



Cumberland County Review Report

Cumberland County Planning Department
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<i>Name of Amendment:</i>				
Exeter A to CI Zoning Map Amendment				
<i>Municipality:</i>	<i>Date Received:</i>	<i>Date Reviewed:</i>	<i>Reviewed By:</i>	<i>Checked By:</i>
Penn Township	3/12/2021	4/15/2021	SH, EG, KS	Planning Commission
<i>Type of Amendment:</i>			<i>Recommendation:</i>	
Zoning Map Amendment			Disapproval	
<i>Explanation of Amendment:</i>				
Rezone approximately 100 acres from Agriculture to Commercial-Industrial				
<i>Consistent with Municipal Comprehensive Plan:</i>		<i>Consistent with County Comprehensive Plan:</i>		
Project is not Consistent		Project is not Consistent		
<i>Comments and Recommendations:</i>				
<p>A. The Penn Township Zoning Ordinance, as adopted January 14, 2021, does not include a Commercial-Industrial Zoning district, but has separated the districts into Commercial and Industrial. Applicant should modify submission to specify applicable Zoning district.</p> <p>B. The proposed Zoning Map Amendment includes the rezoning of approximately 100 acres of land to the northeast of Centerville Road PA-233 from Agriculture to Commercial-Industrial.</p> <p>This zoning change is not consistent with the following:</p> <p>C. The Cumberland County Comprehensive Plan Future Land Use Map indicates the area is Agriculture/Prime Farmland. A majority of the land is currently in an Agricultural Security Area, and borders a preserved farm. The considerations for this character area include lot coverage of 20% or less and limitation of the size and type of non-agricultural uses. Intensive industrial development would not be consistent with this character area.</p> <p>D. The Cumberland County Comprehensive Plan – Connect, P.7 states that the land use planning efforts should be coordinated with transportation planning to ensure that ordinance and development proposals are compatible with the surrounding transportation system and associated improvements. The capacity limitations that currently exist on PA-233 and the I-81 interchange (Exit 37) would be significantly impacted by additional industrial development along PA-233. The township should consider delaying any further zoning changes to Industrial until an interchange improvement plan and funding strategy are developed.</p> <p>E. The Penn Township Zoning Ordinance and Comprehensive Plan were adopted on January 14, 2021 and set the vision and policy for land use for the municipality. Amending these documents within the first few months of adoption is not a generally advisable practice as it occurs outside the broader planning context for the land use recommendations which are included in the plan.</p>				

- F. The Penn Township Comprehensive Plan Future Land Use Map indicates the area as Agricultural. Agriculture is the largest existing land use in the municipality by overall acreage, and the Comprehensive Plan recognizes that transition of agricultural land is likely necessary to accommodate future commercial and industrial growth (P.38). However, roughly 4% of the township land area is currently in industrial land use, and just over 1% of the land area is utilized for all commercial uses combined. This could support the need for additional commercial development in the township.
- G. The proposed change to Commercial Industrial zoning is not consistent with the recommendations of the PA Route 233 Corridor Study which found that development north of the interchange should be limited to agricultural or low-density commercial uses, and new access points to PA-233 should be limited (P.40). The study also recommended separating the Commercial and Industrial Zoning districts, to increase land use management at the township level and to accommodate low-density commercial uses.
- H. Since the PA Route 233 Corridor Study was conducted in June 2016, there have been two large industrial warehouse developments with no notable traffic safety improvements to the interchange. The proposed Zoning Map Amendment includes a conceptual sketch plan for a 1 Million square foot warehouse facility with future expansion of an additional 400,000 square feet. The intense transportation impacts of such a facility cannot be accommodated by the interchange in its current state.

"Section 505 (b) and 609 (g) of the Municipalities Planning Code requires that amendments to municipal ordinances be filed with the county planning agency. If this amendment is approved, please forward a final copy to the county planning office so we may update our records."