

RESOLUTION NO. 1444

**A RESOLUTION OF THE TOWNSHIP OF DERRY, DAUPHIN COUNTY,
PENNSYLVANIA, ADOPTING THE DERRY TOWNSHIP COMPREHENSIVE PLAN,
DATED DECEMBER 2015**

WHEREAS, Derry Township utilizes a comprehensive plan to guide the future development of land within the municipality; and,

WHEREAS, Article III of the Pennsylvania Municipalities Planning Code provides that the Township shall provide for and adopt, and may modify, a comprehensive plan setting forth policies that govern the future physical development of the municipality, which shall be reviewed at least every 10 years; and,

WHEREAS, on January 29, 1991, Derry Township adopted a Comprehensive Plan entitled "Comprehensive Plan 1991; the Township of Derry, Pennsylvania"; and,

WHEREAS, the Derry Township Board of Supervisors affirms that the adoption of this Comprehensive Plan does not change nor directly endorse the change of base zoning in the Township, but rather holistically outlines a philosophical framework for future growth; and,

WHEREAS, the Township, through its Planning Commission and Board of Supervisors, has prepared a new Comprehensive Plan for the Township of Derry; and,

WHEREAS, numerous public meetings seeking input were held during the development of the 2015 Comprehensive Plan; and,

WHEREAS, the 2015 Derry Township Comprehensive Plan was sent to the Dauphin County Planning Commission, all contiguous municipalities, and the Derry Township School District on June 19, 2015 for review and comment; and,

WHEREAS, the 2015 Derry Township Comprehensive Plan was considered by the Derry Township Planning Commission at a special public meeting, pursuant to public notice, on June 16, 2015 and at a regularly scheduled meeting held July 7, 2015 for review and comment; and,

WHEREAS, the 2015 Derry Township Comprehensive Plan has been made available during the public review period in the Derry Township Department of Community Development Office and on the Derry Township website; and,

WHEREAS, Derry Township received no substantial changes from the Dauphin County Planning Commission, the contiguous municipalities, the Derry Township School District, or the general public within the required review period of the 2015 Derry Township Comprehensive Plan; and,

WHEREAS, notice of a public hearing by the Derry Township Board of Supervisors was advertised in *The Sun* on September 24, 2015 and October 1, 2015; and,

WHEREAS, the Derry Township Board of Supervisors held a public hearing, pursuant to public notice, on the 2015 Derry Township Comprehensive Plan on October 14, 2015; and,

WHEREAS, the comments received at the October 14, 2015 public hearing were duly noted; and,

WHEREAS, after consideration of the comments received, the Derry Township Board of Supervisors has determined that the 2015 Derry Township Comprehensive Plan, as originally set forth in the attached Exhibit A, should not be substantially revised in whole or in part; and,

WHEREAS, the Derry Township Board of Supervisors has found the 2015 Derry Township Comprehensive Plan to be beneficial to the health, safety, and welfare of the citizens of Derry Township; and,

WHEREAS, the Derry Township Board of Supervisors intends to adopt the 2015 Derry Township Comprehensive Plan, which adoption must be by Resolution carried by no less than a majority of all members of the Board of Supervisors.

THEREFORE, IT IS HEREBY RESOLVED BY THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF DERRY, DAUPHIN COUNTY, PENNSYLVANIA:

Section 1. The Derry Township Board of Supervisors, by this resolution, adopts the 2015 Derry Township Comprehensive Plan in its entirety, as attached hereto as Exhibit A, pursuant to Article III of the Pennsylvania Municipalities Planning Code.

Section 2. The Derry Township Board of Supervisors, by this resolution, also adopts all supplemental and additional information collected in order to prepare the Comprehensive Plan, including the following:

- All Traffic Counts
- Survey Results
- Survey Analysis
- Existing Conditions Mapping

Section 3. The Derry Township Comprehensive Plan dated January 29, 1991 is hereby repealed to the extent that it is inconsistent herewith.

RESOLVED THIS 26th day of January, 2016.

ATTEST:

BY: _____

Secretary

(Seal)

BOARD OF SUPERVISORS
TOWNSHIP OF DERRY
DAUPHIN COUNTY, PENNSYLVANIA

BY: _____

Chairman

EXHIBIT A



2015 Comprehensive Plan

December 2015

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Additional information listed below will be available at the Township office.

- All Traffic Counts
- Survey Results
- Survey Analysis
- Existing Conditions Mapping

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Acknowledgments

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A special thank you to the members of the Working Group committee established by the Board of Supervisors that volunteered their hard work and time to draft a mission and vision statement, to establish a program of public outreach, a community survey and the preliminary goals and objectives of the plan elements.

Additional thanks to the Downtown Hershey Association for many contributions to this effort. And to Herbert, Rowland & Grubic, Inc. and Buchart Horn for providing background information.

Most importantly, a thank you is deserved for the residents of the community who have taken the time to respond to the community survey, provide their comments and thoughts during public outreach meetings and who have had the patience to provide support for this Plan since the inception of the update process.



Prologue

Long revered for the presence of rolling farmland and villages, Derry Township’s landscape also includes a playful skyline of roller coasters and cocoa bean silos. These powerful images have remained intact while the community has grown throughout the last half century. Upholding the philosophies established in the Township’s early formation, this growth has been orderly as the community’s serene landscapes are punctuated by residential neighborhoods, employment centers and destinations visited by travelers from around the world.

Today’s landscape represents how the original tenets of this model community are at the pivot of development and mobility trends. Derry Township’s original crossroad settlements continue to be focal points and civic centers for the community. The pedestrian-scaled character of Hershey Village and Palmdale is defined by the tight pattern of streets, a mix of diverse uses, the size and scale of historic buildings, and the relationship of structures to the street. The community has placed a high priority on maintaining the character and viability of these historic areas as the heart of the community and their principal places for vibrancy and civic interaction.

Other historic influences - Hersheypark, Hotel Hershey, the Milton Hershey School complex and the Penn State Milton S. Hershey Medical Center, to name a few - have resulted in some unique uses and serve as the cornerstones of the Township’s reputation as a desirable place to live, work and play. From Chocolate Avenue’s downtown streets to the dispersion of open spaces throughout the community, considerations for future land use types and scales are influential to the Township’s continued livability. Far different than development patterns of other growing Capital Region communities, Derry Township is growing orderly and outwardly from its traditional enclaves of Hershey, Palmdale and Swatara Station/Hockersville.

Through this comprehensive planning effort, the Township has strengthen it’s course of growth in accordance with it’s long established planning philosophy. This course is a contemporary adaption of the approach and principles Milton S. Hershey embraced when he first developed his model industrial community near Derry Church. Derry Township is set to continue its heritage in innovation and effectiveness in development, entrepreneurship and civic investment.

The years ahead are anticipated to be full of proactive solutions. Future development in the Township will ,first and foremost, grow in. The community has opportunity to use the Comprehensive Plan as a fa



Prologue

tool when development and redevelopment occur. Township leaders will place greater attention on the civic value of neighborhood design, connectivity, building form, thoroughfare character and open space access. In return, residents and businesses can realize time-efficient and cost-effective approval processes and practices.

Smart growth invests time, attention and resources in restoring community and vitality. Many of those involved in the comprehensive planning process have dedicated several years to evaluating the principles and applicability of smart growth within the Township. Through the community's defined smart growth principles and this Plan's battery of recommendations, the Township's future vision is cast. This vision places more emphasis on sustainability - in all aspects environmental, social, physical, and fiscal. In sum, Derry Township strives to remain a sweet and sustainable community.

How to Use This Plan

This Plan lays out a strategic direction for Derry Township through achievable approaches and steps for implementation. The document itself is the final culmination of a long, collaborative planning process. A number of studies have been completed and a factual base exists from which to make informed decisions. Community development goals and objectives have been stated to guide future decisions, and a preferred course of action forms the foundation for the community's future growth.

Overview

The opening chapter of this Plan describes its purpose and explains the process of engaging community members, elected leaders and technical experts to develop the plan's major goals, strategies and initiatives.



Sense of Place

The Sense of Place chapter contains an outline of key challenges and building blocks that were identified throughout the planning process.¹ The next section defines the overarching vision of the Plan along with the accompanying goals and objectives that can move the community towards its vision. Following is a section that outlines a battery of recommendations and activities that will need to be implemented in order for the community to fulfill its goals and objectives. The recommendations of the Plan vary from broad-brush to detailed and specific. In general, the recommendations are organized into the following discussions:

- Land Use and Design
- Transportation and Public Realm
- Environment and Culture
- Technology

Actions and Champions

This chapter provides a comprehensive and concise table of recommendations that identify activities for implementation of the plan's action steps. Key partners are identified as well as timeframes. All too often, the implementation of a plan such as this, falls to government bodies and their support staff. Rarely do they target action from individuals, business leaders and civic groups. This chapter suggests ways to involve many stakeholders. The true strength of the Plan is that it was developed with public support and its success depends on continued public involvement. This piece can be a key tool in future evaluation and benchmarking of plan implementation.

Facts and Figures

This chapter contains expanded discussions on topics like issues, opportunities and influencing factors. It also contains technical documents and other resources that will help to guide implementation.

¹ Expanded discussions of these items can be found in the Facts and Figures chapter.



Overview

Purpose of the Comprehensive Plan and Key Topics

The simplest way to approach planning is a process – an organized way of thinking about the future. Generally, a comprehensive planning process consists of making surveys, analyses and projections; defining problems, setting goals and objectives; formulating alternative ways to reach objectives; choosing among alternatives; implementing decisions; experiencing outcomes; and finally evaluating those outcomes and updating goals and/or policies.

The vehicle through which this process is initiated and formalized is the comprehensive plan. It is intended to guide local officials and be understood by the general Public. A comprehensive plan is a document that is designed to establish several community development oriented policies and to guide future growth and development of the community. It carries no weight of law and contains no rules or regulations, but it defines and documents the vision and aspirations of a community and outlines a roadmap to assist decision makers. It is broad in scope, examining the physical, social and economic characteristics, but it seeks to apply this knowledge to the future. It speaks to various issues in general terms, but it also makes specific recommendations. The comprehensive plan is, in part, a factual report that examines how the past has led to the present, as well as a report that can be used to chart the community's path into the future.

The Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968, as amended, mandates that the comprehensive plan contain certain basic elements including:

- A statement of community development goals and objectives;
- A land use plan;
- A housing needs plan;
- A transportation and circulation plan;
- A community facilities and utilities plan;
- A statement of plan component interrelationships;
- A discussion of short and long range implementation strategies;

Overview

- A statement of the relationship of the community's future development to adjacent areas;
- A plan for the protection of natural and historic resources; and
- A plan for the reliable supply of water.

Yet, the comprehensive plan is by no means limited to these elements, rather it is created based on unique community needs and circumstances. In preparing the plan, studies were conducted on various subjects, including the community's existing conditions, the prospects for future growth. The studies seek to objectively analyze the community from a number of different perspectives. Facts and trends regarding existing land use, transportation and circulation, community facilities, socio-economic analyses, natural features, population and housing are used to develop the basic parameters and forecasts necessary for the plan's development.

Review of the 1991 Comprehensive Plan

The last time the Township adopted a Comprehensive Plan was in 1991. If one compares the two plans, one will discover the goals of the 1991 Comprehensive Plan are, in some aspects, very similar to the ones of this Plan. One of the most significant differences between the 1991 Comprehensive Plan and this Plan is that in the former, the Township contracted with a private consultant, the Cox Company of Charlottesville, Virginia, to prepare the Plan. In an effort to save on taxpayers dollars in a time when municipal budgets are being stretched very thin, the Township has relied on the members of the working group, comments from the general public, the Planning Commission, County Planners and the Community Development Department to draft the majority of this Plan document. A team of planning consultants were later hired to assist with the land use, transportation and environmental elements of the Plan.

The 1991 Plan focused on future land use planning, urban design guidelines, transferable development rights, preservation and revitalization of Chocolate Avenue, and transportation planning. The Planning Vision during the 1991 Comprehensive Plan was to set the basic course for the physical development of Derry Township during the next 10 to 20 years. The overriding purpose of the Plan was to encourage development of a safe, healthy, and distinctive living environment. It was perceived that at that time, many factors would affect the environment, and the Plan focused on those areas in which the Township could have a positive impact.

The initial step in the planning process for the 1991 Plan was to define the future goals, to translate the goals into objectives by which they would be realized, and to establish policies and strategies by which the goals and objectives could be implemented for the betterment of the community. Similar to the current Plan update efforts, the Township conducted extensive citizen participation efforts in order to ensure that these goals and objectives truly reflected the “will” of the community.

The Township developed a range of goals which were grouped into eight general categories: Environment, Housing, Land Use, Transportation, Public Facilities, Economic Development, Urban Design and Implementation. Below is a summary of the goals of the Township which were adopted for the 1991 Plan:

Environment

The Township sought to protect sensitive environmental areas. It was encouraged that preservation of active recreation spaces with new development and exploration of the development of a comprehensive stream valley open space corridor along the Swatara Creek be implemented.

Housing

The Township sought to provide for decent, safe and sanitary housing for all citizens; with an emphasis on quality site planning and well conceived planning in future development areas for a full range of economic levels of housing products.

Land Use

The Township sought to maintain the existing "sense of community" via a Plan incorporating a carefully integrated mix of residential, commercial, and employment uses which was intended to provide adequate housing, shopping, and employment opportunities for present and future residents.

Transportation

The Township desired to set designs for the location, character and capacity of Township transportation facilities making them compatible with the master-planned organization of land uses. The Township also desired to utilize The Pennsylvania Transportation Partnership District concept as a means of providing for local transportation improvements and related funding requirements.

Overview

Public Facilities

The Township sought to provide an adequate level of public services to all the people of the Township of Derry and its environs and, in so doing, recognized that the regional aspects of certain facilities and services as well as the need for regional planning and cooperation was prudent.

Economic Development

The Township had the desire to support its existing tourism base and corporate base while exploring other economic opportunities that would lead to an expanded employment base.

Urban Design

The Township sought to protect and enhance the visual quality, design excellence and distinctive image of the Township to ensure that development and change were in keeping with the Township's character. The Township desired to advance the policies and strategies of the Chocolate Avenue Revitalization Plan.

Implementation

The Township sought to implement the objectives, plans and strategies of the Comprehensive Plan through creative growth management techniques, while stressing a stronger principle of "accountability" within the private development sector. It was recommended that Transferable Development Rights¹ be used to coordinate development phasing and agricultural land and open space preservation.

¹The Transferable Development Rights considered in the 1991 Comprehensive Plan were not implemented, due in part to the imbalance created by the predominant land holdings of the Hershey Trust Company

Interrelationships

Derry Township's 2015 Comprehensive Plan outlines a practical strategy for ongoing success. This requires that the plan's components and actions be carefully formulated to balance one another. This balance is based not only on internal, or Township, factors but also considers external or regional factors.

Surrounding Municipalities

The future land use and other plan elements defined by this plan reflect the region's market realities and are compatible with the existing land use patterns of the Township's immediate neighbors. Residential uses adjoin Conewago, Londonderry, Hummelstown, Lower Swatara, Swatara, South Hanover, East Hanover, Palmyra, North Londonderry and South Londonderry in Dauphin and Lebanon Counties respectively. Nonresidential uses have been concentrated into the corridors and areas where similar uses currently exist. A portion of these areas generally abut Hummelstown and Palmyra.

Dauphin County

The plan's elements and recommended future land use and housing strategies are consistent with the current Dauphin County Comprehensive Plan. Areas for infill development, the protection of sensitive natural resources and enhancement of the community's civic system are presented as a continuum of greater regional aspirations. Concepts for improvements within the Township's public realm reinforce the findings and recommendations of the Regional Bicycle Connections Study – the 2015 joint planning effort by the City of Harrisburg, Hummelstown Borough, Palmyra Borough, Paxtang Borough, Derry Township, North Londonderry Township, South Londonderry Township, and Swatara Township to improve the bicycling environment and culture of the region.



Sense of Place

Introduction

A community's character is shaped by both physical and intangible elements. It is the essence of a place and what one remembers long after leaving and that which are described to others. The image of a community is not static – it can and will change over time. Derry Township's positive image is based on planned development, social and civic heritage, architecture, and education opportunities. This chapter identifies ways to preserve, reinforce and enhance the Township's character and environmental quality as the community continues to grow and mature.

Derry's agricultural roots evoke powerful images: open fields, stone and wood farmhouses, barns and outbuildings, and fencerows and trees that define property boundaries. While areas to the far north and south as well as the mid-west quarter of Derry Township remain in agricultural use or in fallow fields, continued development will require efforts to preserve these clear ties to the Township's agrarian past. Derry Township's 17,500 acres is a now combination of urban, suburban and rural life.

This growth has extended into the community's farmland and wooded hillsides as well as along its meandering stream valleys and floodplains. As growth has moved outward, the Township has been able to maintain a mixture of development densities and building types, such as single-family homes, townhouses, apartments, office buildings and manufacturing facilities. However, the outward growth has resulted in development patterns that are less connected to each other and the historic villages. More importantly, the cumulative effect of numerous decades of the outward growth has begun to fragment the Township's sensitive and interconnected network of woodlands, hillsides, stream valleys and floodplains. The resulting fragmentation has diminished ecological value, tolerance to wet weather events such as summer storms and hurricanes and the memorable character of rolling, scenic landscapes.

The preservation and enhancement of community character will be one of the most essential growth and development issues over the next 10-20 years in the Township. Traditional neighborhoods and villages will be emphasized and investments will be made to stimulate revitalization and redevelopment. Where outward growth occurs, which is expected, it will happen in a 'smart' or more respectful manner. This course of action will include targeted inward growth and conscious conservation grouped into various places to

Sense of Place: Introduction

“grow,” places to “reinforce,” and places to “conserve.” With that, the community emphasizes that infill development is of utmost significance, and greenfield development is secondarily important. Pockets of dense mixed-use development will continue to be set within a cohesive system of conserved open spaces and multi-functional greenways. A predominance of mixed-use neighborhoods is envisioned to be connected by local streets, sidewalks and bikeways. Development within a neighborhood should be compatible to other uses within the neighborhood and complementary to uses found in others. Neighborhoods will celebrate the adjoining open space areas by respecting natural landforms and ecological patterns.

Also as a major destination community, it is a difficult, but crucial, task to find balance between protecting small town character, while providing adequate services for the Township’s residents and numerous visitors that come to the Township each year. With the appropriate regulations in place, the Township has an opportunity to maintain and enhance community character, to promote our cultural heritage, and to provide additional services to the residents and visitors of our community.

In the Community Survey that was conducted prior to drafting this Plan, residents were given a total of 24 choices of what they feel makes Derry Township unique. They were then asked to pick their top five choices; below are the top ten responses in the survey:


- Low crime rates
- Quality of schools
- Access to quality healthcare
- Biking/walking paths
- Small town atmosphere
- Community appearance and aesthetics
- Scenic/natural beauty
- Community history and heritage
- Close to major cities
- Distinctive community character

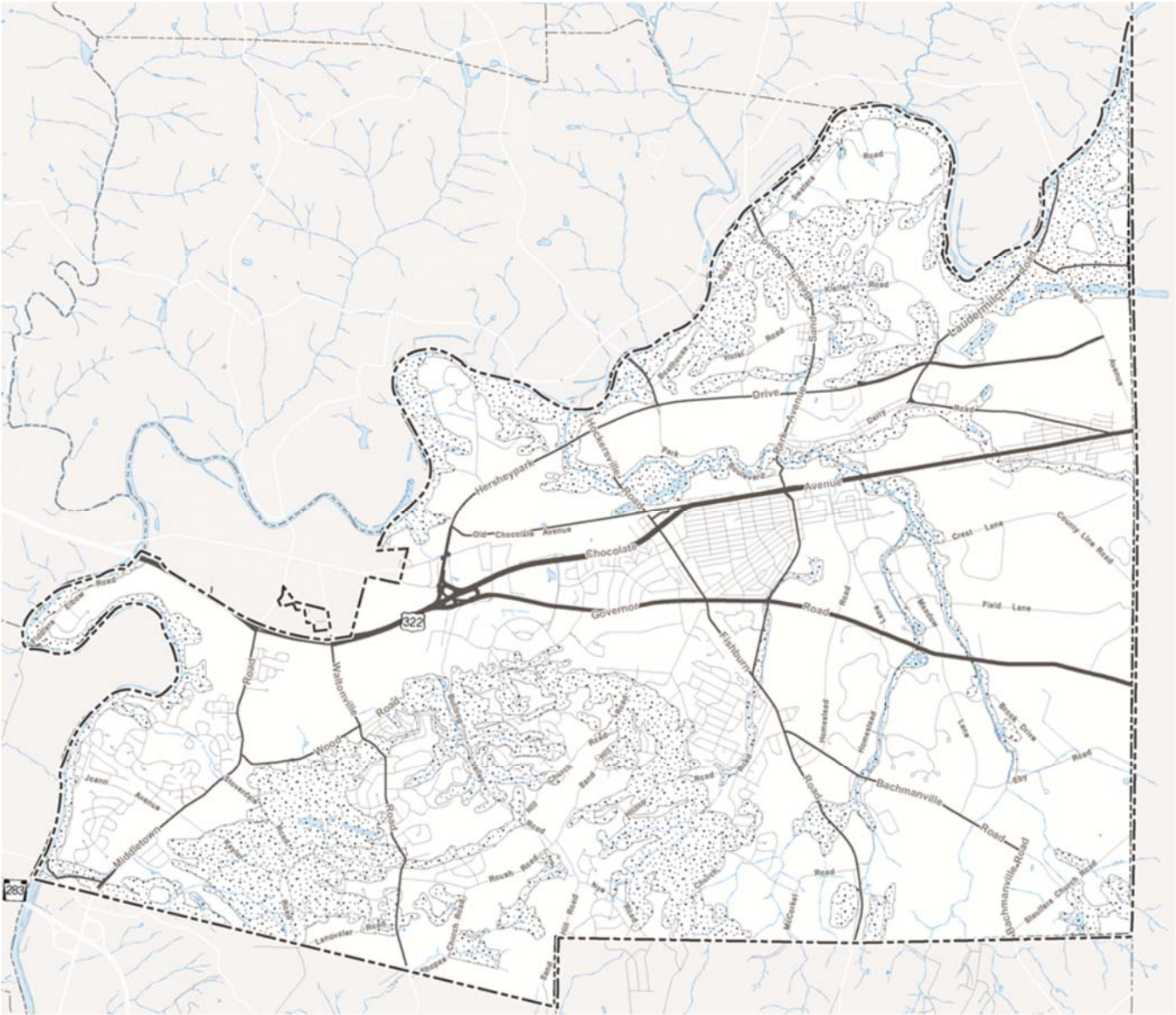
These responses indicate that both physical and intangible characteristics of the Township play significant roles in determining our perceptions of a sense of place. Our sense of place is ultimately

what creates our sense of belonging in the community. A sense of place is what visitors will remember long after leaving and what they will talk about to others when describing their stay. These characteristics identified in the Survey are what make Derry Township a unique, attractive place to live. These are also the same characteristics that will result in the continued demand for additional housing and commercial development in the Township, which under conventional zoning, provides no distinctive character differences from development in any other community.

With the amount of land that is available for future growth, it is important to consider regulations that promote infill and redevelopment rather than rezoning significant amounts of land from their current designations as agriculture or conservation lands. It is also important to consider policies that promote a denser, more traditional village style of development which more efficiently uses land area than conventional suburban developments, and also tend to promote the preservation of open spaces. Higher densities tend to promote walkability and pedestrian connectivity through sidewalk and trail connections, and also provide further consideration to the insertion of community character elements which conventional zoning tends to ignore.

The remainder of this chapter provides a brief portrait of the key challenges and building blocks that frame the recommendations of the Plan. As a consequence, the recommendations vary in scale and detail. The initial set of recommendations (1 through 10) are broad-brush and establish the guiding framework for making zoning amendments and undertaking capital projects. The latter set of recommendations (11 through 53) are detailed in nature and focus on specific municipal policies and physical improvements.

Each recommendation is highlighted with the symbol  and numerically coded. Each recommendation and its corresponding code are included within the Recommendation Summary Table found on page 129. This organization allows quick reference between the recommendation descriptions, the general timeframe for implementation, as well as the supporting cast needed to see the recommendation through completion.



As illustrated in stippled areas above, Sensitive Natural systems are found throughout the Township.



Key Challenges and Building Blocks

An understanding of existing patterns as well as comments contributed throughout the community's planning efforts illuminate there are many influences on land development, resource conservation and civic design. The community's existing and future land uses shapes its overall sense of place and affect the way in which planning heritage and civic focus, green space and sensitive natural resources, design quality, housing equity, development approval processes, development flexibility, redevelopment and refocus, traffic congestion and safety, bike-pedestrian connectivity and a common vision all come together. The following challenges and building blocks are the driving forces influencing this plan. Some influences are positive and continued strengths of the community; some other influences need more careful attention in order for actions to be thoughtfully pursued and to ensure that Derry Township can realize its long-term goals and objectives.

Planning Heritage and Civic Focus

Milton S. Hershey's vision to build the ideal industrial community has long been a success. As his world-renowned business has expanded beyond its original ideas, the Township has begun to also grow beyond its historic patterns. Within context of 21st century planning and the evaluation of opportunities that exist within Derry Township, the municipality and its stakeholders are poised to enter and to polish the conversation of development and conservation. Through the exploration of smart growth, there is opportunity to broaden the ways in which this model community can achieve a unified, civic-focused vision.

Green Space and Sensitive Natural Systems

As a community of denser hamlets among a rural landscape, Derry Township contains notable areas and views that capture the gem of intact green spaces and sensitive natural resources. In today's world of development, it is often difficult to maintain such continuity. Soils, karst geology, slopes and floodplains create a backbone of the community's form. Floodplains course throughout the Township. Their capacities influence how stormwater may or may not impact existing and future development along with successes of environmental conservation. Captured as part of the following Sensitive Natural Resources diagram, floodways/flood fringe along with steep slopes >15%, areas of streams, ponds, lakes, dams and wetlands are primary components of the community's naturally occurring system of environmental influences that are specified within the Township development regulations.



Sense of Place: Key Challenges and Building Blocks

Design Quality

Derry Township offers a desirable and identifiable place for people to live. From urban to rural lifestyles, the community offers appealing residential real estate opportunities. Its attractiveness also stems from civic spaces found through the community. As development ages, a continued adherence to quality design will ensure that redevelopment, as it occurs (and which is the normal course of any established community), will continue to complement the character of the existing development and civic space mainstays of Township life.

Housing Equity

From a paper view of Township demographics, a balanced composition of population and housing types exist. With input received throughout the planning process, however, a recurring issue of housing equity confronts major employers aiming to attract young professionals. Few homes are geared to offering young professionals (researchers, engineers, medical residents) a place to start individual or family life off in the community. In today's economy, talent is often choosing a home location first and then aligning the location to find a job. If a desired lifestyle is not attainable in that location, young professionals often move on. Further, there is little opportunity for empty-nesters or retirees returning to the community to find a variety of affordable housing choices. The current housing stock has few opportunities for the development or redevelopment/rehabilitation of age-qualified or assisted living housing within existing neighborhoods. The Township has the opportunity to explore what advantages may exist in gearing future housing efforts to additionally desired future populations.

Development Approval Processes

Land use designations and corresponding dimensional criteria shape what and how land uses are permissible within the community. Opportunity exists to strengthen and clarify expectations of the Township's development process as well as exploring how environmental constraints can be balanced as part of development impact. From input received as part of the comprehensive planning process, stakeholders have expressed a desire to understand ways in which the Township could utilize tools available through the Pennsylvania Municipalities Planning Code (MPC) to balance the provision of higher quality design with greater development flexibility.



Redevelopment and Refocus

Ambiance, appearance and vitality are important aspects of quality of life that can ripple through an entire community. Every community, and hence its long-standing business and residential development, goes through an evolution. Today, new construction can be found within the Township near to some key locations of mature development (e.g. Chocolate Avenue) that are ready for reinvestment. The community has begun embracing redevelopment and revitalization. The reinvestment in corridors and neighborhoods is vital to the community and impacts all stakeholders (public and private) equally. Infill development remains the community's essential focus.

Traffic Congestion and Safety

Derry Township addresses are very appealing to residents and businesses. With this appeal comes a notable character and quality of community. This appeal can also create instances of congestion and the lack of mobility. Tens of thousands of commuting workers and tourists travel in and out of the Township daily for employment and regional attractions. The way in which future development densities are balanced with the road network's accessibility and capacity for regional as well as local traffic can ensure the community retains its charm and quaint neighborhood streets.

Bicycle-Pedestrian Connectivity

The Township's bicycle and pedestrian system is an ever expanding network of on-road and off-road routes. Smart growth principles emphasize the significance of offering safe access for all modes of transportation. Yet, as a result of outward growth, some portions of Derry Township have become bifurcated from one another making this desired continuity difficult to maintain/provide. Resolving disconnection can promote safe links between neighborhoods, improving connections between all types of development, and can expand mobility options for resident and commuters alike.

Common Vision

In the beginnings of the Township's model industrial community development efforts, Hershey Chocolate employed a significant percentage of the population. As the development for business and the residential community have both increased in size and scale, synergy in working toward the same objectives has diluted somewhat. Compatible redevelopment and continued growth are desired in the decades ahead; re-establishing a shared vision will help residents, businesses, elected officials and other community stakeholders realize mutually beneficial growth and change.





The Mission and Vision

The working group that was created by the Board of Supervisors endeavored to develop a Mission statement and Vision statement that was eventually adopted by the Board of Supervisors in September of 2012. The intent of the mission and vision statements is to provide a guide for incorporating Smart Growth initiatives into the Comprehensive Plan. Smart Growth is a planning initiative that encourages careful decision making in order to ensure a balance between the protection of the natural environment and the stimulation of economic growth in a sustainable fashion. Despite the many definitions, theories and ideologies of Smart Growth, there are ten principles that are generally agreed upon as to what constitutes a Smart Growth development approach; these principles are as follows:

- Provide regulations that encourage a mix of land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost effective
- Encourage community and stakeholder collaboration in development decisions

In addition to the mission and vision statements, the working group created a preliminary list of goals and objectives in several key areas, similar to the 1991 Plan. Essentially, these goals and objectives built upon those adopted in the 1991 Plan. It is intended that this Section reference the mission, vision and goals of the Township as a guide for the rest of this document. Below are the mission and vision statements of the Township:

The Mission

The mission of Derry Township is to promote and encourage the development of safe, healthy, and distinctive living environments, amenities, and services for our residents and visitors.



Sense of Place: Mission and Vision

The Vision

We envision Derry Township as a safe, healthy and active community valuing open space; vibrant cultural, social, and business offerings; and welcoming neighborhoods and gathering places. We envision a variety of housing opportunities with shops and services within walking distance and connected by a network of transportation options accessible to all. We envision a prosperous future driven by our dynamic health care, research, educational, entertainment, business, and manufacturing economies, while respecting our cultural heritage and scenic beauty.



Goals and Objectives

The following goals and objectives were developed by the comprehensive plan committee and have been supplemented by this present effort.

Sense of Place Goals

- Preserve the integrity and unique character of Derry Township, including the legacy of Milton S. Hershey in creating a model industrial town
- Balance the needs of residents with those of visitors (services, infrastructure, etc.)
- Support Hershey as a place to live and work, and as a regional destination
- Blend historic and cultural preservation with modern infrastructure and amenities
- Re-energize the philosophy and drive to be a model community

Objective #1: Require development projects to be site-sensitive to the scale and character of neighboring buildings and to contain quality building materials and design elements that are unique to Derry Township

Objective #2: Establish regulations that promote mixed-uses in the developed areas of the Township, including the Downtown and Palmdale areas, in order to promote a traditional small-town atmosphere and as a means to improve the character of underdeveloped or unused space

Objective #3: Utilize innovative development techniques, such as Cluster Developments or Traditional Neighborhood Developments, as a means to define the character of new neighborhoods and provide for higher densities that more efficiently use available land and preserve open spaces

Objective #4: Ensure zoning and land development policies are consistent with the historical development patterns of existing residential neighborhoods, in order to preserve the character of the development

Sense of Place: Goals and Objectives

Objective #5: Maintain the character of rural areas in the Township by promoting a continuation of agricultural uses and by preserving scenic vistas and bucolic open spaces

Objective #6: Preserve the integrity of identified historic resources in the Township

Land Use and Design Goals

- Focus on downtown revitalization as the highest priority for growth
- Direct new development towards areas of existing development while promoting infill and pedestrian connectivity
- Encourage the restoration, rehabilitation and re-use of historic structures
- Allow for mixed use, compact development where appropriate
- Celebrate community culture, history and quality of life through the arts and the public realm
- Encourage a range of residential housing choices related to density, amenity and affordability
- Maintain a clear, timely and predictable approval process

Objective #1: Preserve the integrity and unique character of Derry Township, including the legacy of Milton S. Hershey in creating a model industrial town

Objective #2: Balance the needs of residents with those of visitors (services, infrastructure, etc.) - support Hershey as a place to live and work, and as a regional destination

Objective #3: Blend historic and cultural preservation with modern infrastructure and amenities

Transportation and Circulation Goals

- Create a safe transportation system for all users
- Encourage the provision of pedestrian and bicycle networks in developing areas with safe, convenient access to sidewalks, bikeways and trails
- Maintain the current bike trail system and expand it to enable commuter use
- Provide public transportation at a scale appropriate for Derry Township, taking advantage of regional partnerships and collaboration



Sense of Place: Goals and Objectives

- Develop a highly connected local network, which provides a variety of route options. Ensure land use and transportation system are compatible
- Use technology to monitor and control traffic to reduce congestion, improve safety and promote walkability
- Leverage aspects of the Township multi-functional rights-of-way

Objective #1: Encourage the provision of pedestrian and bicycle networks in developing areas with safe, convenient access to sidewalks, bikeways and trails

Objective #2: Maintain the current bike trail system and expand it to enable commuter use within Derry Township.

Objective #3: Provide public transportation at a scale suitable for Derry Township, taking advantage of regional partnerships and collaboration

Objective #4: Develop a highly connected local transportation network that provides a variety of route options

Objective #5: Ensure land use and transportation systems are compatible

Environmental and Cultural Goals

- Require watershed based storm water management techniques with all new development
- Conserve important natural resources and conservation areas through environmentally-based development standards and protections
- Promote maintenance and retention of existing storm water management facilities throughout the Township
- Preserve open space, including the Swatara Creek Greenway, as visual, community- defining and recreational assets
- Support and retain productive farmland in the rural areas of the Township
- Provide incentives for green design and construction
- Minimize threats and impacts produced by rain events, run-off and flooding



Sense of Place: Goals and Objectives



Objective #1: Preserve, for the public benefit, the Swatara Creek floodplain and stream front areas; limiting the use of this valuable natural resource to open space uses, except in such cases where certain public utilities (which are not susceptible to flooding damage) must expand their existing operations in the floodplain or relocate within the flood-plain, for practical engineering reasons, to keep pace with the growth in Derry Township.

Objective #2: Preserve minor stream valleys and established drainageways; limiting the density and intensity of urban development in and around these areas.

Objective #3: Protect sensitive slopes and soils from urban development, with an emphasis of restricting development on Derry's extremely steep hillside areas.

Objective #4: Preserve woodlands in the context of providing sufficient open space and screening / buffering to serve the needs and desires of Township residents, as well as, to minimize siltation and erosion impacts.

Objective #5: Minimize siltation and erosion impacts from all land uses, both urban and agricultural.

Objective #6: Minimize urban land uses in areas of major rock outcroppings, sinkholes and poor drainage patterns.

Objective #7: Protect groundwater table levels relative to water usage from developments where no public water / sewer currently exists.

Objective #8: Preserve and protect sites of historic and cultural importance.

Information Technology Goals

- Support technology to stimulate businesses and institutional growth Encourage public private partnerships to enhance internet capacity and public wireless systems
- Improve effective and efficient Township operations by interconnecting systems and automating services
- Synchronize and analyze data to anticipate decision making instead of reacting to problems
- Utilize technology to help manage and improve traffic flow and safety

Land Use and Design

Derry Township's 17,500 acres is a combination of urban, suburban and rural life. As growth has moved outward, the Township has been able to maintain a mixture of development densities and building types, such as single-family homes, townhouses, apartments, office buildings and manufacturing facilities. However, the outward growth has resulted in development patterns that are less connected to each other and the historic villages. More importantly, the cumulative effect of numerous decades of the outward growth has begun to fragment the Township's sensitive and interconnected network of woodlands, hillsides, stream valleys and floodplains. The resulting fragmentation has diminished ecological value, tolerance to wet weather events such as summer storms and hurricanes and the memorable character of rolling, scenic landscapes.

Through this comprehensive planning effort, the Township has plotted an alternative course to growth. Future development in the Township will not happen solely in an outward fashion but will grow in - and to some degree - more densely. The traditional neighborhoods and villages will be emphasized and investments will be made to stimulate revitalization and redevelopment. Where outward growth occurs, which is expected, it will happen in a 'smart' or more respectful manner. This course of action will include targeted inward growth and conscious conservation grouped into various places to "grow," places to "reinforce," and places to "conserve." Pockets of dense mixed-use development will be set within a cohesive system of conserved open spaces and multi-functional greenways. A predominance of mixed-use neighborhoods is envisioned to be connected by local streets, sidewalks and bikeways. Development within a neighborhood should be compatible to other uses within the neighborhood and complementary to uses found in others. Neighborhoods will celebrate the adjoining open space areas by respecting natural landforms and ecological patterns. Finally, the community will place greater attention on the civic value of neighborhood design connectivity, building form, thoroughfare character and open space access. In return, the Township can realize time-efficient and cost-effective approval processes and practices.

The investigation of how and where future land use and housing have the opportunity to come together is detailed in the following narrative. This narrative explores - through text and diagrams - a series of key challenges and building blocks; a Nature of Place

Smart Growth

...

Incorporating Smart Growth Principles will ensure a balance between the protection of the natural environment and the stimulation of economic growth in a sustainable fashion. Smart Growth Principles are:

1. *Mix land uses*
2. *Take advantage of compact building design*
3. *Create a range of housing opportunities and choices*
4. *Create walkable neighborhoods*
5. *Foster distinctive, attractive communities with a strong sense of place*
6. *Preserve open space, farmland, natural beauty, and critical environmental areas*
7. *Strengthen and direct development towards existing communities*
8. *Provide a variety of transportation choices*
9. *Make development decisions predictable, fair, and cost effective*
10. *Encourage community and stakeholder collaboration in development decisions*

Sense of Place: Land Use and Design

diagram representing the Township's broad framework for community character; the Future Land Use Diagram detailing the delineation of geographic areas and an outline of preferred future land use patterns; a series of Mixed Use Areas; and considerations that diagram recommended areas associated with varying development approval processes. For reference, the Township watershed map is included in the Comprehensive Plan's appendix.



Nature of Place

The Township's Nature of Place Diagram provides a simplistic view of the community's sense of place. More importantly, the diagram represents the physical embodiment of the community's future growth framework. In flying over Derry Township, one could gain this "30,000-foot view" of where people have opportunity to live, where they work, and where there are areas primarily geared for conservation and recreation. Building upon the elements of Milton S. Hershey's model community objectives, there are places within the community that are generally intended for fulfilling resident needs and those that serve the thousands of visitors from the greater region. These activities identify all the aspects of community life including:

- Conserve: Managed, larger scale public and private open lands
- Recreate: Parks, playgrounds, trails and open spaces geared toward local residents
- Live: Neighborhoods where people reside
- Shop: Stores and services that support local and visiting consumers
- Eat: Destinations to dine or shop for food
- Work: Regional employment destinations and centers
- Learn: Institutions for everyday and/or specialized studying, training and wellness
- Play: Culture, wellness, entertainment and amenities that serve local residents and attract tourists from other regions

Through diagramming where the variety of these uses exists, a picture emerges capturing how a significant portion of Derry Township has evolved to become a mixed use community. This high level view, represented through the Nature of Place Diagram, is not a representation of the community's zoning, but instead the predominance of the daily ins and outs of Township life. The Nature of Place Diagram, shown on page 35, illustrates how resident and business activities exist under the guise of four different types of "Places."

Sense of Place: Land Use and Design



Typology 1: Conserve, Recreate, Live

These Places are represented by the presence of sensitive natural resources that shape the primary activities of conservation, locally focused recreation spaces, as well as more rural, low intensity residential areas that respects the presence of sensitive resources.



Typology 2: Live, Recreate

Residents have many choices of how and where to reside within Derry Township. These Places are represented by the neighborhoods that provide a variety of urban, suburban and semi-rural developments. Civic destinations geared to local residents can be found coursing through and between development.



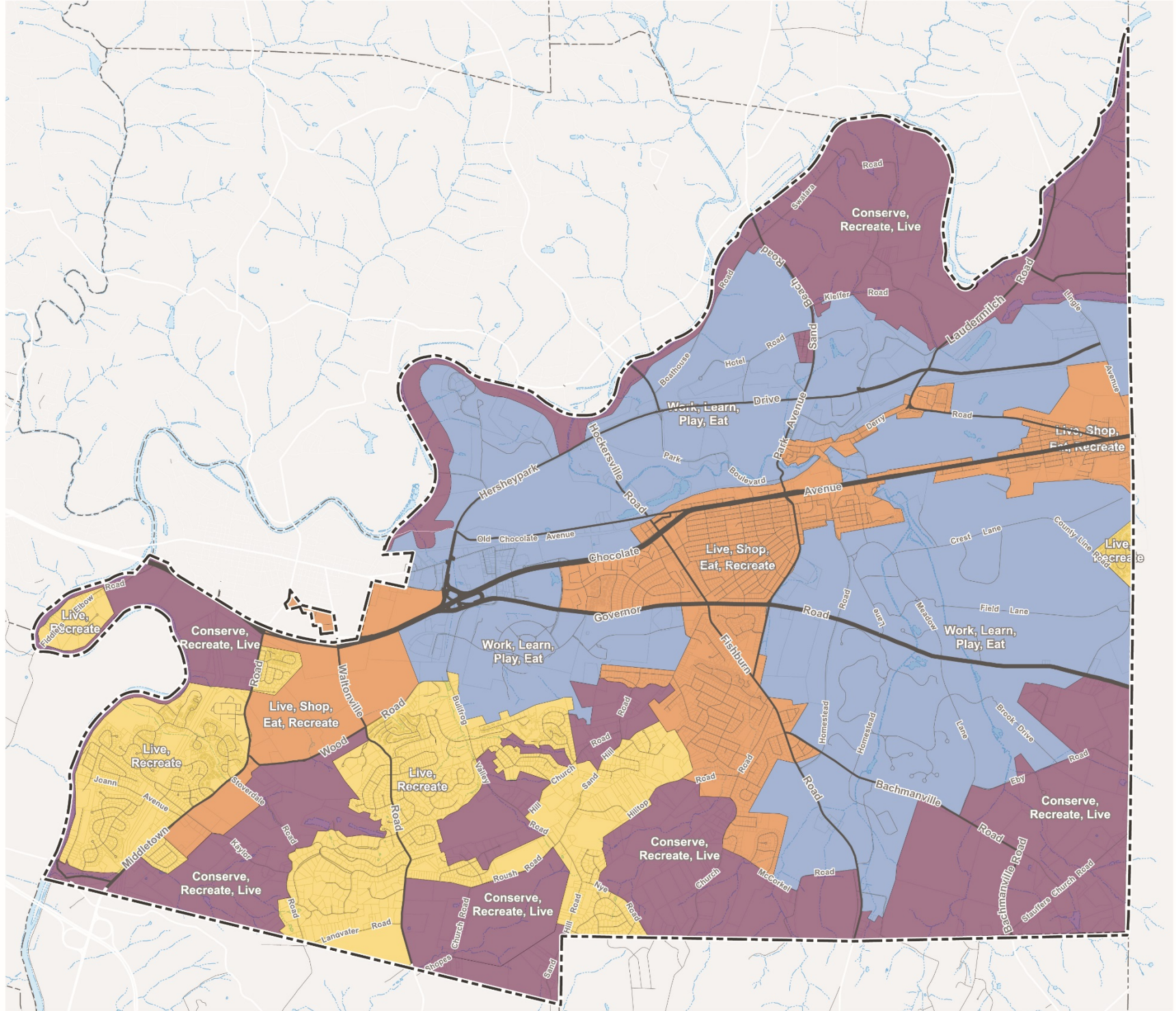
Typology 3: Live, Shop, Eat, Recreate

These Places are represented by a wide range of businesses, services and outings geared primarily toward local residents. Residential densities are aimed to complement the presence of urban and suburban development. Walkability is of paramount importance for a healthy community and in order to alleviate/minimize any further adverse impacts from overextended traffic capacities/congestion.



Typology 4: Work, Learn, Play, Eat

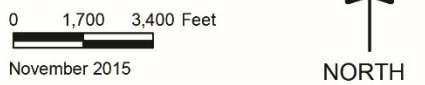
Derry Township is a daily destination for tens of thousands of employees and visitors and is home to an equal number of residents. Work hours and seasonal attractions influence many things. These identified Places commonly contain the seeds of the Township's cultural heritage. As these uses have taken root and expanded through the decades, the manner in which adequate infrastructure is provided ensures that these activities continue to succeed as well as complement continued growth and conservation of the Township's other landscapes.



- Legend**
- Derry Township
 - Surrounding Municipalities
 - Interstate Highways
 - US Highways
 - State Highways
 - Other Roads
 - Railroads
 - Lakes/Streams/Ponds
 - Conserve, Recreate, Live
 - Live, Recreate
 - Live, Shop, Eat, Recreate
 - Work, Learn, Play, Eat

NATURE OF PLACE DIAGRAM

Source:
 Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.



Sense of Place: Land Use and Design

Future Land Use

The way in which our environment is structured influences our behavior and the ways in which our community operates. Further, one of the primary notions of realizing high quality development is figuring out where development is least appropriate. By examining the Nature of Place diagram with a finer grain of detail (on a street-by-street or neighborhood-by-neighborhood basis), the Township's future land use and housing patterns emerge. The Township proposes a deliberate and conscientious framework for its future land use. Through this lens, tangible as well as intangible planning successes can result with:

- Better health for residents and the greater community
- Optimized infrastructure systems
- Reduced risk from environmental hazards
- Improved stewardship of the land
- Higher perceived value and quality

On the following pages, graphic and written concepts of future land use and, inherently, housing are outlined in context of sensitive natural systems, infrastructure access, and existing development intensities. Through these often overlapping influences, the Township is poised to welcome a continued combination of development and conservation. The recommendations of future land use aim to lay out a plan that can realistically and responsibly guide community decisions.

The following Future Land Use Matrix and Future Land Use Diagram are designed to work together to provide visual information and specific recommendations. The sequence of 1.1 to 1.4 (Planning Areas) indicates increasing development intensity. This pattern follows for the remaining Nature of Place typologies (2, 3, and 4). Consequently, grey text indicates common recommended land uses within each typology from the districts above; bold text indicates the recommended land uses that differ within each Typology. This highlights the changes from district to district.

The color progression on the Future Land Use Diagram also indicates development intensity. For instance, in the Conserve, Recreate, Live typology area (Typology 1), the lightest color indicates the areas where the least development intensity or density should occur; the darkest color indicates areas with the least environmental constraint and highest carrying capacity to support development - consequently,

the possibility of more intense development.

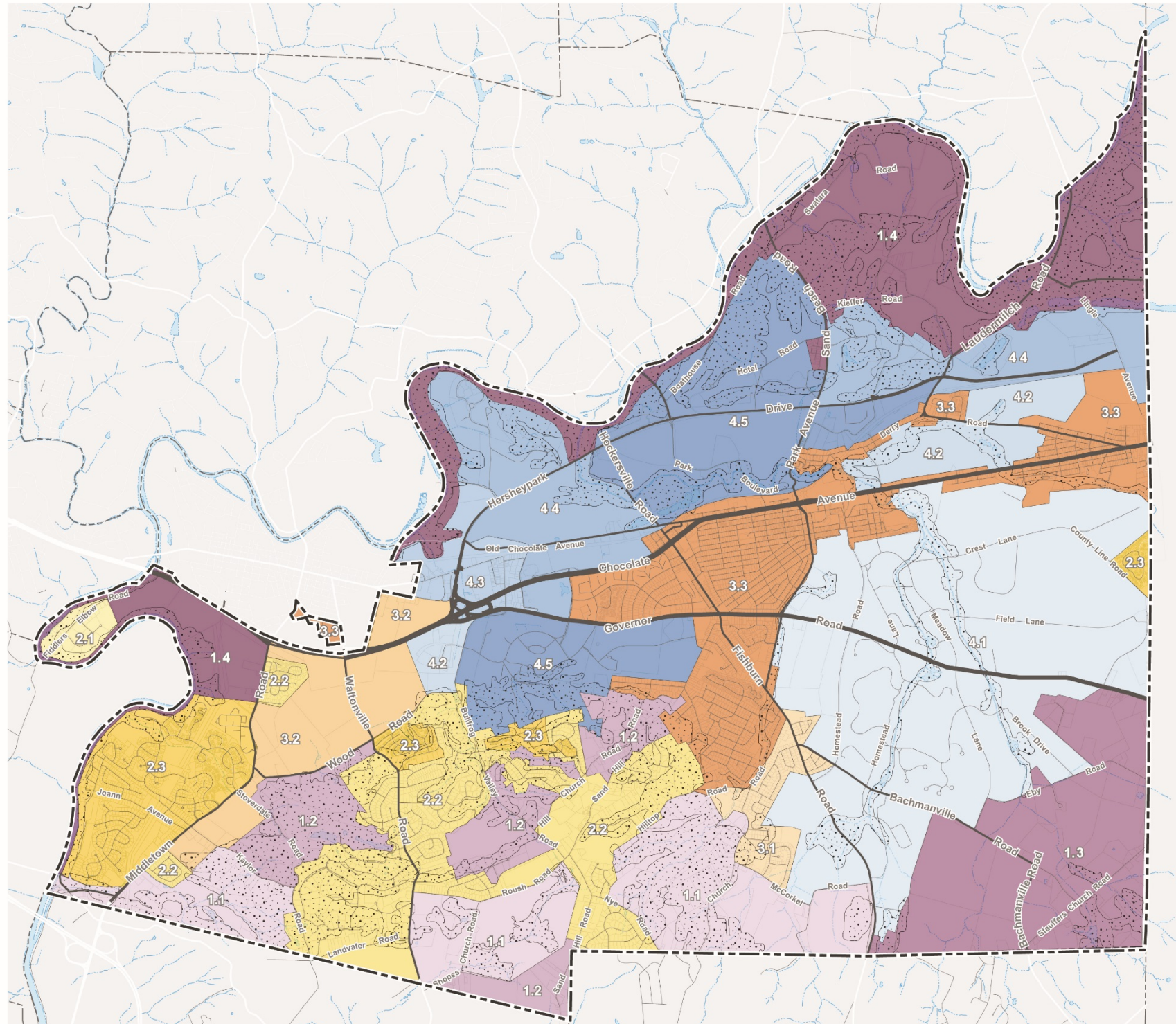
The primary actions recommended for the Township to pursue include to:

Update the Township Zoning Map to be consistent with the Comprehensive Plan future land use recommendations



Amend the Township Zoning Ordinance land uses, densities, dimensional standards and supporting regulations to be consistent with the Comprehensive Plan recommendations





Legend

- Derry Township
 - Surrounding Municipalities
 - Interstate Highways
 - US Highways
 - State Highways
 - Other Roads
 - Railroads
 - Lakes/Streams/Ponds
 - Sensitive Natural Systems
- Conserve, Recreate, Live**
- 1.1
 - 1.2
 - 1.3
 - 1.4
- Live, Recreate**
- 2.1
 - 2.2
 - 2.3
- Live, Shop, Eat, Recreate**
- 3.1
 - 3.2
 - 3.3
- Work, Learn, Play, Eat**
- 4.1
 - 4.2
 - 4.3
 - 4.4
 - 4.5

FUTURE LAND USE INCLUDING SENSITIVE NATURAL SYSTEMS DIAGRAM

Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

0 1,700 3,400 Feet
November 2015



Nature of Place	Planning Area	Recommended Land Uses*	Presence of Public Water & Sanitary Sewer	Development Density Range	Natural Resource Capacity Analysis Required**
Conserve, Recreation, Live	1.1	Playgrounds, Trails, Nature Preserves, Low-Intensity Institutional/Cultural/Educational Uses, Recreation-Related Commercial, Low-Density Single-Family Residences, Kennels, Veterinary Offices	Limited	1 unit per 5 acres	Yes
	1.2	Playgrounds, Trails, Nature Preserves, Low-Intensity Institutional/Cultural/Educational Uses, Recreation-Related Commercial, Low-Density Single-Family Residences, Parks, Ballfields, Membership Clubs	Limited	1 unit per acre	Yes
	1.3	Playgrounds, Trails, Nature Preserves, Low-Intensity Institutional/Cultural/Educational Uses, Recreation-Related Commercial, Low-Density Single-Family Residences, Camps, Campgrounds, Golf Courses/Clubs	No	1 unit per 5 acres	Yes
	1.4	Playgrounds, Trails, Nature Preserves, Low-Intensity Institutional/Cultural/Educational Uses, Recreation-Related Commercial, Low-Density Single-Family Residences, Parks, Duplexes, Camps, Campgrounds, Golf Courses/Clubs, Public Works, Cemeteries, Utility Structures	Limited	1 unit per acre	Yes
Live, Recreate	2.1	Playgrounds, Parks, Ballfields, Trails, Membership Clubs, Places of Worship, Agriculture, Low-Density Single Family Residences	No	1 unit per acre	Yes
	2.2	Playgrounds, Parks, Ballfields, Trails, Membership Clubs, Places of Worship, Agriculture, Moderate-Density Single-Family Residences, Duplexes	Yes	1 to 4 units per acre	Yes
	2.3	Playgrounds, Parks, Ballfields, Trails, Places of Worship, Moderate-Density Single-Family Residences, Duplexes, Townhomes, Apartments/Flats	Yes	2 to 8 units per acre	Yes
Live, Shop, Eat, Recreate	3.1	Playgrounds, Trails, Parks, Ballfields, Restaurants, Convenience Stores, Places of Worship, Daycare Centers, Neighborhood-Scale Retail-Office-Consumer Services, Moderate-Density Single-Family Residences, Duplexes, Townhomes and Apartments/Flats, Educational Institutions/Schools	Yes	2 to 8 units per acre	For development >2 ac
	3.2	Playgrounds, Trails, Parks, Ballfields, Restaurants, Convenience Stores, Places of Worship, Daycare Centers, Neighborhood-Scale Retail-Office-Consumer Services, Moderate-Density Single-Family Residences, Duplexes, Townhomes and Apartments/Flats (including Age-Restricted), Sandwich Shops, Coffeehouses, Taverns/Pubs, Green Grocers, Galleries, Vertically Integrated Mixed-Use Buildings	Yes	2 to 20 units per acre	For development >2 ac
	3.3	Playgrounds, Trails, Parks, Ballfields, Restaurants, Convenience Stores, Places of Worship, Daycare Centers, Educational Institutions/Schools, Sandwich Shops, Galleries, Coffeehouses, Taverns/Pub, Vertically Integrated Mixed-Use Buildings, Duplexes, Townhomes and Apartments/Flats (including Age-Restricted), Community-Scale Retail-Office-Consumer Services, High-Density Single-Family Residences, Cultural Institutions, Transit Centers, Grocery Stores, Studios/Artist Lofts, Funeral Homes, Structured Parking, Surface Parking, Cemeteries, Craft Industries (Millworking, Cabinetry, etc.), Hotels/Motels, Bed and Breakfasts, Brew Pubs	Yes	3 to 50 units per acre	For development >2 ac
Work, Learn, Play, Eat	4.1	Trails, Parks, Ballfields, Daycare Centers, Playgrounds, Community Gardens, Cultural Institutions, Educational Institutions/Schools, Golf Courses, Surface Parking, Structured Parking, Duplexes, Townhomes, Apartments/Flats, Dormitories	Yes	2 to 10 units per acre	Yes
	4.2	Trails, Parks, Ballfields, Daycare Centers, Playgrounds, Cultural Institutions, Duplexes, Townhomes, Apartments/Flats (including Age-Restricted), Golf Courses/Clubs, Regional-Scale Retail-Office-Consumer Services, Convenience Stores, Grocery Stores, Sandwich Shops, Coffeehouses, Taverns/Pubs, Restaurants, Medical Offices, Medical Research, Vertically Integrated Mixed-Use Buildings, Hotels/Motels, Professional Offices, Places of Worship	Yes	2 to 20 units per acre	Yes
	4.3	Trails, Parks, Ballfields, Daycare Centers, Regional-Scale Retail-Office-Consumer Services, Convenience Stores, Grocery Stores, Sandwich Shops, Coffeehouses, Taverns/Pubs, Restaurants, Medical Offices, Medical Research, Hotels/Motels, Campgrounds, Hospitals	Yes	>1 acre non-residential	Yes
	4.4	Trails, Parks, Ballfields, Daycare Centers, Regional-Scale Retail-Office-Consumer Services, Convenience Stores, Grocery Stores, Sandwich Shops, Coffeehouses, Taverns/Pubs, Restaurants, Hotels/Motels, Educational Institutions/Schools, Conference Centers, Processing and Manufacturing Plants, Research and Development Facilities, Warehouses, Distribution Facilities, Utility Structures	Yes	>1 acre non-residential	Yes
	4.5	Trails, Parks, Ballfields, Daycare Centers, Playgrounds, Community Gardens, Cultural Institutions, Regional-scale Retail-Office-Consumer Services, Conference Centers, Restaurants, Medical Offices, Hospitals, Medical Research, Research and Development Facilities, Vertically Integrated Mixed-Use Buildings, Hotels/Motels, Duplexes, Townhomes, Apartments/Flats, Dormitories, Structured Parking, Surface Parking, Utility Structures, Botanic Gardens, Arena/Stadii, Transit Centers, Heliports, Amusement Parks, Brewpubs, Breweries	Yes	3 to 50 units per acre	Yes

*Grey text indicates common recommended land uses within each category from the districts above; bold text indicates the recommended land uses that differ within each category

**A natural resource capacity analysis will be based on field surveys/assessments and should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

*** All Planning Areas are anticipated to be open for municipal services and a agriculture

Sense of Place: Land Use and Design



Conserve, Recreate, Live

1.1 There are three planning areas denoted as 1.1 – the first comprising the Township’s southwestern corner, the second also near the Township’s southern border between Waltonville Road and Bullfrog Valley Road and the third between Nye, Hilltop, McCorckle and the southern portion of Fishburn Road. The areas, totaling approximately 865 gross developable acres, are distinguished by their varying characteristics – agricultural or wooded rolling terrain with sporadic residential development. These rural areas have substantial steep slope complexes, sandy soils, karst geologies, floodplains and wetland networks equating to about 30% of the areas total acreage. Public sanitary sewers or public water services are limited or do not exist in these areas. Development potential is limited as a significant number of environmental constraints are present.

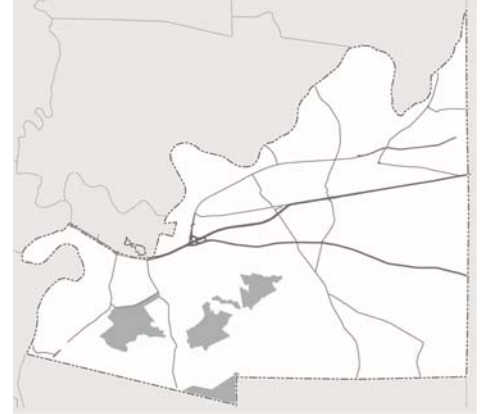
- Agriculture
- Municipal Services
- Playgrounds
- Trails
- Nature Preserves
- Low-Intensity Institutional/ Cultural/ Educational Uses
- Recreation-Related Commercial
- Low-Density Single-Family Residences
- Kennels
- Veterinary Offices

In general, resource conservation, passive recreational uses, forestry activities/operations and very low-density residential uses that respect natural systems, minimize grading and safeguard public safety are acceptable uses. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



1.2 In the southcentral reaches of the Township, there are three planning areas designated as the 1.2 future land use typology. The first area is located south of Wood and Middletown Road, the second is traversed by Hill Church Road/Bullfrog Valley Road and the third is at the southern most municipal perimeter just west of Sand Hill Road. Physical landmarks among these areas include Shank Park, the brownstone quarries and semi-rural residential development.

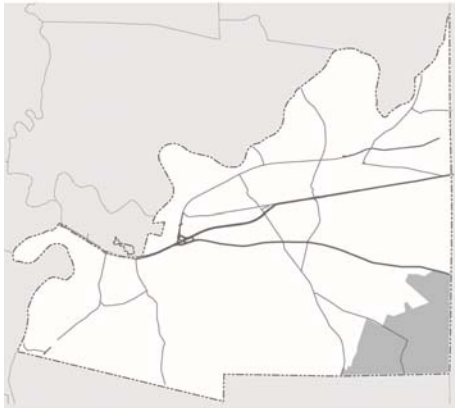
Further, these sparsely sewerred areas are characterized by steep slope complexes, highly erodible/sandy soils, floodplains and wetland networks. Thus, of the 1.2's total 195 gross developable acres, more than ½ of it is classified as sensitive natural resources. Adjacent development has occurred on lands with fewer environmental constraints and is served by public sanitary sewer and public water. Consequently, the area serves as an open space transitional area where resource conservation, passive recreational uses and low-density residential uses are acceptable. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



- Agriculture
- Municipal Services
- Playgrounds
- Trails
- Nature Preserves
- Low-Intensity Institutional/Cultural/Educational Uses
- Recreation-Related Commercial
- Low-Density Single-Family Residences
- Parks
- Ballfields
- Membership Clubs



Sense of Place: Land Use and Design



1.3 More than 1,000 acres of the Township’s southeastern corner form the 1.3 planning area. This portion of the community is notably more rural. Comprised of primarily farmland, some undulating topography exists along with headwaters of tributaries feeding Spring Creek East.

Less than 10% of these lands consist of dispersed steep slope complexes, floodplains and wetlands that create public health and safety concerns. Residential and managed agricultural activities occur and are anticipated to continue; public sanitary sewer and public water service is not available. The area is an extension of the surrounding agrarian landscapes. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

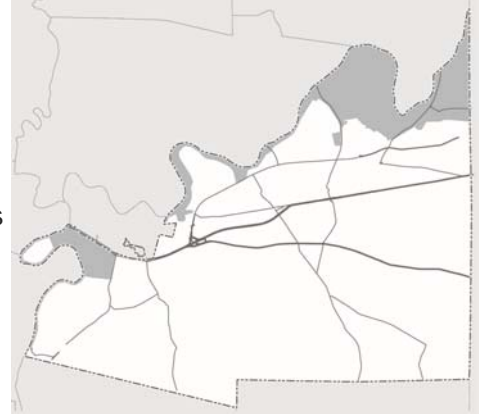
- Agriculture
- Municipal Services
- Playgrounds
- Trails
- Nature Preserves
- Low-Intensity Institutional/Cultural/Educational Uses
- Recreation-Related Commercial
- Low-Density Single-Family Residences
- Camps
- Campgrounds
- Golf Courses/Clubs



Sense of Place: Land Use and Design

1.4 Two 1.4 areas, presenting approximately 1,400 gross developable acres, are located along the Township's northern perimeter - the first, on the west side of Middletown Road and flanking the southern portion of Route 322, is generally known for its farmland landscape and geologic features including Indian Echo Caverns. A more expansive 1.4 area predominates the northernmost portion of the community. These lands consist of dispersed steep slope complexes, sandy soils and floodplains with inclusions of karst formations and former quarry areas. Sensitive natural systems comprise nearly 60% of the 1.4 planning areas. Grassy floodplains and slopes exist among a mixture of wooded and cleared land (generally not active farmland) in the vicinity of the banks of Swatara Creek. Sporadic institutional, planned campus development and managed agricultural activities occur; public sanitary sewer and public water service is largely unavailable.

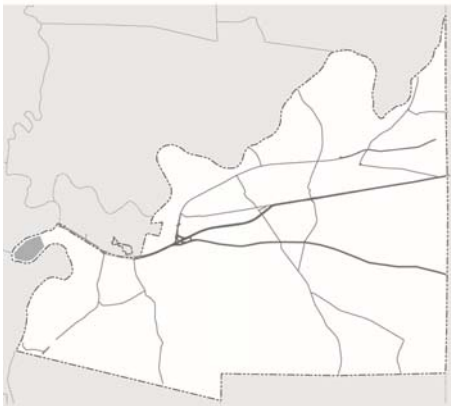
In the future, these areas host uses that are an extension of current low intensity patterns. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



- Agriculture
- Municipal Services
- Playgrounds
- Trails
- Nature Preserves
- Low-Intensity Institutional/Cultural/Educational Uses
- Recreation-Related Commercial
- Low Density Single-Family Residences
- Parks
- Duplexes
- Camps
- Campgrounds
- Golf Courses/Clubs
- Public Works
- Cemeteries
- Utility Structures



Sense of Place: Land Use and Design



Live, Recreate

2.1 In the far western portion of the Township, in the area of Fiddlers' Elbow, existing development is characterized by large lot single-family residential with no public sewer service. Poorly percolating soils set into place the need for the area's low density development. With these soils, septic systems need to be carefully designed, constructed and maintained. Low-density residential and natural resource-based recreational uses that respect natural systems and conserve the rural character of the area are acceptable future land uses. However, as a majority of the 5+ gross developable acres are classified as sensitive natural resources, a natural resource capacity analysis is very important for determining lot-specific development opportunities. The analysis should be completed based on field surveys/assessments to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

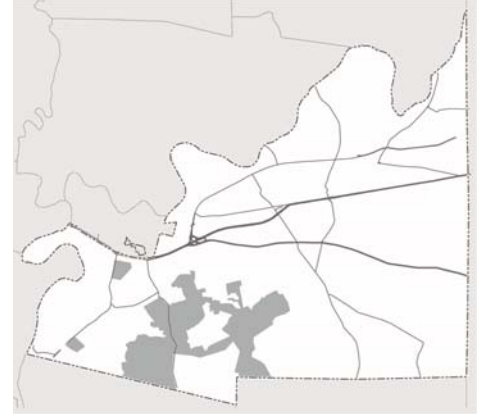
- Agriculture
- Municipal Services
- Playgrounds
- Parks
- Ballfields
- Trails
- Membership Clubs
- Places of Worship
- Agriculture
- Low-Density Single Family Residences



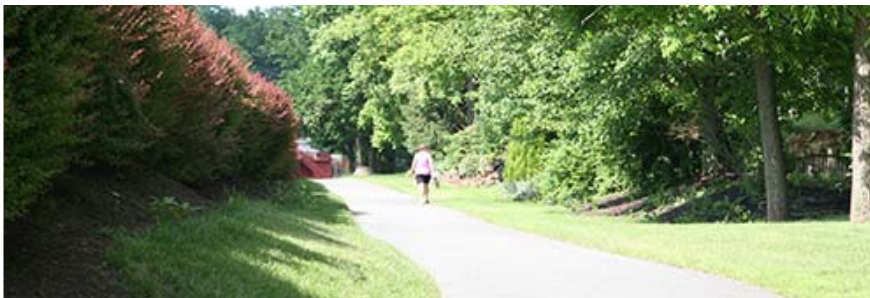
Sense of Place: Land Use and Design

2.2 Various planned single-family, duplex and townhouse residential developments exist in the northern and southern portions of Middletown Road, within the vicinity of Route 322 and Route 283 as well as in the Township's south central hills.

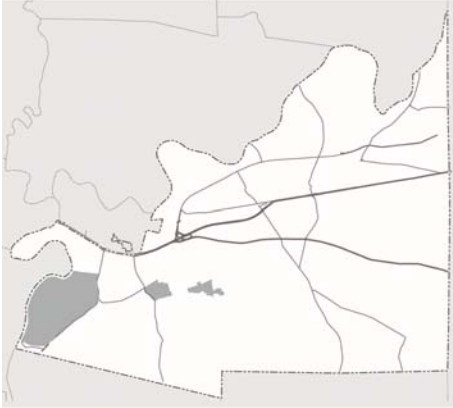
Approximately 50 acres of developable land remains within this planning area. The most unencumbered land is in the vicinity of Route 322; lands closer in proximity to Middletown Road have a greater number of instances for some concern. Public sanitary sewer is typically available and should be expanded to support future development and minimize environmental issues. Single-family residential uses, consisting of small to moderate lot sizes, flexible lot and street design - as well as passive and active recreational uses that respect natural systems - are acceptable uses. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



- Agriculture
- Municipal Services
- Playgrounds
- Parks
- Ballfields
- Trails
- Membership Clubs
- Places of Worship
- Agriculture
- Moderate-Density Single-Family Residences



Sense of Place: Land Use and Design



2.3 The 2.3 planning areas are predominately built out with a 77 lot development presently proposed at the corner site of “Camp Stoverdale”. Existing development is inclusive of a mixture of single family, townhomes, apartments and duplexes. In some cases, these areas represent patterns of planned residential development that has occurred within the community. Public sewer should continue to be used to support development and maximize the past infrastructure investment.

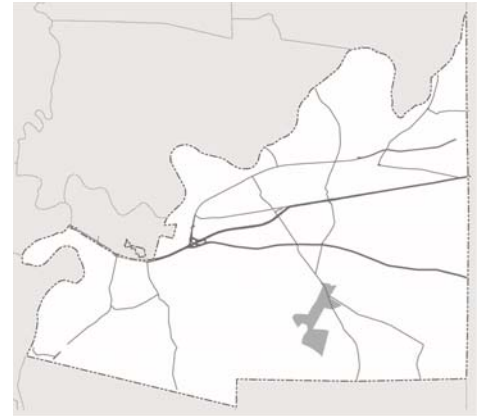
Interconnected neighborhoods containing mixed residential uses, consisting of single-family and multi-family dwelling units, small lot sizes, flexible lot and street designs, extensions of open space as well as passive and active recreational uses that respect natural systems are acceptable uses for infill development or redevelopment if it were to occur. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

- Agriculture
- Municipal Services
- Playgrounds
- Parks
- Ballfields
- Trails
- Places of Worship
- Moderate-Density Single-Family Residences
- Duplexes
- Townhomes
- Apartments/Flats



Live, Shop, Eat, Recreate

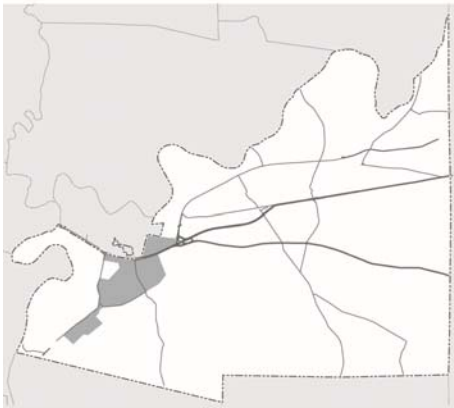
3.1 Beginning at the southern side of the Milton Hershey Township School District Campus between Fishburn Road and Bachmanville Road and extending south toward more undeveloped areas of the Township flanking the eastern and western sides of Fishburn Road, the 3.1 planning area possess about 350 acres of potential land for future development. This area is currently composed of moderate-density single-family residential, floodplains and agricultural /vacant land. Sewer and water service in this area and its proximity to the community's historic core provide opportunity for residential and non-residential expansion that benefit from the presence of existing infrastructure that can be extended to support future development. Moderate to high-density mixed residential uses, small-scale non-residential uses that support the surrounding neighborhood residents, as well as active and passive recreational uses are acceptable development patterns within the area. Neighborhood streets should be inter-connected and designed to be an extension of the traditional street grid. The street system and surrounding land uses patterns, however, should be respectful of any sensitive natural resources as they comprise a little more than 10% of the gross developable acreage. Traffic impacts and congestion on Fishburn and Homestead Roads should be minimized by the design of each development. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



- Playgrounds
- Trails
- Parks
- Ballfields
- Restaurants
- Convenience Stores
- Places of Worship
- Daycare Centers
- Neighborhood-Scale Retail-Office-Consumer Services
- Moderate-Density Single-Family Residences
- Duplexes
- Townhomes
- Apartments/Flats
- Educational Institutions/Schools



Sense of Place: Land Use and Design

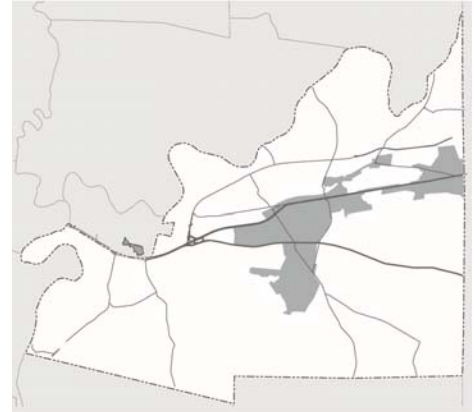


3.2 Situated between the western side of Waltonville Road and the eastern side of Middletown Road, agricultural uses, vacant lands and a number of commercial uses exist; public sanitary sewer is available for nearly 300 acres of potentially developable land and should be extended as appropriate to support future development. Moderate to high-density single-family and multi-family residential uses, small-scale non-residential uses that support the surrounding neighborhood residents, vertically integrated mixed-use buildings as well as active and passive recreational uses are acceptable within the area. Neighborhood streets should be inter-connected and designed to flow with the natural landform of the area and be respectful of any sensitive natural resources. Uses that generate more significant traffic volumes should be situated within a development in a manner to allow minimal impacts and congestion on Middletown and Waltonville Roads. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

- Playgrounds
- Trails
- Parks
- Ballfields
- Restaurants
- Convenience Stores
- Places of Worship
- Daycare Centers
- Neighborhood-Scale Retail-Office-Consumer Services
- Moderate-Density Single-Family Residences
- Duplexes
- Townhomes
- Apartments/Flats
- Sandwich Shops
- Coffeehouses
- Taverns/Pubs
- Green Grocers
- Galleries
- Vertically Integrated Mixed-Use Buildings



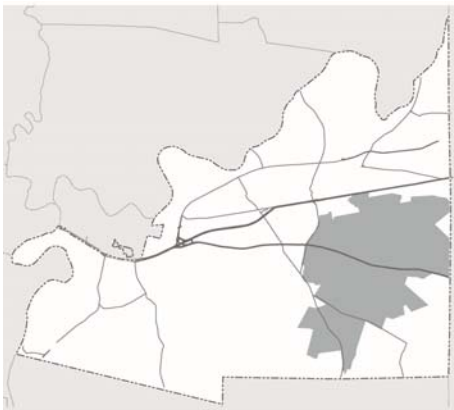
3.3 Mixed-use neighborhoods predominate the Hershey village as well as the Palmdale area. While there are a number of similarities in these two areas, characteristics such as Hershey’s sidewalks and multi-story buildings counter the absence of extensive sidewalks of Palmdale’s slightly more dense, 1-story buildings. The neighborhoods are largely built-out (extensively developed) and consist of residential and non-residential uses. With the exception of karst geology and some floodplains, no significant environmental issues are known to exist. Public sanitary sewer and public water exist. Moderate to high-density single-family and multi-family residential uses, small-scale and moderate-scale non-residential uses that support the overall community’s needs and vertically integrated mixed-use buildings as well as active and passive recreational and educational uses are acceptable future land uses. Street inter-connectivity should be largely maintained or enhanced based on the traditional neighborhood patterns. As with the past traditional development patterns, uses that generate more significant traffic volumes and subsequently greater parking demand should be situated in locations that minimize any future unwanted parking conflicts, impacts and/or congestion. Because of the developed character of the area, no natural resource capacity analysis needs to be completed prior to a redevelopment approval; however, the few undeveloped tracts that exist should be analyzed.



- Playgrounds
- Trails
- Parks
- Ballfields
- Restaurants
- Convenience Stores
- Places of Worship
- Daycare Centers
- Educational Institutions/Schools
- Sandwich Shops
- Galleries
- Coffeehouses
- Taverns/Pub
- Vertically Integrated Mixed-Use Buildings
- Cemeteries
- Community-Scale Retail-Office-Consumer Services
- High-Density Single-Family Residences,
- Duplexes
- Townhomes
- Apartments/Flats
- Cultural Institutions Transit Centers
- Grocery Store
- Studios/Artist Lofts
- Funeral Homes
- Structured Parking
- Surface Parking
- Craft Industries
- Hotels/Motels
- Bed and Breakfasts
- Brew Pubs



Sense of Place: Land Use and Design



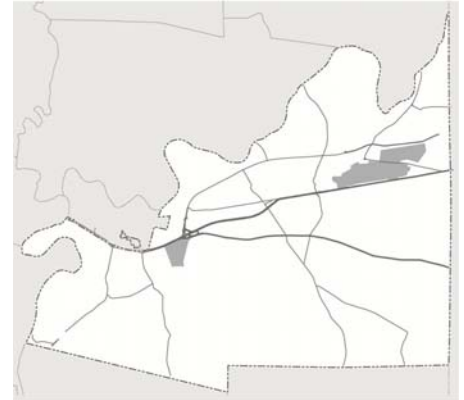
Work, Learn, Play, Eat

4.1 The pastoral Milton Hershey School and Hershey Country Club are predominate institutions within the 4.1 planning area. The Milton Hershey School campus largely consists of residences, educational facilities, non-residential support facilities, agricultural uses and vacant land. Some portions of the 1,300 acres of potentially developable land of this planning area do have floodplains, but their presence is not extensive. Public sanitary sewer and public water is available and should be extended to support future land uses as they may occur. Moderate to high-density mixed residential uses or classroom buildings, small-scale non-residential uses that support the school facility, as well as active and passive recreational uses are acceptable development patterns within the area. To ensure the continuity of surrounding mix of residential uses and densities as well as provide a transition between institutional and residential activity, development west of Homestead should reflect the extension of the Township’s Village character. Streets and bikeways should be inter-connected and designed to extend to other portions of the community and be compatible with any sensitive natural resources and the natural flow of the terrain. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

- Trails
- Parks
- Ballfields
- Daycare Centers
- Playgrounds
- Community Gardens
- Cultural Institutions
- Educational Institutions/Schools
- Surface Parking
- Structured Parking
- Duplexes
- Townhomes
- Apartments/Flats
- Dormitories
- Golf Courses



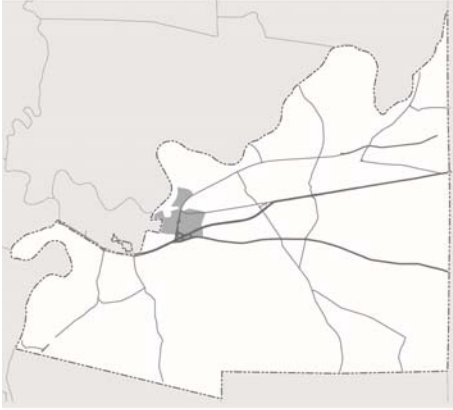
4.2 These lands consist of vacant/agricultural land, a church and the Hershey Center for Applied Research (HCAR) campus and form the Township’s western gateway that adjoins the Penn State Milton S. Hershey Medical Center (to the east). Public sanitary sewer and public water is available and should be extended to support future development. The highway interchange provides easy access to this portion of the Township. Moderate to high-density mixed residential uses, regional/community-scale non-residential uses that support the Penn State Milton S. Hershey Medical Center, the Township’s numerous regional visitors and the overall community, as well as active and passive recreational uses are acceptable development patterns among the 250 acres of undeveloped land present within this area. Streets, sidewalks and bikeways should be inter-connected and designed to extend to other portions of the community. The street system and surrounding land uses patterns, however, should be respectful of sensitive natural resources and the natural flow of the terrain. Uses that generate more significant traffic volumes should be situated within a development in a manner to allow minimize impacts and congestion on Waltonville and Bullfrog Valley Roads, Hersheypark Drive and Walton Avenue. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



- Trails
- Parks
- Ballfields
- Daycare Centers
- Playgrounds
- Cultural Institutions
- Duplexes
- Townhomes
- Apartments/Flats
- Golf Courses/Clubs
- Regional-Scale Retail-Office-Consumer Services
- Convenience Stores
- Grocery Stores
- Sandwich Shops
- Coffeehouses
- Taverns/Pubs Restaurants
- Medical Offices
- Medical Research
- Vertically Integrated Mixed-Use Buildings
- Hotels/Motels
- Professional Offices, Places of Worship



Sense of Place: Land Use and Design

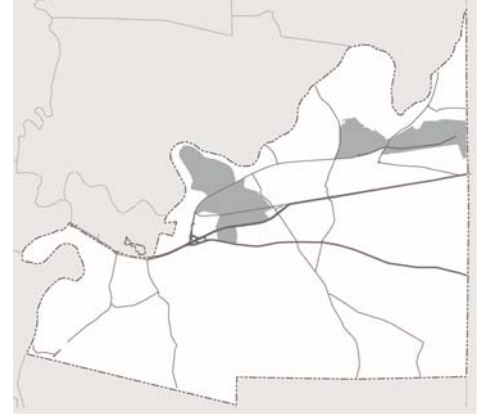


4.3 This planning area straddles the US 322/US422 interchange and is influenced by high traffic volumes and visibility. The area is largely built-out with regional/community-scale non-residential uses including the Penn State Hershey Rehabilitation Hospital. Public sanitary sewer and public water is in place to support future development or redevelopment. Regional/community-scale non-residential uses such as shops, restaurants, hotels and campgrounds that accommodate the Township's numerous regional visitors and the overall community are an acceptable land use mix within the area. Streets, sidewalks and bikeways should be inter-connected and designed to extend to other portions of the community. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

- Trails
- Parks
- Ballfields
- Daycare Centers
- Regional-Scale Retail-Office-Consumer Services
- Convenience Stores
- Grocery Stores
- Sandwich Shops
- Coffeehouses
- Taverns/Pubs
- Restaurants
- Medical Offices
- Medical Research
- Hotels/Motels
- Campgrounds
- Hospitals
- Utility Structures



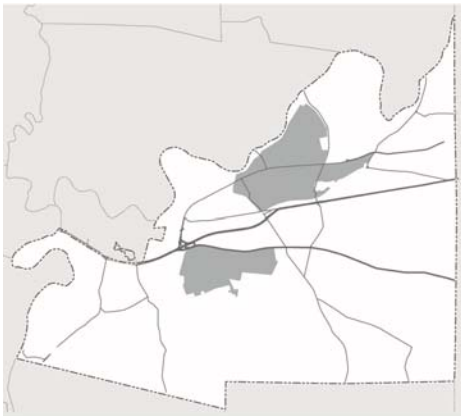
4.4 With a significant presence of vacant land (490 gross developable acres) in these two areas generally accessed by Hersheypark Drive, several large tracts are within a handful of owners. These areas also serve the Township’s large-scale non-residential uses such as manufacturing, warehousing, research and development and general office/administration needs and activities. Public sanitary sewer and public water is in place to support this relatively easily developable and accessible area. A mixture of regional/community-scale non-residential uses such as manufacturing plants, office parks, vocational schools, and warehousing are acceptable development types within these respective areas so long as the mixtures of uses are continuations of the traditional development patterns historically found in the respective areas. The street system and surrounding land use patterns should be respectful of sensitive natural resources and the natural flow of the terrain. Uses that generate more significant traffic volumes should be situated within a development in a manner to allow minimized impacts and congestion on the surrounding regional thoroughfares. Sidewalks and bikeways should be inter-connected and designed to extend to other portions of the community. A natural resource capacity analysis based on field surveys/assessments should be completed to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.



- Trails
- Parks
- Ballfields
- Daycare Centers
- Regional-Scale Retail-Office-Consumer Services
- Convenience Stores
- Grocery Stores
- Sandwich Shops
- Coffeeshouses
- Taverns/Pubs
- Restaurants
- Hotels/Motels
- Conference Centers
- Processing and Manufacturing Plants
- Research and Development Facilities
- Warehouses
- Distribution Facilities
- Educational Institutions/Schools
- Utility Structures



Sense of Place: Land Use and Design



4.5 This unique mixed-use area, one of the oldest commercial development districts in the Township, consists of existing hospitality, entertainment, recreation and supporting non-residential uses including the Penn State Milton S. Hershey Medical Center campus. Public sanitary sewer and public water is in place to support future development and redevelopment. The continuation of uses such as the hospital, amusement parks, golf courses, stadia, restaurants, hotels, shops and the like is an acceptable land use mix for the area. The street, sidewalk and bikeway system should be respectful of existing street network that surrounds the area; sidewalks and bikeways should be inter-connected and designed to extend to other portions of the community. As nearly 50% of the 740+ acres contain sensitive natural resources, a natural resource capacity analysis will shape the specifics of future land use development. The analysis should be completed based on field surveys/assessments to determine the actual buildable area or areas of disturbance area permissible on a parcel or tract of land.

- Trails
- Parks
- Ballfields
- Daycare Centers
- Playgrounds
- Community Gardens
- Cultural Institutions
- Regional-scale Retail-Office-Consumer Services
- Conference Centers
- Restaurants
- Medical Offices
- Hospitals
- Medical Research
- Research and Development Facilities
- Vertically Integrated Mixed-Use Buildings
- Hotels/Motels
- Duplexes
- Townhomes
- Apartments/Flats
- Dormitories
- Botanic Gardens
- Arena/Stadium
- Transit Centers
- Heliports
- Amusement Parks
- Structured Parking
- Surface Parking
- Brewpubs
- Breweries



Mixed Use Development

In considering the locations, extents, scale and densities of future land use, mixed use development is an integral component of Derry Township. There are several distinct patterns of mixed use development both today and in the future from which the community can punctuate its identified smart growth principles. The Comprehensive Plan encourages focusing first on strengthening the community’s core within additional growth being a secondary priority. The Township includes multiple areas of different mixed use character each with consideration for a complementing review process that recognizes the unique combination of land uses. These areas include:

- Hershey Mixed Use – the community’s geographic and historic core with downtown-oriented business and residences in varying intensities and neighborhood forms
- Palmdale – an organic evolution of development constructed over time
- Hersheypark Mixed Use – a combination of entertainment, restaurants, offices, shopping, infrastructure, and food service within an essentially planned environment
- Bullfrog Valley/Middletown Road Mixed Use – a greenfield area in the vicinity of the US Route 322/422 interchange that has the potential to support a variety of residential and non-residential uses. Whether supporting a resident of the hospital, a family, a patient, a young professional, or a visitor to the Hersheypark, the nature of uses in this area - the Township’s western gateway - could be similar to Downtown but with varying scales that other areas of the community do not support and which will be influenced by surrounding institutional, non-residential and residential areas

The primary actions recommended for the Township to pursue include to:

Delineate Mixed Use District boundaries on the Township Zoning Map

Create Mixed Use District Standards within the Township Zoning Ordinance to complement the intent of the mixed use areas outlined within the Comprehensive Plan

An illustration of the way that the Future Land Use and Mixed Use ideas work together is depicted on the following page. No matter the specific combination and intensities of development or the presence of adjacent existing development, sensitive



Sense of Place: Land Use and Design



natural systems present within mixed use areas will remain subject to the Township's environmental constraints process. The very nature of that process in scrutinizing the resources not previously disturbed by development provides an opportunity, in fact, to elevate the quality of future mixed use development.

Hershey Mixed Use

This Mixed Use District includes moderate to high density residential development with a broad range of non-residential and commercial uses aligned in a traditional downtown -type of environment. This District represents considerations for the Township's existing DC, VC, AR, MR, VR, NC, GC, ED, P, SR, CR and BO zoning classifications.



Bullfrog Valley/Middletown Road Mixed Use

The Bullfrog Valley/Middletown Road Mixed Use District includes moderate and higher density residential development with complementing non-residential and medical-oriented uses. This District represents considerations for the Township's existing A/CON, CR, BO, GC, NC, ED, AR, SR, RO and VR zoning classifications.



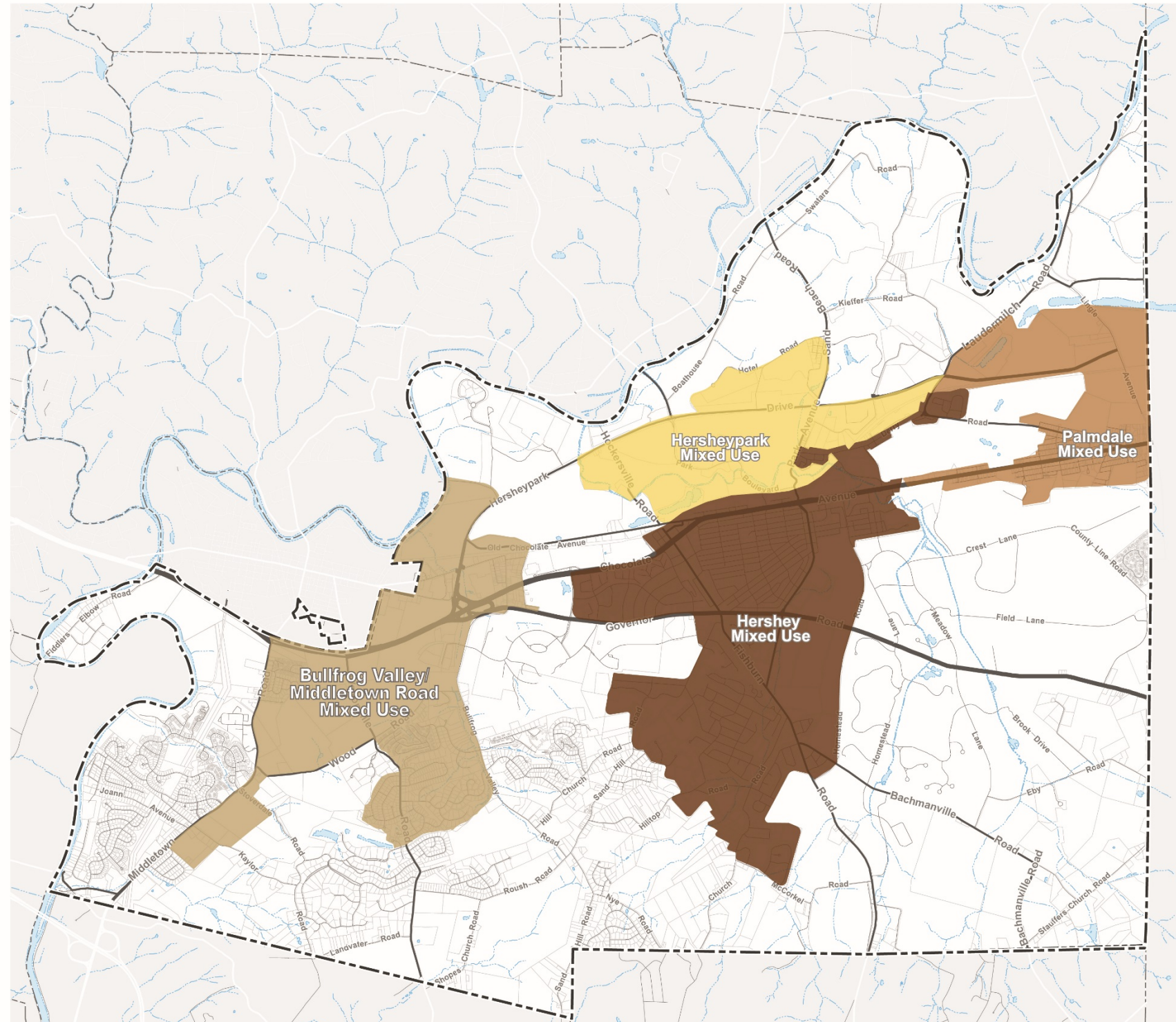
Hersheypark Mixed Use

Within a planned environment of commercial, entertainment and recreational uses, this District represents considerations for the Township's existing CR, CE, CG, GC, VR & ED zoning classifications.



Palmdale Mixed Use

The development within the Palmdale area is a tightly, knit combination of moderate intensity residential uses among integral commercial, downtown-esque development. This District represents considerations for the Township's existing A/CON, VR, NC, ED, I, and BO zoning classifications. This will also include consideration for large-scale industrial or campus-type uses along N. Lingle Avenue and Hersheypark Drive Extension.



Legend

- Derry Township
- Surrounding Municipalities
- Interstate Highways
- US Highways
- State Highways
- Other Roads
- Railroads
- Lakes/Streams/Ponds
- Hershey Mixed Use
- Bullfrog Valley/Middletown Road Mixed Use
- Hersheypark Mixed Use
- Palmdale Mixed Use





MIXED USE DEVELOPMENT DIAGRAM

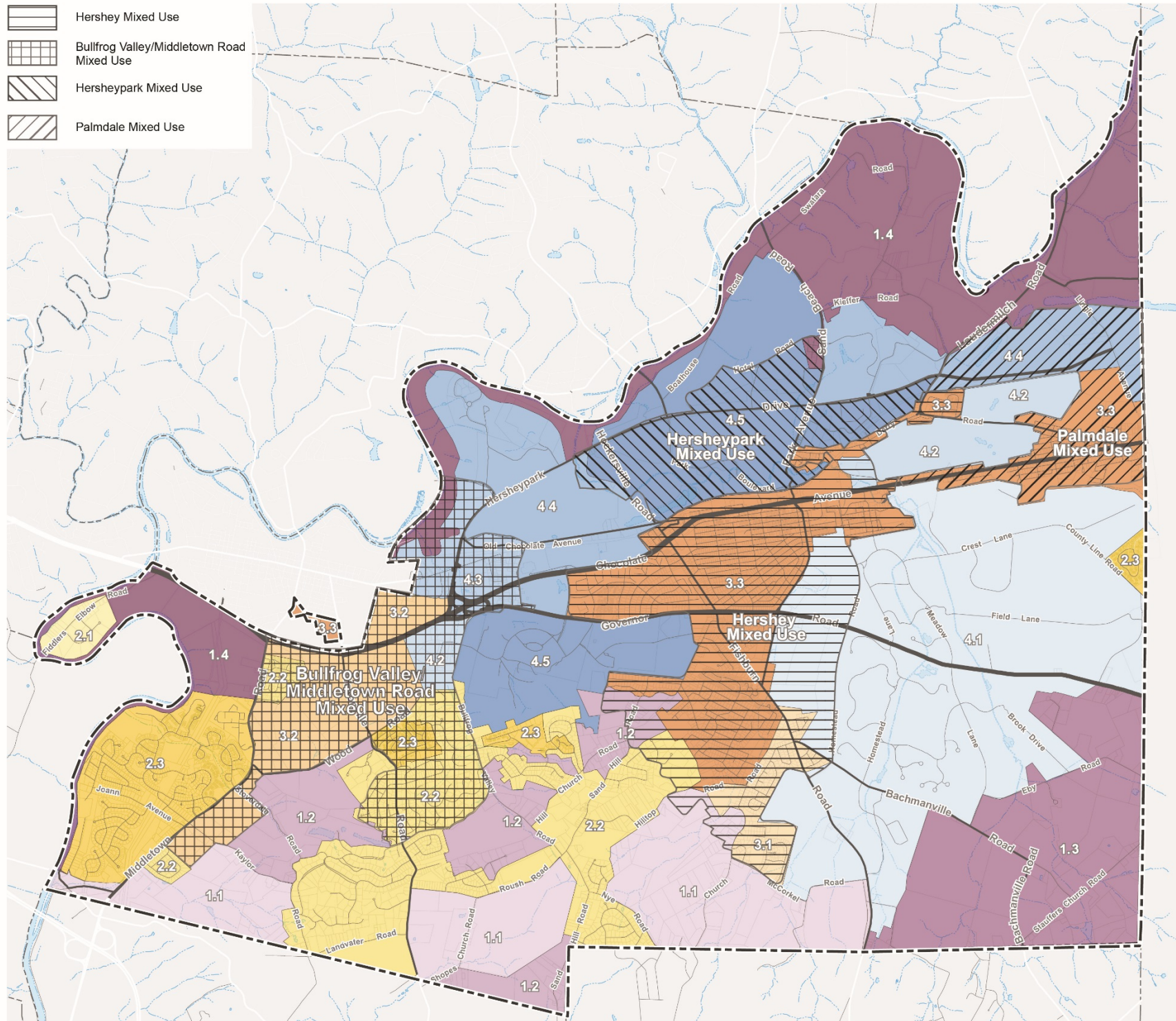
Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

0 1,700 3,400 Feet

November 2015



-  Hershey Mixed Use
-  Bullfrog Valley/Middletown Road Mixed Use
-  Hersheypark Mixed Use
-  Palmdale Mixed Use



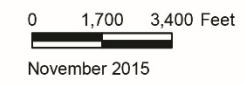
Legend

-  Derry Township
-  Surrounding Municipalities
-  Interstate Highways
-  US Highways
-  State Highways
-  Other Roads
-  Railroads
-  Lakes/Streams/Ponds

- Conserve, Recreate, Live**
-  1.1
 -  1.2
 -  1.3
 -  1.4
- Live, Recreate**
-  2.1
 -  2.2
 -  2.3
- Live, Shop, Eat, Recreate**
-  3.1
 -  3.2
 -  3.3
- Work, Learn, Play, Eat**
-  4.1
 -  4.2
 -  4.3
 -  4.4
 -  4.5

FUTURE LAND USE DIAGRAM INCLUDING MIXED USE OVERLAY

Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.



Development Approval Areas

How we build our community can influence how we spend our time. The way in which development occurs can bring people together or keep them apart. Stemming from considerations of the Township’s sensitive natural systems, nature of place, future land uses and housing, infrastructure service/capacity and mixed use areas, there is opportunity to align accompanying approval processes with the distinct and varying impacts of potential future development. Derry Township is largely mixed use with varying scale and density along with all of the characteristics of a traditional neighborhood development as defined by the MPC. Unique combinations of development scale, access and thoroughfares along with continued desires for quality construction and inviting civic spaces emphasizes why these development approval areas are significant. Thus, building on the community’s historic development patterns, traditional neighborhoods and notable architecture, the Township is able to draw upon conventional, legal tools within the MPC (that the Township has employed for years) with an expansion of other tools the MPC prescribes. Developing checklists associated with each of these approval processes would provide applicants and reviewers alike with a clear understanding of expectations and needed information so that informed decisions can be made. For each of these processes it is anticipated that there will continue to be preliminary and final reviews.

The primary actions recommended for the Township to pursue include to:

Legislate four additional Development Area Approval processes to be consistent with the Comprehensive Plan’s recommended Development Approval Areas



Establish updated Development Approval process administrative procedures and application requirements utilizing the traditional Neighborhood Development (TND) legislation of the PA Municipalities Planning Code and in an effort to streamline development review and approvals in the Township



The following diagram illustrates how specific areas of the community are categorized according to their recommended development approval process.

West - Master Plan

Under the guise of the MPC’s Traditional Neighborhood Development provisions, a simple 2-step approval process can introduce a 1)

Sense of Place: Land Use and Design

Master Development Plan phase that addresses all aspects of zoning upfront for Township-approval followed by a 2) Site Development Plan phase to address site specifics inclusive of a concurrent plan consistency review. Applicants will need to submit development guidelines (architectural, design, finishes, etc.) as part of their master plan. The consistency review conducted as part of Phase 2 provides the assurance that the previously approved master plan and proposed site plan go hand-in-hand. At the Site Development phase, items previously approved in the Master Plan (like development guidelines) would not be revisited unless the Site Development Plan is inconsistent with the Master Plan. The vision is that the specific application requirements will respond to the unique natural and geographic conditions in the area as well as the scale and style of the development.

Central - Site Development

Largely a developed area, it is anticipated that this area nearing build-out will be subject to future infill. In promoting the principles of smart growth, infill development standards can be established and incorporated into the Township's standard development review process. Master planning is typically not needed for this type of application but there will be a design review element with the Design Advisory Board in the Chocolate Avenue Preservation Overlay District.

North - Master Plan

As with the West Master Plan area, a two-step development approval process can be applied to this planned campus area. This approval process area should target the interweaving of many larger scale/regional destinations and connectivity needs found among a combination of non-residential uses. Specific application requirements should be outlined for items that are most applicable for inclusion as part of this planned campus area. As in the West Master Plan area, the vision is that the specific application requirements will respond to the unique natural and geographic conditions in the area as well as the scale of the development.

South - Master Plan

Similar to the West and North Master Plan areas, a two-step development approval process can be applied to this planned campus area. This approval process area should target the interweaving of many amenities and connectivity needs found among the combination of non-residential and residential uses. Specific application requirements should be outlined for items that are most applicable for submitting as part of this planned campus area. As in

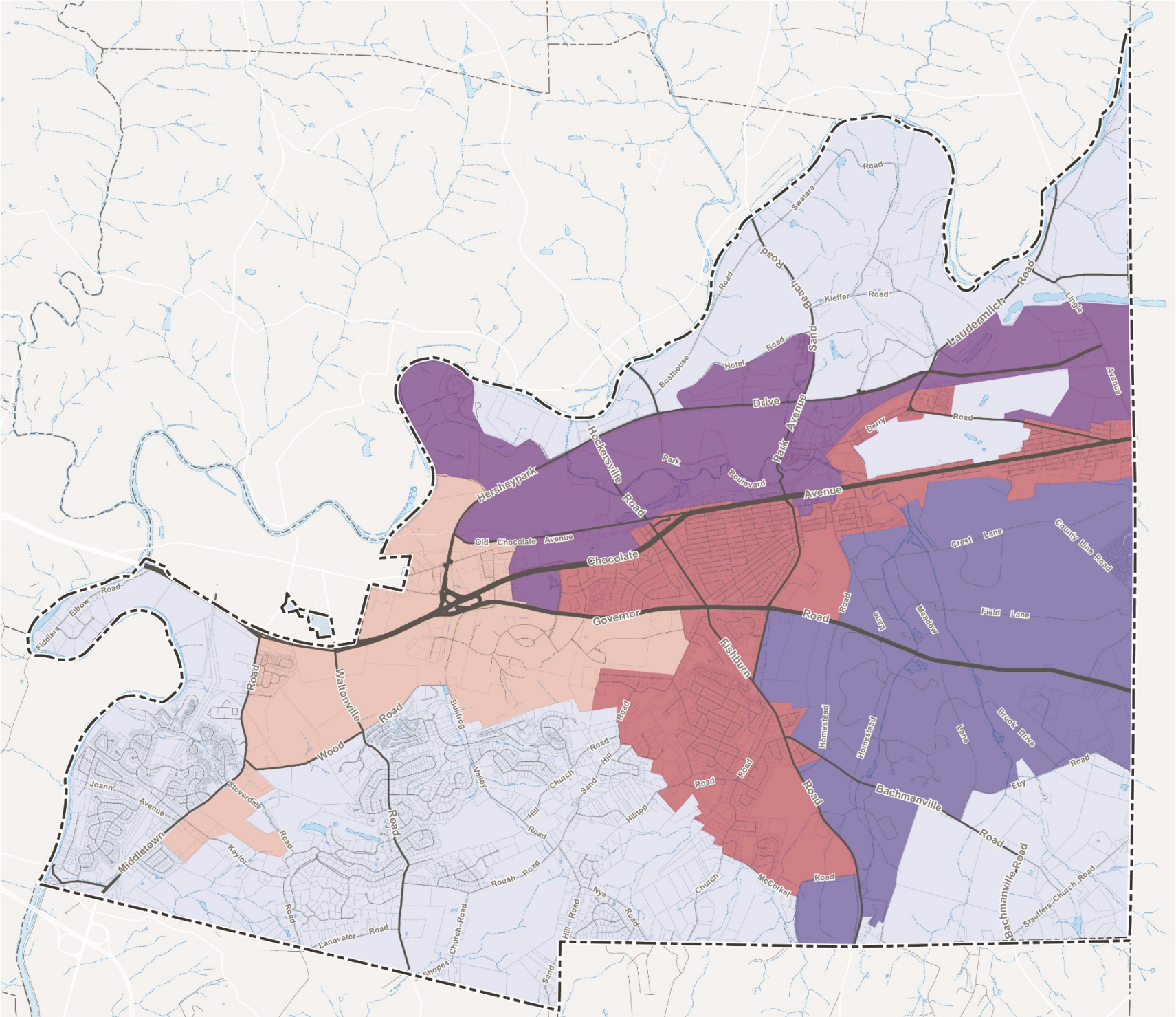
the West and North Master Plan areas, the vision is that the specific application requirements will respond to the unique natural and geographic conditions in the area as well as the scale and style of the development.

General Development

Throughout the remaining portions of the Township, it is recommended that the conventional approval process to which the Township currently utilizes be applied to those developments generally being submitted on a lot-by-lot basis and/or those developments not readily apparent they fit within the MPC's provisions for traditional neighborhood development. This approval process would also accommodate planned residential development where applicable.







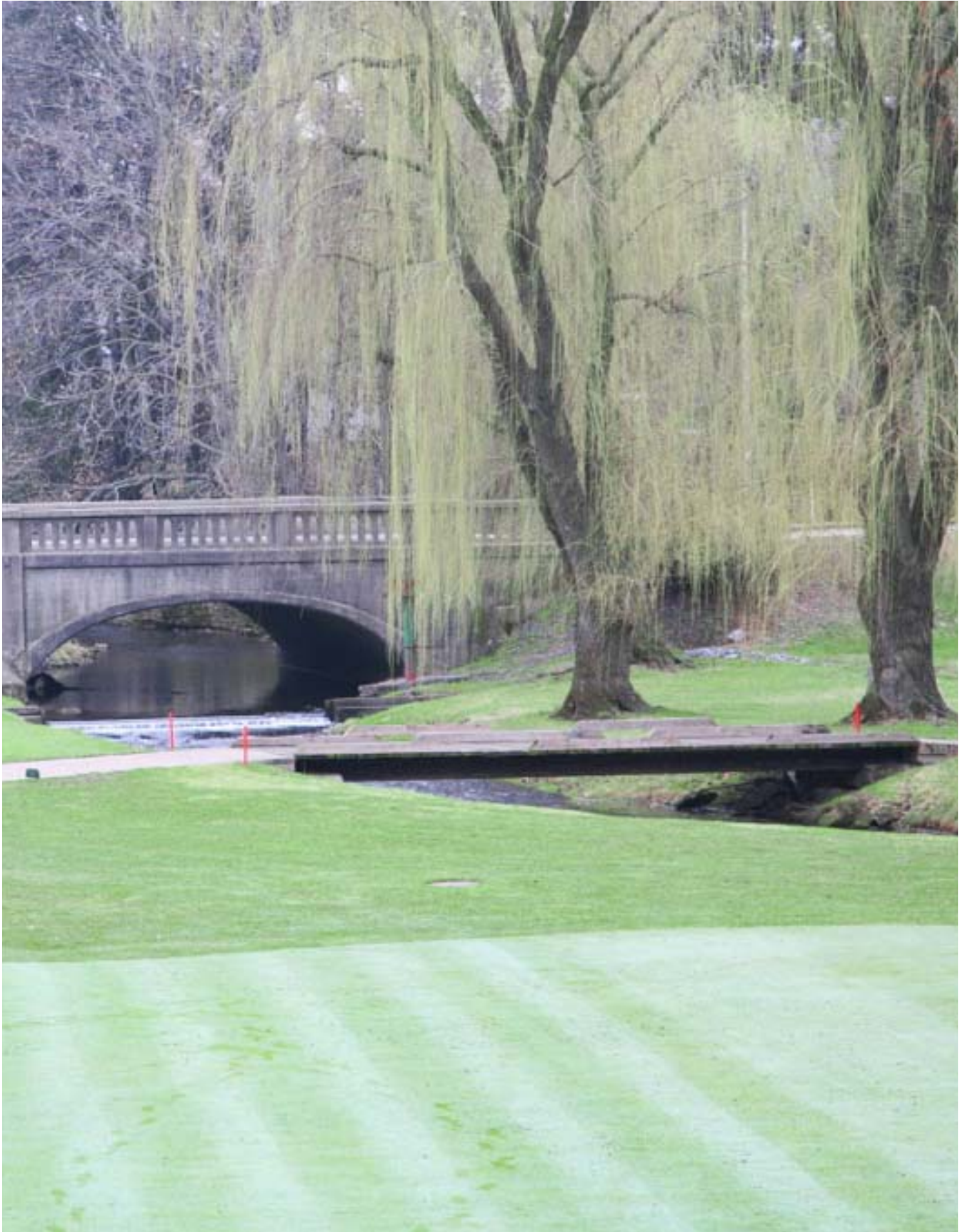
- Legend**
- Derry Township
 - Surrounding Municipalities
 - Interstate Highways
 - US Highways
 - State Highways
 - Other Roads
 - Railroads
 - Lakes/Streams/Ponds
 - North Master Plan
 - Central Site Development
 - South Master Plan
 - West Master Plan
 - General Development Approval

DEVELOPMENT APPROVAL AREA DIAGRAM

Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

0 1,700 3,400 Feet
November 2015







Additional Policy Considerations


In considering the relationships of land use, housing, public realm and the environment, this section discusses additional strategies that will be utilized to accomplish the desired goals and objectives of this Plan. As developed throughout the planning process, each recommendation has corresponding tasks to be considered during the implementation process. Tasks can be implemented in conjunction with or independently from one another.


Administering Planning Effectively

The primary actions recommended for the Township to pursue include to:


Create a Township Department led Comprehensive Plan Implementation Committee to ensure on-going tracking of plan initiatives  7

Prepare an annual report to identify Comprehensive Plan implementation progress and to use as an everyday working tool in context of community planning and development activities, reviews and private sector pursuits  8

Transform the Derry Idea Board to an on-going Township Department Development tool  9

Create a Stormwater Management Authority to ensure proper design, maintenance and function of the Township's stormwater management facilities  10

Building Character & Design – Considerations for Future Development

Revise current design guidelines for the Chocolate Avenue Preservation Overlay District.  11

Places for Consideration: Downtown

It is the intent of this strategy to provide revisions that require compliance with the design standards, rather than recommended a list of guidelines. Current guidelines tend to be too vague which presents issues of varying interpretations by both private developers and the Design Review Board. The revised regulations should describe the most critical issues to downtown character so that there is focus on those items during the review process. Diagrams, photos and sketches should be provided in the design standard pattern book to provide clarity in the vision of the downtown, and also to provide justification for the decisions made during the review process.

Sense of Place: Land Use and Design



Activity—Identify the predominant architecture in the downtown.

Many of the buildings in the downtown are designed to specific architectural styles that have been documented by the Pennsylvania Museum and Historical Commission (PHMC). Each architectural style that is identified should contain photos or diagrams, including a description of the main elements that make each of the architectural styles unique. This will distinguish the important architectural features that should be maintained on existing buildings, as well as what to replicate on new building construction.



Activity - Create a list of desirable building materials and design elements that are complement with the predominant architecture.

Building materials and design elements should complement with the predominant architecture that is identified for the downtown. The use of natural materials such as stone and brick are the prevalent materials used for many of the buildings in the downtown; therefore, these are the materials that should be encouraged over manufactured materials such as stone veneers, plastics, and vinyl-or aluminum siding.



There are several historic buildings remaining in the downtown, including the Post Office building, First United Methodist Church building and the Hershey Community Building that all contain natural stone work that could be utilized as a template for new development. Other projects to consider include the rehabilitation projects at the Hershey Press Building; the rehabilitation project at the former Chocolate Factory, now being converted to office space, and the construction of the Hershey Story Museum; all have maintained or replicated historic architectural styles.

Design elements including prominent entry ways that are oriented towards the public street and the use of features such as dormers, covered porches, and awnings are all commonly seen on many of the buildings in the downtown. These features should be focal points for new infill development and redevelopment of existing buildings. Window elements are also defining features of a building that should be preserved and acknowledged on all structures

within the Downtown. Windows should be provided at street level, to encourage store front type buildings. Where window space is not conducive, standards should be implemented to require innovative design features to prevent large, blank walls along public access areas.

Activity - Establish build-to-lines in lieu of traditional front yard setbacks.

Build-to-lines create a maximum setback for buildings from the pedestrian sidewalks, rather than the more traditional setbacks from property lines or street rights-of-way. This will create the opportunity for building lined streets that are often seen in more traditional downtown settings. Existing buildings which would be setback further than the build-to-lines would be afforded the opportunity to construct outdoor patios or courtyards for outdoor dining or seating areas which is also common to downtown areas.

Activity - Draft regulations that require complementing building mass and scale.

Requiring that all buildings contain complementing scale and massing features as those of neighboring buildings will result in a well-proportioned and unified building form for the downtown. One-story buildings should not be constructed in a downtown setting as they are more similar to suburban development and detract from the character of the downtown.

Considering the amount of land in the downtown available for infill or redevelopment, it would be appropriate to consider requirements for the articulation of building facades for large-scale uses, such as hotels, large retail uses, or dense residential apartment buildings. Options may include the requirement to provide structural offsets and vertical design elements, such as columns and piers that break up the façade into several smaller segments that is more indicative of the traditional scale of small downtowns. It is also possible to require large scale uses to be inset behind smaller storefronts which would maximize commercial space in the downtown, in addition to maintaining character of smaller scale buildings.

Activity - Establish regulations for streetscape design improvements in accordance with the Downtown.



Sense of Place: Land Use and Design

Many traditional downtowns see embellished streetscapes that include street trees, wider sidewalks to encourage walkability, streetlights, street furniture, art features such as fountains and statues, and public spaces such as porches, green spaces and small parks. These features play an important part of defining community character and are often opportunities to display the local heritage as evident by the “Kiss Streetlights”.

Street trees should be predominantly indigenous trees with shallow growing roots to prevent sidewalk damage. A list of acceptable tree types should be adopted that is consistent with or refers to the Township Street Tree Ordinance, or other regulations which may be in place at the time of implementation. Criteria permitting portable planters, window boxes or other landscaping features will allow for character improvement of the streetscape, but must also be required to not block pedestrian sidewalks or access ways.



Street furniture elements should be considered when determining the character elements of a downtown. Street furniture may include benches, sitting walls, trash receptacles, and eating tables. It may also include other pedestrian elements such as bus shelters or bike racks, both being important structures to a downtown in order to alleviate some of the demand for parking. These elements should generally be complementary to the predominant building materials. Such elements should be permitted within the front yard of a property, adjacent to pedestrian travel areas.

Public art features in the downtown play an important role in creating a sense of place by communicating local heritage and history to both residents and visitors of the Township. These features also create opportunity to provide way-finding elements for those trying to navigate town by foot. A desired list of public art elements should be included in the design standards. The opportunity for community organizations to gift public art to the Township should be embraced as a way to improve the character and sense of place in the downtown.

Activity - Improve on existing regulations for the design and screening of parking lots and parking structures.

One of the main improvements desired in the downtown is to improve walkability; however, the automobile will still remain a prevalent part of the downtown for the foreseeable future. For businesses in the downtown to flourish and for the safety of pedestrians in town, parking needs will need to be met and remain visible to motorists traveling to the downtown. Appropriate regulations should be implemented to soften the view of parking areas, with most of the parking being located behind or to the side of buildings and effectively screened. The use of masonry or brick walls offer opportunity to create the appearance of a continuous flow of building walls similar to traditional downtowns. In combination with the use of landscaping features, this will provide further screening of parking areas as well as add green elements to the downtown.

With one downtown parking structure already being utilized, identifying future locations for additional parking structures will be paramount to the downtown revitalization process. Drafting regulations that either require parking structures to be located to the rear of buildings or to contain store frontage on the first floor of the structures will maximize opportunity for commercial development in the downtown. Parking structures should contain similar requirements for the massing and scale of the structure, as well as for building materials that were previously discussed for infill and redevelopment of buildings in the downtown.

Activity - Draft regulations that allow for sufficient signage and lighting techniques, using elements that complement the predominant architecture of the downtown.

Lighting is an important element of building design for both aesthetic and safety purposes. There are generally two types of lighting that should be considered when drafting design



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standards, functional and accent lighting. Functional lighting would serve a specific purpose related to safety and identification. This would include lighting elements used in parking areas and pedestrian corridors, as well as those that are used in the identification of businesses through the illumination of signage. Period-style lighting should be recommended in the downtown areas to blend with the predominant architectural styles and should contain full-cutoff or shielded fixtures to prevent adverse glare. The use of neon or multi-color lighting elements, interior illumination of signage, digital signs with screens that can be changed and other lighting practices that are contradictory to the desired character of the downtown should be subject to specific revision process. Accent lighting serves as decorative features and is typically part of the building façade. These elements should be compatible with material and massing of the buildings where they are located.

Signage regulations in the downtown are Minor changes to include adding requirements to integrate external sign lighting with the lighting elements of the building. Wall signs could be integrated into the material and design elements of a building façade, while window or projection type signs catered towards the pedestrian should be encouraged.

Activity - Determine a plan for the provisions of green design elements in new and altered building construction.

With the potential for redevelopment and the increase in development densities of the Downtown, it is important to provide for innovative stormwater management solutions that use the limited space available in the downtown. These elements may include the use of green roofs or other means of roof stormwater collection systems. Additionally, the Township should research opportunities to provide incentives to developers that provide appliances and equipment that put less strain on public utilities and infrastructure.



Review existing zoning regulations and make appropriate revisions to lot requirements, (setbacks, impervious coverage and other dimensional requirements) in order to permit property improvements that are consistent with historical development patterns.

Places for Consideration:

1. Downtown area - The majority of properties have been

developed prior to zoning regulations; residential areas contain similar regulations to the suburban neighborhoods under the Village Residential District.

2. Palmdale area – Similarly to the Downtown, the majority of properties have been developed prior to zoning regulations and contain restrictions similar to the suburban neighborhoods of the Township.
3. Areas which contain neighborhoods that were developed under prior zoning ordinances and were subject to subsequent revisions that resulted in larger setbacks than what were developed following plan approvals.

The residential neighborhoods in the Downtown and Palmdale areas, for example, are subject to the regulations of the Village Residential Zoning District. The regulations relate more to the suburban neighborhoods of the Township, many of which share the same zoning classification. The majority of the properties in the Downtown and Palmdale areas already encroach on setbacks and exceed impervious coverage limitations which have been designated under current zoning. In other neighborhoods, development regulations have changed from those regulations that were in effect at the time of subdivision and land development approvals. Often times, the changes resulted in greater setback requirements than when the developments were constructed.

In both of these circumstances, the properties became nonconforming uses at the time of adopting zoning regulations. As nonconforming uses, these dwellings are limited to the amount of expansion that can occur on the property, many times requiring approvals from the Zoning Hearing Board. In many of these cases, proposals would be consistent with the character of the neighborhood. These discrepancies should be eliminated to allow landowners to improve their properties and afford the opportunity to stay marketable against newer home construction in the Township. Consideration should still be given to the scale and character of neighboring properties when considering potential revisions to Township ordinances.

Activity – Inventory the residential neighborhoods of the Township to identify predominant development patterns and make appropriate changes to the zoning requirements in order to maintain existing community character.

Once the inventory is complete and patterns are identified, the appropriate changes can be implemented through text



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amendments to the Zoning Ordinance. It may be necessary to consider changes to the zoning district classifications to better differentiate between the older, village style neighborhoods from those of the more modern, suburban developments of the Township.

Activity – Review existing zoning policies regarding the side and rear yard setbacks for detached accessory uses.

In the developments that have rear access via an alley network, reducing setbacks for detached garages would be appropriate so that the garage may be in proper relation with the existing garages that have been developed over time. By requiring greater setbacks than what has been historically developed, the character of the neighborhood is being adversely altered and greater impervious coverages are being encouraged as a result of the longer driveways necessary to access the garages.

Under present zoning regulations, the setbacks for detached accessory uses are similar or only slightly less than the rear and side yard requirements of principal uses. As a result, detached uses, such as storage sheds, would need to be located either directly behind the principal building or near the middle of the rear yard. Such uses may benefit from reduced side or rear yard setbacks, similar to those patterns that have developed over time, either prior to zoning requirements or prior to the review of zoning permit applications. Depending on utility easement locations and other limitations such as floodplains and steep slopes, all properties may not be able to benefit from reduced setback regulations for detached accessory uses.

Activity – Review existing zoning policies regarding front yard special exceptions.

Under present zoning regulations, there are front yard setback exceptions that permit buildings to be located closer to front property lines, in order to be in proper relation with neighboring buildings. This currently requires a special exception approval from the Zoning Hearing Board. Since locating buildings in proper relation to surrounding buildings would maintain community character, it would be appropriate to consider streamlining the review process and permit such exceptions by right .

Establish design guidelines and regulations for mixed-use neighborhoods and mixed-use buildings in identified target growth areas of the Township.



Places for Consideration:

1. With an objective to create a true downtown center, the Downtown area has been identified for its potential to contain mixed-use buildings to emulate the traditional, small town character and to provide for additional services to meet the future needs of the residents and visitors; mixed-use buildings would primarily be permitted in the Village Core and Downtown Commercial districts.
2. Hersheypark Drive Corridor has been identified for its potential to contain mixed-use, commercial type buildings; there is vacant land along the corridor that is currently zoned Commercial Recreation and Economic Development.
3. Medical Center/Research Park (HCAR) Area has been identified for its potential to create a mixed-use zoning overlay district; vacant land currently exists in the Business Office/Research Overlay district. The Applied Research facility already contains a mix of land uses.
4. Middletown Road corridor has been identified for its potential to create planned, mixed-use centers; primarily in the vacant lands located in the Neighborhood Commercial district; however, there is also vacant land that is being actively advertised for sale in the Economic Development district as well.
5. The Palmdale area has been identified for its potential to create concentrated commercial activities rather than scattered and isolated uses that exist along East Chocolate Avenue. It is also an objective to support multi-family residential density to support the commercial activities in the area. Permitting mixed-use buildings would enable implementation of this objective for the neighborhood; vacant land and infill potential exists along the East Chocolate Avenue corridor in the Neighborhood Commercial district.

Mixed-use buildings are frequently identified as “live-work units”. These types of uses offer a dual purpose of developing smaller retail, restaurant or office spaces on the first floor of the building and residential uses on the upper floors. The residential components are either occupied by the owner of the business or are leased to occupants for income opportunity. These types of uses provide housing choice as well as the opportunity for economic development,



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in areas such as the Downtown and in Palmdale. They also tend to maximize the use potential of a property which is especially important in providing the density needed to support a vibrant downtown.

On a larger scale, mixed-use neighborhoods combine residential and neighborhood commercial type uses that provide services to the residents of the development and to visitors. These types of developments tend to promote walkability through the interconnection of streets that are lined with sidewalks and pedestrian trails. Lastly, they tend to create a sense of place through design standards that are unique to the development. The PA Municipalities Planning Code identifies these types of developments as Traditional Neighborhood Developments, or TND's. The reference to "traditional" refers to a return to the development patterns that were seen in older, village style neighborhoods. These patterns include the development of a grid pattern of interconnected streets as well as provisions that require dwellings to be accessed by rear alleys, similar to what we see in the neighborhoods adjacent to the Downtown. These types of developments also encourage mixed-uses with commercial services in close proximity to residential areas, also similar to the patterns we see in the Downtown.

Activity – Identify properties that are conducive to the development of TND's; draft and implement a TND Ordinance that is compliant with the standards of the MPC.

Properties that are suitable for the development of TND's include those properties that are already zoned for development and are near existing public infrastructure, including major roadways and existing water and sewer facilities. This would create less expenditure on extending roads and public services, as well as prevent the rezoning of lands which are currently zoned for agriculture or conservation. Larger land parcels, generally greater than 25 acres, would be more conducive to TND's, as these types of developments require providing a dense residential population to keep the commercial uses profitable. Areas already near denser residential populations and commercial workforces could also be conducive to TND development.

The MPC requires that new TND development be permitted through the use of overlay zoning districts. Additionally, the MPC has a list of requirements pertaining to the design standards and conditions for TND development and approvals. Through the permitted design standards, TND's provide opportunity for defining the character of new

development. With higher densities recommended, it will enable more efficient use of land and will meet or exceed the population and housing projections for the Township.

Activity – Review existing zoning policies relative to mixed-use ratio requirements and determine appropriate revisions in order to enable live/work buildings in the Downtown and Palmdale areas.

Mixed-use ratios have been established in order to control the density of development on properties in districts that would permit the mixing of uses; this includes the Downtown Commercial and Village Core districts. However, the ratios are inconsistent with traditional downtown development densities and would often prevent mixed-use buildings without first obtaining relief from the Zoning Hearing Board. To be consistent with the goals of this chapter and in order to provide for a vibrant downtown community, these regulations should be reviewed and revised accordingly to permit live/work buildings in the downtown.

The Palmdale area has seen increases in building conversions from residential to commercial space along the East Chocolate Avenue corridor. Many of the buildings see the residential character being preserved with the commercial conversions. Similarly to the downtown, allowing opportunity for the provisions of live/work units would increase housing choice and provide opportunity for economic development in the Palmdale area. Changes to existing zoning regulations along the corridor would need to be made since current zoning prohibits residential uses



Preservation of Open Space & Rural Character

Review existing regulations and develop appropriate revisions to existing buffer requirements in order to preserve scenic vistas and rural areas of the Township.



Places for Consideration:

1. The Hersheypark Drive Corridor contains an objective to preserve bucolic open spaces in order to preserve its rural identity and their visual impacts on the Corridor.
2. The Route 743 South Corridor contains an objective to preserve open spaces and to provide buffer elements in order to provide visual and safety benefits to the corridor.

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The existing buffer areas established by zoning requirements are intended to preserve the rural character of the areas that are described in the Zoning Ordinance. The only permitted uses within the buffer areas are agricultural uses, conservation areas, as well as the conservation of open space, water, soil and wildlife resources. The only exceptions made are in circumstances that may be necessary to provide access to the property and enable utility placement. These buffer areas could be extended to include lands along Hersheypark Drive and Route 743 South, to preserve the viewsheds along both corridors.

Activity – Require buffer areas between developments of higher densities to screen uses from developments of lower densities.

In addition to the added buffer areas described above, consideration should also be given to extend buffer areas to higher density developments in order to create transition between those of a lower density. This would screen denser uses from view in attempt to preserve the character of existing developments. Requirements to provide landscaping features in buffer areas would implement this strategy.



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Connect and expand the Township walking and biking trails as a unique identifying character element in the Township.

Places for Consideration: All planning districts.

This strategy serves multiple purposes that include providing pedestrian connections to services and amenities, providing alternatives to automobile travel and promoting additional opportunities for a healthy, active lifestyle that are important to many residents in the Township. Walking and biking paths have become an identifying feature in what makes Derry Township unique. In the community survey, 37% of the respondents identified the walking/ bike paths in their list of the five most liked features in the Township; while 68% feel that increasing opportunities for walking and biking is important.

Activity – Establish trail connections that are consistent with the Township, County and neighboring municipal Park and Open Space plans.

The Township Parks and Recreation Department has identified the need to update the existing Recreation, Parks and Open Space Master Plan since many of the connections identified in the current plan have been completed. These efforts were in the preliminary discussion phase at the time of writing this plan. Providing for future trail connections

offers opportunity to think regionally, by reviewing County and neighboring municipal Park and Open Space plans for the potential to provide connections outside of Township boundaries.

The Dauphin County Parks, Recreation, Open Space & Greenways Study, approved in April of 2009, identifies several recreational/cultural greenway elements in Derry Township, in addition to the Township trail system. The County defines recreational/cultural greenway elements as being those elements which support human activity; provide low impact recreation opportunities and provides “quality of life” benefits that are identified in the Study. The first greenway element is the Horse Shoe Trail which is a 140-mile long path that connects the Appalachian Trail in Dauphin County to the Valley Forge National Historical Park in Chester County. This trail runs through Derry Township starting along Sand Beach Road and meanders through the Township, eventually into Lebanon County in the area of Route 322. The Trail is the only trail in Dauphin County that is maintained for pedestrian and equestrian use. The second greenway element identified is the Swatara Creek/Union Canal Greenway and Water Trail which extends 21 miles through the County and provides connection to Boat House Road Park in the Township. These two greenway elements present an opportunity for future trail improvements and connections to the Township trail system, as well as implementation of elements in the County study.



Promote agricultural and agritourism uses as a cultural resource in the Township’s rural areas.



Places for Consideration: All districts, coinciding with the Agricultural/Conservation zoning district.

Activity - Revise zoning regulations in the Agricultural/Conservation district to permit agritourism uses.

Agritourism can be defined as any use related to a working farm that is intended to draw visitors to the farm for the purchase of products created by the farming activities on the property and to serve as a source of supplemental income to the farmers. These uses can include wineries, produce stands, farmers markets and u-pick operations. While not a prevalent use in the Township at the time of writing this plan; recent trends in neighboring communities have seen increases in agritourism uses, particularly related to viticulture and wine making. Additionally, there appears to be an increase in the demand for the consumption of locally produced and





Transportation and Public Realm

Transportation planning is an integral component of a comprehensive plan. Land use decisions shape the origins and destinations of future trips, while improvements to the transportation network can influence future land use decisions. Municipalities can minimize congestion and provide more transportation choices by planning a connected transportation network that serves a mix of land uses in close proximity to each other.

Derry Township is served by a network of township-owned and state-owned roadways. In general, the state owned roadways serve a regional role and provide mobility to travel quickly between communities. The local network primarily serves shorter local trips and provides access to destinations in the community.

Key Points

The key considerations for the community to meet it's current and future transportation needs include the following:

1. Connect residents to schools, jobs, and other destinations within Derry Township and the surrounding Capitol Region.
2. Provide safe and convenient access to Derry Township for residents of surrounding communities that travel here regularly to work, shop, or recreate; as well as for out-of-town visitors that travel here for the tourist attractions and regional health care facilities.
3. Strengthen bicycle and pedestrian connectivity within the community to improve safety, quality of life and public health
4. Support the goals laid out in the Downtown Hershey Master Plan for continued revitalization of Downtown Hershey.
5. Provide a framework for future growth and development in the Township that is consistent with the vision and land use goals laid out in this Comprehensive Plan.

Transportation

Existing Roadway Network

Within the overall network each roadway serves a different purpose. All PennDOT roadways are assigned a functional classification. The two major considerations in the functional classification of roadways are access and mobility. Roadways that provide a high level of access to adjacent properties are less effective in providing travel

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mobility over longer distances. In developed areas the roadways fall into four functional classification groups:

- **Principal Arterials** provide a high level of mobility and a low level of access. They carry the heaviest traffic volumes and serve the longest distance trips.
- **Minor Arterials** accommodate trips of moderate length at a lower level of mobility than principal arterials.
- **Collector Roads** provide connections between local roads and the arterial system. Frequent access is provided to local roads so mobility is limited.
- **Local Streets** provide direct access to homes and businesses. Local streets are not intended to provide regional mobility.

PennDOT *Smart Transportation Guidebook* provides further distinction between roadway types based on the transportation context of each roadway. For example, PennDOT may classify a specific highway as a regional arterial because its primary role is to serve long distance/high speed trips. However, where that highway passes through a community that segment may serve primarily low-speed local trips and should not be designed like a high-speed arterial. Comparing the existing condition roadway characteristics to the various options presented in Table 5.1 of the *Smart Transportation Guidebook*, the Township's roadways best fit the following categories, as described below:

- **Regional Arterial**, traffic volumes of 10,000 to 40,000 vehicles per day, intersection spacing of 660 to 1,320 feet, a desired operating speed of 30-55 mph, and a description as follows: *“Roadways in this category would be considered “Principal Arterial” in traditional functional classification.”*
 - Route 322 Expressway
- **Community Arterial**, traffic volumes of 5,000 to 25,000 vehicles per day, intersection spacing of 300 to 1,320 feet, a desired operating speed of 25-55 mph, and a description as follows: *“Often classified as “Minor Arterial” in traditional classification but may include road segments classified as “Principal Arterial.”*
 - Governor Road (S.R. 322)
 - Chocolate Avenue (S.R. 422)
 - Hersheypark Drive (S.R. 39/S.R. 2016/S.R. 743/S.R. 2036)
 - Hershey Road (S.R. 39)
 - Laudermilch Road (S.R. 743/S.R. 2012)
 - Fishburn Road (S.R. 743)

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- Middletown Road (S.R. 2003)
- Park Avenue (S.R. 743)
- Lingle Avenue (T-594)
- Park Boulevard (T-504)
- **Community Collector**, traffic volumes of 5,000 to 15,000 vehicles per day, intersection spacing of 300 to 660 feet, a desired operating speed of 25-55 mph, and a description as follows: *“often similar in appearance to a community arterial. Typically classified as Major Collector.”*
 - Old W. Chocolate Avenue (S.R. 2018)
 - Cocoa Avenue (S.R. 743)
 - Walton Avenue (S.R. 2018)
 - Waltonville Road (S.R. 2005)
 - Bullfrog Valley Road (T-502)
- **Neighborhood Collector**, traffic volumes of <6,000 vehicles per day, intersection spacing of 300 to 660 feet, a desired operating speed of 25-35 mph, and a description as follows: *“similar in appearance to local roadways. Typically classified as Minor Collector.”*
 - Wood Road (S.R. 2006)
 - Sand Beach Road (S.R. 2015)
 - East Derry Road (S.R. 2012)
 - Hockersville Road (S.R. 2011)
 - Bachmanville Road (S.R. 2011)
 - Homestead Road (T-596)
 - Church Road (T-568)
 - Fiddler’s Elbow Road (T-390)
 - Roush Road (T-345)
 - Briarcrest Drive (T-321)
 - Sand Hill Road (T-566)
 - Kaylor Road (T-344)
 - Stoverdale Road (T-494)
 - Deer Run Drive (T-401)
 - Hanover Street (T-422)

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- Hilltop Road (T-351)
 - Hill Church Road (T-363)
 - Areba Avenue (T-711)
 - Hotel Road (T-579)
 - University Drive (T-320)
 - Hope Drive
- **Local Road**, traffic volumes of <3,000 vehicles per day, intersection spacing of 000 to 660 feet, a desired operating speed of 20-30 mph.
 - Gravel Road (S.R. 2014)
 - East Mansion Road (T-578)
 - Stauffers Church Road (T-325)

A complete inventory of the existing roadway network is included within the Comprehensive Plan Appendix for reference. The inventory includes the following data for each roadway segment:

- Segment length
- Ownership
- Posted speed
- Average daily traffic
- Number of travel lanes
- Pavement condition
- Predominant directional orientation

Levels of Service

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in the chart below, based upon Exhibits 18-4 and 19-1 of the Transportation Research Board's *Highway Capacity Manual 2010*. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length,

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the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

LEVEL OF SERVICE CRITERIA

UNSIGNALIZED AND SIGNALIZED INTERSECTIONS

The following chart summarizes the levels of service at intersections throughout the Township based on data compiled from traffic studies conducted throughout Derry Township.

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Intersection	Analysis Year	AM LOS	PM LOS	Source
Middletown Road & Route 322 WB On-Ramp	2008	A	A	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Middletown Road & Route 322 EB Off-Ramp	2008	F	F	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Middletown Road & Wood Road	AM: 2008 PM: 2015	F	D	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc. AM: US 322 Improvements Feasibility Study (Buchart Horn, Inc.) PM: Supplemental Analysis for 2015 Comprehensive Plan Update
Middletown Road & Stoverdale Road	2015	--	A	Supplemental Analysis for 2015 Comprehensive Plan Update
Middletown Road & Locust Lane/Kaylor Road	2015	--	A	Supplemental Analysis for 2015 Comprehensive Plan Update
Waltonville Road & Route 322 WB Off-Ramp	2008	D	F	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Waltonville Road & Route 322 EB On-Ramp	2008	C	D	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Waltonville Road & Wood Road	2008	E	C	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Bullfrog Valley Road & Wood Road	2008	F	E	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Bullfrog Valley Road & Life Lion Drive	2008	A	B	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Bullfrog Valley Road & Hill Church Road	2013	A	A	Transportation Impact Study for The Enclave at Hershey Prepared by TPD
Bullfrog Valley Road & Roush Road	2013	A	A	Transportation Impact Study for The Enclave at Hershey Prepared by TPD

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Sand Hill Road & Roush Road	2013	A	A	Transportation Impact Study for The Enclave at Hershey Prepared by TPD
Sand Hill Road & Hill Church Road	2013	A	A	Transportation Impact Study for The Enclave at Hershey Prepared by TPD
Hersheypark Drive & Walton Avenue	2013	C	D	Walton Avenue Corridor Alternatives Study Prepared By: Herbert, Rowland & Grubic, Inc.
Walton Avenue & Main Street	2013	B	B	Walton Avenue Corridor Alternatives Study Prepared By: Herbert, Rowland & Grubic, Inc.
Hersheypark Drive & Old Chocolate Avenue	2012	A	A	Traffic Impact Assessment for Select Medical Prepared By: Trans Associates
W. Chocolate Avenue & Lucy Avenue	2008	B	B	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
W. Chocolate Avenue & University Drive	2008	C	E	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
W. Chocolate Avenue & Ridge Road	2012	--	C	Transportation Impact Study for Chipotle Prepared by TPD
Hockersville Road & Areba Avenue	2011	A	F	Transportation Impact Study for Springwood Hospitality Prepared by TPD
Governor Road & Bullfrog Valley Road	AM: 2008 PM: 2012	B	D	AM: US 322 Improvements Feasibility Study (Buchart Horn, Inc.) PM: Transportation Impact Study for Centric Bank (TPD)
Governor Road & University Drive	2005	C	C	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Governor Road & Centerview Lane	2008	B	C	US 322 Improvements Feasibility Study Prepared By: Buchart Horn, Inc.
Governor Road & Cherry Drive	2011	B	C	Kray Development Site Transportation Impact Study Prepared By: Grove Miller Engineering, Inc.
Governor Road & Fishburn Road	2011	D	E	Kray Development Site Transportation Impact Study Prepared By: Grove Miller Engineering, Inc.
Governor Road & Cocoa Avenue	2011	C	C	Kray Development Site Transportation Impact Study Prepared By: Grove Miller Engineering, Inc.
Cherry Drive & Sand Hill Road	2011	B	C	Kray Development Site Transportation Impact Study Prepared By: Grove Miller Engineering, Inc.
Fishburn Road & Sand Hill Road	2011	B	C	Kray Development Site Transportation Impact Study Prepared By: Grove Miller Engineering, Inc.
Fishburn Road & Cocoa Avenue	2011	C	E	Kray Development Site Transportation Impact Study Prepared By: Grove Miller Engineering, Inc.
Lingle Avenue & Gravel Road	2013	A	A	Traffic Impact Study for Building C, East Point Trade Center Prepared By: McMahon Associates
Lingle Avenue & Hersheypark Drive	2013	B	B	Traffic Impact Study for Building C, East Point Trade Center Prepared By: McMahon Associates
Lingle Avenue & E. Chocolate Avenue	2013	C	C	Traffic Impact Study for Building C, East Point Trade Center Prepared By: McMahon Associates

The LOS results summarized in the chart above are displayed graphically on the following pages.

Evaluation of Existing Circulation Issues

Derry Township has actively worked over the past several years to identify congested intersections and corridors where and evaluate potential solutions. The following intersections and corridors have been identified as critical locations for evaluation and future circulation improvements.

Walton Avenue & Hersheypark Drive

The signalized intersection of Walton Avenue & Hersheypark Drive is located approximately 500 feet from the adjacent signal at Walton Avenue & Main Street. Due to the close proximity of the two intersections and nearby driveways there has been chronic congestion in this area. A 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc. identified short-term, mid-term, and long-term improvements to improve safety and traffic flow between the two intersections. The short term improvements recommended in the study are expected to be implemented over the next two years. Upon completion of these improvements the corridor should be re-evaluated to prioritize the recommended mid-term and long-term improvements accordingly.

Governor Road (S.R. 322) Corridor

Governor Road (S.R. 322) is a community arterial highway serving regional long distance traffic. It also serves an important local role in providing access to the campuses of the Milton S. Hershey Medical Center, Milton Hershey School, and Derry Township School District, as well as other local commercial and institutional land uses. As a result of these dual roles, the corridor experiences congestion during peak periods of traffic on weekdays. Optimizing and coordinating the existing traffic signal timing plans may improve peak hour traffic flow along the corridor.

It may be possible to reduce the need for short local trips to travel on Governor Road by improving the connectivity of the surrounding roadway network. A future extension of Hope Drive to Fishburn Road would allow traffic from the Hershey Medical Center campus to access Fishburn Road without utilizing Governor Road. Any future development between Cocoa Avenue and Homestead Road should include inter-connected neighborhood streets that serve as an extension to the traditional Hershey Village street grid.

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Fishburn Road (S.R. 743) Corridor

Fishburn Road is a community arterial roadway that provides access to neighborhoods in the south central section of the Township. There are existing traffic signals where Fishburn Road intersects Governor Road (S.R. 322) and Cocoa Avenue. A new traffic signal is planned for the intersection of Fishburn Road & Homestead Road. There are no existing traffic signals or roundabouts on Fishburn Road that provide access to the neighborhoods to the west.

In response to a survey question, residents in the south central section of the Township identified the intersection of Fishburn Road & Church Road as a high priority for future roadway improvements. Church Road serves as a potential access point to Fishburn Road from the adjacent neighborhoods, but the existing alignment of the intersection is not desirable because it intersects Fishburn Road at a skewed angle on the inside of a horizontal curve. If further evaluation determines that minimum sight distance standards are not met at the intersection, turning movement restrictions may be implemented at the intersection.

Previous traffic studies have identified poor levels of service at the intersection of Fishburn Road & Sand Hill Road. Traffic operations at the intersection are also impacted by queues from the traffic signal at Fishburn Road & Governor Road (S.R. 322). Due to the close proximity of that intersection it is not a desirable location for the installation of a traffic signal. A future extension of Hope Drive to intersect Fishburn Road may provide the opportunity to create a new signalized intersection that can accommodate left turns onto Fishburn Road from the west.

Route 322 Interchanges

A 2009 US 322 Improvements Feasibility Study prepared by Bucharth Horn Inc. evaluated traffic patterns around the Route 322 interchanges at Middletown Road, Waltonville Road, and Hersheypark Drive. The study identified short-term and long-term improvements to improve safety and traffic flow. Based on the level of service analyses conducted in that study, the ramp terminals with existing operational issues are the intersection of Middletown Road & Route 322 Eastbound Off Ramp/Service Road and the intersection of Waltonville Road & Route 322 WB Off Ramp. An upcoming PennDOT project will widen the northbound approach of Middletown Road to provide a right-turn lane onto the Service Road. The installation of a traffic signal at the intersection of Waltonville Road & Route 322 WB Off Ramp may improve operations at the intersection. Any future traffic signal should be coordinated with the adjacent signal at the intersection of Waltonville Road & Route 322 EB On-Ramp.

Middletown Road-Bullfrog Valley Road Connector

Under the existing roadway network, traffic traveling west from the Hershey Medical Center/Bullfrog Valley Road must utilize Route 322 or Wood Road. As a regional arterial, the primary role of Route 322 is to serve regional traffic with an average trip length of 15 to 35 miles. When shorter local trips must utilize Route 322 it may result in congestion or operational issues. Wood Road serves as an alternative east-west route for local traffic, but there are operation issues where Wood Road intersects Middletown Road. It is not desirable to signalize the existing three-legged intersection because any new traffic signal along Middletown Road should provide access to both the eastern and western side of Middletown Road in order to minimize the total number of traffic signals needed along the corridor.

Therefore, to reduce traffic pressure on Route 322 and Wood Road, a new east-west collector roadway should be constructed to connect Middletown Road and Bullfrog Valley Road. The proposed collector roadway should align with Gramercy Place at a new traffic signal.

Middletown Road Corridor

Middletown Road is a state-owned roadway in the western section of the Township. At the Township's northern boundary Middletown Road intersects with Route 322 and just beyond the Township's southern boundary it has an interchange with Route 283. The corridor has four existing traffic signals within Derry Township:

- Middletown Road & Route 322 Off-Ramp/Service Road
- Middletown Road & Stoverdale Road/Deer Run Road
- Middletown Road & Kaylor Road/Locust Lane
- Middletown Road & Swatara Creek Road

The unsignalized intersection of Middletown Road & Wood Road is also a key intersection along the corridor. In a survey of residents, this intersection was identified as a high priority of future roadway improvements. A review of traffic count data indicates that Wood Road is being utilized as a commuter route between Middletown Road and the Hershey Medical Center campus. However, the installation of a traffic signal at the intersection would only provide access to land uses on the eastern side of Middletown Road, as there is no fourth leg of the intersection. Therefore, as described in the previous section, a new east-west collector roadway should be constructed to connect Middletown Road and Bullfrog Valley Road.

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The existing land uses along Middletown Road are primarily residential with small-scale non-residential land uses that support the surrounding neighborhoods. Additional future development is anticipated along the corridor, particularly on the eastern side. As future development occurs along the corridor, the Township should apply best practices in access management to preserve the character of the corridor and minimize any negative impacts to safety and mobility. As defined by the Transportation Research Board, the purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. The location of any new roadways or traffic signals along the corridor should be consistent with the Township's Official Map. Long, uniform spacing of signalized intersections minimizes the impact to through movement along the corridor. The total number of intersections and driveways along the corridor should also be minimized to limit the number of conflict points.

Hockersville Road & Areba Avenue

As noted above, this intersection was found to operate at a level of service F during the weekday PM peak hour. Additionally, in a survey of residents this intersection was identified as a high priority of future roadway improvements. The unsignalized intersection has stop signs posted on eastbound and westbound Areba Avenue. Based on field observations, traffic volumes on Hockersville Road and limited sight lines make it challenging for motorists, cyclists, and pedestrians to cross Hockersville Road. Revising the intersection control to provide all-way stop control would facilitate the east-west movement for motorists, cyclists, and pedestrians.

North-South Circulation in Downtown Hershey

Downtown Hershey is a major activity center for Derry Township. The Chocolate Avenue business district is well connected to the neighborhoods to the south via the historic street grid. However, the railroad tracks that run parallel to Chocolate Avenue at the northern end of Downtown Hershey are a barrier to circulation for traffic to/from the north. Currently, traffic entering Downtown Hershey to/from the north rely on Ridge Road and Cocoa Avenue. With the proposed Park Boulevard Realignment, the existing Ridge Road railroad underpass will be converted from two-way traffic to one-way northbound. All southbound traffic will be rerouted to the Park Avenue overpass in order to cross the railroad tracks. A new grade-separated railroad crossing would improve traffic circulation and provide an alternative north and southbound route between Park

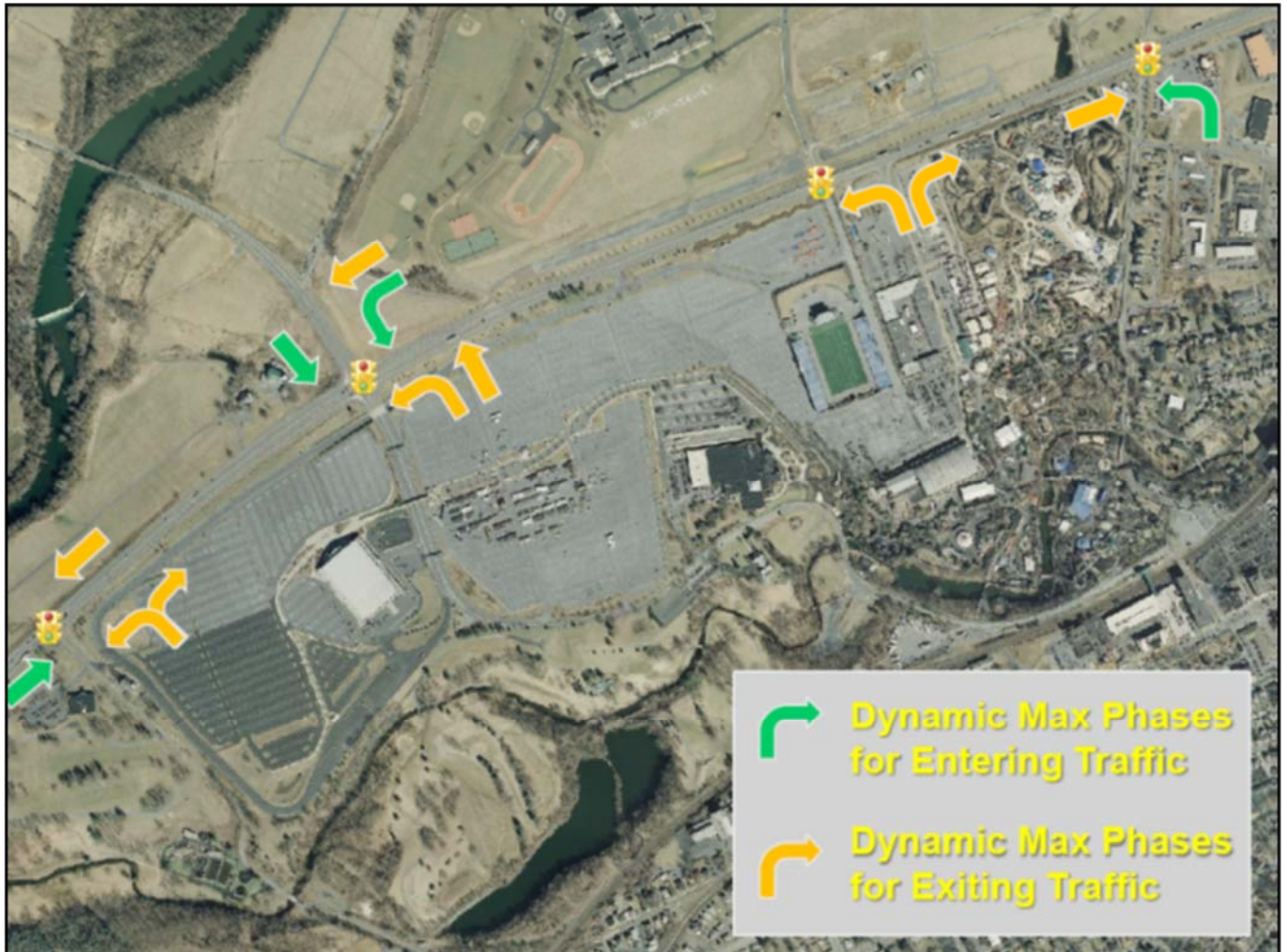
Sense of Place: Transportation and Public Realm

Boulevard and W. Chocolate Avenue. Based on a preliminary review, an extension of Orchard Road to connect to the realigned Park Boulevard may be the best location for a future connection. This connection would require the construction of a new overpass over the railroad tracks.

Additionally, there are properties north of W. Chocolate Avenue between Orchard Road and Ridge Road that are difficult to access via the existing roadway network. Constructing a new street extending north from West Chocolate Avenue would improve access to these properties and provide opportunities for walkable infill development.

Event Management

Due to the presence of Hersheypark, Hersheypark Stadium, Giant Center, and other tourist attractions, Derry Township periodically experiences heavy event traffic. Because most event parking is located along the Hersheypark Drive corridor, the heaviest impact of event traffic is experienced along this corridor. Based on a 2010 traffic analysis conducted by TPD, a typical event at Giant Center or Hersheypark Stadium consists of the following traffic patterns:



Sense of Place: Transportation and Public Realm

Entering Traffic

All traffic must enter the parking lots via Park Boulevard in order to proceed through the pay booths. This concentrates all entering traffic at the intersection of Hersheypark Drive & Park Boulevard/Route 39.

Exiting Traffic

The main exit is located at the intersection of Hersheypark Drive & Hotel Road. Traffic may also exit via Park Boulevard, and during some larger events, a gate is opened allowing traffic to exit onto Hockersville Road. In general, the volume exiting at these locations is significantly lower than the volume using the Hersheypark Exit driveway.

Traffic Signal Operations for Event Traffic

To accommodate event traffic, key traffic signals along Hersheypark Drive are part of a coordinated traffic signal system equipped with dynamic maximum function. The dynamic maximum function allows the maximum green time for a specific phase to be extended if the traffic volume is such that the phase reaches its programmed maximum green time for a specified number of consecutive cycles. This system is especially useful in situations where special events creates short-term spikes in the traffic volumes on certain approaches but other approaches have low volumes during that time period. The graphic below illustrates key signal phases that may be extended by the dynamic max function based on the traffic patterns described above.

Other Event Management Strategies

In addition to the traffic signal operations described above, the Derry Township Police Department may manually override key traffic signals or otherwise manage event traffic. In the past the Police Department has also temporally closed the right lane on the Route 322 westbound in advance of the on-ramp from Route 39/Hersheypark Drive in order to provide a free flow movement for event traffic merging onto Route 322.

Planned Transportation Improvements

The following transportation projects have been planned as a result of past planning efforts in the Township.

Governor Road Roundabouts

Governor Road (S.R. 322) serves as a gateway to the Township from the east. In order to calm traffic and improve safety near the Milton

Hershey School, two roundabouts are planned along Governor Road. The first roundabout will replace an existing signalized intersection be at Governor Road & Meadow Lane.. The second roundabout will be constructed at the intersection of Governor Road & Homestead Lane, which will replace the existing stop-controlled intersection with channelized right-turn lanes.

Park Boulevard Realignment

In conjunction with the replacement of the Park Boulevard bridge over Spring Creek, Park Boulevard will be realigned to the south to run along the railroad tracks rather than along the edge of Hersheypark. The new bridge over the creek will be constructed west of the existing bridge along the new alignment. A new sidewalk will be provided along the south side of Park Boulevard. A conceptual plan for the realignment is included within the Comprehensive Plan Appendix for reference.

The realignment will have a minor impact on traffic routing in the vicinity of the improvements. Under existing conditions, only eastbound bus traffic is permitted on Park Boulevard between Ridge Road and Park Avenue. All southbound passenger car traffic on Park Boulevard must continue to Ridge Road. Upon completion of the realignment the existing Ridge Road railroad underpass will be converted from two-way traffic to one-way northbound. Eastbound automobile traffic will be permitted on Park Boulevard between Ridge Road and Park Avenue, so future southbound traffic on Park Boulevard will cross the railroad tracks via Park Avenue rather than Ridge Road. Traffic signal timing changes will be updated to accommodate the change in traffic patterns.

Traffic Signal at Fishburn Road & Homestead Road

A new traffic signal is planned for the intersection of Fishburn Road & Homestead Road. The traffic signal is expected to be installed in 2015.

Route 322/Middletown Road Interchange

An upcoming PennDOT project will widen the northbound approach of Middletown Road to provide a right-turn lane onto the Service Road.

Walton Avenue & Hersheypark Drive

The signalized intersection of Walton Avenue & Hersheypark Drive is located approximately 500 feet from the adjacent signal at Walton Avenue & Main Street. Due to the close proximity of the two intersections and nearby driveways there has been chronic

Sense of Place: Transportation and Public Realm

congestion in this area. The following short term improvements are expected to be implemented over the next two years:

- Install a pedestrian crossing across the northern leg of the intersection of Hersheypark Drive and Walton Avenue / Mae Street. This crossing will include pedestrian push buttons, countdown pedestrian signals and curb ramps.
- Construct sidewalk along the northern side of Walton Avenue and the northern side of Mae Street in order to connect from Hersheypark Drive to the existing sidewalk.
- Install bicycle “Share the Road” signage and “Shared Lane” pavement markings along Walton Avenue.
- Re-establish the interconnection link between the traffic signals along Walton Avenue at Hersheypark Drive and Main Street. Additional event and seasonal timing plans should be developed to process seasonal traffic fluctuations.
- Install protected / prohibited left turn phasing along Walton Avenue / Mae Street at Hersheypark Drive. This will restrict left turning vehicles from Walton Avenue or Mae Street from turning while the opposing through movement has the green indication, thereby improving the overall intersection safety and pedestrian safety.
- Restripe the eastbound approach of Walton Avenue at the intersection of Hersheypark Drive in order to provide a second eastbound left turn lane. This will entail some minor widening and modification to the existing channelization island.
- Restripe the eastbound approach of Walton Avenue at the intersection of Main Street in order to convert the right turn lane into a shared through-right lane.
- Provide emergency vehicle preemption along each approach of the intersection of Hersheypark Drive and Walton Avenue / Mae Street and the intersection of Walton Avenue and Main Street.

Public Transit

Public transit in Derry Township is provided by Capital Area Transit and the County of Lebanon Transit Authority (Lebanon Transit). The existing transit service accommodates commuters between Derry Township and the City of Lebanon or City of Harrisburg. The current service also provides daily connections to the Hershey Medical Center from the surrounding municipalities, which may accommodate patients without access to another means of transportation. However, the existing transit service is not oriented towards accommodating trips within Derry Township.

Capital Region Transit

Capital Region Transit is the public transportation provider in the greater Harrisburg Area. The Fixed Route Bus Division provides transit service in Cumberland and Dauphin counties. Bus Route 322 provides service from the City of Harrisburg to Derry Township with stops at the following locations:

- University Drive and Briarcrest Road
- Hershey Medical Center
- Briarcrest Drive and Centerview Avenue
- Hershey Intermodal Center
- Tanger Outlets at Hershey
- Chocolate Avenue & Linden Road

Weekday service runs from 6:00 A.M. to 6:30 P.M. Frequency of service varies depending on the stop and the time of day, but buses typically run once per hour. A map of CAT fixed route transit service and a schedule for Route 322 are included within the Comprehensive Plan Appendix for reference.

Lebanon Transit

Lebanon Transit is the public transportation provider in Lebanon County. Two bus routes include service that extends to Derry Township. Bus Route 8 provides service from the City of Lebanon to Derry Township via Route 422 with local stops at the following locations within Derry Township:

- General Mills (Lingle Avenue)
- Excel Logistics (Lingle Avenue)
- Tanger Outlets at Hershey
- Hersheypark
- Giant Center
- Hershey Intermodal Center
- Hershey Medical Center
- West Chocolate Avenue & Park Avenue
- Route 422 & Lingle Avenue

Weekday service runs from 6:00 A.M. to 5:00 P.M. with hourly service at most bus stops.

Sense of Place: Transportation and Public Realm

Bus Route 16 provides evening service from the City of Lebanon to Hollywood Casino with stops in Derry Township. The bus stops at the following locations within Derry Township:

- Route 422 & Lingle Avenue
- Excel Logistics (Lingle Avenue)
- Hershey Intermodal Center
- Hersheypark
- Tanger Outlets at Hershey
- Route 743 & Hersheypark Drive
- Derry Road & Mansion Road

Weekday service along these routes begins at 3:15 P.M. and ends at 11:00 P.M. The schedules for Route 8 and Route 16 are included within the Comprehensive Plan Appendix for reference.

Special Transportation Needs

Township residents without access to a personal automobile may have increased dependence on public transit. Senior citizens, low-income residents, and people with physical disabilities are less likely to have access to an automobile.

Capital Region Transit operates a Share-A-Ride service in Dauphin County that provides door-to-door service with advanced reservations. The service is available to senior citizens, riders with disabilities and other members of the general public. Most vans used for the service have wheelchair lifts and passengers receive assistance boarding and exiting the vehicle from the driver. The Share-A-Ride service operates Monday to Friday from 5:00 AM to 6:00 PM and Saturday from 6:00 AM to 6:00 PM.

Residents with special transportation needs also benefit from expansions to transit access and improvements to walkability.

In Future Transit Expansion

In response to resident surveys, approximately 50% of respondents indicated that more public transportation is needed. If demand for transit service continues to increase, a feasibility study should be conducted to evaluate the potential ridership for transit expansion. A potential expansion may include a circulator shuttle or bus to serve major activity hubs within the Township on a frequent basis. Such a service may be oriented towards residents, visitors to Hershey attractions, or both. Potential expansion may also include new transit service to destinations south of the Township.

Sense of Place: Transportation and Public Realm

The Township can improve conditions for future transit expansion by encouraging development in a walkable pattern around existing centers of activity or along corridors that can be efficiently served by transit. Creating a walkable environment along transit corridors is critical, because residents and visitors will not choose to utilize transit if the walk to or from the bus stop is dangerous or unpleasant. The Township should also coordinate with Capital Region Transit and County of Lebanon Transit Authority to upgrade higher traffic bus stops with shelters, lighting, and other appropriate improvements.

Bicycle and Pedestrian Connectivity

Bicycle and pedestrian mobility in the Township plays an important role in transportation, recreation, and public health. A connected bicycle and pedestrian network allows residents of all ages to safely and conveniently reach destinations throughout the community. In surveys, residents identified the existing trail infrastructure as one of the top assets in the Township today. By improving connectivity the Township can continue to build upon the existing infrastructure to improve quality of life and provide increased opportunities for active transportation within an environment that promotes continued wellness.

In the village core of Hershey the historic grid of narrow low-speed streets are lined with sidewalks, and contain well-maintained crosswalks at major intersections. Destinations such as restaurants, schools, and neighborhood grocery stores are located immediately adjacent to dense residential neighborhoods, which allows residents to reach these destinations with a short walk or bike ride. The traditional urban grid with short blocks disperses traffic and provides short, direct routes for walking or biking to local destinations. As a result, residents of Hershey Village can easily access the businesses and restaurants of Downtown Hershey without having to get in their car. The Township can enable more residents to walk or bike for transportation by encouraging infill development in the village core.

Over the years, the bicycle and pedestrian network has expanded beyond the historic core through the establishment of trail systems on the Derry Township School District campus, the Milton Hershey School campus, and the Milton S. Hershey Medical Center campus. The Jonathan Eshenour Memorial Trail extends across the Township and connects these activity centers to the surrounding residential communities. The 13-mile trail also connects to several parks and extends to the rural edges of the Township.



Sense of Place: Transportation and Public Realm

As there is additional development occurring in the Township, the need for additional extension of this system will occur. In areas where dense development is planned, multiple connections should be provided to the surrounding trail network.

Improving Roadway Crossings

High-speed or high-volume roadways can serve as a barrier to pedestrians and cyclists of all ages. It is imperative to provide safe crossings wherever pedestrians and cyclists cross major roadways. Areba Avenue serves as a connection between the Hershey Village area and the Hershey Medical Center. In survey response, residents identified the intersection of Hockersville Road & Areba Avenue as an intersection that should be prioritized for future improvements. The unsignalized intersection has stop signs posted on eastbound and westbound Areba Avenue. Based on field observations, traffic volumes on Hockersville Road and limited sight lines make it challenging for motorists, cyclists, and pedestrians to cross Hockersville Road. Revising the intersection control to provide all-way stop control would facilitate the east-west movement for motorists, cyclists, and pedestrians.

The Jonathan Eshenour Memorial Trail extends west to Middletown Road and there are trail connections within the residential neighborhoods west of Middletown Road. However, there are no designated trail crossings on Middletown Road. The Township has considered several locations for a trail crossing and determined that the best feasible location for a future trail crossing would be at a future traffic signal at the intersection of Middletown Road & Gramercy Place.

Regional Bicycle Connections Study

Derry Township was part of the 2015 Regional Bicycle Connections Study bringing together the Township with the City of Harrisburg, Hummelstown Borough, Palmyra Borough, Paxton Borough, North Londonderry Township, South Londonderry Township, and Swatara Township to develop a vision for the future of bicycling in the region. The Comprehensive Plan incorporates this vision for regional-scale connections. Further, in identifying how Derry Township fits within the broader network, a series of circulation loops provide: 1) more convenient access between local and regional destinations, 2) more mobility choices and 3) greater options for promoting community wellness. A key table and map from this Study is included within this Comprehensive Plan's appendix.

Future Network Expansion

As the Township strategically extends the existing bicycle network, there are several types of on-street and off-street facilities that the Township may utilize to make new connections. The table on the following page summarizes the range of facilities that may be considered






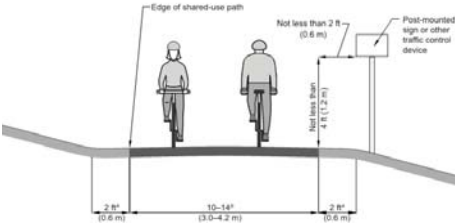
The existing and proposed bicycle and pedestrian network is illustrated on the following pages. For the purposes of this plan, proposed bicycle routes have been designated simply as on-road or off-road facilities. Where on-street routes have been designated the Township shall identify the on-street facility type that is most appropriate for that segment based upon guidance provided by the following resources:

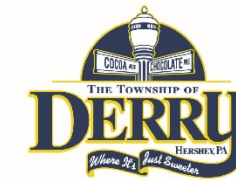
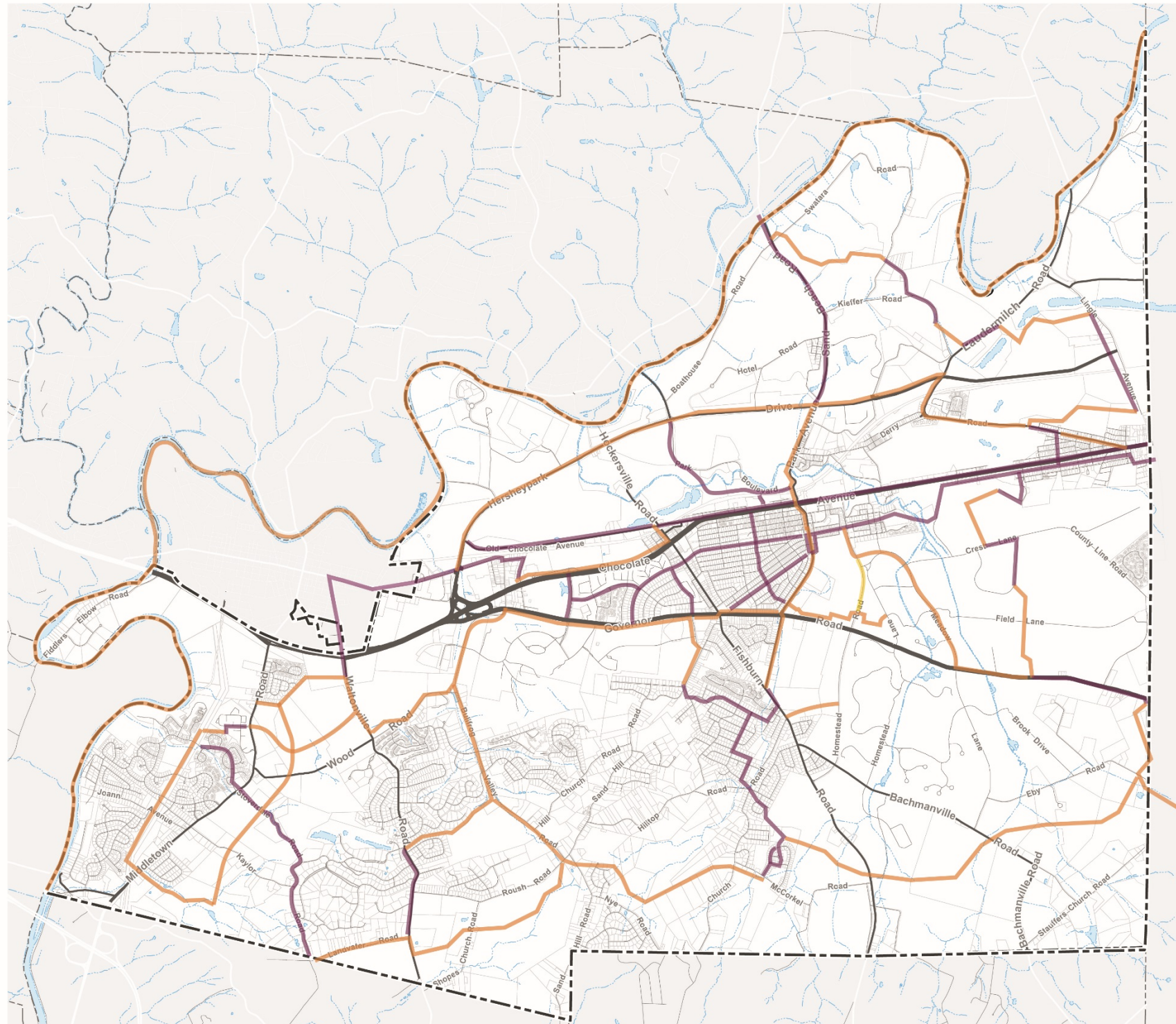


- AASHTO Guide for the Development of Bicycle Facilities, Fourth Edition, 2012
- NACTO Urban Bikeway Design Guide, Second Edition, 2014
- FHWA Separated Bike Lane Planning and Design Guide, 2015
- Regional Bicycle Connections Study, 2015



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<p>Shared Lane Markings</p>	 <p>Portland, OR Photo: David Roth</p>	<p>Shared lane markings or “sharrows” are pavement markings used to increase awareness of cyclists and recommend proper bicyclist positioning.</p>
<p>Conventional Bicycle Lanes</p>	 <p>Kansas City, KS Photo: Bill Wenzel/AT</p>	<p>A conventional bike lane is used to designate space on the roadway for the exclusive use of bicyclists.</p>
<p>Buffered Bicycle Lane</p>	 <p>Fairfax, CA</p>	<p>A buffered bike lane uses pavement markings to provide a buffer between the bike lane and adjacent automobile traffic.</p>
<p>Protected Bicycle Lane</p>	 <p>Boulder, CO</p>	<p>A protected bicycle lane (also known as a cycle track) is on-street bicycle lanes with a physical barrier separating the bike lane from adjacent automobile traffic.</p>
<p>Bicycle Boulevard</p>		<p>Bicycle boulevards are low-speed, low-volume streets that have been optimized for bicycles and designed to give cyclists priority over motor vehicles.</p>
<p>Shared Use Path</p>	 <p>Edge of shared-use path</p> <p>Not less than 2 ft (0.6 m)</p> <p>Post-mounted sign or other traffic control device</p> <p>Not less than 4 ft (1.2 m)</p> <p>2 ft (0.6 m)</p> <p>10-14 ft (3.0-4.2 m)</p> <p>2 ft (0.6 m)</p>	<p>A shared use path is an off-road facility that accommodates bicycles, pedestrians, and other non-motorized users.</p>



Legend

- Derry Township
- Surrounding Municipalities
- Interstate Highways
- US Highways
- State Highways
- Other Roads
- Railroads
- Lakes/Streams/Ponds
- On Road Pedestrian/Bike Network
- Off Road Pedestrian/Bike Network
- Multi-Use Sidewalk Pedestrian/Bike Network

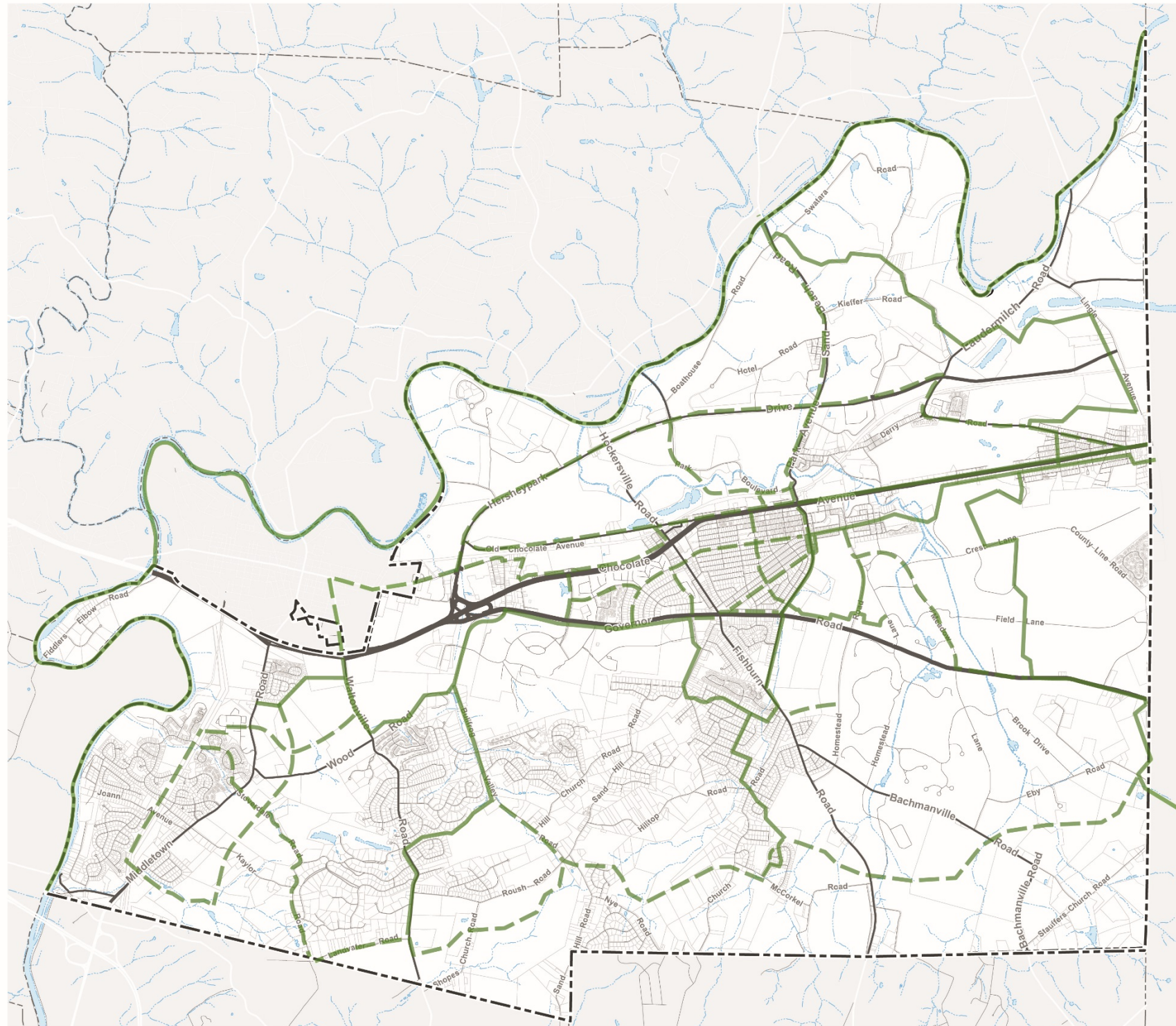
BICYCLE-PEDESTRIAN LOCATION DIAGRAM

Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

0 1,700 3,400 Feet

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Legend

- Derry Township
- Surrounding Municipalities
- Interstate Highways
- US Highways
- State Highways
- Other Roads
- Railroads
- Lakes/Streams/Ponds
- Existing Pedestrian/Bike Network
- Proposed Pedestrian/Bike Network

BICYCLE-PEDESTRIAN STATUS DIAGRAM

Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

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Parking Inventory

Downtown Hershey includes a mix of on-street and off-street parking dispersed along the Chocolate Avenue corridor. An inventory of existing parking spaces was conducted in the Downtown area, using the project boundaries established for the 2015 Downtown Hershey Master Plan. The study area included a 225 acre area bound on the east by East Mansion Road, the west by Hockersville Road, the south by South First Street, and to the north by the active CSX rail corridor. The inventory found that there are a total of 4,522 parking spaces in Downtown Hershey, including 774 on-street parking spaces and 3,748 off-street spaces. A detailed tabulation and graphical depiction of the parking inventory is included within the Comprehensive Plan Appendix for reference.

Public Realm

Public realm is a term used to describe a community's civic space. It can be anything from streets and roads to parks and squares to gateways – essentially anything in the public domain. The visual appearance of the public realm is often times what residents and visitors use to form impressions of the overall community. In simple terms, the public realm is the entrance to the living room of a community.

In the case of Derry Township, the community largely defines its public realm as the public right-of-way and the edges of the properties adjoining the right-of-way. Essentially, this network of corridors that forms the community's public realm varies from vibrant, urban environments to rolling, agrarian landscapes. The public realm it is not just an aesthetic or visual experience. These corridors move people and vehicles and connect one neighborhood to another. Based upon the community's topography, these corridors also host many of the Township's natural drainageways and bufferyards. These corridors are logical, convenient locations for the placement of sidewalks and pedestrian connectivity. This comprehensive planning effort recognizes that three types of public realm corridors are significant to the future adaptation of the Township's ordinances, it's Official Map pursuits and its design policies.

Important Corridors

Aiming to identify the corridors that are important to the community's future development, the comprehensive plan presents a vision of a series of overlays that can be delineated where, thorough the public realm, rights-of-way may one day need to be widened, where heritage



Sense of Place: Transportation and Public Realm

protection may need to occur, where bike connections may need constructed and where landscape typologies can be customized so road corridors can reflect and respect the heritage of that particular area's established landscape. As part of this comprehensive plan, these three typologies include:



Type A - Heritage Protection

The primary focus of Type A is heritage protection geared toward building setbacks and landscape buffers. Heritage protection seeks to highlight the importance of the corridor's continued character through the placement and treatment of its landscape, its bufferyards, patterns of safe access points and the presence/incorporation of pedestrian-bicycle routes, as applicable. Ordinance provisions and/or guidelines to solidify desired character should be prepared to realize designated Type A corridors along:

1. Route 322
2. Hersheypark Drive East
3. Hersheypark Drive West
4. Bullfrog Valley Road
5. Route 39

Type B - Traffic Management and Heritage Protection

The primary focus of Type B is traffic management with a supporting focus of heritage protection. Transportation improvements are anticipated necessities resulting from traffic impact demands that existing and future land use patterns produce. In conjunction with these improvements, the Township has the opportunity to gear its ordinances and guidelines to reinforce the placement and treatment of its landscape, its bufferyards, patterns of safe access points and the presence/incorporation of pedestrian-bicycle routes.

The Township should implement access management strategies along these corridors to balance the needs of traffic access and mobility. As defined by the Transportation Research Board, the purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. The location of any new roadways or traffic signals along the corridor should be consistent with the Township's Official Map. Long, uniform spacing of signalized intersections minimizes the impact to through movement along the corridor. The total number of intersections and driveways along the

corridor should also be minimized to limit the number of conflict points.

1. Waltonville Road
2. Homestead Road
3. Middletown Road
4. Governors Road
5. Future Middletown Road-Bullfrog Valley Road Connector

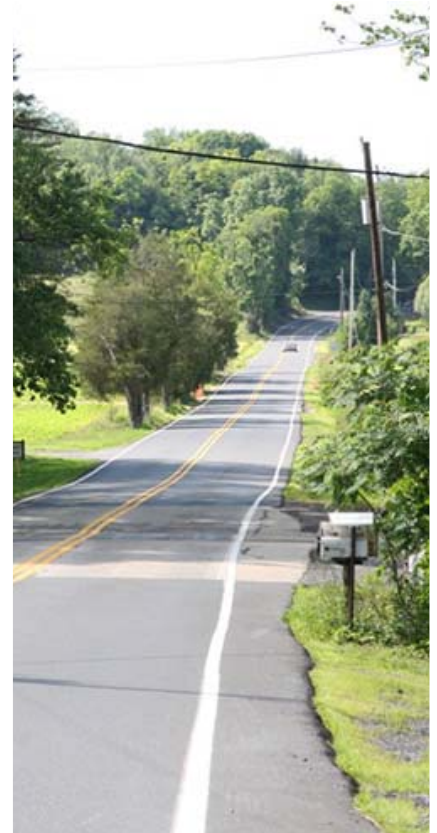
Type C – Revitalization and Civic Amenity

The primary focus of Type C is realizing the advancements of the Hershey Downtown Plan for Chocolate Avenue. This Corridor is a rich engagement of coordinated physical improvements to both resolve design matters as well as to inspire the experience of one of the community's principal thoroughfares.

Route 422 is a principal arterial roadway, but the character and role of the roadway changes as it enters Downtown Hershey. West Chocolate Avenue is the Main Street of Derry Township, and within the downtown area the roadway design should emphasize the needs of the community over the needs of regional mobility. PennDOT's *Smart Transportation Guidebook* identifies a village or town Main Street as a type of roadway outside of the functional classification system. A Main Street anchors the center of a town, village, or city and is characterized by the following attributes:

- Wide sidewalks and regular pedestrian activity;
- Mostly commercial and civic uses, with residential uses primarily found on the upper level of buildings;
- High building density;
- Buildings oriented to the street, with little or no building setbacks;
- Street furniture and public art;
- Heavy use of on-street parking;
- Speeds of 30 mph or less;
- Preferably no more than two travel lanes, although three to four lanes are seen on occasion.

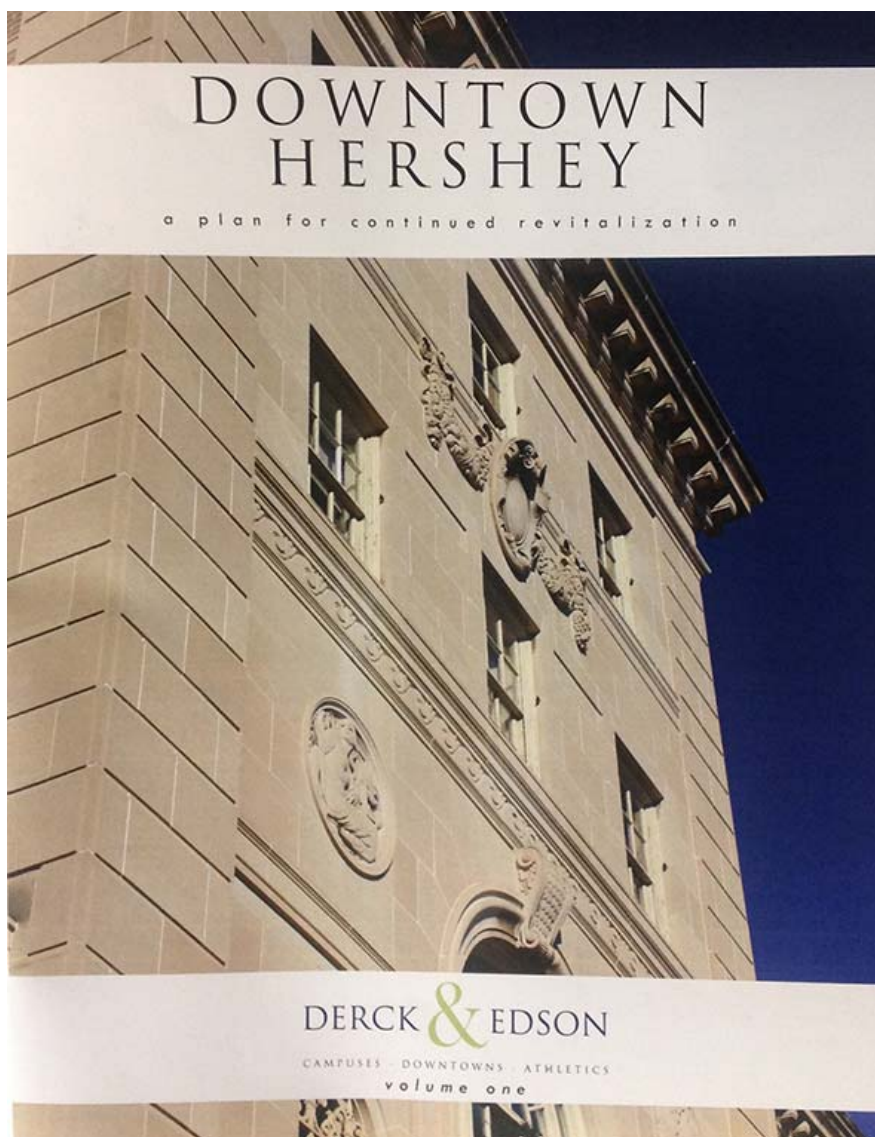
To reflect the important role that a Main Street can serve in a community, the *Smart Transportation Guidebook* provides special design guidelines. The guidelines recognize that roadway narrowing



Sense of Place: Transportation and Public Realm

in these areas may be desirable in order to provide wider sidewalks, on-street parking, and/or bike lanes. The desired operating speed is 25 mph.

These recommendations are consistent with the *Hershey Downtown Plan*, which calls for enhancements West Chocolate Avenue to calm traffic and improve walkability to create more street level activity and increase the duration of visitor stays. Improvements within and flanking the right-of-way include pavement/sidewalk materials, landscaping, courtyards/performance space, signage, facade updates, stormwater solutions, street trees, bollards and lighting should promote the existing sense of place and provide the heritage protection desired in this corridor. The 2014 DOWNTOWN HERSHEY: *a plan for continued revitalization* report outlining these efforts is included within the Comprehensive Plan Appendix for reference.



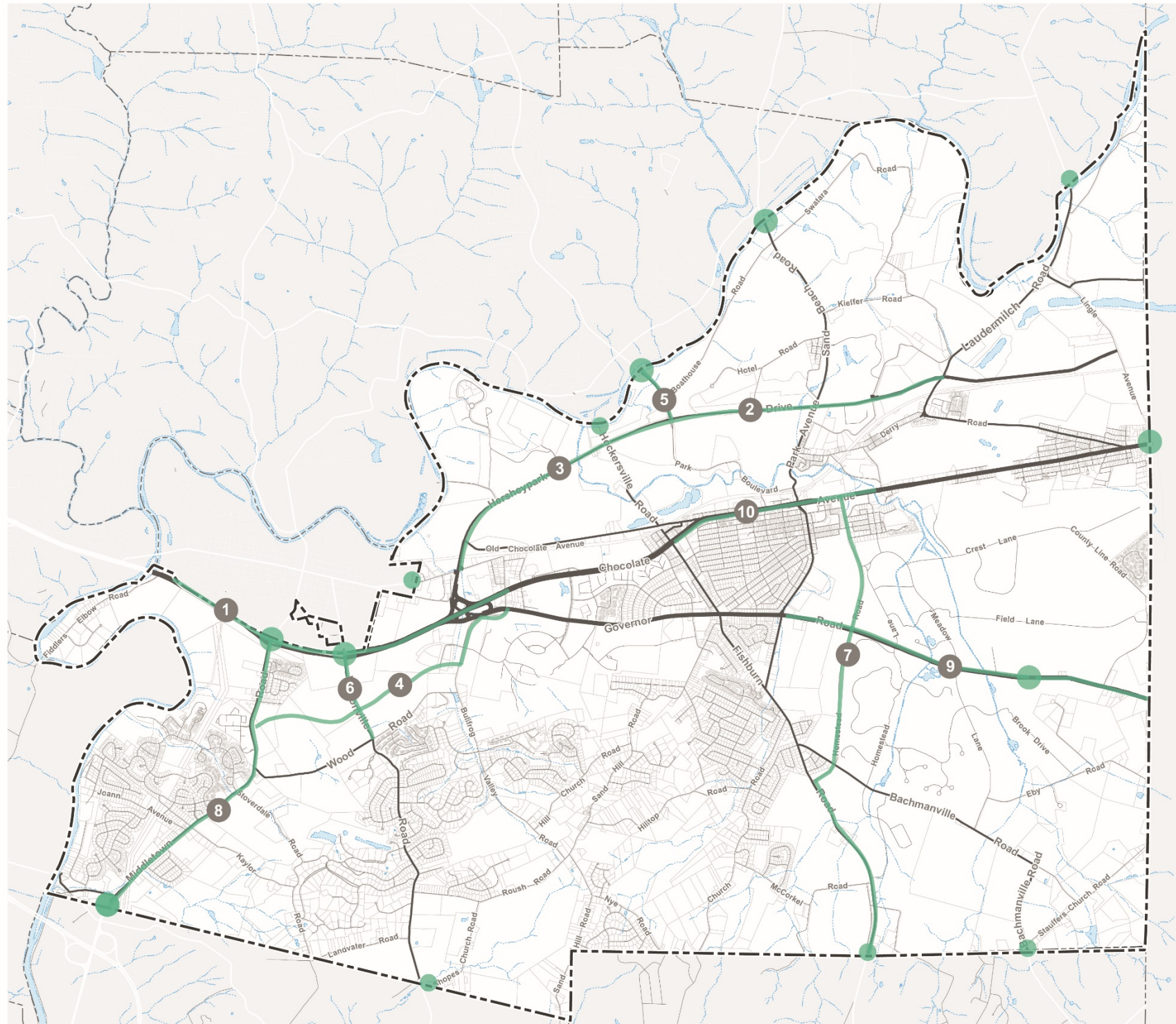
Official Map

Official maps are a planning tool authorized by Article IV of the Pennsylvania Municipalities Planning Code. PennDOT Publication 703 provides guidance for municipalities seeking to adopt an official map to accomplish planning goals. As described in that publication, an official map is a “combined map and ordinance used to implement the vision set forth in the comprehensive plan.” The official map shows property owners and developers the locations of future transportation improvements, mobility improvements for pedestrian ways including trails and sidewalks, existing and proposed parks and open space reservations and flood control basins, floodways, floodplains and stormwater management areas.

Derry Township should adopt an official map to show all existing and proposed public streets and trails, including any planned roadway improvements. The map should identify critical gaps in the sidewalk network and missing crosswalks at key locations to extend pedestrian connectivity.

The official map should be revised in conjunction with any future updates to the comprehensive plan.

Sense of Place: Transportation and Public Realm



Legend

- Derry Township
- Surrounding Municipalities
- Interstate Highways
- US Highways
- State Highways
- Other Roads
- Railroads
- Lakes/Streams/Ponds
- Major Community Entrance
- Minor Community Entrance
- 1 Route 322
- 2 Hersheypark Drive East
- 3 Hersheypark Drive West
- 4 Bullfrog Valley Road
- 5 Route 39
- 6 Waltonville Road
- 7 Homestead Road
- 8 Middletown Road
- 9 Governor Road
- 10 Chocolate Avenue

PUBLIC REALM DIAGRAM

Source:
Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

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Sense of Place: Transportation and Public Realm

Additional transportation and public realm improvements recommended for the Township to pursue include to:



Create an Access Management Overlay District for Public Realm Corridors Type C.



Install traffic signal improvements

Activity - Install a new traffic signal at the intersection of Fishburn Road (S.R. 743) & Homestead Road.

Activity - Pursue the installation of a traffic signal at the intersection of Waltonville Road (S.R. 2005) & Route 322 WB Off-Ramp.



Implement intersection improvements

Activity - Implement short-term improvements at the intersection of Walton Avenue (S.R. 2018) & Hersheypark Drive (S.R. 39) as identified in the 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc.

Activity - Implement medium-term improvements at the intersection of Walton Avenue (S.R. 2018) & Hersheypark Drive (S.R. 39) as identified in the 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc.

Activity - Implement long-term improvements at the intersection of Walton Avenue (S.R. 2018) & Hersheypark Drive (S.R. 39) as identified in the 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc.

Activity - At the intersection of Middletown Road (S.R. 2003) & Route 322 Eastbound Off-Ramp/Service Road (S.R. 2034) widen the northbound approach of Middletown Road to provide a right-turn lane onto the Service Road.



Complete the Park Boulevard Realignment project



Construct roundabouts







Activity - Construct a single-lane modern roundabout at the intersection of Governor Road (S.R. 322) & Homestead Lane

Activity - Construct a single-lane modern roundabout at the intersection of Governor Road (S.R. 322) & Meadow Lane



Extend Hope Drive to Fishburn Road (S.R. 743) and create a new signalized intersection at the point where the two roads intersect

Sense of Place: Transportation and Public Realm

- Construct a new east-west collector roadway** to connect Middletown Road (S.R. 2003) and Bullfrog Valley Road. The proposed collector roadway should align with Gramercy Place at a new traffic signal  25
- Implement the roadway and streetscape recommendations** in the 2015 *Hershey Downtown Plan*  26
- Activity - Develop a method for pedestrians to cross at Hockersville Road & Areba Avenue
- Extend Orchard Road** to create a new railroad crossing north of Downtown Hershey  27
- Improve access to properties adjacent to the railroad tracks** between Orchard Road and Ridge Road by constructing a new street extending north from West Chocolate Avenue  28
- Coordinate with Capital Region Transit and/or County of Lebanon Transit** to evaluate the feasibility of transit expansion in the Township  29
- Modernize/expand Recreation Center**  30



Environment and Cultural

Natural Systems, Developed Landscapes and Energy

Derry Township is committed to serving its residents as a “green” community as evidenced by the protection of natural resources, environmental stewardship, and clear standards and policies. The Township recognizes the importance of the local environment as it contributes to the quality of life. The Township has a strong reputation as a leader in the preservation of open space and the protection of trees, streams and other natural features.

There is a need to broaden Derry’s strategies of sustainability in order to incorporate a comprehensive approach to environmental stewardship. As fuel, energy and natural resources become more scarce and costly, it is in the Township’s best interest to pursue conservation efforts and resource alternatives and to promote these strategies to residents and corporate citizens. Likewise, as the Township continues to develop, the preservation of sensitive natural systems and maintenance of ecological integrity will be critical to ensuring the sustainability of Derry Township’s environment and character for future generations. Specifically, recommended strategies include:

Encourage sustainable building practices and environmentally sensitive site development through the use of appropriate zoning and development incentives

 31

Support alternative energy options that will provide a broader range of energy choices for the community and encourage the utilization of other methods such as solar and wind power through the development process; SunShot’s or Delaware Valley Regional Planning Commission’s model ordinances (see Plan Appendix) provide thorough, time tested ordinance approaches to solar technology installations. Further, with the rise in the successes of geothermal systems, the Township is positioned to explore the potential viability of these technologies in future development projects. Municipalities across the Commonwealth, such as Richland Township (Allegheny County), are able to provide real-time data regarding the benefits these technologies have provided.

 32

Promote recycling activities through the expansion of current programs to encourage greater public and corporate participation and broader options for material recycling.

 33

Provide educational opportunities and activities for residents and

 34



Sense of Place: Environment and Culture

corporate citizens to become actively engaged with the Township as partners in environmentally friendly practices.

 35


Communicate to the community the different efforts, options and activities that are available to encourage environmental stewardship and participation.

 36

Consider nature education as an important educational and environmental endeavor for the Township. Evaluate the potential for a future nature education center to provide a forum for the Township, Milton Hershey Schools and Derry Township School District and other appropriate stakeholders to formulate educational program opportunities for Derry residents.

 37

Protect unique landforms while educating developers and the public about their geologic significance and potential impact on development. Karst geology characterizes change resulting in the collapse of subsurface environments. These geologic hazards can compromise surrounding areas and overlying rock layers. Fissures and sinkholes within the subsurface rock can also create open drainage channels or underground streams, disrupting foundations, and roadbeds and allowing sewage, herbicides, pesticides and other chemicals to be rapidly transported into local waterways and groundwater resources. Require subsurface studies as part of the development process in key portions of Derry Township known to have the potential for underground drainage channels, sinkholes and fissures. Potential impacts should be known prior to the development process to reduce potential safety issues and problems for future property owners.

 38

Protect the Swatara Creek and Spring Creek corridors and their tributaries as Derry Township's predominate natural and hydrologic features and ensures that visual and physical access for the public is maintained and enhanced where possible through public parks, dedicated open space areas and pedestrian-bicycle connections.

 39

Consider Conservation Easements and other development tools that can protect the environmental and scenic integrity of important sites when public acquisition is not possible. Emphasize forested and/or naturalized buffers as a means to maintain the integrity of waterways in the Township. Minimum distances of 100 feet from top of bank to any development

should be required as forested and/or naturalized buffers with deep rooting vegetation (i.e. do not mow the bank) to ensure water quality and the maintenance of habitats and sensitive environs.

Create public access to riparian corridors as a public amenity available to all residents and workers within Derry Township. This can create a visible amenity that balances access with the environment, while maintaining quality and integrity.



Foster recreational and educational opportunities where possible to provide greater interaction between the public and important natural features. Considerations such as canoeing/kayaking on Swatara Creek, watershed clean-ups and nature programs are examples of opportunities that will generate individual value to Derry Township residents.



Preserve steep topography and interconnected open space areas to minimize damaging erosion and fragmentation of the community's agrarian and woodland landscapes. Slope disturbances generate environmental impacts that can include land subsidence, flooding and stream sedimentation. Improperly designed residential and commercial development projects can scar the historic landscapes that most residents feel are one of the community's strongest attributes. The Township currently addresses sensitive natural systems through the regulation of site disturbances that impact these systems. This approach is successful in protecting sensitive resources from direct degradation. However, the current regulations have produced fragmented landscapes in various places that over time become less ecologically effective because the cohesiveness of the natural system has been compromised. The Township can evaluate and enhance standards that safeguard the preservation of integrated complexes of open space areas.



Require native ground cover as a means of preserving and enhancing existing and man-made steep slopes to reduce erosion. Deep-rooted, stabilizing native vegetation should be emphasized in disturbed areas to stabilize steep slopes.



Preserve and reinforce the value of existing wooded areas and fencerows and implement appropriate measures to protect them. Trees are very important character elements within the landscape and can take many years to mature. Substantial woodlands take generations to develop and may never be re-



Sense of Place: Environment and Culture

established to their original natural quality. Wooded areas and fencerows are important environmental features that serve as assets to and buffers within the community. Likewise, fencerows often contain many native species and serve as a distinct form of habitat, but are not adequately protected. Developers and property owners should be encouraged to establish mass tree plantings and fencerows within projects and to dedicate open space as buffers, to shape views, and as future amenities for residents.

 45


Maintain a Comprehensive Public Tree Database that inventories various tree species growing on public property, parkland and rights-of-way as a means to track and ensure tree diversity within the Township. This can be further enhanced with the **creation of a Landmark Tree Inventory** for all trees 28 inches in diameter or greater to adequately identify key features of concern for areas that could be developed in the future. The Landmark Tree Inventory should include trees situated on publicly owned property.

 46

Maintain Cutting Edge Stormwater Management Ordinances that promote environmentally based techniques for mitigation and control of storm events.

 47

Update the Township Shade Tree Ordinance specifically consider the floodprone area of the township's sub regional approach in conjunction with identified Public Realm character/improvements. The boldest move of this strategy is in designating mechanisms for the community's landscapes to continue flourishing as such. Development within the outer reaches of the Township, particularly within the Middletown Road corridor, is changing the community's overall character. Commercial and residential growth is affecting the natural character and visual quality of agricultural and wooded areas. While recommended as policy, zoning and land development regulations should define specific standards that will protect rural character elements and designated roadway corridors. Largely in tandem with the comprehensive plan's public realm efforts, these landscapes would benefit with the Township to:

 48

Encourage Landscape Restoration and Preservation as part of the development review process to maintain areas of native plant communities and riparian corridors. New development should promote naturalized open spaces and plant communities that will enhance visual character.

Acquire and Preserve Key Sites such as identified farmsteads, woodlands or archaeological sites that significantly affect visual character. Policy decisions should prioritize acquisitions in conjunction with community partners, and surrounding development must be carefully designed to protect the visual integrity of selected sites.

 49

Cooperate with Surrounding Communities to establish mutual policies and development practices that will protect the desired rural character of Derry Township and the region's agricultural roots. Planning accords and joint policy agreements should be considered to mutually benefit all jurisdictions.

 50

Encourage Native/Naturalized Plantings where appropriate along rural scenic roads in open spaces, setbacks and right-of-way plantings to enhance character, reduced annual cost of mowing and reduce long-term maintenance.

 51

Hazard Mitigation

The protection of sensitive natural systems explored earlier in the comprehensive plan is one step in a proactive approach to hazard mitigation. Changes in weather patterns and development patterns make areas of the Township susceptible to negative ecological impacts and create situations where hazards to public safety exist. A natural hazard mitigation plan's policies and actions can be implemented to reduce risk and future losses. A community's long-term strategy reduces disaster losses and breaks the cycle of disaster's repeated damage. Strategies to reduce loss may range from specific mitigation projects to changes in day-to-day operations. In 2000, Congress passed the Disaster Mitigation Act (DMA), which amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, the law that forms the basis for federal involvement in disaster response. This action required states and local governments to adopt a FEMA-approved state or local hazard mitigation plan to qualify for federal hazard mitigation grants.

Update plans every five years. Local plans may either serve one community or multiple jurisdictions adopting the same regional plan; however, every jurisdiction must formally adopt the approved plan in order to be eligible for mitigation assistance.

 52

As a comprehensive plan defines a community's aspirations and establishes policies intended to guide a community's day-to-day land

Sense of Place: Environment and Culture

use decisions and capital facility investments, the approach to hazard mitigation can impact how residents, businesses and visitors are exposed to natural hazards as well as to what extent they are vulnerable to injury and damage. It is important that policies are based on known hazard information and the potential destruction that hazards may cause.

Working in tandem with the comprehensive plan's other land use and development-related policies, the effectiveness of hazard mitigation strategies can be realized through the Township's zoning and land development regulations. FEMA expresses this practice is beneficial in that it promotes development and redevelopment patterns (location, type, density) that are at less risk from known hazards and it reduces potential for damages caused by negligent or imprudent permitting or land use decisions.

The Commonwealth of Pennsylvania maintains a FEMA compliant hazard mitigation plan that was last updated in October of 2013. Likewise Dauphin County developed a FEMA compliant "Hazard Vulnerability Assessment and Mitigation Plan" in 2003. Derry Township first adopted the County plan in February of 2008. The county plan was updated in 2010 and a second update is currently being completed. Derry Township has participated in the development of each of the County plans and should again adopt the latest revision once completed. The County plan addresses hazards within Derry Township including flooding, land subsidence (skinholes), PA DCNR Wildfire Hazard Assessment Scores, and landslides and provides associated recommendations.

Historic Preservation

Historic preservation is a merging of many community characteristics and aspirations. It can reconnect citizens to their past, revive community spirit and encourage local event participation. It also can be a tool for economic development in an effort to maintain authenticity, enliven a tax base, create jobs, stimulate private investment and promote smart growth.

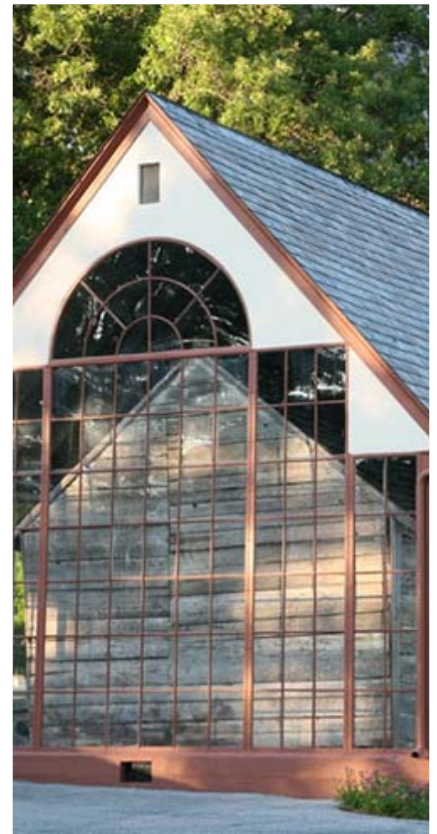
Most commonly, people consider historic preservation as the National Register of Historic Places. The National Register is the nation's list of significant historic properties, properties worthy of preservation. However, other organizations have recognition programs, such as Pennsylvania Historic Landmark Foundation's Historic Landmark program that is not required or enabled by National Register designation. Further, local historic preservation regulations through zoning are enabled by the Pennsylvania Municipalities Planning Code (again, not required or enabled by National Register designation).

Sense of Place: Environment and Culture

At a time when development in Derry Township is continuing to increase, the community has an opportunity to formalize its historic preservation strategy. A complete inventory of landmarks, districts, residential and other properties, thoroughfares and streets, pedestrian and other landscape features that have historic significance as per the terms of the Pennsylvania Historic and Museum Commission exists as part of the Township's planning efforts. The inventory should be developed into a pictorial catalog regarding heritage designation of each individual property and/or concentration of properties, the measure of protection afforded to it, and its ownership, use, age and physical condition. It should consider property designation based on association with the life of a significant member of the community; role in an important historic event; significance of the building type, architectural style, period, builder or architect; or significance in the context of the surrounding urban fabric. New districts should be considered if they contain a group of buildings that are significant due to workmanship, age, beauty or uniqueness; the area has historical significance related to an important person, event or community activity; or the area offers a definite sense of place and time through common elements, focal buildings or landscape features.

The community can establish a program of education that addresses the wide variety of constituencies needed to support the identification, designation, preservation, interpretation, marketing and promotion of Derry Township's historic resources and landscapes. Other educational programs should be developed for the benefit of front-line tourism industry workers who are the first line of contact for heritage and culture visitors; staff of courts and public agencies who deal with preservation matters; and tours, conferences, workshops and publications for the general public, including school-age children.

The community also has an opportunity to further collaborate time and technical support with preservation-gearred organizations in order to implement the inventory, protection and education elements of the strategy. Insert BW's Historic info/table



Preservation of Historic Resources



Establish and implement a plan for the preservation of historic resources in the Township.

Places for Consideration: All districts.

Historic preservation regulations may be enacted in the Township under two different enabling legislation. The first type of requirements is enabled by the Pennsylvania Historic District Act of 1961 (Act 167). The regulations under this Act work well for historic resources that are densely concentrated in one area. A municipality may to establish a historic district which would need to be reviewed and approved by the Pennsylvania Bureau of Historic Preservation (BHP). If approved, the district would be listed on the National Register of Historic Places. Upon the approval by the BHP, the governing body of a municipality would need to approve the district and would also need to approve corresponding preservation regulations. Regulations may include issues relating to aesthetics or structural alterations as a result of new construction, additions or demolitions. Historic district regulations would also require the Township to establish a Historic Architecture Review Board (HARB) to review applications against the preservation requirements.

The second type of regulations is enabled by the MPC. Historic preservation requirements may be adopted as part of the Township Zoning Ordinance. This would be effective in both areas where historic resources are spread over a large area or are concentrated in one area of the Township. Preservation requirements are implemented by creating an overlay district which may regulate such activities as maintenance, alterations and repair to historic resources. A description of possible ordinance criteria is described below.

Activity – Update the Township’s historic inventory listing.

The Township’s current historic inventory list was last completed in 1988, during the last Comprehensive Plan. An up-to-date inventory list is essential for the adoption of historic preservation regulations and is the first step in identifying and documenting the historical context of the Township. Historic resources are generally those that are included on the National Register of Historic Places or that are identified as being eligible to be on the Register, by the Pennsylvania Historic Museum Commission (PHMC). For example, the Township may further designate historic resources outside of these definitions if the resource is of

local historic importance or is of a certain period of architecture that is desired to be preserved.

Activity – Review alternatives and determine the desired goals to be achieved through implementation of historic preservation requirements.

Public outreach and education will be essential in determining the goals and strategies of preserving the historic architecture in the Township. Using the two enabling legislative documents in the State, regulations for the preservation of historic resources have taken on many forms. Below is a summary of some of the more common forms of preservation requirements in our region:

Many municipalities adopt regulations under the MPC requirements and implement a Historic Preservation Overlay District. Many regulations are strictly limited to a demolition review by the governing body requiring the approval of a conditional use prior to demolition of the resource. In this case, applicants that propose demolition of historic buildings typically must demonstrate that the building meets one or more criteria established in the Zoning Ordinance. This may include that the applicant demonstrate that the preservation of the building is not economically feasible, it is not possible due to structural deficiencies which were not caused by neglect of the building, and that the reconstruction of buildings will improve the streetscape of the community. An example of this type of Ordinance has been adopted in Hummelstown Borough.

The second type of Ordinance is similar to the first, in that, municipalities would adopt a Historic Preservation Overlay District under the MPC zoning requirements and require a similar demolition review process. However, in addition to this process, municipalities may establish regulations for the alteration, adaptive reuse, rehabilitation and reconstruction of historic resources. Many municipalities will require that an applicant demonstrate that the alterations will be in compliance with the recommendations of those listed in the document titled The Secretary of the Interior's Standards for the Treatment of Historic Properties. Lastly, municipalities may also establish design criteria for new construction or infill development within the Historic Overlay District. An example of this type of Ordinance has been adopted in Lititz Borough.

There are many variations among ordinance requirements adopted under the MPC requirements. For example, in-lieu of

Sense of Place: Environment and Culture

review by the governing body, many municipalities have established an advisory board that reviews permit applications for the alteration of historic resources, and provide recommendation to the Zoning Officer prior to issuance of a building permit. The extent of review is at the discretion of the governing body at the time of adopting revisions to the ordinances to include a historic preservation element.

The last type of ordinance would be adopted as a Historic District designated on the National Register of Historic Places. Over 400 districts have been implemented under the PA Historic District Act of 1961 as identified on the Register. Local examples include the historic districts in Annville, Gettysburg, West Chester and Harrisburg. These districts have established Historic Architectural Review Boards for review of alterations to historic properties. Gettysburg, for example, requires the issuance of a Certificate of Appropriateness prior to the issuance of permits for alteration to buildings within the District. The PHMC provides a model ordinance on their website for establishing a Historic District, this model should be considered if it is determined that the goals of the Township would be better accomplished by this method.

Activity – Establish an appropriate link between the residential dwellings in the Downtown and the predominant architecture established for the Chocolate Avenue Preservation Overlay District.

Much of the architecture along Chocolate Avenue in the Downtown area, is of similar architecture to the residential village areas adjacent to the Preservation District. Therefore, a similar overlay district in this area may be another possible alternative to the historic preservation requirements. Section 605 of the MPC permits the establishment of different requirements for overlay districts if the intent of the district is to preserve a specific type or period of architecture. Therefore, an overlay district with design guidelines for this area is another option for consideration. The addition of another overlay district does not necessarily mean that the design guidelines would need to be reviewed by an Advisory Board. As with the historic regulations adopted under MPC requirements, review for compliance with the design guidelines can be completed by the Zoning Officer, prior to issuance of building permits.

CRGIS Key #	Existing Tax Parcel ID/Description	Location Description	Historic Name	National Register Status	Resource Category	Material	Date Built	Bridge	Status
000511	24-023-010	14 E Chocolate Ave.	Hershey Community Center Building	Listed	Building	Stone	1932	N	
000512	24-020-002	100 Mansion Rd.	Hershey, Milton S., High Point Mansion	Listed	Building	Stone	1908	N	
079143	24-020-001	248 E Derry Rd.	Derry Session House and Enclosure (Glass House)	Listed	Building	Log	1732	N	
103691	24-056-050		Quarries of the Hummelstown Brownstone Company	Listed	Site			N	
092257	N/A	N/A	L.R. 139 Bridge 22 1 0 0139 0071200	Eligible	Structure	Concrete	1928	Y	
095092	24-087-067	852 Middletown Rd.	Hummel, Frederick, House (From Jacob Nissley)	Eligible	Building	Stone	1798	N	
096182	24-055-069	1690 Wood Rd.	Strickler, John, Farm	Eligible	Building	Brick	1854	N	
096421	24-055-096	SE Corner of Middletown/Wood Rd	Stoverdale School	Eligible	Building	Brick	1850	N	
103840	N/A	N/A	County Bridge No. 122	Eligible				Y	
104169	N/A	N/A	Lebanon Valley Railroad: Reading to Harrisburg (Cleona to North Lebanon Twp.)	Eligible	District		1858	N	
112375	N/A	N/A	Philadelphia & Reading Railroad (Philadelphia to Harrisburg)	Eligible	District		N	N	
116544	24-009-076	Northwest corner of Hersheypark Dr./Rte. 39	Longmeands Property	Eligible	Building	Stone	1860	N	Demolished
141606	24-008-031		Springdale Student Home	Eligible	Building	Brick	1850	N	Municipal Building Complex
142752	24-047-009	Governor Rd.	Milton Hershey School	Eligible	Building		1817	N	
144074	24-009-016	9 W Chocolate Ave.	Hershey National Bank Building	Eligible	Building	Marble	1914	N	
144075	24-009-017	19 E Chocolate Ave.	Hershey Chocolate Factory	Eligible	Building	Limestone	1909	N	Partially Demolished
144076	Multiple Properties	Village Area	Hershey Residential District	Eligible	District	Brick	1903	N	
104169	N/A	N/A	Lebanon Valley Railroad: Reading to Harrisburg (Derry Church to Swatara Segment)	Contributes to Resource	District		1858	N	
079197			Hershey Homestead	Ineligible	Building	Limestone	1826	N	
112073	24-045-001	914 Cocoa Ave.	Horseshoe Pike Tollhouse	Ineligible	Building	Shingle	1819	N	
115320			Gingrich & Funck Farm	Ineligible	Building	Brick	1873	N	
115322			Applehurst	Ineligible	Building	Brick	1930	N	
115324			Quarries	Ineligible	Site		1900	N	
115326			Eckert Property	Ineligible	Building	Vinyl	1935	N	
115330		N Lingle Ave.		Ineligible	Building	Vinyl	1850	N	
115332	24-003-005	495 N Lingle Ave.	Millard/Neidigh Property	Ineligible	Building	Asbestos	1930	N	
115334			Hershey Estates Farm Vehicle Repair Facility	Ineligible	Building	Vinyl	1930	N	
115336			Martz-Hoke Farm	Ineligible	Building	Vinyl	1860	N	
127102	24-007-085	138 N Lingle Ave.	Virginia Shifflett	Ineligible	Building	Vinyl	1930	N	
127103	24-007-185	150 N Lingle Ave.	Hachler, Kathleen Property	Ineligible	Building	Vinyl	1925	N	
127104	24-007-086	132 N Lingle Ave.	Pavone Property, Domenic & Mary	Ineligible	Building	Stone	1925	N	
127105	24-007-087	128 N Lingle Ave.	Colaniri Property, Jospeh A.	Ineligible	Building	Vinyl	1947	N	
127106	24-007-088	120 N Lingle Ave.	Kreider Property, Clair & Rita	Ineligible	Building	Vinyl	1940	N	
127107	24-007-089 & 24-007-219	114-116 N Lingle Ave.	Lutz Property, Kathy M. & Robert M (114) & Michael Green (116) - Duplex	Ineligible	Building	Aluminum	1926	N	

CRGIS Key #	Existing Tax Parcel ID/Description	Location Description	Historic Name	National Register Status	Resource Category	Material	Date Built	Bridge	Status
127108	24-007-090	112 N Lingle Ave.	Patrilak Property, Michael M.	Ineligible	Building	Aluminum	1926	N	
127109	24-007-091 & 24-007-092	102-104 N Lingle Ave.	Crawford Property, Barbara D.	Ineligible	Building	Vinyl	1926	N	
127113	24-007-093	48 N Lingle Ave.	Haldeman Property, Rodney H.	Ineligible	Building	Aluminum	1937	N	
127114	24-007-094	44 N Lingle Ave.	Benford Property, James M. & Janice R.	Ineligible	Building	Vinyl	1945	N	Demolished
127116	24-007-095	40 N Lingle Ave.	Balmer Property, Thomas & Donna	Ineligible	Building	Brick	1951	N	Demolished
127117	24-007-096	32 N Lingle Ave.	Admin. Of Veteran Affairs Bldg.	Ineligible	Building	Brick	1950	N	Demolished
127119	24-007-097	26 N Lingle Ave.	Moeun Property, Lorn	Ineligible	Building	Asbestos	1926	N	Demolished
127121	24-007-098	20 N Lingle Ave.	Deitrick Property, Lauren K.	Ineligible	Building	Asbestos	1915	N	Demolished
127127	24-007-167	17 N Lingle Ave.	Eggbert & Pavone Property	Ineligible	Building	Aluminum	1940	N	
127128	24-007-133 & 24-007-190	1840-1842 E Chocolate Ave.	Semancik Property, Ronald R. & Eden N.	Ineligible	Building	Vinyl	1921	N	Demolished
127333	24-007-132	1838 E Chocolate Ave.	Bishop, Kenneth F. Jr. & Kristi N., Property	Ineligible	Building	Vinyl	1926	N	
127334	24-007-131	1834 E Chocolate Ave.	Coleman, Mary L., Property	Ineligible	Building	Vinyl	1923	N	
127335	24-007-130	1830 E Chocolate Ave.	Maurer, Thomas W. Jr. & Elaine Sue, Property	Ineligible	Building	Aluminum	1923	N	
127336	24-007-129	1820-1822 E Chocolate Ave.	Groy, G., House	Ineligible	Building	Other	1939	N	
127337	24-007-127	1750 E Chocolate Ave.	Bordner, Jeffrey A., Property	Ineligible	Building	Brick		N	
127338	24-007-122	1722 A- B E Chocolate Ave.	Kulp, Dennis R & Karen S, Property	Ineligible	Building	Asphalt	1947	N	
127339	24-007-121	1712 E Chocolate Ave.	Cognoli, John W. & Althea R., Property	Ineligible	Building	Vinyl	1920	N	
127340	24-007-120	1702 E Chocolate Ave.	Yorty, John R., Property	Ineligible	Building	Brick	1925	N	
127341	24-007-061	1669 E Derry Rd.	Dosh, Donald G. & Patricia A., Property	Ineligible	Building	Asbestos	1920	N	
127409	24-007-068	113 N Lingle Ave.	Little, Carl R., Jr., House	Ineligible	Building	Aluminum	1920	N	
127420	24-007-078	1805 E Chocolate Ave.	Tshudy, John, House	Ineligible	Building	Wood	1865	N	
127683	24-009-074	27 W Chocolate Ave.	Hershey Press Bldg.	Ineligible	Building	Brick	1914	N	
127684	24-015-010	103 W Chocolate Ave.	Zimmerman House	Ineligible	Building	Wood	1905	N	Demolished
127686	24-015-010	111 W Chocolate Ave.	Garrett House	Ineligible	Building	Weatherboard	1900	N	Demolished
127687	24-015-010	117-119 W Chocolate Ave.	Smith House	Ineligible	Building	Vinyl	1910	N	Demolished
127688	24-015-010	121-123 W Chocolate Ave.	Moyer House	Ineligible	Building	Vinyl	1910	N	Demolished
127689	24-015-003	141 W Chocolate Ave.	Kullman Bldg.	Ineligible	Building	Vinyl	1900	N	Demolished
127690	24-015-025	110 W Chocolate Ave.		Ineligible	Building	Brick	1929	N	
127691	24-015-027	102 W Chocolate Ave.	Fenicci Bldg.	Ineligible	Building	Vinyl	1921	N	
127692	24-016-044	64 W Chocolate Ave.	First United Brethern Church of Hershey	Ineligible	Building	Stone	1928	N	
127693	24-009-015	169 W Chocolate Ave.	Hershey Post Office	Ineligible	Building	Stone	1931	N	
128764	24-007-062	1707 A-B-1709 A-B E Chocolate Ave.	Berner, Michael D., Property	Ineligible	Building	Vinyl	1880	N	
128765	24-007-077	1741 E Chocolate Ave.	DeLong, Daniel A., Property	Ineligible	Building	Brick	1938	N	
128766	24-007-079	1811 E Chocolate Ave.	Wise, Ronald R. & Lori A., Property	Ineligible	Building	Brick	1900	N	
128767	24-007-080	1817-1819 E Chocolate Ave.	Houser, Guy, Estate	Ineligible	Building	Aluminum	1900	N	
128768	24-007-082	1831 E Chocolate Ave.	Goepfert, Linda L., House	Ineligible	Building	Brick	1928	N	
128769	24-007-226	1839 E Chocolate Ave.	Drop, John M. & Cynthis S., Property	Ineligible	Building	Brick	1928	N	
128770	24-007-076	23 N Lingle Ave.	Ruhl, Brian A., Property	Ineligible	Building	Brick	1948	N	

CRGIS Key #	Existing Tax Parcel ID/Description	Location Description	Historic Name	National Register Status	Resource Category	Material	Date Built	Bridge	Status
128771	24-007-075	27 N Lingle Ave.	Zimmerman, Cynthia A., Property	Ineligible	Building	Brick	1938	N	
128772	24-007-074	33 N Lingle Ave.	Kohr, Anna M., Property	Ineligible	Building	Vinyl	1946	N	
128773	24-007-073	37 N Lingle Ave.	Gongloff, Kristopher D., Property	Ineligible	Building	Aluminum	1925	N	
128774	24-007-072	45 N Lingle Ave.	Brajakowski, Mark M. & Sandra A., Property	Ineligible	Building	Vinyl	1921	N	
128775	24-007-070	103 N Lingle Ave.	Howell, Thomas J. & Diane D., Property	Ineligible	Building	Stone	1949	N	
128777	24-007-069	107 N Lingle Ave.	Gainer, Marcus W. & Frances H., Property	Ineligible	Building	Brick	1948	N	
140983	24-009-009	100 W. Hershey Park Dr.	Hershey Park	Ineligible	District		1903	N	
140983	24-009-009	100 W. Hershey Park Dr.	Hershey Park Arena	Ineligible	Building	Concrete	1936	N	
141473	24-032-001	825 Cocoa Ave.	Crossroads Antique Mall	Ineligible	Building	Asbestos	1929	N	
142817	24-051-104	1215 Research Blvd.	Englewood Trust Company (Currently Cocoa Beanery)	Ineligible	Building	Brick	1860	N	
144073	24-009-012	201 Park Ave.	Hershey Zoo America	Ineligible	Building	Stucco	1910	N	
144077	24-016-023	16 W Caracas Ave.	Chocolate Workers Local 464	Ineligible	Building	Glass	1955	N	
144078	24-016-045	21 SW Caracas Ave.	Hershey Volunteer Fire Company	Ineligible	Building	Brick	1928	N	Remodeled/Expanded 2015
144159	24-029-006	810 W Chocolate Ave.	Balsbaugh-Curry Mill	Ineligible		Brick	1828	N	
144208	N/A	N/A	Reading Railroad: Middletown and Hummelstown Branch (Middletown to Hummelstown)	Ineligible	District		1890	N	
144208	N/A	N/A	Middletown and Hummelstown Railroad (Middletown to Hummelstown)	Ineligible	District		1890	N	
142943	24-024-033	13 Para Ave.	Snyder, Minnie & John E., House	Undetermined	Building	Stone	1917	N	
115328	24-003-016	417 N Lingle Ave.	Spino-Eckert House	Undetermined	Building	Vinyl	1926	N	
104247	24-023-029, 074	E Granada Ave.	Derry Township Schools	Undetermined	Building	Brick	1914	N	
089497	24-020-006	335 E Areba Ave.	Spring Creek Church of the Brethren	Undetermined	Building	Stone	1935	N	
089501	24-052-045	731 Sandhill Rd.	Fishburg Farm	Undetermined	Building	Stone		N	
095295	24-049-004	530 Middletown Rd.	Swartz Estate	Undetermined	Building	Stone	1915	N	
096261	24-055-049	1192 Middletown Rd.	Nissley, Jacob, House	Undetermined	Building	Stone	1844	N	
079137	24-052-035	850 Hill Church Rd.	Saint Paul's Lutheran Church	Undetermined	Building	Stone	1875	N	
079145	24-056-140	850 Bullfrog Valley Rd.	Shank's Barn	Undetermined	Building	Wood	1914	N	
079146	24-020-001	248 E Derry Rd.	Old Derry Presbyterian Church	Undetermined	Building	Stone	1884	N	
079167	24-052-045	731 Sand Hill Road	Backenstose House	Undetermined	Building	Stone	1806	N	Tax records say 1790
079202	24-020-046	Derry Rd.	Derry Church School	Undetermined	Building	Limestone	1844	N	
No # Assigned	24-053-088	1880 Fisburn Rd.	Vian Apartment Building	Undetermined	Building	Stone	1935	N	
No # Assigned	24-053-088	109 McCorkel Rd.	Purcell Friendship Hall & Deardon House	Undetermined	Building	Brick/Stone	1935	N	

Sources - Pennsylvania Historical & Museum Commission, Bureau for Historic Preservation
 Dauphin County Tax Assessment
 1991 Derry Township Comprehensive Plan



Technology and Communication

The comprehensive plan introduces an extensive range of particular advances for Derry Township's community planning. As part of realizing these efforts, technology will be an important tool and means for achieving desired results. The Township has an opportunity to explore, evaluate and utilize tools that are both practical and most feasible to communicate with the public with efficiency and effectiveness.

Geographic Information System Applications

The Township's application of its Geographic Information System can be enhanced to generate more complete analyses, realize more extensive planning options, and, ultimately, make decisions that are more informed. Civic services including public works, police, fire, parks and recreation, education, transportation and library services are likely to benefit from such advances so too will private-sector uses related to entertainment, dining and retailing. Wise use of technology is a vital part of how the community and the enterprises that make Derry their home may enable greater service efficiency, range, and delivery effectiveness.

The Derry Idea Board, the digital map sharing site, prepared as part of the comprehensive planning process, should be transformed into an interactive GIS portal for basic community development-based map layers such as sewer and water service areas, zoning, parcels, parks and open space, trails, thoroughfares and streets, etc. The interactive GIS portal can be displayed for use as part of formal applications for zoning and subdivision/land development as part of real-time meeting discussion and/or prior to public hearings and meetings.

Enhanced Communications

Derry Township is a community of choice for living, commerce and recreation. This is driven, in part, by the way in which it harnesses opportunities for advancing its communications. As part of evolving public expectations, their increased desire for more readily and rapidly available information in a variety of formats and through a number of channels. The way in which communication occurs has become a fundamental component of Township operations.

Over the coming decades, the community's ability to enhance its technologies for outreach and its dissemination of information will contribute to and benefit the lives of all residents, businesses and visitors. The Township aims for timely communication to be

Sense of Place: Technology and Communication

accurate, information-driven and conveniently accessible to all departments and, as applicable, to the public. The community's integrated system of communications will include the range of services currently already provided plus other new complementing techniques. Advances in communication technology will continue to be made over the lifetime of this plan, and this plan's policies work to embrace such advances in meeting the diverse needs of the Derry Township community.

Foremost, advances should open opportunities to inform people of issues that affect daily resident life. The introduction of a digitally formatted and on-line accessible permitting system can provide applicants easy access to forms and information and also advance application review efficiencies for Township staff and decision-making bodies. Tools such as QR codes could be included as part of on-site application notices to share digital access to current proposed site plan/building elevations, basic application information and meeting notices.

Social media is continuing to gain ground in everyday life. Each format offers a different impact for reaching residents as well as a different format that can be aligned with the reason for outreach. From conducting activities such as polling ideas related to civic development concepts many formats can be customized for particular purposes of Township outreach.

While there are varying upfront software and programming costs to different types of communication efforts, there are greater long-term cost and time savings that the Township can realize.

Neighborhood/Citizen Support

The Township should evaluate introducing 311 (Information line) reporting through on-line services. Such services allow mobile devices such as smartphones to be used to instantly report public works-related issues such as potholes, downed trees, unsightly graffiti, hazardous sidewalks, leaking fire hydrants, broken fences, traffic light timing issues and more.

Actions and Champions

The Township Departments should take the lead in all plan implementation and actions. With the community's very capable Staff, Department members will form an internal committee tasked with oversight of plan implementation. This committee should act as a champion for plan implementation and coordination. The plan's goals, objectives and actions should be reviewed annually to identify ongoing priorities and evaluate new opportunities as they arise—breathing life and flexibility into the plan. As the plan moves forward, this action plan will evolve as actions are completed, priorities change and opportunities become available. The annual plan review should outline an updated action plan every year.

While the Township will take the lead in implementing each recommendation, there are others in the Township and region who can contribute to the completion of the task or who will need to support the completion of the task. Additionally, outside agencies, neighboring municipalities, county and state governmental organizations as well as others could partner with the Township in the completion of a number of tasks.

Actions are organized into categories generally corresponding to the text descriptions in the Sense of Place Chapter. General timeframes and relative costs are presented for reference as part of annual review and ongoing prioritization. Of course, actions can be initiated at any time and timeframes can be modified depending on the availability of personnel and resources.

- Short Timeframe actions are generally anticipated to be achieved within one to three years
- Medium Timeframe actions could be completed within three to six years
- Long Timeframe actions could be completed within six to ten years or longer
- Ongoing Timeframe actions vary from the continuation of ongoing activities to longer-term recurring actions

Ballpark costs identify a ballpark cost that can be used to aid in implementation and prioritization.

- \$ \$0 to \$10,000 (organizing events, staff sessions to prioritize recommendations, etc.)
- \$\$ \$10,001 to \$40,000 (community outreach, rewriting ordinances, etc.- may require consultants)

Actions and Champions

- \$\$\$ \$100,000 to \$1,000,000 (construction projects, property acquisition, app development, etc.)
- \$\$\$\$ \$1,000,000+ (construction projects, property acquisition, development, etc.)

Narrative text outlining specific steps with detailed information related to partners and other considerations can be found in the Sense of Place chapter.



Actions and Champions: Recommendation Table

Action Summary

Implementation Action		General Timeframe	responsible party/leader	Key Stakeholders	Method of Implementation	Relative Cost
LUD	Land Use and Design					
1	Update the Township Zoning Map to be consistent with the Comprehensive Plan future land use recommendations	short	Community Development	Community Development - property owners	Zoning Ordinance	\$
2	Amend the Township Zoning Ordinance land uses, densities, dimensional standards and supporting regulations to be consistent with the Comprehensive Plan recommendations	short	Community Development - Consultant	Community Development	Zoning Ordinance	\$\$
3	Delineate Mixed Use District boundaries on the Township Zoning Map	short	Community Development - Consultant	Community Development	Zoning Ordinance	\$
4	Create Mixed Use District Standards within the Township Zoning Ordinance to complement the intent of the mixed use areas outlined within the Comprehensive Plan	short	Community Development - Consultant	Community Development	Zoning Ordinance - SALDO	\$
5	Legislate four additional Development Area Approval processes to be consistent with the Comprehensive Plan's recommended Development Approval Areas	short	Community Development - Consultant	Community Development	Zoning Ordinance - SALDO	\$
6	Establish updated Development Approval process administrative procedures and application requirements utilizing the traditional Neighborhood Development (TND) legislation of the PA Municipalities Planning Code and in an effort to streamline development review and approvals in the Township	short	Community Development - Consultant	Community Development - property owners	Zoning Ordinance - SALDO	\$
AD	Administration					
7	Create a Township Department-led Comprehensive Plan Implementation Committee to ensure on-going tracking of plan initiatives and communications	immediate	BOS	BOS - Planning Commission - Township Departments (CD, P&R, PW, ED)	action by BOS	\$
8	Prepare an annual report to identify Comprehensive Plan implementation progress and to use as an everyday working tool in context of community planning and development activities, reviews and private sector pursuits	on-going	Community Development	BOS - Community Development	Presentation at BOS meeting	\$
9	Transform the Derry Idea Board to an on-going Township Department Development tool	medium	Community Development	Township Departments	GIS	\$\$-\$
10	Create a Stormwater Management Authority to ensure proper design, maintenance and function of the Township's stormwater management facilities	short	BOS	Derry Township Municipal Authority	Action by BOS	\$
AP	Additional Policy Considerations					
11	Revise current design guidelines for the Chocolate Avenue Preservation Overlay District	short	Community Development - Consultant	Community Development - Community Development - Economic Development - DHA - DAB	Zoning Ordinance - SALDO	\$
11.1	Identify the predominant architecture in the downtown.					
11.2	Create a list of desirable building materials and design elements that are consistent with the predominant architecture.					
11.3	Establish build-to-lines in lieu of traditional front yard setbacks					
11.4	Draft regulations that require harmonious relationships of building mass and scale.					
11.5	Establish regulations for streetscape design improvements.					
11.6	Improve on existing regulations for the design and screening of parking lots and parking structures.					
11.7	Draft regulations that allow for sufficient signage and lighting techniques, using elements that complement Public Realm Corridor aims.					
11.8	Determine a plan for the provisions of green design elements in new and altered building construction.					
12	Review existing zoning regulations and make appropriate revisions to lot requirements (setbacks, impervious coverage and other dimensional requirements) in order to permit property improvements that are consistent with historical development patterns	short	Community Development - Consultant	Community Development	Zoning Ordinance	\$
12.1	Inventory the residential neighborhoods of the Township to identify predominant development patterns and make appropriate changes to the zoning requirements in order to maintain existing community character.					

Actions and Champions: Recommendation Table

Action Summary

	Implementation Action	General Timeframe	responsible party/leader	Key Stakeholders	Method of Implementation	Relative Cost
AP	Additional Policy Considerations					
12.2	Review existing zoning policies regarding the side and rear yard setbacks for detached accessory uses.					
12.3	Review existing zoning policies regarding front yard special exceptions.					
13	Establish design guidelines and regulations for mixed use neighborhoods and mixed use buildings in identified target growth areas of the Township	short	Community Development - Consultant	Community Development - Property owners - Economic Development - DHA - DAB	Zoning Ordinance - SALDO	\$
13.1	Identify properties that are conducive to the development of TND's; draft and implement a TND Ordinance that is compliant with the standards of the MPC.					
13.2	Review existing zoning policies relative to mixed-use ratio requirements and determine appropriate revisions in order to enable live/work buildings in the Downtown and Palmdale areas.					
14	Review existing regulations and develop appropriate revisions to existing buffer requirements in order to preserve scenic vistas and rural areas of the Township	short	Community Development - Consultant	Community Development - property owners	Zoning Ordinance - SALDO	\$
14.1	Require buffer areas between developments of higher densities to screen uses from developments of lower densities.					
15	Connect and expand the Township walking and biking trails as a unique identifying character element in the Township	long	Parks and Recreation - Community Development	Parks and Recreation - Community Development - residents - visitors	funding and construction - Official Map	\$\$\$
15.1	Establish trail connections that are consistent with the Township, County and neighboring municipal Park and Open Space plans.					
15.2	Research and implement the adoption of an Official Map as a regulatory tool that identifies future trail connections.					
16	Promote agricultural and agritourism uses as a cultural resource in the Township's rural areas	short	Community Development - Consultant	Farmers - visitors - residents	Zoning Ordinance	\$
16.1	Revise zoning regulations in the Agricultural/Conservation district to permit agritourism uses.					
TRP	Transportation and Public Realm					
17	Expand bicycle and pedestrian connectivity					
17.1	Expand the Township's bicycle and pedestrian network to include the on-road connections shown on the Bicycle-Pedestrian Connectivity Diagram.	medium	BOS - Public Works	Residents - visitors - property owners - Derry Township	regulations - design - funding - permitting - construction	\$\$\$
17.2	Expand the Township's bicycle and pedestrian network to include the off-road connections shown on the Bicycle-Pedestrian Connectivity Diagram.	long	Parks and Recreation	Parks and Recreation - Community Development - Public Works	regulations - design - funding - permitting - construction	\$\$\$\$
18	Incorporate public realm corridor designations and technical standards into policy documents and mapping as appropriate	short	Community Development - Consultant	Derry Township	Development of plans and adoption by BOS	\$\$
18.1	Adopt an official map to show all existing and proposed public streets and trails, including any planned roadway improvements or extensions of the sidewalk network.					
19	Create an Access Management Overlay District for Public Realm Corridors Type C.	short	Community Development - Consultant	Derry Township	official Map and SALDO	\$
20	Install traffic signal improvements	short	BOS - consultant - PennDOT	Derry Township - Hummelstown Borough	design, funding and construction	\$\$\$\$
21	Implement intersection improvements	short-long	BOS - consultant	Derry Township - Hummelstown Borough - residents - visitors	design, funding and construction	\$\$\$\$
21.1	Implement short-term improvements at the intersection of Walton Avenue (S.R. 2018) & Hersheypark Drive (S.R. 39) as identified in the 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc.					

Actions and Champions: Recommendation Table

Action Summary

	Implementation Action	General Timeframe	responsible party/leader	Key Stakeholders	Method of Implementation	Relative Cost
TRP	Transportation and Public Realm					
21.2	Implement medium-term improvements at the intersection of Walton Avenue (S.R. 2018) & Hersheypark Drive (S.R. 39) as identified in the 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc.					
21.3	Implement long-term improvements at the intersection of Walton Avenue (S.R. 2018) & Hersheypark Drive (S.R. 39) as identified in the 2014 Alternatives Study prepared by Herbert, Rowland & Grubic, Inc.					
21.4	At the intersection of Middletown Road (S.R. 2003) & Route 322 Eastbound Off-Ramp/Service Road (S.R. 2034) widen the northbound approach of Middletown Road to provide a right-turn lane onto the Service Road.					
22	Complete the Park Boulevard Realignment project.	short	BOS - consultant	Derry Township - HE&R - Hershey Foods - residents - visitors	design, funding and construction	\$\$\$\$
23	Construct roundabouts	short	M. S. Hershey School	M. S. Hershey School - Derry Township - traveling public	permitting - construction	\$\$\$\$
23.1	Construct a single-lane modern roundabout at the intersection of Governor Road (S.R. 322) & Homestead Lane.					
23.2	Construct a single-lane modern roundabout at the intersection of Governor Road (S.R. 322) & Meadow Lane.					
24	Extend Hope Drive to Fishburn Road (S.R. 743) and create a new signalized intersection at the point where the two roads intersect.	medium	BOS/Private developer	Residents - visitors - property owners - Derry Township	regulations - design - funding - permitting - construction	\$\$\$\$
25	Construct a new east-west collector roadway to connect Middletown Road (S.R. 2003) and Bullfrog Valley Road. The proposed collector roadway should align with Gramercy Place at a new traffic signal.	medium	BOS/Private developer	Residents - visitors - property owners - Derry Township	regulations - design - funding - permitting - construction	\$\$\$\$
26	Implement the roadway and streetscape recommendations in the 2015 <i>Hershey Downtown Plan</i> .	medium	Community Development	Community Development - Property owners - Economic Development - DHA - DAB	Official Map - Zoning Ordinance	\$\$\$\$
26.1	Develop a method for pedestrians to cross at Hockersville Road & Areba Avenue.	short	BOS - consultant	residents - visitors	design, funding and construction	\$\$-\$\$\$
27	Extend Orchard Road to create a new railroad crossing north of Downtown Hershey	long	BOS - Community Development - Economic Development	Private Developer - visitors - residents - Derry Township	regulations - design - funding - permitting - construction	\$\$\$\$
28	Improve access to properties adjacent to the railroad tracks between Orchard Road and Ridge Road by constructing a new street extending north from West Chocolate Avenue.	medium	BOS - Community Development - Economic Development	BOS - Private Developers	regulations - design - funding - permitting - construction	\$\$
29	Coordinate with Capital Area Transit and/or County of Lebanon Transit to evaluate the feasibility of transit expansion in the Township.	long	Economic Development	Derry Township	Produce study - implement plan	\$\$-\$
30	Modernize/expand Recreation Center	medium	Parks and Recreation	Derry Township	study - design - funding - permitting - construction	\$\$\$\$-\$\$\$\$
EC	Environment and Culture					
31	Adopt zoning ordinance provisions associated with installation of alternative energy options as well as sustainable building practices	short	Community Development	Property Owners	Zoning Ordinance	\$
32	Expand recycling programs to encourage greater public and corporate participation and broader options for material recycling.	medium	Public Works	Derry Township	Analysis and contracted services	\$\$-\$
33	Provide educational opportunities and activities for residents and corporate citizens to become actively engaged with the Township as partners in environmentally friendly practices.	on-going	BOS - PW - Derry Township Environmental Action Committee	Derry Township	various	\$\$-\$

Actions and Champions: Recommendation Table

Action Summary

	Implementation Action	General Timeframe	responsible party/leader	Key Stakeholders	Method of implementation	Relative Cost
EC	Environment and Culture					
34	Communicate the different efforts, options and activities that are available to encourage environmental stewardship and participation.	on-going	BOS - PW - Derry Township Environmental Action Committee	Derry Township	various	\$
35	Evaluate the potential for a future nature education center to provide a forum for Township, Milton Hershey Schools and Derry Township School District and other appropriate stakeholders to formulate educational program opportunities for Derry residents.	short	BOS	Township, Milton Hershey Schools and Derry Township School District	Feasibility Analysis	\$\$
36	Require subsurface studies as part of the development process in key portions of Derry Township known to have the potential for underground drainage channels, sinkholes and fissures.	on-going and long	Community Development	Property Owners	SALDO	\$
37	Consider and pursue scenic or conservation easements, as applicable, as a means to preserve important open spaces and riparian areas along streams and rivers to protect vegetation, landforms and open vistas.	on-going	Community Development	Derry Township	Zoning Ordinance - SALDO	\$\$\$
38	Evaluate and designate conservation easements and other development tools that can protect the environmental and scenic integrity of important sites for public acquisition.	long	BOS	Derry Township	Studies/funding and SALDO	\$\$\$
39	Work with property owners to create public access points to riparian corridors as a public amenity available to all residents and corporate citizens within Derry Township.	long	BOS	Derry Township - residents	Studies/funding and SALDO	\$
40	Foster recreational and educational opportunities where possible to provide greater interaction between the public and important natural features.	On-going	Parks and Recreation - DTSD	Derry Township	various	\$
41	Evaluate and enhance standards that safeguard the preservation of integrated complexes of open space areas especially in order to minimize damaging erosion and fragmentation of the community's agrarian and woodland landscapes.	medium	Community Development	Derry Township	SALDO and Zoning Ordinance	\$
42	Require native ground cover as a means of preserving and enhancing existing and man-made steep slopes to reduce erosion.	On-going	Community Development	Derry Township	SALDO and Zoning Ordinance	\$
43	Encourage developers and property owners to establish mass tree plantings and fencerows within projects and to dedicate open space as buffers, to shape views, and as future amenities for residents.	On-going	Community Development	Residents - developers	SALDO and Zoning Ordinance	\$
44	Maintain a Comprehensive Public Tree Database and create a Landmark Tree Inventory.	On-going	Community Development- Parks and Recreation- Public Works	Volunteers	GIS	\$\$
45	Update stormwater management ordinance components in line with watershed strategies and hazard mitigation planning needs.	short	Community Development	Derry Township	SWM Ordinance	\$
46	Update the Township Shade Tree Ordinance in conjunction with identified public realm character/improvements	short	Public Works - BOS	Derry Township	Complete and adopt regulations	\$
47	Encourage Landscape Restoration and Preservation as part of the development review process to maintain areas of native plant communities and riparian corridors, where appropriate.	on-going	Community Development	Derry Township	Zoning Ordinance - SALDO	\$
48	Prioritize and work with community partners to acquire applicable identified lands or archaeological sites that significantly affect the Township's visual character.	long	BOS	PHMC - Property Owners	research - funding - purchase	\$\$\$
49	Cooperate with surrounding communities to establish mutual policies and development practices that will protect the desired rural character of Derry Township and the region's agricultural roots.	on-going	BOS	Derry Township - neighboring municipalities	Zoning Ordinance - SALDO - Intergovernmental cooperation agreements	\$
50	Encourage native/naturalized plantings where appropriate along rural scenic roads in open spaces, setbacks and right-of-way plantings to enhance character and reduce long-term maintenance.	on-going	Public Works - BOS	Residents - visitors - property owners - Derry Township	develop program and funding	\$
51	Pursue efforts to promote hazard mitigation planning, maximize resident safety and minimize development impacts	On-going	Community Development	Residents - developers	SALDO and Zoning Ordinance	\$
52	Establish and implement a plan for the preservation of historic resources in the Township	short	Community Development	Derry Township - DAH - DAB	report linked to Comprehensive Plan Ordinances	\$
52.1	Update the Township's historic inventory listing.					
52.2	Review alternatives and determine the desired goals to be achieved through implementation of historic preservation requirements.					
52.3	Establish an appropriate link between the residential dwellings in the Downtown and the predominant architecture established for the Chocolate Avenue Preservation Overlay District.					
53	Protect Swatara Greenway and linear parks along the water	On-going	Community Development	Residents - visitors - property owners - Derry Township	SALDO and Zoning Ordinance	\$



Facts & Figures

The Pennsylvania Municipalities Planning Code

(MPC) is the enabling legislation of the Commonwealth that allows municipalities to adopt Comprehensive Plans. While the MPC does not require a municipality to adopt a Comprehensive Plan, for those that do choose to adopt one Article III of the MPC requires certain topics to be addressed in the Plan. These topics include, but aren't necessarily limited to anticipated plans for future land use, housing, the movement of people and goods, community facilities and utilities, as well as a statement of interrelationships among the various plans components. For municipalities that adopt a Comprehensive Plan, the MPC requires a review of the plan every 10 years; this review may or may not result in future amendments to the plan. Whether a municipality updates its Comprehensive Plan would depend on the development patterns that have occurred since adoption of the Plan, and whether any of the goals and objectives discussed in the Plan have changed over time. The Comprehensive Plan remains one of the more recognizable and accepted methods for long range land use planning by the Commonwealth's municipalities.

The MPC assigns the task of preparing a Comprehensive Plan to the Planning Commission or other planning committee established by the Board of Supervisors. In the case of this Plan, the Township Planning Commission was responsible for assisting in the preparation of the studies and analyses of housing, demographic, and economic characteristics and trends of the Township. The Board of Supervisors ultimately adopts and may amend the comprehensive plan as a whole or in updated parts. Before adopting or amending the comprehensive plan, or any part of it, the Township Planning Commission must hold at least one public meeting before forwarding it to the Board of Supervisors. This process must follow the review and adoption timelines as required by the MPC.

Lastly, after the Board of Supervisors has adopted this Comprehensive Plan or any amendment to it, Section 303 of the MPC requires that any subsequent proposed action of the Supervisors, its departments, agencies and appointed authorities to be submitted to the Planning Commission for its recommendations when the proposed action relates to the following:

Facts and Figures: Derry Township Demographics

- The location, opening, vacation, extension, widening, narrowing or enlargement of any street, public ground, pier head or watercourse;
- The location, erection, demolition, removal or sale of any public structure located within the municipality; or
- The adoption, amendment or repeal of an official map, subdivision and land development ordinance, zoning ordinance or provisions for planned residential development or capital improvements program; or
- The Construction, extension or abandonment of any water line, sewer line or sewage treatment facility

The recommendations of the Planning Commission, including a specific statement as to whether or not the proposed action is in accordance with the objectives of the formally adopted comprehensive plan, need to be made in writing to the Board of Supervisors within forty-five days. The MPC provides that any action taken by the governing body of a municipality will not be declared to be invalid nor will the same be subject to challenge or appeal on the basis that such action is inconsistent with, or fails to comply with, the provisions of the comprehensive plan. However, the MPC does require that actions of the Board of Supervisors remain consistent with the goals and objectives of the Comprehensive Plan; therefore, any actions which may contradict the goals and objectives of the Comprehensive Plan should result in a revision to the Plan.

Derry Township Demographics

Demographics: The Region

Derry Township, Dauphin County is part of the Harrisburg-Carlisle Metropolitan Statistical Area (MSA), which as of the 2010 Census contained a population of 549,475 people. The Township is in the far eastern portion of the MSA and shares a western border with the Lebanon MSA. The Harrisburg-Carlisle MSA contains three counties in the region, Dauphin, Cumberland and Perry with Dauphin County being the most populous county in the MSA with Perry County being the least populous. The Township is bordered to the north by East Hanover Township, to the northwest by Hummelstown Borough, and South Hanover Township, to the west by Swatara and Lower Swatara Townships, to the southwest by Londonderry Township, to the south by Conewago Township and to the east by Lebanon County.

Facts and Figures: Derry Township Demographics

The Township contains approximately 17,000 acres of land or 26.56 square miles. A Large Portion of this acreage is currently owned by the private Hershey entities (Hershey School Trust, Milton S. Hershey School, Hershey Entertainment and Resorts Company and The Hershey Company). The Penn State Milton S. Hershey Medical Center is also a major landholder in the Township. The landholders are among the top employers in the Harrisburg Region The aforementioned are three of the top ten largest employers in the Harrisburg region. According to data collected by the Harrisburg Regional Chamber and Capital Region Economic Development Corporation (CREDC) in 2011, the Penn State Milton S. Hershey Medical Center employs 8,850 people, the Hershey Entertainment and Resorts Company employs 7,500 people and The Hershey Company employs 6,500 people.

Population Trends

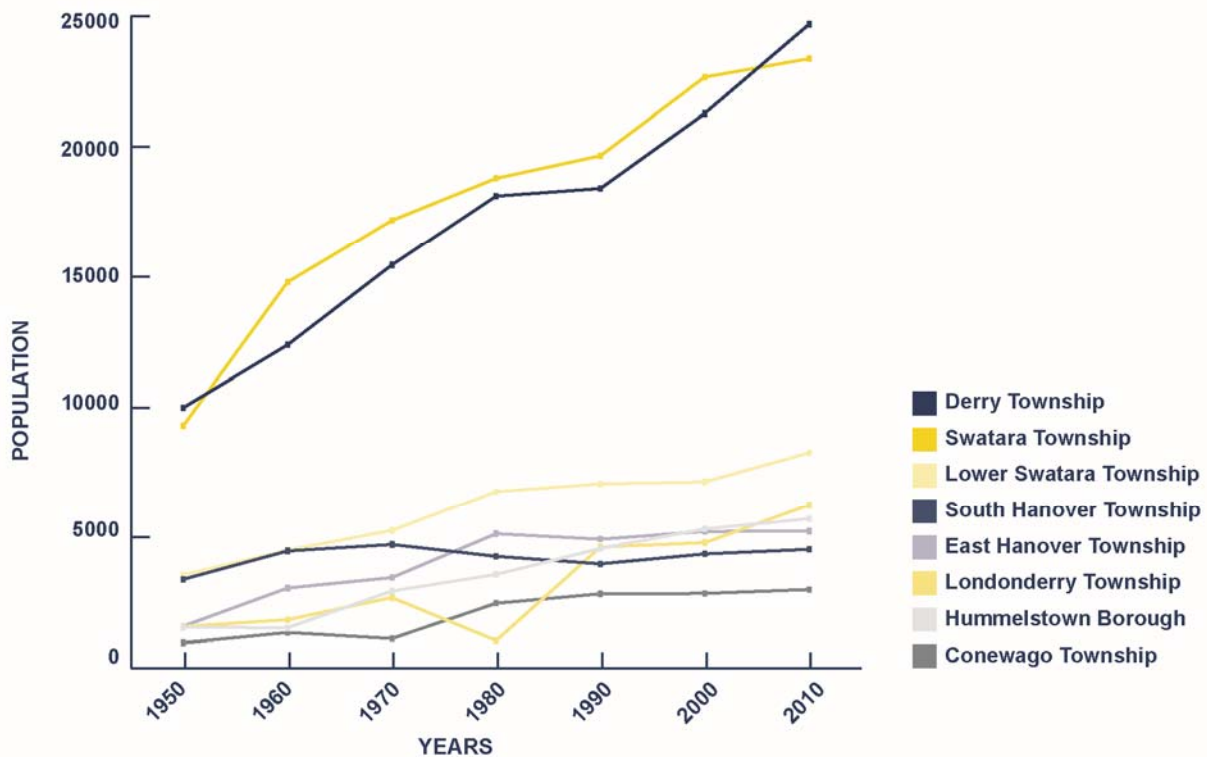
As of the 2010 census, the population of Derry Township is 24,679 people. This is an increase of 16.01% over the ten-year period between the 2000 and 2010 census. This translates to a 1.60% annual growth rate, which is generally considered modest and easily sustainable. However, much of the population increase appears to be due to the inclusion of the Milton S. Hershey School student population that reside in dormitories on campus. This would mark the first time students living in the dormitories were included in a decennial census count. While it would be difficult to determine an exact number of students included in the census, the best estimate would be the enrollment numbers reported by the Pennsylvania Department of Education during the census year (April 2010), which was 1,886 students. If one would exclude the student population as in previous censuses, the growth rate in the Township would be significantly less than the annual growth rate of 1.60% indicated above. This would also mark a decline from the growth rates that were experienced between 1990 and 2000.

With the 2010 census count, Derry Township surpassed Swatara Township as the most populous municipality in the immediately surrounding region and is the third most populous municipality in Dauphin County, behind Harrisburg City and Lower Paxton Township. Table 1 shows a comparison of the 50 year population growth trends for Derry Township, the immediately adjacent municipalities, the Harrisburg-Carlisle MSA and the State.

Derry Township contains approximately 26.56 square miles, which translates to a population density of 929.18 people per square mile. This is the second highest population density of the surrounding

Facts and Figures: Derry Township Demographics

municipalities, with Swatara Township being the most densely populated at 1,600 people per square mile. This would mean that for every person in the Township, there is just over two-thirds of an acre of land or just fewer than one and a half persons per acre.

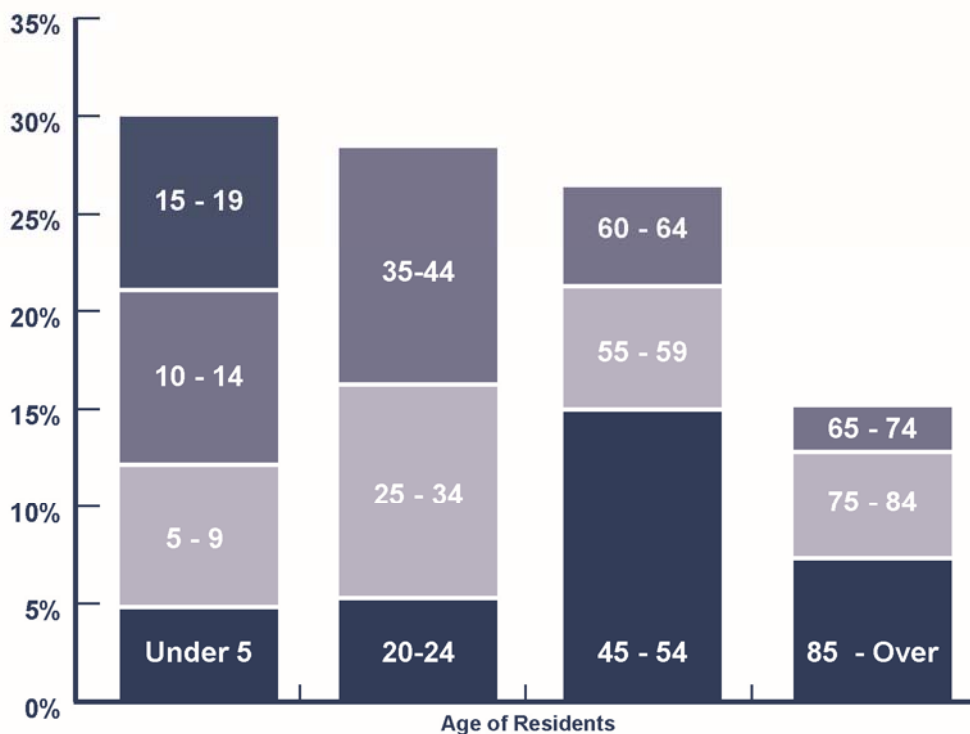


Social Characteristics

Age Composition

Table 2 on the next page shows the age composition of the Township for the 1990, 2000 and 2010 census years. As a result of the inclusion of the Milton S. Hershey students, the School Age Group in the Township has experienced significant rises in population totals since 1990; those children between the ages of 15 and 19 have increased in population by more than 88% since the 2000 census. As a result of the increased number of school-aged children, the Township has a substantially higher percentage of its population (30.1%) in the School Age group than any other municipality in the surrounding region, with South Hanover Township being the second highest at 27.7%. Additionally, the median age of Derry Township has decreased from 40.2 to 38.3, defying national trends for an aging population.

Facts and Figures: Derry Township Demographics



The Mature Adult population has experienced growth in the percent composition of total population from the 2000 census. Increases in this age group are quite common across the region as the “Baby Boomer” generation is quickly approaching retirement age. The increasing population in this age group will undoubtedly cause implications for local planning efforts, not just in Derry Township, but also across the region. An aging population will cause increased demand for specialized services relating to healthcare, recreational needs and public transit options. Fortunately, with a mix of housing types and access to high quality healthcare, Derry Township may be ahead than most in ensuring this age group has accessible and sufficient public services. Conversations on housing supply and demand, mobility and connectivity improvements and provisions for adequate public services should consider the trends for an aging population.

Lastly, two age groups, the Young Adult population and the Senior populations have experienced a decline in the percentage of population totals since the 2000 census, with the exception of those between the age of 20-24. The increase in this age group may be indicative of national trends, which have shown populations in this age group increasing over time, as a growing number of college graduates are moving back home. It may also be partly due to the student housing on the Penn State Hershey Medical campus, with those individuals also being counted in the census for the first time.

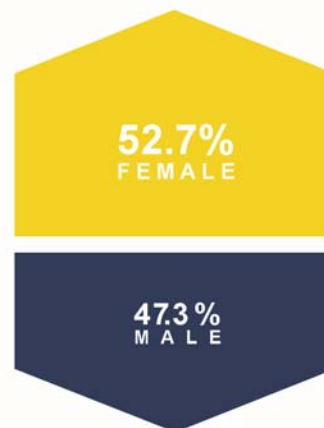
Facts and Figures: Derry Township Demographics

Even with the Young Adult population trending toward a declining percentage of the total population of the Township, Derry still has the third highest percentage of Young Adults in the region (28.4%), with Hummelstown Borough and Swatara Township having a higher percentage at 32.6% and 36.1% respectively. Implications of a continued decline in the Young Adult population may include a declining birth rate since this is the primary childbearing years for most persons. A decline in this age group may also lead to a fading housing market since this is the age when many couples purchase and improve houses to meet the needs of their growing families. Plans for future land uses, particularly housing, should include a discussion on providing adequate “entry level” housing for the Young Adult population. Recent housing trends in the Township have been to provide for more multi-family housing units such as townhouses and apartments that may be more conducive to purchase by younger families and single professionals.

As for the Senior population, although it has declined from the past two censuses, Derry Township has the second highest percentage of residents in this age group, when compared to the surrounding region at 15.2% of the population. This is behind only Lower Swatara Township, which contains 15.4% of their population in the Senior age group. The percentage of individuals classified as Seniors is likely to increase over the next 10-20 years as the baby boomer generation continues to age.

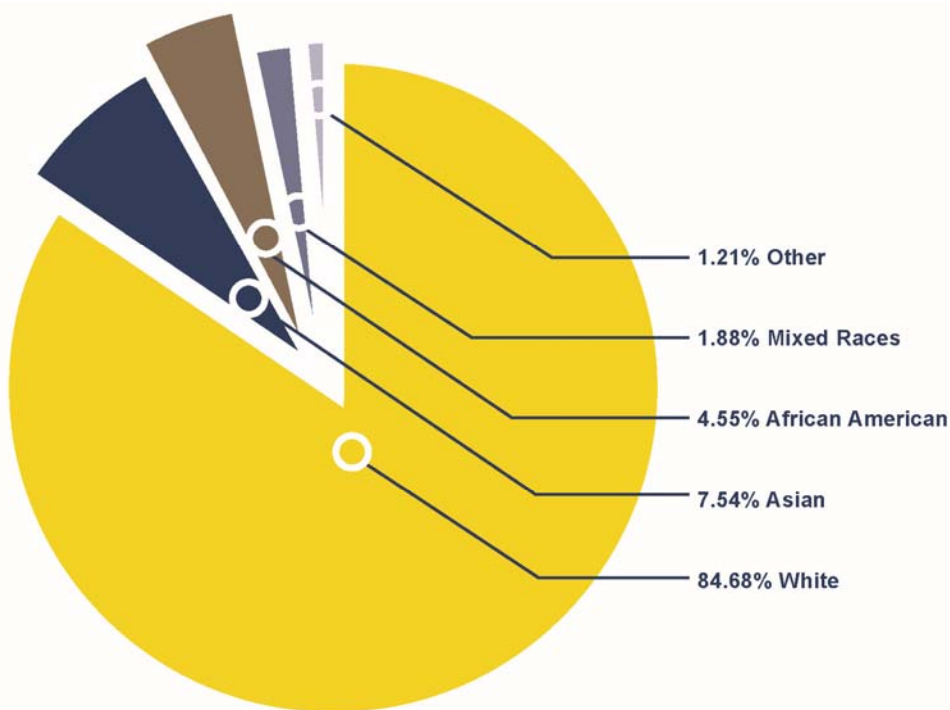
Gender Composition

Table 3 shows the gender composition for Derry Township over the past three censuses. The trends have been for a slight decline in the percentage of females as compared to the total number of males in the Township. Should trends continue towards a more significant decline in the number of females as compared to males, the Township could experience a further decline in annual birth rates. However, Derry Township still contains the highest ratio of females to males as compared to the immediately surrounding municipalities.



Race and Ethnicity

Graph 4 indicates the composition of the Township's population by race. The population of the Township has become more diverse over the past 20 years, with significant increases in the African American (4.55%) and Asian communities (7.54%). The percentage of the Black or African American population in the Township is lower than the 10.8% of the State population and the 10.2% of the Harrisburg-Carlisle MSA; however, the percentage of the Asian population is significantly higher than the 2.7% of the State and the 2.9% of the Harrisburg-Carlisle MSA.



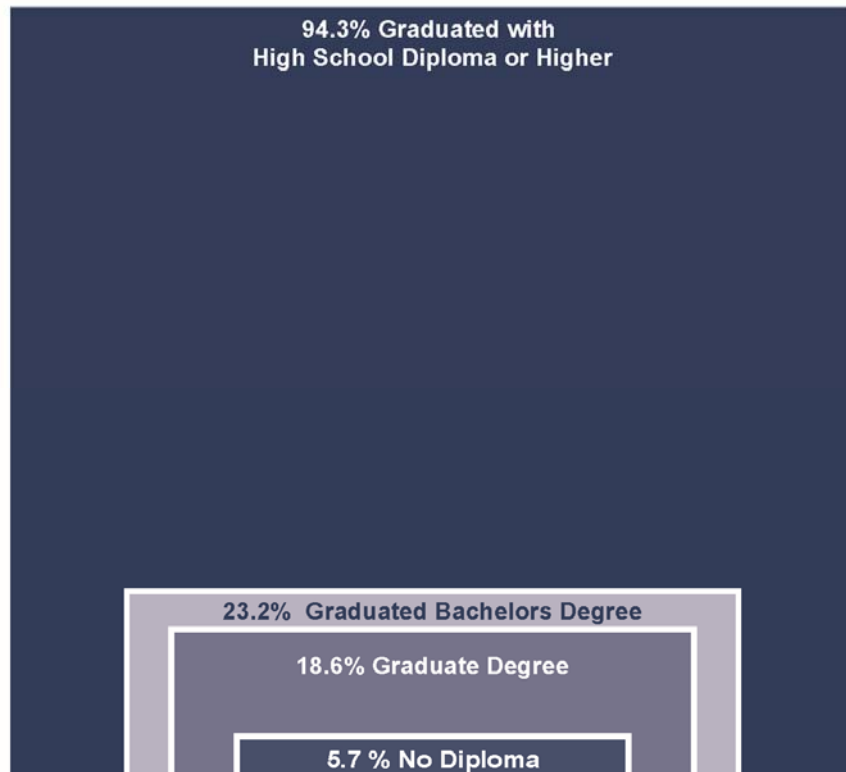
The Hispanic or Latino population has also experienced population increases from the 2000 census. In 2000, there were 297 residents that identified themselves as Hispanic or Latino, or 1.4% of the Township's population. In 2010, this number increased to 733 residents or 3.0% of the Township's population. This number is less than the 4.7% of the Harrisburg-Carlisle MSA and the 5.7% of the State.

Facts and Figures: Derry Township Demographics

Education Attainment & School Enrollment

Graph 5 shows the data estimates for educational attainment for those residents in the Township that are 25 years of age or older. At a 94.3% high school graduation rate, Derry Township has a significantly higher graduation rate than the County, at 89.0% and the State, at 88.3%. The graduation rate has substantially increased since the last Comprehensive Plan when the 1980 census indicated that the percentage of persons 25 years of age or older that graduated high school was at 77.3%.

The American Community Survey estimated that the amount of those earning a bachelors degree have remained nearly unchanged from 2000 with 23.2% of the Township's population over 25 obtaining a bachelor's degree. The estimates also indicate that 18.6% of the sampled population obtained a graduate degree which is a decrease from 22.6% during the 2000 census. Higher education levels would be indicative of a highly skilled workforce, makes the Township an attractive location for expansion of current businesses, or for new businesses to locate in the Township; both scenarios will provide continued opportunity for economic development. which is important for the individual to be competitive in the job market and for providing increased opportunity for economic security. A highly skilled workforce makes the Township an attractive location



Facts and Figures: Derry Township Demographics

for expansion of current businesses, or for new businesses to locate in the Township; both scenarios will provide continued opportunity for economic development.

The PA Department of Education reports that the enrollment of the Derry Township School District was 3,596 students on October 1 of the 2010-2011 school year. This is an increase of 132 students from the enrollment that was reported by the Department on October 1 of the 2004-2005 school year. This increase represents a 3.8% increase from 2004-2005.

The Department of Education utilizes birthrate statistics from the PA Department of Health to project school populations through the 2020-2021 school year. The projections provide for a peak enrollment in 2014-2015 of 3,681 students. Thereafter, school populations begin to fall back through the 2020-2021 school year, when enrollment is anticipated to be 3,540 students. These projections are indicative of a declining birth rate for the Township. While these projections for school enrollment do not appear to indicate a necessity for an increase in educational services, it is important to consider the impacts on the public schools in the event of any changes to the zoning policies that would result in increased development densities. Maintaining the quality of education remains a priority for many residents as evident in the comments provided in the community survey.

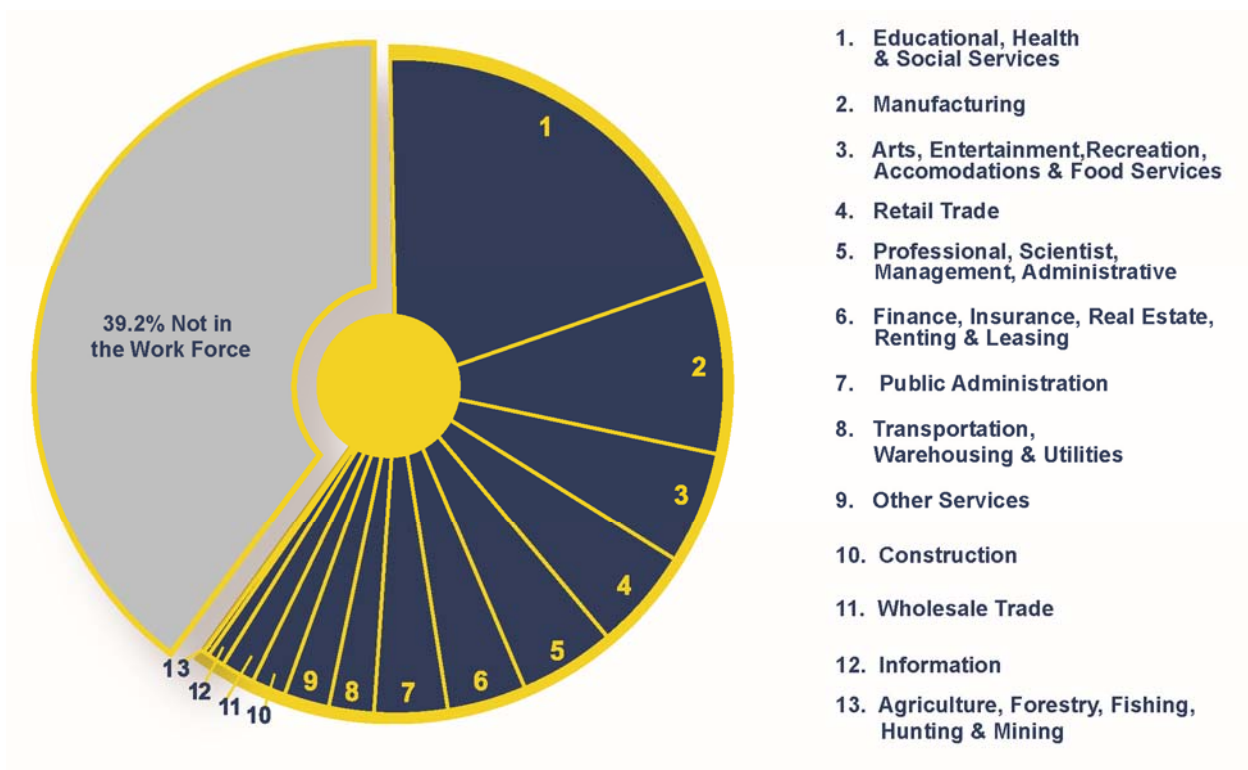
Employment & Income

Graph 6 shows the characteristics of Derry Township's residents that are currently part of the labor force as well as the distribution of the labor force among specified industries during the 2000 census. The fields of industry that employ the most people in the Township are the educational and health services (33.1%), manufacturing (14.1%) and the arts and entertainment industries (9.5%). The percentage of individuals employed in the educational and health services industry was much higher than the State average of 21.9% and the County average of 19.0%. This statistic makes sense when one would consider the number of public and private educational facilities located in the Township, including not only the Township school district, but also the Milton Hershey School, Penn State Medical Campus, Vista School, Hershey Christian School, St. Joan of Arc and all other private daycare and early childhood education centers. There are also numerous buildings devoted to outpatient services of the Milton S. Hershey medical center and private medical care facilities located within the Township that would fall under this

Facts and Figures: Derry Township Demographics

category. The amount of people employed in the arts and entertainment industry was also higher than both the State average of 7.0% and the County average of 7.3%. Lastly, while the percentage of people employed in the manufacturing industry was higher than the County's average of 11.1%, it was slightly below the State average of 16.0%.

Hershey's primary industry is of course chocolate manufacturing; however, outside of the Chocolate industry, there are only smaller manufacturing uses in the Township. Larger industrial centers exist outside of the Township's borders, especially in those municipalities with direct access to a major interstate corridor.

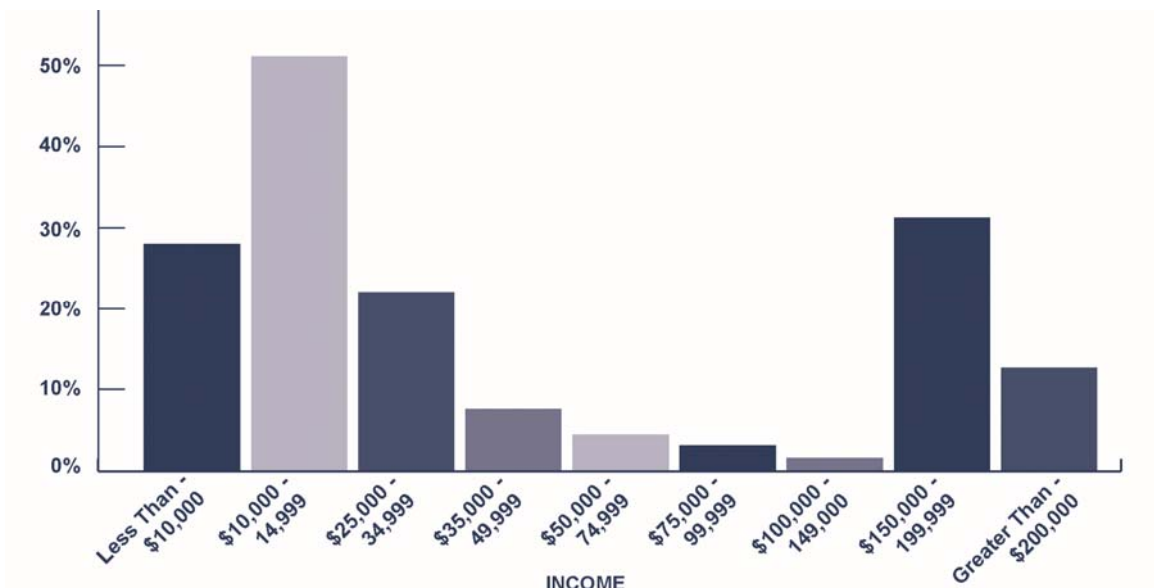


The 2011 estimates by the American Community Survey indicate the labor force of the Township has grown since 2000, to approximately 12,466 people. It is estimated that the unemployment levels have increased in 2011 to 3.5%, which would be up from 1.4% in 2000. The estimated unemployment rate for the Township is significantly lower than the 7.8% unemployment rate of the State and the 7.5% unemployment rate for the County, which was reported by the U.S. Bureau of Labor Statistics in October of 2012.

Facts and Figures: Derry Township Demographics

The size of a community's labor force and its distribution by industry are both important factors when planning for future land uses and economic development. Market conditions are heavily dependent on available labor and a steady consumer market. Derry Township's proximity to the Harrisburg and Lebanon metro areas, to major transportation arteries (including rail), a vibrant tourism industry and a major university medical center will ensure future growth in the educational and health services industries, as well as the arts and entertainment industry. The manufacturing industry, while remaining an important sector in the Township labor force, may not see the growth of the prior two industries, as the national trends for manufacturing jobs have decreased with technological advances and outsourcing of certain jobs which ultimately creates less demand for physical labor. That is not to say that the Township should not consider for future expansion of industrial uses, since there is available land for these uses, primarily in the eastern side of the Township where existing industrial uses are located along North Lingle Avenue, as well as available land along and following the Norfolk Southern rail line.

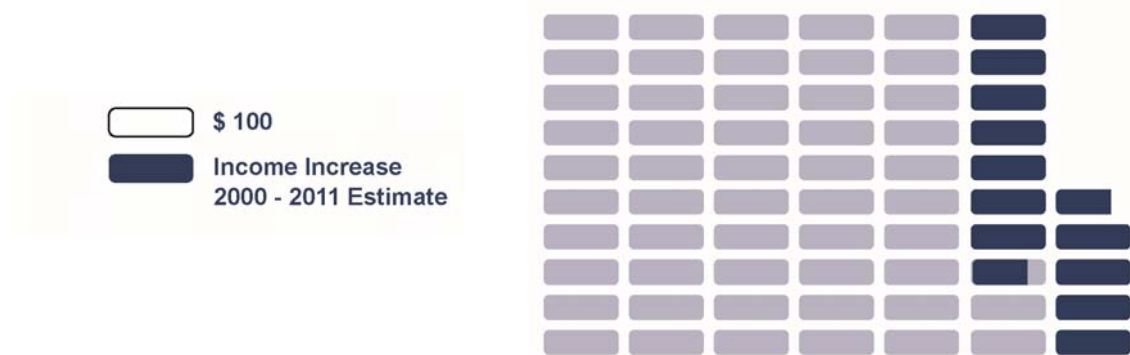
Graph 7 shown below indicates the median household incomes for the region as of the 2000 census and the 2011 estimate. The median household income can be described as the distribution of the Township's households into two equal groups, those below the median household income and those above it. The median household income for Derry Township is not the highest in the region, but was still 26% higher than the County median household income and 30.7% higher than the State median household income as of the 2000 census. It is estimated that in 2011, the median household income increased by 23.8% to \$64,728. Table 8 shows the 2000



Facts and Figures: Derry Township Demographics

census figures and 2011 estimates for household income distribution in the Township.

By observing Graph 8 below, it is evident that the percentage of upper income groups is growing, whereas the lower and middle-income groups are decreasing. Similar trends are seen in the income distributions of the County, State and national level. These trends typically suggest that income growth is occurring more rapidly in the upper income groups than it is in the lower. This is resulting in an increased gap between the upper tier income families and the lower and middle tier families. National trends have indicated that such programs as, the Consumer Pricing Index, suggest the price of goods and services have been increasing at a pace that offsets any increase in family income. This would indicate that purchasing power of households hasn't necessarily increased along with income levels because we are spending more on such items as food, fuel and other necessities. During the economic recession, this is supported by the fact that the Township has seen very little development outside of the three core occupations of the medical/educational, entertainment and manufacturing fields. As economic conditions improve and purchasing power increases, additional development of other industries will be more likely.



Housing Characteristics

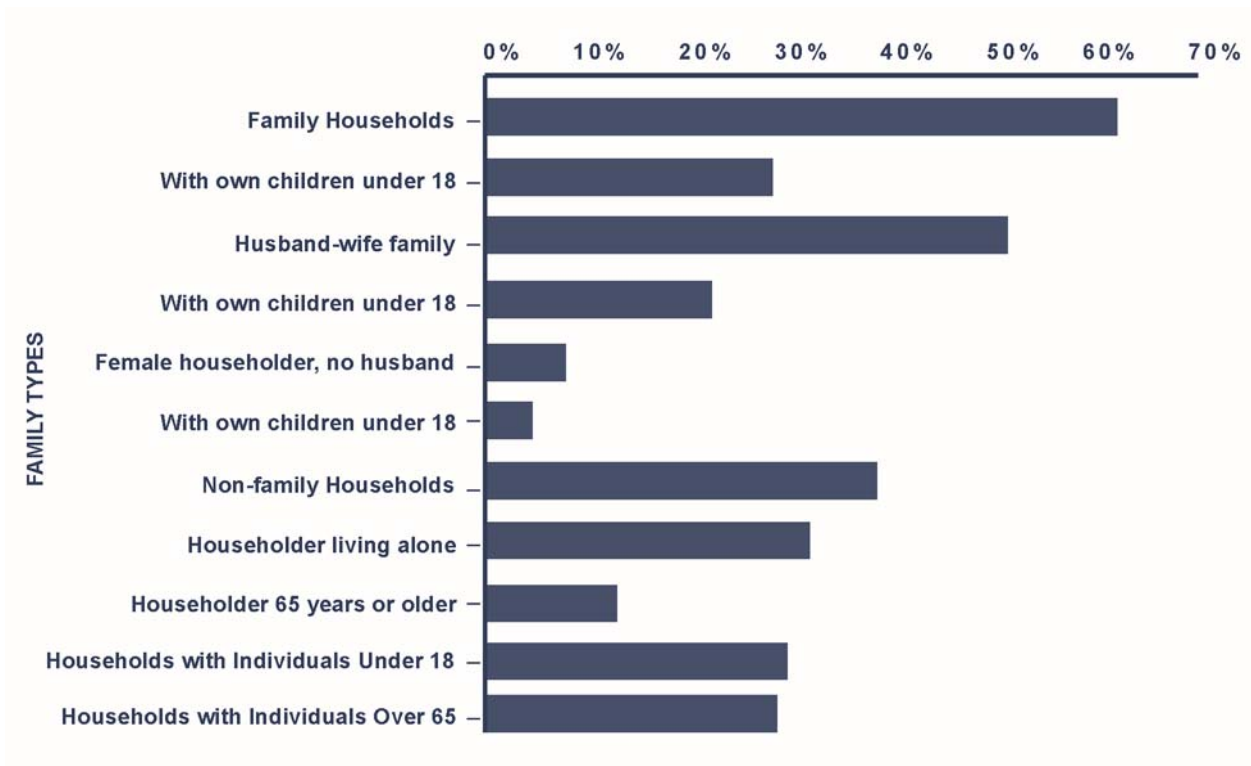
Households

Derry Township contains 10,267 total housing units as of the 2010 Census. This is up from 8,164 housing units in the 1990 census and 9,481 in the 2000 census. Table 9 below shows the household characteristics of the Township. During the census, households are split into two categories, family households and non-family households. The Census Bureau defines a family household as being a household that contains at least one person

Facts and Figures: Derry Township Demographics

present that is related to the householder by birth, marriage or adoption. A non-family household may either be a single person or may be households that have multiple people residing in the house that are not related. Group quarters, such as student housing complexes or nursing homes are not included in household characteristics.

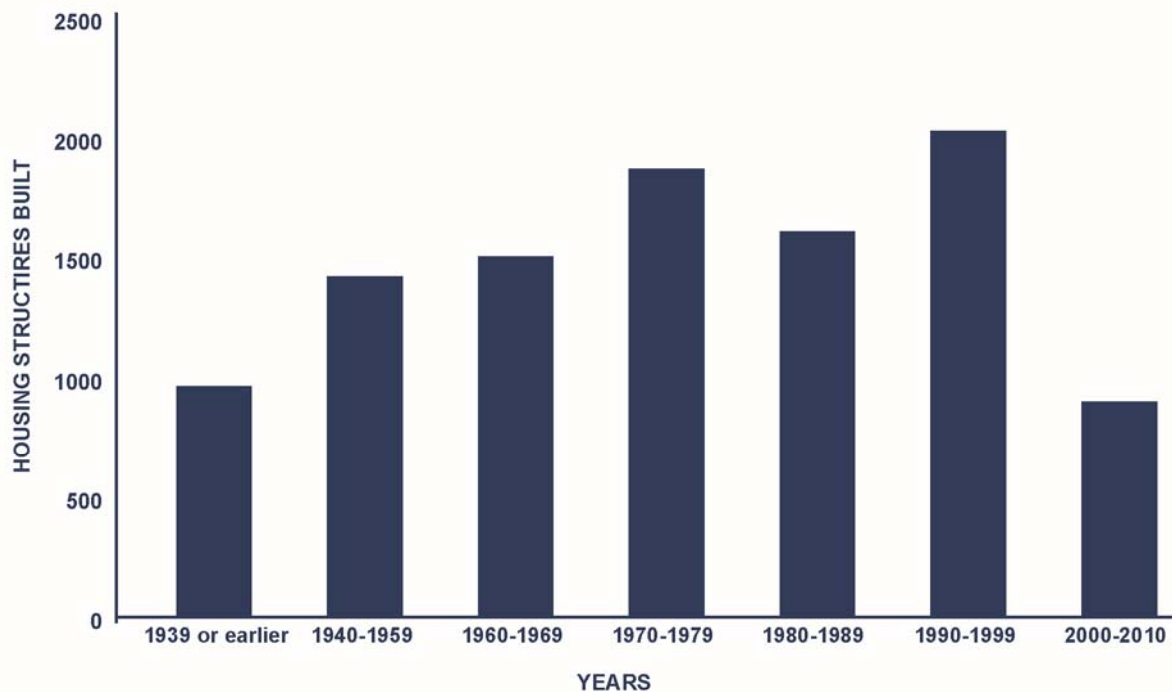
Similar to state and national trends, the percentage of family households has been decreasing since 1990. Non-family households are increasing in the Township, which is also consistent with state and national trends. Over the past 20 years, the average household size has generally remained unchanged at 2.32 and 2.33 individuals. However, this is a decrease since the 1980 Census when at that time the average household size was 2.53 people. National trends are showing average household size decreasing as more and more people are living alone or in nontraditional family households. As the baby boomer generation continues to age, the Township could continue to experience similar trends of a decreasing household size.



Facts and Figures: Derry Township Demographics

Housing Stock

Housing construction in the Township peaked in the 1970's and again in the 1990's. The number of housing units constructed in 2000 to 2010 declined to the lowest levels since prior to 1960. The graph shows housing construction trends in the Township by decade. These trends differ slightly compared to the State and County, which both saw peak building in the 1950's and 1970's. Most the areas of the state, including Dauphin County have experienced a decline in housing construction since 2000.



Of the 10,267 housing units in the Township, 9,637 of the units are occupied which equates to a housing occupancy rate of 93.9%. Both Derry Township and South Hanover Township have the same occupancy rate, which is slightly less than the other surrounding municipalities. This may indicate that the demand for new housing in Derry Township is less than the surrounding region. However, this rate is higher than the County average, which has an occupancy rate at 91.7%.

With the exception to Hummelstown Borough, the housing tenure rates show a significantly higher rate of rental occupied housing in the Township when compared to the surrounding municipalities. As of the 2010 census, Derry Township contained 3,556 occupied

Facts and Figures: Derry Township Demographics

rental units, or about 36.9% of the Township's housing stock. The Township had 284 additional rental units, which were not occupied at the time of the census for a total of 3,840 rental units in the Township. The next highest rate rental occupancy rate is in Swatara Township with approximately 29.9% of their occupied housing stock being rental units. The percentage of rental occupied housing units in the Township is also higher than the County, which is at 35.6%. The majority of rental units in the Township are located in close proximity to the Milton S. Hershey Medical Center, including the Briarcrest and Rosedale apartment complexes. It is likely that many young doctors finishing schooling and residency programs at the hospital prefer renting over home ownership during this period, and therefore will continue to be a contributing factor to the higher demand for apartment rentals in the Township.

Another contributing factor to a higher demand of rental units could be the cost of home ownership. The United States Department of Housing and Urban Development (HUD) defines affordable housing as a household that pays no higher than 30% of their annual income on housing costs. As of the 2000 census, there were 3,226 owner occupied housing units with a mortgage and 3,303 occupied rental units in the Township. Approximately 23.4% of the owner occupied households and 30.9% of renters spent greater than 30% of their annual household income on housing costs. These residents would be considered economically burdened using the HUD definition for affordable housing. Renters that are economically burdened will be less likely to convert to home ownership.

In 2011, the American Community Survey (ACS) estimated the median home value for the Township was approximately \$243,700. With the exception to South Hanover Township, which is estimated to contain a similar median home value, this is substantially higher than the surrounding region. The same ACS survey estimates that the median home value for the County is significantly lower than Derry Township at \$157,400. Approximately 26% of the respondents to the community survey expressed that the high cost of housing in the Township is a primary concern; with this in mind, providing housing choice will be a priority issue moving forward with this Plan.

Buildout Analysis

Buildout scenarios are a common analysis tool undertaken as part of a comprehensive plan. The intent of the assessment is to understand implications related to future land use, development, infill, redevelopment, zoning and municipal services and infrastructure needs. Based on available data, impacts on population growth, traffic and sewage were examined while parks and schools were not. Two build out scenarios related to this comprehensive plan were pursued during the mid-stages of future land use planning to gauge scales of potential growth:

- Scenario 1: Existing undeveloped land is studied within the parameters of the existing zoning criteria as a continuation of existing development patterns.
- Scenario 2: The same existing undeveloped land is studied with a series of mixed use districts introduced at potentially greater development intensities. These intensities were evaluated at some strategic locations and where there is potential for infill development in the Township.

Based on the scenario population projections and land use patterns considered, anticipated impact on municipal services or infrastructure are outlined on the following table.

# 1 - Current Zoning/Moderate Conservation Strategies (Status Quo)												# 2 - Mixed Use Zoning/Moderate Conservation Strategies									
Future Land Use District	Total Undeveloped Area (Acres)	Sensitive Natural Systems (Acres)	Density Assumptions	Residential Area (Acres)	Non-Residential Area (Acres)	Protected Open Space	Projected # of Future Residences (DU)	of Future Non-Residential Development Area	Projected # of Additional Residents	Projected Future Traffic Trips (ADT)	Projected Future Sewage Demand (EDU)	Density Assumptions	Residential Area (Acres)	Non-Residential Area (Acres)	Protected Open Space	Projected # of Future Residences (DU)	of Future Non-Residential Development Area (SF)	Projected # of Additional Residents	Projected Future Traffic Trips (ADT)	Projected Future Sewage Demand (EDU)	
1.1	891.1	276.5	>5 acres; >20 acres non-residential	616.4	108.8	165.9	123	47,000	333	1,882	46,270	>5 acres; >20 acres non-residential	616.4	108.8	165.9	123	47,000	333	1,882	46,270	
1.2	195.7	115.6	>5 acres; >20 acres non-residential	107.4	19.0	69.4	21	8,000	58	325	8,014	>2 acres; >20 acres non-residential	107.4	19.0	69.4	21	8,000	58	325	8,014	
1.3	1,038.9	83.0	>5 acres; >20 acres non-residential	840.7	148.4	49.8	168	65,000	454	2,581	63,331	>5 acres; >20 acres non-residential	840.7	148.4	49.8	168	65,000	454	2,581	63,331	
1.4	1,560.1	967.4	>5 acres; >5 acres non-residential	832.7	146.9	580.4	167	96,000	450	3,030	70,632	>1 acre with sewer; >2 acres without sewer; >5 acres non-residential	832.7	146.9	580.4	167	64,000	450	2,550	62,632	
	3,685.8	1,442.5	Subtotal A	2,397.3	423.0	865.5	479	216,000	1,295	7,819	188,246		2,397.3	423.0	865.5	479	184,000	1,295	7,339	180,246	
2.1	5.2	4.8	>.4 acres; >1 acre non-residential	2.0	0.3	2.9	5	4,000	13	107	2,380	>1 acre with sewer; >2 acres without sewer; >20 acres non-residential	2.0	0.3	2.9	2	3,000	5	64	1,302	
2.2	50.1	8.4	>.4 acres; >1 acre non-	38.3	6.8	5.0	96	74,000	259	2,024	45,311	>.4 acres; >5 acres non-	38.3	6.8	5.0	96	59,000	259	1,799	41,561	
2.3	2.2	0.6	>.07 acres	1.6	0.3	0.4	22	3,000	60	258	7,006	>.05 acres	1.6	0.3	0.4	31	2,000	84	329	9,258	
	57.5	13.8	Subtotal B	41.8	7.4	8.3	123	81,000	332	2,390	54,697		41.8	7.4	8.3	129	64,000	348	2,192	52,121	
3.1	347.2	29.7	>.4 acres; >.75 acres non-residential	164.7	164.7	17.8	412	1,435,000	1,112	25,457	474,033	>.2 acres dup/th; >.75 acres non-residential	197.6	131.8	17.8	988	2,296,000	2,668	43,877	850,679	
3.2	308.0	0.8	>5 acres; >20 acres non-residential	153.8	153.8	0.5	31	1,340,000	83	20,394	343,611	>.09 acres dup/th; >.40 acres non-residential/mixed-use	184.5	123.0	0.5	2,050	2,143,000	5,535	51,724	1,109,787	
3.3	115.2	3.4	>.1 acres dup/th; >.25 acres non-residential/mixed-use	56.6	56.6	2.0	566	493,000	1,528	12,798	281,674	>.09 acres dup/th; >.25 acres non-residential/mixed-use	67.9	45.3	2.0	754	789,000	2,037	19,040	408,482	
	770.4	33.9	Subtotal C	375.0	375.0	20.3	1,008	#####	2,722	58,649	1,099,318		450.0	300.0	20.3	3,793	5,228,000	10,240	114,640	2,368,949	
4.1	1,372.6	27.1	>.1 acres dup/th; >1 acre non-residential/mixed-use	203.5	1,152.9	16.3	2,035	1,507,000	5,493	64,640	946,413	>.2 acres dup/th; >1 acre non-residential/mixed-use	813.8	542.5	16.3	4,069	2,363,000	10,986	74,304	1,730,076	
4.2	185.0	4.7	>1 acre non-residential	27.3	154.9	2.8	27	337,000	74	13,741	91,902	>1 acre non-residential	109.3	72.9	2.8	109	1,270,000	295	20,094	348,106	
4.3	40.0	0.2	>5 acre non-residential	0.0	39.9	0.1	0	1,042,000	0	31,260	260,500	>5 acre non-residential	23.9	16.0	0.1	5	278,000	13	4,216	70,840	
4.4	911.7	190.0	>.3 acres dup/th; >2 acre non-residential	79.8	717.9	114.0	266	1,876,000	718	30,679	543,452	>1 acres; >2 acre non-residential	0.0	797.7	114.0	0	5,212,000	0	78,180	1,303,000	
4.5	660.0	304.5	>.4 acres West of Homestead Road; >5 acre East of Homestead Road	95.5	381.8	182.7	191	665,000	515	11,798	219,708	>.5 acres West of Homestead Road; >2 acre East of Homestead Road	71.6	405.7	182.7	358	1,767,000	967	29,924	541,983	
	3,169.3	526.5	Subtotal D	406.0	2,447.4	315.9	2,519	#####	1,233	73,738	1,023,660		1,018.6	1,834.8	315.9	4,541	10,890,000	979	112,319	1,915,823	
Grand Total				3,220.1	3,252.9	1,210.0	4,129	8,992,000	5,582	142,595	2,365,921		3,908	2,565	1,210	8,942	16,366,000	12,863	236,490	4,517,139	

Traffic Study

Derry Township has a highly defined transportation / roadway circulation system that varies from the east-west four lane divided State Routes 39/743 (Hershey Park Drive and U.S. Routes 322/portion of 422. The other major north-south artery is State Route 743. Other major north-south roadways include Middletown Road, Waltonville Road and Sand Beach Road. Many streets also have parallel sidewalks and the Township also have the benefit of a number of walking/hiking and biking pathways. However many connecting links in the existing system need to be connecting to improve walkability.

The following plans and studies were reviewed and taken into account in the preparation of the Township Transportation Plan.

Plan	Prepared By	Date
Downtown Hershey: A Plan for Continued Revitalization	Derck & Edson	2015
Regional Bicycle Connections Study	Alta Planning & Design	2015
Walton Avenue Corridor Alternatives Study	Herbert, Rowland & Grubic, Inc.	May 2014
Transportation Impact Study for The Enclave at Hershey	Traffic Planning & Design, Inc.	October 7, 2013
Traffic Impact Study for Building C, East Point Trade Center	McMahon Associates	June 13, 2013
Traffic Impact Assessment for Select Medical	Trans Associates	April 2013
Transportation Impact Study for Chocolate Avenue Chipotle	Traffic Planning & Design, Inc.	January 20, 2013
Conceptual Plan for Park Boulevard Realignment and Hershey Access Management	Herbert, Rowland & Grubic, Inc.	September 25, 2012
Traffic Impact Assessment for Centric Bank	Traffic Planning & Design, Inc.	February 28, 2012
Kray Development Site Transportation Impact Study	Grove Miller Engineering, Inc.	November 30, 2011
Transportation Impact Study for Springwood Hospitality	Traffic Planning & Design, Inc.	June 22, 2011
U.S. 322 Improvements Feasibility Study	Buchart Horn, Inc.	May 2009
Hershey Park Drive Dynamic Max Analyses	Traffic Planning & Design, Inc.	2010

Facts and Figures: Circulation Summary

Roadway Inventory

Roadway Name	Ownership	Route	Section		Length (feet)	Functional Classification	Predominant Directional Orientation	Number of Travel Lanes	Average Daily Traffic	Posted Speed	Pavement Condition
			From	To							
Route 322 Expressway	State	S.R. 0322	Township Boundary	Middletown Road	4,400	Principal Art. Hw	East-West	4-lane divided	17,989	55	Fair
Route 322 Expressway	State	S.R. 0322	Middletown Road	Waltonville Road	2,600	Principal Art. Hw	East-West	4-lane divided	15,432	55	Fair
Route 322 Expressway	State	S.R. 0322	Waltonville Road	322/422/39 Interchange	4,000	Principal Art. Hw	East-West	4-lane divided	21,963	55	Fair
W. Chocolate Avenue	State	S.R. 0422	322/422/39 Interchange	University Drive	4,500	Principal Art. Hw	East-West	4-lane divided	10,753	50	Good
W. Chocolate Avenue	State	S.R. 0422	University Drive	Orchard Road	5,700	Principal Art. Hw	East-West	4-lane divided	9,930	35	Good
W. Chocolate Avenue	State	S.R. 0422	Orchard Road	Cocoa Ave	1,400	Principal Art. Hw	East-West	2-lane w/parking	9,930	35	Good
W. Chocolate Avenue	State	S.R. 0422	Cocoa Ave	Homestead Road	3,200	Principal Art. Hw	East-West	3-lane w/parking	19,191	35	Good
E. Chocolate Avenue	State	S.R. 0422	Homestead Road	Lingle Ave	10,950	Principal Art. Hw	East-West	3-lane w/ 2-lane w/o	14,100	35	Good
W. Governor Road	State	S.R. 0322	322/422/39 Interchange	University Drive	2,350	Principal Art. Hw	East-West	3-lane center turn	15,775	35	Good
W. Governor Road	State	S.R. 0322	University Drive	Cocoa Ave	7,450	Principal Art. Hw	East-West	2-lane	14,578	35	Good
E. Governor Road	State	S.R. 0322	Cocoa Ave	Township Boundary	13,600	Principal Art. Hw	East-West	2-lane	15,555	35	Good
Middletown Road	State	S.R. 2003	Township Boundary	322/422	11,190	Minor Arterial	North-South	2-lane	14,997	35	Good
Hersheypark Drive	State	S.R. 39	322/422/39 Interchange	39 West	11,200	Minor Arterial	East-West	4-lane & 2-lane	12,323	35	Good
Hersheypark Drive	State	S.R. 39	39 West	Stadium Entrance	1,800	Minor Arterial	East-West	4-lane	10,020	50	Good
Hersheypark Drive	State	S.R. 2016	Stadium Entrance	Park Ave	3,600	Minor Arterial	East-West	4-lane	8,873	45	Good
Hersheypark Drive	State	S.R. 743	Park Ave	Laudermilch Road	4,300	Minor Arterial	East-West	4-lane	9,096	45	Fair
Hersheypark Drive	State	S.R. 2036	Laudermilch Road	Lingle Ave	6,300	Minor Arterial	East-West	4-lane	3,555	45	Fair
Hershey Road	State	S.R. 39	Township Boundary	Hersheypark Drive	1,800	Minor Arterial	North-South	2-lane	14,383	45	Good
Laudermilch Road	State	S.R. 743	Hersheypark Drive	Township Boundary	8,200	Minor Arterial	North-South	2-lane	12,043	45	Good
Cocoa Ave	State	S.R. 743	Fishburn Road	Governor Road	2,600	Minor Arterial	North-South	2-lane	9,022	35	Good
Cocoa Ave	State	S.R. 743	Governor Road	Elm Ave	2,600	Minor Arterial	North-South	2-lane	7,727	35	Good
Cocoa Ave	State	S.R. 743	Elm Ave	Chocolate Ave	1,600	Minor Arterial	North-South	2-lane	7,727	25	Fair
Hockersville Road	State	S.R. 2011	422	Governor Road	3,100	Minor Arterial	North-South	2-lane	7,567	35	Good
Fishburn Road	State	S.R. 743	Township Boundary	Governor Road	13,200	Minor Arterial	North-South	2-lane	10,886	45	Good
Park Blvd	Township	T-504	Derry Road	Park Ave	4,400	Minor Arterial	North-South	2-lane	6,441	35	Good
Park Ave	State	S.R. 743	Hersheypark Drive	Chocolate Ave	3,500	Minor Arterial	North-South	2-lane	11,113	35	Fair
Walton Ave	State	S.R. 2018	Township Boundary	Hersheypark Drive	1,400	Minor Arterial	East-West	4/3-lane	9,024	35	Good
Lingle Avenue	Township	T-594	Township Boundary	Gravel Road	6,400	Minor Arterial	North-South	2-lane	9,005	35	Good
Bachmanville Road	State	S.R. 2011	Felty Mill Road	Stauffers Church Road	2,800	Rural Minor Arterial	East-West	2-lane	2,143	40	Good
Bachmanville Road	State	S.R. 2011	Fishburn Road	Felty Mill Road	9,700	Urban Collector	East-West	2-lane	2,143	35	Good
Waltonville Road	State	S.R. 2005	Shopes Church Road	Wood Road	5,750	Urban Collector	North-South	2-lane	3,142	35	Good
Waltonville Road	State	S.R. 2005	Wood Road	322	3,200	Urban Collector	North-South	2-lane	5,632	35	Good
Homestead Road	Township	T-576	Fishburn Road	Governor Road	5,800	Urban Collector	North-South	2-lane	4,091	35	Good

Roadway Inventory

Roadway Name	Ownership	Route	Section		Length (feet)	Functional Classification	Predominant Directional Orientation	Number of Travel Lanes	Average Daily Traffic	Posted Speed	Pavement Condition
			From	To							
Homestead Road	Township	T-576	Governor Road	Chocolate Ave	4,800	Urban Collector	North-South	2-lane	4,911	35	Good
N. Hockersville	State	S.R. 2011	Hersheypark Drive	Old W. Chocolate Ave	3,500	Urban Collector	North-South	2-lane	2,654	35	Fair
N. Hockersville	State	S.R. 2011	Old W. Chocolate Ave	422	450	Urban Collector	North-South	2-lane	2,654	35	Good
Sandbeach Road	State	S.R. 2015	Hersheypark Drive	Township Boundary	7,200	Urban Collector	North-South	2-lane	2,109	45	Good
East Derry Road	State	S.R. 2012	Chocolate Ave	Laudermilch Road	7,200	Urban Collector	East-West	2-lane	2,586	35	Fair
East Derry Road	Township	T-504	Laudermilch Road	Park Ave	4,800	Urban Collector	East-West	2-lane	3,624	35	Good
Mansion Road	Township	T-578	Chocolate Ave	Derry Road	1,600	Urban Collector	North-South	2-lane	3,562	35	Fair
Church Road	Township	T-568	Township Boundary	Fishburn Road	9,000	Urban Collector	North-South	2-lane	2,140	25	Good
Fiddler's Elbow Road	Township	T-390	Hummelstown Boundary	Township Boundary	5,600	Urban Collector	North-South	2-lane	--	25	Good
Old West Chocolate Ave	State	SR-2018	Chocolate Ave	Hersheypark Drive	7,500	Urban Collector	East-West	2-lane	1,362	45	Good
Roush Road	Township	T-345	Waltonville Road	Sandhill Road	6,400	Urban Collector	North-South	2-lane	2,939	35	Good
Briarcrest Drive	Township	T-321	University Drive	Cherry Road	4,600	Urban Collector	East-West	2-lane	2,577	25	Fair
Gravel Road	State	S.R. 2014	Laudermilch Road	Township Boundary	4,000	Urban Collector	East-West	2-lane	4,599	40	Good
Bullfrog Valley Road	Township	T-502	Roush Road	Wood Road	7,350	Local Road	North-South	2-lane	--	35	Fair
Bullfrog Valley Road	Township	T-502	Wood Road	322	4,000	Local Road	North-South	2-lane	--	35	Good
Sand Hill Road	Township	T-566	Township Boundary	Roush Road	6,200	Local Road	North-South	2-lane	--	35	Good
Sand Hill Road	Township	T-566	Roush Road	South Hills Drive	6,400	Local Road	North-South	2-lane	--	25	Good
Sand Hill Road	Township	T-566	South Hills Drive	Fishburn Road	4,000	Local Road	North-South	2-lane	--	35	Good
Laudermilch Road	State	S.R. 2012	East Derry Road	Hersheypark Drive	1,300	Local Road	North-South	2-lane	2,586	35	Good
Hill Church Road	Township	T-363	Bullfrog Valley Road	Sandhill Road	5,000	Local Road	North-South	2-lane	--	25	Fair
Hilltop Road	Township	T-351	Sandhill Road	Clark Road	4,000	Local Road	East-West	2-lane	--	25	Good
Hilltop Road	Township	T-351	Clark Road	Church Road	2,200	Local Road	East-West	2-lane	--	25	Good
Wood Road	State	S.R. 2006	Bullfrog Valley Road	Middletown Road	8,000	Local Road	East-West	2-lane	3,712	30	Good
Hanover Street	Township	T-422	Hersheypark Drive	Township Boundary	1,000	Local Road	North-South	2-lane	--	30	Good
Kaylor Road	Township	T-344	Middletown Road	Stoverdale Road	4,400	Local Road	East-West	2-lane	--	25	Good
Kaylor Road	Township	T-344	Stoverdale Road	Township Boundary	2,500	Local Road	North-South	2-lane	--	25	Good
Hope Drive	Private	Private	Academic Drive	Cherry Road	3,600	Local Road	East-West	2-lane	--	25	Good
Areba Ave	Township	T-711	Governor Road	Old Meadow Lane	9,800	Local Road	East-West	2-lane	633	25	Good
Hotel Road	Township	T-579	Hersheypark Drive	Sand Beach Road	4,000	Local Road	East-West	2-lane	--	35	Good
University Drive	Township	T-320	Governor Road	Chocolate Ave	1,500	Local Road	North-South	2-lane	--	25	Good
Stoverdale Road	Township	T-494	Middletown Road	Sherwood Drive	3,700	Local Road	East-West	2-lane	--	25	Good
Deer Run Drive	Township	T-401	Raleigh Road	Middletown Road	5,300	Local Road	East-West	2-lane	--	25	Good
Stauffers Church Road	Township	T-325	Bachmanville Road	Township Boundary	5,300	Local Road	North-South	2-lane	--	35	Good

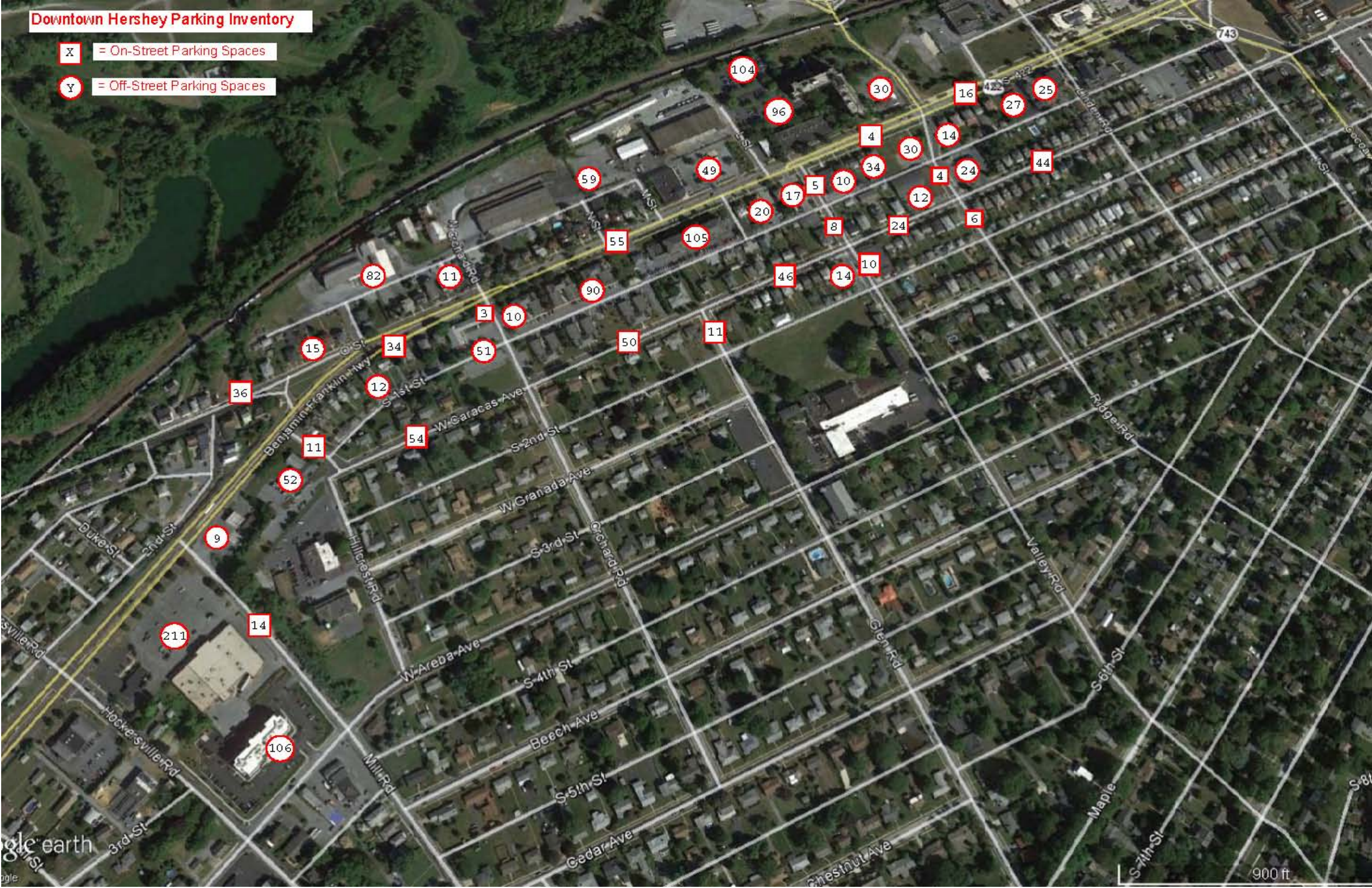
2015 Downtown Hershey Parking Inventory

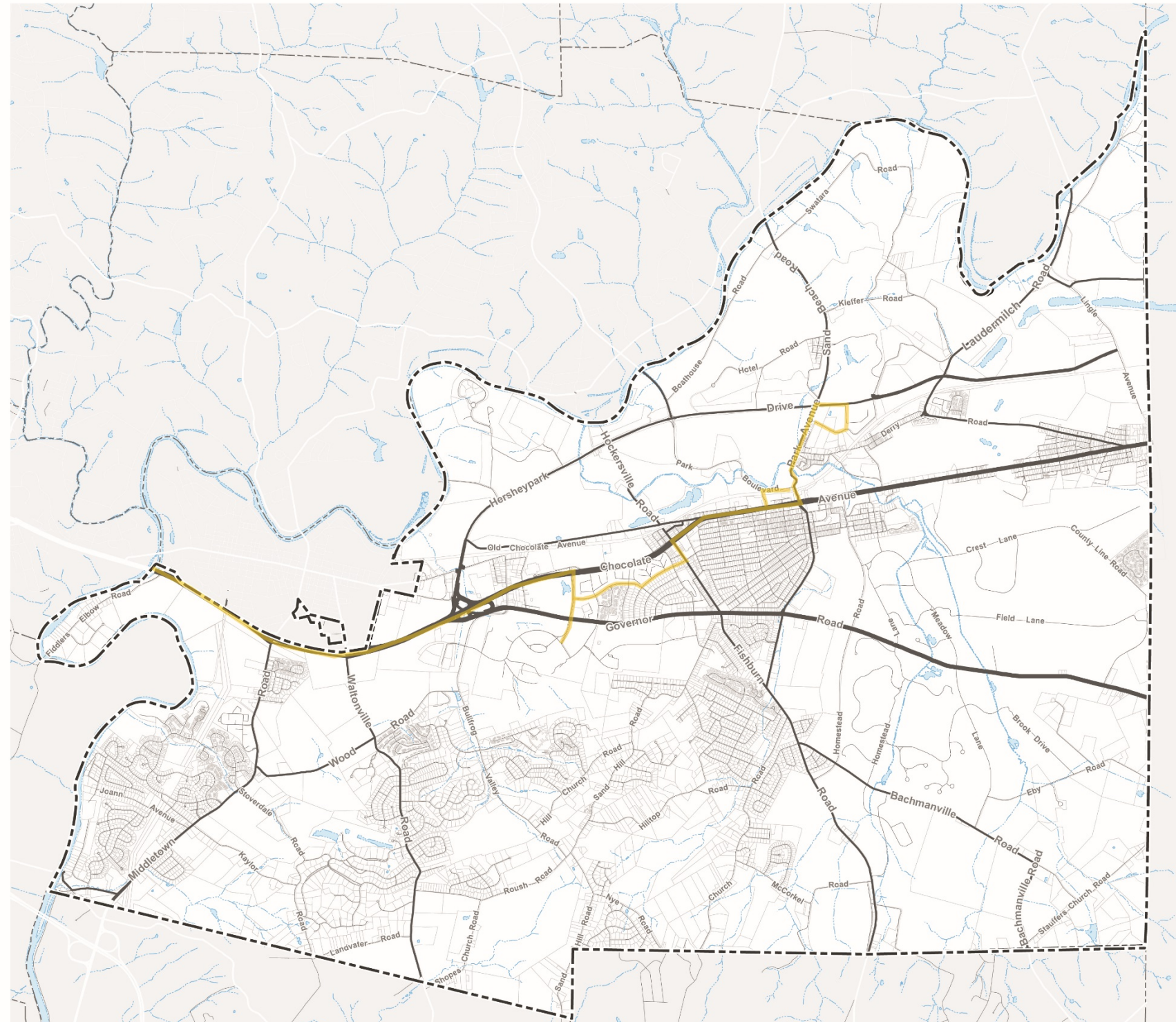
Roadway Name	Ownership	S.R. Number	Section		Predominant Directional Orientation	On-Street Parking Spaces	Parking Lot Spaces	Notes
			From	To				
W. Chocolate Avenue	State	S.R. 0422	Hockersville Road	Mill Road	East-West	0	0	
W. Chocolate Avenue	State	S.R. 0422	Mill Road	Hillcrest Road	East-West	0	9	Exxon Gas Station
W. Chocolate Avenue	State	S.R. 0422	Hillcrest Road	Orchard Road	East-West	34	0	
W. Chocolate Avenue	State	S.R. 0422	Orchard Road	Valley Road	East-West	55	0	
W. Chocolate Avenue	State	S.R. 0422	Valley Road	Ridge Road	East-West	4	200	2-hour parking limit On-Street; (96) Hershey Plaza Mall; (104) Hershey Plaza Apts.
W. Chocolate Avenue	State	S.R. 0422	Ridge Road	Linden Road	East-West	16	0	
W. Chocolate Avenue	State	S.R. 0422	Linden Road	Cocoa Ave	East-West	4	593	Downtown Hershey Parking Garage
W. Chocolate Avenue	State	S.R. 0422	Cocoa Ave	Ceylon Ave	East-West	4	0	15-Minute Parking Limit
W. Chocolate Avenue	State	S.R. 0422	Ceylon Ave	Homestead Road	East-West	0	522	Hershey Co. Employee Lot
W. Chocolate Avenue	State	S.R. 0422	Homestead Road	E. Mansion Road	East-West	0	0	
Old West Chocolate Ave	State	S.R. 2018	CSX Railroad	W. Chocolate Ave	East-West	36	15	Various Office/Business Lots
N. 1st Street	Township		CSX Railroad	N. Orchard Road	East-West	0	82	Various Office/Business Lots
N. 1st Street	Township		N. Orchard Road	L Street	East-West	0	108	(59) Various Office/Business Lots; (49) Rite-Aid Pharmacy
N. 1st Street	Township		K. Street	Cocoa Ave	East-West	0	71	Post Office Lot (Being Redeveloped into Appalachain Brewing Co.)
S. 1st Street	Township		Hillcrest Road	Orchard Road	East-West	0	12	
S. 1st Street	Township		Orchard Road	Valley Road	East-West	0	215	(90) Apts; (20) Office; (105) Days Inn
S. 1st Street	Township		Valley Road	Ridge Road	East-West	0	64	(34) Office; (30) Chipotle
S. 1st Street	Township		Ridge Road	Linden Road	East-West	0	52	(25) Various Lots; (27) Chocolate Grill
S. 1st Street	Township		Linden Road	I. Street	East-West	0	26	United Methodist Church
W. Caracas Ave	Township		Hillcrest Road	Orchard Road	East-West	54	0	
W. Caracas Ave	Township		Orchard Road	Glen Road	East-West	50	0	
W. Caracas Ave	Township		Glen Road	Valley Road	East-West	46	0	
W. Caracas Ave	Township		Valley Road	Ridge Road	East-West	24	12	Apartments
W. Caracas Ave	Township		Ridge Road	Linden Road	East-West	44	0	
W. Caracas Ave	Township		Linden Road	Cocoa Ave	East-West	15	115	(21) Local Union Office; (115) General Parking; Fire House Under Const.
W. Caracas Ave	Township		Cocoa Ave	Homestead Road	East-West	41	481	Hershey Co. Employee Lot (Hershey Theatre)
E. Caracas Ave	Township		Homestead Road	Para Ave	East-West	72	6	Office Parking Lot

2015 Downtown Hershey Parking Inventory

Roadway Name	Ownership	S.R. Number	Section		Predominant Directional Orientation	On-Street Parking Spaces	Parking Lot Spaces	Notes
			From	To				
Mill Road	Township		W. Chocolate Ave	Areba Ave	North-South	14	317	(106) Fairfield Inn; (211) Staples/M&T Bank
Hillcrest Road	Township		W. Chocolate Ave	W. Caracas Ave	North-South	11	52	Seventh Day Adventist Church
Orchard Road	Township		N. 1st Street	W. Chocolate Ave	North-South	0	11	Law Office
Orchard Road	Township		W. Chocolate Ave	W. Caracas Ave	North-South	3	61	(10) Apartments; (51) Church of Redeemer
Glen Road	Township		W. Caracas Ave	S. 2nd Street	North-South	11	0	
Valley Road	Township		W.Chocolate Ave	S. 1st Street	North-South	5	27	(10) Office; (17) Royers Flowers
Valley Road	Township		S. 1st Street	W. Caracas Ave	North-South	8	0	
Valley Road	Township		W. Caracas Ave	S. 2nd Street	North-South	10	14	
Ridge Road	Township		Park Blvd.	W. Chocolate Ave	North-South	0	30	Susquehanna Bank
Ridge Road	Township		W. Chocolate Ave	S. 1st Street	North-South	0	14	Office Parking Lot
Ridge Road	Township		S. 1st Street	W. Caracas Ave	North-South	4	24	Wells Fargo Bank
Ridge Road	Township		W. Caracas Ave	S. 2nd Street	North-South	6	0	
Linden Road	Township		N. 1st Street	W. Chocolate Ave	North-South	0	0	
Linden Road	Township		W. Chocolate Ave	S. 1st Street	North-South	13	0	
Linden Road	Township		S.1st Street	W. Caracas Ave	North-South	8	0	
Linden Road	Township		W. Caracas Ave	S. 2nd Street	North-South	12	0	
I. Street	Township		S. 1st Street	W. Caracas Ave	North-South	0	0	Under Construction (Due to Fire House Development)
I. Street	Township		W. Caracas Ave	S. 2nd Street	North-South	0	10	
Cocoa Ave	State	SR 0743	Park Blvd.	W. Chocolate Ave	North-South	8	276	Hershey Co. Employee Lot
Cocoa Ave	State	SR 0743	W. Chocolate Ave	E. Caracas Ave	North-South	0	0	
Cocoa Ave	State	SR 0743	E. Caracas Ave	E. Granada Ave	North-South	0	0	
Ceylon Ave	Township		E. Chocolate Ave	E. Caracas Ave	North-South	8	35	Tender Years Day Care
E. Grenada Ave	Township		Cocoa Ave	E. Caracas Ave	Varies	114	0	
E. Street	Township		E. Caracas Ave	S. 3rd Street	North-South	0	114	School Admin Parking Lot
Homestead Road	Township		W. Chocolate Ave	E. Granada Ave	North-South	0	180	Parking Lot (Gated)
Para Ave	Township		E. Chocolate Ave	E. Granada Ave	North-South	40	0	







Legend

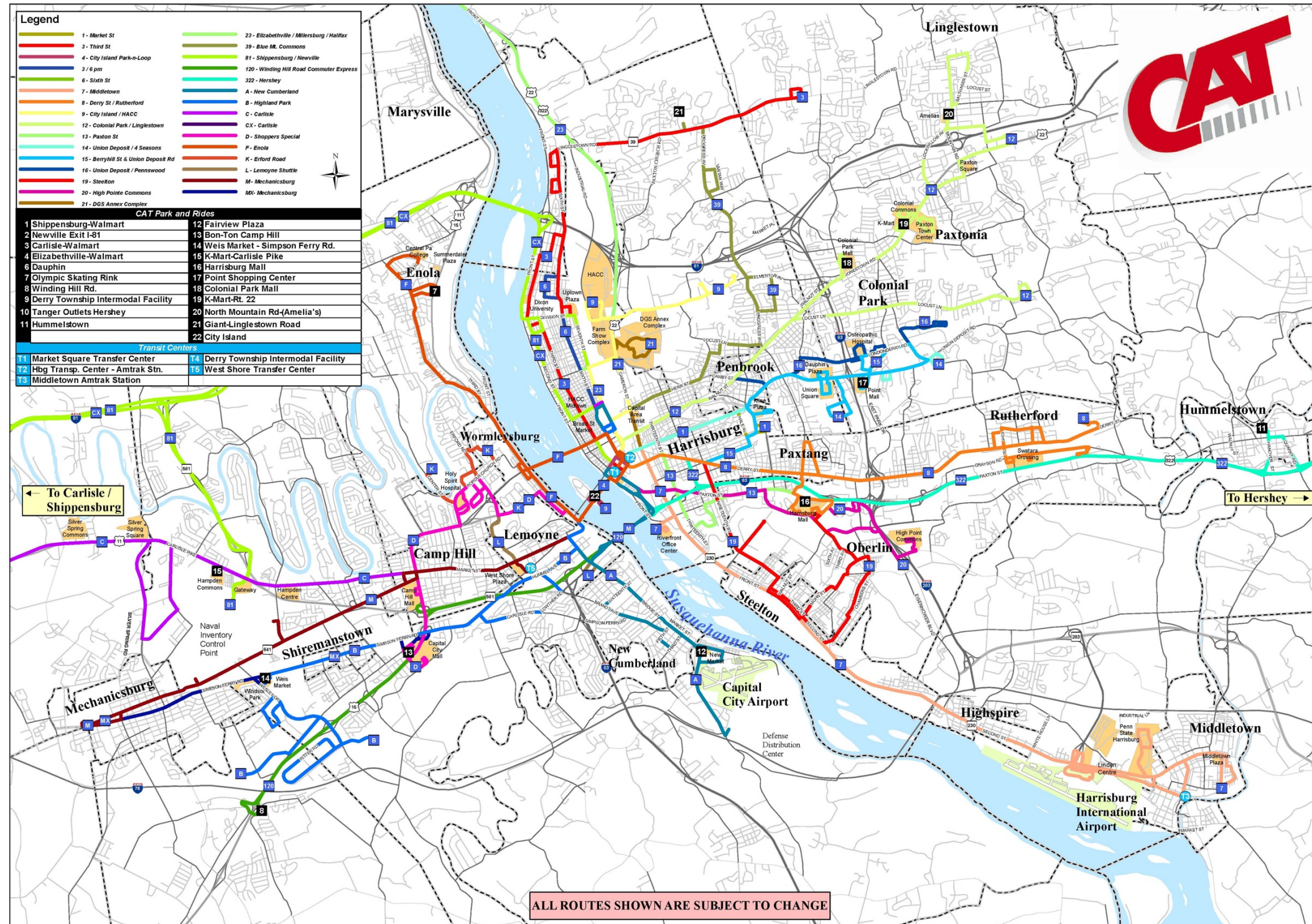
- Derry Township
- Surrounding Municipalities
- Interstate Highways
- US Highways
- State Highways
- Other Roads
- Railroads
- Lakes/Streams/Ponds
- Lebanon Transit Route (8 & 16)

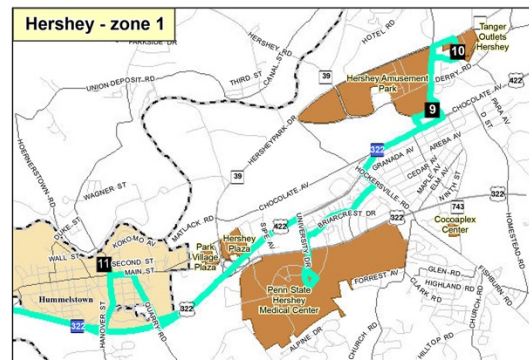
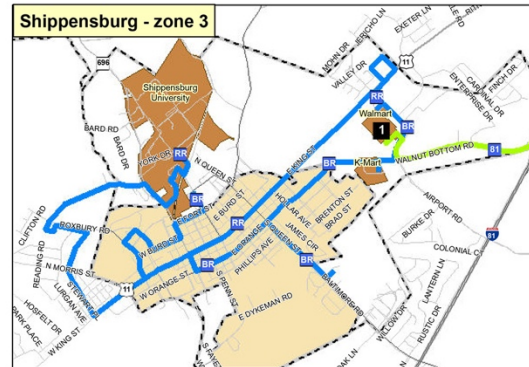
Source:
 Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

0 1,700 3,400 Feet

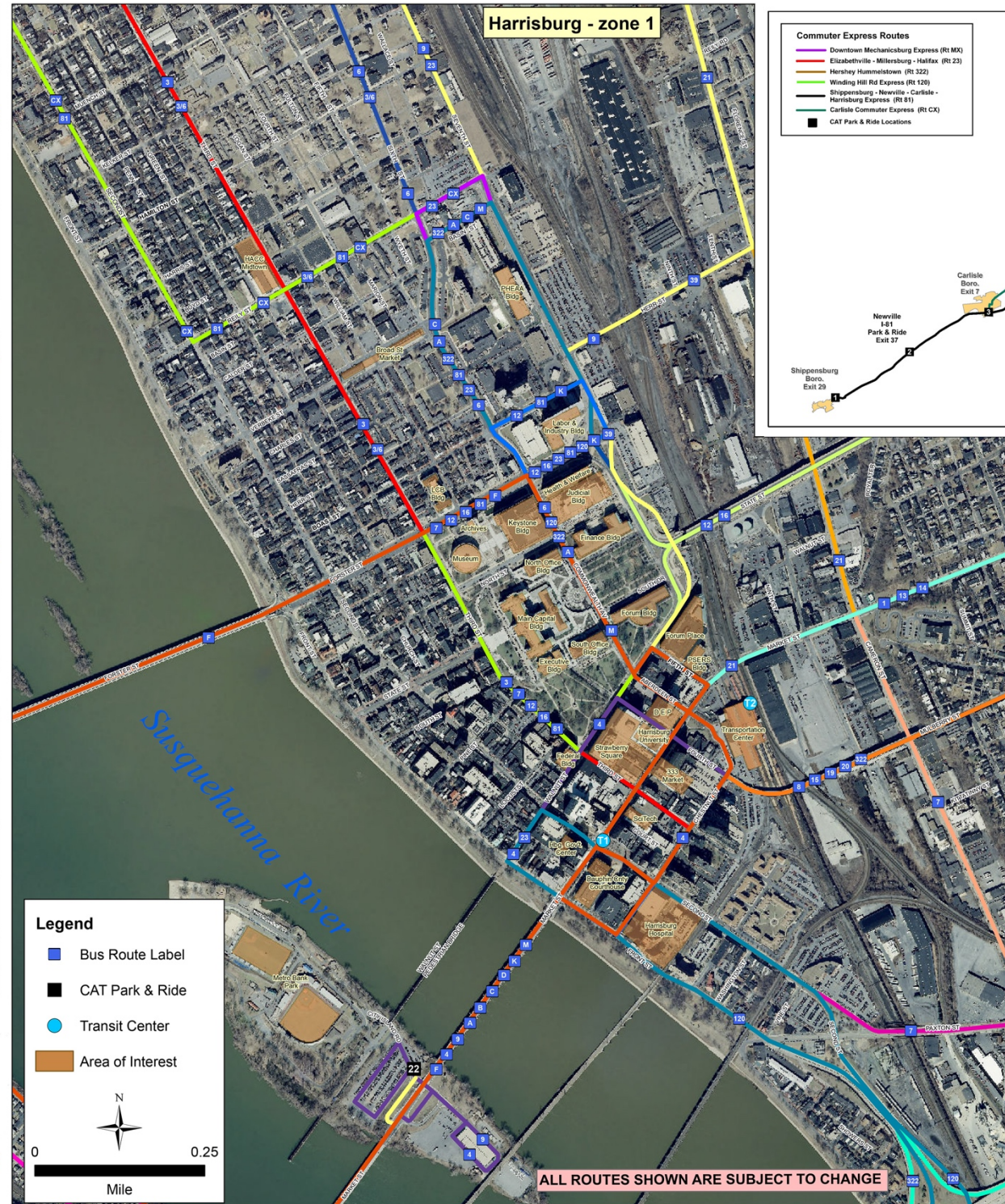
November 2015







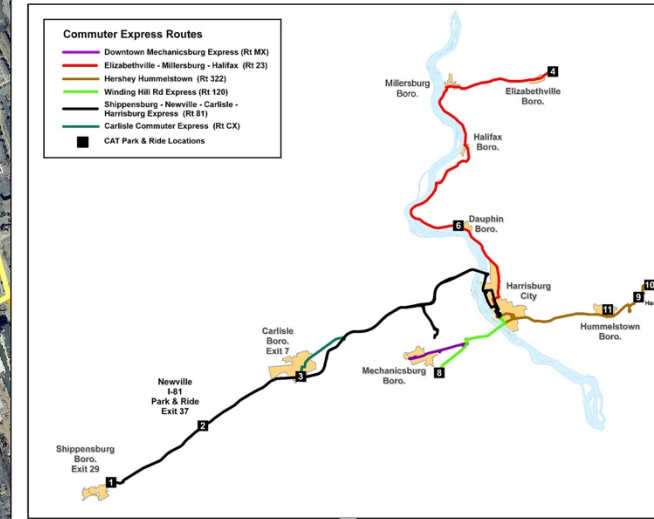
TRI-COUNTY REGIONAL PLANNING COMMISSION
 find us on the web @ www.tcrpc-pa.org
 PREPARED DATE: 2012
 PREPARED BY: TRI-COUNTY REGIONAL PLANNING COMMISSION
 SOURCE DATA: PENNDOT & TCRPC



Legend

- Bus Route Label
- CAT Park & Ride
- Transit Center
- Area of Interest

0 0.25
Mile



Transfer Center T1
 Routes: 1,3,6,7,8,9,12,13,14,15,16,19,20,21,39,81,322, A,B,C,CX,D,F,K,M,MX

CAPITAL AREA TRANSIT SYSTEM MAP



717-238-8304
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 effective 2012

ALL ROUTES SHOWN ARE SUBJECT TO CHANGE

From Downtown Harrisburg to Hershey														From Hershey to Downtown Harrisburg															
1	2	3	5	6	7	8	9		10	11	12	14		14	12	11	13	8	9	7	15	5	2	1					
7th & Basin	Market Square Transfer Center	Train Station	13th & Derry	19th & Derry	Hummelstown Park & Ride	University & Briarcrest	Penn State Hershey Medical Center	Briarcrest & Centerview	Chocolate & Linden Rd. *	Tanger Outlets at Hershey	HersheyPark Service Center	Hershey Hotel		Hershey Hotel	HersheyPark Service Center	Tanger Outlets at Hershey	Hershey Intermodal Center	University & Briarcrest	Penn State Hershey Medical Center	Hummelstown Park & Ride	17th & Derry	13th & Derry	Market Square Transfer Center	7th & Basin					
MONDAY - FRIDAY																													
AM SERVICE																													
--	6:10	6:12	6:13	6:15	--	--	--	--	6:42	6:48	--	--		--	--	--	6:00	6:06	--	6:15	--	--	6:40	6:45					
--	6:50	6:52	6:53	6:55	--	7:08	7:12	7:16	7:22	--	7:25	7:30		--	--	--	6:30	6:36	--	6:45	--	--	7:10	7:15					
Δ	8:00	Express										8:35	--		--	--	6:50	7:00	7:06	--	7:17	--	--	7:40	7:45				
--	8:20	8:22	8:23	8:25	--	8:43	8:47	8:51	8:56	--	9:00	--		7:30	--	7:40	7:50	7:56	--	8:05	--	--	8:30	8:35					
--	8:45	Express										9:15	9:20		--	9:05	9:17	HS	9:27	9:35	9:45	--	--	10:10	--				
Δ	10:15	Express										10:50	10:55		--	11:05	11:20	11:30	11:37	11:45	--	--	--	12:15	--				
--	10:25	10:27	10:28	10:30	D	10:48	10:52	10:56	11:01	--	11:05	--																	
PM SERVICE																													
--	12:15	12:17	--	--	12:46	12:51	12:55	12:59	1:05	--	1:09	--		--	1:10	1:20	HS	1:34	1:40	1:50	2:08	2:10	2:15	--					
2:15		2:20	--	--	2:46	2:51	2:55	2:59	3:04	3:10	3:17	--		--	3:20	--	3:30	3:39	3:47	--	4:05	4:07	4:15	4:20					
--	2:40	Express										3:10	3:15		--	4:20	--	HS	4:32	4:40	--	5:00	5:02	5:10	--				
3:15	--	3:20	--	--	3:46	3:51	--	--	3:56	4:02	4:09	--		4:40	4:50	Express										5:20	--		
4:10	--	4:15	--	--	4:41	4:46	--	--	4:51	4:57	5:04	--		--	5:05	--	5:15	5:24	5:30	--	--	--	6:00	--					
4:40	--	4:45	--	--	5:11	5:16	--	--	5:21	5:27	5:34	--		--	5:40	--	--	5:54	6:00	--	6:20	6:22	6:30	--					
--	5:20	5:22	--	--	5:45	5:53	--	--	5:58	6:04	6:11	--		--	6:30	Express										6:50	6:52	7:00	--
--	7:20	7:22	--	--	7:45	--	--	--	7:55	8:01	8:08	--		--	8:30	Express										8:50	8:52	9:00	--
<ul style="list-style-type: none"> • Bold face type- indicates PM times. • Light face type- indicates AM times. D - Drop off only by request to Bus Operator HS-Hwy stop *Outbound Stop for Intermodal Center Δ - Trips operate on and after June 8th R - 12:45 Trip replaces the 10:30 trip on Friday August 7th & 14th 														--	9:45	Express										10:30	--		
														10:30	10:45	Express										10:50	10:52	11:00	--
														Δ	11:45	Express										12:05	12:07	12:15	--
														--	R12:45	Express										1:15	--		
SATURDAY																													
AM SERVICE																													
--	7:00	Express										7:40	7:45	7:50	--	8:05	HS	8:16	8:25	--	--	--	8:45	--					
--	8:00	Express										8:35	--	--	9:05	9:10	9:20	9:26	9:35	--	--	--	10:10	--					
--	8:20	8:22	8:28	8:30	--	--	--	--	8:50	8:55	9:00	--		--	11:15	11:20	11:25	11:31	11:50	--	--	--	12:15	--					
--	8:45	Express										9:15	9:20																
--	9:45	Express										10:15	10:20																
--	10:15	10:17	10:23	10:25	--	10:45	10:50	10:55	11:00	11:05	11:10	--																	
PM SERVICE																													
--	12:15	12:17	12:23	12:25	--	12:45	12:50	12:55	1:00	1:05	1:10	--		--	1:20	1:25	1:30	1:37	1:45	--	--	--	2:15	--					
--	2:15	2:17	2:23	2:25	--	2:45	2:50	2:55	3:00	3:05	3:10	3:15		3:15	--	3:30	3:35	3:42	3:50	--	--	--	4:15	--					
--	3:45	3:47	3:53	3:55	--	4:05	4:10	4:15	4:20	4:25	4:30	4:35		4:40	--	4:45	4:50	4:57	5:02	--	5:18	5:20	5:30	--					
--	4:15	4:17	4:23	4:25	--	4:45	4:50	4:55	5:00	5:05	5:10	5:15		5:30	--	5:35	HS	5:46	5:54	--	6:00	6:02	6:10	--					
--	7:45	Express										8:15	--		--	8:30	8:35	HS	8:46	8:54	--	9:00	9:02	9:10	--				
<ul style="list-style-type: none"> • Bold face type- indicates PM times. • Light face type- indicates AM times. D - Drop off only by request to Bus Operator Δ - Trips operate on and after May 27 *Outbound Stop for Intermodal Center HS-Hwy stop R12:45 Trip replaces the 10:30 trip on July 11, 18, 25 and August 1, 8, 15 														--	9:45	Express										10:30	--		
														R10:30	10:45	Express										10:50	10:52	11:00	--
														--	11:45	Express										12:05	12:07	12:15	--
														--	R12:45	Express										1:15	--		

Effective
May 26, 2015

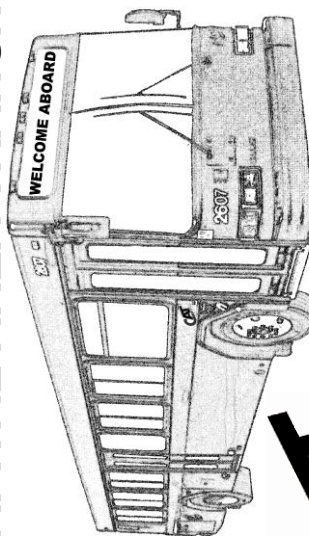
ROUTE

322 HERSHEY HUMMELSTOWN

Serving:

**Downtown Harrisburg,
Hummelstown,
Briarcrest Apartments,
Penn State Hershey Med. Center,
Tanger Outlets (Park & Ride),
Downtown Hershey**

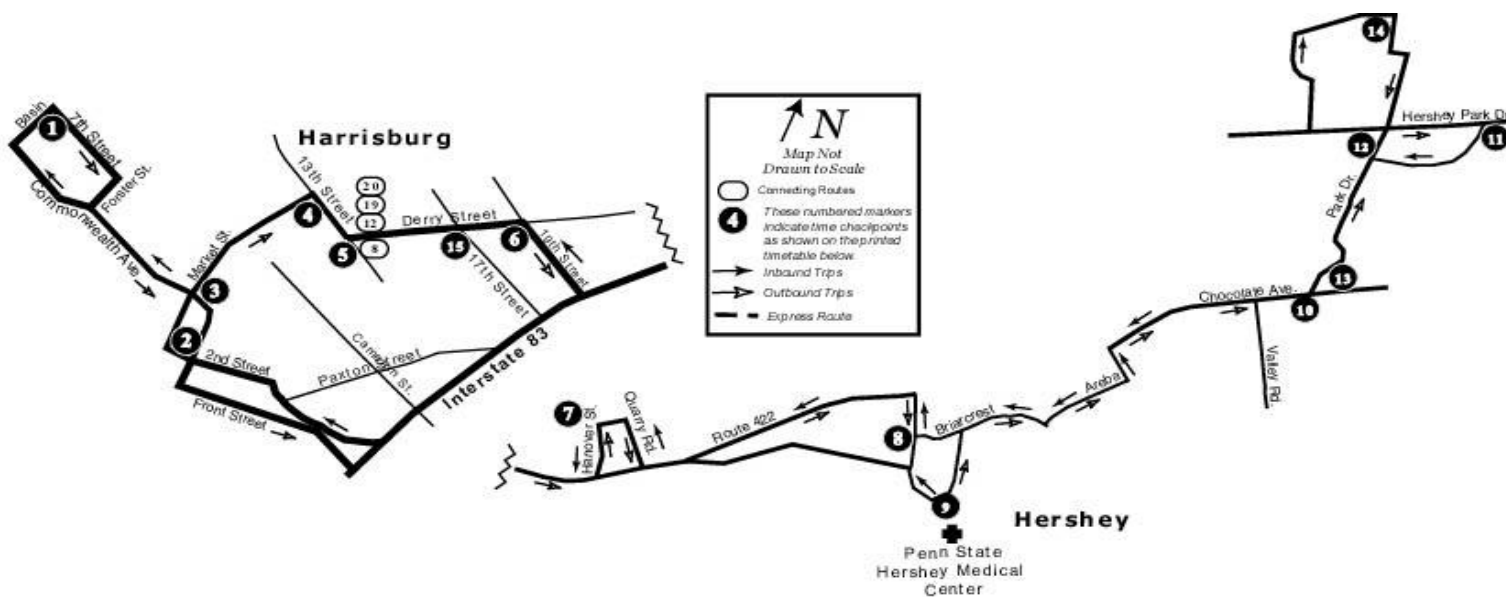
CAPITAL AREA TRANSIT



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HOW TO RIDE CAT

CAT FARE INFORMATION

Fares subject to change - Student Fares K - 12 Only

BASE FARE - Exact Change Required

ZONE #1 Adult - \$1.75 Student - \$1.25
ZONE #2 Adult - \$2.35
ZONE #3 Adult - \$2.95

MONTHLY PASSES

ZONE #1 Adult - \$49.00 Student - \$35.00
ZONE #2 Adult - \$70.00
ZONE #3 Adult - \$87.00

MULTIPLE RIDE TICKETS

11 RIDE ZONE #1 - \$16.50, ZONE #2 - \$22.00, ZONE #3 - \$28.00

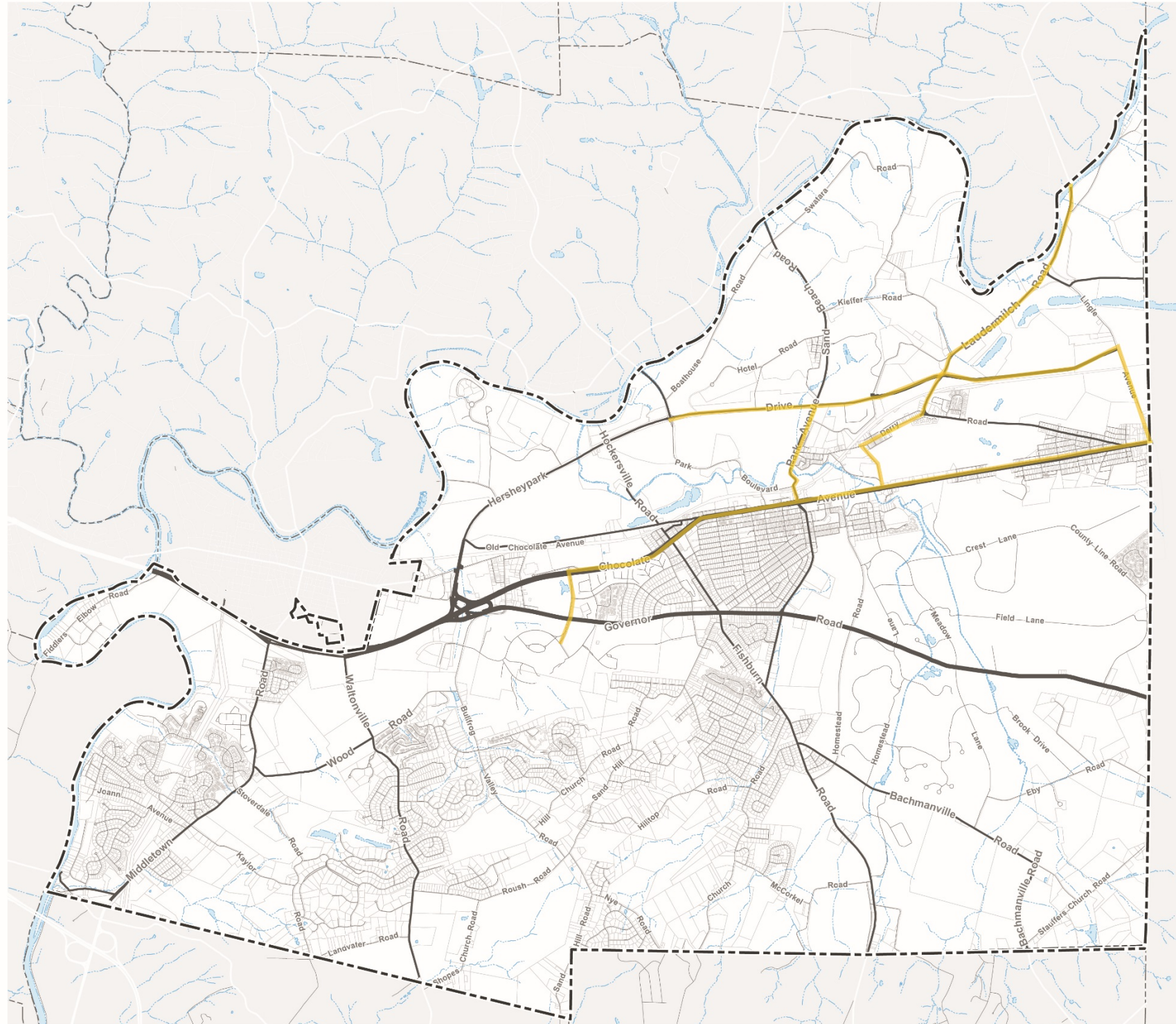
TRANSFERS - \$.25

- **DAYS CAT BUSES DO NOT OPERATE:** Sundays, New Year's Day, Easter, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas and when the Sunday Holiday is celebrated on Monday.
- **CHILDREN:** Age five and under ride free when accompanied by a fare paying passenger.
- **LOST SOMETHING ON A CAT BUS?** Articles found on a bus are kept for 30 days. Call 238-8304 if you lose an article.

General Information

- Light face type on the timetable indicates AM times.
- **Bold face type on the timetable indicates PM times.**
- **SENIOR CITIZENS FREE RIDE PROGRAM:** Passengers 65 years of age and older ride free with a Commonwealth of PA SENIOR CITIZEN ID card issued by CAT. Person 65 and over are encouraged to register for the Senior Citizen Free Ride Program.
- **HALF FARE PROGRAM:** Persons with a qualifying disability may ride CAT at half fare with PA-DOT Reduced Transit Fare card issued by CAT. A Medicare Card may be sufficient proof of eligibility to obtain a PA-DOT Reduced Fare Card for the Half Fare Program. Commonwealth of PA ID cards issued by other PA Transit Systems for either the Senior Citizen Free Ride Program or the 1/2 Fare Program for person with disabilities are accepted on CAT buses. Driver may request proof of identity and/or age. Additional information and applications are available at CAT's Information offices.
- **CAN'T DO!** Smoking, drinking and eating are not permitted on CAT buses. Playing radios, televisions, compact disk players, etc. in a manner that is offensive to any passenger or driver is prohibited. No pets allowed on CAT buses, except guide and service animals.

CAT will make every effort to adhere to the published timetable but will not assume responsibility for inconvenience, expense, or missed connections resulting from inclement weather, unplanned detours, or excess traffic.



Legend

-  Derry Township
-  Surrounding Municipalities
-  Interstate Highways
-  US Highways
-  State Highways
-  Other Roads
-  Railroads
-  Lakes/Streams/Ponds
-  Lebanon Transit Route (8 & 16)

Source:
 Base GIS data provided by the Dauphin County GIS Department and the Tri-County Regional Planning Commission, 2013 - 2014.

0 1,700 3,400 Feet

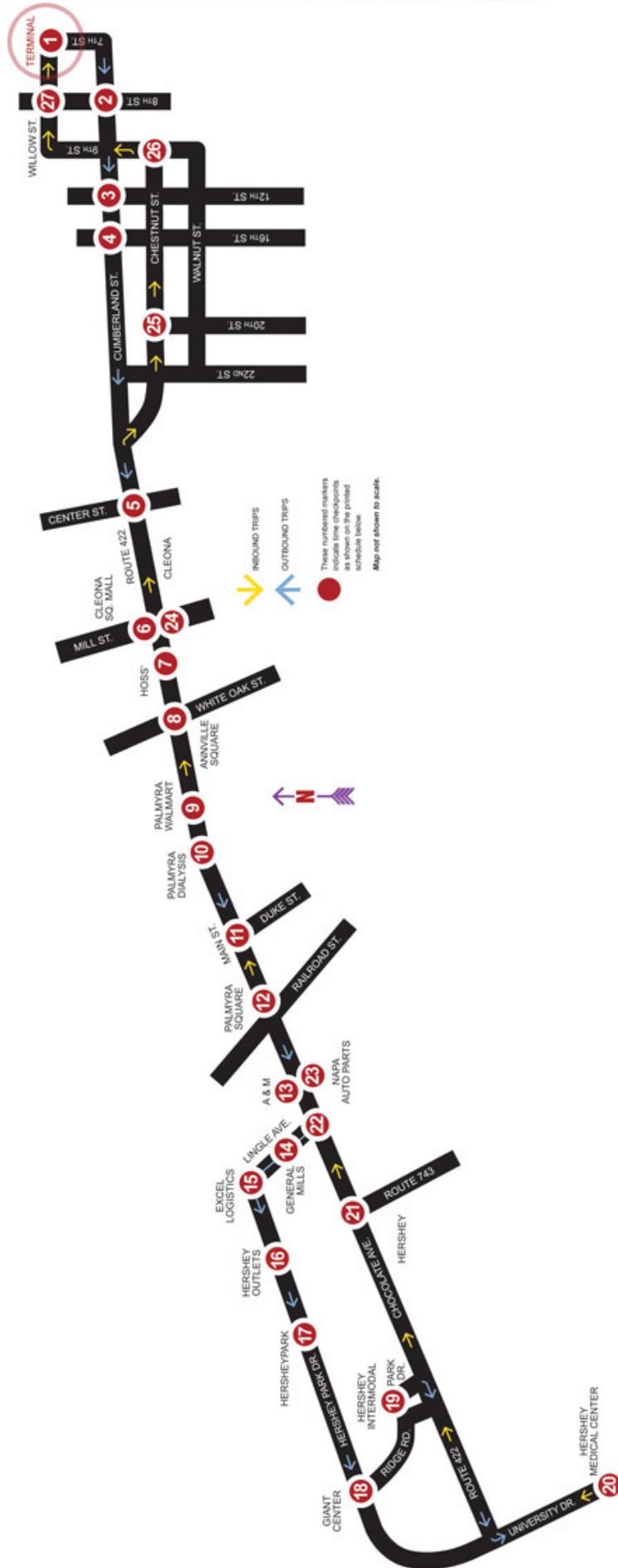
November 2015



LT MAPS & SCHEDULES.

[08] NEW Route 8

West Lebanon County, Cleona, Annville, Palmyra, and Selected Hershey Areas



ROUTE 8 MONDAY - FRIDAY

DEPART: 7th St. & Willow St.	8th St. & Cumberland St.	12th & Cumberland	16th & Cumberland	Cleona Rt. 422 and Center St.	Cleona Sq. Mill	Hoss' Restaurant (Along 422)	Anville Square	Falmys WashMart	Falmys Druggs	Rt. 422 & Dove St.	Falmys Square	ASM Plaza	General Mills (Doods Long Ave.)	Basic Logistics	Tanger Outlets	Hershey Park Service Center	Hershey Center	HMC Main Entrance	Escol Logistics	Rt. 743 & 422 Ave	Rt. 422 & Auto Parts	NAPA	Falmys Square	Rt. 422 & Druggs St.	Falmys Wash-Mart	Anville Square	Rt. 422 & Mill St.	Cleona Rt. 422 & Center St.	20th & Chestnut	8th & Willow	ARRIVE: 7th & Willow			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	15	21	22	23	12	11	10	9	8	24	5	25	26	27	1
6:00	6:01	6:03	6:05	6:10	--	6:14	6:17	--	--	6:24	6:27	6:29	6:31	6:33	--	6:40	6:45	6:48	6:58	7:15	--	--	7:19	7:24	--	--	--	7:34	--	7:41	7:45	7:50	7:52	7:53
7:00	7:01	7:03	7:05	7:10	7:12	7:14	7:17	7:22	7:24	7:26	7:29	7:30	7:32	--	7:39	7:44	7:49	7:52	8:02	--	8:12	8:16	8:18	8:23	8:27	8:30	8:32	8:37	8:42	8:44	8:47	8:52	8:54	8:55
8:00	8:01	8:03	8:05	8:10	8:12	8:14	8:17	8:22	8:24	8:26	8:29	8:30	8:32	--	8:39	8:44	8:49	8:52	9:02	--	9:12	9:16	9:18	9:23	9:27	9:30	9:32	9:37	9:42	9:44	9:47	9:52	9:54	9:55
9:00	9:01	9:03	9:05	9:10	9:12	9:14	9:17	9:22	9:24	9:26	9:29	9:30	9:32	--	9:39	9:44	9:49	9:52	10:02	--	10:12	10:16	10:18	10:23	10:27	10:30	10:32	10:37	10:42	10:44	10:47	10:52	10:54	10:55
10:00	10:01	10:03	10:05	10:10	10:12	10:14	10:17	10:22	10:24	10:26	10:29	10:30	10:32	--	10:39	10:44	10:49	10:52	11:02	--	11:12	11:16	11:18	11:23	11:27	11:30	11:32	11:37	11:42	11:44	11:47	11:52	11:54	11:55
11:00	11:01	11:03	11:05	11:10	11:12	11:14	11:17	11:22	11:24	11:26	11:29	11:30	11:32	--	11:39	11:44	11:49	11:52	12:02	--	12:12	12:16	12:18	12:23	12:27	12:30	12:32	12:37	12:42	12:44	12:47	12:52	12:54	12:55

AM SERVICE

PM SERVICE

12:00	12:01	12:03	12:05	12:10	12:12	12:14	12:17	12:22	12:24	12:26	12:29	12:30	12:32	--	12:39	12:44	12:48	12:52	1:02	--	1:12	1:16	1:18	1:23	1:27	1:30	1:32	1:37	1:42	1:44	1:47	1:52	1:54	1:55
1:00	1:01	1:03	1:05	1:10	1:12	1:14	1:17	1:22	1:24	1:26	1:29	1:30	1:32	--	1:39	1:44	1:49	1:52	2:02	--	2:12	2:16	2:18	2:23	2:27	2:30	2:32	2:37	2:42	2:44	2:47	2:52	2:54	2:55
2:00	2:01	2:03	2:05	2:10	--	2:14	2:17	--	--	2:24	2:27	2:29	2:31	2:33	--	2:40	2:45	2:48	2:58	3:15	--	--	3:19	3:24	--	--	--	3:34	--	3:41	3:45	3:50	3:52	3:53
3:00	3:01	3:03	3:05	3:10	3:12	3:14	3:17	3:22	3:24	3:26	3:29	3:30	3:32	--	3:39	3:44	3:49	3:52	4:02	--	4:12	4:16	4:18	4:23	4:27	4:30	4:32	4:37	4:42	4:44	4:47	4:52	4:54	4:55

ROUTE 8 SATURDAY

DEPART: 7th St. & Willow St.	8th St. & Cumberland St.	12th & Cumberland	16th & Cumberland	Cleona Rt. 422 and Center St.	Cleona Sq. Mill	Hoss' Restaurant	Anville Square	Falmys Wash-Mart	Rt. 422 & Dove St.	Falmys Sq.	Hershey Park Service Center	Tanger Outlets	Lodge Ave. & Hershey	Rt. 422 & Dove St.	Rt. 422 & Mill St.	Anville Sq.	Falmys Wash-Mart	Rt. 422 & Auto Parts	NAPA	Falmys Square	Rt. 422 & Druggs St.	Falmys Wash-Mart	Anville Square	Rt. 422 & Mill St.	Cleona Rt. 422 and Center St.	20th & Chestnut	8th & Willow	ARRIVE: 7th & Willow
1	2	3	4	5	6	7	8	9	11	12	17	16	22	12	11	9	8	24	5	25	26	27	1					
7:30	7:31	7:33	7:35	7:40	7:42	7:44	7:47	7:52	7:55	7:58	8:10	8:15	8:20	8:23	8:27	8:34	8:44	8:50	8:55	8:57	8:58							
8:00	8:01	8:03	8:05	8:10	8:12	8:14	8:17	8:22	8:25	8:28	8:40	8:45	8:50	8:53	8:57	9:04	9:10	9:15	9:20	9:25	9:30	9:35						
10:30	10:31	10:33	10:35	10:40	10:42	10:44	10:47	10:52	10:55	10:58	11:10	11:15	11:20	11:23	11:27	11:34	11:39	11:44	11:49	11:54	11:57							
12:30	12:31	12:33	12:35	12:40	12:42	12:44	12:47	12:52	12:55	12:58	1:10	1:15	1:20	1:23	1:27	1:34	1:39	1:44	1:46	1:50	1:55	1:57						
2:00	2:01	2:03	2:05	2:10	2:12	2:14	2:17	2:22	2:25	2:28	2:40	2:45	2:50	2:53	2:57	3:04	3:09	3:14	3:16	3:20	3:25	3:27						

AM SERVICE

PM SERVICE

12:30	12:31	12:33	12:35	12:40	12:42	12:44	12:47	12:52	12:55	12:58	1:10	1:15	1:20	1:23	1:27	1:34	1:39	1:44	1:46	1:50	1:55	1:57
2:00	2:01	2:03	2:05	2:10	2:12	2:14	2:17	2:22	2:25	2:28	2:40	2:45	2:50	2:53	2:57	3:04	3:09	3:14	3:16	3:20	3:25	3:27

[16] NEW Route 16

Lebanon, Cleona, Annville, Palmyra, Hershey, HersheyPark, Grantville & Hollywood Casino



ROUTE 16
MONDAY - FRIDAY
FROM LEBANON TO HOLLYWOOD CASINO VIA HERSHEY

Schneider Drive Park & Ride	Depart 7th & Willow St.	8th St. & Cumberland St.	12th St. & Cumberland St.	16th St. & Cumberland St.	Lebanon Valley Mall (Park & Ride)	Cleona Route 422 & Center St.	Route 422 & Mill St. Cleona	Annville Square	Palmyra Wal-Mart (Park & Ride)	422 & Duke St.	Palmyra Square	Route 422 & Lingle Ave.	Excel Logistics	Hershey Intermodal	Hershey Park Service Center	Tanger Outlets	Excel Logistics	Route 743 & Route 22	Holiday Inn (Drops along Route 743)	Hollywood Casino
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	14	18	19	20
PM SERVICE																				
3:15	3:20	3:21	3:22	3:24	3:26	3:29	3:31	3:34	3:39	3:41	3:44	3:45	--	3:59	4:04	4:09	--	4:20	4:22	4:25
5:30	5:35	5:36	5:37	5:39	5:41	5:44	5:46	5:49	5:54	5:56	5:59	6:00	--	6:14	6:19	6:24	--	6:35	6:37	6:40
8:18	8:20	8:21	8:23	8:25	8:27	8:29	8:30	8:33	8:38	8:40	8:42	8:44	--	8:50	8:55	8:59	--	9:10	9:12	9:15
--	10:20	10:21	10:22	10:24	--	10:27	--	10:32	--	--	10:41	10:43	10:47	--	10:55	--	11:07	--	--	--
SATURDAY																				
3:15	3:20	3:21	3:22	3:24	3:26	3:29	3:31	3:34	3:39	3:41	3:44	3:45	--	3:59	4:04	4:09	--	4:20	4:22	4:25
5:30	5:35	5:36	5:37	5:39	5:41	5:44	5:46	5:49	5:54	5:56	5:59	6:00	--	6:14	6:19	6:24	--	6:35	6:37	6:40
8:18	8:20	8:21	8:23	8:25	8:27	8:29	8:30	8:33	8:38	8:40	8:42	8:44	--	8:50	8:55	8:59	--	9:10	9:12	9:15
--	10:20	10:21	10:22	10:24	--	10:27	--	10:32	--	--	10:41	10:43	--	--	10:55	--	--	--	--	--

ROUTE 16
MONDAY - FRIDAY
FROM HOLLYWOOD CASINO TO LEBANON VIA HERSHEY

Hollywood Casino	Holiday Inn (Drops along Route 743)	Route 743 & Rout 22	Route 743 & Hersheypark Drive	Derry & Mansion Rd	Hershey Intermodal	Route 422 & Lingle Ave.	Palmyra Square	422 & Duke St.	Palmyra Wal-Mart (Park & Ride)	Annville Square	Route 422 & Mill St. Cleona	Cleona Route 422 & Center St.	Lebanon Valley Mall (Park & Ride)	16th & Chestnut Sts.	12th Cumberland Sts.	9th & Chestnut Sts.	8th & Willow Sts.	Arrive 7th & Willow	Schneider Dr. PARK & RIDE
20	19	18	21	22	15	13	12	11	10	9	8	7	6	23	4	24	25	2	1
PM SERVICE																			
4:30	4:33	4:35	4:44	4:46	4:50	4:57	4:59	5:02	5:04	5:09	5:12	5:13	5:16	5:20	--	5:23	5:24	5:25	5:27
6:45	6:48	6:50	6:59	7:01	7:05	7:12	7:14	7:17	7:19	7:24	7:27	7:28	7:31	7:35	--	7:38	7:39	7:40	7:42
9:20	9:23	9:25	9:34	9:36	9:40	9:47	9:49	9:52	9:54	9:59	10:02	10:03	10:06	10:10	--	10:13	10:14	10:15	D
--	--	--	--	--	--	11:08	11:10	--	--	11:20	--	11:24	--	--	11:29	11:33	11:34	11:35	--
SATURDAY																			
4:30	4:33	4:35	4:44	4:46	4:50	4:57	4:59	5:02	5:04	5:09	5:12	5:13	5:16	5:20	--	5:23	5:24	5:25	5:27
6:45	6:48	6:50	6:59	7:01	7:05	7:12	7:14	7:17	7:19	7:24	7:27	7:28	7:31	7:35	--	7:38	7:39	7:40	7:42
9:20	9:23	9:25	9:34	9:36	9:40	9:47	9:49	9:52	9:54	9:59	10:02	10:03	10:06	10:10	--	10:13	10:14	10:15	D
--	--	--	--	--	--	11:08	11:10	--	--	11:20	--	11:24	--	--	11:29	11:33	11:34	11:35	--

D - Drop Off Only Upon Request.

Community Survey

As a foundation for developing the *Derry Township Comprehensive Plan*, community leaders and township staff developed a survey to gather input from the general public on issues related to the plan. The survey was free, available in paper and online forms, and conducted in the Fall of 2011.

The Township received a total of 1,499 survey returns. The U. S. Census cites a 2010 Derry Township population age 18 and older of 17,796 and a total of 9,637 occupied housing units (households). Therefore, the survey return rates were 15.6% of households and 8.4% of persons age 18 and older. While the return rates per se may appear low, many public surveys return similar or lower rates yet produce valuable information for public purposes.

An extensive, 60-page summary including a tabulation of survey results to offer the township, educating residents at meetings and other presentations about the survey results. This information is available at the Township office.

The following identifies key survey answers to incorporate into the body of the updated comprehensive plan.

- Had a median age of 51.8 years.
- Had lived in Derry Township a median of 10.7 years. More than a quarter (29.4%) of respondents had lived in the township for more than 25 years.
- Were female (59.0%).
- Were married (82.8%).

The complete survey analysis can be found online at:

<http://derrycompplan.files.wordpress.com/2012/01/derry-survey-analysis.pdf>

Raw survey results, as reported and tabulated in the township documentation, include responses from some persons who do not live in Derry Township and from returns that did not include responses to some questions. Percentages herein have been adjusted from the township documentation to include only direct and appropriate responses to the question at hand, resulting in some slight modifications to the percentages reported in the township documentation. To clarify, the implied additional wording of the revised information herein might be, “ \underline{X} % of respondents “... *who live in*

Facts and Figures: Community Survey

the Derry Township and responded to the specific question...” For the sake of simplicity in reporting, cross-tabulations by survey area were not adjusted for non-responsiveness.

The analysis divided the township into nine (9) survey areas to report selected results by geography. The nine areas are:

1. Southwestern Derry Township – Middletown Rd. (17.3% of respondents)
2. Western Derry Township – Wood Rd. – Walton Ave. (2.2%)
3. Waltonville Rd. – Rousch Rd. (14.0%)
4. Hershey Attractions – Hersheypark Dr. (1.2%)
5. Medical Center – Briarcrest – Mae St. (8.2%)
6. Downtown Hershey - Village – Cocoa Ave. (23.6%)
7. Southcentral Derry Township – Sandhill Rd. – Hilltop Rd. – Church Rd. (20.0%)
8. Palmdale – E. Chocolate Ave. – E. Derry Rd. – Laudermilch Rd. (9.0%)
9. Southeastern Derry Township – MHS – Meadow La. – Bachmanville Rd. (4.5%)

The four survey areas that drew the most respondents accounted for almost three-quarters (74.9%) of the total responses:

- Downtown Hershey (23.6%)
- Southcentral Derry township (20.0%)
- Southwestern Derry Township (17.3%)
- Waltonville Rd (14.0%)

Survey Results

The remainder of information below highlights key survey results useful in developing the comprehensive plan. Again, we suggest that the entire survey analysis be placed in an appendix to the plan document.

1. Overall, top five characteristics of the township that residents **like most**, in order of preference, are:
 - a. Low crime rate (mentioned on 50% of responses)
 - b. Quality of schools (47% or responses)
 - c. Access to quality health care (38% of responses)
 - d. Bike/walking path (33% of responses)
 - e. Small town atmosphere (33% of responses)

Examining the top characteristics by survey area can help target comprehensive plan goals and policies to the geographic areas of greatest interest to the township. The top two desired characteristics in each survey area are:

Survey Area 1

- Low crime rate (46%)
- Quality of schools (43%)

Survey Area 2

- Low crime rate (47%)
- Bike/walking path (37%)

Survey Area 3

- Quality of schools (46%)
- Bike/walking path (43%)

Survey Area 4

- Community history / heritage (53%)
- Scenic/natural beauty (41%)
- Low crime rate (41%)

Survey Area 5

- Low crime rate (40%)
- Access to quality health care (33%)

Survey Area 6

- Low crime rate (43%)
- Quality of schools (41%)

Survey Area 7

- Quality of schools (47%)
- Low crime rate (44%)

Survey Area 8

- Low crime rate (45%)
- Quality of schools (40%)

Survey Area 9

- Low crime rate (46%)
- Quality of schools (43%)

2. Overall, top five characteristics of the township that residents **like least**, in order of dislike, are:
 - a. Event traffic
 - b. Insufficient downtown businesses and activities
 - c. Rush hour traffic
 - c. Over-development
 - d. Limited shopping opportunities

Facts and Figures: Community Survey

Conversely, identifying the top concerns by survey area can help target comprehensive plan goals and policies to the geographic areas of greatest concern to the township. The two least desired characteristics in each survey area are:

Survey Area 1

- Event traffic (49%)
- Rush hour traffic (37%)

Survey Area 2

- Event traffic (53%)
- Rush hour traffic (40%)

Survey Area 3

- Event traffic (53%)
- Rush hour traffic (40%)

Survey Area 4

- Event traffic (88%)
- Insufficient downtown businesses / activities (65%)

Survey Area 5

- Event traffic (51%)
- Rush hour traffic (45%)

Survey Area 6

- Insufficient downtown businesses / activities (53%)
- Event traffic (45%)

Survey Area 7

- Insufficient downtown businesses / activities (47%)
- Event traffic (42%)

Survey Area 8

- Event traffic (50%)
- Insufficient downtown businesses / activities (46%)

Survey Area 9

- Insufficient downtown businesses / activities (48%)
- Event traffic (43%)

3. Key elements of **growth and development** identified by residents include:
 - a. Redeveloping and revitalizing downtown is important.
 - b. Over half (58%) of respondents agree or strongly agree that Development has consumed land too quickly.
 - c. About half of respondents expect growth to continue at the current rate.
 - d. More than half of respondents prefer slower growth or no growth to the current growth rate.

4. As for **environment and preservation** issues, large majorities of respondents prefer:
 - a. Managing development to protect the township's environmental quality (88%).
 - b. Preserving natural areas, and open space, and farmland (84%).
 - c. Protecting the township's historic image (83%).
 - d. Preserving and reusing historic resources (72%).

5. In the area of **transportation**:
 - a. Most respondents (60%) drive to work, and 80% of those drivers work outside of the township 20% work in the Township.
 - b. Commutes are short (85% under 30 minutes), especially for residents in the west part of the township.
 - c. Several intersections need improvement, including: (**Note: Respondents could provide more than one answer.**)
 - Hersheypark Dr. / Walton Ave. (40.6% of responses)
 - Middletown / Wood Rds. (35.8%)
 - Cherry Dr. / Governor Rd. (31.2%)
 - Hockersville Rd. / Areba Ave. (25.8%)
 - Fishburn Rd. / Church Rd. (21.8%)
 - Fishburn Rd. / Harvey Rd. / Bachmansville Rd. (15.0%)
 - Middletown Rd. / JoAnn Ave. (8.3%)
 - University Dr. / Briarcrest Dr. (7.9%)
 - d. 4% walk, bike, or take public transit to work.
 - e. The bike / walking path is one of the top five items residents like most in the township.
 - f. Most respondents (58%) in all areas of the township and all ages agree or strongly agree that the township needs more public transportation.
 - g. Almost three out of four (73%) respondents want better traffic management in the township.

6. Regarding the desired **lifestyle** in Derry Township, respondents offered the following insights:
 - a. More than three out of five (63%) agree or strongly agree that the township has sufficient recreation facilities.
 - b. Most (64%) respondents recognize the importance of updating and repairing the township's recreational facilities, such as the pool, parks, and trails.

Facts and Figures: Community Survey

- c. A majority of respondents (55%) felt that increasing the number of athletic fields is *not* important.
 - d. Almost three out of four (73%) of respondents agree or strongly agree that homes in their neighborhood are well-maintained and attractive.
 - e. A majority (56%) of respondents agree or strongly agree that noise levels are acceptable.
 - f. Many respondents (47%) agree or strongly agree that speeding is a problem in their neighborhood.
7. Regarding desired businesses in the township, the highest responses came from survey areas 5 and 6. The most desired businesses and services in the targeted survey areas are:
- a. Small specialty stores and gift shops.
 - b. Casual dining.
 - c. Coffee, ice cream, or specialized food stores.
 - d. Natural / organic food stores.
 - e. Retail / restaurants mixed with residential.

Again, for targeting purposes, identifying desired businesses is a critical exercise, particularly in the area of economic revitalization. Respondents were asked to choose as many as desired from the following list:

- Primary care/physician practices/urgent care centers
- Big-box stores
- Small specialty stores / gift shops
- Fast food
- Casual dining
- Fine dining
- Coffee, ice cream, or specialized food stores
- Grocery stores
- High-tech businesses
- Drug stores
- Retail/restaurants mixed with residential
- Artisan showcase galleries
- Smaller live music venues
- Child care centers
- Natural/organic food stores

Some of the survey responses noted below represent low response percentages and should, therefore, be treated with caution. In cases of low response rates, listings in multiple survey areas might

strengthen the call for a specific use. The most desired businesses and services by survey area are:

Survey Area 1

- Grocery stores (11%)
- Big-box stores (6%)
- Casual dining (6%)
- Coffee, ice cream, or specialized food shops (6%)

Survey Area 2

- High-tech businesses (7%)
- Coffee, ice cream, or specialized food shops (4%)
- Grocery stores (4%)

Survey Area 3

- Grocery stores (3%)
- Smaller live music venues (3%)

Survey Area 4

- Casual dining (8%)
- Fine dining (7%)

Survey Area 5

- Small specialty stores and gift shops (13%)
- Casual dining (12%)
- Coffee, ice cream, or specialized food shops (12%)

Survey Area 6

- Small specialty stores and gift shops (31%)
- Coffee, ice cream, or specialized food shops (25%)

Survey Area 7

- Casual dining (2%)
- Fine dining (2%)
- Coffee, ice cream, or specialized food shops (2%)
- High-tech businesses (2%)
- Retail / restaurants mixed with residential (2%)

Survey Area 8

- Casual dining (7%)
- Small, specialty stores and gift shops (6%)
- Coffee, ice cream, or specialized food shops (6%)

Survey Area 9

- Casual dining (3%)
- Fine dining (3%)
- High-tech businesses (3%)

8. Respondents to the public survey were asked to reply to various statements regarding the township's future. For each statement

Facts and Figures: Community Survey

below, the highest two overall responses are noted along with the highest two responses in each survey area.

a. Over the next 10 years, what rate of growth do you expect?

Overall: Same as present. (46.2%)

Survey Area 1:	Same as present. (51%)
Survey Area 2:	Same as present. (37%)
Survey Area 3:	Same as present. (49%)
Survey Area 4:	Same as present. (47%)
Survey Area 5:	Same as present. (40%)
Survey Area 6:	Same as present. (47%)
Survey Area 7:	Same as present. (48%)
Survey Area 8:	Same as present. (48%)
Survey Area 9:	Same as present. (46%)

b. Over the next 10 years, what rate of growth do you prefer?

Overall: Slower than present. (38.4%)

Survey Area 1:	Slower than present. (43%)
Survey Area 2:	Slower than present. (43%)
Survey Area 3:	Slower than present. (44%)
Survey Area 4:	Slower than present. (29%), Same as present. (29%)
Survey Area 5:	Slower than present. (42%)
Survey Area 6:	Slower than present. (34%)
Survey Area 7:	Slower than present. (41%)
Survey Area 8:	Slower than present. (37%)
Survey Area 9:	Slower than present. (36%)

c. More public transportation is needed.

Overall: Agree (32.6%), Neutral (22.3%)

Survey Area 1:	Agree (39%)	Neutral (20%)
Survey Area 2:	Agree (33%)	Neutral (20%)
Survey Area 3:	Agree (38%)	Strongly Agree (21%)
Survey Area 4:	Strongly agree (35%)	Agree (29%)
Survey Area 5:	Agree (31%)	Neutral (26%)
Survey Area 6:	Agree (30%)	Strongly Agree (23%) Neutral (23%)
Survey Area 7:	Agree (32%)	Neutral (25%)
Survey Area 8:	Agree (32%)	Strongly Agree (26%)
Survey Area 9:	Neutral (30%)	Agree (23%)

d. Over the last 20 years, the township has developed in an orderly fashion.

Overall: Neutral (34.1%), Agree (29.3%)

Survey Area 1:	Agree (39%)	Neutral (20%)
Survey Area 2:	Agree (33%)	Neutral (20%)
Survey Area 3:	Agree (38%)	Strongly Agree (21%)
Survey Area 4:	Strongly agree (35%)	Agree (29%)
Survey Area 5:	Agree (31%)	Neutral (26%)
Survey Area 6:	Agree (30%)	Strongly Agree (23%) Neutral (23%)
Survey Area 7:	Agree (32%)	Neutral (25%)
Survey Area 8:	Agree (32%)	Strongly Agree (26%)
Survey Area 9:	Neutral (30%)	Agree (23%)

e. Homes in my neighborhood are well-maintained and attractive.

Overall: Agree (50.7%), Strongly Agree (22.1%)

Survey Area 1:	Agree (58%)	Strongly Agree (25%)
Survey Area 2:	Agree (57%)	Strongly Agree (10%) Neutral (10%)
Survey Area 3:	Agree (53%)	Strongly Agree (29%)
Survey Area 4:	Agree (47%)	Neutral (35%)
Survey Area 5:	Agree (59%)	Strongly Agree (20%)
Survey Area 6:	Agree (49%)	Strongly Agree (21%)
Survey Area 7:	Agree (56%)	Strongly Agree (26%)
Survey Area 8:	Agree (37%)	Neutral (25%)
Survey Area 9:	Agree (54%)	Strongly Agree (25%)

f. Community collaboration is encouraged in development decisions.

Overall: Agree (31.4%), Neutral (21.2%)

Survey Area 1:	Agree (37%)	Strongly Agree (21%)
Survey Area 2:	Agree (27%)	Strongly Agree (23%), Neutral (23%)
Survey Area 3:	Agree (28%)	Neutral (27%)
Survey Area 4:	Agree (47%)	Strongly Agree (29%)
Survey Area 5:	Agree (31%)	Strongly Agree (26%)
Survey Area 6:	Agree (31%)	Strongly Agree (22%)
Survey Area 7:	Agree (31%)	Neutral (24%)
Survey Area 8:	Agree (30%)	Neutral (20%)
Survey Area 9:	Agree (33%)	Neutral (16%), Disagree (16%)

g. We should manage development to protect the township's environmental quality.

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Overall: Strongly Agree (44.8%), Agree (36.2%)

Survey Area 1:	Strongly Agree (47%)	Agree (39%)
Survey Area 2:	Strongly Agree (47%)	Agree (23%)
Survey Area 3:	Strongly Agree (49%)	Agree (36%)
Survey Area 4:	Strongly Agree (47%)	Agree (47%)
Survey Area 5:	Strongly Agree (49%)	Agree (36%)
Survey Area 6:	Strongly Agree (43%)	Agree (38%)
Survey Area 7:	Strongly Agree (49%)	Agree (40%)
Survey Area 8:	Strongly Agree (49%)	Agree (30%)
Survey Area 9:	Agree (43%)	Strongly Agree (23%)

h. Speeding is a problem in my neighborhood.

Overall: Agree (25.6%), Disagree (21.3%)

Survey Area 1:	Agree (31%)	Disagree (21%)
Survey Area 2:	Disagree (30%)	Neutral (27%)
Survey Area 3:	Agree (27%)	Strongly Agree (23%)
Survey Area 4:	Strongly Agree (47%)	Agree (18%) Disagree (18%)
Survey Area 5:	Strongly Agree (28%)	Agree (27%)
Survey Area 6:	Strongly Agree (29%)	Agree (28%)
Survey Area 7:	Disagree (28%)	Agree (27%)
Survey Area 8:	Strongly Agree (27%)	Agree (26%)
Survey Area 9:	Neutral (28%)	Disagree (21%)

i. We should preserve the township's historic image.

Overall: Strongly Agree (49.7%), Agree (33.1%)

Survey Area 1:	Strongly Agree (50%)	Agree (34%)
Survey Area 2:	Strongly Agree (43%)	Agree (37%)
Survey Area 3:	Strongly Agree (48%)	Agree (32%)
Survey Area 4:	Strongly Agree (76%)	Agree (24%)
Survey Area 5:	Strongly Agree (48%)	Agree (38%)
Survey Area 6:	Strongly Agree (52%)	Agree (33%)
Survey Area 7:	Strongly Agree (48%)	Agree (39%)
Survey Area 8:	Strongly Agree (59%)	Agree (28%)
Survey Area 9:	Strongly Agree (49%)	Agree (31%)

j. Noise levels in the community are acceptable.

Overall: Agree (46.8%), Neutral (18.0%)

Survey Area 1:	Agree (61%)	Neutral (18%)
Survey Area 2:	Agree (37%)	Neutral (20%)
Survey Area 3:	Agree (51%)	Neutral (24%)
Survey Area 4:	Agree (59%)	Neutral (24%)
Survey Area 5:	Agree (45%)	Neutral (17%)
Survey Area 6:	Agree (45%)	Neutral (16%)
Survey Area 7:	Agree (49%)	Disagree (15%)
Survey Area 8:	Agree (35%)	Disagree (20%)
Survey Area 9:	Agree (48%)	Neutral (16%)

k. Development has consumed land too quickly.

Overall: Agree (29.3%), Neutral (23.5%)

Survey Area 1:	Agree (29%)	Neutral (24%)
Survey Area 2:	Agree (30%)	Strongly Agree (27%)
Survey Area 3:	Agree (32%)	Neutral (23%)
Survey Area 4:	Agree (41%)	Neutral (24%)
Survey Area 5:	Agree (35%)	Strongly Agree (29%)
Survey Area 6:	Strongly Agree (26%)	Agree (25%), Neutral (25%)
Survey Area 7:	Agree (35%), Neutral (24%)	
Survey Area 8:	Agree (31%), Strongly Agree (28%)	
Survey Area 9:	Neutral (31%), Strongly Agree (23%)	

l. New development and additions to structures should be consistent with existing scale and neighborhood character.

Overall: Agree (41.1%), Strongly Agree (36.0%)

Survey Area 1:	Agree (41%), Strongly Agree (37%)
Survey Area 2:	Agree (50%), Strongly Agree (30%)
Survey Area 3:	Agree (42%), Strongly Agree (33%)
Survey Area 4:	Agree (71%), Neutral (24%)
Survey Area 5:	Agree (47%), Strongly Agree (36%)
Survey Area 6:	Strongly Agree (44%), Agree (37%)
Survey Area 7:	Agree (45%), Strongly Agree (37%)
Survey Area 8:	Agree (39%), Strongly Agree (36%)
Survey Area 9:	Agree (38%), Strongly Agree (30%)

m. We should promote the full development of existing residential areas before creating new residential areas.

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Overall: Agree (38.4%), Strongly Agree (35.6%)

Survey Area 1:	Agree (39%), Strongly Agree (38%)
Survey Area 2:	Strongly Agree (40%), Agree (37%)
Survey Area 3:	Strongly Agree (37%), Agree (36%)
Survey Area 4:	Strongly Agree (35%), Agree (35%)
Survey Area 5:	Agree (39%), Strongly Agree (37%)
Survey Area 6:	Strongly Agree (38%), Agree (27%)
Survey Area 7:	Agree (43%), Strongly Agree (35%)
Survey Area 8:	Strongly Agree (39%), Agree (39%)
Survey Area 9:	Agree (43%), Strongly Agree (20%)

n. I would support a special assessment to provide stormwater controls (pipes, inlets, basins, etc.)

Overall: Neutral (28.9%), Agree (27.2%)

Survey Area 1:	Neutral (36%), Agree (22%)
Survey Area 2:	Neutral (27%), Agree (20%)
Survey Area 3:	Neutral (28%), Agree (28%)
Survey Area 4:	Agree (41%), Neutral (24%)
Survey Area 5:	Agree (29%), Neutral (26%)
Survey Area 6:	Agree (28%), Neutral (27%)
Survey Area 7:	Agree (33%), Neutral (25%)
Survey Area 8:	Neutral (36%), Agree (25%)
Survey Area 9:	Neutral (28%), Agree (25%)

o. Stricter regulation of commercial signage (lights, location, size) is needed.

Overall: Neutral (34.5%), Agree (25.9%)

Survey Area 1:	Neutral (35%)	Agree (30%)
Survey Area 2:	Neutral (37%)	Agree (17%), Strongly Agree (17%)
Survey Area 3:	Neutral (36%)	Agree (27%)
Survey Area 4:	Neutral (35%) (24%),	Strongly Agree Disagree (24%)
Survey Area 5:	Agree (29%)	Neutral (29%)
Survey Area 6:	Neutral (33%)	Agree (29%)
Survey Area 7:	Neutral (39%)	Agree (25%)
Survey Area 8:	Neutral (40%)	Agree (23%)
Survey Area 9:	Neutral (33%)	Disagree (20%)

p. Stricter regulation of light pollution/glare is needed.

Facts and Figures: Community Survey

Overall: Neutral (41.4%), Agree (19.5%)

- Survey Area 1: Neutral (42%), Agree (22%)
- Survey Area 2: Neutral (37%), Agree (23%)
- Survey Area 3: Neutral (44%), Disagree (17%)
- Survey Area 4: Neutral (53%), Strongly Agree (24%)
- Survey Area 5: Neutral (45%), Agree (22%)
- Survey Area 6: Neutral (43%), Agree (19%)
- Survey Area 7: Neutral (41%), Agree (20%)
- Survey Area 8: Neutral (45%), Agree (20%)
- Survey Area 9: Neutral (28%), Disagree (25%)

9. Respondents to the public survey were also asked to rank potential township priorities on a scale of 1 (not very important) to 5 (very important). The number beside each priority area below is the weighted average of responses for the township as a whole. A higher number ranking indicates a higher priority.

Rank	Planning / Development Priority	Score
1	Maintaining quality of schools	4.40
2	Ensuring run-down buildings are repaired and junk removed	4.39
3	Preserving natural areas, open space, and farmland...	4.37
4	Protecting streams and water quality	4.36
5	Redeveloping / revitalizing downtown	4.22
6	Managing development to minimize sprawl	4.20
7	Better traffic management.....	4.19
8	Preserving and reusing historic resources.....	4.18
9	Managing the rate of housing development to keep pace with School capacity.....	4.14
10	Attracting and retaining businesses	4.04
11	Controlling stormwater run-off / flooding.....	4.00
12	Guiding growth to areas already served by infrastructure (roads, sewer).....	4.00
13	Access to primary medical care	3.94
14	Updating / repairing recreational facilities (pool, parks, trails)	3.92
15	Improving / expanding opportunities for walking and biking	3.90
16	Increasing public transportation options	3.32
17	Increasing recreational facilities.....	3.00
18	Increasing the number of athletic fields	2.17

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10. The previous township comprehensive plan also included a survey of residents, conducted in 1989. Comparing the results of the of the 1989 and 2011 surveys yields the following observations:
 - a. The same percentage of respondents (63%) own homes.
 - b. The same percentage of respondents (65%) are married.
 - c. Commutes are shorter today than at the time of the previous survey.
 - d. Today, more females and retirees participated in the survey than in 1989.
 - e. More than 80% of respondents in 2011 want more downtown shopping while preserving historic character.
 - f. Most respondents today prefer slower growth.
 - g. More than 80% of respondents in 2011 want to protect the environment.

11. According to survey respondents, the top five issues facing Derry Township today (out of 18 choices) are:
 - a. Redeveloping / revitalizing downtown.
 - b. Better traffic management.
 - c. Managing development to minimize sprawl.

 - d. Preserving natural areas, open space, and farmland.
 - e. Maintaining the quality of schools.

