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Since the late 1950's, Lebanon County has been committed to long range planning, first with a regional plan prepared in 1958, and then by the County Commissioners' adoption of a full-scale comprehensive plan in 1970. This commitment is further evidenced at the local level by the adoption of some form of a planning program by each municipality within the county. Moreover all of these municipal plans are being implemented through the utilization of a wide variety of code enforcement and capital improvement programs. A tribute to the effectiveness of the county's planning process can be seen in an evaluation of existing land use patterns which indicates that recent development is generally consistent with the proposals established in earlier plans.

It must be emphasized, however, that if planning is to remain effective as a tool for guiding growth and development, it must be a dynamic process constantly reflecting changes which impact the future of a community. It is with this philosophy that we introduce the 1987 Interim Plan. It is labeled "interim" since it is designed as a transition document to update the 1970 plan and to introduce planning activities likely to be undertaken in the next several years.

The update of the 1970 plan is based primarily on an analysis of changes that have occurred since its preparation. While most of the changes had been forecasted, three were unanticipated and, therefore, have had the greatest influence on the design of the Interim Plan. They were:

1) The demise of the steel industry which was, for over a century, a critical component of the local economy,

2) The deletion of several planned highway improvement projects from Pennsylvania's highway construction program, and

3) The economic growth of adjacent Lancaster and Dauphin Counties which increased residential development pressures in some of Lebanon County's southern and western municipalities.
Although there are many planning recommendations contained in the text of this document, the Goals and Objectives statement should be viewed as the outline for future projects undertaken by the County of Lebanon. This is no small task, as the attainment of any of those goals requires a significant commitment of personnel, time, public support, and of course, financial resources. Nonetheless, they are all critical and essential components of the total planning program and, when completed or continued, will help assure the orderly growth and economic development of Lebanon County. The goals are listed in the priorities established by the County Commissioners as they are perceived today. Clearly those priorities and, in some cases, the goals may change depending on future events and circumstances; however, their real significance lies in the fact that they force consideration of the total planning resource.

The Interim Plan is also designed to be a brief report. A publication covering all of the facets of planning in Lebanon County would be voluminous, impractical, expensive, and most likely, appreciated only by its authors. Conversely, this format is readable, easily updated, and portable enough to provide for distribution to a wide variety of users. It is however, consistent with the requirements for a comprehensive plan as defined by the Pennsylvania Municipalities Planning Code and will serve that purpose until more detailed reports are prepared. Due to the compactness of the plan, a great deal of the background information utilized in its formation is not included in the final publication. This information is available to the public through the Lebanon County Planning Department.
From the time of its formation, Lebanon County’s economy has revolved around its fertile farmlands. The earliest communities were farm oriented, and the farmers were responsible for the first major improvements made in the county. The Berks and Dauphin Turnpike, formed in 1805, was largely a result of the Lebanon Valley farmers’ demand for a better means to transport their crops to the markets. The turnpike bisected the county and had stops in Myerstown, Lebanon, Annville, and Palmyra along with numerous smaller communities. The turnpike accomplished its goal of providing more efficient transportation for the area farmers, and in doing so, became the first major growth catalyst in the county.

Two other factors played integral roles in the development patterns of Lebanon County. The well-documented evolution of the Cornwall ore hills and furnaces was the backbone of Lebanon County’s industrial growth in the 18th and 19th centuries. The realization of the Union Canal also figured prominently in the development of Lebanon County.

It is difficult to overestimate the economic importance of the ore hills of Cornwall. Not only was the discovery of the ore vital to the economy, but the location of the ore hills themselves made the Cornwall area a natural for the smelting of iron ore. In the Cornwall Hills, the ore veins lay very close to, and often on, the surface, making ore extraction relatively easy and inexpensive. The process of smelting ore required four essential elements: the ore itself, fuel, limestone, and a means of powering the furnaces. Fortunately for Lebanon County, all four ingredients were readily available in the same location—the Cornwall Hills supplied the ore, the surrounding hardwood forests provided the materials for charcoal for smelting, limestone was plentiful in the nearby valley, and water from existing area streams powered the steam furnaces. Even the advent of the coal fired furnaces in the 1840’s did not deter production in Cornwall, since anthracite coal fields could be found only 30 miles to the north. This unique combination of circumstances fostered much of the early development of southern Lebanon County.
The completion of the Union Canal in 1827 was another catalyst to the growth of the county. The 81 mile long Union Canal, which connected the Susquehanna River at Middletown with the Schuylkill River in Reading, was a primary transportation route in the mid 1800's. Travel on the canal was accomplished by the use of canal boats which were pulled from the elevated banks of the canal by teams of mules, oxen, or horses. The canal was also an efficient means of transporting logs to area sawmills. One such local mill, owned by John and Catherine Heilman, was located along the Union Canal north of the City of Lebanon. Logs were floated down the Susquehanna River to Middletown from as far away as Clearfield County, and then by canal to the sawmill. Considered very large for that era, this saw and lathe mill was capable of cutting logs of greater length than any other sawmill south of Williamsport.

During its heyday, the Union Canal brought prosperity to many communities; one such locality was Myerstown. Along with the Berks and Dauphin Turnpike, the canal passed through Myerstown and was used by farmers and merchants to bring their goods to market. In the process of providing adequate services to these travellers, Myerstown developed into a bustling trade and transportation center with a population of 1,034 according to 1860 Census figures. By the year 1867, Myerstown was home to 3 cabinet makers, 4 tinsmiths, 5 blacksmiths, 1 tailor, 2 shoemakers, 6 coach builders, 1 wagon maker, several hatmakers, weavers, marble cutters, boat builders, a butcher shop, bakery, tannery, bark mill, grist mill, and 4 hotels.

The importance of the canal was short lived, however, for the establishment of rail service in the late 1800's allowed for faster and more efficient movement of goods. The main rail lines ran east-west through the county, with spurs running south to the ore mines and north to the anthracite coal fields. Since the trains did not require the frequent stops needed by the mule-drawn barges or horse-drawn carriages, the intersection of the rail lines—in this case, the City of Lebanon—was the area most likely to benefit from the rail's existence. The rail lines allowed for the expeditious delivery of both coal from the north and ore from the south, thus encouraging the iron and steel industry to become firmly established in Lebanon. As steel and iron mills arose alongside of the railroad, many new jobs were created. The steel workers filling these jobs migrated to the Lebanon area bringing with them a need for new and better services.

The early 20th century was a settling period of sorts. The transportation routes were in place and the population, commerce, and industry centers were firmly established. From this point on, the majority of the growth in the county radiated from established towns and villages rather than development of new economic centers. During this time, another growth catalyst emerged, one which continues to play a crucial role in development. It was at this time that the first large-scale, efficient public utility systems were established.

The benefits of working utility systems years ago were much the same as they are today. The use of public water removed the risk of consuming polluted well water. It is interesting to note that the first public water system in the United States became a reality in 1750 in the small Lebanon County community of Schaefferstown. Furthermore, the establishment of public sewer systems, with Lebanon County's first being in the City of Lebanon in 1940, allowed for much denser housing, and ultimately led to more efficient and effective delivery of services. As a result, Lebanon County began a pattern of growth which continues today.
The City of Lebanon has remained the population center of the Lebanon Valley. The urbanized area of Lebanon has also developed into the nucleus of the county’s public utility system and lies directly on the main east-west thoroughfare, U.S. Route 422. As a result, a natural pattern of development has occurred with concentric growth taking place outward from the City of Lebanon, and localized development occurring north and south of the Route 422 corridor. Some of these local developments have expanded into small communities (Annville, Cleona, Myerstown, and Palmyra), established their own utilities network, and have evolved into independent growth areas themselves. Recent Census data shows growth radiating from these smaller municipalities in much the same fashion as it has from the City of Lebanon. Keeping this in mind, it is interesting to note that nearly two-thirds of the 1980 population of Lebanon County was located within three miles of Route 422.

The growth of the county has been and continues to be influenced by many factors, internal as well as external, obvious as well as subtle. Within the county, roads, utility systems, and topography are often the most important physical factors considered in development; however, other aspects do either directly or indirectly affect the location and shape of a development, including but not limited to school districts, zoning requirements, and tax rates. In certain situations it is external rather than internal influences which have the most impact on a community.

These factors, however, are unique to each situation and virtually impossible to predict. For example, one such outside influence in the evolution of western Lebanon County was its proximity to Hershey and Derry Township, Hershey Foods, Hershey Entertainment, and Penn State University’s Milton S. Hershey Medical Center all experienced very significant growth in the 1970's, and the effects of this prosperity played a greater role than anticipated in the overall growth of the Palmyra area. Another example might be the sale and development of a large tract of land in an area not heretofore slated for development. This type of growth often supports itself, but occasionally, it acts as a catalyst which spurs on additional growth far beyond the expectations of the developer or the community. For this reason it is vital to a community’s well-being to continually evaluate and update its land use plans and regulations.

One more subtle influence in the development of the county lies in its own geology and soil composition. The soil in the southern half of the county is predominantly limestone based and generally regarded as prime agricultural soil. Productive agricultural operations are the rule rather than the exception in this area, and the farms tend to be large and contiguous. Residential developments are localized and well defined. In contrast, the northern half of the county lies on soil which is largely shale-based. Soils are generally not as productive as those in the south. Consequently, many farms in the north were subdivided into lots which were later sold to supplement the farm income. The ensuing result is more widely scattered, smaller, less intensive farming operations and the corresponding scattered residential development.

The growth which has taken place in Lebanon County since 1970 has generally followed the expectations of the 1970 comprehensive plan prepared by the Lebanon County Planning Department. An examination of the Future Land Use Map prepared for that plan shows large-scale residential growth in North Lebanon, South Lebanon, North Cornwall, North Londonderry, and Jackson Townships as well as in the Jonestown Borough area. This growth did indeed occur, but not to the magnitude anticipated. This was due in part to a number of situations directly related to the economy of the late 70’s. An overall economic recession coupled with unusually high interest rates stifled new building starts across the country. In addition, Federal and state funding to extend utility lines was cut drastically. Consequently, utility lines were not extended as far as anticipated, and only minimal development took place.

In addition to residential growth, considerable commercial and industrial growth has taken place in Lebanon County. The commercial development occurred primarily in the establishment of two enclosed malls located adjacent to Lebanon City, reflecting a pattern which is prevalent throughout the nation. Furthermore, intensive commercial strip development has taken place on Route 422 east and west of the City of Lebanon. The central business district for the city, at one time the commercial center of
Although the residential, commercial, and industrial sectors of the county have been growing at a moderate rate and encompassing larger land areas, the bulk of the county's acreage remains in agricultural usage. An examination of the existing land use map shows 55% of Lebanon County's land area in farmland, with the remaining 45% being divided among residential, commercial, industrial, and conservation land uses. The graphic portrayal below illustrates these figures.

Area (in square miles) ............................................. 362.9
Total Population (1980) ........................................... 108,582
  Male .................................................................. 52,991
  Female ............................................................... 55,591
Population 65 yrs. and over (1980) ......................... 13,634
Population under 18 yrs. (1980) .............................. 29,843
Population Projection (2000) .................................... 120,385
Median Age (1980) ................................................... 31.9
Number of Families (1980) ....................................... 29,378
Median Family Income (1980) ............................... $19,961
Per Capita Income (1983) ......................................... $8,770
Persons Per Household (1980) ................................. 2.77
Number of Farms (1982) ......................................... 971
Average Farm Size in Acres (1982) ......................... 124

Source: U.S. Bureau of the Census

the county, weathered the influence of the outlying malls, and today remains the business, financial, and governmental center of the county. In addition to these major commercial developments, many of the smaller communities have established well-defined neighborhood commercial areas to suit their daily needs. For example, the Palmyra area supports a large shopping plaza at its eastern boundary as well as a downtown business area.

Industrial growth, on the other hand, was not nearly as extensive as had been anticipated for the past decade. Since the presence of utilities is vital to most industries, the slowdown of utility expansions had a detrimental effect on new industrial growth. In addition, the proposed Route 72 and 422 bypasses were tabled, an action that had far-reaching effects on all aspects of the county's growth. The most obvious effect was that industrial and commercial growth which would have emerged along the proposed routes did not occur. Not so obvious, however, were the peripheral effects felt throughout the county. The related increases in population, school enrollment, nonmanufacturing jobs, and retail sales normally associated with development of this kind never materialized.
The availability of utilities, in particular water and sewer service, is essential to a planned, progressive community. With these utilities in place, planned unit development can occur, residential population densities can be increased, centrally located commercial areas become feasible, and the services which go hand-in-hand with a planned community (fire and police protection, school bus service, public transportation) can be delivered quickly and efficiently as a result of the more concentrated development.

Utilities are essential for industrial growth as well. Many industrial firms have water needs which far exceed the capacities and quality normally provided by on-lot water. This type of water consumption and the corresponding discharge often translates directly into the need for public sanitary sewer facilities. Even in industries where high volume water use is not required, high pressure water lines are usually necessary for sprinklers and other fire protection equipment. Therefore, utility lines must exist in sufficient size to accommodate significant industrial development or a community loses its competitive edge in the marketplace for new business and industry and the retention of existing industries looking to expand.

Although it is an oversimplification to say that a community revolves around its water and sewer lines, utilities do play a vital, critical role in orderly development. As can be seen by the following maps, which reflect the applicable service areas as of mid-1986, most of the major population centers in Lebanon County are served by public water and/or sewer service. While the work on utilities is by no means finished, the commitment by the municipalities to the continued growth of utility service is a positive sign. This commitment must continue by planning for the extension of utility lines into suitable undeveloped areas thus allowing for more orderly and controlled development.

As can be seen on the utility maps, water service is more widely distributed in Lebanon County than is sewer service. However, many areas still must obtain their water through on-lot wells. Depending upon the water table and rock formations in the area, drilling a productive well can be a very time consuming and expensive proposition. Furthermore, well water contamination is an ever present possibility for the well user. For example, the area roughly bordered by Route 422 on the north and Routes 322/419 on the south is comprised of primarily Hagerstown-Duffield-Clarksburg soil. Because of the underlying limestone bedrock of the soils, groundwater contamination is a constant hazard as caverns and solution channels in the bedrock can carry pollutants extremely long distances.

A comparison of maps indicating water and sewer service areas and existing land uses reveals those areas of Lebanon County deficient in utility service. Some areas are already experiencing malfunctioning on-lot sewage treatment systems and well water contamination. Unfortunately, many of these locations are isolated, thereby making utility service impractical and cost prohibitive. Others however, do deserve a closer look. When a municipality or area has a reasonably concentrated land use pattern, is in close proximity to existing facilities for direct connection, and possesses the appropriate topography, it is, in most cases, in the best interests of the municipality to consider the extension of public water and/or sewer service into these areas. Not only would such an extension provide improved services to existing residents and businesses, but it would allow higher density development, provide a means of directing growth, and allow the municipality to realize its development potential. Even isolated areas are not totally without promise if independent public sewer and water facilities can be constructed. Depending upon the circumstances, a rural municipality, with a core community located within reasonable distance to a major highway or a more urbanized area, has the potential for development if adequate public utilities and services are available to attract developers and buyers. The inherent benefits of such utility systems certainly warrant the initiation of feasibility studies to examine the possibilities.
EXISTING
WATER SYSTEMS
There is, however, more to the planning of water and sewer service than just the construction of new plants and service lines. The continual updating of existing, out-of-date equipment is essential for the maintenance of a modern wastewater or water treatment facility. For example, in Mount Gretna Borough old terra-cotta pipes are gradually being replaced with newer, more water resistant pipes to reduce the influx of storm water runoff into their wastewater treatment facility. The City of Lebanon is cleaning and cementing its 30 inch lines from High Bridge Reservoir to the filtration plant. Keystone Water Company is constantly replacing smaller diameter lines in Annville Township. Furthermore, the City of Lebanon is utilizing the newest technology in sanitary sewer rehabilitation in its repair of damaged pipes. This process uses water pressure to force a polyester felt fiber tubing through the damaged pipe, with the water pressure pressing the material to bridge gaps, fill cracks, and even turn at up to a 45 degree angle. The water is then heated, curing the resins and literally forming a new pipe within the damaged original. The pipes have now been repaired quickly and without costly excavation. Such practices are essential for the continuation of reliable and efficient water service and sewage treatment in Lebanon County.

To ensure the availability of a reliable water source, to promote industrial development in areas where none currently exists, and to reduce the risk of disease associated with contaminated on-lot wells and malfunctioning sewage systems, comprehensive sewer and water planning must be considered a high priority by all local officials. Whether such studies are initiated on a municipal level or county-wide basis, it is essential that implementation of the findings of such studies be developed into a workable program with reasonable timetables and viable funding alternatives. It is also imperative that a coordinated effort be made among municipal officials to support this type of public improvement in order that Lebanon County may benefit as a whole.

Other public utilities provided to the residents of Lebanon County include natural gas and electrical service. The sole provider of natural gas within the county is the United Gas Improvement Company (UGI). Customers requesting gas line extensions to their home, business, or industry deal directly with UGI. County electrical power is predominantly supplied by the Metropolitan Edison Company (Met-Ed) which serves the entire county excepting the southeastern corner. The remainder of the county (including sections of Jackson, Heidelberg, and Millcreek Townships) is served by Pennsylvania Power & Light. As is the case with UGI, extension of existing lines and the erection of new lines is done through direct dealings with the electric companies themselves.
COMMUNITY FACILITIES

LEBANON COUNTY PUBLIC SCHOOL DISTRICTS

- ANNVILLE-CLEONA
- CORNWALL-LEBANON
- EASTERN LEBANON
- LEBANON CITY
- NORTHERN LEBANON
- PALMYRA AREA

- Green circles: SECONDARY SCHOOL
- Red circles: PRIMARY SCHOOL
- Blue square: VOCATIONAL TECHNICAL SCHOOL
HEALTH

Serving the county in a medical capacity are approximately 167 licensed physicians in either private or group practices and two fully equipped, accredited, general care hospitals. The Good Samaritan Hospital, a non-profit institution, and the privately owned Lebanon Valley General Hospital offer a broad spectrum of health care services to county residents. Also worthy of note is the nationally renowned Milton S. Hershey Medical Center, located approximately five miles from Lebanon County in neighboring Dauphin County. This facility is also home to the College of Medicine and University Hospital of the Pennsylvania State University.

Health care in Lebanon County does not end with these facilities. Philhaven, a fully accredited psychiatric facility, offers comprehensive mental health services, and the 1500 bed U.S. Veterans Administration Hospital provides medical and psychiatric care to active and retired military personnel. For the home-bound, the Visiting Nurse Association of Lebanon County, a department of the Good Samaritan Hospital, offers skilled nursing, physical, speech, and occupational therapy; and home health aide services. In addition, county operated Cedar Haven provides a complete range of nursing and related ancillary services to the approximately 360 elderly residents it houses. Located adjacent to Cedar Haven is the Lebanon County Life Support Facility, which provides 24 hour service for individuals who are severely handicapped or mentally retarded, are non-ambulatory, or have a medically complex problem.

Additionally, there are nine private nursing homes providing a variety of residential, intermediate and skilled care; a nursing rehabilitation center; and numerous other medically related services (e.g. dental, optical, chiropractic, etc.) scattered throughout the county. These facilities together provide quality health care to all Lebanon County residents.

Photo provided by the Good Samaritan Hospital
EXISTING SEWERAGE SYSTEMS
COMMUNITY FACILITIES

The quality of life of any community can be greatly affected by the availability or lack of community facilities—those public and private amenities designed and equipped to meet the daily needs of the general citizenry. Some of these services are necessities while others are merely desirable for cultural or educational enrichment. For the purposes of this study, community facilities shall be grouped into the following categories:

Education Facilities—Schools and Libraries
Health Care—Hospitals, Clinics, and other Medical Services
Social Services—Area Agency on Aging, Mental Health/Mental Retardation, United Way, etc.
Emergency Services—Fire, Police and Ambulance Service
Other Community Services—Solid Waste Management and Recycling

EDUCATIONAL FACILITIES

The opportunity for quality education is available throughout the county via six individual school districts: Annville-Cleona, Cornwall-Lebanon, Eastern Lebanon County, Northern Lebanon County, Palmyra, and the City of Lebanon (See map). Each of these districts is equipped to serve grades K-12 with modern classroom facilities. In addition to these public schools, the Harrisburg Catholic Diocese operates two facilities in Lebanon County, an elementary program and a high school, which provide educational instruction for grades K-12. Also, according to Penna. Department of Education, there are 15 other nonpublic elementary and secondary schools (many with Amish or Mennonite affiliation) and 12 licensed private academic schools (primarily nursery schools) operating in the county.

Additional educational facilities available to county residents include a fine vocational-technical school offering some 28 different courses. This facility is jointly administered by the six county school districts and provides educational opportunities to students and adults in the form of both daytime and evening classes. The daytime program is currently in a transition period; by the 1988-89 school year the program will offer full-day instruction to approximately 400-450 twelfth grade students and a limited number of adults. Evening Adult Education Classes continue to provide training for a variety of skills including small engine repair, data processing, and floriculture, to mention only a few.

The County is home to two collegiate facilities—Lebanon Valley College (LVC) and The Evangelical School of Theology. Located in Annville, LVC is a four year liberal arts college with a student enrollment of approximately 1,240 and a faculty of 65. The School of Theology in Myerstown affords ministerial training on a graduate level and extends enrollment to approximately 90 students with a staff of 17.

Local residents also benefit from the seven public libraries located throughout the county. These facilities house a total of 214,500 volumes, providing both fiction and nonfiction material, periodicals, audio-visual resources, and computer access to a national data bank. They are also members of a state and national computerized interlibrary loan system. The recently constructed Edward H. Arnold Library, located at 7th & Willow Streets in Lebanon, is the headquarters for the Lebanon County Library System. While the library system provides adequate services to all areas of the county, it has a budget of only four dollars per capita as compared to seven dollars per person elsewhere in Pennsylvania. In order to avoid deterioration of these facilities, a library sub-committee or similar organization should be formed to investigate funding possibilities which would insure future stability and expansion of the system.
Various services are available to assist needy residents of the county through four county-operated agencies—Area Agency on Aging, Office of Children and Youth Services, Drug and Alcohol Program, and Mental Health/Mental Retardation Program. The County of Lebanon provides coordination and planning services to these agencies in addition to administering other related grant programs. Funding for these programs is primarily provided by State monies.

Lebanon County is further served by over 200 local agencies which provide essential human services to the community. Detailed information on these agencies is available in the Directory of Community Services, published annually by the County Commissioners.
COMMUNITY FACILITIES

EMERGENCY SERVICES

Fourteen ambulance associations offer Lebanon County residents a full array of emergency medical and transportation services. Basic life support, advanced life support/paramedic, and quick response service are all parts of the ambulance corps' duties.

Police protection for county residents is provided by 16 municipal police forces, the Pennsylvania State Police, the Lebanon County Sheriff's Department and the County Detectives’ Office. Troop L of the Penna. State Police, which patrols all of Lebanon County, is headquartered on Route 72, eight miles north of the City of Lebanon near Jonestown Borough. The state police duties include the patrolling of all state highways, lending assistance to municipal forces, and providing protection to those municipalities lacking their own personnel. The Sheriff's Department, on the other hand, is primarily concerned with civil work such as serving court orders, investigating complaints, conducting sheriff's sales, and being present at court cases.

The County Detectives' Office serves in an investigative capacity for the District Attorney's Office handling major burglary, homicide, and rape cases; extradition matters; ongoing drug probes; and child abuse cases referred by county agencies. It also provides assistance and criminal investigative services to local municipalities upon request, attempts to locate fugitives, and offers training in the area of criminal investigation to municipal police personnel.

The local police departments consist of a combination of full-time and part-time officers. The 16 local forces currently employ a total of 95 full-time and 27 part-time officers to serve the 88,228 residents (81% of the total county population) living within those municipal boundaries. Using the generally accepted F.B.I. standard of two policemen per 1000 persons, it would appear that existing Lebanon County municipal police enforcement agencies are generally understaffed. However, the overall rural complexion of the County, coupled with the lower than state and national crime rate, would seem to indicate that a lower standard might be more applicable. As a result, regular monitoring of the police coverage situation will be necessary to insure continued safety for all county residents. Additionally, since there are several communities without enforcement agencies, regionalization may be practical and more efficient.

Emergency Services in Lebanon County begin with the Emergency Management Agency (EMA). When the 911 emergency number is dialed, EMA personnel answer the call and relay it to the appropriate service provider. EMA also aids in disaster relief efforts during natural or man-made crises. During a catastrophe beyond the scope of municipal protection, EMA is present to coordinate county-wide activities, assist in the clean up process, and provide through other agencies food, water, clothing, shelter, and transportation to disaster victims.

Fire protection is an absolutely essential element of any community, and Lebanon County is fortunate enough to have 48 fire companies located throughout the county. With the exception of paid drivers in the City of Lebanon, the fire companies rely solely upon volunteers. The volunteers are trained at the Lebanon County Fire School, a facility maintained exclusively for the training of these volunteers.

Photo provided by the Good Samaritan Hospital
COMMUNITY FACILITIES

SOLID WASTE

When done well, the management of a community's solid waste is taken for granted. Trash and rubbish is stored in containers and every week "someone" conveniently removes it from homes and places of business. In Lebanon County this collection is done either through a private contractor, provided as a municipal service, or handled by the municipality through a private contractor. There are however, three phases to solid waste management—storage, collection, and disposal. It is this last phase with which the public is most often unacquainted but which can be even more critical on a long term basis to a community's well-being.

The Greater Lebanon Refuse Authority, located approximately 3½ miles north of the City of Lebanon on Heilmandale Road, currently disposes of solid waste for the county. This facility collects over 100,000 tons of household, commercial and industrial waste annually. Receiving this quantity of waste annually, the site is expected to reach its capacity in 15 years. Consequently, careful consideration must be given to the county's management of solid waste in the future. One recent effort made to help prolong the life of the landfill was the rejection of refuse from sources outside the county. Instituted in 1985, this policy reduced solid waste intake by 4,000 tons annually, and as a result, continues in force today.

In order to efficiently and safely handle the solid waste disposal problem, it will be necessary to keep abreast of environmental concerns, technological advances, and experimental methods utilized in other communities. It is also appropriate to consider the preparation of a new comprehensive solid waste management plan, since the last plan was completed in 1970.

One promising method of alleviating some of the solid waste problem is recycling—the reuse of rubbish materials such as paper, glass, or aluminum for the production of new materials. There are many factors that have contributed to the growth of the recycling industry including income for fund raising efforts, savings in disposal costs, and an increased awareness of environmental concerns. Additional by-products of the recycling effort are an extension of the life span of our finite land fill areas and increased employment opportunities in the reclamation industry. Presently all recycling in Lebanon County is conducted by the private sector, but it is hopeful that increased public awareness and the development of more organized recycling activities will increase the use of recycling as a solid waste management tool.
The urban and rural settings of Lebanon County blend together a wide variety of housing alternatives. New housing developments and apartment complexes coexist with century-old farmhouses. Quaint villages with picturesque names such as Miners Village, Harper's Tavern, Buffalo Springs, and Hamlin dot the rural landscape, while newer housing developments surround the urban belt along U.S. Route 422. This housing mix reflects the varied housing preferences of county residents as well as their differing lifestyles.

An analysis of existing housing indicates that more than half of the 40,090 housing units within Lebanon County are single family dwellings, with over 90% being owner occupied. As a result, Lebanon County does not face the problems frequently associated with absentee ownership. Furthermore, pride in hearth and home, a strong characteristic among those of Germanic descent, is evidenced by the well maintained properties noted during the field surveys conducted by the Lebanon County Planning Department. The high quality of county housing is further substantiated by U.S. Census Bureau 1980 figures which show only 2.1% of the housing in the county is considered substandard in terms of lacking plumbing facilities. (This figure can be misleading, since it includes the homes of many Amish and Mennonite families whose lifestyle does not support indoor plumbing facilities.) In order to maintain this high quality of housing, the County of Lebanon and its municipal governments have developed and implemented zoning and subdivision regulations which are routinely evaluated for their effectiveness. While several municipalities also enforce building codes, the addition of such codes throughout the county would do even more to ensure quality in future construction. Additionally, when areas do begin to show signs of blight, the Lebanon County Housing and Redevelopment Authority intercedes with one of its many revitalization programs or the property simply changes ownership which brings about private renovations and improvements.

While the obvious housing preference seems to be that of home ownership, there are many other housing alternatives available to county residents. Duplex, townhouse/row home, condominium, or garden apartment accommodations can be found throughout the area. Since 1970 nearly 7,000 new single family dwellings have been constructed; however, building permit records also indicate that over 2,800 apartment, townhouse, or condominium units have been erected during this same period. Although some of these multi-family units are specialized (e.g. low income, elderly, or handicapped), most of this housing is available to the general public. Additionally, the trend toward conversion of larger single family dwellings into two family or apartment dwellings has created another housing option in many of the older, more developed communities.

Much of the new housing has occurred in the urbanized area surrounding the City of Lebanon, Annville, and West Lebanon Townships, and the Boroughs of Palmyra, Cleona, and Myerstown. As the principal east-west thoroughfare through the Lebanon Valley, U.S. Route 422 has spurred adjacent growth and development since its construction in 1817 as the Berks and Dauphin Turnpike. Initially, stagecoach stops and taverns were located along this corridor, followed by businesses and homes. The same trend continues today with business and industry vying for direct access to the roadway and housing developments arising in the adjacent townships of North and South Lebanon, North and South Annville, North Londonderry, North Cornwall, and Jackson. This growth pattern is expected to continue since existing utilities are centered in the urban core and extend outward therefrom.
An inventory of land available for future residential development reveals that there are approximately 8,000 acres of high density, 2,200 acres of medium density, and 12,000 acres of low density land currently vacant and zoned for such development. The population projections, prepared by the Lebanon County Planning Department using an adaptation of the Cohort Survival Method, indicate that the county's population is expected to increase by 5.6 and 5.0 percent by 1990 and 2000. This translates into a growth of 6,041 and 5,752 respectively for those decades and places the County population at 120,375 in the year 2000. By using these figures and an estimate of the current housing density ratio, it was determined that Lebanon County will only need approximately 266 acres of high density, 1,067 acres of medium density, and 2,361 acres of low density residential land to support the projected population growth by the year 2000. Clearly, Lebanon County should not suffer from any lack of appropriately zoned residential land for many years. However, sound planning and use of this land will enable county residents to not only provide ample housing for the future, but also preserve for future generations the valuable agricultural, recreational, and conservation lands so necessary to support this kind of growth.
RECREATION

Recreation is an often overlooked, yet essential element of a planned community. In fact, recreation has become increasingly more prominent in recent years. Shorter work weeks, a growing population of the retired and elderly, and increased physical fitness interest have all contributed to more demand for recreation facilities.

For the purpose of the Interim Plan, recreation is defined as “a tangible diversion which invigorates the body and renews the spirits of an individual faced with an ordinary day to day routine”. Bicycle riding, aerobic dancing, hiking in the woods, a Little League baseball game, fishing in a favorite stream or lake—all are recreational activities. These activities can be structured or unstructured, leisurely or vigorous, and can take place on public or private lands. Everyone has his or her own recreational preferences, and the recreationally complete community strives to meet these needs.

Lebanon County has a wide assortment of recreation lands—public, semi-public/private, and open space and conservation lands. From 23,133 acres of State Game Lands to six public golf courses to the 153 acre multipurpose Stoever’s Dam Park, there are recreational opportunities for the young and old throughout the county.

A review of the 1974 Lebanon County Recreation and Open Space Plan reveals that, at that time, public recreational facilities (playgrounds, neighborhood parks, recreation fields, community parks, and major parks) were deemed to be adequate in quantity and type, with the exception of major parks. In the early 1970’s, the only significantly developed major park was Coleman’s Park (located in the north-west quadrant of Lebanon City). Since that study, H. M. Levitz Memorial Park in East Hanover Township has been constructed, South Hills Park in South Lebanon Township has been completed, and extensive development has occurred in Stoever’s Dam Park in North Lebanon Township. These developments have improved the overall recreation picture and have demonstrated the county’s commitment to the betterment of its recreational facilities.

In the area of semi-public/private recreation (golf courses, camps, civic parks, private swimming clubs, etc.), Lebanon County has a wide and varied assortment of opportunities. Due to the restrictive nature of privately owned lands, these facilities can be recognized as being beneficial in their offering of recreational opportunities, but should not be relied upon as the sole providers of essential recreational facilities.

Worthy of note in the area of semi-public recreation is the fact that Lebanon County has an abundance of golfing facilities which greatly enhance the overall quality of life in the county. The county boasts of 1,200 acres of golf courses sporting 108 regulation holes, figures far above the recommended minimum standard of one hole for every 2,000 residents.

Open space and conservation lands are often overlooked when discussing an area’s recreational potential; however, these lands offer a wealth of passive recreational opportunities for residents. Bird watching, photography, hiking, hunting, fishing, horseback riding—all are awaiting those who make use of open space areas.

More than half of the open space lands in Lebanon County are State Game Lands. These 20,000+ acres are dedicated primarily to the conservation and preservation of natural resources, with hunting, fishing, hiking, and other nature related activities being secondary functions offered therein. The highlight of Lebanon County’s State Game Lands is the Middle Creek Waterfowl Project. Middle Creek contains 5,134 acres, 940 of which are located in Lebanon County, with the remainder in Lancaster County. The “Project” consists of wetlands, cultivated fields, open space, and woodlands, and is home to a wide variety of animal life in addition to the waterfowl. Deer, ruffed grouse, foxes, herons, rabbits, and pheasants are but a few of the animal species frequently seen by visitors to the “Project”. The more fortunate observer may even be lucky enough to see an osprey, bald eagle, or other unusual resident or migratory species. Middle Creek is one of only two such areas in the Commonwealth owned by the Pennsylvania Game Commission and dedicated to the propagation of waterfowl. A waterfowl museum located on the premises is open to the public free of charge, and there are numerous picnic areas, hiking trails, and a game management trail for the public to enjoy.
Other areas which can be utilized as recreational open space include watershed conservation areas, institutional lands, and other miscellaneous undeveloped lands. The bulk of these lands in Lebanon County lie within an area commonly known as "the Gap"—the 11,550 acre Edward G. Martin Military Reservation. While some areas of the Gap are restricted to military use only, much of this land is open to the public on a limited basis. However, certain activities, such as trapping, etc., do require specific approval from Gap officials.

Located within the confines of the Gap is Memorial Lake State Park, the only fully developed state park in Lebanon County. An 80 acre lake highlights this 200 acre park which features numerous picnic areas and a fitness trail, as well as the activities associated with the lake. Partially located in Lebanon County is the 3,445 acre Swatara Gap State Park, which is undergoing development at this time. A water quality study currently being undertaken will determine whether or not a dam should be erected on the
Swatara Creek. The ensuing impoundment would be 775 acres in size. Regardless of the outcome of the study, the developing park is nestled in some of the most scenic mountain land in the area and is a welcome addition to the Pennsylvania State Park System.

Everyone enjoys these recreational lands and facilities in one form or another, but not everyone agrees on who should pay for the upkeep and maintenance of such facilities. Without a constant flow of monies earmarked for maintenance and improvements, these facilities, regardless of their classification, deteriorate to the point where they are no longer a benefit to the community. As an alternative to, or in addition to municipal funding, a user fee system should be examined. There are many types of user fee systems, but all have a common theme: let those who use the recreational facilities pay for the facilities. It is a theme that should be considered in future recreational programs.

While Lebanon County has an excellent recreational base, it is not without its weaknesses. Two of the more readily apparent are bicycling and swimming. In the past decade, bicycling has become the number one sport in America in terms of per capita participation. Lebanon County is ideally situated for a series of off-road bike trails to compliment its terrain and scenic beauty, but none currently exist. With the generally flat valley running east to west and the mountains bordering on the north and south, a number of alternatives could be investigated to allow for all types of bike trails—trails which would separate the cyclist and motorist, thereby creating a safer riding environment. For example, the generally flat valley would allow the casual bike rider to enjoy the sport without undue stress and strain, while the steeper terrain in the north and south would offer more challenging routes to the avid biker. This possibility should be closely examined in future recreational planning.

Swimming facilities, on the other hand, are a problem in the City of Lebanon and its environs. While there are a number of privately owned swim clubs accessible to city residents, only one public swimming pool is located within the city. That facility, the Gingrich Memorial Pool, was under renovation in the summer of 1986, temporarily leaving the city residents without a public swimming pool. According to national standards, the city should have at least one additional public pool to cover the needs of the local population. The possibility of building another swimming facility in the City of Lebanon has been examined by City Council and should remain a recreational priority.
These few deficiencies aside, the County of Lebanon has an excellent overall recreational base which is supported strongly by both the citizens and the various municipalities. With ongoing support from all areas, these deficiencies undoubtedly will be resolved and improvements to existing facilities will continue to add to the overall quality of life all Lebanon County residents enjoy.
The movement of goods and people has always played a vital role in the development of a community. Major transportation facilities accessible to the county include Harrisburg International Airport, Conrail Corp. for rail service, approximately 30 motor freight companies, and Capitol Trailways bus service. The county is also served locally by several transportation providers such as COLT (County of Lebanon Transit Authority) bus service, three commercial air fields, and several taxicab companies.

Modern transportation as it has evolved, however, has placed primary emphasis on the nation's highway network for its transport needs. While Lebanon County has access to an abundance of other public transportation facilities in surrounding counties, it too has placed its emphasis on the use of Federal, state, and local roadways. A total of 1,124.6 miles of roads exist within the county. Of these, 29.6 miles are Turnpike and Interstate, 394.4 are other state and Federal, and 700.6 are secondary and municipal roads. The only roadway facilities owned and maintained by the county itself are 13 bridges.

Three functional classifications—arterial, collector, and local—allow us to analyze the circulation network of an area to determine its needs. As shown by the accompanying map, Lebanon County has roadways falling into all of these categories:

- Limited Access Arterials—Interstates 81, 78, and 76 (Pa. Turnpike)
- Collectors—Pa. Routes 117, 934, 241, 419, 897, 343, 501, and Cornwall Road
As can be seen, Lebanon County is blessed with three Interstate highways and is in close proximity to a fourth, I-83 in Dauphin County, thus allowing the county access to many centers of business and commerce such as Harrisburg, Philadelphia, Pittsburgh, New York, and Baltimore. This same network also provides easy access to metropolitan areas with a wide variety of cultural and educational facilities. There are however, several shortcomings evident with the overall county network. Most obvious is the lack of a good north-south collector route between I-76 to the south and I-78 and I-81 in the north. While existing Pa. Route 72 does serve in this capacity, it passes directly through the most congested areas of the City of Lebanon, has numerous intersections with local collector roads that require structural alterations to improve safety, and most importantly, Route 72 does not have an interchange with I-78. For Lebanon County to remain an important link in the intra- and inter-state highway system, the Route 72 deficiencies must be corrected, including the construction of a relief route designed to bypass the City of Lebanon.

Equally important are the collector roads that support the interstate system. While many of these collectors have been improved within the past 10 to 15 years, there are still improvements which can be made. One area of continued concern is Pa. 501’s route through the community of Schaefferstown. The doglegged intersection and existing land uses along Pa. 501 create congestion, access, and maneuverability problems. The realignment of a portion of Route 501 to the west would allow for an improved intersection with Pa. 897, another important collector route, and better, safer traffic flow.

Funding for many highway projects in the county and state comes from various local, state, and Federal sources. While county government distributes funds in the form of state Liquid Fuels monies to municipalities for repair and maintenance of local roads, the main transportation planning tool provided to counties is the Penna. Department of Transportation’s Twelve Year Improvement Program. This program offers counties the opportunity to have input into the transportation planning in their district via biennial updates which must be approved by the county. The current Twelve Year Program (1984-96) includes several bridge replacement or restoration projects, miscellaneous safety improvements to the existing Route 72 corridor, an interchange with I-78 at Route 72, and the construction of a Route 72 relief route which would allow through traffic to bypass congestion within the City of Lebanon. It is hoped that the proposed Pa. 501 improvements will also be placed on the Twelve Year Program during the 1986-87 update.

The biggest transportation challenge facing Lebanon County is the evolution and maintenance of a transportation network which will facilitate economic growth and development for the county. To accomplish this, the county must be prepared to continually evaluate its highway needs, document problems as well as solutions, and approach the Penna. Department of Transportation on a regular basis with viable projects designed to improve the circulation network of the county and guarantee growth and economic prosperity.
Environmental issues are always with us, but the level of the public’s awareness fluctuates with the changing times. In crisis situations such as an energy crunch or a natural disaster such as a major flood, the public demands immediate solutions to the problems. As the crisis subsides, time begins to erode the public’s perception of the problem’s severity and long-term solutions no longer hold a high public priority.

As an inherent part of the planning process, awareness of the environmental impact of development has played an important role in the preparation of local land use ordinances. The Lebanon County Planning Department has prepared and encouraged the enactment of energy conservation measures in local zoning regulations and has included energy conservation standards in the Lebanon County Subdivision and Land Development Ordinance which it enforces. These recommendations and standards deal primarily with street and lot orientation for maximization of passive solar energy, and vegetative plantings for wind buffering, noise reduction, and reduction of solar radiation on large parking facilities. These measures not only increase the energy efficiency of a home or business; they also contribute to the creation of an environment which is indefinitely more pleasing from an aesthetic point of view.

Another important aspect of environmental awareness is flood plain management. The Lebanon County Planning Department continues to act as a liaison between local municipalities and the Federal Emergency Management Agency which administers the National Flood Insurance Program (N.F.I.P.) and the state program handled by the Department of Community Affairs (DCA). As a result of these efforts, all of the municipalities in Lebanon County actively participate in the N.F.I.P. and have adopted sound flood plain management regulations which also satisfy DCA requirements. Consequently, Lebanon County has not only reduced the risk of flood loss and devastation to local residents but has preserved valuable open space for future generations.
A future land use plan must take into consideration current development patterns, physical limitations of the land, and existing and proposed man-made improvements. Additionally, careful consideration must be given to existing and proposed land use designations in adjacent counties in order to prevent adverse effects from conflicting uses. Using this criteria, it is possible to project and plan for future growth while not unduly burdening the municipal infrastructure which must meet the needs of a growing community. Consequently, the purpose of this plan is to offer guidelines to county and municipal officials in their policy and decision-making process. Said guidelines must be comprehensive and flexible in order to adequately direct growth, but general enough in nature to address the long term needs of the community.

The future land use map for Lebanon County portrays a generalized, broadbrush approach to land use planning. It depicts the following six (6) standard land use categories: 1) intensive residential development; 2) institutional, public, and semi-public; 3) agriculture, sporadic residential development, and vacant land; 4) commercial; 5) industrial; and 6) conservation, recreation, and flood plain. Additionally, the map indicates the two proposed relief roads for Pa. Routes 72 and 501 and the proposed interchange with I-78 and Pa. 72.

A generalized description of the future land use map illustrates conservation/recreation areas along both the north and south mountain ranges which border the county; a central corridor of commercial, industrial, and residential development following U.S. Route 422; and scattered commercial service areas, institutional uses, recreational facilities, and open space lands throughout the remainder of the county which serve the residential community. However, on closer inspection the future land use map reveals a much more complex pattern of interrelated uses, as well as cause-and-effect development.

Past development patterns, as explained in the historical background of the county, play an important role in the delineation of future land uses; however, those patterns rarely took into consideration the limiting factors which are so important to today's higher density development. Consequently, planning for future growth must include an analysis of soil types, slope limitations, flood plain and ecologically sensitive areas, extension of public water and sewer services, the influence of major transportation corridors, and the existence of community support facilities.

The 1970 comprehensive plan for Lebanon County considered these criteria in the development of a future land use plan, and it has stood the test of time. A comparison of future land use maps from the 1970 plan and the 1987 Interim Plan shows striking similarities. The basic overall development plan remains the same. It is only the magnitude of development which has been altered either by changes in the economy, the absence or addition of man-made improvements or services, or unforeseen development incubators. For example, considerable development was projected to occur as a result of a rather involved series of bypasses designed to circle the City of Lebanon (e.g. Routes 422, 72, etc.). These projects were ultimately deleted from the Penna. Department of Transportation's Twelve Year Improvement Program. The commercial, industrial, and residential development expected as a result of these relief routes never materialized. On the other hand, the sale of a large tract of mountain land in the South Mountains flourished into a major residential subdivision which has changed the shape of development for the Borough of Cornwall. While it is impossible to predict all the potential catalysts for development, a careful analysis of those factors known can provide a rather accurate development portrait of the county within the next decade.
The future land use map for this Interim Plan shows development based on the aforementioned criteria; however, emphasis has been placed on two major influences—1) transportation improvements to Pa. Routes 72 and 501 and 2) public water and sewer extensions. Since an area's development capabilities are strongly influenced by its transportation network, it is important to focus attention on possible improvements to such a network and the resulting development stimuli. Lebanon County contains an excellent east-west transportation network consisting of three interstate highways—I-78, I-81, and I-76 (Penna. Turnpike). The north-south corridors, however, do require improvement. The proposed relief route around the City of Lebanon and an interchange with I-78 are needed if Route 72 is to provide the necessary north-south link between existing interstate highways. Furthermore, the realignment of Route 501 around Schaefferstown would correct safety hazards resulting from the existing doglegged intersection as well as remove heavy traffic from the center of this residential community. It is anticipated that these improvements will be listed on the upcoming Penna. Department of Transportation's Twelve Year Improvement Program thereby substantially improving circulation throughout the county.

Another key to planning future development is the location of public utilities. The extension of utilities is one means by which growth and development can be directed in a manner which benefits rather than burdens a community. Ideally, the extension of public utilities from existing urban cores allows for higher density residential development in those areas closest to community facilities. At the same time this approach allows for the preservation of valuable agricultural acreage which is often lost as a result of development pressures. In the case of Lebanon County, many municipal zoning ordinances now restrict residential development in agricultural areas and promote such development in higher density areas closer to urban cores. This approach appears to be reasonably effective in halting the large scale loss of farmland within the county.

Furthermore, today's economic development prospects are looking to locate in communities with accessible public utilities for plant operations. The competitive nature of business is not only apparent within the business community, but also between those communities attempting to attract new industrial enterprises to their own areas. The existence of public utilities and progressive community facilities plays an important role in plant locations. If a county is to continue to be a viable entity, growth cannot be measured only in terms of residential growth, for it is the existing and potential businesses and industries which will provide the employment necessary to preserve economic prosperity for local residents.

The following is a graphic portrayal of the future land use map in terms of land use distribution by type. As can be seen, non-agricultural acreage is expected to account for 54.5% of the total land area in Lebanon County by the year 2000. Of the developed area, the largest percentage is conservation, followed by residential, institutional, industrial, and finally commercial.

A survey was made of adjacent land uses in Lancaster, Berks, Dauphin, and Schuylkill Counties for compatibility of uses. Since the majority of land along the county's border, both within the county and in the adjacent counties, is designated for either residential, agricultural, or conservation, there appear to be no major conflicts. The few exceptions found are commercial or industrial sites situated along major highways or at interstate exchanges. These uses are expected to have little or no impact on the adjacent land areas.
A COMMITMENT TO LONG-RANGE PLANNING IN LEBANON COUNTY

ACTIVELY PURSUE A COURSE FOR INCREASED ECONOMIC DEVELOPMENT OF LEBANON COUNTY

INITIATE PLANNING FOR PUBLIC SEWER AND WATER FACILITY EXTENSIONS

IMPROVE THE COUNTY'S CIRCULATION NETWORK

The planning process for a community must be an ongoing activity to ultimately be effective. The results of this Interim Plan can only be considered as the beginning of that process if we are to ensure reasonable attainment of county goals. Development of in-depth studies on an element by element basis, along with proper implementation and budgetary emphasis, will be necessary in order to make that process an effective part of county government.

Economic viability is crucial to a community's prosperity and growth. While almost all long range planning activities are geared toward stimulation of the economy, some provide more direct results. The preparation and cataloging of industrial and commercial site surveys, extension of public water and sewer facilities into designated growth areas, development of industrial parks, etc. are all means by which economic activity can be more directly promoted and channeled. Consequently, it is imperative that modern day planning activities progressively address this issue.

In order to provide for a wide range of housing types as effectively and economically as possible and to provide for industrial and economic needs, it is imperative that public water and sewer facilities be extended into presently developed areas to service existing uses and into undeveloped areas where future development can be encouraged. While all planning goals are of importance, it is the public utility network which will provide the keystone for implementation of many of the other goals. It is, therefore, critical to the future development of Lebanon County that specific long-range planning be done for utility extension and adequate financing obtained to implement the recommendations of such a study.

The prosperity of an area is linked to its ability to move goods and people safely and efficiently via a sound transportation system. While the existing network is generally adequate, most of the north-south arterial and collector highways do exhibit functional deficiencies. Correction of these shortcomings will not only alleviate congestion but will maximize the benefits of an excellent interstate system. These benefits include the enhancement of the county's attractiveness to business and industry which is a paramount consideration in today's economic environment. Since highway improvements of this magnitude are beyond the financial capabilities of local government, every effort must be made to actively participate in the Pennsylvania Department of Transportation's Twelve Year Improvement Program.
As the recommendations of this plan are implemented and become a reality, the population will undoubtedly expand as will the need for service facilities. Consequently, the whole spectrum of community facilities must be evaluated in more detail and plans developed to meet these requirements in the most efficient fiscal manner. A thorough study of the community and how services are currently provided is necessary to determine if alternatives to these services may better benefit county residents. This is particularly true in the case of emergency services, such as fire, ambulance, and police protection, which are often addressed by individual municipalities.

Adequate provisions must be made to preserve sufficient recreation, open space and conservation lands to meet the leisure needs of the county’s population now and in the future. As noted in this plan, the overall recreation system is excellent but several deficiencies do exist which should be addressed. The solutions to these deficiencies and the continuation of existing recreation facilities rests upon the development of an economically efficient system of acquisition and maintenance. Consequently, a study of the financial alternatives available is necessary to insure the future of such facilities.

Lebanon County is fortunate in its abundance of extraordinary farmland which is as productive as it is aesthetically pleasing. It is vital, therefore, that all efforts toward development of the county minimize the loss of productive farmland, in terms of both economics and the reduction of open space. Additionally, the suitability of land for development can be limited by natural restraints (e.g. flood plains, marshes, water sources, etc.). These ecologically sensitive lands must also be sheltered from development pressures in order to maintain that fragile balance of nature. For these reasons, it is necessary for local governments to recognize these critical lands and continue protection through the implementation of modern land development regulations and policies.

The value of long-range planning is derived from the implementation of the goals and objectives formulated within a plan. It is, therefore, necessary to view the resultant plan as the means to an end, not the end. The enactment of local subdivision, zoning, stormwater management, and flood plain management requirements as a result of sound planning can provide the planner with valuable tools with which to implement these goals. However, the value of these tools can be diminished if routine reevaluation of these regulations is not accomplished. Additionally, if intermunicipal and intercounty planning is not considered, the effectiveness of a coordinated planning effort can be lost. Consequently, it is imperative that a decisive program of planning activities be conceived and adequate funds allocated to ensure the continuation of such efforts.
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Lebanon County Future Land Use Map