adequate space for truck circulation, loading, and outdoor storage.
- Access to major transportation corridors (US 30, PA 462) or interchanges.
- Buffers, landscaping, and screening to minimize impacts on nearby uses.
- Durable building materials and site layouts that support long-term operations.
- Opportunities for modern, clean, and technology-focused industrial growth.

Primary Land Uses: The main land uses in this area include light and heavy manufacturing facilities, warehouses, wholesale trade, business parks, and facilities related to utilities, energy, and infrastructure.

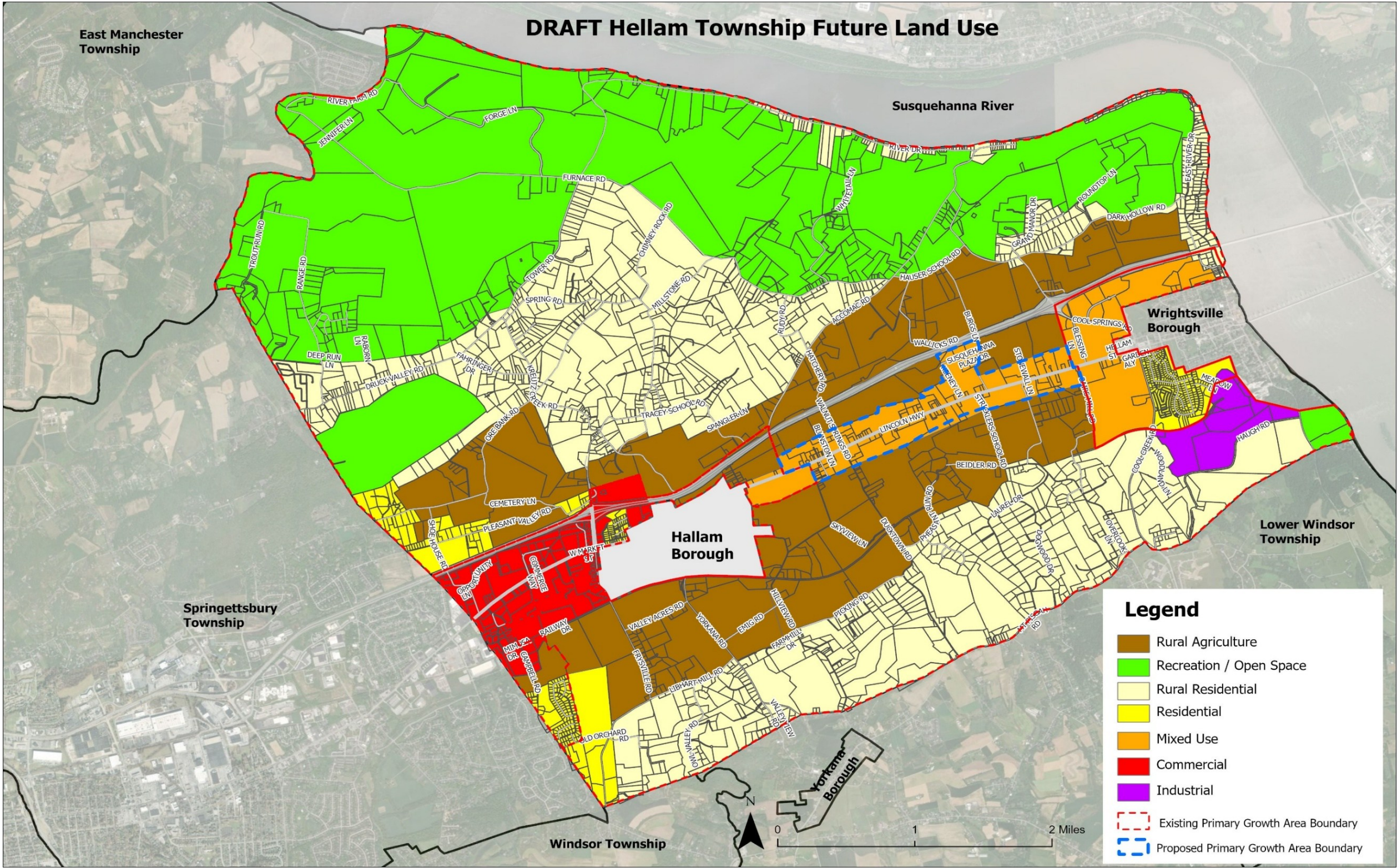
Infrastructure and Services: Industrial areas require robust infrastructure to support business operations, including:

- Public water and sewer systems with adequate capacity.
- Road networks built for heavy vehicles.
- Access management that ensures safe truck movements.
- Broadband, utilities, and energy systems that meet industrial demands.
- Stormwater systems tailored for large impervious surfaces.

Policy Direction: Future planning and zoning in the industrial area should:

- Preserve and protect industrial land from incompatible encroachment.
- Encourage the redevelopment of underused or outdated industrial sites.
- Support contemporary, eco-friendly industrial technologies and sustainable site design.
- Enhance freight mobility and multimodal access to industrial areas.
- Support the development of industrial parks and employment hubs that draw in jobs.

Figure 2: Hellam Township Future Land Use Map



Data Source: YCPC / Esri Basemap

Table 2: Hallam and Wrightsville Boroughs Future Land Use Descriptions

Recreation/Open Space	
<i>Minimum Lot Size: 15,000 Square Feet</i>	
<p>Purpose: The Recreation and Open Space category identifies areas within each Borough intended to remain as parks, natural landscapes, and publicly accessible outdoor amenities. These spaces are essential in supporting the community's well-being and small-town atmosphere.</p>	
<p>Development Character: Future improvements in the recreation/open space areas should:</p> <ul style="list-style-type: none"> • Focus on protecting cultural and natural resources. • Implement universal accessibility to promote inclusive use. • Enhance trail connections beyond Borough limits. • Provide amenities like benches, shade structures, lighting, and signage where suitable. 	
<p>Primary Land Uses: Areas designated for recreation and open space include public parks, playgrounds, athletic fields, and courts, walking paths, and stormwater management areas designed as community amenities.</p>	
<p>Infrastructure in this area should be carefully targeted to:</p> <ul style="list-style-type: none"> • Improve access to parking, trailheads, and signage. • Improve safety by enhancing lighting, wayfinding, and maintenance. • Support recreation programs and community events. 	
<p>Policy Direction: Future Planning and zoning should:</p> <ul style="list-style-type: none"> • Expand and connect greenway and trail networks beyond each Borough's boundaries into Hellam Township. • Encourage partnerships with land trusts, recreation organizations, and public agencies. i.e., examples include the Lancaster Conservancy, PA DCNR, York County, the York County Planning Commission, and the Eastern York Recreation Authority. 	

Residential

Minimum Lot Size: 6,000 Square Feet

Purpose: The Residential future land use category encompasses each Borough's established neighborhoods, as well as areas suitable for new housing that support a diverse, vibrant, and walkable community. These areas are intended to provide safe, attractive, and well-maintained living environments that reflect each Borough's small-town character while accommodating evolving needs.

Development Character: Future development in the Residential area should:

- Respect existing neighborhood patterns, including building scales, setbacks, and streetscape character.
- Promote walkability to downtown main streets and traffic-calming features.
- Support housing diversity, including options for seniors, young adults, and families.
- Ensure adequate infrastructure, including utilities, stormwater management, and emergency access.

Primary Land Uses: The residential designation includes all housing types, such as single-family attached and detached, duplexes, and townhomes, that are compatible with the neighborhood character.

Infrastructure: Residential areas are supported by full public infrastructure and community services, including:

- Public water and sewer.
- Local streets, sidewalks, and multi-use paths.
- Access and within proximity to transit routes.
- Closer proximity to schools, parks, and essential services.

Policy Direction: Future planning and zoning should include:

- Encouraging infill development that strengthens existing neighborhoods.
- Support rehabilitation of older housing stock.
- Enhancing neighborhood connectivity to parks, trails, and community facilities.
- Preserving each Borough's historic character while allowing modern improvements.

Mixed-Use

Minimum Lot Size: 5,000 Square Feet

Purpose: The Mixed-Use future land use category identifies areas where a blend of residential, commercial, and small-scale employment uses can coexist in a walkable, human-scaled environment. These areas are intended to serve as community hubs that support local businesses, provide diverse housing options, and reinforce the Borough's traditional small-town character.

Development Character: Future Mixed-Use development should:

- Prioritize pedestrian comfort, with wide sidewalks, street trees, lighting, and safe crossings.
- Encourage active ground-floor uses that create visual interest and street-level activity.
- Integrate housing diversity, including apartments, townhomes, and accessible units.
- Provide shared parking solutions, rear-lot parking, or on-street parking to maintain a walkable streetscape.

Primary Land Uses: The Mixed-Use designation includes ground-floor retail, restaurants, and service businesses; upper-story apartments and offices; all types of residential dwelling units, integrated into the district; and community uses such as libraries, post offices, and medical facilities.

Infrastructure and Services: These areas are supported by robust public infrastructure and multimodal transportation options, including:

- Public water and sewer.
- Complete streets with sidewalks, bike facilities, and transit access.
- Streetscape enhancements that support walkability.
- Utilities and broadband infrastructure that support business activity.

Policy Direction: Future planning and zoning initiatives should include:

- Strengthening the downtown or village center as the heart of community life.
- Encouraging adaptive reuse of older buildings to preserve character and reduce environmental impact.
- Expanding opportunities for local entrepreneurship and small business growth.
- Increasing housing options within walking distance of shops, services, and transit.

Commercial

Density: 15,000 Square Feet

Purpose: The Commercial future land use category identifies areas intended to support retail, service, office, and hospitality uses that meet the needs of residents, visitors, and local businesses. These areas are envisioned as accessible, attractive, and economically vibrant destinations that strengthen each Borough's tax base and contribute to its small-town character.

Development Character: This area is intended to be functional, visually appealing, and well-connected. Key characteristics include:

- Provide safe, efficient access, including coordinated driveways, shared parking, and multimodal connections.
- Maintain appropriate scale to ensure compatibility with nearby uses in each Borough.
- Enhanced streetscape through quality architecture, landscaping, and pedestrian amenities.

Primary Land Uses: In the Commercial area, uses include retail stores, cafes, personal service businesses, and small-scale lodging or bed-and-breakfast establishments.

Infrastructure and Services: Commercial areas rely on full public infrastructure and transportation access, including:

- Public water and sewer.
- Adequate roadway capacity and safe access management.
- Sidewalks, crosswalks, and transit stops where applicable.
- Broadband and utility services that support business operations.

Policy Direction: Future planning and zoning initiatives should include:

- Strengthening the local economy through business retention and attraction.
- Revitalize older commercial buildings with updated design and improved access.
- Ensure all ordinances for redevelopment are appropriate to increase activity and walkability.
- Enhancing each Borough's visual identity through coordinated signage, streetscape improvements, and façade upgrades.

Industrial

Minimum Lot Size: 20,000 Square Feet

Purpose: The area is intended for manufacturing, warehousing, distribution, and other employment-generating uses that support each Borough's economic base. These areas are planned to accommodate modern, clean, and efficient industrial operations while ensuring compatibility with surrounding neighborhoods and environmental resources. It is important that these areas are well planned to minimize conflicts with residential and commercial uses.

Development Character: Industrial areas are designed for functionality, efficiency, and safe operations. Key characteristics include:

- Maintain adequate buffers, such as landscaping, fencing, and setbacks, to avoid disruptions between residential areas due to proximity and high density in each Borough.
- Ensure safe and efficient circulation for trucks, employees, and visitors.
- Encourage reuse or redevelopment of older industrial buildings where feasible.

Primary Land Uses: Industrial land uses in each Borough include light manufacturing and assembly operations, a quarry, trade shops, and service-industrial businesses.

Infrastructure and Services: Industrial areas require robust infrastructure to support business operations, including:

- Public water and sewer with adequate capacity.
- High-quality road networks designed for heavy vehicles.
- Access management that supports safe truck movements.
- Broadband, utilities, and energy systems that meet industrial demands.
- Stormwater systems designed for large impervious surfaces.

Policy Direction: Future planning and zoning initiatives should include:

- Encouraging clean, low-impact industrial uses that fit the Boroughs' scale and character.
- Preserving industrial land from incompatible encroachment to ensure long-term economic viability.
- Improving site access, signage, and streetscape conditions to enhance the appearance of industrial areas.

Riverfront Reinvestment (*Wrightsville Borough Only*)

Minimum Lot Size: 15,000 square feet

Purpose: The Riverfront Reinvestment Area identifies Wrightsville Borough’s riverfront as a unique community asset with the potential to support recreation, economic development, environmental restoration, and public gathering spaces. A coordinated long-term strategy is encourage to transform the riverfront into a vibrant, accessible, and resilient area that strengthens the Borough’s identity and quality of life.

Development Character: The Riverfront Reinvestment area should be designated for community gatherings and small businesses, and should include key features such as:

- Adaptive reuse to preserve Wrightsville Borough’s historic fabric and reduce environmental impact.
- Safe and efficient access for vehicles, pedestrians, and cyclists.
- Signage and lighting scaled appropriately to the area.

Primary Land Uses: Land use in this area includes parks, boat launches, and mixed-use redevelopment with river-oriented retail and dining, as well as adaptive reuse of historic or industrial buildings, cultural venues, and community event spaces.

Infrastructure and Services: The Riverfront Reinvestment area relies on full public infrastructure and transportation access, including:

- Public water and sewer.
- Streetscape enhancements that support walkability and placemaking.
- Utilities and broadband infrastructure that support business and outdoor economy.

Policy Direction: Future planning and zoning initiatives should include:

- Enhancing connectivity between the riverfront, downtown, and surrounding municipalities.
- Attract new investment while maintaining affordability and local character.
- Strengthening economic vitality through tourism, recreation, and local outfitters.
- Consider developing a zoning district or overlay specific to the riverfront of Wrightsville Borough with specific uses that residents and elected officials hope to see along the river.

Figure 3: Hallam Borough Future Land Use Map

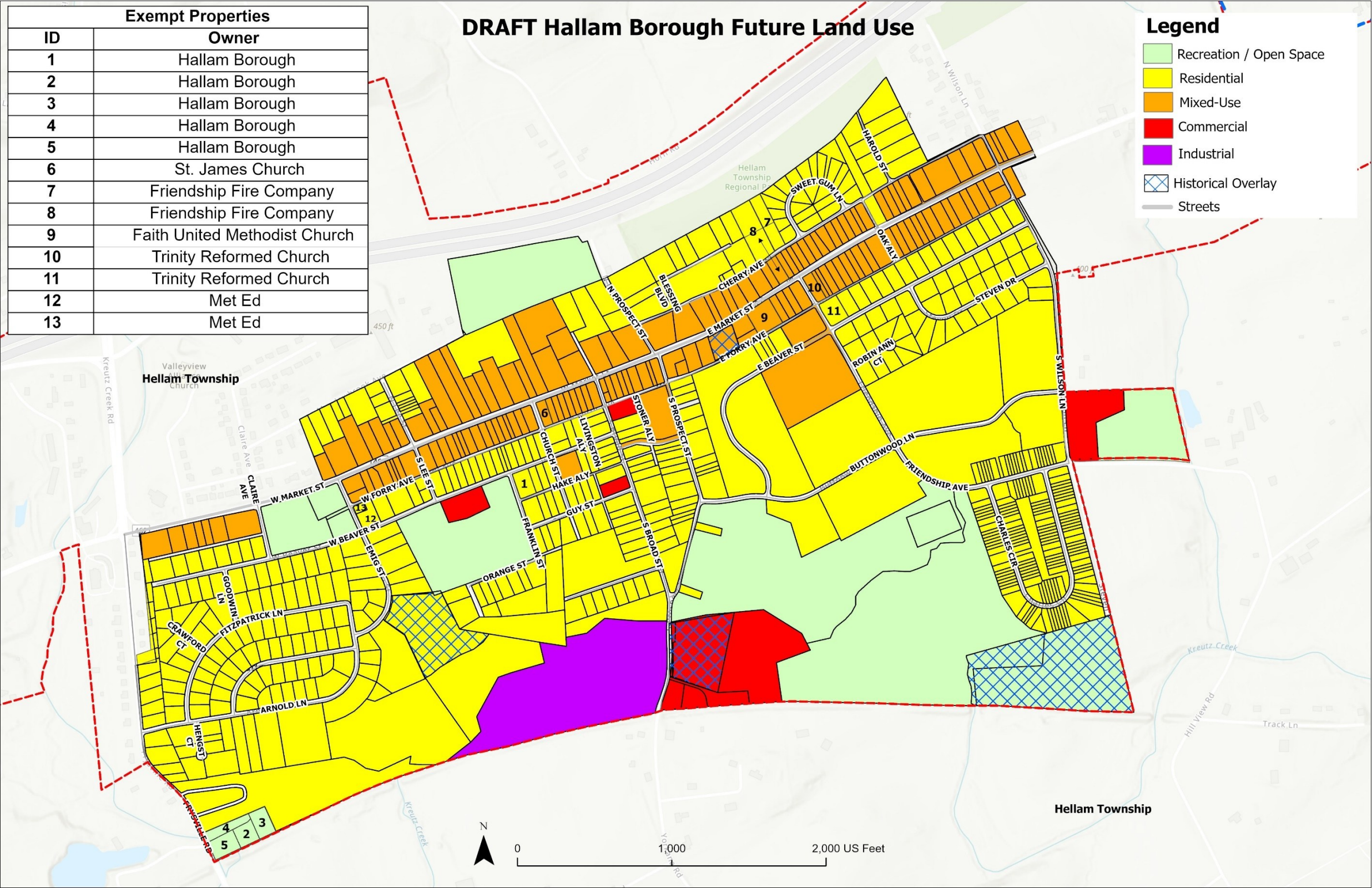
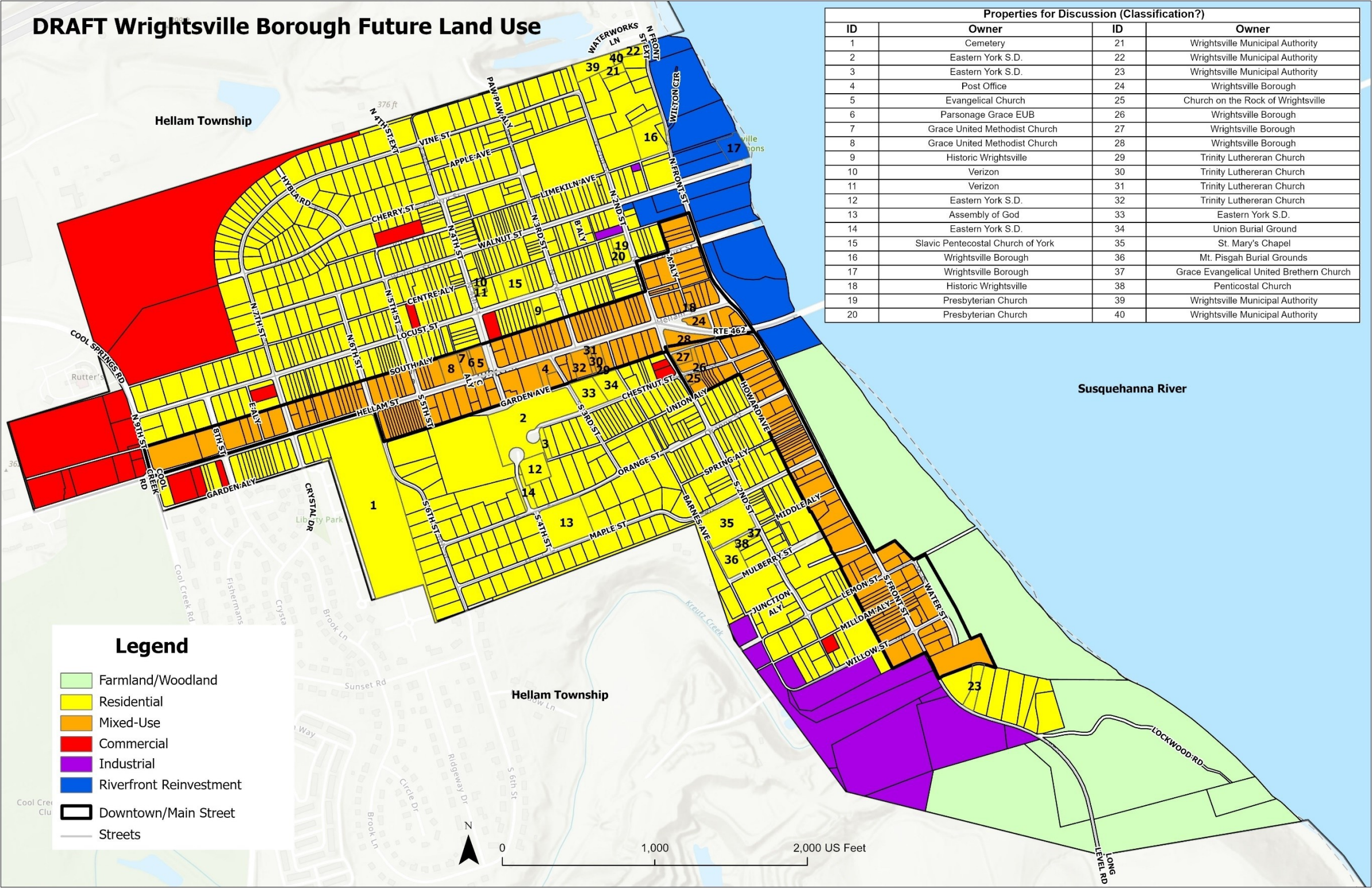


Figure 4: Wrightsville Borough Future Land Use Map



Objectives

- Enact amendments to municipal zoning ordinances and maps to ensure regional consistency with the Future Land Use Plan and the Intergovernmental Cooperation Agreement.
- Enact amendments to the municipal Subdivision and Land Development Ordinance to ensure regional consistency with the Future Land Use Plan and the Intergovernmental Cooperation Implementation Agreement.
- Implement the PA 462 Corridor study in coordination with YAMPO.
- Develop a Riverfront Reinvestment Master Plan to develop a vision for the corridor in Wrightsville Borough.
- Develop, adopt, and maintain a Regional Official Map that is consistent with the Future Land Use plan. The Official Map should identify and protect key future public facilities, transportation connections, and open space corridors essential to the Region's long-term growth.
- The Mixed-Use Corridors in each municipality should be revitalized for the purpose of attracting appropriate commercial services that fit the local community.
- Work with the York County Planning Commission to amend the County's Growth Management Areas based on the Future Land Use Plan and expansion of the Growth Area along Lincoln Highway in Hellam Township.

Action steps to implement each of the above objectives are in Chapter 1 of the Implementation Plan Matrix, under the Implementation Plan section.

CHAPTER 2

Housing Plan

GOAL:

Balance growth opportunities that provide housing and business development to support future populations with preservation of the Region's scenic beauty and natural resources.

Chapter 2: Housing Plan

MPC Section 301. (a).2.1

Regional Concept: New Development Needs to Be Guided

Overview

Increasing housing options and improving the quality of housing throughout the Region remain important elements in meeting long-term goals for existing and future residents. Local governments have a responsibility to meet the housing needs of current and future residents.

Throughout the planning process, it was well documented that the rural character in the Region is one of the greatest assets and must be maintained. 70 percent of survey respondents indicated that rural character is the main reason they choose to live in the Region.

Housing prices and fees have been increasing nationwide as well as the demand for housing options in the Region. According to the Zillow Home Values Index, the nationwide home value has increased steadily over the last 10 years, similar to the trends in the Region. According to the ACS 5-year Estimates, in 2023, the Region had 94.4 percent of its housing units occupied. These issues will need to be addressed to successfully implement long-term goals and grow.

Findings

The majority of dwelling units in the Region are single-family detached. Hellam Township has no higher-density dwelling options. Hallam Borough has an assortment of dense housing options (e.g., apartment complexes, townhomes) due to the development of the Buttonwood Garden Apartment complex. Wrightsville Borough contains the largest number of duplex housing units.



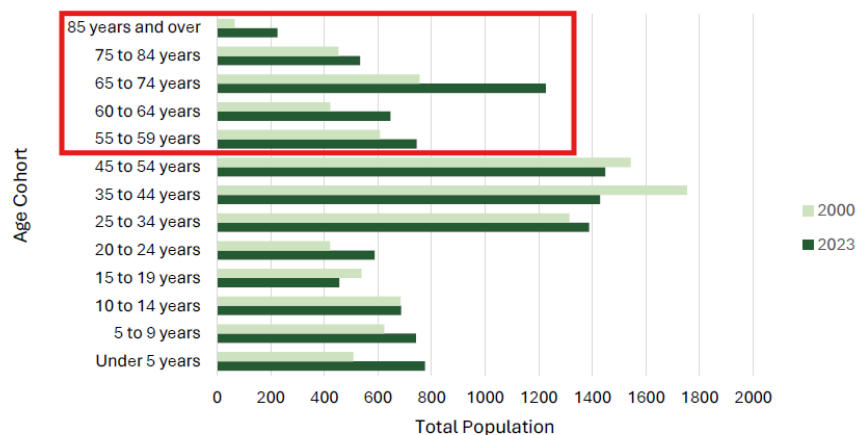
According to historic building permit reports for York County, no significant residential development has occurred in the Region over the past 20 years. Given the projected population growth in the Region, additional housing units will be needed to accommodate incoming residents in Hallam Borough. Given the current land use and zoning, there are limited opportunities for new development in the Hallam and Wrightsville Boroughs. There are opportunities for development within Hellam Township. The York County Housing Needs and Conditions Assessment documented that more than 42 percent of York County homes were built before 1969. These buildings tend to require more frequent maintenance and potentially more costly maintenance.

York County provides several forms of assistance to local municipalities to help them plan successfully for housing needs. According to the York County Housing and Community Development Plan, residents can utilize programs such as the York County Lead and Healthy Homes Grant Program, the Weatherization Assistance Program, and the Home Improvement Program (HIP).

The Weatherization Assistance Program was created to assist low-income homeowners with heating and cooling costs. HIP provides homeowners with assistance for costly home repairs.

According to the 2023 ACS 5-Year Estimates, the Region's population is growing in older age groups (Table 3). These increases have driven demand for senior housing opportunities.

Table 3: Regional Population by Age Cohort, 2020 and 2023

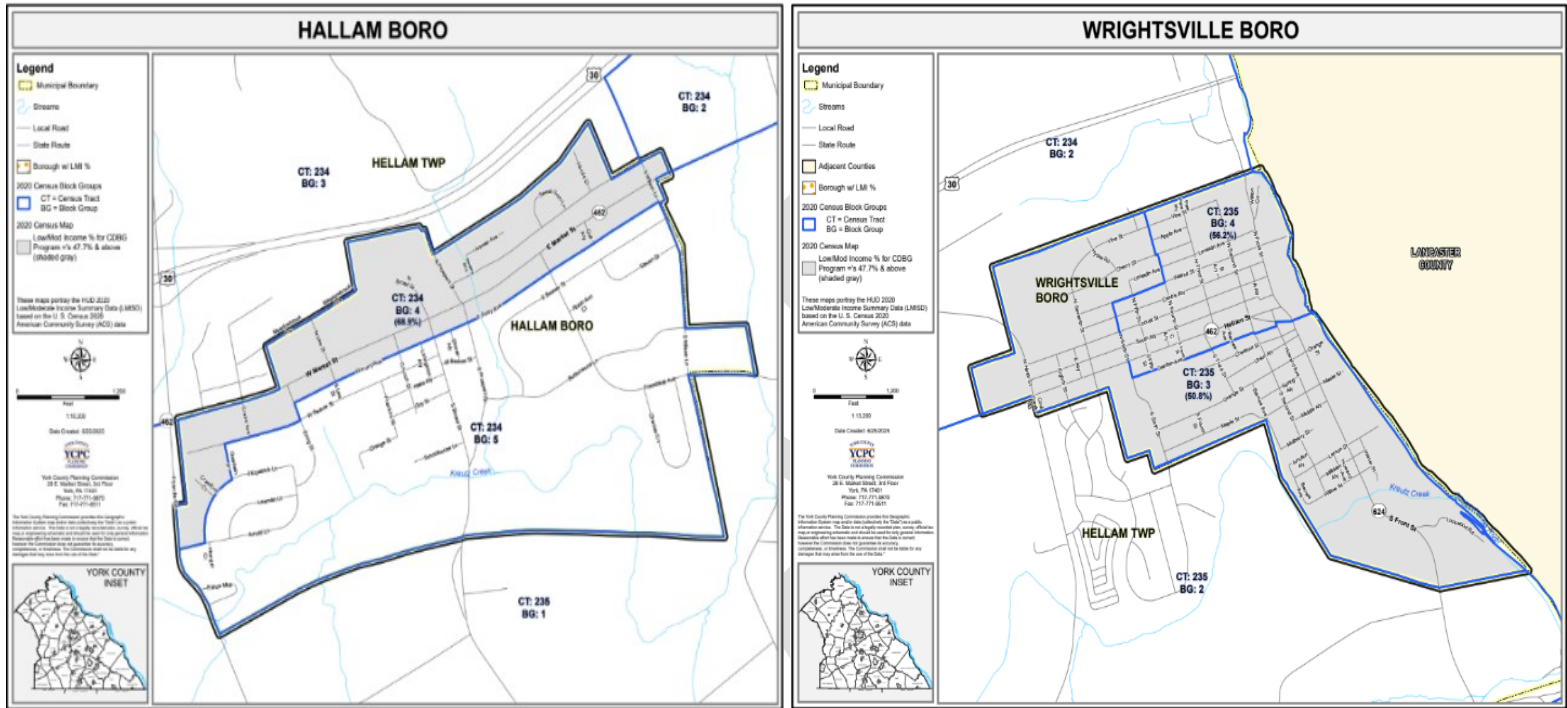


Source: ACS 5-year estimates

Another resource for the Region is the York County Community Development Block Grant (CDBG) funding. CDBG funds can be used for a variety of purposes, including specific housing activities. Hallam Borough and Wrightsville Borough contain census tract(s) and block group(s) that meet HUD's definition of Low- and Moderate Income (LMI) Persons and therefore are

eligible to apply for CDBG funds, which are allocated to developers in order to construct low/moderate income housing. An income survey is needed to determine whether areas in Hellam Township meet the LMI threshold. All three municipalities have benefited from CDBG funding, with most of it used for public improvements, such as roads, curbs, sidewalks, parks and recreation, and utility projects, as well as planning studies. **Figure 5** highlights (in gray) the LMI areas in the Boroughs.

Figure 5: CDBG eligible area for Hallam and Wrightsville Boroughs



Source: York County

Objectives

- Expand housing options that are more affordable and accessible for all.
- Encourage use of available York County housing programs, such as the York County Weatherization Assistance Program to reduce heating and cooling costs for low-income persons and the Home Improvement Program (HIP) for costly home repairs.

Action steps to implement each of the above objectives are in Chapter 2 of the Implementation Plan Matrix, in the Implementation Plan section below.

CHAPTER 3

Transportation Plan

GOAL:

The transportation network envisioned in this plan will improve the safety of the Region's roadways and create space for residents and visitors to walk, bicycle, and take transit safely and comfortably.

Chapter 3: Transportation Plan

MPC Section 301.(a).3

Regional Concept: Our Transportation Network Needs Improvement

Overview

The intent of this plan is to provide the Region with a basic framework to meet the existing and future transportation needs of its citizens and serve as a useful guide to YAMPO in its efforts to program future transportation improvement projects. The Region is well situated as a commuter and bedroom community in eastern York County, being situated about halfway between the cities of York and Lancaster. Though much of the traffic between these two cities now bypasses the Region since the development of US 30, there are two interchanges within the Region that have seen increases in traffic over the years as development continues in neighboring municipalities. These include commercial and industrial development in Springettsbury Township and the landfill in Windsor Township.

87%
stated that
DRIVING ALONE
was their most used
form of transportation



Findings

The Pennsylvania Department of Transportation (PennDOT) manages several major roads in the Region (i.e., US 30, PA 462, and Cool Springs Road (SR 1016)). Limited resources across all levels of government have led to a system that, out of necessity, funds only the most critical transportation issues across York County and the entire PennDOT District 8-0² as a whole. Therefore, the proactive strategy of seeking cooperation from PennDOT, York County, York County Planning Commission (YCPC), neighboring municipalities, and developers to plan and prioritize improvements will help ensure that projects in the Region are included in the York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP) and the Pennsylvania Department of Transportation Twelve (12) Year Program (TYP).

² PennDOT District 8-0 includes Adams, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry, and York Counties.

Along with pedestrian facilities, the Region is lucky to have a State Bicycle Route. State Bicycle Route S runs along PA 462 throughout the Region and is the longest of the nine bike routes in Pennsylvania. Route S extends from West Virginia to New Jersey through 16 PA counties. However, no part of the bike route within the Region has dedicated bike lanes or pavement markings. It is only marked with PennDOT signage. The Region has an opportunity to build on its strategic position along this state bicycle route and on other initiatives to promote safe bicycling. By working with PennDOT and YAMPO, the Region can make important progress in improving bicycle connections beyond its borders.

Highlighted in the Existing Conditions Report were several hot-spot intersections with a history of crashes. Below is an overview of possible improvements at each intersection to enhance safety for all roadway users. Note that these recommendations were not developed through an official engineering study. Coordination with YAMPO, PennDOT, and each municipality would need to occur before official recommendations are considered.

PA 462 and Kreutz Creek Road (SR 1014)/Freysville Road (SR 2001)

The intersection is in Hellam Township, where PA 462 intersects Kreutz Creek Road to the north and Freysville Road to the south. These roads form a four-way, signalized intersection. Kreutz Creek Road carries significant local traffic, serving as an access point to US 30 and providing connections to nearby neighborhoods and businesses along PA 462. Common issues observed at the intersection include high turning volumes from side roads, limited sight distance, elevated speeds along PA 462, and crash patterns, including left turns, angle crashes, and rear-end collisions. As traffic volumes continue to grow, it has become increasingly challenging for pedestrians and bicyclists to cross the intersection safely. To improve safety for all roadway users, potential improvements could include advance warning signs (“Intersection Ahead”), pavement marking treatments, intersection lighting upgrades, shoulder widening, extended protected left-turn phases, and pedestrian crossing guides incorporated into the traffic light. A long-term capital improvement to address systemic safety issues and future traffic growth at the intersection could include marked crosswalks, sidewalks on one side of the road with ADA-compliant curb ramps, and bike lane markings, or shoulder widening.

PA 462 and Cool Springs Road (SR 1016)/9th Street/Cool Creek Road (SR 2011) / 9th Street

Located in Hellam Township, PA 462 is the primary east-west route, connecting Cool Springs Road (SR 1016) from the north and Cool Creek Road (SR 2011) from the south, forming a four-leg signalized intersection. Most traffic at the intersection of Cool Springs Road comes from US 30 and tends to be more localized, serving residential developments. This intersection also sees a particularly high volume of truck traffic that uses the route to access the landfill in Windsor

Township. To improve safety for all roadway users, potential improvements at the intersection could include protected left-turn phases from PA 462, updated signal timing to reduce delays and conflicts, improved crosswalks for pedestrians, improved sight distance or removal of obstacles near the intersection, or other measures.

PA 462/Front Street (PA 624)/2nd Street

The five-point intersection is located just west of the Columbia-Wrightsville Bridge in Wrightsville Borough, which carries PA 462 across the Susquehanna River into Lancaster County. PA 462 is the main east-west route, while Front Street (PA 624) runs to the south and Second Street to the north. Front Street (PA 624) is an important connection to communities like Red Lion and Craley. Currently, the intersection is in the design phase for future improvements and is part of the larger Columbia-Wrightsville Bridge Rehabilitation project. The five-leg intersection will be transformed into a roundabout to enhance safety for motorists, pedestrians, and bicyclists. The project is expected to start in spring 2027 and finish by fall or winter 2031.

Mt. Pisgah Road (SR 2009) and Cool Creek Road (SR 2011)

The intersection of Mt. Pisgah Road (SR 2009) and Cool Creek Road (SR 2011) sits on a steep hill in Hellam Township. Mt. Pisgah Road is a steep, winding east-west rural collector, and Cool Creek Road (SR 2011) is the key north-south roadway, providing access to US 30 and PA 462. Cool Creek Road experiences high truck traffic, creating congestion and safety risks due to its terrain and roadway geometry. To improve safety for all roadway users, potential improvements at the intersection could include increased signage for stop ahead on Mt. Pisgah Road, sight-distance improvements, speed-feedback signs on Mt. Pisgah Road or Cool Creek Road, and a flashing beacon (overhead or post-mounted). A long-term capital improvement to address systemic safety issues could include realigning Mt. Pisgah Road and/or Cool Creek Road to improve sight distance or flatten curves as they approach the intersection of Mt. Pisgah Road and Cool Creek Road.

Objectives

1. Implement a complete streets design in all existing and new street and road designs.
2. Improve connectivity, access, and safety throughout the Region for all roadway users.
3. Complete a comprehensive condition analysis of the Boroughs' sidewalk networks.
4. Coordinate multimodal transportation improvements to support Future Land Use in the Region.
5. Maintain and Promote BicyclePA Route S as the primary non-motorized transportation option through the Region.

6. Coordinate future transportation public rights-of-ways through the creation and adoption of an Official Map Ordinance.
7. Use the 462 corridor study as a starting point in developing a regional Active Transportation Plan.

Action steps to implement each of the above objectives are in Chapter 3 of the Implementation Plan Matrix, in the Implementation Plan section below.

DRAFT

CHAPTER 4

Open Space, Conservation, Natural Resource Plan

GOAL:

Accommodate growth in the Region while preserving the rural character that currently exists.

Chapter 4: Open Space, Conservation, Natural Resource Plan

MPC Section 301.(a).6

Regional Concept:

Outdoor Recreation Needs to Be Supported

Regional Concept:

Our Agricultural Heritage Needs to Be Protected

Overview

Over half of the participants in the public survey indicated that the protection and restoration of natural resources is a top issue that should be addressed. Parks, trails, rivers, and recreation are what residents like most about their community. In order to preserve the current landscape of the Region and encourage economic growth, a focus on outdoor recreation, tourism, and conservation is necessary.

OUTDOOR RECREATION ECONOMY



In Pennsylvania, outdoor recreation has an overall

**\$29 BILLION
ECONOMIC
IMPACT**



The Commonwealth's outdoor recreation industry consists of

**7,730
BUSINESSES**
that directly support outdoor activities.



Statewide, the industry supports

251,000 JOBS
generating
\$8.6 BILLION
in salary and wages.



In York County,

**5,290
RESIDENTS**
are employed in the outdoor recreation economy, this is a
14% INCREASE
since 2010.



York County's three state parks host

**2 MILLION
VISITORS**
a year (pre-COVID), generating
\$44 MILLION
in consumer spending.

Sources: PA Office of Outdoor Recreation, York County, PA DCNR

Findings

Residents within Hellam Township, Hallam Borough, and Wrightsville Borough are serviced by over 4,000 acres of open space and recreational facilities, ranging from publicly owned (i.e., municipal, county, and state parks and nature preserves) to privately owned golf courses and clubs. The various types of facilities in the Region are classified in the Hellam Township and Hallam Borough joint Comprehensive Recreation, Park, and Open Space Plan (2014) and the Wrightsville Borough Comprehensive Plan (2011). Table 57 in the Existing Conditions Report lists all available facilities, their sizes, and ownership.

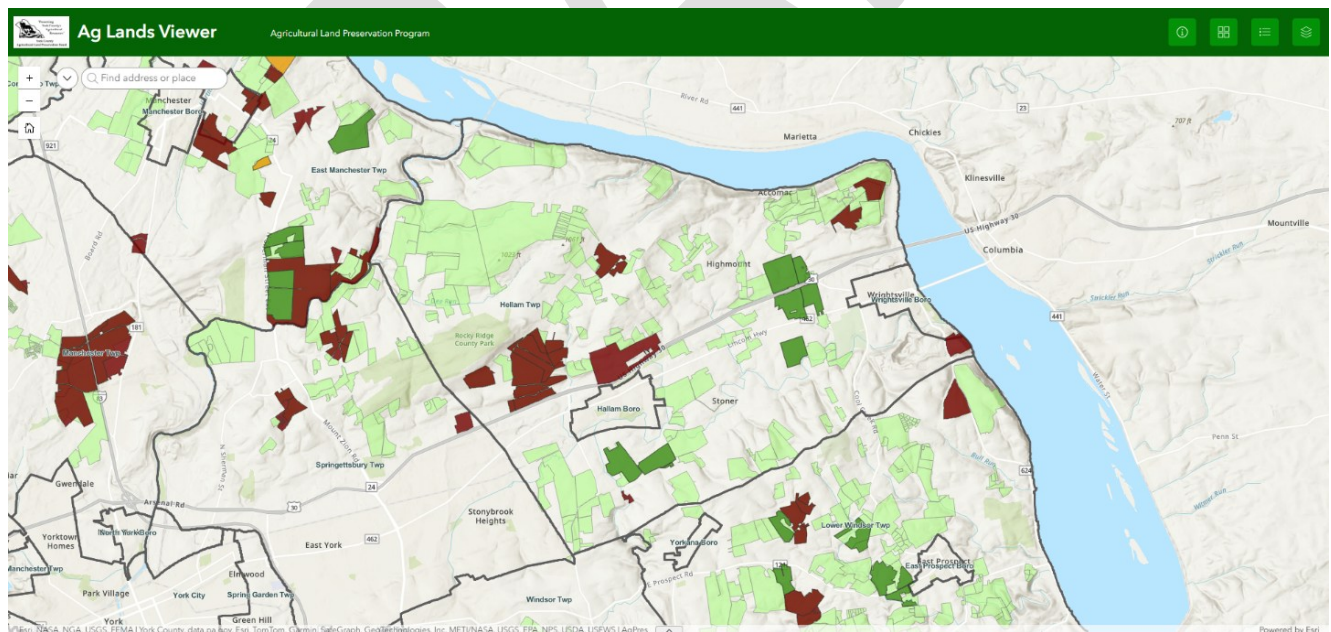
In 2022, the Lancaster Conservancy announced that it had partnered with the Pennsylvania Department of Conservation and Natural Resources (PA DCNR) to purchase more than 1,000 acres of land in Hellam Township, York County, for a new state park. The park is a significant addition to the Hellam Hills Conservation Area, which also includes two nature preserves, the Robert A. Kinsley Nature Preserve and the Wizard Ranch Nature Preserve. Together, these preserves total an impressive 2,100 acres of contiguous forests.



The 1,044-acre DCNR State Park lies in Hellam Township, along the confluence of Codorus Creek with the beautiful Susquehanna River. It is nearly six miles northwest of Wrightsville Borough. The park features multiple rock outcrop vistas over the river, nearly a mile of riverfront along the Susquehanna, and 1.5 miles along Codorus Creek. There are currently two trails, the 1.4-mile Overlook Trail, an easy trail that traverses field and woodland habitats, leading to scenic views of the Susquehanna River, and an approximately 2.75-mile-long portion of the Mason-Dixon Trail. DCNR State Park is currently undergoing a master planning process to determine future improvements and amenities to the site.

Two key ideas identified throughout the planning process were the need to develop trails to connect the municipalities through a trail network and to expand wayfinding. Although some wayfinding efforts have begun through the York County Economic Alliance, further implementation is needed to bolster the outdoor recreation in the Region.

Agricultural land preservation has been occurring in Hellam Township through the York County Agricultural Land Preservation Board, with parcels highlighted in brown below being preserved by the Farm and Natural Land Trust of York County. The first Board was appointed by the York County Commissioners in 1990 and has preserved more than 50,590 acres throughout the County. Agricultural Security Areas and Agricultural Land Preservation properties can be viewed on the York County [interactive mapping application](#).



Source: York County Agricultural Land Preservation Board

A regional Environmental Advisory Council (EAC) would provide support to all three municipalities through management of open space, building public support for environmental projects, researching complex issues, and a network of technical expertise. Multi-municipal EACs are also useful in the protection of streams, stormwater management, air quality, open space, and more that do not adhere to geographic boundaries. A regional EAC can also provide guidance on the protection of natural resources in the Region. The Hellam Township EAC can be used as a starting point for developing a Regional EAC, utilizing resources from WeConservePA for how to develop.

Objectives

1. Consider additional opportunities for agricultural land preservation.
2. Update the 2014 Hallam Borough/Hellam Township Comprehensive Recreation, Park, and Open Space Plan and invite Wrightsville Borough to participate so the Plan covers the entire Region.” Prohibit new construction in floodplains and other hazard areas and mitigate the impacts to existing construction within them.
3. Develop a regional Environmental Advisory Council.
4. Protect significant natural resources throughout the Region.
5. Continue Municipal Separate Storm Sewer Systems (MS4) efforts in the Region.

Action steps to implement each of the above objectives are in Chapter 4 of the Implementation Plan Matrix, in the Implementation Plan section below.

CHAPTER 5

Community Facilities and Utilities Plan

GOAL:

To provide adequate and reliable community facilities to residents of all ages and abilities.

Chapter 5: Community Facilities and Utilities Plan

MPC Section 301.(a).4 and 301.(b)

Regional Concept:

New Development Needs to Be Guided

Regional Concept:

Our Main Streets Need New Investment

Overview

This component highlights a variety of community facilities and public services, along with policies and actions that will shape future decisions about location, programming, design, and construction. The availability and sufficiency of community facilities and public services are vital to the comprehensive planning process, as they help retain current residents and attract new ones, including businesses, to the area. Growth must be carefully managed to avoid overburdening existing community facilities, which could affect the overall quality of life in the Region. It is crucial that the prioritization, scheduling, and development of community facilities and public services effectively address the needs of both current and future populations while also guiding and managing growth in a structured, logical way.

A community facility or public service is primarily established to benefit and serve the residents of the community where it is located. It can include, among other things, recreational facilities; utilities such as sewer, water, and solid waste disposal; schools, libraries, and senior citizen centers; churches and other places of worship; and post offices, emergency services, and



various local, state, and federal facilities designed to serve the area. Community facilities and public services can be provided by the local municipal government or authority; a county, state, or federal agency; or a private nonprofit organization. In the Region, the local government, Wrightsville Municipal and Eastern York County Sewer Authority, Eastern York School District, Hellam Police Department, both fire companies, local churches, and the citizens all share responsibility for providing a variety of facilities and services. Lawful activities such as mineral extraction impact water supply sources, and such activities are governed by statutes regulating mineral extraction that specify the replacement and restoration of affected water supplies.

Findings

Growth and development naturally lead to a desire for additional community facilities. Some facilities, such as police, fire, and ambulance services, are directly tied to protecting public health, safety, and welfare. Others, like education, recreation, and libraries, generally enhance the quality of life for residents. When planning new or expanded community facilities, it's important to consider existing land uses, proposed land-use changes, and population projections. The demand for a service depends on local needs, public safety, and the density and age distribution of the population served.

The Comprehensive Plan aims to provide sufficient community facilities and public utilities to residents, businesses, owners, and visitors within the Region, while also continuously monitoring the existing infrastructure and facilities. If growth and development maintain their current slow pace, the demand for emergency services and public utilities will increase accordingly. Properly planning and executing utility extensions can strongly support the achievement of desired land-use patterns. Therefore, it is crucial for each municipal government to coordinate with relevant agencies to ensure that water supply and wastewater treatment capacities remain sufficient to avoid hindering future growth across the Region. All potential impacts on the reliable water supply from County Line Quarry's mineral extraction activities and surrounding commercial agriculture should be regularly monitored. With the Future Land Use map proposing an expansion of the growth boundary along PA 462, proper planning for utility expansion in line with the future land use plan is essential to support community development and growth as needed.

Stormwater Management

A properly designed stormwater collection system should adequately manage the quantity, velocity, and direction of stormwater runoff to protect residents' health and safety. The Region continues to address significant stormwater issues. Like many older, developed Boroughs, buildings were built before stormwater regulations were established, resulting in increased runoff that has become a major problem in some areas, causing chronic flooding and leading to the demolition of structures.

Each community across the Region has had some success with stormwater management fees and park infrastructure upgrades to begin addressing the problem. In addition to each municipality's Stormwater Management Ordinance, each community falls within the Kreutz Creek watershed and is therefore subject to the watershed-based York County Integrated Water Resources Plan (IWRP). The purpose of the York County IWRP is essentially the same as a municipal Ordinance, but with a broader focus on the entire Kreutz Creek watershed.

To promote the prevention/reduction of runoff and management of runoff at its source, DEP has published a Best Management Practices (BMP) manual that includes both structural (physical devices) and nonstructural (planning-related) BMPs. Some of these examples that each municipality could implement to reduce stormwater runoff include:

- **Rain gardens** are constructed below ground level to capture rooftop runoff or runoff from other impervious surfaces. Typically constructed of a topsoil layer for growing plants and a lower permeable sand/gravel layer, the rain garden benefits water quality as well as groundwater recharge. This BMP is easily retrofitted to existing small development parcels to address stormwater runoff issues and would be most fitting in Hallam or Wrightsville Borough, or as new development occurs throughout Hellam Township.
- **Pervious pavement in public gathering spaces or parks** is a BMP that can be used for parking areas, driveways, walkways, and sidewalks. These structures consist of strong materials with voids filled with permeable materials such as sod, gravel, or sand. Stormwater infiltrates the permeable material and enters the ground, reducing runoff and promoting groundwater recharge. Great applications for pervious pavement include new developments across the Region, park upgrades, and the construction of new sidewalks and trails.
- **Low Impact Development (LID)** reduces site alteration by implementing multiple small-scale structural BMPs distributed evenly across the development. This simulates the site's natural hydrology and minimizes the impacts of development. The combined effect of numerous small BMPs is to restore the land's natural filtration capacity, eliminating the need for more costly large-scale detention systems. LID strategies typically include green space, native landscaping, natural hydrologic functions, and similar techniques to produce less runoff from developed land. These mechanisms would be especially

beneficial in redevelopment areas within each of the Boroughs or when new development occurs in Hellam Township.

Objectives

1. Continue to provide a high-quality and well-maintained police force to meet the needs of the Region.
2. Continue to support the Region's two volunteer fire companies and EMS providers to ensure their respective needs and equipment capabilities are appropriately improved with the Region's growth.
3. Each municipality should continue to seek or apply for CDBG funding to implement community facility and utility projects.
4. Continue implementing stormwater management fees to upgrade parks and public facilities with the appropriate infrastructure to reduce runoff and flooding.

Action steps to implement each of the above objectives are in Chapter 5 of the Implementation Plan Matrix, in the Implementation Plan section below.



CHAPTER 6

Energy Conservation Plan

GOAL:

Promote energy efficiency and conservation throughout the community development and community revitalization processes.

Chapter 6: Energy Conservation Plan

MPC Section 301.1

Regional Concept:

New Development Needs to Be Guided

Overview

The MPC allows municipalities to include energy conservation in their comprehensive plans. Section 301.1, titled “Energy Conservation Plan Element,” states that the comprehensive plan may feature an energy conservation component that systematically assesses how each part of the Plan impacts current and future energy use. Energy consumption encompasses all forms of energy use and production by individuals, businesses, government agencies, and community facilities throughout the Region. As technology advances, our reliance on energy resources is expected to increase. While municipal planning can influence the private sector, local governments primarily control energy use within the public sector. The public sector mainly consumes energy for community services, public infrastructure, and utilities. Consequently, short-term municipal energy-conservation efforts typically focus on these three areas.

Modern society depends on energy for commercial, industrial, residential, travel, and transportation needs. Energy is essential for building and operating most of our modern facilities in both the public and private sectors. Although most transportation today runs on gasoline-powered engines, electric and hybrid vehicles are gaining popularity, which means more electricity is required from the grid to charge them. As technology advances in our personal, business, and community lives, so does our demand for and reliance on energy resources. The choice of an energy source for a specific use depends on the types of energy needed and the available sources. By integrating energy considerations into transportation planning, building design, and public infrastructure upgrades, the Plan helps the municipalities enhance resilience, reduce reliance on non-renewable energy sources, and position itself for future economic and environmental challenges.

Findings

Wind and Solar Power Energy

Solar energy has become one of the most practical and cost-effective renewable energy options available to municipalities, households, and businesses. Expanding the use of solar power supports long-term community resilience, reduces energy costs, and aligns with broader environmental and economic goals. The Region, especially in Hellam Township, with its large

open farmland, is ideal for solar panels that produce enough energy to boost farm profitability. Some of the benefits of solar power include:

- Solar power generates electricity without combustion, lowering community-wide carbon emissions and improving local air quality.
- Solar development creates employment opportunities in installation, maintenance, and related services.
- Solar can be installed on rooftops, parking lots, brownfields, and underutilized land, minimizing impacts on open space.

Hellam Township has taken several steps to support and regulate solar energy development. Current initiatives focus on enabling residential and agricultural solar use, establishing standards for larger solar facilities, and modernizing the zoning ordinance to reflect emerging technologies such as agrivoltaics, which promote diversified income for agricultural producers and are compatible with solar development and the Township's rural character. Although Hallam and Wrightsville Boroughs don't have large areas of open land available, promoting residential roof-mounted solar within each Borough could be a step toward renewable energy while protecting neighborhood character, public safety, and long-term community goals.

Municipal efforts to reduce energy

Within the Region, each municipal government can conserve energy through utilities, municipally owned facilities, and infrastructure by using the following techniques:

- **Direct municipal initiatives:** Municipalities directly implement energy conservation techniques on municipally owned properties. Each municipality in the Region has a range of viable options to initiate energy conservation efforts on its own, such as updating ordinances, building codes, and other regulations to either promote or permit the development of green infrastructure and emerging technologies. Additionally, municipal staff and elected officials can serve in an educational role by using publicly owned facilities as demonstration projects for showcasing energy-efficient technologies.
- **Updating building codes and development standards:** Municipalities in the Region can influence energy performance on new development through various initiatives by planning for future enhancements, which include:
 - Encouraging or requiring energy-efficient building design.
 - Supporting EV-ready construction for future installations of electric vehicle charging infrastructure.
 - Require energy-efficient exterior features (i.e., lighting, streetscape, shade trees).

Municipal Energy Audit

Both Boroughs in the Region tend to have several old historic buildings that may not be very energy-efficient for heating, cooling, and other needs. A municipal energy audit is a thorough assessment of the energy performance of public buildings, infrastructure, and operations. It aims to identify ways to reduce energy use, lower costs, and support long-term sustainability. The audit usually reviews electricity, heating, cooling, and fuel consumption in facilities such as municipal offices, public works buildings, parks, and streetlighting systems, creating a detailed baseline of current energy demand. Through on-site inspections, utility data analysis, and equipment checks, the audit points out inefficiencies, such as outdated HVAC systems, poor insulation, or lighting that can be replaced with LED, and suggests cost-effective improvements. The results help prioritize capital investments, apply for grants or rebates, and develop policies to meet energy conservation and greenhouse gas reduction goals across municipal operations.

Objectives

1. Complete a municipal energy audit to review energy conservation on municipally owned facilities and energy conservation strategies.
2. Consider converting municipal fleet vehicles to Electric Vehicles or Hybrid.
3. Reduce energy consumption in community facilities and service operations.
4. Promote the use of alternative energy sources.

Action steps to implement each of the above objectives are in Chapter 6 of the Implementation Plan Matrix, in the Implementation Plan section below.

CHAPTER 7

Economic Development Plan

GOAL:

Creating a vibrant and diverse economy by encouraging the revitalization of local main streets and expanding job opportunities.

Chapter 7: Economic Development Plan

Regional Concept: Our Main Streets Need New Investment

Overview

A strong local economy is crucial for the long-term resilience, identity, and quality of life of any community. As the Region looks ahead, economic development becomes more than just a growth strategy; it serves as a framework to strengthen the community's ability to adapt, compete, and thrive in a changing world. This Economic Development Plan aims to guide this effort with clarity, purpose, and a shared vision across the communities.

The Plan builds on the Region's existing assets, including its historic character, natural resources, local businesses, and strategic location along the Susquehanna River. It seeks opportunities to expand economic activity, attract investment, and support a diverse and sustainable tax base. It recognizes that successful economic development isn't just about creating jobs or expanding commerce; it's about fostering a community where residents, local businesses, and visitors feel connected, supported, and inspired. Although each community in the Region has its own economic goals, all agree on the importance of improving quality of life, attracting and retaining businesses, and supporting sustainable enterprises that help build a stable, diverse local economy. As of 2020, most residents don't work within the Region's boundaries because none of the communities have large employment centers, and 96.1% commute outside the Region for work.

This chapter provides opportunities for each community in the Region to consider building a more vibrant, resilient local economy while identifying key objectives and action strategies to foster a coordinated approach to economic vitality. It aims to position the Region for growth thoughtfully and improve the well-being of those who live, work, and visit there.

61% of residents stated they “agree” or “strongly agree” with having more businesses in their neighborhood, such as restaurants, corner cafes, and local shops, if it attracts more investment, visitors, and tax revenue to the community.

Findings

Main Street Programs

The Main Street Program was developed by the National Trust for Historic Preservation in 1977 to improve economic health and quality of life in towns and cities across the United States. It focuses on revitalizing historic downtown commercial and mixed-use areas by combining economic development with historic preservation to create vibrant, sustainable communities. All main street programs utilize a locally driven strategy known as the “Main Street Approach,” which emphasizes four key points:

- **Organization:** Building strong partnerships among local stakeholders and establishing effective management structures.
- **Promotion:** Marketing the downtown area to attract visitors, businesses, and investors.
- **Design:** Enhance the physical appearance of commercial and mixed-use districts, including streetscapes, building facades, and public spaces.
- **Economic Restructuring:** Strengthening the local economy by supporting existing businesses and encouraging investments in the Region.

Additionally, the Pennsylvania Main Street Matters Program is a statewide effort managed by the Pennsylvania Department of Community & Economic Development (DCED) to strengthen downtown areas and nearby neighborhoods by promoting healthy, vibrant, and welcoming communities. The program offers funding for planning, business assistance, façade and aesthetic upgrades, accessible housing initiatives, district development, and safety improvements. Communities can also pursue Main Street or Elm Street designation, which provides a structured framework for identifying local revitalization needs and implementing targeted investment strategies. The program clearly reflects Pennsylvania’s commitment to revitalizing commercial corridors, supporting small businesses, and improving local quality of life. The initiative has received substantial state investment, emphasizing Pennsylvania’s dedication to strengthening its main streets as economic and social hubs. Benefits of having a Main Street program designation include technical assistance and training in all aspects of planning and implementation using the Main Street four-point approach, networking opportunities with other PA Main Street Matters grantees, enhanced eligibility and competitiveness for PA’s Main Street Matters grants, stronger economies, and targeted investment with strategic planning.

Elm Street Programs

Inspired by the widespread positive impact the Pennsylvania Main Street program has had in revitalizing downtowns across the Commonwealth, the Elm Street Program is a Pennsylvania initiative designed to strengthen and revitalize residential neighborhoods adjacent to traditional

downtowns or commercial districts. It complements the well-known Main Street Program by focusing on the places where people live, recognizing that a healthy, attractive, and stable residential area is essential to sustaining a vibrant local economy. With both Boroughs in the Region having historic neighborhoods developed right off the downtown area and near recreation assets, they are excellent candidates for Elm Street revitalization. Some of the ways the program could support the Boroughs in the Region include:

- Residential areas surrounding PA 462 and downtown areas could benefit from coordinated investment by improving walkability, housing quality, and neighborhood character.
- Enhancing streetscapes and public spaces, such as lighting, signage, landscaping, and pedestrian amenities.
- The program emphasizes community engagement and organizational development. Both Boroughs could benefit from stronger coordination among residents, businesses, nonprofits, and regional partners (YCEA, YCPC), especially as they prepare for future projects such as the Susquehanna Discovery Center.
- Elm Street designation can open doors to state grants and revitalization resources. For a small Borough, this can significantly accelerate improvements that might otherwise take years to accomplish.

Streetscape Improvements

A streetscape is the visual character of a street that shapes a community's identity, economic vitality, and aesthetic and social appeal. Streetscapes are the most visible parts of any town and can significantly influence how pedestrians, bicyclists, motorists, and residents perceive and interact with the community. They are an essential part of the public realm, which includes spaces where people engage in activities like walking and driving. Attractive streetscapes serve as a form of placemaking when they draw people because they are enjoyable or interesting. Improvements to streetscapes can range from simple and inexpensive to complex and costly, including street paving and traffic management, utility relocation, sidewalk paving, widening, and bump-outs, landscaping, pedestrian lighting, street furniture such as benches, trash cans, and building facades, signage, and public art.

Since both Boroughs are older with aging infrastructure, it is important to focus on streetscape improvements along the PA 462 Corridor to attract residents, businesses, and tourists. Additionally, with each municipality in the Region being eligible to apply for CDBG funding through the York County CDBG entitlement program, which is administered through the York County Planning Commission, potential grants used through this program could be a valuable asset for streetscape improvements and along the mixed-use corridor in the Township. With the development of the state park and the Susquehanna Discovery Center and Heritage Park, visitors from outside the area will come to the Region. Ensuring that the primary corridor

through both Boroughs has attractive streetscapes will increase interest in local business activity and lodging in the Region.

Trail Towns

Trail Towns are communities near public trails that boost local economies and enhance quality of life. These programs take a holistic, asset-based approach, considering each town's resources, character, and local businesses to create a memorable, welcoming trail experience for residents and visitors alike. Specifically, the York County Economic Alliance launched the "Trail Towns Program" to use the York County Heritage Rail Trail as a platform for economic development in small towns along or near this popular multi-use trail.

In partnership with the York County Department of Parks, the York County Rail Trail Authority, Explore York, and various municipal partners, the Trail Towns Program is a collaborative effort that engages local governments, residents, and business owners to help each town become a vibrant hub for trail users. Currently, there are seven towns in the York County Trail Towns Program, including Wrightsville Borough. Wrightsville stands out in the Trail Towns network for its riverfront access, historic significance, and ongoing public investment. It complements the trail-focused towns by offering water recreation and scenic views, expanding the diversity of experiences available along the Heritage Rail Trail corridor.

Part of the Trail Towns Program includes "Trail-Friendly Businesses," which have committed to welcoming trail users and providing amenities for their use, such as restrooms and bike repair tools. Any business in York County that agrees to these requirements and is near an outdoor recreation amenity, and/or offers a good or service needed by trail users, can receive the free designation to become a Trail-Friendly Business. Within the Region, 14 local businesses have been identified as Trail-Friendly. With the future development of the Susquehanna Discover Center and Heritage Park and increased outdoor recreation at the state parks and Lancaster Conservancy preserves, the trail-friendly business initiative is a great way to boost the local economy and raise awareness of the types of businesses located within the Region.

Burning Bridge Tavern	Flinchbaugh's Orchard & Farm Market	Flying Fibers Wood & Lavender	Half Nuts Popcorn Co.
Hempzels	John Wright Restaurant	Kings Butcher Shop	Lavender Acres Winery
Lower Susquehanna Riverkeeper Association	Riverside Subs	Sue's Food Market	The Cycle Works
	The Wild Bath Bistro	The Zimmerman Center for Heritage (SNHA)	

Source: York County Trail Towns Program

Economic Development Director

With the future development of the Susquehanna Discovery Center and the development of the DCNR state park, it is essential to have an individual in the Region who is focused on encouraging business development within the Region and serves as support to both the local residents and the tourists who are visiting the various outdoor recreation attractions the Region has to offer.

The Economic Development Director plays a central role in advancing the community's long-term prosperity and ensuring that economic growth aligns with the Comprehensive Plan's vision and goals. This position will lead the development, coordination, and implementation of strategies that strengthen the local economy, support existing businesses, attract new investment, and enhance the community's overall competitiveness.

The Director would serve as the primary liaison between the municipality, the business community, regional partners, and state and federal agencies. By analyzing market trends, identifying emerging opportunities, and addressing barriers to growth, the Director could help guide policy decisions that foster a resilient, diverse, and sustainable economic environment.

Some practical examples of how the Economic Development Director could benefit the Region include:

- Pursue regional grants that neither municipality could win alone.
- Strengthening business retention by supporting employers on both sides of the river.
- Supporting improvements to Route 462 for safety and business access.
- Evaluate the outdoor recreation assets in the Region and coordinate with the appropriate local, state, and federal agencies as needed.



Objectives

1. Utilize the recommendations of the York County Economic Alliance's (YCEA) Trail Towns program and promote the expansion of the program throughout the Region.
2. Preserving agricultural land while updating Township zoning to include agritourism and sustain the agricultural economy in Hellam Township.
3. Direct economic development opportunities and business development to the Commercial and Mixed-Use areas across the Region based on the Future Land Use Maps.
4. Encourage each municipality to pursue the Main Street and Elm Street Program Designations.
5. Work with public and private sector partners to unlock priority redevelopment sites.
6. Establish a coordinated revitalization strategy for local main streets.
7. Develop a regional Economic Development Director position to promote economic development in the Region and coordinate with the York County Economic Alliance on ways to promote development.
8. Based on the PA 462 Corridor study, develop a master plan for the corridor that identifies future development and design standards, density requirements, and the character of the Region.

Action steps to implement each of the above objectives are in Chapter 7 of the Implementation Plan Matrix, in the Implementation Plan section below.

Statement of Plan Interrelationships

The individual plan components and chapters comprising the Plan will work together to guide the Region's future growth and development. As mandated by Section 301(4.1) of the PA MPC, comprehensive plans shall discuss the interrelationships among the various plan components. This demonstrates that the components of the Plan are integrated and do not conflict with one another in terms of goals, policies, or recommended courses of action. The compatibility between commercial and residential areas is connected to the pedestrian and vehicular circulation network. Providing adequate community facilities and services accommodates existing and future residents and businesses. Therefore, the various components of this Plan have been carefully interrelated and remain consistent with the York County Comprehensive Plan and the PA MPC requirements.

Statement indicating compatibility with contiguous municipalities (Section 301. (a).5)

In updating the Future Land Use maps, adjoining municipalities were reviewed to ensure compatibility between jurisdictions. Further, future land-use changes are recommended primarily for the internal portions of each municipality to avoid incompatibility within the Region or with adjacent municipalities.

Interrelationships of Plan Components							
Component/Relationship	Future Land Use	Housing Plan	Transportation Plan	Open Space, Conservation, Natural Resource Plan	Community Facilities and Utilities Plan	Energy Conservation Plan	Economic Development Plan
Future Land Use		Future residential development can be accommodated in the current Residential and Mixed-Use areas where infrastructure capacity is available.	Coordination with YAMPO to prioritize projects that benefit all roadway users in the Mixed-Use, Residential, and Commercial areas.	Well-connected parks, open spaces, and trails are important to community character. Connecting these areas to the Boroughs is important for promoting community character.	Projected housing needs need to be aligned with future public infrastructure improvements to ensure capacity is available for development.	Future development should be aligned with energy conservation practices.	Focus economic development where infrastructure currently exists. Revitalize Mixed-Use areas with streetscape improvements to promote and encourage infill development.
Housing Plan	Accommodate a variety of housing types with higher densities within Mixed-Use Areas and maintain Rural Residential Areas. Ensure affordable housing options are permitted throughout the Region.		Prioritize improvements where residential development is occurring to ensure the Region is safe, connected, and accessible to individuals of all ages.	Identify parks and recreation facilities in close proximity to residential development. Support these spaces to improve neighborhood development and community health.	Utilize smart growth tools during new residential development and Stormwater BMP's to reduce the impacts of flooding and stormwater issues in residential development and near community facilities	Encourage the use of energy-efficient materials and methods when developing new housing opportunities or throughout renovations to existing homes.	Various housing opportunities and viable neighborhoods are important amenities to maintain/attract residents, businesses, and new employers.
Transportation Plan	Promote a safe, well-connected transportation network for all roadway users along the Mixed-Use Areas and in Rural Areas of the Region.	Prioritize streetscape improvements along Main Streets and residential neighborhoods to promote community character.		Identify trails that support the existing transportation network and provide mobility options into neighboring municipalities and Lancaster County.	Identify priority transportation infrastructure improvements near existing community facilities and within Mixed-Use Areas.	Encourage the use of alternative energy sources and the implementation of Electric or Hybrid Vehicles.	Focus economic development on key corridors in the Region while ensuring it is accessible from the local roadway network.
Open Space, Conservation, Natural Resource Plan	Managing open space across the Region is important, but prioritizing conservation areas in Hellam Township should remain a priority.	Recognize and support the development of open spaces and parks near residential areas to promote healthy communities.	Promote trail and open space development to encourage the use of alternative modes of transportation.		Identifies parks and recreation facilities as a public facility need and ensures adequate space is available near community facilities.	Utilize energy conservation mechanisms (solar, agrivoltaics) when feasible throughout the rural areas of the Township to improve energy consumption.	Use conservation areas and nature preserves as a way for economic development and positive impacts on the local economy. Avoid significant impacts on floodplains or other sensitive lands.
Community Facilities and Utilities Plan	Promoting public water and sewer only in the Growth Boundaries and ensuring adequate capacity with future development that meets the needs of the future land use maps.	Accommodates all dwelling types & highest density in Growth Boundaries where infrastructure & services are available.	Identify priority infrastructure improvements near existing community facilities and within Mixed-Use Areas.	Recognize the importance of open space to residents and ensure open space is in proximity to existing or future community facilities.		Ensure all community facilities utilize energy conservation practices.	Ensure access and capacity is available for public water and sewer services to allow for appropriate economic development

Energy Conservation Plan	Take measures to reduce energy consumption in designated Growth Boundaries and support Low-Impact Development techniques.	Support rooftop solar in municipal zoning ordinances to promote energy conservation efforts in residential areas.	Encourage EV infrastructure development with transportation projects and new development.	Coordinate efforts on open space and conservation lands for future energy conservation efforts.	Support Green Infrastructure development on community facilities based on findings from a municipal energy audit.		Encourage new development to use energy efficient design standards based on updated building codes and development standards.
Economic Development Plan	Focus economic development opportunities on the Mixed-Use Areas where public infrastructure exists; encourage revitalization and infill development.	Utilize vertical mixed-use structures in downtown areas with stores on the first floor and residential apartments on the second floor.	Ensure economic goals and objectives are being met by coordinating with YAMPO on future improvement projects across the Region.	Use cultural facilities as a form of economic development; historic buildings can be opportunities for adaptive reuse, specifically for the Susquehanna Discover Center.	Focus economic development as a priority need in the Region for downtown areas and along the PA 462 Corridor. Support businesses that provide economic development and employment opportunities for residents.	Encourage energy-friendly development standards and enhance economic development throughout the Region.	

Implementation Plan

To achieve the vision, goals, and objectives, a well-coordinated and focused implementation strategy is essential. This will enable the Region to make significant progress in achieving the community objectives outlined above. This section will define an implementation plan for the Region by pinpointing immediate actions to take after the Plan is adopted by all three communities, including a detailed implementation matrix.

Once the public review period and adoption are complete in each of the three communities, the Region will need to take several initial steps to prepare for successful implementation.

#1 - Adopt a Cooperative Implementation Agreement

According to Section 1104 of the PA MPC, municipalities participating in the development of a multi-municipal comprehensive plan can enter into a cooperative implementation agreement. This agreement defines the process of implementing the Comprehensive Plan and the responsibilities of each municipality involved. Drafting and approving this document will allow the Region to clearly establish how the implementation process will be organized and to balance the benefits of regional collaboration with maintaining each community's independence. It is advisable that, upon adoption, each municipality works with its respective solicitor to draft an agreement that details the purpose, goals, roles, and responsibilities, including individual duties.

#2 - Establish an Implementation Committee

A crucial part of this strategy is forming a Comprehensive Plan implementation committee that includes a dedicated group of elected officials, municipal-appointed commission members, municipal staff, local business leaders, and engaged residents with a vested interest in coordinating and advocating for the implementation of the Comprehensive Plan. This group could consist solely of the project steering committee or include additional members based on each municipality's feedback. The group would operate throughout the life of the Plan, with responsibilities such as building relationships with private, non-profit, county, and state partners, working with municipal staff to develop the annual work plan (see below), and identifying grants and other potential funding sources for municipalities to pursue. The committee would need to be formally established by the municipalities under the terms of the cooperative implementation agreement, and its members would be appointed by each community's governing bodies. Ideally, this committee should be formed and begin meeting within six months of plan adoption.

#3 Develop a Regional Official Map

The Official Map serves as another tool for implementing the Transportation, Open Space, Conservation, Natural Resources, and Community Facilities and Utilities component of the Comprehensive Plan. In Pennsylvania, the MPC is the primary authority for regulating land use and managing growth, allowing municipalities and counties to create and adopt Official Maps as tools to carry out their comprehensive plans. The Official Map is a map adopted by ordinance, which identifies both existing and proposed public lands and facilities throughout the community or within a specific area or neighborhood. The map is a declaration by the municipality that it may eventually need to designate areas on the map for uses and facilities that will improve and protect the health, safety, and welfare of the residents. It identifies properties that the municipality reasonably expects to use for public purposes or improvements and that it would be able and willing to purchase outright, or for which it can acquire easements. The following lands and facilities may be placed on the Official Map:

- Streets, watercourses, and public grounds
- Public parks, playgrounds, and open spaces
- Sidewalks, paths, and bicycle trails
- Railroads, transit rights-of-way, and easements
- Stormwater management facilities, floodplains, and drainage easements
- Historically significant areas
- Any other existing or proposed public way or facility identified in the Comprehensive Plan, including municipal buildings, police and fire stations, libraries, schools, community centers, and similar facilities

Among the key benefits of the Official Map are giving the municipality a legal way to reserve sites for public use; permanently restricting development of land for streets and watercourses; enabling public-private cooperation by informing developers early about the municipality's long-term growth plans; and providing leverage to secure outside funding.

#4 - Develop an Annual Implementation Work Plan To Accomplish Implementation Matrix Objectives

Once the implementation committee is established, its first task should be to review all the objectives listed in the Implementation Matrix and familiarize itself with each objective, the action strategies, and the timeframe for achievement. With each objective categorized as

short-, mid-, or long-term, the committee can determine which objectives to prioritize initially. For each annual work plan, the committee is advised to select 3-5 objectives and begin implementing them in line with the identified action strategies. The work plan will include regular progress updates on those goals to the governing bodies of each community. At year's end, the implementation committee will review the previous work plan, celebrate successes, discuss any unmet goals, and draft a new plan.

#5 - Long-Term Fiscal Sustainability

Throughout the Plan development process, the issue of fiscal sustainability at the municipal level was frequently discussed. Like most municipalities in Pennsylvania, Hellam Township, Hallam Borough, and Wrightsville Borough all have limited financial resources and are struggling to maintain basic infrastructure and services they are required to provide to residents. This also presents a challenge to implementing the Comprehensive Plan, as the communities in the Region will not have enough resources to allocate additional investments in roads, trails, parks, and other facilities needed to achieve the Plan's objectives. As a result, in addition to the other steps described above, the Region should work to identify ways to improve the long-term fiscal sustainability of each community so they can continue providing high-quality services to residents and make strategic investments to further implement the comprehensive plan.

A few general objectives for municipalities in the Region to consider are provided below:

Begin Long-Term Financial Planning

Long-range financial planning helps municipalities move beyond year-to-year budgeting and build a stable, sustainable future for their communities. By looking ahead five to ten years, local governments can anticipate financial challenges, prepare for major capital needs, and make informed decisions about services, staffing, and infrastructure. The process begins with developing multi-year revenue and expenditure forecasts, assessing long-term obligations, and identifying trends that will shape future budgets.

A key early step is creating a **Capital Improvement Plan (CIP)** that inventories infrastructure, estimates replacement cycles, and schedules major projects over time. Shared services, joint purchasing, and coordinated capital planning can further reduce costs and improve efficiency, especially for neighboring communities with similar needs. Some examples of long-term financial planning include:

- **CIP** that lists road resurfacing needs, bridge maintenance schedules, Parks and Recreation facility needs, and Fire and EMS equipment needs. Each project can include cost estimates, funding sources, and priority ranking, as applicable.

- **Conduct a Comprehensive Asset Inventory** to provide a better understanding of what each municipality owns and when it will need to be replaced. The inventory can include vehicles and heavy equipment, buildings and HVAC systems, stormwater pipes and inlets, traffic signals and signage, and municipal park amenities.
- **Build a Multi-Scenario Planning Model** that helps each community prepare for uncertainty by modeling different futures. The financial plan can include baseline scenarios, which show current trends, optimistic scenarios, which show higher growth rates, and conservative scenarios, which show slower revenue growth with higher costs.

Explore New Sources of Revenue

Aggressively pursue grants and utilize local match funds when possible, or utilize in-kind services when permissible. Consider dedicated taxes to fund the implementation of specific infrastructure investments.

Unlock Value on Unused or Underused Assets

Revise land use and development ordinances to increase tax revenue generated by new development or redevelopment; review municipally owned property for potential future sale or other disposition.

Implementation Plan Matrix

Once the Region has established the internal and external organization necessary to sustain a successful implementation effort, municipal staff, appointed and elected officials, and implementation committee members can begin working towards accomplishing the goals of this plan. Working with staff and the project steering committee, and based on public feedback throughout the planning process, the implementation matrix below provides step-by-step action strategies for accomplishing each goal and objective.

Chapter 1: Future Land Use					
Goal: Continue managing the Region's growth by promoting development within the existing and proposed boundaries through clear guidelines on where and how development should occur.					
** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES**					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities
1.1 Enact amendments to municipal zoning ordinances and maps to ensure regional consistency with the Future Land Use Plan, Future Land Use Maps, and the Intergovernmental Cooperation Implementation Agreement. Regional coordination, in consistency with the zoning amendments, is imperative.	1.1.1 Develop a scope and budget to amend each municipal zoning ordinance.	Hellam Township, Hallam Borough, Wrightsville Borough	York County Planning Commission (YCPC)	Short Term (0-3 years)	Municipal General Funds, Department of Community and Economic Development (DCED) Municipal Assistance Program (MAP)
	1.1.2 Program into the municipal budget and consider pursuing public funding and/or assistance in amending the zoning ordinance.				
	1.1.3 As deemed appropriate, develop a Request for Proposal (RFP) for professional services in updating and amending the zoning ordinances and maps.				
1.2 Enact amendments to the municipal Subdivision and Land Development Ordinance (SALDO) to ensure regional consistency with the Future Land Use Plan and the Intergovernmental Cooperation Implementation Agreement. Regional coordination, in consistency with the SALDO amendments, is imperative.	1.2.1 Develop scope and budget to amend each municipal SALDO.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC	Short Term (0-3 years)	Municipal General Funds, DCED MAP Grant
	1.2.2 Program the budget into the municipal budget and consider pursuing public funding and/or assistance in amending the SALDO.				
	1.2.3 As deemed appropriate, develop a Request for Proposal (RFP) for professional services in updating and amending the SALDO.				
1.3 Implement the PA 462 Corridor study in coordination with York Area Metropolitan Planning Organization (YAMPO).	1.3.1 Review recommendations in coordination with YAMPO and the Pennsylvania Department of Transportation (PennDOT) to identify priority implementation needs of the municipalities.	YAMPO, PennDOT	Hellam Township, Hallam Borough, Wrightsville Borough	Long-Term (8-10 years)	Federal Funds (Highway Safety Improvement Program (HSIP), TIP, Safe Streets and Roads for All (SS4A))
	1.3.2 Coordinate with YAMPO and neighboring municipalities to integrate the corridor improvements into the Long-Range Plan and program them onto the Transportation Improvement Program (TIP).				
1.4 Develop a Riverfront Reinvestment District Master Plan to develop a vision for the riverfront corridor in Wrightsville Borough.	1.4.1. Define the purpose, scope, budget, and predicted outcomes of the Riverfront Reinvestment District Master Plan and how it informs the Borough's Zoning amendments.	Wrightsville Borough	YCPC, Local business owners, York County Economic Alliance (YCEA), Historic Wrightsville Organization	Long-Term (8-10 years)	Municipal General Funds, DCED MAP Grant
	1.4.2 Program the necessary funds into the municipal budget or pursue grant funding to assist in developing the Master Plan.				
1.5 Develop, adopt, and maintain a Regional Official Map that is consistent with the Future Land Use plan. The Official Map should identify and protect key future public facilities, transportation connections, and open space corridors essential to the Region's long-term growth.	1.5.1 Develop a project purpose and scope for the Regional Official Map and Ordinance.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YAMPO, Municipal Elected Officials and Planning Commission's	Short Term(0-3 years)	Municipal General Funds
	1.5.2 Identify features that require long-term protection or provide for future connections (i.e., future roads, multi-use trails and greenways, parks and recreation areas, public facilities (schools, EMS, fire), and conservation lands). Ensure consistency beyond municipal borders with neighboring municipalities and York County.				

	1.5.3 Develop Official Map and Ordinance, conduct technical review, share draft with planning commissions, York County, and neighboring municipalities per PA MPC requirements.				
	1.5.4 Prepare Final Official Map and adopt per MPC requirements and begin implementation.				
1.6 The Mixed-Use Corridors in each municipality should be revitalized for the purpose of attracting appropriate commercial services that fit the local community.	1.6.1 Place a priority on promoting and incentivizing new development investments in the Mixed-Use Area where infrastructure exists to readily support revitalization and infill development.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YCEA, YAMPO	Mid-Term (4-7 years)	Municipal General Funds
1.7 Work with the York County Planning Commission to amend the County's Growth Management Areas based on the Future Land Use Plan and expansion of the Growth Area along Lincoln Highway in Hellam Township.	1.7.1 Inform YCPC about the proposed growth boundary expansion in Hellam Township along the Lincoln Highway Corridor and Mixed-Use Area.	Hellam Township	YCPC	Short-Term (0-3 years)	N/A

Chapter 2: Housing					
Goal: Balance growth opportunities that provide housing and business development to support future populations with preservation of the Region’s scenic beauty and natural resources.					
** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES**					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities
2.1 Expand housing options that are more affordable and accessible for all.	2.1.1 Encourage public/private partnerships to develop more housing options.	Hellam Township, Hallam Borough, Wrightsville Borough	Private Developers, York County Planning Commission (YCPC)	Long-Term (8-10 years)	Municipal General Funds, Department of Community and Economic Development (DCED) Municipal Assistance Program (MAP)
	2.1.2 Promote Mixed-Use zoning in future zoning ordinance updates.				
	2.1.3 Develop zoning language to address non-traditional types of land uses such as accessory dwelling units, short-term rentals (Airbnb, etc.), and lodging.				
	2.1.4 Permit by-right housing for seniors and people with disabilities (assisted living residences, personal care homes, domiciliary care homes, continuing care retirement communities, independent living facilities, group homes, halfway homes, recovery homes, and special needs housing) in one or more zoning districts.				
	2.1.5 Support landlords in maintaining affordable rental properties through grants, educational technical assistance, and other incentives.				
2.2 Encourage use of available York County housing programs, for example, the York County Weatherization Assistance Program to reduce heating and cooling costs for low-income persons and the Home Improvement Program (HIP) for costly home repairs.	2.2.1 Develop a public outreach strategy to make residents aware of opportunities for assistance.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC	Short Term (0-3 Years)	Municipal General Funds
Chapter 3: Transportation					
Goal: Making Mobility Better for Everyone: The transportation network envisioned in this plan will improve the safety of the Region’s roadways and create space for residents and visitors to walk, bicycle, and take transit safely and comfortably.					
** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES**					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities

3.1 Implement a Complete Streets design in all existing and new street and road designs.	3.1.1 Utilize the York County Complete Streets Policy as a guide in amending each municipal subdivision and land development ordinance to include complete streets design standard details and requirements for use in future planning.	Hellam Township, Hallam Borough, Wrightsville Borough	York Area Metropolitan Planning Organization (YAMPO), York County Planning Commission (YCPC), Municipal Planning Commissions	Short-Term (0-3 Years)	Municipal General Funds
3.2 Improve connectivity, access, and safety throughout the Region for all roadway users.	3.2.1 Communicate the Regional Comprehensive Plan to the YAMPO and ensure the plan's vehicular, bicycle, and pedestrian recommendations are considered in the YAMPO Long Range Transportation Plan.	Hellam Township, Hallam Borough, Wrightsville Borough	YAMPO, Pennsylvania Department of Transportation (PennDOT)	Short-Term (0-3 Years)	TIP, Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ), Federal Discretionary Grant Programs - Safe Streets for All (SS4A)
	3.2.2 Prioritize each municipality's transportation improvement projects, and secure the necessary local, state, and federal funding for successful implementation. Coordinate with YAMPO to ensure federal funding is programmed through the Transportation Improvement Program (TIP) process.				
3.3 Complete a comprehensive condition analysis of the Boroughs' sidewalk networks.	3.3.1 Establish a standardized data collection protocol for collecting sidewalk conditions for both Boroughs to ensure consistency across the Region.	Hallam Borough, Wrightsville Borough	YCPC, YAMPO, PennDOT	Mid-Term (4-7 Years)	SS4A, PennDOT/Department of Community and Economic Development (DCED) Multimodal, Community Development Block Grant (CDBG), YAMPO Grant Funds, CMAQ
	3.3.2 Conduct a Borough-wide sidewalk inventory and identify gaps, areas lacking Americans with Disabilities Act (ADA) compliance, obstructions, width, and clearance for all sidewalks.				
	3.3.3 Develop a prioritization framework for identifying future project improvements and develop a scoring matrix to guide transparent, data-driven decisions.				
	3.3.4 Prepare a list of improvement areas based on the scoring matrix and share with YAMPO for possible inclusion on future projects that may be programmed on the TIP or 12-year program.				
3.4 Coordinate multimodal transportation improvements to support the Future Land Use Maps in the Region.	3.4.1 Review the Future Land Use maps and identify where future multimodal transportation improvements may be warranted based on the Future Land Use Type.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YAMPO, PennDOT	Mid-Term (4-7 Years)	Municipal General Funds
	3.4.2 Develop a prioritized regional list of multimodal improvements and coordinate with YAMPO on possible improvements at each area.				
3.5 Maintain and promote BicyclePA Route S as the primary non-motorized transportation option through the Region.	3.5.1 Coordinate with Pedal cycle and Pedestrian Advisory Committee (PPAC) to maintain existing wayfinding signage and appropriate traffic design measures to improve BicyclePA Route S corridor.	Hellam Township, Hallam Borough, Wrightsville Borough	PPAC, YCPC, YAMPO	Short-Term (0-3 Years)	Municipal General Funds
3.6 Coordinate future transportation public rights-of-ways through the creation and adoption of an Official Map Ordinance	3.6.1 During the development of the official map, identify priority areas for public rights-of-ways, mixed-use paths, and sidewalks to be included throughout the land development process of a property.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YAMPO, PennDOT	Mid-Term (4-7 Years)	Municipal General Funds

3.7 Use the 462 Corridor Study as a starting point in developing a Regional Active Transportation Plan.	3.7.1 Based on the recommendations and findings from the PA 462 Corridor study, develop a scope, budget, and schedule for developing a Regional Active Transportation Plan to improve multimodal connectivity in the Region.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YAMPO, PennDOT	Mid-Term (4-7 Years)	Municipal General Funds, Walkworks
	3.7.2 Engage key stakeholders and the public to help with identifying priority areas across the Region to improve multimodal connectivity.				
	3.7.3 Based on community feedback, develop a regional active transportation network and begin identifying future projects and prioritization criteria.				

Chapter 4: Open Space, Conservation, Natural Resource Plan

Goal: Accommodate growth in the Region while preserving the rural character that currently exists.

** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES**					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities
4.1 Consider additional opportunities for agricultural land preservation.	4.1.1 Continue collaboration with the York County Agricultural Land Preservation Board and the Farm and Natural Land Trust of York County to expand protection to additional farms through easements and Agriculture Security Areas (ASA).	Hellam Township	York County Agricultural Land Preservation Board (YCALPB)	Mid-Term (4-7 Years)	Municipal General Funds
4.2 Develop a Regional Comprehensive Recreation, Park, and Open Space Plan.	4.2.1 Develop scope and budget for an updated Regional Parks and Recreation Plan. If feasible, invite Wrightsville Borough to participate in an update to the Hallam Borough/Hellam Township 2014 Plan rather than starting over.	Hellam Township, Hallam Borough, Wrightsville Borough	York Area Metropolitan Planning Organization (YAMPO), York County Planning Commission (YCPC), Pennsylvania Department of Transportation (PennDOT), Susquehanna Greenway Partnership, Local Bike Organizations, School District, rabbittransit	Mid-Term (4-7 Years)	Municipal General Funds, Community Conservation Partnerships Program (C2P2), PA Department of Conservation and Natural Resources (DCNR) Grant Programs, PennDOT
	4.2.2 Program funds to municipal budgets and seek funding through grant programs to develop the plan.				
	4.2.3 Develop a Request for Proposals (RFP) for professional services to assist in the development of the plan.				
4.3 Prohibit new construction in floodplains and other hazard areas and mitigate the impacts to existing construction within them.	4.3.1 Confirm all new development is in alignment with ordinances to not allow new construction in floodplains and hazardous areas.	Hellam Township, Hallam Borough, Wrightsville Borough	Local Developers	Short-Term (0-3 Years)	Municipal General Funds
4.4 Develop a regional Environmental Advisory Council (EAC).	4.4.1 Upon establishment of the Cooperative Implementation Agreement, all three municipalities should work to develop a regional Environmental Advisory Council. An EAC handbook and sample documents are available through WeConservePA.	Hellam Township, Hallam Borough, Wrightsville Borough	WeConservePA	Short-Term (0-3 Years)	Municipal General Funds
4.5 Protect significant natural resources throughout the Region.	4.5.1 Consider implications of new development and construction on the natural resources throughout the Region. Utilize the regional EAC to ensure protection.	Hellam Township, Hallam Borough, Wrightsville Borough	Pennsylvania Department of Environmental Protection (PA DEP), Neighboring Municipalities	Long-Term (8-10 Years)	Municipal General Funds, DCNR Grant Programs

Chapter 5: Community Facilities and Utilities

Goal: To provide adequate and reliable community facilities to residents of all ages and abilities.

** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES**					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities

5.1 Continue to provide a high-quality and well-maintained police force to meet the needs of the Region.	5.1.1 Communicate the Future Land Use Plan to Hellam Township's Police Chief to ensure the Police Department is informed of future growth policies and that the implications of such policies are reflected in the Department's budgeting and training programs.	Hellam Township	Hellam Township Police Department, Hallam Borough, Wrightsville Borough	Short-Term (0-3 Years)	Hellam Township Police Department Budget, Municipal General Funds
	5.2 Continue to support the Region's two volunteer fire companies and Emergency Medical Services (EMS) providers to ensure their respective needs and equipment capabilities are appropriately improved with the Region's growth.	5.2.1 Continue to contribute to the local fire and EMS providers to help them maintain and meet their annual operating and capital equipment needs.	Hellam Township, Hallam Borough, Wrightsville Borough	Wrightsville Fire Department, Friendship Fire Company of Hallam, Hellam Fire Company, Eastern York County EMS	Short-Term (0-3 Years)
	5.2.2 Communicate the Region's Future Land Use Plan to the Fire companies and EMS providers to ensure both are well-informed of future growth policies and that the implications of such policies are reflected in each Department's capital budgeting and training programs.				
5.3 Each municipality should continue to seek or apply for CDBG funding to implement community facility and utility projects.	5.3.1 Hallam and Wrightsville Borough continue to collaborate with York County Planning Commission (YCPC) to maintain usage of CDBG funds and share available projects.	Hallam Borough and Wrightsville Borough	York County Planning Commission (YCPC)	Short-Term (0-3 Years)	Municipal General Funds, CDBG
	5.3.2 Each Borough continues to identify opportunities to use CDBG funding for housing projects.				
5.4 Continue implementing stormwater management fees to upgrade parks and public facilities with the appropriate infrastructure to reduce runoff and flooding.	5.4.1 Based on stormwater fees, continue to identify and prioritize upgrades in parks, municipal properties, infrastructure maintenance and upgrades, and public lands with the greatest runoff and risk of flooding and rank them for phased improvements.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, York County Conservation District (YCCD)	Short-Term (0-3 Years)	PA Department of Environmental Protection (DEP) Growing Greener, Department of Conservation and Natural Resources (DCNR) Community Conservation Partnerships Program (C2P2)
	5.4.2 As deemed necessary, pursue joint grant applications for multi-municipal stormwater improvements that benefit the broader Kreutz Creek Watershed. As municipal funding permits, develop project concepts to be more prepared as funding opportunities arise.				
Chapter 6: Energy Conservation					

Goal: Promote energy efficiency and conservation throughout the community development and community revitalization processes.

** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES**					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities
6.1 Complete a municipal energy audit to review energy conservation on municipally owned facilities and energy conservation strategies.	6.1.1 Develop a scope and identify which municipal facilities will be audited (i.e., municipal building, police station, etc.).	Hellam Township, Hallam Borough, Wrightsville Borough	Eastern York County Sewer Authority (EYCSA), Wrightsville Municipal Authority, Municipal Elected Officials	Mid-Term (4-7 years)	Municipal General Funds
	6.1.2 Collect baseline data that will anchor the audit (utility bills, facility information, and existing energy policies) and begin conducting on-site facility assessments.				

	6.1.3 Analyze energy use and performance for each building, identify potential energy conservation measures, and present the municipal energy audit to municipal leadership for future considerations.				
6.2 Consider converting municipal fleet vehicles to Electric Vehicles (EV) or Hybrid.	6.2.1 Define goals, scope, and process for transitioning municipal-owned vehicles.	Hellam Township, Hallam Borough, Wrightsville Borough	Municipal Public Works Department, Hellam Township Police, Municipal Elected Officials	Mid-Term (4-7 years)	Municipal General Funds
	6.2.2 Conduct a fleet inventory, identify charging infrastructure needs for each municipality, and evaluate between EV and Hybrid vehicle options, and conduct a cost-benefit and life cycle analysis between the current fleet and EV/Hybrid.				
	6.2.3 Procure Vehicles and the required charging equipment and install charging infrastructure at necessary municipal facilities.				
6.3 Reduce energy consumption in community facilities and service operations.	6.3.1 Upon completion of the municipal energy audit, begin reducing energy consumption with low-cost improvements (i.e., install occupancy sensors, daylight sensors, and programmable timers to ensure lights operate only when needed).	Hellam Township, Hallam Borough, Wrightsville Borough	Municipal Public Works Department	Short-Term (0-3 Years)	The Green Energy Loan Fund (GELF)
6.4 Promote the use of alternative energy sources.	6.4.1 Partner with local utility companies to expand access to renewable energy programs for residents and businesses. Each municipality can lead by example with renewable energy products to raise awareness and encourage community participation.	Hellam Township, Hallam Borough, Wrightsville Borough	Local utility companies, business owners, residents	Short-Term (0-3 Years)	Pennsylvania Energy Development Authority (PEDA)

Chapter 7: Economic Development

Goal: Creating a vibrant and diverse economy by encouraging the revitalization of local main streets and expanding job opportunities.

** PLEASE REFER TO ACRONYM LIST BELOW FOR REFERENCE TO FUNDING SOURCES **					
Objective	Action Steps	Lead Agency	Partner(s)	Timeframe	Funding Opportunities
7.1 Utilize the recommendations of the York County Economic Alliance’s (YCEA) Trail Towns program and promote the expansion of the program into Hellam Township and Hallam Borough.	7.1.1 Coordinate with YCEA, Hellam Township, and Hallam Borough to identify success with the Trail Towns Program and use it as a starting point for developing a similar program in Hellam Township.	Hellam Township, Hallam Borough	Wrightsville Borough, York County Planning Commission (YCPC), YCEA, Explore York, Trail Towns Program, York County Open Space and Land Preservation Program (OSLPP)	Mid-Term (4-7 years)	YCEA Trail Towns Program, Trail- friendly business program
	7.1.2 Integrate Trail Towns strategies with riverfront revitalization, heritage tourism, and outdoor recreation initiatives while promoting cross-municipal collaboration to create a seamless visitor experience across the Region.				
	7.1.3 Upon designation of all three communities as trail towns, begin recruiting businesses that complement trail-based tourism: cafés, outfitters, lodging, bike shops, and local retail.				

7.2 Preserving agricultural land while updating Township zoning to include agritourism and sustaining the agricultural economy in Hellam Township.	7.2.1 Amend the Township zoning ordinance to allow for Agritourism and other uses that support farm-based economic diversification. Consider making low-impact activities permitted by right to reduce regulatory barriers for farmers.	Hellam Township	Hallam Borough, Wrightsville Borough, YCPC, YCEA, Explore York, Trail Towns Program, OSLPP	Mid-Term (4-7 years)	N/A
	7.2.2 Partner with the YCEA, Explore York, and Trail Towns to promote Hellam Township's farm and agricultural destinations. Encourage signage and wayfinding that directs visitors to agritourism sites while maintaining rural aesthetics.				
7.3 Direct economic development opportunities and business development to the commercial and Mixed-Use areas across the Region based on the Future Land Use Maps.	7.3.1 Update and adopt land use policies that reinforce these areas as the primary locations for business activity, development, and redevelopment. This includes modernizing zones to allow vertical mixed use (housing above commercial) where appropriate to improve foot traffic and support local businesses, and to reduce regulatory boundaries that are outdated or discourage development.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YAMPO, YCEA,	Mid-Term(4-7 years)	N/A
	7.3.2 Conduct outreach to existing businesses in targeted areas to understand needs and opportunities for expansion and develop a recruitment strategy focused on businesses that complement the Region and surrounding neighborhoods.				
	7.3.3 Partner with regional organizations (YCEA, Chamber, Tourism Agencies) to market available development opportunities and promote investment in the Region. Use the Susquehanna Discovery Center and the state park as mechanisms to promote investment.				
7.4 Encourage each municipality to pursue the Main Street and Elm Street Program Designation.	7.4.1 Coordinate with the PA Downtown Center, YCEA, and Department of Community and Economic Development (DCED) to host informational sessions with municipal officials, planning commissions, and community groups to explain the purpose, structure, and long-term benefits of the Main Street and Elm Street Programs. Encourage YCEA and DCED to share success stories from other communities that have leveraged these programs.	Hellam Township, Hallam Borough, Wrightsville Borough	YCPC, YCEA, PA Downtown Center, PA DCED	Long-Term(8-10 years)	N/A
	7.4.2 Evaluate local capacity to determine local readiness for designation by each community. Launch public outreach campaigns to explain the value of each program and encourage resident involvement.				

	<p>7.4.3 Assist communities in gathering required data, mapping boundaries, and documenting existing conditions as they prepare for the application process. During the application process, encourage local businesses and organizations to submit letters of support that demonstrate a long-term commitment.</p> <p>7.4.4 Align program goals with regional tourism, heritage, and recreation initiatives to maximize economic impact while using tourism as a starting point for downtown revitalization and neighborhood investment.</p>				
<p>7.5 Work with public and private sector partners to unlock priority redevelopment sites.</p>	<p>7.5.1 Coordinate with local elected officials to identify possible sites for Redevelopment across the Region. Identify any zoning or regulatory barriers that may exist on each property before coordinating with the private owners.</p> <p>7.5.2 Engage property owners and developers to understand goals, constraints, and willingness to partner throughout the Redevelopment process. During the engagement, identify the priority infrastructure and public improvements necessary for the site.</p> <p>7.5.3 Continue to coordinate with property owners during the development process and provide municipal assistance as necessary.</p>	<p>Hellam Township, Hallam Borough, Wrightsville Borough</p>	<p>YCEA, Local Business Owners, Property Owners, Municipal Elected Officials</p>	<p>Mid-Term(4-7 years)</p>	<p>N/A</p>
<p>7.6 Establish a coordinated revitalization strategy for local main streets.</p>	<p>7.6.1 Coordinate across each of the municipalities to align zoning and land use policies to support vibrant main street development beyond municipal borders.</p> <p>7.6.2 Identify areas in the public rights-of-way that need improvement and prioritize streetscape improvements (i.e., sidewalks, lighting, crosswalks, wayfinding, etc.). Pursue state and federal grants to assist in funding such improvements.</p>	<p>Hallam Borough, Wrightsville Borough</p>	<p>Hellam Township, YCPC, YAMPO, YCEA</p>	<p>Mid-Term (4-7 years)</p>	<p>N/A</p>
<p>7.7 Based on the PA 462 Corridor study, develop a master plan for the corridor that identifies future development and design standards, density requirements, and the character of the Region</p>	<p>7.7.1 Identify the corridor study's key findings and priorities issues identified. Use the study's findings to shape a vision that looks ahead to specific economic development and redevelopment opportunities, community identity, and mobility improvements.</p> <p>7.7.2 Develop preferred design standards, density requirements, and preferred character of the Region. Identify preferred businesses for infill development and begin coordinating with the York County Economic Alliance on promoting the corridor as a welcoming community for business owners to open a business.</p>	<p>Hellam Township, Hallam Borough, Wrightsville Borough</p>	<p>YCPC, YAMPO, YCEA, Local Business Owners</p>	<p>Mid-Term (4-7 years)</p>	<p>Municipal General Funds</p>

