

**YORK TOWNSHIP BOARD OF COMMISSIONERS
YORK COUNTY, PENNSYLVANIA**

RESOLUTION 2003- 14

ADOPTING A COMPREHENSIVE PLAN FOR YORK TOWNSHIP

WHEREAS, York Township has an existing Comprehensive Plan which, over a period of time, has become obsolete; and

WHEREAS, the Comprehensive Plan update process has included a steering committee and continuous input from the public; and surrounding municipalities, the Dallastown Area School District and York County Planning Commission; and

WHEREAS, the York Township Planning Commission has held a public meeting and the York Township Board of Commissioners has held a public hearing at which meeting and hearing comments from the public were entertained and heard; and

WHEREAS, THE York Township Board of Commissioners desires to adopt a new Comprehensive Plan for York Township, York County, Pennsylvania.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:


1. There is hereby adopted a Comprehensive Plan by York Township consisting of the textual matter, tables, charts and figures contained in loose bound volume entitled "Comprehensive Plan Update A Sustainable Community Plan, York Township," dated June 2003, and prepared by Johnson, Mirmiran & Thompson.

2. In addition to the textual matter contained therein, the following maps are adopted as part of the Comprehensive Plan: Map 1 Township Base Map; Map 2 Existing Land Use; Map 3 Environmentally Sensitive Areas and Historic Sites; Map 4 Soil Series; Map 5 Prime Farmlands & Statewide Important Soils; Map 6 Floodplains & Wetlands; Map 7 Existing Facilities; Map 8 Potable Water Service Area; Map 9 Sanitary Sewer Conveyance System; Map 10 Developable Land; Map 11 PENNDOT Roadway Functional Classification; Map 12 PENNDOT Crash Data; Map 13 PENNDOT Average Annual Daily Traffic Volumes; Map 14 Probable Land Use/Cover; Map 15 Developable Land with Assumed Development Locations 2012; Map 16 Opportunity Sites; Map 17 Future Land Use 2012; Map 18 Future Land Use 2025; Map 19 Proposed Transportation Network Improvements.

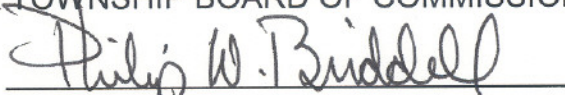
BE IT FURTHER RESOLVED that a certified copy of the adopted Comprehensive Plan be delivered to the York County Planning Commission, and the Center for Local Government Services and within 30 days of the adoption of this Resolution.

ADOPTED this 8th day of July, 2003.

ATTEST:


Secretary

YORK TOWNSHIP BOARD OF COMMISSIONERS


President

York Township
Comprehensive Plan Update
A Sustainable Community Plan



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**Sustainable Community Plan:
An Update to the Comprehensive Plan for York Township
June 2003**

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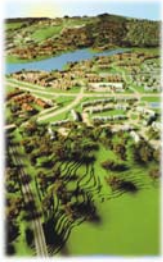
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I. Introduction



A healthy community has a realistic understanding of both current and future needs. ***Sustainability means planning and providing for the Township's current needs without compromising the ability to plan and provide for future needs.*** The goal is to maintain an acceptable level of “***quality of life***” for York Township’s citizens, businesses, property owners and organizations. This plan is a statement of a vision for the future with identification of community goals and objectives concerning future development including the location, character and timing of future development.

A. Purpose of the Plan

The purpose of this plan is to update the Township’s 1992 Comprehensive Plan. The plan will identify community goals and objectives, analysis of trends, a vision for future development and implementation strategies. The Sustainable Community Plan (SCP) will be the Township’s blueprint for successful planning, development and maintenance of the physical environment, community assets and public services as well as provide an update of the land use and transportation elements of the 1992 Comprehensive Plan. The plan will provide “best management practices”, tools and techniques to manage growth. This planning analysis is based upon a planning horizon of 2025 with interim projections provided for 2012.

B. Municipalities Planning Code (MPC) Requirements

The Township’s comprehensive plan adopted in 1992 addressed various community issues and contained various basic plan elements consistent with Article III, Comprehensive Plan of the Municipalities Planning Code (MPC). Section 302 of the MPC states, that the municipality may adopt and amend the comprehensive plan as a whole or in part. This sustainable community plan updates the land use and transportation elements of the 1992 Comprehensive Plan and address management of growth and development. This plan is referred to as the Comprehensive Plan Update A Sustainable Community Plan. This plan was developed in coordination with establishment of a Comprehensive Recreation, Open Space and Greenways Plan for the Township. The Comprehensive Recreation, Open Space and Greenways Plan for the Township also updates the 1992 Comprehensive Plan by addressing parks and recreational land use needs. The plan includes a discussion of short- and long-range plan implementation strategies, tools and techniques to including implications for capital improvements programming and development regulations.

C. Transportation and Community and System Preservation Pilot Program (TCSP)

The Township received a TCSP grant to assist with the development of this Sustainable Community Plan. The TCSP program is a comprehensive initiative at the federal level that consisting of research and grants administered to local municipalities to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. The TCSP program is a Federal Highway Administration (FHWA) program that focuses on integrating land use and transportation planning with an emphasis on alternative modes of transportation. The Township applied to the program for assistance to fund its innovation through sustainable transportation and land use initiative.

B. Community Vision

The purpose of developing a *community vision* is to bring together a wide range of residential, business, civic, educational, and government leaders to reach consensus on the goals, objectives and strategies that will be developed in this plan in order to realize a sustainable community by the year 2025. The vision focuses on environmental, land use, and transportation issues in the Township. This vision of sustainability was created using public input from a community-wide survey, community meetings, and the planning steering committee. Documentation of this planning process is in the appendices of this document.

Vision Statement: *York Township envisions a vibrant, livable and economically viable government service center surrounded by residential, recreational, and open space uses that are reflective of the region's agricultural heritage. A network of greenways and trails will connect community resources and land uses while providing recreation, preservation of natural resources and maintaining open space. A safe, efficient, adequate, and aesthetically pleasing transportation network is desired. A friendly community that provides opportunity for its citizens to live, play, raise a family, conduct business, and retire. The Township strives to maintain a high quality of life for its current and future residents.*

Visioning is a process by which the Township envisioned the future it wants and then plans how to achieve it. Through public involvement, the Township revisited the current community goals and objectives and made necessary modification as well as added sustainability objectives to be accomplished through implementation of policies, projects, and land use and transportation strategies. The goals, objectives and strategies identified in this plan are firmly rooted in the expectations and values of the community.

The community visioning process included identification, examination and assessment of valued community resources and *existing conditions* to provide the basis for discussion of the future of the Township. A build-out analysis is a use to project land use into the future based upon current policies and land use regulations as well as examine various alternatives based upon new policies and modified land use regulations. The build-out analysis utilizing current policies and land use regulations was conducted to establish a *probable future* for the Township. The *probable future* provided the basis for further discussion with the community and plan steering committee to identify what they like and don't like about both the *existing conditions* and the *probable future*. This exchange of ideas and opinions resulted in the identification of key opportunity sites located throughout the community targeted for future development. The discussion and technical analysis continued to create a *preferred vision* of the future. This vision for the future (*the preferred future*) provides the basis for establishment of policies for land use management and access management with specific strategic implementation strategies. The images to the right depict existing conditions in 2002 utilized to project a probable future for 2025 and the preferred future for 2025 based upon community, plan steering committee input and analysis.

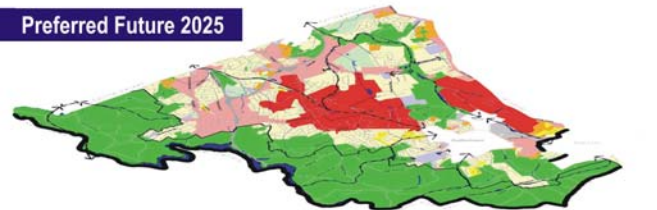
Existing Conditions 2002



Probable Future 2025



Preferred Future 2025



A proactive approach to land use management, preservation and economic growth while using sound land use practices, planned infrastructure expansion and development, and consistent implementation of growth management techniques and best management techniques is key to obtaining this vision. The Township seeks to build a sustainable tax base through expansion of commercial and high tech/light industrial uses at appropriate locations through the Township.



An aerial view of South Queen Street from the Queen Street exit off I-83 to the Dallastown boundary, circa 1995.

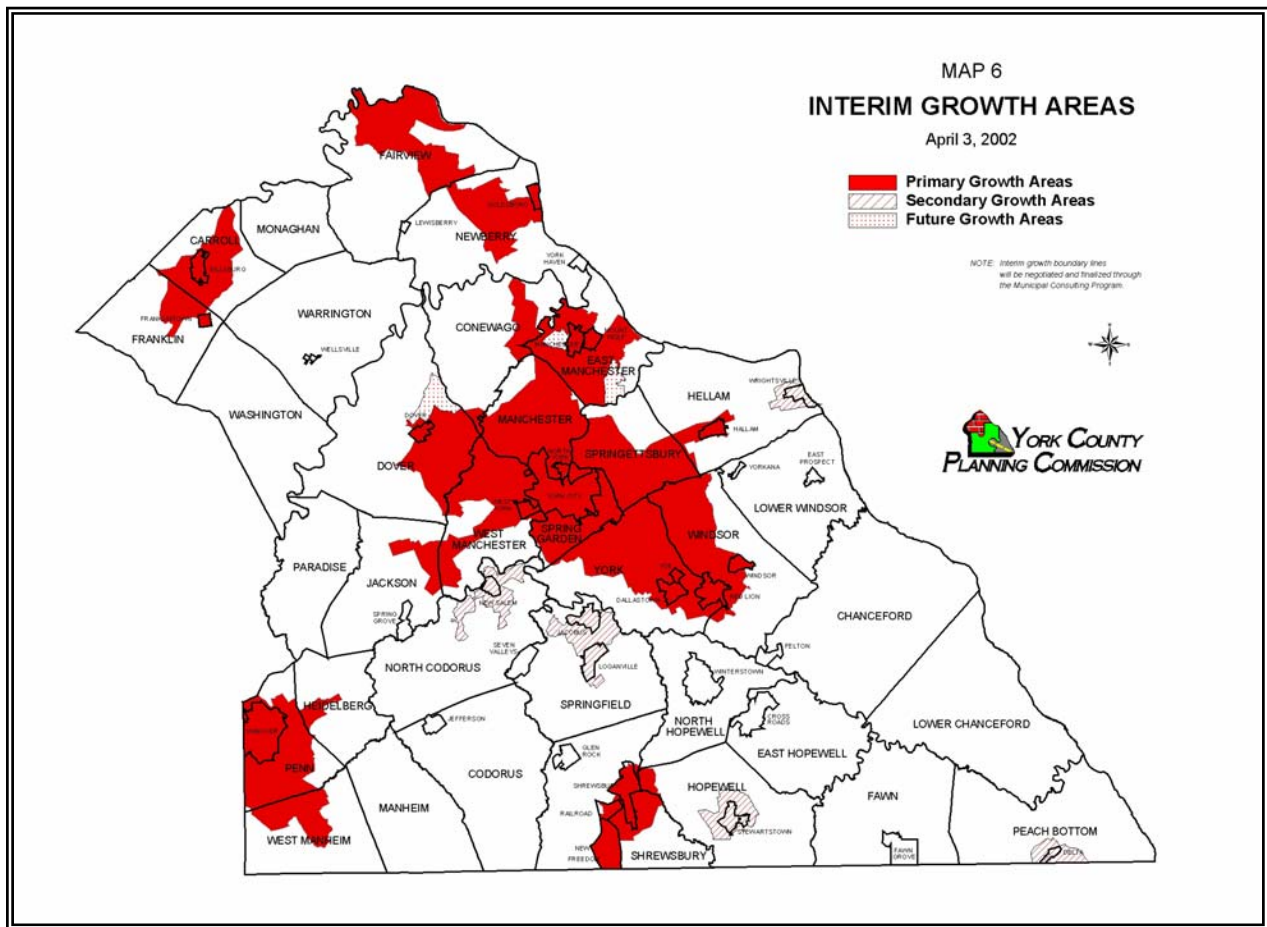
C. Regional and Community Goals

The following describes regional and community (township) goals including those contained in the York County Planning Commission's Comprehensive Plan and other regional and, community goals with emphasis on land use, transportation, recreation and government facilities. These goals are further defined by sustainable community objectives that will be researched, analyzed and addressed through implementation strategies.

1. York County Comprehensive Plan and Regional Goals

In 1997 the York County Board of Commissioners presented the York County Growth Management Plan component of the York County Comprehensive Plan. The Growth Management Plan consists of a policy plan containing a vision of York County's future with goals and objectives necessary for the realization of a regional vision. The plan provides details pertaining to coordination of land use planning throughout York County under the premise of three basic goals.

- To protect and preserve important natural resources.
- To direct growth and development to appropriate locations.
- To facilitate coordinated planning at all levels of government.



Interim Growth Areas from York County's Growth Management Plan, 2002

The basic land use concept presented in the County plan promotes development within proposed growth areas in order to preserve important open space, farmland and natural resource areas while encouraging efficiency in the provision and extension of public services and facilities. Growth and development is encouraged, while expansive land use policies are discouraged.

The plan discussed a three-tier approach to development throughout York County. First, concentrated development is proposed within five Urban Growth Areas including the York urban area covering York Township. Second, the plan proposes new development beyond urban growth areas directed to areas in and around existing boroughs and villages. Extension of these centers is a way to protect surrounding natural environments and landscape as well as strengthen the village centers making them a more desirable place to live. And, finally, the plan recognizes the need to allow for a limited amount of residential development beyond existing village areas. The plan is based upon the overall concept of "growth without sprawl" in an effort to maintain the County's commitment to growth and economic development as well as to preserve and enhance natural resources, agricultural lands, parks and recreation lands, and scenic, historic and cultural resource areas. *Source: York County Growth Management Plan component of the York County Comprehensive Plan, April 2002.*

2. Community Goals (Township Goals)

The community goals and objectives of the 1992 Comprehensive Plan have been reviewed, evaluated for currency and consistency with the County Plan. These goals and objectives have been updated with input provided by members of the community through public meetings, a community-wide survey, and planning steering committee activities. The following community goals are identified by four main subject areas: land use (environment), transportation, recreation and government. The goals support achieving the vision and sustainability.

a. Land Use (environment)

- Foster commercial and industrial development which incorporates community amenities and resources to more closely balance the economic tax base.
- Establish a district that provides for mixed residential, commercial, office, institutional and open space uses while providing a concentration of goods, services, entertainment, and recreation within an aesthetically pleasing, pedestrian oriented, and inter-connected community.
- Preserve and conserve existing rural resource areas and environmentally sensitive areas.
- Preserve or conserve more publicly accessible open space and natural areas.
- Preserve or conserve agricultural lands.

b. Transportation

- Improve the efficiency and safety of the transportation network including new road construction, improvements and congestion reduction strategies.
- Augment the transportation network to include more community/pedestrian friendly amenities such as pedestrian signalized intersections, pedestrian crossings, sidewalk development, street trees, and multi-modal facilities.
- Interconnect land uses through multi-modes of transportation.

c. Recreation

- Increase the total amount of non-vehicular recreational amenities such as bike-paths, walkways and natural paths between commercial and residential uses and connections with preserved wooded areas and other greenways.
- Enhance and maintain existing recreational facilities.
- Develop and implement a plan for expanded recreational facilities and services.

d. Government

- Support inter-municipal cooperation to lessen impacts of regional development on the community.
- Provide water and sewer services primarily to areas that have existing development in designated growth areas or areas within the primary growth area (Urban Growth Boundary) to support future development opportunity.
- Adherence to established codes and ordinances.
- Balance providing services with the cost to continue providing services.
- Achieve sustainability through growth management.

3. Sustainable Community Objectives

Objectives are statements about preferred results the community seeks to achieve. Objectives provide a framework on which to develop strategies or procedures to obtaining sustainability goals or the preferred or expected results. Sustainability goals are supported by various objectives in the following categories: land use (including residential, commercial and industrial uses), transportation, conservation and preservation of the environment and public service and facilities.

a. Land Use Objectives

- Preserve existing land uses while conscientiously planning for new development.
- Increase the overall amount of commercial and industrial land (useable space).
- Ensure a more balanced economic base.

Residential

- Permit and encourage residential development only in areas that are currently served or planned to be served by public utilities and adequate transportation facilities.
- Ensure that residential areas are aesthetically pleasing and logically planned and provide personal and public space, privacy, and convenience while preserving natural resources that meet accepted standards of community health, safety and welfare.
- Provide a full range of housing types and supportive services blended throughout the community.
- Prevent the intrusion of incompatible and/or unsuitable uses to residential areas that impact residential property values.
- Rehabilitate, replace or eliminate physically unsound or poorly located structures and facilities.

Commercial

- Increase the square footage of useable and available commercial space.
- Locate commercial development near or along major thoroughfares, where appropriate, with consideration of the impact on the existing transportation network and surrounding residences.
- Discourage spot development and aesthetically un-attractive strip development.
- Cluster commercial development that is architecturally attractive, landscaped and buffered from residential uses.
- Integrate or transition smaller commercial developments into non-commercial areas as appropriate, giving primary consideration to protection and preservation of existing residential neighborhoods and natural resource areas.

Industrial

- Increase the square footage of useable and available industrial space.
- Encourage “green” or environmentally clean industry types.
- Identify future industrial areas with consideration for the transportation network, labor supply, raw materials, markets and related activities.
- Incorporate features such as adequate off-street parking, suitable loading facilities and buffers to adjacent uses into industrial development or expansion.
- Reduce or mitigate impacts on residential neighborhoods, environmentally sensitive areas and the transportation network.

b. Transportation Objectives

- Identify alternative modes of transportation (i.e. transit, bicycle and pedestrian, etc.) to provide options to local residents and commuters.
- Improve accessibility, mobility and safety along primary corridors.
- Decrease congestion along primary corridors.
- Integrate land use planning with transportation planning with successful implementation through the development process.
- Provide an adequate transportation network that supports current and future development of all types.

c. Conservation and Preservation of the Environment

- Plan future growth and development to conserve and preserve natural resources and environmentally sensitive areas while simultaneously enhancing the value of existing man-made improvements.
- Encourage conservation by design and best management practices for existing and developing areas.
- Conserve and preserve local historic and other historically significant land, sites, structures or areas.
- Preserve productive soils for farming and provide for continuance of agricultural activities and local agricultural economic base.

d. Public Services & Facilities

- Balance provision of services and facilities with the cost to provide and maintain services and facilities.
- Consider neighborhood level planning that incorporates community goals and objectives as suited for each planning area and neighborhood in order to provide adequate public service and facilities.
- Provide recreation, parks, open space, and greenways consistent with the Comprehensive Recreation, Parks and Greenway Plan.
- Provide public services and facilities consistent with the Act 537 Plan, the Emergency Management Plan and other relevant plans.
- Provide an adequate water supply for residents and businesses.
- Coordinate services, preservation and development efforts and objectives with surrounding municipalities and York County.

III. Existing Conditions

Current trends, existing land uses, current public facilities and services, economic conditions, and current transportation inventory and circulation characteristics are used to describe the existing conditions of the township. Data for this section was derived from the 1992 York Township Comprehensive Plan, York County Planning Commission, United States Census, (1990 and 2000) Pennsylvania State Data Center, York County Conservation District, Natural Resource Conservation Service, PENNDOT, National Wetlands Inventory - United States Fish and Wildlife Service, and York Township. Additional data was collected to provide the basis for assessment of current condition of the transportation network. Map 1 Township Base Map illustrates base map features of the township to assist with data presentation.

A. Current Trends

The following analysis documents existing conditions and trends and projects conditions to paint a picture of the probable and preferred future. Trends establish the basis for identification of issues concerns, initiatives and development strategies.

1. Population Trends

The total population of York Township has increased by 4,406 people over the past decade. The population has increased 40% since 1980 and has nearly tripled since 1960. Table 1 and Chart 1: Total Population and Population Projections 1960-2025 illustrates population growth since 1960. York County Planning Commission population projections for 2000, 2010 and 2020 as based on 1990 Census data were 24,000 people for 2000 and 24,989 people for 2010 and 27,000 people for 2020. Table 1 presents past population data and projections based on the United States Census Bureau data projected linearly and the York County Planning Commissions projected data as of April 1, 2003. The current population of 23,637 (Census 2000) was reached sooner than was projected in the mid 1990's. The current population of the township is within 1,400 people of the originally projected 2010 population. Population data and projections from the Census Bureau for 1995-2000 and population projections for 2001 through 2012 were used to develop the projections presented in Chart 1 and Table 1, and are used for future population projections to support future land use assumptions. The light blue data and trend line presented in Table 1 and on Chart 1 are derived from York County Planning Commission population projections.

Table 1 Total Population and Population Projections 1960-2025

Year / Population and Projections	1960 Census	1970 Census	1980 Census	1990 Census	1995 Census	2000 Census	2005*	2010*	2020*	2025*
Total Population*	8,504	12,702	16,893	19,231	20,890	23,637	25,987	27,232	30,911	32,751
YPCP Population Projections**	8,504	12,702	16,893	19,231	20,890	23,637	25,999	28,531	34,427	NA

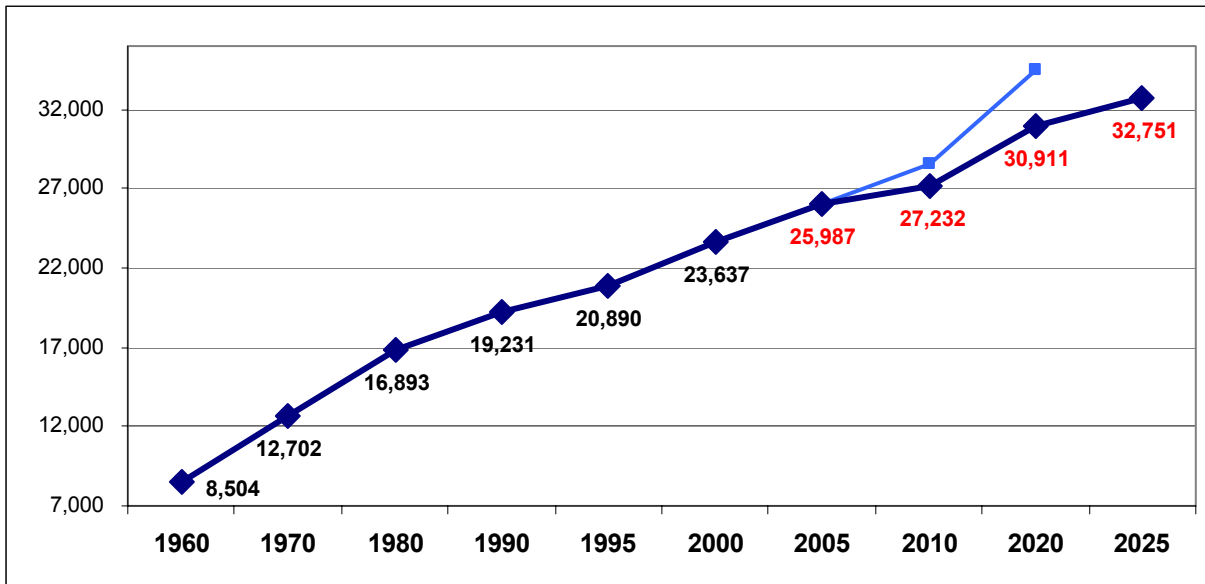
* Projections based on the decennial census trend (1960-2000) and Census data 1995-2000 and the resulting projection equation of $y = 3,679.5x + 5,154.9$.

** YPCP is York County Planning Commission data as projected to 2020.

NA = Not Available

Source: United States Census Bureau, York County Planning Commission.

Chart 1 Total Population and Population Projections 1960-2025



* Projections based on the decennial census trend (1960-2000) and Census data 1995-2000 and the resulting projection equation of $y = 3,679.5x + 5,154.9$.

Source: United States Census Bureau, York County Planning Commission.

As presented in a study completed for the Dallastown Area School District, the population has grown considerably over the past decade and will continue to grow into the mid 2000's. The following are excerpts from the document *An Analysis of Demographics and Community Growth patterns and Projections of Public School Enrollment in the Dallastown Area School District, December 1995*, please be reminded that the data presented are from 1995 and are projected for 2000-2001 and 2005-2006:

"The extended projections for the elementary grades (K-5) suggest an overall increase of just 1 pupil or less than 0.1 percent between 2000-01 and 2005-06, but enrollments in 2005-06 will still be 178 [students] or 7.8 percent higher than 1995-96 ... Middle school enrollments (grades 6-8) are expected to be 135 [students] or 11.0 percent higher in 2005-06 than in 2000-01...After the year 2005-06, middle school enrolments can be expected to decrease slightly and then stabilize based on assumptions used....High school enrollments (grades 9-12) in 2005-06 will be 76 or 4.9 percent higher than 2000-01....In subsequent years, high school enrollments will increase slightly based on assumptions used".

The total school enrollment projected for the Dallastown Area School District in 1995 for 2000-01 was 5,234 students; the actual enrollment in 2000-01 was 5,154 students. A recent study for the Dallastown Area School District predicts continued growth.

2. Economic Trends

Economic trends, conditions or indicators are typically used to characterize *quality of life* for citizens of a community. Several indicators are presented that assist in characterizing the Township and providing an overall assessment of living conditions in the Township. The indicators include employment status, occupation, commuting to work, employment by industry, number of industries, educational attainment, income, and owner cost as a percentage of household income. Data sources include, 1997 Economic Census, 2000 Census of the population, and Pennsylvania Department of Labor and Industry. Where appropriate, data comparisons are made

to York County or other local municipalities. Below are two economic generators in the township, Village of Spry and Queensgate Plaza.



a. Employment Status

Economic status refers to the work force in terms of persons that are employed and unemployed. The work force for these purposes as defined by the Census Bureau includes all persons aged 16 years or over. Persons of the work force that are currently employed or seeking employment are considered part of the *labor force*, those people that are of the work force and are not seeking jobs or are in school are consider *not in the labor force*. Table 2 Employment Status describes the work force for the Township and York County using 2000 Census Data.

Table 2 Employment Status 2000

Subject	York Township		York County	
	Number	Percent	Number	Percent
Total Population	23,637		381,751	
EMPLOYMENT STATUS				
Population 16 years and over	19,140	100	298,226	100
In labor force	12,816	67.0%	203,496	68.2%
Civilian labor force	12,816	67.0%	203,263	68.2%
Employed	12,402	64.8%	195,962	65.7%
Unemployed	414	2.2%	7,301	2.4%
Percent of civilian labor force	3.2	NA	3.6	NA
Armed Forces	-	0.0%	233	0.1%
Not in labor force	6,324	33.0%	94,730	31.8%

NA = Not Applicable

Source: US Census 2000, Summary File 3.

Approximately eighty-one percent (80.9%) of the Township’s population is age sixteen or older or considered part of the work force; which is consistent with the county’s seventy eight percent (78.1%). In 1999, nearly one-third (6,324 people or 33.0% of the population aged 16 years and over) of the work force was not in the labor force. The labor force unemployment rate was 3.2%. In general it appears as though individuals of the work force seeking employment were able to find adequate employment either within the Township or region.

Since 1999, the labor force unemployment rate for York County has increased. The December 2002 labor force unemployment rates as reported by the

Pennsylvania Labor Market Information Database System (PALMIDS) included the following; York County 4.9%, Pennsylvania 5.5%, and the United States 5.7%. The labor for unemployment rate for York Township is lower than the County, State and National figures.

b. Class of Worker

Table 3 Class of Worker illustrates the class of work in which the labor force is engaged. In general the labor force for both the Township and the County are similar, with majority of workers in the *private wage and salary workers* category.

Table 3 Class of Worker 2000

Subject	York Township		York County	
	Number	Percent	Number	Percent
Employed civilian population 16 years and over	12,402	100	195,962	100
CLASS OF WORKER				
Private wage and salary workers	10,395	83.8%	165,500	84.5%
Government workers	1,122	9.0%	18,486	9.4%
Self-employed works in own not incorporated business	844	6.8%	11,432	5.8%
Unpaid family workers	41	0.3%	544	0.3%

Source: US Census 2000, Summary File 3.

The Census Bureau provides descriptions of each of the Class of Worker including the following (from United State Census Glossary of Terms):

Private Wage and Salary Workers--Includes people who worked for wages, salary, commission, tips, pay-in-kind, or piece rates for a private-for-profit employer or a private-not-for-profit, tax-exempt, or charitable organization. Self-employed people whose business was incorporated are included with private wage and salary workers because they are paid employees of their own companies. Some tabulations present data separately for these subcategories: "For profit," "Not-for-profit," and "Own business incorporated."

Government Workers--Includes people who are employees of any local, state, or federal governmental unit, regardless of the activity of the particular agency. For some tabulations, the data are presented separately for the three levels of government.

Self-Employed Workers--Includes people who worked for profit or fees in their own unincorporated business, profession, or trade, or who operated a farm.

Unpaid Family Workers--Includes people who worked 15 hours or more without pay in a business or on a farm operated by a relative.

Salaried/Self-Employed--In tabulations that categorize persons as either salaried or self-employed, the salaried category includes private and government wage and salary workers; self-employed includes self-employed people and unpaid family workers.

c. Occupation

Occupation data provided by the United States Census Bureau for 1999, illustrates the type of occupations of the labor force. Table 4 Occupation characterizes the employed civilian labor force.

Table 4 Occupation 2000

Subject	York Township		York County	
	Number	Percent	Number	Percent
OCCUPATION				
Employed civilian population 16 years and over	12,402	100	195,962	100
Management, professional, and related occupations	4,730	38.1%	55,609	28.4%
Service occupations	1,422	11.5%	24,565	12.5%
Sales and office occupations	3,462	27.9%	51,260	26.2%
Farming, fishing, and forestry occupations	11	0.1%	786	0.4%
Construction, extraction, and maintenance occupations	912	7.4%	19,334	9.9%
Production, transportation, and material moving occupations	1,865	15.0%	44,408	22.7%

Source: US Census 2000, Summary File 3.

Citizens of the Township were predominantly (38.1%) in the *management, professional, and related occupations* or *Sales and office occupations* (27.9%) sectors of employment in 1999; while county workers as a whole were spread more evenly among *Management, professional, and related occupations*, or *Sales and office occupations*, or *Production, transportation, and material moving occupations* sectors of employment. In general the *management, professional, and related occupations* are considered to provide higher salaries or wages than the other sectors.



Route 74 heading towards Dallastown

d. Commuting to Work

The mode of transportation and distance that people commute or journey to work assists with the characterization of the economic conditions of an area. The predominant mode of transportation may identify improvements or the need for “park and ride” lots, public transportation, or may be indicative of a pedestrian friendly or “walk-able” community (jobs are within a walk-able distance to residents). A labor force that has to travel for a long time before arriving at work may be an indication of several conditions for the area including local job availability, or failing transportation network (where people spent a long time in their vehicle to travel a relatively short distance). Table 5 Commuting to Work provides 2000 Census data on mode and travel times for the Township’s labor force.

Table 5 Commuting to Work 2000

Subject	York Township		York County	
	Number	Percent	Number	Percent
COMMUTING TO WORK				
Workers 16 years and over	12,258	100	193,126	100
Car, truck, or van – drove alone	10,862	88.6%	162,775	84.3%
Car, truck, or van – carpooled	922	7.5%	18,346	9.5%
Public transportation (including taxicab)	30	0.2%	1,199	0.6%
Walked	120	1.0%	4,177	2.2%
Other means	46	0.4%	1,458	0.8%
Worked at home	278	2.3%	5,171	2.7%
Mean travel time to work (minutes)	20.2	NA	23.9	NA

NA = Not Applicable

Note: the difference between workers aged 16 years and older and employed civilian work force (Table 2) is explained by the number of people that provided a response to the question during the 2000 enumeration.

Source: US Census 2000, Summary File 3.

The vast majority (88.6%) of the labor force in York Township commutes alone to work and spends an average twenty (20.2) minutes in that commute. It is likely that the majority of the commuters that live in York Township do not work in York Township, as the travel time through York Township during heavy traffic volumes is typically less than twenty minutes. It is probable however, that the commuting York Township citizen works in York County.



Low traffic volumes at the intersection of Queen Street and Leader Heights Road

e. Industry (People)

As illustrated in Table 6 Labor Force by Industry, the majority (43.8%) of the Township's labor force is in the *educational, health and social services* or *manufacturing* industries. The *educational, health and social services* or *manufacturing* industries are the top industries of the county as well, and comprise 40.6% of it's labor force. Sixty-one people are employed in the *agriculture, forestry, fishing and hunting, and mining* industry in York Township.

Table 6 Labor Force by Industry 2000

Subject	York Township		York County	
	Number	Percent	Number	Percent
Employed Civilian Population Aged 16 years and over	12,402	100	195,962	100
INDUSTRY				
Agriculture, forestry, fishing and hunting, and mining	61	0.5%	2,159	1.1%
Construction	731	5.9%	14,131	7.2%
Manufacturing	2,524	20.4%	46,865	23.9%
Wholesale trade	530	4.3%	8,416	4.3%
Retail trade	1,538	12.4%	24,221	12.4%
Transportation and warehousing, and utilities	557	4.5%	10,274	5.2%
Information	343	2.8%	4,425	2.3%
Finance, insurance, real estate, and rental and leasing	798	6.4%	10,364	5.3%
Professional, scientific, management, administrative, and waste management services	931	7.5%	13,728	7.0%
Educational, health and social services	2,904	23.4%	32,778	16.7%
Arts, entertainment, recreation, accommodation and food services	639	5.2%	11,775	6.0%
Other services (except public administration)	521	4.2%	8,989	4.6%
Public administration	325	2.6%	7,837	4.0%

Source: US Census 2000, Summary File 3

In general, the *Professional, scientific, management, administrative, and waste management services* (Professional) sector of the labor force has higher incomes than other sectors of the labor force. In 2000, 7.5% of the labor force was in the *professional* sector while 20.4% of the labor force was in the *manufacturing* sector. The following table describes the number of businesses in the township that provide positions by various sectors.



An employment center adjacent to I-83

f. Industry (Businesses)

In 1997 the Township had a total of 367 businesses (Table 7 Industry in 1997), the majority of which conducted *retail trade* or *health care & social assistance*. A minimum 5,821 people were employed in the Township, and the businesses paid an annual \$157.2 million in salaries and shipped or sold a \$883.4 million in products and services.

Table 7 Industry in 1997

Industry Description	Number of Establishments	Number of Employees	Annual Payroll (\$1,000)	Shipments / Sales / Receipts (\$1,000)
INDUSTRIES				
Manufacturing	25	1,260	37,585	218,034
Wholesale trade	28	543	21,053	244,445
Retail trade	87	1,457	23,122	245,190
Real Estate & rental & leasing	18	107	2,291	11,944
Professional, scientific, & technical services	24	436	4,695	12,054
Administrative & support & waste management & remediation services	9	C	D	D
Educational services	1	A	D	D
Health care & social assistance	72	1,759	65,288	142,731
Arts, entertainment, & recreation	5	B	D	D
Accommodation & foodservices	33	F	D	D
Other services (except public administration)	37	259	3,157	8,976
MERCHANT WHOLESALERS				
Wholesale trade	23	E	D	D
MANUFACTURING				
Wholesale trade	4	C	D	D
AGENTS, BROKERS, AND COMMISSION MERCHANTS				
Wholesale trade	1	A	D	D
TOTAL*	367	5,821	157,191	883,374

* Note: total does not include values with alphabetic references.

Source: 1997 Economic Census, Statistics by Economic Sector, using North American Industry Classification System (NAICS)

D: Withheld to avoid disclosing data of individual companies; data are included in higher level totals

- a: 0 - 19 employees
- b: 20 - 99 employees
- c: 100 - 149 employees
- e: 250 - 499 employees
- f: 500 - 999 employees

In 1997, the number of *professional* establishments and *manufacturing* establishments were almost equal (24 and 25 respectively). The number of employees employed in *professional* industries are approximately one-third (34.6%) the number of employees in *manufacturing* industries.

g. Educational Attainment

Education levels can be indicative of economic conditions, considering the correlation between education level and potential income level. The greater the percentage of the population with a high level of education the greater the possibility the population has higher income levels than the National average.

The majority (85.3%) of York Township’s population aged 25 years and older has at least a high school education or better, and one in four (28.3%) people aged 25 or older has at least a bachelor’s degree or better (refer to Table 8 Educational Attainment). One in six people (16.5%) have some college courses but no degree, this category includes adults that are actively seeking a college or associates degree. However, one in seven people (14.7%) in the township ages 25 or greater has an education level less than the equivalent of a high school education.

Table 8 Educational Attainment

Subject	York Township		York County	
	Number	Percent	Number	Percent
Total Population	23,637		381,751	
EDUCATIONAL ATTAINMENT				
Population 25 years and over	16,676	100	259,040	100
Less than 9th grade	940	5.6%	16,534	6.4%
9th to 12th grade, no diploma	1,513	9.1%	33,460	12.9%
High school graduate (includes equivalency)	5,647	33.9%	107,689	41.6%
Some college, no degree	2,747	16.5%	38,918	15.0%
Associate degree	1,111	6.7%	14,835	5.7%
Bachelor’s degree	3,117	18.7%	32,295	12.5%
Graduate or professional degree	1,601	9.6%	15,309	5.9%
Percent high school graduate or higher	85.3	NA	80.7	NA
Percent bachelor’s degree or higher	28.3	NA	18.4	NA

NA = Not Applicable

Source: US Census 2000, Summary File 3

The following section describes income levels for the township and the correlation between education level and income may become evident.

h. Income

In 1999, the Township per capita income was \$25,558 and the York County per capita income was \$21,086. Table 9 Income in 1999, provides a range of household incomes and the number of households that have that income. Included in the table are data that describe sources of income such as earnings, social security, supplemental security, public assistance and retirement income.

In general as Table 9 illustrates, the range of incomes per income category between the Township and the County are fairly similar except that the Township has a *median household income* \$3,000 higher than the County *median household income*. Income differences between the Township and the County are pronounced in the portion of the table that describes how household income

is derived. The Township has a smaller percentage of households *with earnings* (79.6% versus the County's 82.1%) but the Township's *mean earnings* per household are nearly \$5,000 greater than the County's *mean earnings* per household. The Township's *mean social security income*, and *mean supplemental security income* are higher than the County's; the townships *mean public assistance income* and *mean retirement income* is lower than the County's. These averages are higher than County averages, which directly impact expectations for a desired level of *quality of life* for residents within York Township.

Table 9 Income in 1999

Subject	York Township		York County	
	Number	Percent	Number	Percent
INCOME 1999				
Households	9,873	100	148,288	100
Less than \$10,000	440	4.5%	8,865	6.0%
\$10,000 to \$14,999	549	5.6%	7,869	5.3%
\$15,000 to \$24,999	1,064	10.8%	17,900	12.1%
\$25,000 to \$34,999	1,282	13.0%	19,814	13.4%
\$35,000 to \$49,999	1,805	18.3%	28,208	19.0%
\$50,000 to \$74,999	2,366	24.0%	36,691	24.7%
\$75,000 to \$99,999	1,078	10.9%	15,945	10.8%
\$100,000 to \$149,999	868	8.8%	9,089	6.1%
\$150,000 to \$199,999	184	1.9%	1,995	1.3%
\$200,000 or more	237	2.4%	1,912	1.3%
Median household income (dollars)	48,449	NA	45,268	NA
With earnings	7,857	79.6%	121,683	82.1%
Mean earnings (dollars)	58,599	NA	53,090	NA
With Social Security income	2,890	29.3%	38,952	26.3%
Mean Social Security income (dollars)	13,329	NA	12,088	NA
With Supplemental Security Income	185	1.9%	4,063	2.7%
Mean Supplemental Security Income (dollars)	8,595	NA	6,545	NA
With public assistance	44	0.4%	2,256	1.5%
Mean public assistance income (dollars)	2,045	NA	2,610	NA
With retirement income	1,950	19.8%	26,695	18.0%
Mean retirement income (dollars)	14,327	NA	14,981	NA

NA = Not Applicable

Source: US Census 2000, Summary Tape File 3A

i. Owners Costs as a Percentage of Household Income (Cost Burdened)

One economic indicator used to describe an area is the percentage of a household's income that is being spent on housing costs. The census variable *Selected Monthly Owner Costs As A Percentage Of Household Income In 1999*, provides data to assess the amount of total income the owners are spending on housing costs. According to the Department of Housing and Urban Development (HUD), a household that is spending thirty percent (30%) or more of its total household income on housing costs is *cost burdened*. Table 10 Owners Costs

as a Percentage of Household Income, assists with the economic description of the Township.

Selected monthly owner costs as defined by the United States Census Bureau's Summary File 3 Technical Documentation – Appendix B. Definitions of Subject Characteristics include the following:

“Selected monthly owner costs are the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgage, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood, etc.). It also includes, where appropriate, the monthly condominium fees or mobile home costs (installment loan payments, personal property taxes, site rent, registration fees, and license fees”).

Table 10 Owners Costs as a Percentage of Household Income

Subject	York Township		York County	
	Number	Percent	Number	Percent
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999				
Less than 15.0 percent	2,209	36.6	33,468	35.2
15.0 to 19.9 percent	1,206	20	17,614	18.5
20.0 to 24.9 percent	897	14.9	14,758	15.5
25.0 to 29.9 percent	555	9.2	10,023	10.5
30.0 to 34.9 percent	329	5.5	5,903	6.2
35.0 percent or more	823	13.6	12,789	13.5
Not computed	13	0.2	499	0.5

Source: US Census 2000, Summary File 3

As Table 10 illustrates, one in five owned households (19.1%) in the township is cost burdened, or paying greater than thirty percent of the household income on housing costs. However, one in three (36.6%) owned households however is paying less than fifteen percent for housing costs. In general, the housing costs as a percentage of household income in the Township and in the County are moderate to low. The moderate to low assessment could be an indicator or several factors including low home mortgage's, low home assessed value, long term residency of owners (paying off the mortgage), higher levels of household income, or a combination of factors. A low to moderate rate of housing costs to household income is an indication that the economic condition of an area is good.

3. Development and Housing Trends

Development and housing trends are described using Census data and building permit data from the Township. Census data provide historic and general housing trends since 1960, while the building permit data describes residential and nonresidential permit activity since 1981.

In 2000, the township had a total of 10,258 housing units which was an increase of twenty seven percent (27%) since 1990, refer to Table 11 Housing Unit Trends 1960-2000. The township has experienced at least a twenty five percent increase in total housing units every decennial census for the past forty years. The greatest percentage increase in housing units since 1960 was a fifty-nine percent (59%) increase between 1960 and 1970.

Table 11 Housing Unit Trends 1960-2000

Year	Total Housing Units	Percent Change
1960	2,608	NA
1970	4,151	59%
1980	6,410	54%
1990	8,066	26%
2000	10,258	27%

NA = Not Applicable

Source: United States Census of Housing & Population, 1960-2000.

Table 12 Tenure and Vacancy Trends 1960 - 2000 provides occupancy trends for the township for 1960 through 2000. Although there were three times as many owner occupied housing units in the Township in 2000 than there were in 1960, the tenure of housing units has changed from 87.2% owner occupied in 1960 to 67.4% owner occupied in 2000. There were ten times as many renter occupied housing units in 2000 as there were in 1960, yet the predominant tenure for housing in the township continues to be owner occupied housing. A portion of the increase in rental units can be attributed to the construction of high density apartment style complexes during the 1980s and 1990s. The data suggests that owner units are not being replaced by renter units; instead, the data suggests that both are increasing due to the housing boom in the region and within the Township. The data suggests that the Township is a desirable place to live.

Table 12 Tenure and Vacancy Trends 1960- 2000

Tenure	1960	Percent Total	1970	Percent Total	1980	Percent Total	1990	Percent Total	2000	Percent Total
Owner-Occupied	2,273	87.2%	3,263	78.6%	4,684	73.1%	5,638	69.9%	6,911	67.4%
Renter-Occupied	291	11.2%	876	21.1%	1,684	26.3%	2,102	26.1%	2,946	28.7%
Vacant	44	1.9%	12	0.4%	42	0.7%	326	4.0%	401	3.9%
Total Units	2,608		4,151		6,410		8,066		10,258	

Source: United States Census of Housing & Population, 1960-2000.

Vacancy rates prior to the 1990 Census were relatively low as compared to vacancy rates as reported for the 1990 and 2000 Census. There were approximately ten times as many vacant housing units in 2000 as there were in 1960. A commonly accepted "rule of thumb" concerning vacancy rates for an urban or metropolitan area includes the concept that a vacancy rate of four to six percent (4-6%) is acceptable and anticipated. The housing data and trends suggest that the rate is due to some *real* vacancies, people in transition between houses and new units becoming available for sale and occupancy.

In addition to the tenure of units changing since 1960, the character of occupied units in terms of density has also been changing. Table 13 Persons per Unit Trends 1960 – 2000 illustrates how the density of people in units has changed. Since 1960 the predominant type of housing unit in the Township has been the two person unit; it represented 27.5% of all the occupied units in 1960 and it represented 38.7% of all the occupied units in 2000. The greatest changes have been in *1 person* units, *5 person* units, and *6 or more person* units. In 1960, *1 person* units comprised 6.1%, *5 person* units comprised 12.3%, and *6 or more person* units comprised 8.9% of all the occupied units. In 2000, *1 person* units comprised 27.3%, *5 person* units comprised 4.4%, and *6 or more person* units comprised 1.5% of all the occupied units. In 1960, approximately one in sixteen housing units was a one person unit by 2000 and one in four units was a one person unit.

Table 13 Persons per Unit Trends 1960 - 2000

Persons Per Unit	1960		1970		1980		1990		2000	
	Housing Units	Percent Total	Housing Units	Percent Total	Housing Units	Percent Total	Housing Units	Percent Total	Housing Units	Percent Total
Total Occupied Units	2,509		4,078		6,240		7,740		9,857	
1 person	153	6.1%	422	10.3%	1,167	18.7%	1,793	23.2%	2,688	27.3%
2 persons	690	27.5%	1,317	32.3%	2,193	35.1%	2,902	37.5%	3,818	38.7%
3 persons	611	24.4%	865	21.2%	1,186	19.0%	1,378	17.8%	1,463	14.8%
4 persons	517	20.6%	780	19.1%	1,122	18.0%	1,192	15.4%	1,310	13.3%
5 persons	308	12.3%	426	10.4%	401	6.4%	371	4.8%	431	4.4%
6 or more persons	224	8.9%	268	6.6%	171	2.7%	104	1.3%	147	1.5%
Median* Persons Per Unit	3.2		2.83		2.39		2.46		2.34	

* 1990 equals Persons per Housing Unit and 2000 equals Average Household Size
Source: United States Census of Housing & Population, 1960-2000.

One person units include housing for the elderly and assisted living arrangements. Within the past decade several elderly person apartments and assisted living facilities have been built including Tyler View Apartments, Country Meadows, Equine Meadows, and Outlook Point, among others. Several more one person unit developments are planned.

Census housing data for 1960 to 2000 indicate continued growth in the total number of housing units, and continued growth for both tenures with renter occupied tenure increasing greater than occupied tenures, and that housing occupancy has trended toward one and two person units. York Township building permit data provide specific information regarding residential building activity and supports census data.

Residential building permits have dominated structural permit issuance in the township for the past twenty years. Residential permits account for approximately ninety-six percent (96%) of all structural permits issued since 1981. Residential and Non-residential structure permit data were derived from F. W. Dodge Building Statistic (Dodge Sheets) sheets for 1981 to 2000 and include counts of permits for new structures as well as permits for expansion of existing structures. Building permit projections are based on trends of structure permitting from 1981 to 2000. The projections presume no change in current trends assuming that adequate developable

land remains for the trend to continue and land use regulations continue to favor residential development.

If development trends continue as they have over the past twenty years, non-residential development will become almost non-existent, projecting that the township will process new residential permits at a rate of 186 per year, and the local tax base will be based upon taxes derived from residential uses and any remaining businesses.

a. Residential

According to Township permits data, a total of 3,715 residential permits have been filed since 1981. Just less than half (47%) of the permits filed since 1981 were for single-family units while the remaining fifty-three Percent (53%) were for multi-family units. Table 14 Building Permits by Select Land Uses, 1981-2025 and Chart 2: Residential Building Permits 1981-2000; present the total number of residential building permits issued per year since 1981. The average annual number of residential permits per year is 186.

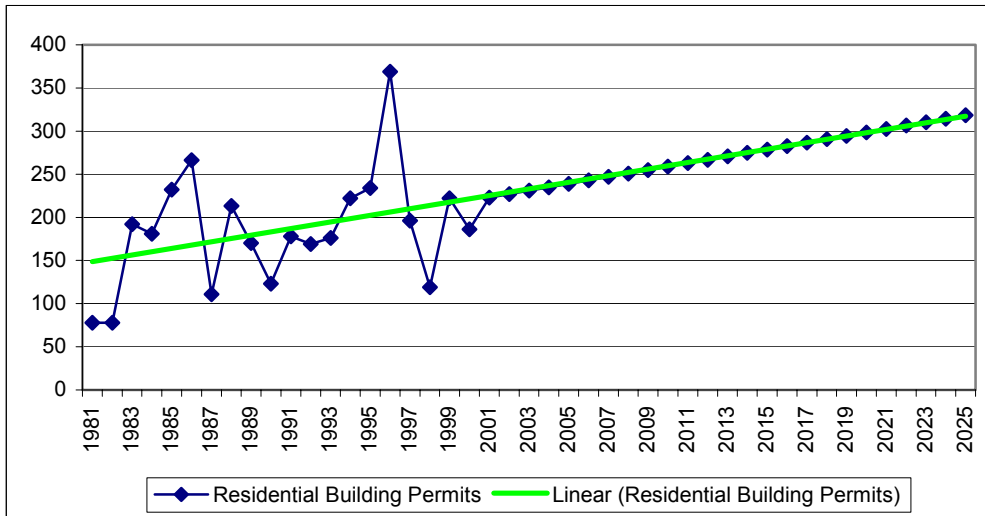
Table 14 Building Permits by Select Land Uses, 1981-2025

Year	Residential Permits	Commercial Permits	Industrial Permits	Institutional Permits	Total Non-Residential Permits
1981	78	4	-	-	4
1985	232	8	-	1	9
1990	123	16	-	-	16
1995	234	3	-	-	3
2000	186	8	-	1	9
2005	239	4	-	1	5
2010	259	3	-	1	4
2012	267	2	-	1	3
2015	279	2	-	1	3
2020	298	-	-	1	1
2025	318	-	-	1	1
Total 1981-2025	10,481	192	7	39	238

Note: Actual data is presented in rows that are shaded. Projections at five year increments are shown. The total includes the actual data and projected amounts both shown and not shown. Source: York Township Building Permit data, F. W. Dodge Building Statistic sheets 1981 - 2001. Projections based on trend established between 1981-2001

As illustrated, in Chart 2, the number of residential building permits is expected to increase annually through 2025. The total number of permits projected to be issued within the next ten years, based on existing trends is 2,937 permits. The total residential permits projected to be issued over the next ten years (2012) is equivalent to seventy-nine percent (79%) of the total residential permits issued in the past twenty years. The total projected permits to be issued by 2025 based on current trends are 6,766.

Chart 2: Residential Building Permits 1981-2025



Source: York Township Building Permit data, F. W. Dodge Building Statistic sheets 1981 - 2001. Projections based on trend established between 1981-2001

A housing unit projection was made based on the current number of housing units, building permit trends and land use assumptions for 2012 and 2025. Table 15 Projected Tenure and Estimated Housing Units illustrates the total number of housing units and tenure projections. The year 2000 rate of tenure and vacancy were applied to years 2012 and 2025 (refer to Table 12).

Table 15 Projected Tenure and Estimated Housing Units

Tenure / Year	2000	2012*	2025**
Owners	6,911	12,493	16,846
Renters	2,946	5,320	7,173
Vacant	401	723	975
Total	10,258	18,536	24,994

*2000 units plus estimated units from the York Township Land Use Assumptions Report 2002

**Maximum build-out of developable land with estimated units

Source: United States Census, York Township Land Use Assumptions Report 2002

Application of the projected residential building permit rate (2,937 permits over the next ten years – with 43% single family, 57% multi-family) to the estimated total new housing units for 2012 (Table 11: 18,536 units less 10,528 units = 8,679 units) equates to approximately 1,380 single family residential permits over the next ten years and 1,557 multi-family permits over the next ten years. The number of units provided for 2025 are actually the projected number of units under a maximum build-out scenario.

b. Non-Residential

Commercial structure permits have contributed the greatest amount (84%) toward the 165 total non-residential structure permits issued between 1981 and 2000 (refer to Table 14 Building Permits by Select Land Uses 1981-2025). Commercial structure permits include permits for service stations, repair garages, banks, professional offices, stores, and customer services. Commercial structure

permits are projected to remain the predominant type of non-residential permit issued in the next twenty-five years.

Industrial structure permits include permits for a variety of industrial uses. Seven industrial permits have been issued since 1981 and based on current trends none are projected to be issued. The negative numbers associated with industrial uses in Table 14 Building Permits by Select Land Uses 1981- 2025 denote a lack of industrial permits and should not be interpreted as industrial uses leaving the township. Realistically, industrial permits will be issued in the next twenty-five years but not at a substantial rate as indicated by this trend.

Institutional structure permits include permits for churches and other religious structures, hospitals and hospital institutions, schools and institutions of higher education, public works and utilities. Institutional permits have contributed approximately one permit per year to the total non-residential permit count and are projected to continue contributing, although at a declining rate from approximately one per year to 0.72 per year by 2025.

B. Existing Land Use

Over one-third (37%) of the land in York Township is classified agriculture, an additional twenty-seven percent (27%) is classified residential and one in every six acres (16%) is classified forest, refer to Table 16 and Map 2 Existing Land Use. Together, these land uses comprise approximately eighty percent (80%) of the land in the Township. The remaining twenty percent (20%) is classified as transportation, commercial, institutional, industrial or lakes and wetlands. Map 2 Existing Land Use illustrates the location of these land uses and the location of the York County Urban Growth Boundary as adjusted and adopted September 14, 1999 by York Township resolution number 99-17.

An agricultural classification includes row crops, cover crops, rangeland and orchards. A residential classification includes low density (single family homes), medium density (townhouses) and high-density (condos, mobile homes, apartments) residential development. Institutional classification includes schools, churches, assisted living facilities, libraries and cemeteries.

Table 16 Existing Land Use

Land Use Type	Acres	Percent of Total
Residential	4,405	27%
Commercial	647	4%
Industrial	146	1%
Transportation	1,312	8%
Parks / Open Space	454	3%
Agriculture	6,034	37%
Forests	2,686	16%
Institutional	422	3%
Lakes – ponds	272	2%
Total	16,378	100%

Source: York Township 2002 data.

1. Environmental Conditions and Concerns

Environmental conditions and concerns of the township include environmentally sensitive areas. Environmentally sensitive areas are those sites, locations, corridors, areas or natural resources that need consideration and protection from being adversely impacted as a result of change in use, development, or other impacts. These areas not only include steep slopes, soils, floodplains and wetlands, and water sources but also include cultural and historic resources, and special reservation areas. Environmentally sensitive areas are important to the community in terms of health, safety, and welfare and quality of life as these areas protect, contribute to or provide clean air and water, animal habitat, aquatic habitat, scenic vistas, community character and a sense of place. In addition to specific maps of environmentally sensitive features, Map 3 Environmentally Sensitive Areas and Historic Sites illustrates most of the environmentally sensitive features of the township including steep slopes, wetlands, floodplains, and cultural / historic resources.

a. Steep Slopes

The Township describes areas limiting development due to steep slopes in their May 1996 Zoning Ordinance using a Steep Slope Overlay District. The Steep Slope Overlay District is defined for two areas that include *prohibitive slopes* and *precautionary slopes*. Prohibitive slopes are slopes greater than a twenty-five percent slope and precautionary slopes are slopes of fifteen to twenty-five percent slope. Map 3 Environmentally Sensitive Area and Historic Sites provides a generalization of the location of the Prohibitive slopes in the township. Note that as part of the requirements for development, the developer is responsible to identify both prohibitive and precautionary slopes areas.

b. Soils

The data used to create Map 4 Soil Series was derived from the 1998 Natural Resources Conservation Service (NRCS) Soil Survey Geographic Data (SSURGO). According to the NRCS data the soil series in the township include Baile, Chagrin, Chester, Codorus, Glenelg, Glenville, Mt. Airy and Urban Lands. Soils data are very useful in that they provide a host of information to the user including slope, build-ability, depth to bedrock, depth to ground water, drainage and permeability, use and vegetation. Table 17 Soil Series provides the soil texture class used by NRCS, the series name, the occurrences of the series in the Townships, approximate acres, and series as a percent of land area. Note that acreages provided for soils have not accounted for land that has been developed, acreages assume the soils in the development area the soil type as prior to development.

The predominant soil series of the Township is Mt. Airy. The United States Department of Agriculture, Natural Resource Conservation Service's Official Soils Series Description of Mt. Airy includes the following:

"The Mt. Airy series consists of moderately deep, somewhat excessively drained, moderately rapid to moderately permeable soils on uplands. They formed in residuum from micaceous crystalline rocks. Slopes range from 0 to 75 percent. Mean annual temperature is 53 degrees F., and mean annual precipitation is about 40 inches".

Use and Vegetation includes the following:

“General crops, including corn, small grains, and hay. There are some orchards, and large areas are in pasture. There are many, though usually not large, wooded areas, and in places much urban and suburban development. Natural vegetation is of mixed hardwoods, dominated by black oak, chestnut oak, hickory, yellow poplar, and red maple, and having an understory or dogwood, holly, and huckleberry, and some areas with laurel and azalea.”

Extent and distribution includes the following:

“Inner Piedmont Plateau of Maryland and Pennsylvania. The Mt. Airy soils are extensive, usually dominating the landscapes in which they occur”.

The Baile series, located along Camp Betty Washington Road, is somewhat unique as the series is of moderate extent and is only found in Pennsylvania, Maryland and Virginia. According to United States Department of Agriculture, Natural Resource Conservation Service the Baile series, although not a very productive soil and is poorly drained, can sustain *“native vegetation that includes pin oak, birch, red maple and holly with understory of laurel, sweetbriar, various herbs and sedges”*. The series was established in Howard County, Maryland in 1965. It is not a common series so its presence in York Township is unique.

Table 17 Soils Series

Mapping Unit Symbol (Soil Texture Class)	Series Name	Instances in the Township	Acres	Percent of Total
Ba	Baile	1	6	0%
Cd	Chagrin	1	25	0%
CeB	Chester	45	2,154	13%
CeC	Chester	19	411	3%
Cm	Codorus	36	872	5%
GbB	Glenelg	3	170	1%
GbC	Glenelg	27	534	3%
GbD	Glenelg	2	18	0%
GdA	Glenville	10	91	1%
GdB	Glenville	10	103	1%
MOB	Mt. Airy	65	1,176	7%
MOC	Mt. Airy	99	4,838	30%
MOD	Mt. Airy	109	2,620	16%
MOE	Mt. Airy	38	866	5%
MRF	Mt. Airy	3	15	0%
Uc	Urban Land	12	289	2%
UdB	Urban Land	31	1,203	7%
UfC	Urban Land	40	712	4%
W	Water	31	276	2%
Total*		582	16,378	100%

*Note: Due to the soils survey data collection method total acreages do not exclude land (acreage) lost to development.

Source: 1998 Natural Resources Conservation Service (NRCS) Soil Survey Geographic Data (SSURGO).

c. Prime Farmland Soils

Soils designated as prime farmland soils include soils Capability Classes I and II according to the Soils Survey prepared by the Soil Conservation District for York County. Class I soils are level soils with few limitations restricting their use. Class II soils have slight slopes and some other limitations reducing the choice of plants or requiring moderate conservation practices. The Municipalities Planning Code (MPC) defines prime agricultural land as:

“...land used for agricultural purposes that contains soils of the first, second or third class as defined by the United States Department of Agriculture natural resource and conservation services county soil survey”.

Table 18 provides the soil texture class, series name, occurrences in the Township and total acreage for prime farmland soils and statewide important soils, as provided by the York County Conservation District office. Over two-thirds (63.3%) of the townships is considered to have Prime Farmland Soils or Statewide Important Soils, as this table illustrates.

Table 18 Prime Farmland Soils & Statewide Important Soils

Mapping Unit Symbol (Soil Texture Class)	Series Name	Instances in the Township	Acres	Estimate Percent Developed*
Prime Farmland Soils				
Cd	Chagrin	1	25	2%
CeB	Chester	45	2,154	46%
Cm	Codorus	36	872	22%
GbB	Glenelg	3	170	15%
GdA	Glenville	10	91	24%
GdB	Glenville	10	103	33%
MOB	Mt Airy	65	1,176	31%
Sub Total		170	4,591	36%
Statewide Important Soils				
CeC	Chester	19	411	28%
GbC	Glenelg	27	534	30%
MOC	Mt Airy	99	4,838	27%
Sub Total		145	5,784	27%
TOTAL		315	10,375	31%

*Note: Acreages calculated by removing areas where land was considered “developed” according to the 2002 Land Use Assumptions Report. Values are estimates.

Source: 1998 Natural Resources Conservation Service (NRCS) Soil Survey Geographic Data (SSURGO), supplemented with Prime Farmland Soils and Statewide Important Soils data from York County Conservation District as of November 03, 2000.

The major prime farmland soil series for York Township are the Chester and Mt. Airy, refer to Map 5 Prime Farmlands & Statewide Important Soils. The Chester series was established in Montgomery County, Pennsylvania in 1905. The United States Department of Agriculture, Natural Resource Conservation

Service's Official Soils Series Description of Chester soil series includes the following:

"The Chester series consists of very deep, well drained, moderately permeable soils on uplands. They formed in materials weathered from micaceous schist. Slopes range from 0 to 65 percent. Mean annual temperature is 53 degrees F., and mean annual precipitation is 40 inches".

Use and Vegetation includes the following:

"Most areas of Chester soils are used in farming. Principal crops are corn, soybeans, small grain, hay and to a limited extent, pasture. Native vegetation is red oak, white oak, tulip poplar, and hickory".

Extent and distribution includes the following:

"Maryland, Delaware, Pennsylvania, and Virginia. The series is of large extent".

The predominant Statewide Importance Soil for the township includes a particular soil texture class of the Mt. Airy soil series (MOC) and there are approximately 4,800 acres of that soil. However, approximately twenty-seven percent (27% or 1,300 acres) has been developed.

As indicated in the 1992 Comprehensive Plan, the prime farmland and soils of statewide importance not only provide a valuable economic resource in terms of production crops for human or livestock consumption but they also maintain the rural aesthetic value of the Township and provide land for hunting and other recreational pursuits. According to estimate calculations, nearly one-third (31%) of all the prime farmland and statewide important soils have been developed.

d. Preserved Farmland

Map 5 Prime Farmland & Statewide Important Soils illustrate the location of three types of preserved or protected farmland including Agricultural Security Areas, Preserved Farms, and land in the Farm & Natural Lands Trust program. Each program has slightly different nuances pertaining to the protection and preservation of agricultural uses and prime farmland.

Agricultural Security Areas are created by petition by the landowner and are adopted by the municipality after review by the municipality and the county planning commission. Agricultural Security Areas provide an additional level of protection for farmers from "nuisance" ordinances, eminent domain, building ordinances and development pressures. York County Conservation District can provide more information on Agricultural Security Areas.

Preserved Farmlands are those farms where the development rights have been purchased (referred to as easements) and the land remains in agricultural use and therefore preserves prime farmland. The development rights are purchased by the State Agricultural Land Preservation Board and are recorded with York County Planning Commission.

The Farm & Natural Lands Trust is a private non-profit member-supported 501 (c) (3) land preservation organization in York County that works with landowners to place a conservation easement on their property. The conservation easement is a permanent, recorded deed restriction, which preserves the character of the property by restricting further development. Easements can be used to protect lands for agricultural, open space, historical, scenic, recreational or educational purposes (March 2003, Farm & Natural Lands Trust of York County).

e. Floodplains, Wetlands and Water Sources

The U.S. Department of Housing and Urban Development, National Flood Insurance Program's Flood Insurance Rate Map of 1988, delineates the one-hundred year (100 year) floodplain boundaries for all streams in the Township. An updated 100 Year and 500 Year floodplain limit was generated for select waterways in the township, as part of the 1999 Act 537 Plan. Major floodplains occur along Tyler Run, Inners Creek, Barshinger Creek, Mill Creek, South Branch Codorus Creek and the East Branch Corodus Creek. Tributaries to these streams also have floodplains. The tendency for the Township's streams to flood during times of extended or heavy rainfall presents several implications for planning. Flooding must be considered in the construction of bridges and roads, the placement of structures, and other land uses. Refer to Map 6 Floodplains & Wetlands for floodplains as compiled for use during York Township's 1999 Act 537 Plan.



Wetlands, as described in the 1992 Comprehensive Plan, are defined as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The inundation or saturation can come from any source, such as direct precipitation, surface runoff, groundwater, tidal influences and overland flooding. The Federal Manual for Identifying and Delineating Jurisdictional Wetlands defines three parameters common to all wetlands. The three parameters are: hydrophytic vegetation, hydric soils, and wetland hydrology. Hydrophytic vegetation or hydrophytes includes aquatic, as well as wetland plants. Hydrophytes that commonly dominate wetlands are plant species that are erect, rooted species such as common cattail, or woody species such as maples. Wetlands in York Township generally contain both of these groups in addition to open water wetlands.

The driving force creating wetlands is wetland hydrology, according to the 1992 Comprehensive Plan. All wetlands are therefore periodically wet. Many wetlands are found along rivers, lakes and estuaries where flooding is likely to occur, in isolated depressions surrounded by upland where surface water collects, or on varying slopes or steepness and in drainage ways where groundwater discharges from springs or seepage areas. Wetlands in York Township are the result of direct precipitation, surface runoff, groundwater and overland flooding.

The value of a wetland is often overlooked. However, their value warrants protection as they serve as fish and wildlife habitats, they function as flood protection and erosion control facilities, and they help improve water quality. Water quality of the two York Water Company reservoirs is of extreme

importance to humans and aquatic life. Sedimentation, increased runoff and erosion, use of chemicals such as fertilizers, herbicides, insecticides, deicing salts, organic compounds and other pollutants can degrade this public water supply. Even lawful activities such as extraction of minerals impact wetlands and water supply sources and such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities (1992 Comprehensive Plan) .

Water quantity is also of importance to the region. As the regions population continues to increase so do public water supply demands, and eventually water quantity issues will become prevalent. Commercial agriculture production also impact water supply sources. Wetlands help mitigate detrimental impacts, regardless of their source, on water quality and quantity.

Wetlands in York Township have been mapped as part of the National Wetlands Inventory (NWI) by the U.S. Department of the Interior, Fish and Wildlife Services. The NWI mapping provides a general inventory of wetlands in the Township. Based on enforcement actions by the State and Federal agencies, it has become virtually mandatory for any new development activity to require field investigators to determine the presence (or absence) of wetlands as part of the development review process.

The mapped wetlands in York Township are scattered around the Township, as Map 6 Floodplains & Wetlands illustrates. The largest concentrations of wetlands occur along Mill Creek, Inners Creek, Barshinger Creek and the East Branch of the Codorus Creek. Smaller wetlands dot the Township in the form of farm ponds.

f. Cultural Resources and Historic Sites

Cultural resources includes historic sites. Map 3 Environmentally Sensitive Areas and Historic Sites illustrates the approximate location of twenty historic sites. The historic sites are those sites as inventoried by Historic York Incorporated. Historic York has an inventory of twenty-five completed Pennsylvania Historical Resource Survey Forms for the Township. The survey, last conducted in 1987 was never completed for the Township, one property is pictured on the left.



There is one designated local historic site in York Township as described in a study of historic sites in York County, prepared by the York County Planning Commission in 1975. The historic site, located on the west side of South George Street at Codorus Creek includes a house with classic fenestration dating back to around 1790. The structure's orientation to the road indicates possible use as a roadhouse.

Several Historic Plaques and Markers are found throughout the Township but no known inventory exists that indicates their existence, location or significance. The schools are part of the Dallastown Area School District and are described in detail under existing facilities.

g. Special Reservation Areas

Special reservation areas, as described in the 1992 Comprehensive Plan, include property owned or leased by the Isaak Walton League and York Water Company. The Isaak Walton League is a conservation organization whose

property is located on the south-central border of the Township. The land is open to members for hiking, fishing, nature study and other recreational activities. The York Water Company either owns or leases sizable acreage along Lake Redman and Lake Williams. These impoundments are reservoirs, ground water protection areas, and ground water recharge areas that protect a public water supply. The water from Lake Redman and Lake Williams provide most of the regions potable water. The watershed is managed for the protection of reservoir water quality. The two reservoirs, Lake Redman and Lake William, also provide secondary contact recreational activities such as fishing and boating.

2. Existing Public Facilities and Services

Adequate public facilities and services provide a community with reliable recreational, health, safety and sanitary conditions. Most of the services typically available in a metropolitan area are available in the Township. The following describes existing facilities and services and provides a status report. Adequacy of public facilities and services are always a public concern and planning for future needs is paramount for successfully maintaining expected levels of quality of life for residents, businesses, visitors and others. The majority of the following are from the 1992 Comprehensive Plan with updates from recent plans, studies and data.

a. Public Facilities

By definition, community services are those facilities, whether owned and operated publicly or by private groups or associations, which provide functions that serve the public at large. The demand for community services and facilities increases as an area grows.

Libraries

The two closest public libraries to the Township are the Kaltreider Library in Red Lion Borough and the Springfield Area Library in Jacobus. The Township contributes approximately \$27,000 per year to the Kaltreider Library in Red Lion. In addition to these libraries, the Dallastown Area School District designates hours for the use of their school libraries throughout the summer months.

Comprehensive Recreation, Parks and Greenway Plan

The Comprehensive Recreation, Parks and Greenway Plan includes an inventory of parks, schools, greenways, and trails and the recreational services provided at those facilities. The following provide a brief inventory and description of the parks and cultural and recreational facilities in the township and Map 7 Existing Facilities illustrates their distribution.

York Township Park

A fully developed community park with active and passive recreation and support facilities. This is the main recreation destination in the community, serving sport leagues, families, individuals, and youth. The pavilion at the park is pictured on the left.



Snyder Park

This neighborhood park offers well-developed and maintained recreation facilities to the residents of the Hill-and-Dale neighborhood, a single-family residential neighborhood located in the northern portion of the

Township. The park is in a natural setting with woods as the backdrop for the ball field and courts. The play equipment is located in the woods. A small stream traverses the site and a bridge is provided for pedestrians to cross the stream. There is no formal path on the south side of the stream only a mowed footpath.

Shryock Field

The baseball field occupies the majority of this park site. Other facilities have been added in the remaining areas surrounding the field.



Fitz Park

A neighborhood park with active recreation and support facilities. This six-acre park provides recreation opportunities to the Belleview Acres neighborhood. The park's volleyball court is pictured on the left.

Heritage Hills Park

A small neighborhood park with active recreation facilities. This park serves the Starview Heights neighborhood and offers facilities primarily for youth.

Tyler Run Park

A small neighborhood park that will serve the Tyler Run neighborhood. The neighborhood consists of seniors, empty nesters, and families. The park is undeveloped at this time.

York Township Community Center

This special use facility was a private club that was purchased by the Township in the mid-1990's. The site was fully developed with facilities that are typical of a for-profit club. The site is adjacent to the Leaders Heights Elementary School. The site is small with limited areas for potential development or expansion of facilities. The Center's facilities and pool is pictured at the left.



In addition to the established "parks" there are other recreational opportunities in the Township, for instance the Dallastown Area School District partners and shares recreational service and facilities in the township. The following schools, located in the Township, provide further cultural and recreation opportunities:

- Ore Valley Elementary School
- Leaders Heights Elementary School
- York Township Elementary School
- Dallastown Elementary School
- Dallastown High/Middle School
- York County School of Technology



Additionally, Other Public – Quasi Public, and protected lands or parks augment the cultural and recreational opportunities in the township. The following partial list includes the facility and the name of the organization responsible for the facility (A remnant arch from the trolley line is picture on the left):

- Lions Park – Dallastown Lions Club
- Kain Park (William H. Kain) – York County
- York County Heritage Rail Trail – York County
- Cougar Field – Dallastown Borough
- Nitchey Field – Red Lion Borough
- Red Lion Area Multi-Purpose Center – Red Lion Area Senior Center

Sustainable Building Design Concepts

The township’s recently completed Sustainable Building Design Concepts for public building designs included a case study on the proposed Public Works Building. Five elements of Sustainable Building Design Concepts to consider include site planning, energy efficiency, material systems, air and water, and waste reduction. The concepts can be applied to any public building design.

Schools



The township is part of the Dallastown Areas School District. The school district is located in southern York County and encompasses 52.5 miles and includes the boroughs of Dallastown, Yoe, Jacobus and Loganville, and York Township and Springfield Township. Dallastown High School is pictured on the left.

School facilities located in the Township are illustrated on Map 7 Existing Facilities and include the following (Dallastown Elementary School is pictured):



- Ore Valley Elementary School
- Leaders Heights Elementary School
- York Township Elementary School
- Dallastown Elementary School
- Dallastown High/Middle School
- York County School of Technology

The school district has experienced rapid growth in population and has responded by expanding current facilities. In particular is the expansion and addition of classroom space at the Dallastown Area Middle School and High School.

The following describe current conditions and help characterize the school district. The Dallastown Area School District is the third most populated district in York County; the 2001 School Budget was \$47.7million; it costs \$7,000 to educate one student per year; the average taxes collected per household in the township was \$2,780; the current district wide enrollment is 5,154; and, the high school’s mascot is the Wildcat and the district’s colors are blue and white.

According a recent study by the Pennsylvania Economy League, Incorporated, Central Division entitled *An Analysis of Demographics and Community Growth Patterns and Projections of Public School Enrollments in the Dallastown Area School District*, the district is expected to continue an increase in enrollment.

b. Public Services

Updates to the Utilities and Services section of the Public Facilities Study and Plan of the 1992 Comprehensive Plan include improvements in water and sanitary sewer service and stormwater management.

Water Service

Most of the developed portion of the Township is served by the York Water Company. The Dallastown-Yoe Water Company also serves portions of the Township. However, a significant portion of the Township, in land area, is still served by private individual wells. Map 8 Potable Water Service Area provides the locations of water lines and the service areas. Potable drinking water is provided to the Township by either York Water Company, the Red Lion Municipal Authority or the Dallastown-Yoe Water Authority. The Dallastown-Yoe Water Authority purchases water from the Red Lion Municipal Authority to serve its customers. All developed properties outside the existing public water service area are served by individual wells (Act 537 Plan, pg. 1-3).

One of York Water Company's sources of water is Lake Redman, located along the southern border of the township. Other sources include Lake Williams, Codorus Creek and the Susquehanna River. The water company authorizes all extensions and hook-ups to its distribution system to serve new development. One major expansion of the water company's storage, treatment and distribution system is a proposed pipeline extension into the Susquehanna River to service the area. The construction of the service line is scheduled for mid 2003 and distribution from this source is anticipated for late 2005.

Ground Water Quality

Although the majority of the residences of York Township have both public water and public sanitary sewer service, approximately 700 homes are located outside these service areas and currently depend on both private wells and individual on-lot septic systems for water supply and sanitary sewage disposal (Act 537 Plan, pg. 1-5). Although problems have occurred in isolated instances, the analysis conducted as part of the Act 537 Plan indicated that the groundwater quality in the Township is adequate to support continued use of the individual wells for potable water supply.

Sanitary Sewer

The majority of wastewater generated in York Township is discharged to the public sanitary sewer system owned by the York Township Water and Sewer Authority and operated by York Township. The Township is divided into two sewer service basins, the York City basin and the Springettsbury basin. In addition to the public sewer system, the Township has approximately 1,800 residences served by individual on-lot septic systems. The majority of these systems are located within the Township's Farming/Open-Space zoning district located west of the public sewer service areas (Act 537 Plan). Map 9 Sanitary Sewer Conveyance System provides the location of existing service areas (1999) and possible expansion locations. The map also illustrates the expansion of the system in ten year increments 1964 to 1999.

c. Emergency Services & Facilities

Emergency services provide a valuable service for the safety and welfare of the York Township Community. The police, fire and ambulance squads provide life and property saving services which are vital to the community's quality of life. Fire and police protection and emergency medical services are identified and discussed below.



Police Services

The York Area Police Department currently serves the two charter municipalities of Windsor Township and York Township as well as the contracting municipalities of North Hopewell Township and the boroughs of Dallastown, Felton, Jacobus, Windsor, and Yoe. The regional police department which is in its third year of service is now serving a population in excess of 47,000 people and covering a geographic area of approximately 80 square miles. The eight municipalities served receive comprehensive police service from the department. The department consists of thirty-seven officers and four support staff and an administrative assistant.

The Police Department enforces all of the laws of the Commonwealth using a patrol force under the direction of five sergeants. Vascar and Electronic Speed devices supplement speed enforcement methods. Costs for service are determined based on Police Protection Units. In addition to performing regular police duties, York Area Police Department officers participate, sponsor or provide the following programs within the service area.

- Accreditation
- Bicycle Patrol
- D.A.R.E (Drug Abuse Resistance Education)
- Youth Panel Aids Program
- Motor Carrier Enforcement
- Internships
- Officer Phil Program
- K-9 Patrols
- York County Quick Response Team
- York County Drug Task Force Team

The Accreditation program is provided through the Pennsylvania Law Enforcement Accreditation Commission, and is a new process for Pennsylvania law enforcement agencies. The Youth Aid Panel program is comprised of volunteers from the community who have undergone training in voluntarily overseeing youthful offenders when they have a minor or first offense. The Motor Carrier Enforcement program is comprehensive training in motor carrier enforcement provided by the Department of Transportation. The Officer Phil program is a department sponsored program that provides a very instructive safety awareness presentation to elementary children.

The department has twenty (20) vehicles of which ten (10) are marked sedans, three (3) are marked 4-wheel drives, two (2) unmarked sedans

assigned to supervisors, two (2) unmarked sedans assigned to detectives, and two (2) assigned to the lieutenant and chief. There is one (1) older unmarked sedan for use at schools and other reserve. Recent equipment acquisitions include eight Automatic External Defibrillators (AED's), and a Forensic Service Unit (converted ambulance).



Fire and Ambulance Services

Five volunteer fire companies provide services to York Township, including companies located in Spry (York Township Goodwill Fire Company - Station 19), Jacobus (Goodwill Fire Company - Station 18), Red Lion (Leo Fire Company – Station 34), Dallastown (Rescue Fire Company – Station 35), and Yoe (Yoe Fire Company – Station 36). The York Township Fire Company is the only company within the Township boundaries (pictured left). The remaining four companies provide services to the Township on a contractual basis.

The entire Township is provided services by first and second response teams. The first response company has primary responsibility for its service area with backup services provided by the second response facility. The York Township Fire Company provides first response services to approximately sixty-three percent of the Township and second response services to an additional seventeen percent.

The Township has four ambulance agencies that provide emergency medical and basic life support services. The services as provided by Grantley Fire and EMS, Jacobus Ambulance Association, Red Lion Ambulance Association, and Yoe Ambulance Association using volunteer and career staff.

d. Health Care Facilities

York County residents are served by three general care hospitals, including Hanover Hospital, York Hospital, and Memorial Osteopathic Hospital. These hospitals offer basic emergency services critical care, obstetrics, pediatrics, psychiatric, and surgical treatment. In addition to general hospital care, specialized rehabilitation services are available at the Rehabilitation Hospital of York and WELLSPAN Behavioral Health. The only medical treatment center in the Township is the Apple Hill Medical Center, which offers out-patient care and surgical procedures. The York Hospital Radiation Therapy center, located at the Apple Hill Medical Center has proposed the construction of a minimal overnight care center. Other medical facilities available to York Township residents include the York Hospital Laboratory Annex at Queensgate, the magnetic Resonance Imagery at Springwood Road, and the York Hospital Hemodialysis Center at Pine Grove Road.

As the elderly population increases, the need to provide high quality elderly-care facilities is becoming an important consideration. Elderly health care facilities located in the Township include the Autumn House, Leaders Nursing Home, Country Meadows, and Manor Care South.

e. Storm Water Management

According to the Pennsylvania Storm Water Management Act (Act 167 of 1978), “Inadequate management of accelerated runoff of storm water resulting from development throughout a watershed increases flood flows and velocities, contributes to erosion and sedimentation, overtaxes the carrying capacity of streams and storm sewers, greatly increases the cost of public facilities to carry and control storm water, undermines flood plain management and flood control efforts in downstream communities, reduces groundwater recharge, and threatens public health and safety”. The Pennsylvania Department of Environmental Protection Bureau of Watershed Management administers a grant program under the Storm Water Management Act (Act 167) for counties to prepare watershed plans to manage stormwater runoff from new land development activities. Plans are implemented by municipalities through the enactment or amendment of local ordinances.

York County Planning Commission has completed an Act 167 Plan for South Branch (1992) which borders the Township to the West. The County is currently updating the 1992 South Branch Plan (anticipated completion/adoption in June 2003), is reviewing the final draft of the Act 167 with water quality component for Kreutz Creek (borders the Township to the East in Windsor Township), and anticipates starting Phase I of an Act 167 Plan with an MS4 component for the Main Branch and East Branch of the Codorus Creek (located along the South Western border of the Township).

York Township addresses storm water management issues at the local level through criteria in its Subdivision and Land Development Ordinance (SALDO). The Township is part of the urbanized area and is a designated MS4 (Small Municipal Separate Storm Sewer System). The Township submitted the required Notice of Intent (NOI) indicating that the Township will follow the parameters set up by DEP and EPA. The NOI is part of the process for obtaining a NPDES General Permit. The following is a listing of the minimum control measures the Township will implement in compliance with the DEP Protocol for the MS4 Stormwater Management Program.

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

3. Developable Land Analysis

Developable land identification is significant in that *developable land* represents land available for new development. Developable land is “opportunity” for the community and the township to affect the future of the township.

Developable land in the township, for these purposes includes land classified as agricultural or forested, residential on parcels greater than two acres, and vacant properties.

Vacant properties refers to unimproved properties and includes residential, commercial or industrial properties where York County Tax Assessment data shows assessed land value plus assessed building value (improved value) equals the total assessed value (therefore no improved value of property). Vacant properties, for these purposes did not include vacant structures.

Developable land analysis provides an assessment of land that is available for development and prescribes land that could be preserved or not developed including floodplains, steep slopes and agricultural security and trust areas.

Table 19 Developable Land by Zoning District (acres)

Zoning District	Crops and Pasture	Orchards, Vineyards and Nurseries	Herbaceous Rangeland	Deciduous Forests	Residential Greater than 2 Acres	Vacant	Total Developable Land
RL3 – Low Density Residential	569	28	338	432	321	192	1,861
RM5 – Medium Density Residential	455	122	244	190	83	94	1,189
RH9 - High Density Residential	98	1	82	54	55	25	318
OP – Office Professional	16	8	61	13	18	6	122
CS - Shopping Commercial	20	4	31	13	9	47	122
CH – Commercial Highway	-	-	3	-	-	11	14
I – Industrial	10	-	23	29	2	10	74
FO – Farm Open Space	2,767	145	1,002	1,954	439	105	6,431
Total	3,935	308	1,784	2,686	929	489	10,131

NOTE: Vacant properties are those properties where the assessed land value plus the assessed building value (improved value) equals the total assessed value (assumes no improvements on the property) according to York County Tax Assessment Office data of 2001 and whose land use is only residential, commercial or industrial.

Sources: York Township Land Use / Land Cover 2001 data and York County Tax Assessment Office 2001 data.

Table 19 Developable Land by Zoning District provides an estimate of the developable land in acres available by existing zoning districts. Note that environmentally sensitive land (wetlands, 100 years flood plain, and steep slopes) were excluded from acreage totals. Table 19 further refines agriculture and forested land uses into several subcategories including: crops and pasture; orchards vineyard and nurseries; herbaceous rangeland; and deciduous forest. Map 10 Developable Land illustrates the location of developable land in the township and provides land that is in the Agriculture Security Area (ASA) and Farm and Natural Land Trust program.

As Table 19 illustrates, 10,131 acres are available for future development. Land zoned residentially (RL3, RM5 and RH9 combined) comprises one-third (33%) of the total developable land in the township. Residential land uses greater than two acres regardless of zoning district contribute 12% of the developable land. Crops and pasture account for the highest percentage of developable land at 39% and vacant properties

comprises 5% of the developable land. Herbaceous rangeland, residential land uses greater than two acres in size, and vacant properties are available in all zoning districts except the Commercial Highway districts.

Although growth in the township is based, in large part on the amount of land available for new development, some growth may occur on land that is currently developed, such as adaptive reuse of land that's already developed or redevelopment. This analysis focuses on new development. Sustainability is providing for current needs without compromising the ability to provide and plan for future needs. Sustainability in terms of population and developable land means providing for current population demands while preserving developable land for future needs.

The total developable land in the township as per definition and under current Zoning allows for an approximate total of 3,800 additional acres of residential land. This approximation excluded land zoned Farm - Open Space which would in fact add more residential acreage as that zone allows single-family residential development. The total developable residential land in the township currently allows for an approximate total of 15,445 additional units than currently exists.

C. Existing Transportation Inventory and Circulation

Transportation and land use are co-joined. It is difficult to visualize land use functioning without transportation or to visualize transportation changing without land use changing. An inventory of the transportation network as well as an assessment of how well the network functions provides an indication of how the transportation network will function in the future. Several indicators are used to inventory and assess the transportation network including functional classification, crash data, traffic volumes, levels of service, and capacity analysis. The following is a brief presentation of each of these indicators as well as discussion of projected capacity analysis and public transportation.

1. Functional Classification

Functional classification is a method to group streets and highways according to the character of service they are intended to provide. The classification recognizes that individual roads and streets do not serve travel independently but that most travel involves movement through a network of roads. A functional classification system is based on the following criteria.

- Average traffic volumes
- Roadway design and capacity
- Average trip length
- Access and mobility
- Relationship to other nearby roads

Urban and rural areas have different characteristics with regard to density and types of land use, density of street and roadway networks, nature of travel patterns and the way that these elements are related. Therefore, urban and rural roadway systems are classified differently. Urban areas are those places defined by the United States Census Bureau as having a population of 5,000 or more. The boundaries of the Urban area are reviewed and accepted by the Metropolitan Planning Organization (MPO) and the State and may be modified for planning purposes in accordance with the Federal Highway Administration (FHWA).

The general functional classification categories for urban areas are expressways, arterials, collectors and local roads. The following are descriptions of each of the general classifications and the roads within the Township that meet the State's criteria.

Interstate highways are designed to carry the maximum amount of traffic at high speeds by limiting the number of access points. These roadways carry interstate and regional traffic. The only interstate highway in the Township is Interstate 83.

Other Freeways and expressways are designed to carry the maximum amount of traffic at high speeds with limited access. These roadways carry local, regional and interstate traffic. The only freeway or expressway in the Township is Business Route 83 which extends from Exit 15 north to South George Street (SR3001).

Principal arterial highways carry most of the trips entering and leaving an urban area as well as most of the traffic passing through the urban area. They also accommodate travel between the central business district and outlying residential and major suburban areas. Principal arterials in the Township include the following roadways.

- Queen Street from Spring Garden Township to Dallastown
- Main Street from Dallastown to Broadway West in Red Lion Borough
- Route 124 (East Prospect Road) from Springettsbury Township to Windsor Township
- Route 24 (Edgewood Road) Springettsbury Township to Route 124

Minor arterials interconnect with the principal arterials and accommodate trips of moderate length at a somewhat lower level of mobility. They distribute travel to smaller geographical areas than principal arterials. These types of roads place more of an emphasis on land access and connect to collector roads. Minor arterials in the Township include the following roadways.

- Duke Street from Dallastown to about Dairyland Drive
- George Street from Springfield Township to Spring Garden Township
- Hollywood Drive from Spring Garden Township to Queen Street
- Grantley Road from Spring Garden Township to George Street
- Leaders Heights Road from George Street to Queen Street
- Lombard Road from Cape Horn Road to Yoe
- Cape Horn Road from Route 124 to Windsor Road
- Pleasant Avenue from Dallastown to Blymire Road
- Winterstown Road from Red Lion Borough to Barshinger Road

Urban collectors or rural major collectors provide both land access and circulation within the residential neighborhoods and commercial and industrial areas within the urban area. They collect traffic from the local streets and channel them to the arterial system. **Urban collectors** in the Township include the following roadways.

- Country Club Road from Main Street to Red Lion Borough
- Country Club Road from Red Lion Borough to Winterstown Road
- Camp Betty Washington from Springettsbury Township to Springwood Road
- Croll School Road from Spring Garden Township to Days Mill Road
- Days Mill Road from North Codorus Township to Croll School Road
- Duke Street from about Dairyland Drive to Winterstown Road
- George Street - Yoe (Springwood Road) from Yoe to Red Lion Borough

- George Street - Yoe (Springwood Road) from Walnut Street to Yoe
- Hess Farm Road from Stine Hill Road to North Hopewell Township
- Indian Rock Dam Road from George Street to Monument Road
- Iron Stone Hill Road from Queen Street to Lioners Creek Road
- Pleasant Avenue from Blymire Road to Hess Farm Road
- Powder Mill Road from George Street to Leaders Heights Road
- Reynolds Mill Road from George Street to Overlook Drive
- Springwood Road from Hollywood Drive to George Street- Yoe
- Tyler Run Road from Powder Mill Road to Queen Street
- Walnut Street from Springwood Road to Dallastown
- Winterstown Road from Barshinger Road to North Hopewell Township

Rural major collectors in the Township include the following roadways:

- Hess Farm Road from Stine Hill Road to North Hopewell Township
- Indian Rock Dam Road from Monument Road to Spring Garden Township
- Iron Stone Hill Road from Lioners Creek Road to Hess Farm Road

Rural minor collectors provide both land access and circulation to the collector network and serves travel over relatively short distances within the rural area. Rural minor collectors in the Township include the following roadways:

- Iron Stone Hill Road from Hess Farm Road to Springfield Township
- Reynolds Mill Road from Overlook Drive to Springfield Township

Local roads primarily provide access to land adjacent to the collector roads and serve travel over relatively short distances. The local road system includes all roads not classified as principal arterials, minor arterials or collector roads.

Alleys provide rear access to properties for residents and for services such as trash collection and deliveries. Alleys serve an important function because they provide a second means of access to limit these activities on the primary road and street network. Therefore, alleys preserve the function of the primary network. There are numerous alleys in the Township.

Map 11 PENNDOT Roadway Functional Classification shows the functional classification of the transportation network in the Township. The map was created by compiling information from the PENNDOT functional classification of State roads. The following pictures illustrate some roadway classes.



2. Crash Data

Crash data from PENNDOT's 2001 Centerline files was used to identify potential problem areas in the Township. These records only include those crashes that were reported to State or Township police. PENNDOT defines a reportable crash as follows, "A reportable crash is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene." It is likely that other accidents have occurred that were not reported to PENNDOT or the police.

PENNDOT cluster data represents areas of roadway where crash patterns are identified by specific accident types or causes such as snow, fog, and nighttime, among others. As shown in Map 12 PENNDOT Crash Data, the following State roadways contain segments in the Township that exhibit crash patterns.

- I-83
- Queen Street
- Leaders Heights Road
- George Street
- Springwood Road
- Cape Horn Road
- East Prospect Road
- Camp Betty Washington Road
- Monument Road
- Tyler Run Road
- Yoe Drive
- Duke Street
- South Pleasant Avenue
- Winterstown Road
- Country Club Road
- Hess Farm Road

3. Traffic Volumes and Levels of Service

Traffic volumes and level of service data are presented together as average daily traffic volume is one measure of the level of service provided by a transportation feature (road or street segment). Following are daily and peak hour traffic estimates and level of service data for key intersections.

a. Daily and Peak Hour Traffic Volume Estimates

Map 13 provides average annual daily traffic volumes for major roads and streets in the Township as compiled by the 2001 PENNDOT Centerline Files. The map shows that the heaviest traffic volumes ranging from approximately 17,500 to 30,761 vehicles daily exist along the following major roads in the Township.

- I-83 between Springettsbury Township and Leaders Heights Road
- Queen Street between Iron Stone Hill Road and the Borough of Dallastown
- Cape Horn Road between East Prospect Road and Windsor Road
- East Prospect Road between Mount Rose Avenue and Cape Horn Road

Significant volumes also exist on other major roads in the Township ranging between 10,000 and 17,499 vehicles daily including various roadway segments.

- I-83 between Leaders Heights Road and Springfield Township
- Queen Street between Springfield Township and Iron Stone Hill Road
- George Street between Joppa Road and Leaders Heights Road
- Leaders Heights Road between George Street and Queen Street
- Springwood Road between Spring Garden Township and Camp Betty Washington Road
- Cape Horn Road between Windsor Road and the Borough of Red Lion

Figure 4A and 4B in Appendix A Transportation Capital Improvements Program provides existing 2002 P.M. peak hour turning movement volumes in the Township at the 45 selected intersections located along the following major roadways in York Township.

- Cape Horn Road (Route 24)
- Queen Street (Route 74)
- Leaders Heights Road (Route 182)
- Springwood Road
- George Street
- Powder Mill Road
- Oak Street

b. Levels of Service (LOS) for an Intersection

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. Level of service 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 Table 20. 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, the green time ratio, and the volume/capacity ratio for the lane group in question. For un-signalized 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).

Table 20 Level of Service Criteria

Level of Service	Stopped Delay Per Vehicle (Seconds)	
	Signalized	Un-signalized
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

Source: The Transportation Research Board’s Highway Capacity Manual (HCM), 2000 Edition

It is important to understand that the level of service criteria outlined in Table 20 represent merely a guideline for quantifying the acceptability of delay to drivers, which is highly subjective and varies from region to region, usually according to the intensity of development in an area. A more universal measure of acceptability to drivers is the number of cycles (the time it takes for the signal to go through all of its phases one time) through which they must wait before proceeding through an intersection. In general, if a driver is able to proceed through a signalized intersection within one complete cycle of the signal, the delay experienced is usually considered acceptable.

4. 2002 Existing Condition Capacity Analyses

Capacity analyses were conducted for the P.M. peak hour at the selected intersections for 2002 existing conditions. This analysis integrates the future land use planning effort with calculation of demands on the existing transportation network. The land use analysis took into account population growth for the designated planning horizon and determined necessary future economic activity, environmentally sensitive areas, urban growth boundaries, expansion of public facilities and rural resource areas. The future land use patterns are utilized to estimate the number of trips generated by new residential and commercial activity. This analysis does not include the distribution of trips or the mode used to make those trips. A level of service C or better is considered acceptable by PENNDOT in rural areas. A level of service D,E or F is considered deficient. In urban conditions, a level of service D or better is considered acceptable by PENNDOT. A level of service E or F is considered deficient. The capacity analyses show that several intersections in the Township currently operate at a deficient LOS during the P.M. peak hour according to the preferred LOS D established by the Township for the Traffic Impact Fee Study, including the following:

- Queen Street and I-83
- Queen Street and St. Charles Way/Pauline Drive
- Queen Street and Oak Street
- Queen Street and Leaders Heights Road
- Queen Street and Locust Hill Road
- Queen Street and Fruitlyn Drive
- George Street and Powder Mill Road
- George Street and Leaders Heights Road
- Leaders Heights Road and Powder Mill Road
- Leaders Heights Road and Joppa Road
- Powder Mill Road and Tyler Run Road
- Powder Mill Road and Dewdrop Road
- Cape Horn Road and Old Dutch Lane
- Springwood Road and Queenswood Road
- Springwood Road and Pauline Drive
- Springwood Road and Camp Betty Washington Road

The results of the 2002 existing condition capacity analyses at the selected intersections are shown in Figures 7A and 7B.

5. Public Transportation

York Township is served by public transportation through York County Transportation Authority bus routes. The Township is not served by any passenger rail service. The following is a description of the three bus services provided in York Township.

Route 4B – Queensgate/South York Plaza

Route 4B runs between the Downtown York Transfer Center in the City of York and the South York Plaza located on Pauline Drive. This bus service stops at one-hour intervals during the weekdays, Saturdays and Sundays. Stops are made in York Township at the following locations:

- Intersection of Queen Street and Rathon Road (not in the Township)
- Queensgate Shopping Center
- St. Charles Way
- South York Plaza

Route 15 – Red Lion/Dallastown

The Route 15 runs between the Downtown York Transfer Center in the City of York and the Borough of Red Lion. This bus service stops at 90-minute intervals on weekdays. There is no service on weekends. Stops are made in York Township at the following locations.

- Queensgate Shopping Center
- South York Plaza
- Intersection of Queen Street and Leaders Heights Road

Route 17 – Shrewsbury/Downtown York

The Route 17 runs between the Downtown York Transfer Center in the City of York and Shrewsbury Commons in the Borough of Shrewsbury. This bus service stops at 90-minute intervals on weekdays. There is no service on weekends. The only stop made in York Township is at the Apple Hill Medical Center located on Old Baltimore Pike.

IV. Future Conditions

The Township has identified the *preferred future* through a collaborative planning process that resulted in the development of a vision statement, the identification of regional and community goals and sustainable community objectives considering land use, transportation and the environment as described in Section II Community Vision, Goals & Objectives. In order to build consensus around a *preferred future* the Township conducted an analysis based on existing conditions with projections of what the future may hold under current policies, trends, practices and land use and development regulations (*probable future*).

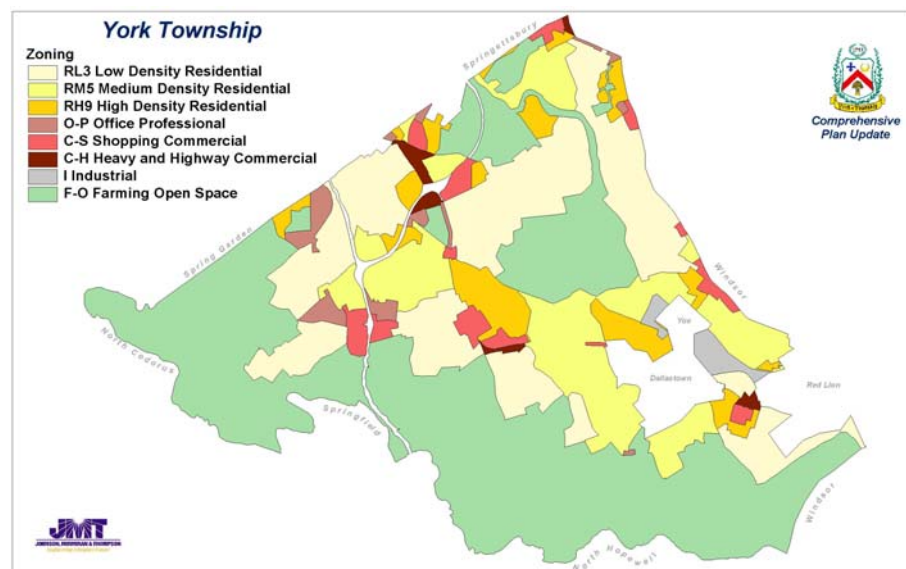
The Township utilized a build-out methodology to both mathematically quantify and graphically depict a *probable future* as projected using existing policies and land use regulations and trends and a *preferred future* or desired conditions based upon community-wide goals and objectives, newly embraced policies, desired development patterns and land use regulations build around community sustainability objectives. The analysis utilizes the *probable future* as a basis for community discussion and analysis resulting in identification of areas for preservation/conservation, residential development with cluster development options, village center or mixed use areas for further development, greenways and opportunities sites for various types of development including residential, commercial and industrial uses. This process resulted in the identification of a *preferred future*.

The *preferred future* allows for resources to be expended meeting current needs while not limiting the ability to adequately provide for future needs. The *preferred future* provides a blueprint that will guide community decision makers, developers and private owners over the next 10 to 20 years in areas such as land use (environment), recreation, transportation and government.

A. Maximum Build-out Using Current Zoning (*Probable Future*)

A maximum build-out scenario is generated to illustrate the *probable future* if current land use and transportation practices are not altered. The scenario uses current zoning standards and allowable densities to generate the maximum build-out. The scenario includes taking all the developable land of the township as presented in Table 19 Developable Land By Zoning District, and using the land's current zoning (*as shown below*), calculating the total number of units for residential zones and the square footage available for commercial and industrial zones that could be improved on that developable land.

York Township Zoning Districts pictured on the right are a guide to providing the probable future.



The calculations included an assumed twenty percent (20%) acreage reduction for utility easements and road network right of way, and by definition this reduction had already included an acreage for environmentally sensitive areas. The results were added to existing land use approximations. The data are presented in Table 21 Maximum Build-out Using Current Zoning.

Table 21 Maximum Build-out Using Current Zoning

Land Use Type	Unit of Measure	Current Land Use - Unit Approximation		Maximum Build-out Using Current Zoning		Difference: Existing - Maximum Build-out	
		Units	Acres	Units	Acres	Units	Acres
Residential	Units	6,629	3,981	6,629	3,981	-	-
Residential - Low Density	Units	-	-	6,814	6,822	6,814	6,822
Residential - Medium Density	Units	-	-	4,370	1,110	4,370	1,110
Residential - High Density	Units	2,895	424	7,156	746	4,261	322
Commercial	1,000 sf	18,409	647	22,519	763	4,110	116
Industrial	1,000 sf	3,181	146	4,202	213	1,021	66
Transportation	Each	91	1,312	91	1,312	-	-
Parks / Open Space	Acres	454	454	454	454	0	-
Agriculture (Conservation / Preservation)	Mixed	1,643	8,721	25	283	(1,618)	(8,437)
Lakes – ponds	Acres	98	271	98	271	-	-
Institutional	1,000 sf	7,954	422	7,949	422	(4)	-
Total*		11,167	16,377	24,994	16,377	13,827	-

*Total Units include residential land use units and Agriculture (Conservation / Preservation) units only.
Source: Table 19 Developable Land by Zoning District (acres), York Township Zoning Ordinance.

Table 21 demonstrates that if all the developable land available in the township were built-out under allowable densities using current zoning, there would be an additional 13,827 housing units, 4.1 million square feet of additional commercial space, 1.0 million square feet of additional industrial space, and a total of 283 acres of agricultural land in the township. Map 14 Probable Land Use / Cover illustrates the *probable future*.

The probable future using current zoning as the primary guide to future land use patterns was not preferred by the community or the comprehensive plan steering committee; nor was the probable future supported by the vision statement, regional or community goals or sustainable community objectives.

B. Future Growth

Current population and development trends, existing conditions, local and regional economics, and potential development areas contributed to projected development patterns and preferred land use assumptions for the Township for 2012 and 2025. Not all land available for development in York Township is anticipated to develop in the next ten years. Nor is it the desire of the community for maximum build-out (*as previously described and depicted in the probable future*). Future growth that concentrates on development in the next ten years includes recent development (subdivisions and land developments since June 2001), development based on infrastructure improvements, population trends, current development trends (building permits), development (growth management), preservation / conservation goals and objectives, recreational needs, and community identified opportunity sites. Each contributes to land uses of 2012 and 2025 to further define the preferred future as the basis for the Future Land Use Plan.

1. Growth Areas (York County Planning Commission)

The *preferred future* incorporated the York County Planning Commission's identification of growth areas. Growth areas within the region impact the future of the Township. The majority of the Township is located in one of the primary growth areas identified by the York County Planning Commission and has adopted an Urban Growth Boundary in accordance with the County's process. The following describes the purpose and intent of regional growth areas and the impacts they have on the Township. The York County Growth Management Plan as Amended January 31, 2001 describes the purpose of growth areas in York County.

"The purpose of growth areas is to establish "boundaries" which separate areas that are appropriate for more urbanized uses and the extension of services and utilities, from areas intended for rural and resource uses. Growth areas typically include lands appropriate for future urban and suburban development requiring a full range of public services and facilities such as public sewer and water, police, fire, and schools, and would include residential, industrial, commercial, institutional, and recreational uses. A concentrated pattern of development within growth areas is not meant to imply high density, but rather a full range of land uses and services"

York County and municipalities working collaboratively have established growth area categories and several actual growth area delineations. Initially there were three growth area categories that included Primary Growth Areas, Secondary Growth Areas and Future Growth Areas. From the County's initial efforts to establish an "interim growth boundary" in 1997 several growth area categories were added and a Growth Area or Rural Area designation was made. Growth area categories now include the following designations.

Growth Areas

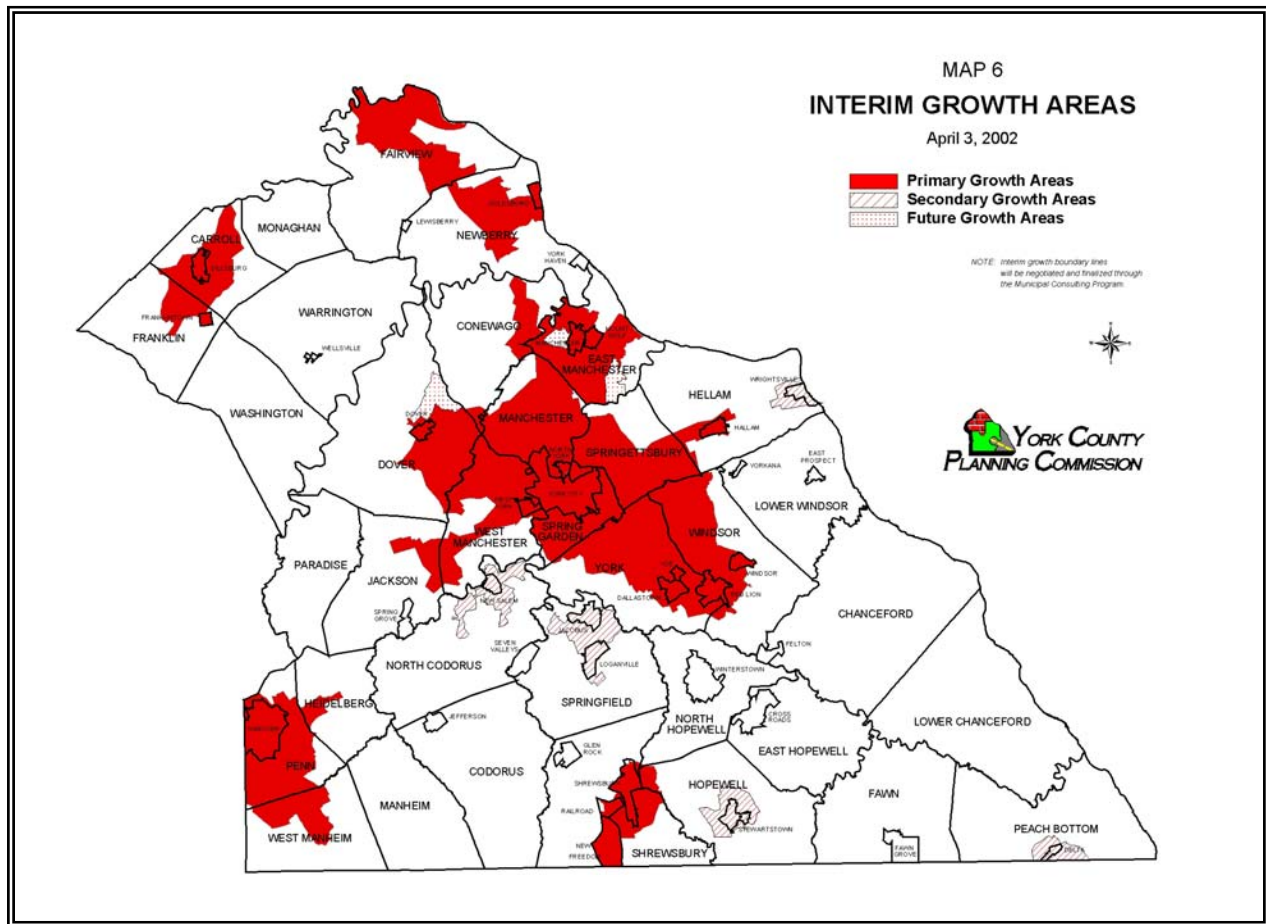
- Established Primary Growth Areas
- Established Secondary Growth Areas
- Established Future Growth Areas
- Interim Primary Growth Areas
- Interim Secondary Growth Areas
- Interim Future Growth Areas

Rural Areas

- Established Rural Areas
- Interim Rural Areas

Each area designation has a slightly different purpose with the overriding focus on sustainable growth and conservation of resources and assets. York Township has two area designations including an Established Primary Growth Area and an Established Rural Area. Dallastown and Yoe Borough are designated as Interim Primary Growth Areas. Approximately 10,475 acres are in the Township's existing Established Primary Growth Area, and approximately 5,633 acres of York Township are in the Township's existing Established Rural Area. The Established Primary Growth Area boundary is referred to as the Designated Growth Area on Maps 1 through 16. The Established Rural Area boundary is referred to as Conservation/Preservation areas (*otherwise referred to as a Rural Resource Area in the MPC*) on Maps 1 through 16. Changes to an area's designation or boundary are conducted through a *Municipal Consulting Program* process which is coordinated through York County Planning Commissions in

collaboration with the municipality. An inset map illustrates the growth areas and the status of the Municipal Consulting Program as of April 2002.



York County Planning Commission – Status of the Municipal Consulting Program as part of the Growth Management Plan.

C. Preferred Future

This vision for the future (*the preferred future*) provides the basis for establishment of policies for land use management and access management with specific implementation strategies. The *preferred future* was identified by the community throughout the collaborative planning process described in the Appendix of this document. In order to identify the preferred future, the existing conditions were utilized as a base to conduct a visioning workshop with the plan steering committee. Members of the committee participated in identifying future development opportunities and preferred development patterns across the Township. As a result of this process, the committee received additional input from the community to identify valued community resources that were of common interest with respect to preservation and conservation and key opportunity sites were identified to support future development. The process of identifying valued community resources, areas available for development, anticipated growth over a ten year timeframe, key opportunity sites and development preferences resulted in the creation of a Future Land Use Plan. This Future Land Use Plan documents snap shots at 2012 and at 2025. The interim (2012) snap shot provides the ability to support land use regulations that manage phased growth from mixed use centers through to the suburbs in an efficient manner in order to provide adequate public facilities.

The following tables and maps describe the location of land anticipated and available for future development, to support the creation of the 2012 and 2025 Future Land Use Maps. Data is presented as total land available for development (in acres) by current Zoning District.

1. Anticipated Development of Developable Acres

The *preferred future* is based upon anticipated development of developable lands over a realistic timeframe (10 years). One-third (34%) of the 10,131 developable acres in the township are anticipated to develop over the next ten years, approximately 3,402 acres. Table 22 Land Anticipated to Develop in 10 Years by Zoning District illustrates in which zoning district development is anticipated to occur. Map 15 Developable Land with Assumed Development Locations 2012 illustrates the where the 3,402 acres of development are anticipated to occur.

Table 22 Land Anticipated to Develop in 10 Years by Zoning District

Zoning District	Acres	Percent of Total
RL3 – Low Density Residential	775.3	22.8%
RM5 – Medium Density Residential	526.5	15.5%
RH9 – High Density Residential	241.3	7.1%
OP – Office Professional	86.3	2.5%
CS – Shopping Commercial	118.0	3.5%
CH – Commercial Highway	3.4	0.1%
I – Industrial	56.2	1.7%
FO - Farming Open Space	1,595.1	46.9%
Total	3,402.2	100%

Note: Land anticipated to develop was identified through the Land Use Assumption Report process, the Sustainable Community Land Use Task Force, and York Township staff.
Source: York Township Zoning and 2001 Existing Land Use data.

Development activity is anticipated in all of the township’s zoning districts. Three zoning districts, FO, RM5 and RL3 (Farming Open Space, Medium Density Residential and Low Density Residential respectively) are anticipated to receive 85 percent (85.2%) of the development in the next ten years. The Farming Open Space district is anticipated to be the site of nearly half (47%) of the development.

Not all areas are anticipated to develop for the same reasons some areas may develop due to the presence of infrastructure others as a result of development pressure from surrounding municipalities, or based on stated interests to develop.

2. Opportunity Sites

There are specific areas of the township where development is anticipated to occur according to a specific land use. These specific sites have been identified as Opportunity Sites and include parcels of land whose future development or redevelopment is recognized as impacting the future land use character of the township. Opportunity Site identification is significant in that it represents the community’s acknowledgement that not only will these sites develop or be redeveloped, perhaps within the next ten years, but that the style and type of development on these properties will impact the community. Opportunity Sites comprise 1,263 acres of the land anticipated to develop in the next ten years.

Table 23 Opportunity Sites

Opportunity Site	Preferred Land Use 2012	Allowable Land Use 2012 Current Zoning	Acres
1 - Queensgate Shopping Center	Commercial - redevelopment*	CS - Shopping Commercial	33
2 - Grove Godfrey Daehnke Properties	Mixed Use - Commercial / Industrial / Office	RM5 - Medium Density Residential	119
3 - Dairyland Square / Streavig Property	Mixed Use - Commercial - redevelopment* and Low Density Residential (Streavig Property)	RH9 - High Density Residential and CS - Shopping Commercial	102
4 - Community Center	Park / Open Space - redevelopment*	OP - Office Professional	9
5 - Waltermeyer / Acco Drive Site	Mixed Use - Institutional / Low Density Residential	RL3 - Low Density Residential	58
6 - Tyler Run Site	Developed - No Longer Considered An Opportunity Site	RL3 - Low Density Residential	16
7 - Larkin Field	Light Industrial	RM5 - Medium Density Residential	105
8 - Rineer / Prindle Site	Low Density Residential, Neighborhood Commercial – possible Village Concept	RL3 - Low Density Residential, RM5 - Medium Density Residential, and FO - Farming Open Space	352
9 - Old Exit 6 Site	Mixed Use - Commercial / Light Industrial	RL3 - Low Density Residential and FO - Farming Open Space	147
10 - Fitz Park West Site	Developed - No Longer Considered An Opportunity Site	RL3 - Low Density Residential and FO - Farming Open Space	131
11 - Fitz / Newcomer Farm	Medium Density Residential	FO - Farming Open Space	47
12 - Dwight / Markey Farm	Mixed Use - Commercial / Industrial	RL3 - Low Density Residential and FO - Farming Open Space	33
13 - Ore Valley Farm	Mixed Use - Commercial / Low Density Residential with a portion designated as Open Space	RL3 - Low Density Residential and FO - Farming Open Space	103
14 - Key Way Extension	Mixed Use - Commercial / Industrial	RL3 - Low Density Residential	8
Total Acres			1,263

* Redevelopment: A developed site to be further developed under the same use or to be developed as an alternative use under permitted uses of the Zoning District.

Source: York Township Data, 2002.

Several properties were identified through community input and by the Sustainable Community Plan Steering Committee as sites most likely to develop within the next ten years or as sites whose redevelopment in the next ten years could impact the community. Speculation was made regarding how the properties should develop or be redeveloped as a benefit to the community. Development or redevelopment

assumptions were based on current zoning. Table 23 Opportunity Sites includes Opportunity Site number, current zoning designation and total acreages. Opportunity Site numbers in the table correspond with the numbers of Map 16 Opportunity Sites.

Opportunity Sites such as Queensgate Plaza (Number 1), portions of Dairy Land Square (Number 3) and the Community Center (Number 4) are anticipated to experience adaptive reuse or increased intensity of the current use and are therefore included as Opportunity Sites.

D. Future Land Use Classification

The Future Land Use Classification system has two purposes that include identifying and incorporating existing land uses based upon their exhibited characteristics (residential is residential) and identification of future land uses based on community input and broad land use characteristics as exhibited throughout the Township. This classification system is predominantly based upon a physical activity or observed characteristics of a particular category of land use. This classification system distinguishes levels of residential density including low density, medium density and high density. For comparison, the levels of classification are consistent with the 1992 Comprehensive Plan. One new classification has been added, village concept, to denote mixed use areas within the Township. The following is an explanation of the various land use classifications.

1. Low Density Residential

This classification is comprised mainly of single-family detached residential development at densities ranging from one (1) to three (3) dwelling units per acre. The higher densities in this use would be only where public sewerage service is provided. Where public sewerage service is not available, densities will be in the range from one (1) to two (2) units per acre. The use of the cluster development technique in the Low Density Residential areas could provide for the recommended densities while at the same time provide for increased open space and protection of existing environmental amenities.

2. Medium Density Residential

This classification is comprised of a mix of single family detached, semi-detached and two-family dwellings at a density ranging from three (3) to five (5) dwelling units per acre in areas where public services and transportation facilities are generally available. Planned residential developments and cluster developments could also provide for townhouses, garden and low-rise apartment at similar densities and small amounts of convenience commercial activity.

3. High Density Residential

This classification is comprised of all types of residential uses, ranging from single family detached to mid-rise apartments. Accessory office uses and neighborhood commercial uses may also be located in these areas. These areas would be served by public water and sewerage services. Anticipated residential densities in the high density residential areas would be in the range of five (5) to fourteen (14) dwelling units per acre.

4. Commercial

This classification includes major highway commercial areas, shopping centers and uses generally associated with professional services and offices.

5. Industrial

This classification is limited to light industrial uses, as well as warehousing, wholesale distribution centers, truck and bus terminals, and similar activities which will be compatible with surrounding commercial, residential or agricultural areas. The Township's topography, transportation network and utility services limit the locations where such sites can be located.

6. Institutional

This classification is comprised of public and private institutional uses, educational facilities, public utility facilities, religious and civic activities, active recreation facilities and municipal buildings and grounds.

7. Parks / Open Space

This classification includes existing public parks and recreation areas including community open space recreational areas such as golf courses.

8. Conservation / Preservation

This classification is comprised of those areas of the Township which are predominantly prime agricultural land and/or currently in agricultural production, along with those areas which should be preserved in open space to protect environmentally sensitive areas (such as flood plains, stream valleys, steep slope areas and conservation areas) wooded areas and areas which are either unsuitable for development or suitable for very limited development on large lots. Limited low density residential development and commercial uses may also be scattered among agricultural uses. These areas are generally not served by public water and sewerage facilities and in the future may focus on providing public access to outdoor recreation opportunities.

9. Village Concept (Mixed Use)

This classification is comprised of those areas of the Township which consist of mixed residential, commercial, office, institutional, light Industrial and open space uses. The focus of this category is to provide a concentration of goods, services, entertainment, recreation, and open space within an aesthetically pleasing, walk-able, inter-connected community. Residential uses include mixed types and styles, commercial uses include small and medium size operations, office space includes very small (home offices) through medium size and institutional uses include schools, government services and government facilities.

E. Future Land Use Plan

This future land use plan is a growth management plan indicating the amount, intensity, character and timing of land developed for residential, industrial, business, agricultural, transportation, recreation and conservation and preservation uses throughout the Township. The Future Land Use Plan is based upon the community development goals, vision statement and sustainability objectives contained in Section II of this plan and the analysis contained in Sections III and IV. The purpose of this Future Land Use Plan is to influence land use decisions so that the community is able to lessen impacts on both the natural environment and transportation system in an attempt to realize a sustainable community.

Land development influences transportation infrastructure decisions and vice versa. Development patterns and geographic layout of our communities affect travel behavior. Citizens travel in order to engage in daily community activities such as work, shopping, school and recreation. The distance between these activities determines the amount of travel

necessary to engage in these activities. This plan focuses on planning and developing land uses in concert with transportation infrastructure and services so the Township lessens both fiscal and environmental impacts.

Future Land Uses Maps for the Township are presented for years 2012 and 2025. The land uses presented for 2025 build on the land use as described for 2012.

1. Future Land Use 2012

The conglomeration of pending subdivision and land development, anticipated areas of development, current development trends, and Opportunity Sites provides the basis for the Township's future land uses for 2012. In addition to these factors reflected in Map 17 Future Land Use 2012 are the community's desired land use patterns and strategies based on sustainable community goals and objectives, and regional goals and objectives. Table 24 illustrates anticipated types of development.

Table 24 Future Land Use 2012

Land Uses	2001		2012		Percent Change 2001 to 2012
	Acres	Percent of Total	Acres	Percent of Total	
Residential	3,981	24%	3,715	23%	-2%
Residential - Low Density	-	0%	743	5%	5%
Residential - Medium Density	-	0%	361	2%	2%
Residential - High Density	424	3%	459	3%	0%
Commercial	647	4%	1,065	7%	3%
Industrial	146	1%	199	1%	0%
Transportation	1,312	8%	1,312	8%	0%
Parks / Open Space	454	3%	524	3%	0%
Agriculture (Conservation - Preservation)	8,721	53%	6,004	37%	-17%
Lakes – ponds	271	2%	261	2%	0%
Institutional	422	3%	417	3%	0%
Mixed Use – Residential / Commercial*	-	0%	158	1%	1%
Village Concept**	-	0%	1,160	7%	7%
Total	16,377	100%	16,377	100%	~

*Parcels that contain both residential and commercial uses.

**Village Concept acreages do not include transportation or lakes- pond land uses but do include all others.

Source: York Township files

As Map 17 illustrates anticipated development locations include the residential and commercial uses along Cape Horn Road, Springwood Road, Chestnut Hill Road, Camp Betty Washington Road, and Indian Rock Dam Road, and a Village Concept area in the Oak Road Chestnut Hill Drive area, among others.

Residential land use is anticipated to continue growing in the township over the next ten years and the table illustrates an overall five percent (5%) increase in residential acreage. The one decrease in residential acreage is explained by anticipation in a change in density patterns from past residential trends. Future residential development densities are not fully actualized and several alternatives are being explored including a change of minimum lot size, change in lot configuration and preservation of open space,

therefore unit densities may be higher but acreage will remain the same. Also land use Village Concept incorporates residential land uses and that data is not specifically portrayed in the table.

The increase in Commercial and Industrial acreage is a function of anticipated infill development on current vacant land that's zoned for industrial, commercial, or office professional uses. Agricultural and Forest uses are anticipated to decrease by approximately 2,700 acres in the next ten years.

Institutional uses show a decrease of approximately five acres over the next ten years, however the loss includes land incorporated into the Village Concept land use. Changes anticipated for institutional land uses include changes to intensity of use rather than change in acreage. For instance the Dallastown Area School District recently completed renovations to the High School – Middle School facility and included more classrooms; a similar renovation is anticipated for the Leaders Heights Elementary School within the next ten years. One anticipated change in acreage may involve the Waltermeyer / Acco Drive Opportunity Site (Number 5) and that change may include 10-12 acres; however the change may not occur within ten years.

Although Table 24 does not indicate an increase in acreage for either Transportation and Parks and Open Space uses, an increase in acreage for both is anticipated but not at a known quantity. Since the majority of development is anticipated to be new development (rather than in-fill development) there are no existing roads in the anticipated development areas. Assuming that land available for all types of development uses twenty percent of the total area for new roads, utilities and easements, there would potentially be an estimated 680 more acres of transportation in the next ten years (3,402 acres of development from Table 22 multiplied by 0.20 (twenty percent)). As for Parks and Open Space acreage, depending on future residential development patterns more land could be classified as parks and open space and may even include a portion of the acreage identified for transportation considering development of bicycle and pedestrian trails and multi-modal facilities or as required percentage of open space through zoning district requirements.

The mix and percentage of land uses presented in Table 24 are believed to be of the proper mixture to maintain a sustainable community with adequate public facilities. One of the greatest focuses is to build the tax base, through industrial and commercial development, yet maintain and preserve the open space - agricultural characteristic of the community.

2. Future Land Use 2025

The following section presents 2025 land uses based on the portrayal of the land uses of 2012. York Township land uses of 2025 include commercial development along travel corridors, conservation / preservation areas and Village Concepts, as illustrated in Map 18 Future Land Use 2025. The additional uses are based on current land development trends and practices or on the community's vision for the township.

One of the anticipated greatest increases in land uses in the Township includes the expanded commercial areas along current thoroughfares as based on current practices and trends. Land along South Queen Street, Leaders Heights Road and Cape Horn Road are rapidly being developed or converted to commercial uses and the Future Land Use 2025 map reflects these trends. Thoroughfares such as Springwood Road, George

Street, and portions of Joppa Road are also anticipated to continue developing with commercial uses by 2025 based on current trends.

The *possible roadway alignments* illustrated in the Future Land Use 2012 map are still depicted as *possible roadway alignments* in the Future Land Use 2025 map as they are *possible* alignments but a roadway is anticipated to be constructed before 2025 and perhaps 2012.

The Village Concept (*Mixed Use Center*) land use is anticipated to expand by 2025. It is anticipated, as its definition states, to include mixed residential, commercial, office, institutional and open space uses. Refer to Table 25 Future Land Use 2025.

Table 25 Future Land Use 2025

Land Uses	2001	2012		2025		Percent Change 2012 to 2025
	Acres	Acres	Percent of Total	Acres	Percent of Total	
Residential	3,981	3,715	23%	3,581	22%	-1%
Residential - Low Density	-	743	5%	649	4%	-1%
Residential - Medium Density	-	361	2%	347	2%	0%
Residential - High Density	424	459	3%	456	3%	0%
Commercial	647	1,065	7%	1,372	8%	2%
Industrial	146	199	1%	199	1%	0%
Transportation	1,312	1,312	8%	1,312	8%	0%
Parks / Open Space	454	524	3%	524	3%	0%
Agriculture (Conservation – Preservation)	8,721	6,004	37%	5,800	35%	-1%
Lakes - ponds	271	261	2%	261	2%	0%
Institutional	422	417	3%	417	3%	0%
Mixed Use (Residential - Commercial)*		158	1%	158	1%	0%
Village Concept*	-	1,160	7%	1,300	8%	1%
Total	16,377	16,377	100%	16,377	100%	~

*Parcels that contain both residential and commercial uses.

**Village Concept acreages do not include transportation or lakes- pond land uses but do include all others.

Source: York Township files

3. Projected Land Use and Population Based on Future Land Use

Total acreage by land use, total commercial and industrial space in square feet, total residential units and total automobile trips were generated based on preferred future land uses. The process to generate the future land use impacts included a model developed for 2012 and 2025 by York Township and an online model developed by Pennsylvania State University. Output from the Township model was fed into the Pennsylvania State University model.

York Township developed a method for calculating number of residential units, amount of commercial or industrial space, and potential PM peak trips generated per parcel as part of the Land Use Assumptions Report (July 2002). A method was applied to the preferred future land use scenario as was similarly applied to Land Use Assumption Report. The following projections are the results of that application.

Table 26 Projected Residential Units, Commercial and Industrial Space and Trips

Land Use	Unit of Measure	2012				2025			
		Units	Trips*	Acres	Percent of Total	Units	Trips	Acres	Percent of Total
Residential	Units	6,327	10,693	3,715	23%	6,140	10,377	3,581	22%
Residential - Low Density	Units	1,513	1,971	743	5%	1,303	1,690	649	4%
Residential - Medium Density	Units	1,276	1,114	361	2%	1,217	1,075	347	2%
Residential - High Density	Units	4,239	10,304	459	3%	4,209	10,206	456	3%
Commercial	1,000 sf	78,503	84,954	1,065	7%	110,154	120,959	1,372	8%
Industrial	1,000 sf	4,184	4,153	199	1%	4,184	4,153	199	1%
Transportation	Each	-	-	1,312	8%	-	-	1,312	8%
Parks / Open Space	Acres	3,169	1,901	524	3%	3,169	1,901	524	3%
Agriculture (Conservation / Preservation)	Acres	-	-	6,004	37%	-	-	5,800	35%
Lakes – Wetlands	Acres	-	-	261	2%	-	-	261	2%
Institutional	1,000 sf	7,836	8,474	417	3%	7,836	8,474	417	3%
Mixed Use - Residential	Units	95	108	158	1%	95	108	158	1%
Mixed Use - Commercial	1,000 sf	2,389	2,183			2,389	2,183		
Village Concept – Residential	Units	2,148	2,427	1,160	7%	2,756	3,114	1,300	8%
Village Concept - Commercial / Industrial	1,000 sf	53,926	47,477			69,200	59,111		
Totals			175,758	16,377	100%		223,350	16,377	100%
Total Residential Units		15,598				15,720			
Total Commercial and Industrial Space (1,000 sf)		139,002				185,927			

*Trips based on standard land use/ trips from Institute of Transportation Engineering (ITE)
Source: York Township

Table 26 Projected Residential Units, Commercial and Industrial Space and Trips describes the preferred future of the township for 2012 and 2025. Residential units and commercial and industrial space estimates are based on existing conditions, and build-out using current standards for development. Trip estimates are PM peak hour traffic and are based on land use and trips data from Institute of Transportation Engineering (ITE) data.

The preferred future land use of the township for 2012 may sustain 15,598 residential units and an approximate total 139 million square feet of commercial and industrial space. The land uses of 2012 may produce an estimate 175,758 trips during the PM peak hour. Note that Village Concept uses assume a residential density of medium and commercial or industrial space as 1.6 floors (Commercial development in Village Concept included professional offices –as per the future land use definition of Village Concept).

The preferred future land use of 2025 may sustain 15,720 residential units and 185.9 millions square feet of commercial and industrial space. Approximately 223,350 PM peak trips will be generated.

The total number of residential units from Table 26 were used to project the future population of the township using the Pennsylvania State University's Penn State

Cooperative Extension on-line Cost and Revenues of Residential Development program. Several assumptions used to run the program are presented in Appendix C Cost and Revenues of Residential Development. The following are the results for 2012, 2025 and the Maximum Build-out using current Zoning (Table 21).

Table 27 Projected Population and School Aged Children

Households by Bedroom Size	2003*		2012		2025		Maximum Build-out	
	Projected Total Residents	Projected School Age Residents	Projected Total Residents	Projected School Age Residents	Projected Total Residents	Projected School Age Residents	Projected Total Residents	Projected School Age Residents
1 bedroom	1,300	38	1,816	53	1,829	53	2,909	85
2 bedrooms	4,913	475	6,863	664	6,917	669	10,998	1,064
3 bedrooms	11,721	2,239	16,373	3,128	16,501	3,152	26,235	5,012
4 bedrooms	5,580	1,527	7,793	2,133	7,855	2,150	12,486	3,418
5 or more bedrooms	883	352	1,234	492	1,247	497	1,980	790
Total	24,397	4,631	34,079	6,470	34,349	6,521	54,608	10,369

*Using total housing units from 2000 Census

Source: Penn State Cooperative Extension Program, Cost and Revenues of Residential Development Workbook [On-line] using York Township inputs as described in Appendix C Cost and Revenues of Residential Development.

Table 27 Projected Population and School Aged Children provide the results of the *Cost and Revenues of Residential Development On-line Workbook* program. Based on total number of units projected for 2012 the Township may anticipate a total population of 34,079, which is approximately 11,500 more people than reported for 2000. The township can anticipate a slight increase in total population from 2012 to 2025 provided the sustainable future land use plan is maintained. Maximum build-out under current zoning projects a total population of 54,608 with school aged residents projected to 10,369. The total school aged residents projected for maximum build-out are approximately 5,300 more school aged residents than are currently enrolled in the Dallastown Area School System (K-12 = 5,075, Dallastown Area School District).

In addition to projecting population and school aged children the *Cost and Revenues of Residential Development On-line Workbook* program provides an estimation of the fiscal impacts of residential development on a community. The program develops a per capita cost to provide services and per capita revenue for the township and the school district. The inputs used to generate Table 28 Net Fiscal Impact on School District & Township are described in Appendix C.

Limitations of the model are also described in Appendix C and include using statewide averages for income, persons per unit, and average school age persons per unit. Other limitation include applying statewide average costs for roads, police services, government administration and other costs to all scenarios, all scenarios are based on residential development and do not account for commercial, industrial or other types of development. The model assumes that the current level of public services will remain unchanged, new service needs can be accommodated with existing infrastructure, each additional resident will generate the same level of costs and revenue as each existing resident currently generates.

Table 28 Net Fiscal Impact on School District & Township

Net Impact	2003*	Preferred Future 2012	Preferred Future 2025	Maximum Build-out Current Zoning
School District				
1. Total New Revenues	\$ 3,125,927	\$18,392,248	\$18,813,866	\$ 50,760,799
2. Total New Costs	\$ 2,398,434	\$14,160,354	\$14,486,541	\$ 39,097,672
3. Net Impact on Dallastown Area School District	\$ 727,493	\$ 4,231,894	\$ 4,327,325	\$ 11,663,127
York Township				
4. Total New Revenues	\$ 892,385	\$ 5,245,820	\$ 5,367,056	\$ 14,476,558
5. Total New Costs	\$ 627,618	\$ 3,690,422	\$ 3,775,834	\$ 10,184,566
6. Net Impact on Township	\$ 264,767	\$ 1,555,398	\$ 1,591,222	\$ 4,291,992
7. Net Fiscal Impact from The Development	\$ 992,260	\$ 5,787,292	\$ 5,918,547	\$ 15,955,119

Source: Penn State Cooperative Extension Program, Cost and Revenues of Residential Development Workbook [On-line] using York Township inputs as described in Appendix C Cost and Revenues of Residential Development.

*Based on the PSU model using 2000 Census Data as the base level input.

As illustrated in Table 28, the net fiscal impact of residential development on the township using the preferred future land uses yields \$5.8 million for 2012, \$5.9 for 2025 and \$16.0 million under a maximum build-out. Further cost estimates and rough expenditure projections are provided in Appendix C Cost and Revenues of Residential Development.

F. Future Transportation Plan

The future transportation plan primarily focuses on planning and building a transportation system that serves the diverse needs of the Township. Expanding current facilities, taking measures to increase the efficiency of existing facilities and managing travel demand, will help develop a transportation system that meets the travel needs of the community. However, the amount of demand placed on the transportation system is overwhelmingly determined by the type, location and intensity of land use. As development is planned, the planning for and construction of new roadways becomes more difficult and protection of our community valued resources becomes more important and it becomes necessary to examine ways of channeling land use into patterns that can minimize adverse impacts on the transportation system.

Understanding this strong interrelationship between land use and transportation was an important factor when building consensus around the *preferred future* of the Township. This *preferred future* is further defined in the Future Land Use subsection of this chapter. The traditional separation of land uses typically lengthens travel between homes, businesses and dependence on the automobile for everyday activities.

The Future Transportation Plan for the Township is based on current conditions, current and projected capacity analysis, projected development, Traffic Impact Fee Ordinances, Capital Improvement Projects, Transportation Service Areas, and local and regional Twelve Year Plans.

1. 2012 Projected Condition Capacity Analysis

Capacity analyses were conducted for the P.M. peak hour at the selected intersections for 2012 projected conditions for the York Township Roadway Sufficiency Analysis, 2001. These analyses were based on 2012 projected traffic volumes developed for the Roadway Sufficiency Analysis. The 2012 volumes were developed by applying an annual background growth factor to existing traffic volumes, estimating trips to be

generated by land development that was proposed to the Township at that time and estimating trips that would be generated by the land development projections over a ten year period as outlined in the Land Use Assumptions Report completed in July 2001.

The capacity analyses completed for the Roadway Sufficiency Analysis show that many of the 45 selected intersections in the Township will operate at deficient LOS during the P.M. peak hour for 2012 projected conditions. It should be noted that the projected condition capacity analysis takes into account improvements that would be constructed to eliminate deficient LOS for 2002 existing and 2012 conditions without projected development. The results of the 2012 projected condition capacity analyses at selected intersections are illustrated in Figures 11A and 11B.

2. Capital Improvement Projects

There are several capital improvement projects currently planned for the Township and have been allocated funding for their construction. The scheduling of these improvements is done through the PENNDOT Twelve Year Program. Every two years, PENNDOT submits recommended projects for the next twelve fiscal years to the State Transportation Commission (STC) for their consideration. After a public review and comment process is completed, the STC adopts the Program with a list of projects that includes a description of each project, estimated cost of the project and the time frame for phases of the projected to be completed in the next twelve years.

Table 29 lists those highway and bridge projects in the Township that are included in the adopted 2003 PENNDOT Twelve Year Program.

**Table 29 York Township Proposed Improvements
On the 2003 PENNDOT Twelve Year Program**

Project	Type of Improvement	Total Funding
I – 83: Exits 14 and 15	Corridor and Interchange Reconstruction	\$85,700,000
I – 83: Exit 16*	Interchange Improvement	\$121,700,000
PA 24 Widening	Corridor Improvements	\$12,375,000
Mt. Rose/Haines Edgewood Rd.	Corridor Improvements	\$10,970,000
Springwood Road	Bridge Improvements	\$2,111,000

*This project has not received final approval for funds. Final approval will be determined after studies are completed to identify specific improvements.

Source: York Area Metropolitan Planning Organization (YAMPO) 2003-2023 Long Range Transportation Plan.

3. Other Planned Improvements

The following are roadway improvements to be completed by York Township and/or developers within the transportation service areas

a. Queen Street and Dewdrop Road

This improvement will include a retiming of the existing traffic signal and the addition of left turn lanes on the north and southbound approaches of Queen Street. This improvement is planned for 2003.

b. Springwood Road and Chestnut Hill Road

This improvement includes the construction of a northbound left turn lane and a southbound right turn lane on Chestnut Hill Road. This improvement is planned for 2004.

4. Funding of Improvement Projects

There are several ways to secure a new project on the PENNDOT Twelve Year Program. The most common course is through the initiative of the involved municipality. Often, it takes significant time for research and study to develop a proposed project worthy of consideration for the Twelve Year Program. It is most beneficial for a municipality to develop a list of ideas through their own analyses and citizen input. Once priorities are determined, it is in the best interest of the municipality to gather as much background information, conduct needs analyses and perform cost estimates on their proposed projects. Those municipalities that demonstrate the most initiative are often ahead of the competition for limited transportation improvement funds. After completion of these efforts, the municipality's proposals are submitted to the York County Planning Commission (YCPC).

York Township 2025 Traffic Analysis and Transportation Improvement Program Recommendations

In 2001, the Township completed a study to provide recommendations to the YCPC for new improvement projects to be scheduled on the PENNDOT Twelve Year Program. The study will serve as a basis for the Township to provide input to YCPC for subsequent updates of the Twelve Year Program. In some cases, it may become more appropriate to fund improvements through other sources. The study will also provide the Township with a planning tool to assist them in implementing roadway improvements through the land development process. Table 30 below lists the priority roadway improvements that resulted from the study. A copy can be found in Appendix A Transportation Capital Improvement Program.

Table 30 York Township Proposed Priority Improvements for the Twelve Year Program

Project	Type of Improvement	Estimated Costs		
		Prelim Engineering/ Design	Right-of-Way	Construction
South Queen Street at Fruitlyn Drive	Additional Turning Lanes and Realignment	\$108,750	\$50,000	\$480,500
Springwood Road at Camp Betty Washington Road	Additional Turning Lanes and Realignment	\$260,250	\$500,000	\$1,235,000
Main Street at Country Club Road	Additional Turning Lanes	\$87,075	\$100,000	\$480,500
George Street Corridor: Monument Road to Reynolds Mill Road	Corridor Widening & Additional Turning Lanes at Intersections	\$1,145,750	\$1,100,000	\$8,400,750

Source: York Township.

In addition to the improvements listed in Table 30, the Township will consider in the future the implementation of Intelligent Transportation Systems (ITS) such as traffic signal coordination and closed loop signal system technology. The Township will investigate the implementation of such technology along the Queen Street corridor in the area of I-83 interchange (Exit 16) and Leaders Heights Road along Leader Heights Road at its Interchange with I-83 (Exit 14).

5. New Roadway Alignments

Currently, the York Township local roadway network lacks connectivity between adjacent land developments. The lack of connectivity forces high volumes of vehicle trips from

one or more residential developments to take indirect routes to access the arterial and collector roadways. The following connections and roadway extensions have been identified to address this perceived problem, several are illustrated on Map 19 Proposed Transportation Improvements Through 2025:

- Forrest Road: Extend to connect with Oak Street.
- Locust Hill Road: Extend to connect with Dallas Drive.
- Bradley Avenue: Extend to Honey Valley Road at its intersection with Hampstead Court.

In the northern portion of the Township, there is a lack of north/south local roads that provide connections between east/west collector, local and arterial roads. The lack of these connections causes commuters to take circuitous and indirect routes to connect with Cape Horn Road, Springwood Road, Camp Betty Washington Road and Oak Street. The following road extensions have been identified to address this perceived problem:

- Sharon Avenue: Extend to connect Camp Betty Washington Road and Cape Horn Road.
- Chestnut Hill Road: Extend a northern segment to intersect to Camp Betty Washington Road
- Hobbs Avenue: Extend from Dallastown Borough to Springwood Road
- Farm Lane: Extend to intersect with Coventry Road or Oak Street
- Hobbs Avenue: Extend past Springwood to connect with future Forrest Road
- Pauline Drive: Extend from Springwood Road to Camp Betty Washington

6. Traffic Impact Fee Ordinance

A traffic impact fee can be defined as a charge or fee imposed by a municipality against new development in order to generate revenue for funding the costs of transportation capital improvements necessitated and attributable to new development. York Township has completed a Land Use Assumptions Report, Roadway Sufficiency Analysis Report and Capital Improvements Plan in compliance with the Pennsylvania Impact Fee Law as defined in sections 501-A through 506-A of the Municipal Planning Code (MPC). Sections 501-A through 506-A of the MPC were added to the code on December 19, 1990, via Act 209 of 1990 and were recently amended via Act 68 of 2000. The MPC authorizes municipalities within the Commonwealth to enact, amend and repeal impact fee ordinances and to charge impact fees to cover the cost of off-site road improvements necessitated by new land development. The York Township Commissioners adopted a Traffic Impact Fee Ordinance on December 10, 2002.

Transportation Service Areas

In compliance with the MPC (Section 504-A(b)(1)), York Township established two Transportation Service Areas (TSA) for the roadway sufficiency analysis. Section 501-A of the MPC stipulates that a TSA cannot exceed an area of seven square miles. Both TSA's for York Township, as shown in Map 19 Proposed Transportation Network Improvements Through 2025, are less than seven square miles in size. Several areas were excluded from the TSA. Excluding these areas helped maximize the TSA and still keep the TSA under the 7 square mile limit.

a. Projected Land Development

In order to determine the improvements that are necessitated by and attributable to new development, the Land Use Assumptions Report was completed to project the amount of development and land use changes that are expected to

occur within the next ten years in York Township. The developments that were considered “new” or “projected” were included in the 2012 Projected Condition traffic analysis. Trip generation rates for these developments were obtained from the Trip Generation manual, 6th Edition, 1997, an Institute of Transportation Engineers (ITE) informational report to establish projected condition traffic volumes. The 2012 Projected Condition traffic volumes at 45 select intersections are shown in Appendix A Transportation Capital Improvements Program: Figures 6A and 6B.

b. Preferred Level of Service

The MPC requires that the traffic impact fee advisory committee adopt a preferred LOS for each TSA. A preferred LOS D was established for the both of the York Township TSA’s.

In each of the conditions, each intersection approach, each lane group and the overall intersection that is analyzed must operate at a LOS D or better. If an intersection approach, lane group or the overall intersection operates at a LOS E or worse, improvements were recommended in order to return the intersection approach, lane group or the overall intersection to a LOS D or better. Improvements necessary to bring the 2002 existing conditions and 2012 base conditions to the preferred LOS are the responsibility of the Township. Impact fees in a specific TSA can be used only for improvements needed to accommodate the 2012 projected traffic volumes within each specific TSA.

c. Improvements

Exhibit 3, Appendix A lists the costs for the improvements recommended in the Roadway Sufficiency Analysis in order to mitigate 2002 Existing, 2012 Base, and 2012 Projected Conditions deficiencies, respectively. The capacity results for these conditions can also be found in Appendix A Transportation Capital Improvement Program. The improvements contained in Figures 7A and 7B (Appendix A) were strictly identified in order to meet the preferred level of service (LOS) for both TSAs as required by the MPC.

The approval of the CIP by the Board of Commissioners in no way obligates the Township to complete all of the roadway improvements it contains. The improvements contained in the initial CIP may change over time due to changes in the land use assumptions. CIP funds may be used for capacity type improvements. Furthermore, the improvements may not be completed due to lack of available funding from state and federal programs and/or lack of revenue generated by the collection of impact fees. Note that improvements to state or federal-aid highways must be approved by PENNDOT and in some cases the Federal Highway Administration before the project can be completed. Improvements may vary based on these necessary approvals.

Although some improvements identified in the CIP may not be implemented due to the reasons listed above, they cannot be excluded due to the requirements contained in the legislation. The identification of improvements must be objective based on the requirements of the legislation rather than being subjective.

The improvements identified in the CIP do not represent the highest priorities for roadway improvements in York Township. There may be other improvements over time that may be higher priorities for the Township such as safety,

reconstruction of existing roads, widening of shoulders, public transportation and bicycle and pedestrian facilities. In many instances, safety and maintenance of existing facilities may be higher priorities of the Township and PENNDOT. Unfortunately, these types of improvements are not permitted under the MPC to be funded with impact fees. Therefore, safety and maintenance improvements must be implemented through other studies and funding mechanisms.

d. Cost Estimates for Improvements

Cost estimates were performed in order to estimate the funding necessary to complete the engineering/design, right-of-way acquisition and construction phases for each improvement in the CIP. A ten percent contingency was included in each of the cost estimates to account for additional unexpected costs associated with each project. Cost estimates for each improvement are included in Exhibit 3 and 4 of Appendix A for the 2002 Existing, 2012 Base and 2012 Projected Conditions improvements for Study Areas 1 and 2, respectively. The cost estimates are in 2002 dollars.

It should be noted that the cost estimates reflect the widening for additional through lanes between several intersections for one corridor in TSA 1 and five corridors in TSA 2. Those segments are as follows:

Transportation Service Area 1

- Springwood Road between Pauline Drive and Camp Betty Washington Road

Transportation Service Area 2

- Queen Street between Tyler Run Road/Donna Lane and Pauline Drive/St. Charles Way
- Queen Street between Locust Hill Road and Fruitlyn Drive (eastbound direction only)
- Leaders Heights Road between George Street and Pine Grove Road
- Leaders Heights Road between Associates Drive and Vireo Drive
- Powder Mill Road between George Street and Tyler Run Road

The additional through lanes for these segments were assumed in the identified improvements and cost estimates due to design and constructability standards for the distances required to carry additional through lanes beyond an intersection and lane drop/shift taper lengths that would be needed.

e. Adopted Traffic Impact Fees

In order to calculate the fee that will be charged per trip for a new development in the TSAs, a formula was used which divides the total improvement costs attributable to new development by the total number of peak hour trips generated by the projected land developments. The MPC stipulates that a separate impact fee be calculated for each TSA. The calculations on the following page are the impact fee that was calculated for each TSA.

Transportation Service Area 1

Cost Per P.M. Peak Hour Trip Generated =

\$5,846,126.00 (Costs attributable to new development)

6,395 (Total new P.M. peak trips generated by new development in TSA 1)

Cost Per P.M. Peak Hour Trip Generated = \$914.00

Transportation Service Area 2

Cost Per P.M. Peak Hour Trip Generated =

\$11,438,005.00 (Costs attributable to new development)

10,696 (Total new P.M. peak trips generated by new development in TSA 2)

Cost Per P.M. Peak Hour Trip Generated = \$1,069.00

Future Revisions to the Capital Improvements Plan

To ensure consistency between land development and roadway improvements, the CIP should be reviewed periodically for necessary changes. After adoption of the CIP and the traffic impact fee ordinance, the Township may make revisions to the CIP under certain conditions. The MPC legislation authorizes York Township to request the impact fee advisory committee to review the CIP once a year and recommend changes based only on the following conditions:

- New subsequent development that has occurred;
- Completion of projects included in the CIP;
- Unavoidable construction delays beyond the responsibility or control of the Township;
- Significant changes to the land use assumptions;
- Changes in the cost estimates in the plan;
- Significant changes in the projected revenues of the sources identified in the plan, such as state funds.

G. Future Housing Plan

One of the most important assets of the community is the quality and condition of the Township's residential neighborhoods and housing stock. Both personal and public benefits are derived from a well-maintained and varied housing stock. In addition to the personal economic benefits derived from appreciating property values, the individual benefits from the opportunity to choose from a variety of different housing types, styles, prices, and environmental settings. The public benefits economically with the assurance of a sound residential tax base that will continue to appreciate as the housing stock is maintained and grows. Studying existing housing conditions and planning future housing initiatives is important for these reasons and in assuring the Township's residential living environment is safe, healthful and sustainable.

The last housing plans included the 1964 York Township Comprehensive Plan and the 1976 Growth Impact Study. The 1992 Comprehensive Plan provided updated Census data on housing and policy statements regarding housing and recommendations to complete a housing plan. An inventory of density, type and condition of housing for the Township would provide the basis for establishing a sound housing plan.

H. Comprehensive Recreation, Parks and Greenways Plan

The York Township Comprehensive Recreation, Parks and Greenways Plan as anticipated for adoption mid 2003 provides guidance and direction to meet the current and future recreational needs of the community. The following are the plan's introduction and purpose as needs as excerpted from the plan:

"The York Township Comprehensive Recreation, Parks & Greenways Plan creates a vision for the future, not merely a tune-up for what exists today. It defines the Township's action plan for parks, greenways, trails, and recreation in the 21st century.

By developing a strategic approach, York Township is establishing an orderly framework for growing its parks and recreation system in a strategic fashion”.

Plan Purpose and Goals

“The purpose of the plan was to develop a document that guides park and recreation activities in York Township with the recognition that parks and open space add to the quality of life of a municipality and attracts residents, businesses, and economic vitality to a community. The plan should provide direction and initiatives on protecting open space, creating connections through greenways and trails, improving recreation and parks, and providing a direction for YTCC [York Township Community Center]”.

I. Emergency Management Plan and Emergency Response

The township has completed an Emergency Management Plan as required by the Federal Emergency Management Agency (FEMA) and Pennsylvania Emergency Management Agency (PEMA) and the York County Emergency Management Agency (York County EMA). The plan provides guidance and outlines procedures for disasters. The township is currently working on updating fire and ambulance response areas using their Geographic Information System (GIS) based on current and future land uses, population growth, call out data and service areas. It is anticipated that any future changes, if any, will be coordinated among service providers, York County Emergency Management Agency and other emergency response agencies.

J. Dallastown Area School District

The Pennsylvania Economy League, Incorporated (PEL), Central Division completed an analysis and an update of enrollment trends in the school district the analysis “An Analysis of Demographics and Community Growth Patterns and Projections of Public School Enrollments in the Dallastown Area School District, 1995” projected increased enrollment for the district through 2004.

The Dallastown Area School District has indicated and demonstrated interest in expanding its services to the community in terms of adult education opportunities, shared resources in terms of recreational opportunities, and providing access to resources such as libraries and facilities.

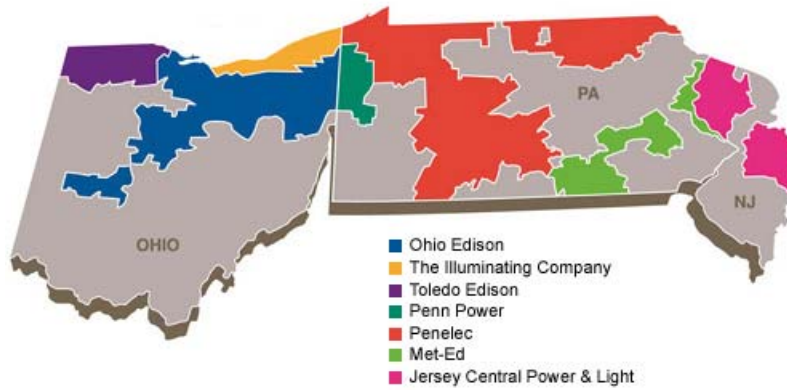
K. Utilities

Utilities are provided by various private companies and each discusses continued or expanded services to the Township. The following utilizes are presented electric, natural gas, telecommunications, and fiber and cable.

1. Electric

Electric energy is provided to the Township through Metropolitan Edison (Met-Ed), a division of FirstEnergy. The local FirstEnergy service area includes York and Adams County. The following was provided through FirstEnergy’s webpage located at an <http://www.firstenergycorp.com> address.

FirstEnergy’s seven electric utility operating companies comprise the 4th largest investor-owned electric system in the United States, based on customers served. Altogether, they provide electric power to 4.3 million customers within 36,100 miles of Ohio, Pennsylvania and New Jersey. The seven companies include Ohio Edison, The Illuminating Company, Toledo Edison, Penn Power, Penelec, Met-Ed, and Jersey Central Power & Light. A local Met-Ed facility is located at 501 Parkway Boulevard in the City of York.



FirstEnergy's distribution area's are pictured above.

2. Natural Gas

Columbia Gas provides natural gas service in the township. Columbia Gas of Pennsylvania and Columbia Gas of Maryland are subsidiaries of NiSource Inc., the second largest natural gas distributor in the United States. The website address of Columbia Gas is <http://www.columbiagas.com>. Nearly 900 Columbia Gas employees comprise the growing network. The company serves more than 410,000 customers in 27 counties in the Commonwealth of Pennsylvania and 3 counties in Maryland as listed below.

Pennsylvania Counties

York, Adams, Franklin, Fulton, Bedford, Somerset, Fayette, Greene, Westmoreland, Washington, Allegheny, Beaver, Lawrence, Butler, Armstrong, Indiana, Center, Clearfield, Jefferson, Clarion, Venango, Crawford, Warren, Mclean, and Elk

Maryland Counties

Garrett, Allegheny, and Washington

3. Telecommunications

Local, long distance, wireless, payphones and voice data services are provided by Verizon. Additional services provided by Verizon are also provided by other companies including internet, data, and video services. In general, telecommunications infrastructure is owned, maintained and operated by Verizon and is leased to other companies. The Verizon website provides information about services and is located at an <http://www22.verizon.com> address.

4. Fiber Optics and Cable

Fiber optic infrastructure and cable services are provided through Verizon and SusCom (Susquehanna Communications). Verizon provides the physical fiber optic and cable lines and SusCom delivers cable and other services.

The Susquehanna Communications webpage (<http://www.suscom.net>) provided the following information about current and future cable services. Susquehanna Communications is a leading broadband services provider. Founded in 1965 as Susquehanna Cable Co. and headquartered in York, PA, the privately held company operates advanced networks in five states serving over 200,000 customers. The company name was changed to Susquehanna Communications in 1999, reflecting our

change from a provider of traditional cable television to a provider of a variety of interactive, digital communications products. In 2000, the SusCom brand was introduced for consumer marketing based on its familiar use and high awareness by our customers. Today, SusCom ranks among the top 20 cable and broadband companies in the United States.

SusCom is ideally positioned to maintain its industry leadership; advanced hybrid fiber optic and coaxial networks are in place or in construction today in nearly 90% of our service areas, and are anticipated to be fully deployed within the next two years. These are the high-capacity broadband networks that will allow SusCom to be 'a premier provider of video, data and voice services to consumers and businesses in the communities it serves'.

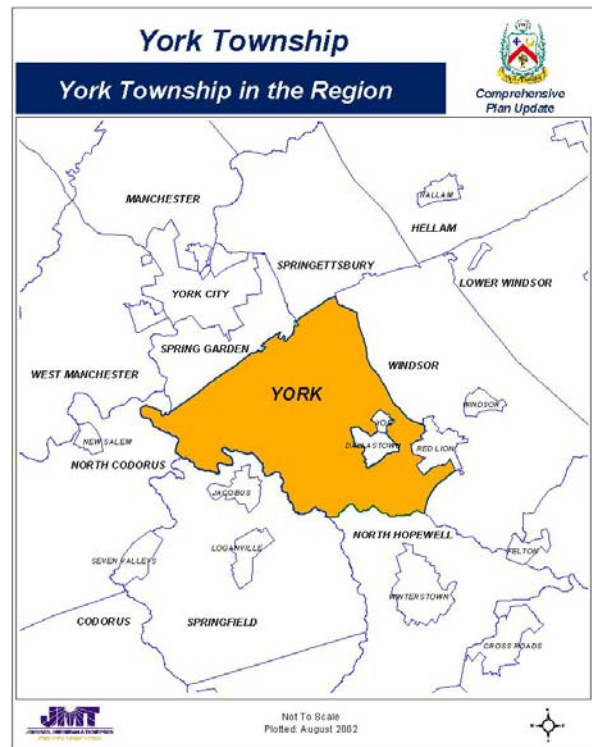
L. Public Health and Services

Public health and service activities in the township are provided by private enterprise. There currently is not an overall health and services plan for the Township or surrounding municipalities. A public health and services study that included an inventory of hospital beds, available services, emergency preparedness, and planned expansions would provide an assessment of public health quality and an evaluation of needs.

V. Relationship with Adjacent Municipalities

Nine municipalities either border or are encompassed by York Township and include the following municipalities (*refer to Township in the Region located below, clockwise from the North*) Springettsbury Township, Windsor Township, Village of Yoe, Dallastown Borough, Red Lion Borough, North Hopewell Township, Springfield Township, North Codorus Township and Spring Garden Township.

Current land use patterns, zoning and future land use plans of these adjacent municipalities were considered during the planning process for development of this plan element. In general, existing and future land use patterns, transportation patterns, and land use regulations appear to be consistent or compatible with surrounding municipalities. Careful review and consideration needs to continue with Springettsbury Township and Windsor Township concerning the Cape Horn Road corridor and the East Prospect Road corridor and their development. As development continues in the township and pressures on environmentally sensitive areas increase, continued and coordinated review and consideration should continue with all townships but in particular with North Codorus Township, Springfield Township, and North Hopewell Township.



As development continues in the township and pressures on environmentally sensitive areas increase, continued and coordinated review and consideration should continue with all townships but in particular with North Codorus Township, Springfield Township, and North Hopewell Township.

The existing and proposed development within the Township is generally consistent with the existing and proposed development plans in contiguous municipalities. In areas where existing and proposed development may be incompatible, the Township will incorporate measures within subdivision/land development and zoning regulations to provide necessary buffers or other transitional devices. Both the existing and proposed development of the Township is generally consistent with the objectives and plans of the York County Comprehensive Plan (also refer to Section II Community Vision, Goals & Objectives). The following is a description of consistency with respect to each of the surrounding municipalities as well as with respect to York County.

- **Dallastown Borough:** The existing and proposed development of York Township is consistent with Dallastown Borough. The existing land use patterns and proposed residential neighborhoods and commercial and industrial centers are contiguous across boundaries. The Borough's *Slope* area is contiguous with the Township's Conservation/Preservation area and provides future opportunities for preservation and conservation as well as trail connections from the Township to the Borough and to both existing residential neighborhoods and to the Schools.
- **North Codorus Township:** The existing and proposed development of York Township is consistent with North Codorus Township. The land use patterns along the municipal borders are predominantly rural agricultural/conservation areas. These areas also include very low density residential uses.

- **North Hopewell Township:** The existing and proposed development of York Township is consistent with North Hopewell Township. The land use patterns along York Township's southern border and North Hopewell's northern border are predominantly conservation and agriculture with very low density residential development. This area along the borders of both Township's is predominantly reserved for open space, preservation of natural resources, agricultural use and future development of residential land uses along Winterstown Road.
- **Red Lion Borough:** The existing and proposed development of York Township is consistent with Red Lion Borough. The land use patterns along the municipal borders consist of contiguous areas currently developed with residential, commercial and industrial land uses. There are opportunities for trail connections from the Township into the Borough via Country Club Road from the South and Springwood Road and Mill Creek from the northwest.
- **Springettsbury Township:** The existing and proposed development of York Township is consistent with Springettsbury Township. The existing and future land use patterns along the municipal borders are residential in and around Camp Betty Washington Road and commercial retail and office uses along Cape Horn Road. The areas immediately surrounding the two key routes is currently developed with predominantly development with suburban style residential subdivisions. There is an opportunity for a trail connection along Camp Betty Washington Road leading from a greenway proposed for York Township into Springettsbury Township within an area developed with high density residential uses.
- **Springfield Township:** The existing and proposed development of York Township is consistent with Springfield Township. The existing and future land use patterns along both the northeastern border of Springfield Township and the southwestern border of York Township are primarily conservation/agricultural areas. This consistency provides preservation and conservation of natural resources and public open space as well as a buffer for existing and future residential, institutional, commercial and industrial development in and around Jacobus Borough and Longanville Borough and Interstate 83.
- **Spring Garden Township:** The existing and proposed development of York Township is consistent with Spring Garden Township. The existing and future land use patterns along both municipal borders are predominantly low density residential with commercial development clustered along both South George Street and South Queen Street.
- **Windsor Township:** The existing and proposed development of York Township is consistent with Windsor Township. The existing and proposed land use patterns along the northern border of York Township and the southern border of Windsor Township are areas primarily identified for continued residential development with clusters of commercial development along Cape Horn Road.
- **Yoe Borough:** The existing and proposed development of York Township is consistent with Yoe Borough. The existing and proposed land use patterns along the municipal borders are contiguous commercial and residential neighborhoods. There is an opportunity for a trail connection along Mill Creek from the Township through the Borough.

- **York County Comprehensive Plan:** The existing and proposed development of York Township is consistent with the York County Comprehensive Plan with respect to growth boundaries, agriculture preservation, preservation of natural resources and transportation planning. The plan is generally consistent with the objectives of the York County Comprehensive Plan.

VI. Interrelationship among Plan Components

The Comprehensive Plan is based upon sustainability considering land use, the environment and transportation. The plan identifies land use, environmental and transportation needs, goals and objectives, a preferred vision for the future and strategies that address land use, environmental and transportation needs in an integrated fashion. This plan focuses on planning and developing land uses in concert with transportation infrastructure and services so the Township minimizes both fiscal and environmental impacts. Interrelationships were established throughout the planning analysis and development of the plan in order to create a *blue print* to achieve sustainability over time. The following are several specific examples of interrelationships.

The various build-out scenarios (*probable and preferred*) conducted throughout the planning process focused on the impacts of the various development alternatives measuring the impacts on the environment, economic vitality and fiscal condition as it relates to transportation. In addition, the impact of development on the School District and Township expenditures and revenues is quantified in Table 28 Net Fiscal Impact on School District & Township. A traffic impact assessment was conducted as part of the transportation analysis to support the adoption of a traffic impact fee to be levied on the development community. This traffic analysis was based upon land use assumptions for 2012 under current zoning. All future development scenarios net out natural resources and restricted development areas such as steep slopes. Opportunity sites were identified based upon land use, transportation, economic and environmental criteria. Improvements to the transportation network have been identified that will improve safety, mobility and access impacting energy conservation and improve level of service for both motorists and pedestrians. Additional energy conservation issues were addressed in the sustainable building standards outlined in this plan. And, finally, the Strategic Implementation Plan provides the actions steps necessary to achieve sustainability as well as the measure to monitoring plan compliance and success.

VII. Strategic Implementation Plan

The Strategic Implementation Plan is a portion of the overall plan outlining a plan of action providing details of how to put recommended strategies into action. The implementation plan provides a connection between community goals (*policies*) and objectives (*measures*) with recommended strategies (*actions*). In order to better understand recommended strategies, there are a number of planning concepts and land use and access management tools and techniques that must be described. The following section provides an explanation of some of those concepts and tools and techniques that may be recommended as growth management strategies for various locations throughout the township.

A. Concepts and Tools & Techniques

The following is a description of various planning concepts, tools and techniques available to the Township to further assist with realizing the various community development goals and sustainability objectives. The planning concepts, tools and techniques are divided into three categories: general planning concepts, land use management tools and techniques and transportation management Techniques.

1. General Planning Concepts

The following general planning concepts can guide the township toward the preferred, sustainable future. The concepts may be expanded or are suitable for application in the Township.

a. Designated Growth Areas

According to Section 107 of the MPC, a designated growth area is a region within a county or counties described in a municipal or multi-municipal plan that preferably includes and surrounds a city, borough or village, and within which residential and mixed use development is permitted or planned for at densities of one unit to the acre or more, commercial, industrial and institutional uses are permitted or planned for and public infrastructure services are provided or planned. Designated Growth Areas are a useful tool for managing sustainable growth. The Designated Growth Area identified on Map 17 Future Land Use 2012 and Map 18 Future Land Use 2025 is a modified Urban Growth Boundary and reflects anticipated growth. The Township using the York County Growth Management Plan as Amended January 31, 2001 and following the purpose and intent of regional growth areas, and the procedures as established by York County Planning Commission's *Municipal Consulting Program* should update the Urban Growth Boundary with Designated Growth Area.

b. Planning Areas and Neighborhoods

Planning Areas are areas that exhibit many of the same characteristics and elements as the Township, but pertain to an area that has detailed and specific needs, obstacles, issues and assets. Planning Areas also are easily identifiable or closely relate to the residents or users of the area. A typical planning area includes unique physical characteristics or a central physical focus that defines the area. The purpose of a planning area is to assist in the management of new growth and policy delivery as these areas relate to the Township in terms of traffic circulation, open space, natural resources, visual forms, land uses, and public services and facilities. Neighborhoods are smaller geographic areas within Planning Areas, which when combined with surrounding neighborhoods comprise Planning Areas. The purpose of neighborhoods is to further refine details and specific needs, obstacles, issues and assets of Planning Areas and

the Township. Neighborhood areas may also assist with growth management and policy delivery. York Township may want to consider the establishment of Planning Areas to assist with future growth.

c. Preservation - Conservation

Preservation - Conservation as an environmental consideration is generally described in the Future Land Use category. The category description includes the following; areas generally not served by public water and sewerage facilities and in the future may focus on providing public access to outdoor recreation opportunities. However there are other environmental considerations that may augment conservation and preservation areas. Other considerations include storm water management and accounting for storm water run-off and discharges, or changes in housing development densities such as low development impact scenarios to require more open space. As the township continues to grow and develop demands for land to be placed in preservation / conservation will increase as will the demands to develop land already in preservation / conservation. Planning for future generation's preservation / conservation areas will become more difficult.

2. Land Use Management Techniques

Local unwanted land uses, poor housing conditions, poor structure conditions, decreased property values, overcrowding and lack of open space are a few of the circumstances that decrease the quality of life in a community none of which are the goals or the objective of the community. The following land use management techniques may be applied to circumstances in the Township. Each technique brings benefits to the quality of life in the community and helps obtain the communities goals when appropriately applied and implemented.

a. Transfer of Development Rights (TDRs)

TDR's are the attaching of development rights to specified lands which are desired by a municipality to be kept undeveloped, but permitting those rights to be transferred from those lands so that the development potential which they represent may occur on other lands where more intensive development is deemed to be appropriate. *(Source: MPC, Section 107)*

b. Traditional Neighborhood Development (TND)

TND is an area of land developed for a compatible mixture of residential units for various income levels and nonresidential commercial and workplace uses, including some structures that provide for a mix of uses within the same building. Residences, shops, offices, workplaces, public buildings and parks are interwoven within the neighborhood so that all are within relatively close proximity to each other. Traditional neighborhood development is relatively compact, limited in size and oriented toward pedestrian activity. It has an identifiable center and a discernible edge. The center of the neighborhood is in the form of a public park, commons, plaza, square or prominent intersection of two or more major streets. Generally, there is a hierarchy of streets laid out in a rectilinear or grid pattern of interconnecting streets and blocks that provide multiple routes from origins to destinations and are appropriately designed to serve the needs of pedestrians and vehicles equally. *(Source: MPC, Section 107)*

c. Rural Resource Area

Rural Resource Area is an area described in a municipal or multi-municipal plan within which rural resource uses including, but not limited to, agriculture, timbering, mining, quarrying and other extractive industries, forest and game lands and recreation and tourism are encouraged and enhanced, development that is compatible with or supportive of such uses is permitted and public infrastructure services are not provided except in villages. (Source: MPC, Section 107)

d. Village

Village is an unincorporated settlement that is part of a township where residential and mixed use densities of one unit to the acre or more exist or are permitted and commercial, industrial or institutional uses exist or are permitted. (Source: MPC, Section 107)

e. Planned Residential Development (PRD)

Planned Residential Development is an area of land, controlled by a landowner, to be developed as a single entity for a number of dwelling units, or combination of residential and nonresidential uses, the development plan for which does not correspond in lot size, bulk, type of dwelling or use, density or intensity, lot coverage and required open space to the regulations established in any one district created, from time to time, under the provisions of a municipal zoning ordinance. (Source: MPC, Section 107)

f. Official Map

The official map is both a map and a land use ordinance. It is an implementing tool that identifies public lands and allows a municipality to identify and reserve private land for future public use. It legally establishes the location of existing and proposed streets, waterways, parks and other facilities within a municipality. This land use technique allows a municipality to reserve private land for future public use. (Source: Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000)

g. Sewage Facilities Planning

Pennsylvania's Sewage Facilities Act, commonly known as Act 537, places on local municipalities the responsibility of ensuring that sewage and wastewater is properly treated and disposed. This responsibility is for planning for facilities to serve both existing and future development. This effort (*Act 537 planning*) requires close coordination to achieve consistency with the Township's Comprehensive Plan and zoning ordinance. Establishing policies for the ownership and management of community sewage facilities can provide adequate financing and maintenance ability throughout the life of the facility. Provisions can be added to the Township's subdivision and land development ordinance to require submission of community sewer facilities agreement covering operation and maintenance. (Source: Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000)

h. Floodplain Management

The Pennsylvania Flood Plain Management Act (Act 166) requires every municipality identified by the Federal Emergency Management Agency (FEMA) that is subject to flooding to participate in the National Flood Insurance Program (NFIP). Municipalities are required by law to place special controls over the 100-

Year floodplain as defined and delineated by the NFIP and FEMA. The Township's floodplain regulations can be aimed at protecting people and real property as well as aimed to preserve and protect natural resources. Floodplains can often provide opportunities for parkland and open space or greenways in a community. (Source: *Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000*)

i. Stormwater Management Planning

The Pennsylvania Stormwater Management Act (Act 167) provides for planning, development of ordinances. The Act is designed to limit impacts of stormwater to streams, groundwater, floodplains and storm sewers by controlling increased volumes and rates of stormwater runoff and changes in the water quality that can result from development. The Act requires that every county develop and adopt stormwater management plans for the watersheds within their boundaries. The Act directs counties to do planning for stormwater management which is to be implemented by local ordinances. The Act requires consistency between stormwater management plans and the Township's Comprehensive Plan. (Source: *Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000*)

- The Township is part of the urbanized area and is a designated MS4 (Small Municipal Separate Storm Sewer System). The Township is in the process of conducting stormwater management planning activities in compliance with state and federal regulations for NPDES permitting. The planning process will address the minimum control measures described in the DEP Protocol for this type of study, analysis and permitting. Those control measures will fall within the various categories of BMPs described below.

j. Stormwater Best Management Practices (BMPs)

Best Management Practices (BMPs) for stormwater area a combination of techniques designed to minimize the impact of development on surface water quantity and quality. Techniques related to site design will best manage the anticipated stormwater flow and quality based on an evaluation of site conditions and planning requirements. Emerging BMPs that are gaining recognition for their effectiveness include retention basins, infiltration basins, sand filters, biofilters, grassed swales and riparian buffers, pervious pavements and walkways, curb-less streets and pollution prevention practices, among others. In addition, landscape practices can be designed into an initial site plan with land owners accepting responsibility for maintenance. Implementation of stormwater management BMPs through the Township's subdivision and land development ordinances provides acceptable practices for compliance with municipal regulation of stormwater management. (Source: *Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000*)

- The following are a list of categories of BMPs that will be implemented as "minimum control measures" in accordance with the federal regulations as related to Phase II NPDES Stormwater Regulations as part of the MS4 requirements. Identification of specific measures within these categories will be conducted as part of the MS4 planning process as specified in Subsection i, Stormwater Management Plan and implemented through BMPs identified in the Township's

Subdivision/Land Development Ordinance and Stormwater Management Ordinance. Those categories of BMPs include:

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

k. Cluster Development

The technique provides flexibility in housing density on a parcel as a means of integrating at least a minimal amount of open space into new subdivisions. Typically, both the lot size reduction and the percentage of open space that is created is fairly modest, often ranging between 20 and 40 percent. The open space that is protected through cluster design may be owned by a homeowner association, a nonprofit conservation organization, the municipality or a combination of the above. Part of the open space may be divided into large “conservancy lots” that are individually owned. Cluster developments, when well designed according to ordinance standards pertaining to the quantity, quality and configuration of the open space, can produce very attractive and livable neighborhoods that preserve noteworthy features of the natural and cultural landscape. (Source: *Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000*)

l. Residential Performance Zoning

Performance zoning, like cluster zoning, allows lot sizes to be reduced, in exchange for providing open space on a site. Residential performance zoning allows increased flexibility in site design to protect sensitive natural areas and allow for the provision of a variety of housing types. The three standards controlled include density, impervious surface and open space ration. Performance zoning is a complex form of zoning. (Source: *Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000*)

m. Overlay Zoning Districts and Provisions

The concept of an overlay district implies that, for a specific area within a municipality, because of some unique characteristic of that area, more than one zoning district regulates development. An overlay district can be used as a layer over more than one zoning district. An overlay zoning district applies regulations to an area in addition to and superseding the requirements of the underlying zoning district(s). Such a district may recognize unique features, either natural or man-made, requiring special attention, or may facilitate development of a special character. Overlay zoning allows regulations to be tailored to specific conditions. Administration is the same as any zoning district. (Source: *Land Use in Pennsylvania-Practices and Tools, An Inventory, January 2000*)

n. Environmental Management Information System (EMIS)

An EMIS is a tool used for promoting sustainable development. The EMIS will house various land use information (*including a resource inventory of the landscape and existing land use*), land use regulations (*zoning, conservation easement, lands is agricultural trust, steep slopes, floodplains, etc.*),

infrastructure, transportation service areas and other relevant information. The EMIS will provide the ability to measure the impacts of environmental conservation, economic growth, adequacy of public infrastructure and services as it relates to growth and management of growth within the Township. The tool can be used to analyze relationships between land use, transportation, environment and economic development over time (*conduct build-out analysis and consider alternative development scenarios*). The EMIS will provide valuable information to support development decisions as well as to measure impacts on the quality of life for residents of the Township.

3. Transportation Management Techniques

Roadway congestion, traffic on neighborhood streets and the time and delay along major corridors add up to lost time, lost money and lost patience for residents, visitors and commuters. Mobility, the ability to get from place to place safely and conveniently, is a key factor for quality of life. The term “mobility” represents the balance that must be achieved between the supply of transportation facilities and the demand for their use. Neither today nor tomorrow can the Township afford to build enough roadways alone to meet the demand for automobile travel. The cost is too great in dollars, in environmental degradation and aesthetics. Instead, the Township will focus on strategic roadway improvements along with alternative mobility solutions.

The following transportation management techniques may be applied to circumstances in the Township. The techniques each have benefits to the transportation network and the community when appropriately applied and implemented.

a. Access Management

Access management provides or manages access to land development while simultaneously preserving traffic safety, capacity and speed on the surrounding roadway network, thus addressing congestion, loss of capacity and crashes. It helps achieve the necessary balance between traffic and land use access by careful control of the location, type and design of driveways and intersections.

b. Traffic Calming

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users such as pedestrians and bicyclists. Traffic calming measures are used to address speeding and high cut-through traffic volumes on neighborhood streets and in central business districts.

c. Intelligent Transportation Systems (ITS)

ITS increases the safety and performance of roadway facilities beyond the levels experienced under current roadway and vehicle control systems. ITS are considered to include any technology that allows real-time information to be gathered and used by drivers and traffic control system operators to provide better vehicle navigation and/or roadway system control. Examples of ITS include closed loop traffic signal systems, variable message signs and incident management strategies for roadway emergency response.

d. Spur Roads

Spur roads are extensions of existing roads into adjacent properties or developments. They can reduce the impact of development on arterial roads by

eliminating the need for new access points and decreasing the amount of trips generated by subdivisions. They can also provide better pedestrian circulation by linking neighborhoods, trails, bikeways or sidewalks and providing access from other subdivisions to commercial centers, schools or parks. Separating users from unsafe roads with no shoulders or sidewalks from arterial roadways increases pedestrian safety.

e. Bicycle Facilities

Bicycle facilities can serve as an encouragement to commuters to reduce the number of vehicular trips. Bicycle improvements can include shared roadways, designated bicycle paths or trails and the provision of parking and storage facilities located at bicycle trip generators. Other measures that enhance an existing roadways safety and capacity for bicycle traffic include providing a shoulder or outside lane next to the travel lane, bicycle safe drainage grates, signage, smooth riding surface and adjusting manhole covers to the existing roadway grade.

f. Pedestrian Facilities

Pedestrian facilities create linkages throughout residential developments that provide safe access and movement to neighborhood activity areas such as schools, commercial centers, parks and public transportation stops. Linkages can consist of sidewalks parallel to roads and trails through open space.

g. Streetscapes

A streetscape includes the placement of trees, shrubs, unique lighting fixtures, park benches, decorative trash receptacles and enhanced roadway and pedestrian pavement surfaces to create an aesthetically pleasing environment for the transportation users and the community. A streetscape can be coupled with traffic calming measures to provide safe and efficient circulation for vehicles, bicyclists and pedestrians.

h. Right-of-way Preservation

Right-of-way preservation is the acquisition of land needed to accommodate the future widening of a roadway or intersection. Required or Dedicated right-of-way is additional right-of-way necessary to mitigate traffic patterns caused by trips generated by a land development. Ultimate right-of-way is necessary for additional widening to accommodate the long term public interest. By precluding buildings and structures within the ultimate right-of-way, the cost of acquisition is reduced and makes the widening project more feasible.

i. Official Map

An Official Map identifies public interest and need for the purpose of reserving lands for public use. An official map can be used as a tool to preserve right-of-way and implement a proposed new roadway or transportation network.

j. Travel Demand Management Strategies

Travel demand management strategies are voluntary, incentive based or mandatory programs used to encourage commuters to abandon their vehicles to take advantage of alternative modes of travel such as public transportation, bicycle and pedestrian facilities, ridesharing, telecommuting and park and ride lots.

B. Monitoring Implementation of Strategic Plan

Developing a strategic implementation plan is just the beginning. Implementing the plan will be the challenge to the Township staff, elected officials, developers, property owners, organizations and citizens. A very important part of implementation is monitoring. Monitoring of the implementation process includes taking periodic looks at “*what has been implemented*” and “*what are the impacts (both positive and negative) of implementation*”. Monitoring the implementation of the strategic plan is important because it will help to determine what efforts and actions are consistent with the plan. This step ensures that the staff, local elected officials, developers and the community are actually performing the action steps identified in the plan. The second step is to measure the achieved results against quantifiable objectives. Monitoring using quantifiable objectives allows for corrective action when necessary. The measurement of objectives will also measure how development impacts the community. And, finally assess how day-to-day operations of the Township comply with the plan. The Township’s EMIS is a useful tool designed to assist with monitoring of community development overtime.

C. Recommended Strategies

The following is a matrix of recommended strategies that correspond with the community vision, goals and objectives described in this plan and the future land use map. A priority ranking is provided for each sustainability objective based upon the issues and concerns expressed by both the community and the plan steering committee throughout the public involvement process. This priority ranking is an indicator or reference to short-range (1-5 years), mid-range (5-10 years) and long-range (10-15 years) strategies. These references provide a sense of timing for implementation or application of a particular strategy.

Appendices

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Appendix A: Transportation Capital Improvements Program

Figure 4A 2002 Existing Conditions Study Area 1 Traffic Volumes

Figure 4B 2002 Existing Conditions Study Area 2 Traffic Volumes

Figure 6A 2012 Projected Conditions Study Area 1 Traffic Volumes

Figure 6B 2012 Projected Conditions Study Area 2 Traffic Volumes

Figure 7A 2002 Existing Conditions Study Area 1 Levels of Service

Figure 7B 2002 Existing Conditions Study Area 2 Levels of Service

Figure 11A 2012 Existing Conditions Study Area 1 Levels of Service

Figure 11B 2012 Existing Conditions Study Area 2 Levels of Service

Exhibit 2: Cost Estimate of Improvements

Exhibit 3: Transportation Capital Improvements Transportation Service Area 1

Exhibit 4: Transportation Capital Improvements Transportation Service Area 2

Appendix B: Public Involvement Process

Community-Wide Survey and Results

Sustainable Community Plan Newsletters

Sustainable Community Plan Website

Appendix C: Cost and Revenues of Residential Development