



# Tri-Borough Area Comprehensive Plan

Dallastown Borough  
Red Lion Borough  
Yoe Borough

October 2011



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## TABLE OF CONTENTS

		<u>Page</u>
	Executive Summary	
Chapter 1	Introduction - A Regional Plan	1-1
Chapter 2	General Background Data	2-1
	Introduction and Planning Implications	2-1
	Regional Setting and Adjacent and County Planning	2-2
	Population, Housing and Building Activity	2-7
	Histories of the Municipalities	2-22
	Historic Resources	2-27
	Community Facilities	2-37
	Existing Land Use and Zoning	2-59
	Transportation	2-66
	Economic Data	2-74
Chapter 3	Public Participation	3-1
Chapter 4	Issues Facing the Region/Regional Linkages and Assets	4-1
Chapter 5	Vision, Goals and Objectives	5-1
Chapter 6	Future Land Use and Housing Plan	6-1
	Introduction	6-1
	Future Land Use Categories	6-2
	Relationship to York County Comprehensive Plan	6-8
	Relationship to Adjoining Municipalities	6-9
	Targeted Investment Areas	6-11
	Key Role of Municipal Zoning	6-23
	Adaptive Reuse	6-27
	Infill Strategies	6-29
	Housing Issues	6-31
	Inclusion of Housing Types in the Region	6-32
	York County Housing and Community Development Plan	6-34
	Growing Smartly to Create Livable Communities	6-37
Chapter 7	Design Considerations	7-1
Chapter 8	Transportation and Circulation Plan	8-1
Chapter 9	Community Facilities Plan	9-1
Chapter 10	Plan for the Reliable Supply of Water	10-1

	<u>Page</u>	
Chapter 11	Historic Resources Preservation	11-1
Chapter 12	Natural Resources Protection Plan	12-1
Chapter 13	Energy Conservation	13-1
Chapter 14	Economic Development Plan	14-1
Chapter 15	Relationship of Plan Components	15-1
Chapter 16	The Action Plan: Initiatives, Strategies and Projects	16-1
	Afterword	
Appendix 1	Survey Results	
Appendix 2	National and State Efforts and Legislation for Historic Preservation	
Appendix 3	Traffic Calming Techniques	
Appendix 4	Example of Intergovernmental Cooperative Implementation Agreement	
Appendix 5	MPC Provisions Regarding Implementation Agreements and the Legal Effect of Multi-Municipal Plans	
Appendix 6	Grant Programs for Implementation	
Appendix 7	Planning Tools for Implementation	
Appendix 8	Relevant York County, Local, State and Non-Profit Economic Development Programs from the York County Economic Development Plan	
Appendix 9	Main Street and Elm Street Approaches	
Appendix 10	Esri Retail Marketplace Profile and Tapestry Segmentation Area Profile	
Appendix 11	American Community Survey 2005-2009 5-Year Estimates for Dallastown	
Appendix 12	American Community Survey 2005-2009 5-Year Estimates for Red Lion	
Appendix 13	American Community Survey 2005-2009 5-Year Estimates for Yoe	
Appendix 14	American Community Survey Borough Profiles	

## LIST OF FIGURES

		<u>Page</u>
Figure 1	Regional Setting Map	2-4
Figure 2	York County Growth Management Map	2-6
Figure 3	Tri-Borough Population By Age Group - 2010	2-10
Figure 4	Units in Structure	2-16
Figure 5	Year Structure Built	2-17
Figure 6	Owner-Renter Characteristics, Tri-Borough Municipalities and York County, Year 2010	2-21
Figure 7	Historic Resources Map	2-28
Figure 8	Community Facilities Map	2-57
Figure 9	Existing Land Use Map	2-58
Figure 10	Existing Zoning Map	2-65
Figure 11	Transportation System	2-68
Figure 12	Industry Sector Tri-Borough Region	2-82
Figure 13	Road Linkages	4-7
Figure 14	Future Land Use Plan	6-5
Figure 15	Area Relationship Map	6-10
Figure 16	Targeted Investment Areas Map	6-12
Figure 17	Census Block Group Map	6-36
Figure 18	Transportation Plan	8-12
Figure 19	Recreation Facilities Plan	9-7
Figure 20	Natural and Environmental Features Map	12-3
Figure 21	Implementation Projects	16-19

## LIST OF TABLES

		<u>Page</u>
Table 1	Benefits of Growth Boundaries	2-5
Table 2	Demographic Highlights 2000 - Tri-Borough Region	2-7
Table 2A	Demographic Highlights 2010 - Tri-Borough Region	2-8
Table 3	Past Population Trends Tri-Borough Region and Surrounding Municipalities	2-11
Table 4	Population Projections Tri-Borough Region and Adjoining Municipalities	2-13
Table 5	Housing Characteristics - 2000, Tri-Borough Municipalities	2-15
Table 6	New Residential Dwelling Units, Tri-Borough Municipalities 2000-2009	2-18
Table 7	New Residential Construction Permits - Number of Dwelling Units By Structure Type, Tri-Borough Municipalities 1991-2009	2-19
Table 8	New Construction Permits By Type of Use and Cost of Construction, Tri-Borough Municipalities 1991-2009	2-19
Table 9	Housing Characteristics, Tri-Borough Municipalities and York County, Year 2000	2-20
Table 9A	Housing Characteristics, Tri-Borough Municipalities, Year 2010	2-20
Table 10	Dallastown Borough Historic Sites	2-30
Table 11	Red Lion Borough Historic Sites	2-33
Table 12	Yoe Borough Historic Sites	2-35
Table 13	YARPD Municipalities	2-37
Table 14	Crime Data, Tri-Borough Municipalities 2005-2009	2-38
Table 15	Part 1 Crime, Tri-Borough Municipalities 2005-2009	2-39
Table 16	Part 2 Crime, Tri-Borough Municipalities 2005-2009	2-40
Table 17	Fire Protection Services in the Region	2-43

		<u>Page</u>
Table 18	York County Emergency Services	2-45
Table 19	Schools in the Region	2-51
Table 20	Parks in the Region	2-53
Table 21	Community Facilities	2-56
Table 22	Tri-Borough Region Existing Land Use	2-59
Table 23	Commuting to Work	2-73
Table 24	Selected Statistics From the 2007 Economic Census -2007 Economic Sectors - Red Lion Borough	2-78
Table 25	Labor Force	2-79
Table 26	Job Sector in the Region	2-80
Table 27	Industry Sector	2-81
Table 28	Class of Workers	2-83
Table 29	Top 50 Employers York County	2-84
Table 30	Additional Top Employers in Tri-Borough Region	2-85
Table 31	1999 Income for the Boroughs and York County	2-86
Table 32	Tri-Borough Region Future Land Use	6-2

## EXECUTIVE SUMMARY

The Boroughs of Dallastown, Red Lion and Yoe first prepared a joint comprehensive plan in the 1960s. This plan has been prepared to address the current issues facing the Boroughs. Issues have been identified through background studies presented in Chapter 2 and the public participation process discussed in Chapter 3. Major planning implications of the background studies are:

- The three Boroughs are inextricably linked to adjacent Windsor and York Townships via shared boundaries, roads and shared community facilities and services. This underscores the need for increased regional cooperation among the Boroughs and the Townships in the future.
- The populations of Dallastown and Yoe are relatively stable, while Red Lion has continued to grow modestly. Population growth in the greater region encompassing the three Boroughs and Windsor and York Townships is a major issue. The Townships have grown substantially in the past and are expected to continue to do so in the future. The Boroughs are impacted by this growth, particularly in terms of traffic volumes and demand for shared services, such as schools.
- The Boroughs have high percentages of rental housing. This presents concerns for dwelling, neighborhood and community stability.
- The housing stock is relatively old in the Boroughs, which means it is important to foster housing maintenance and rehabilitation and implement code enforcement as necessary.
- There are a number of historic resources, an existing historic district and a potential historic district in the Boroughs. The Boroughs have an industrial heritage, particularly from the cigar industry. Adaptive reuse of historic buildings has taken place and can continue. Historic preservation should be addressed in municipal regulations to the extent each Borough is comfortable.
- The Ma and Pa Railroad was important to the development of the Boroughs. The legacy of the Railroad continues at the historic railroad station and in the Ma and Pa Trail being developed along the former location of the railroad tracks. The Ma and Pa Trail will link the three Boroughs to surrounding municipalities. Route planning will continue.
- The Boroughs are proud of the excellent services provided to their residents, though needed enhancements to facilities such as the Library, parks and other recreation facilities should continue in the future. The most pressing school need, overcrowding in elementary schools in the Dallastown Area School District, was addressed for the time being with construction of the Dallastown Intermediate School.
- Limited vacant land is available for development in the Boroughs and much of that land has physical limitations to development. Most new development will take place as infill, redevelopment or more intensive use of existing properties.
- After adoption of this Plan, municipal zoning ordinances should be amended to implement the Plan. Some of the issues to address are prohibition/regulation of residential conversions,

creation of some basically single family residential districts, enhancement of commercial areas, and extent of non-residential zoning districts.

- Major streets in the Boroughs experience through-traffic as well as local traffic. Volumes and speeds of traffic on some roads are a major concern. Road interconnections, traffic calming and alternative routes will need to be addressed in the future.
- The industrial bases within Dallastown and Red Lion are important elements of the regional economy, and their continuation should be supported. Many of the commercial establishments in the Region are auto-related, and for many retail purchases and dining out occasions, residents must leave the Boroughs. Additional residence-serving retail and service uses should be encouraged and recruited in the Boroughs.

The public participation process involved Steering Committee workshops and tour of the Boroughs; a written survey distributed to all households in the Region; focus group meetings on transportation, community facilities and services, and economic development, revitalization and historic preservation; and three public information meetings and workshops. During this process a SWOT analysis was performed. Identified strengths and weaknesses of the Region are:

#### Strengths

- ◇ Pride in the Community
- ◇ Compactness of area involved
- ◇ Potential for redevelopment and reuse of vacant and underutilized buildings
- ◇ Access to major highways
- ◇ Rich in history
- ◇ Affordable housing
- ◇ Centrally located in PA – proximity to New York, Harrisburg, Baltimore, Washington D.C., Philadelphia, and beaches
- ◇ Good communication between Borough staffs and with County staffs
- ◇ Public safety
- ◇ Community services and facilities

#### Weaknesses

- ◇ Weak communication between Borough Councils
- ◇ Conflicts between the three Boroughs – unhealthy competition/local “politics”
- ◇ Traffic congestion
- ◇ Lack of parking
- ◇ Above ground utilities – overhead wires blight and date neighborhoods
- ◇ Excessive apartment conversions from single family dwellings
- ◇ Attractiveness of town
- ◇ Aging Infrastructure
- ◇ Lack of restaurants and other such services

Major issues and opportunities presented by the issues as presented in Chapter 4:

<u>Issue</u>	<u>Opportunity</u>
Increasing Regional Cooperation	Implement Regional Cooperation Program listed in Chapter 9. Appoint Regional Planning Commission. Formalize a process for the three Councils to meet regularly. Create regional commissions as necessary to address issues. (See discussion in Chapter 16.)
Maintaining a small town lifestyle and the quality of life	Make appropriate zoning revisions to assure retention of character. Consider design elements. Consider historic resource protection. Foster local businesses. Continue to improve community services and facilities. Regulate the large number of non-conforming buildings to mitigate impacts on neighborhoods. Address zoning map issues, such as existing inappropriate zoning and spot zoning. Address residential areas in need of enhancement.
Addressing the large number of residential rental properties. Encouraging the improvement of residential properties in need.	Prohibit conversions or strictly limit where they can occur. Institute strong conversion regulations where allowed (such as minimum size of building to convert, minimum size of unit, required off-street parking). Façade improvement programs. Enforcement of housing/property maintenance codes. Rental unit licensing and inspection programs.
Addressing traffic volumes and speed and improving pedestrian safety	Institute traffic calming measures (see Transportation Plan and Appendix 3). Address traffic issues on a regional basis. Make proposed road interconnections and intersection improvements and other proposed projects on Transportation Plan. Identify alternative routes to Routes 24 and 74.
Addressing parking concerns	Provide additional public parking areas. Address wayfinding to parking areas. Work with landowners to enhance, consolidate, and manage private parking areas. Review zoning requirements regarding parking.
Improving community appearance and enhancing commercial corridors such as Broadway, George Street, and Main Street	Streetscape improvements. Façade improvement programs. Zoning to address design considerations, historic resources, access management.

<u>Issue</u>	<u>Opportunity</u>
Maintaining public safety	Improve communications with Regional Police. Increase foot patrols. Emergency management planning on a regional basis. Maintain volunteer fire departments. Support EMS. Address areas of drainage concern.
Maintaining excellent community facilities	Make improvements to existing parks. Provide additional parks and recreation fields.
Providing for economic vitality and Borough revitalization.	Work to retain downtown businesses. Provide for adaptive reuse of vacant and underutilized industrial buildings. Attract residence-serving businesses to Yoe. Work with YCEDC to increase occupancy of vacant and underutilized buildings. Implement the program of the Economic Development Plan.

Chapter 4 also discusses the roadway and service linkages between the Boroughs. Historic, economic, natural, community facilities and service and recreation assets in the community are listed, and include, among others, historic buildings and districts; downtowns, small local businesses and industrial areas; Mill Creek and the slope area in Dallastown; fire companies, schools, churches and the Kaltreider-Benfer Library; the Red Lion Mile, Ma and Pa Greenway, and three Borough parks.

Chapter 5 contains the regional vision and statement of goals and objectives. The region vision is:

*The Tri-Borough Region is a safe and attractive community in which to live and work, with a high quality of life and small town atmosphere. It is comprised of charismatic neighborhoods, revitalized downtowns with attractive streetscapes, and eclectic commercial uses and fully utilized industrial areas. Residents are served by outstanding community services and facilities, such as parks, recreation fields, and schools. Redevelopment respects and incorporates the traditional development patterns, architecture and historic character of the Boroughs. The Boroughs work together to enhance the elements which link them and to accomplish infrastructure improvements necessary for economic development.*

The Goals for various elements of the plan are listed below. A number of objectives have been prepared for each goal.

**Natural Resources**

Goal: Protect and preserve the natural resources of the Region.

### **Historic, Architectural and Cultural Resources**

Goal: Protect, preserve, and enhance the remaining historic, architectural, and cultural resources and their surroundings.

### **Open Space and Recreation**

Goal: Provide for open space within the Region through the preservation of natural resources and the development and retention of recreation areas, parks and greenways.

### **Land Use**

Goal: Retain a small town atmosphere, enhance and revitalize downtowns, and stabilize, enhance and protect residential neighborhoods.

### **Transportation and Circulation**

Goal: Achieve a safe and efficient regional circulation system which will enhance pedestrian and bicycle movement; minimize adverse impacts on residential neighborhoods; enhance the safety, mobility and livability of road corridors within the region; relieve congestion; and manage and enhance parking resources.

### **Economic Development**

Goal: Retain and enhance a vital, multi-faceted economy.

### **Housing**

Goal: Provide for a diversity of housing opportunities for the economic and demographic groups within the Region, while encouraging owner occupied units and unit maintenance, in harmony with the historical character of the Boroughs.

### **Community Facilities, Services, and Development**

Goal: Continue to provide community facilities and services to the Region's residents in an efficient, cost-effective and quality manner within the financial resources of the Boroughs.

### **Regional Cooperation**

Goal: Expand intergovernmental cooperation among the three Boroughs and in the greater region.

Chapter 6 is the Future Land Use and Housing Plan. The Future Land Use Plan Map contains the following categories:

- Borough Center
- Commercial
- Gateway Commercial
- Industrial
- Park/Recreation
- Public and Semi-Public
- Residential Outlying
- Residential Suburban
- Residential Town

The intent of each category is discussed, as well as the relationship of the plan to the York County Comprehensive Plan and the relationship to adjoining municipalities.

Chapter 6 also discusses targeted investment areas which are important to stabilize and enhance to foster economic development in the Region and maintain the vitality and character of the Borough's downtowns, residential neighborhoods, and street corridors. Targeted areas include Commercial Enhancement Areas, Downtown Revitalization Areas, Industrial Revitalization Areas and Residential Revitalization Areas.

In order to implement the Future Land Use Plan, zoning revisions in the Boroughs should be considered. Concepts for consideration by each Borough are listed in Chapter 6. Two important concepts for the Region are adaptive reuse and infill.

Housing issues and policies are discussed. Of particular concern to the Boroughs are promoting home ownership, because of the high percentages of rental units in the Boroughs, and eliminating residential conversions in residential neighborhoods. By addressing these issues, it will be possible to improve the stability of residential neighborhoods, improve the rental stock and help maintain the integrity of historic residential areas.

Design elements are important to implementation of the Future Land Use Plan. Design of the built environment influences the experiences of Borough residents, affects the image of the Boroughs and contributes to economic development and the pride people have in their community. The Borough Councils will have to determine the extent to which design guidelines or standards will be used in each Borough. Chapter 7 discusses considerations for protecting traditional Borough streetscapes, pedestrian considerations, gateway treatments, parking, and commercial corridors.

In the Transportation Plan, Chapter 8, the following projects are listed in order to address identified issues:

#### **DALLASTOWN BOROUGH**

- Reconfigure Main Street/Walnut Street intersection to include left turn lane onto Route 74
- Identify additional parking opportunities for customers of Main Street businesses and identify parking management strategies
- Increase parking opportunities at Cougar Field
- Encourage more efficient parking patterns at Charles Street School
- Work with the School District to address issues of mutual concern
- Plan and construct trail(s), including Ma and Pa Greenway; improve sidewalks
- Provide a public parking lot near Main Street
- Calm traffic on Main Street, Broad Street, Pleasant Avenue and Walnut Street

#### **RED LION BOROUGH**

- Construct Ma and Pa Greenway with Red Lion Mile
- Make Lancaster Street connection
- Review functioning of the Broadway/Main intersection and methods of traffic calming
- Improve wayfinding to parking facilities
- Encourage improvement/utilization of parking to rear of properties along Main Street
- Install emitters on [Winterstown, at Fire Station, and at the Square] signal lights
- Evaluate additional traffic control at High and North Charles
- Develop a plan for street improvements on local roads and alleys
- Connect Vulcan Road and N. Mill Street
- Facilitate parking in vicinity of library
- Evaluate additional traffic control at North Franklin and High
- Get traffic control button at Fire Station
- Improve pedestrian access to Mazie Gable School and Pleasant View School
- Improve Charles Street Bridge
- Coordinate projects with Municipal Authority

## YOE BOROUGH

- Repair bridges at Mason Avenue and Church Street
- Calm traffic on Main Street, George Street, Elm Avenue and Philadelphia Street
- Acquire land for parking area in vicinity of E. Pennsylvania Avenue
- Enhance parking areas in the Borough
- Identify route/acquire land as necessary for Ma and Pa Greenway
- Investigate opportunities to improve sight distance at intersections of Pennsylvania Avenue and Water Street with Main Street
- Construct sidewalk on E. George Street
- Construct sidewalk on Maple Street to ballfield
- Construct sidewalk from Main Street to Borough park
- Straighten dogleg on George Street at Mason Avenue

Traffic calming is a concern in the Region because of volumes of traffic and vehicle speeds on streets in the Boroughs. Road interconnections, streetscape enhancements, congestion mitigation strategies, gateway treatments and alternative route connections are some of the traffic calming measures which can be utilized in the Region. Other methods of calming are discussed in Chapter 8.

Availability of, wayfinding to, and management of parking spaces is important to the vitality of downtowns. A four-fold approach to addressing parking concerns is set forth:

- Provide additional public parking areas
- Improve/increase wayfinding to public or public-available (shared parking with private entities, such as churches) parking
- Build additional flexibility into zoning ordinances regarding parking
- Manage available parking resources better, such as shared parking and working with landowners and business owners to enhance, consolidate, share and manage private parking areas

Regional cooperation is stressed in the provision of municipal facilities and services. The following is the proposed regional cooperation program is included in Chapter 9, the Community Facilities Plan:

## **PROPOSED REGIONAL COOPERATION PROGRAM**

### **Continue On-going Activities:**

- Regularly scheduled Staff meetings
- Staff cooperation (Managers, Zoning Officers)/equipment sharing. Increase cooperation in training, purchasing and service sharing as appropriate.
- Red Lion Area Senior Center
- Kaltreider-Benfer Library Support
- Regional Police Department (with increased communication)
- Cooperation among authorities, fire companies and ambulance companies in the region
- Ma and Pa Greenway Planning
- Increased participation of municipalities and organizations in the Source Water Protection Steering Committee of the Red Lion Municipal Authority

### **Comprehensive Plan Implementation Actions**

- Execute Intergovernmental Cooperative Agreement
- Establish Regional Planning Committee
- Establish responsibility for plan implementation
- Establish process to discuss intermunicipal consistency, sharing of ordinance provisions and allocation of uses
- Establish process for regional grantsmanship efforts

### **New Organizational/Planning Efforts**

- Representation at each other's Council meetings
- Quarterly or semi-annual joint council workshops
- Joint municipal training efforts
- Regional transportation committee (including Windsor Township, Windsor Borough, and York Township) to discuss alternative route planning, developments of impact and coordinated corridor management and planning (Routes 24 and 74, 624, George Street - Springwood Road - High Street, and Pleasant Avenue - Broad Street - Lombard Street - Main Street)
- Regional emergency management planning [including more coordination with Windsor and York Townships and York Area Regional Police Department (YARPD)]
- Regional recreation committee to coordinate/schedule use of recreation facilities, complement each municipality's and the Dallastown and Red Lion School Districts' efforts and facilities
- Regional economic development agency/committee (which could also incorporate regional transportation coordination efforts) -
  - Promotion/Marketing
  - Grantsmanship
  - Corridor enhancement, planning and management

- Historic preservation coordination
- Downtown revitalization
- Parking
- Wayfinding
- Business recruitment/maintenance
- Industrial revitalization
- Residential revitalization

Consideration should be given to preparing a regional economic development plan in coordination with the YCEDC

- Increased cooperation between the Dallastown Area and Red Lion Area Historical Societies. Participation of Yoe in cooperative historic preservation efforts.

Chapter 9 also identifies general community facilities policies and specific projects in the Region.

Red Lion has an historic district on the National Register and Dallastown has an eligible district. All three Boroughs have identified historic resources. Chapter 11 lists actions to protect historic resources in the Tri-Borough area, including:

- Determine if National Register Listed status will be pursued for the Dallastown Historic District.
- Determine if an historic district in Yoe is feasible.
- Continue support of the Dallastown Area and Red Lion Area Historical Societies' preservation efforts. Continue efforts to educate the public regarding historic preservation.
- Determine the extent to which historic resources in the Region will be protected through municipal regulations.
- Appoint a regional or municipal historical commission or committee which is actively involved in historic preservation. The commission would be instrumental in administration of any historic resource overlay zoning that is adopted.
- Work with corporations, lenders and organizations to develop local-level funding and grants for preservation. Pursue foundation grants for historic preservation.

Chapter 12, the Natural Resources Protection Plan, identifies floodplains, steep slopes, hydric soils, wooded areas and watercourses in the Region, the importance of those resources, development implications and protection strategies, and municipal ordinance programs. The TreeVitalize tree planting program of PADCNr is discussed.

During the course of the planning process, certain concerns regarding economic factors came to light through the public participation process discussed in Chapter 3, including retaining the local businesses and shops; tax rates in the community; creating additional job opportunities; increasing utilization of vacant and underutilized industrial buildings and areas in Dallastown and Red Lion; attracting residence-serving businesses to Yoe; and attracting restaurants to Dallastown and Red Lion.

There is limited desirable vacant land remaining in the Boroughs, which limits opportunities for new commercial and industrial development to address these concerns. Efforts to address these issues will have to focus on revitalization, appropriate intensification of use, appropriate redevelopment and appropriate adaptive reuse of what exists in the Boroughs and marketing and recruitment activities. The Boroughs have determined that a regional approach is best to address economic development, and this approach is detailed in Chapter 14, the Economic Development Plan. Cooperation will involve more than the three Boroughs and associations, committees and commissions within the Boroughs – it will also involve the school districts, adjoining townships, and county and state agencies, such as the YCPC, YCEDC and PADCED. In particular, the Boroughs should make use of the staff expertise of the YCEDC and the various YCEDC programs. Formation of a regional economic development committee has been recommended.

Economic development activities will involve a broad spectrum of elements, and will include:

- Enhancing downtowns as unique shopping destinations and mixed use environments through streetscape programs and marketing the downtowns.
- Encouraging the adaptive reuse of vacant and underutilized properties in the Boroughs through zoning revisions and recruitment.
- Protecting historic resources as discussed in Chapter 11.
- Retaining existing desirable businesses and industries and supporting their appropriate expansion where feasible.
- Identifying strategies to attract desirable businesses, such as restaurants.
- Addressing parking issues discussed in Chapter 8.
- Encouraging resident-serving businesses to locate in Yoe through zoning revisions and recruitment.
- Facilitating pedestrian access to businesses to parking areas and connections between parking areas and businesses through parking management and parking facility enhancements.
- Establishing zoning standards to improve the design and appearance of commercial areas.
- Supporting revitalization efforts for the downtowns.
- Supporting streetscape enhancements in commercial corridors.
- Fostering retention of local businesses.
- Making appropriate zoning revisions in support of economic development, as discussed in Chapter 6.
- Planning efforts such as downtown master planning, streetscape planning, corridor planning and capital improvements planning.

- Participation in available county and state programs.

Chapter 16, the Action Plan, lists the initial implementation steps and stresses the importance for the three Borough Councils to guide implementation of this plan and to cooperate in doing so. Initial implementation steps are to:

- \* Execute an Intergovernmental Cooperative Agreement by the Borough Council
- \* Establish Regional Planning Committee
- \* Establish responsibility for plan implementation
- \* Contact partners for implementation
  - Establish a process for regional grantsmanship efforts
- \* Begin the consistency process for municipal ordinances and plans
  - Establish process to discuss intermunicipal consistency, sharing of ordinance provisions and allocation of uses
- \* Choose a priority project(s) to complete to build momentum

Chapter 16 also contains a detailed listing of implementation projects in the Region, including priority projects in each Borough, and charts which indicate for each project its implementation range, local responsibility and potential partners and funding sources.

## A REGIONAL PLAN

Dallastown, Red Lion and Yoe Boroughs are located in the Greater York Region of York County. Dallastown and Yoe are contiguous. Red Lion is separated from the other boroughs by portions of York Township. The study area is shown on the Regional Setting Map in Chapter 2.

A Tri-Boro Area Comprehensive Plan was developed for the three municipalities in the late 1960s. Dallastown Borough, however, updated the Land Use and Transportation Plan components, as they relate only to Dallastown, in 1995. Additionally, Red Lion Borough adopted a Strategic Plan for Redevelopment in 1997. The boroughs are once again consolidating and integrating their efforts and capital, both human and financial to develop a new Multi-Municipal Comprehensive Plan.

The general goals of this new plan are to invigorate the communities and give them a facelift to accommodate anticipated economic growth opportunities. Through development of the plan, a vision that promotes the values of its citizens, a vibrant economy and livable neighborhoods was articulated. In addition, the plan includes policies that describe how the boroughs intend to serve future development and redevelopment with transportation and infrastructure, and develops a strategy of “Partnerships that Work” and a mechanism for making them a reality. The economic well being of the region is fostered by the successful development and implementation of this new Multi-Municipal Plan.

### TRI-BOROUGH REGIONAL VISION

***The Tri-Borough Region is a safe and attractive community in which to live and work, with a high quality of life and small town atmosphere. It is comprised of charismatic neighborhoods, revitalized downtowns with attractive streetscapes, and eclectic commercial uses and fully utilized industrial areas. Residents are served by outstanding community services and facilities, such as parks, recreation fields, and schools. Redevelopment respects and incorporates the traditional development patterns, architecture and historic character of the Boroughs. The Boroughs work together to enhance the elements which link them and to accomplish infrastructure improvements necessary for economic development.***

Critical issues addressed in the plan include the following:

- Zoning consistencies.
- Recreational areas, both active and passive.
- Attracting new businesses.
- Integration of a rail-trail that services all three communities.
- Community facilities that are shared to lessen the burdens associated with these attractions.
- Traffic flow and safety and the strain on current infrastructures and services.
- Alternative transportation sources.
- Promoting unity and conservation of services; preserving our financial and human capital, while continuing to foster the “hometown feel” of each community.

- Developing new organizational and planning efforts to initiate and drive the focus of these initiatives, critical to our common growth and management.

Economic evolution mandates the cooperation of the communities within the Tri-Boro Region. The potential for new economic development and/or redevelopment and how to integrate it to create successful and viable town centers is a focus of the plan.

The ultimate objective of this Comprehensive Plan is to help create places and spaces where people want to be. People desire safe, convenient and pleasant places to live; good job opportunities; a transportation system which allows convenient movement through the area; places to walk, meet and interact; recreational opportunities; attractive areas in which to shop; good educational and health care systems; and cultural events and facilities.

In 2000, Pennsylvania adopted amendments to the Municipalities Planning Code (MPC) to allow municipalities to work together to plan regionally across municipal borders and create joint municipal Comprehensive Plans. A Joint Comprehensive Plan can address both development and preservation issues with the flexibility of allocating land uses over the entire planning area, rather than the traditional method of providing for all land uses within each municipality. Additionally, a Joint Comprehensive Plan allows for regional coordination of transportation and community facilities issues, which helps to prevent overlap of municipal resources.

A Joint Comprehensive Plan is more than just a plan for development. The Plan is a means granted to local governments by the Commonwealth of Pennsylvania by which participating communities may work together to create a vision of what they want to become and how they intend to achieve that vision. This Joint Comprehensive Plan will help to anticipate change, to identify community goals, and to examine local resources. It will provide the guidance that allows a higher degree of control in *how* change occurs in the Tri-Boro Region.

It is important to realize that this Joint Comprehensive Plan does not have the force of law, although it provides the foundation for ordinances and regulations that do. In fact, a sound Joint Comprehensive Plan becomes critical in the event that an ordinance of any of the participating municipalities is challenged in court: if the ordinance in question is shown to be consistent with a duly adopted Joint Comprehensive Plan, a successful legal challenge is more difficult than it would be otherwise.

## **WHAT DOES A COMPREHENSIVE PLAN ACCOMPLISH?**

The Comprehensive Plan provides a basis for implementation techniques, such as land use ordinances, official maps and capital improvements programs, which will implement the policies contained in this plan. The Plan also provides a framework for the creation of partnerships to implement the plan.

Planning jointly allows allocation of land uses, housing types, densities, and development patterns over the entire region, rather than trying to fit all types of uses and densities into each municipality. It also allows for coordinated land use planning along municipal boundaries; coordinated planning for linkages, trails, recreation and open space, and transportation throughout the Region; and coordinated planning along the common road corridors in the Region. Coordinated input can be provided to County and State agencies and an overall approach to economic development can be presented, addressing retention of major components of the economy and allowing for appropriate commercial and industrial development, which complements rather than detracts from existing commercial areas.

## **NEED FOR IMPLEMENTATION AND CONTINUING PLANNING**

This Comprehensive Plan is just a start. It is the foundation for the attainment of the goals and objectives established within the Plan, which can be accomplished only with the support of the municipal governments, municipal commissions, boards and committees, area businesses, area residents, and surrounding municipalities and regional planning groups.

The objective has been to prepare a plan, which will not sit on a shelf and gather dust, but a plan that will be implemented and used by municipal governing bodies, planning commissions and other groups within the municipalities to guide their actions in attaining the goals of this Plan.

The successful implementation of the Tri-Boro Comprehensive Plan involves the acceptance of the Plan Regional Vision and the rendering of direction by the three Borough Councils. Certain areas such as economic development and cost savings through joint purchasing, administration, public works, grant writing and public services require the three Borough Councils to plan on a regional basis. To encourage inter-council communications, the consultant and the comprehensive plan committee recommend that the three representatives of Borough Council meet once a quarter and the three councils meet once a year. The agenda topic for these meetings is "Regional Cooperation."

This Plan presents a strategy to guide municipal officials and other agencies in making decisions that will assure that the Tri-Boro Region will continue to be an attractive place in which to live, work, and visit. This Comprehensive Plan is not an ordinance or regulation, but is a basis for establishing regulations and undertaking specific functional plans designed to implement the policies set forth within the plan. Each municipality retains the right to control zoning within its municipality, whether through individual zoning ordinances or a joint zoning ordinance.

Planning is an ongoing process and this Joint Comprehensive Plan must be continually reviewed in light of unforeseen changes in development trends, the state of the economy, capacity of public infrastructure, changes in community goals, and the appropriateness of the Plan's objectives, policies, and implementation program. The MPC requires the comprehensive plan to be reviewed at least every ten years.

## **THE PENNSYLVANIA MUNICIPALITIES PLANNING CODE (MPC) AND MULTIMUNICIPAL PLANNING**

In the MPC, intergovernmental cooperation is encouraged in order to accomplish the following objectives. These objectives are also objectives of this plan:

- To provide for development that is compatible with surrounding land uses and that will complement existing land development with a balance of commercial, industrial and residential uses.
- To protect and maintain the separate identity of Pennsylvania's communities and to prevent the unnecessary conversion of valuable and limited agricultural land.
- To encourage cooperation and coordinated planning among adjoining municipalities so that each municipality accommodates its share of the multimunicipal growth burden and does not induce unnecessary or premature development of rural lands.
- To minimize disruption of the economy and environment of existing communities.
- To complement the economic and transportation needs of the region and this Commonwealth.
- To provide for the continuation of historic community patterns.
- To provide for coordinated highways, public services and development.
- To ensure that new public water and wastewater treatment systems are constructed in areas that will result in the efficient utilization of existing systems, prior to the development and construction of new systems.
- To ensure that new or major extension of existing public water and wastewater treatment systems are constructed only in those areas within which anticipated growth and development can adequately be sustained within the financial and environmental resources of the area.
- To identify those areas where growth and development will occur so that a full range of public infrastructure services including sewer, water, highways, police and fire protection, public schools, parks, open space and other services can be adequately planned and provided as needed to accommodate the growth that occurs.
- To encourage innovations in residential, commercial and industrial development to meet growing population demands by an increased variety in type, design and layout of structures and by the conservation and more efficient use of open space ancillary to such structures.
- To facilitate the development of affordable and other types of housing in numbers consistent with the need for such housing as shown by existing and projected population data for the region.

Governing bodies of municipalities are authorized by the MPC to enter into intergovernmental cooperative agreements for the purpose of developing, adopting and implementing a comprehensive plan. Such agreements may also be entered into between and among counties and municipalities for areas that include municipalities in more than one county, and between and among counties, municipalities, authorities and special districts providing water and sewer facilities, transportation planning or other services within the area of a plan and with the opportunity for the active participation of State agencies and school districts.

## **GENERAL OBJECTIVES**

Additional general objectives established for this comprehensive plan at the outset of the planning process are:

- Provide a means of perpetuating for future generations those environmental, historic, cultural and economic resources which make the Region special to those who live and work in the Boroughs.
- Provide for economic development opportunities consistent with the Boroughs' infrastructure, existing development patterns, and available buildings.
- Properly regulate and locate future development in the Boroughs consistent with the Vision and Borough character.
- Maintain and enhance the quality of life in the Boroughs.
- Coordinate planning with adjacent municipalities and County planning efforts.
- Relate the Plan to State land use objectives.
- Maintain/enhance the character of existing residential neighborhoods.
- Maintain/enhance existing industrial and commercial areas.
- Identify needed revisions to land use regulations.
- Identify issues which need to be addressed within the plan, and address those issues.

More specific objectives for the various elements of this plan are found in Chapter 5, Vision, Goals and Objectives.

## **KEYSTONE PRINCIPLES FOR GROWTH, INVESTMENT AND RESOURCE CONSERVATION**

The Governor's Economic Development Cabinet announced a set of principles and criteria that will be used by state agencies to guide investment and support local growth and economic development across the Commonwealth. The principles are based on the precept that a higher quality of life is key to foster new business development and it is important to conserve our exceptional natural resources. Twenty-three state agencies and programs were involved in preparing the principles. This plan recognizes these principles.

The Keystone Principles are:

1. **Redevelop first** – Support revitalization of Pennsylvania’s many cities and towns and give funding preference to reuse and redevelopment of “brownfield” and previously developed sites in urban, suburban, and rural communities.
2. **Provide efficient infrastructure** – Fix it first: use and improve existing infrastructure. Make highway and public transportation investments that use context sensitive design to improve existing developed areas and attract residents and visitors to these places. Require private and public expansions of service to be consistent with approved comprehensive plans and consistent implementing ordinances.
3. **Concentrate development** – Support infill and “greenfield” development that is compact, conserves land, and is integrated with existing or planned transportation, water and sewer services, and schools. Foster creation of well-designed developments and neighborhoods that offer healthy lifestyle opportunities for Pennsylvania residents.
4. **Increase job opportunities** – Retain and attract a diverse, educated workforce through the quality of economic opportunity and quality of life offered in Pennsylvania’s varied communities. Integrate educational and job training opportunities for workers of all ages with the workforce needs of businesses. Invest in businesses that offer good paying, high quality jobs, and that are located near existing or planned water and sewer infrastructure, housing, existing workforce, and transportation access (highway or transit).
5. **Foster sustainable businesses** – Strengthen natural resource based businesses that use sustainable practices in energy production and use, agriculture, forestry, fisheries, recreation and tourism. Increase our supply of renewable energy. Reduce consumption of water, energy and materials to reduce foreign energy dependence and address climate change.
6. **Restore and enhance the environment** – Maintain and expand land, air and water protection and conservation programs. Conserve and restore environmentally sensitive lands and natural areas for ecological health, biodiversity and wildlife habitat.
7. **Enhance recreational and heritage resources** – Maintain and improve recreational and heritage assets and infrastructure throughout the commonwealth, including parks and forests, greenways and trails, heritage parks, historic sites and resources, fishing and boating areas and game lands offering recreational and cultural opportunities to Pennsylvanians and visitors.
8. **Expand housing opportunities** – Support the construction and rehabilitation of housing of all types to meet the needs of people of all incomes and abilities. Support local projects that are based on a comprehensive vision or plan, have significant potential impact (e.g., increased tax base, private investment), and demonstration local capacity, technical ability and leadership to implement the project.
9. **Plan regionally, implement locally** – Support multi-municipal, county and local government planning and implementation that has broad public input and support and is consistent with these principles. Provide education, training, technical assistance, and funding for such planning

and for transportation, infrastructure, economic development, housing, mixed use and conservation projects that implement such plans.

10. **Be fair** – Support equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure social, economic, and environmental goals are met.

**INTRODUCTION AND PLANNING IMPLICATIONS**

This Section contains background data and research done for the Comprehensive Plan, except that done for Natural Resources. Natural Resource data is found in Chapter 12 as part of the Natural Resources Protection Plan.

Background Items covered in this chapter are:

- \* Regional Setting and Adjacent and County Planning
- \* Population, Housing and Building Activity
- \* Histories of the Municipalities and Historical Resources
- \* Community Facilities
- \* Tax Rates
- \* Existing Land Use and Zoning
- \* Transportation
- \* Economic Conditions

The following background studies have several major planning implications for the Region:

- The three Boroughs are inextricably linked to adjacent Windsor and York Townships via shared boundaries, roads and shared community facilities and services. This underscores the need for increased regional cooperation among the Boroughs and the Townships in the future.
- The populations of Dallastown and Yoe are relatively stable, while Red Lion has continued to grow modestly. Population growth in the greater region encompassing the three Boroughs and Windsor and York Townships is a major issue. The Townships have grown substantially in the past and are expected to continue to do so in the future. The Boroughs are impacted by this growth, particularly in terms of traffic volumes and demand for shared services, such as schools.
- The Boroughs have high percentages of rental housing. This presents concerns for dwelling, neighborhood and community stability.
- The housing stock is relatively old in the Boroughs, which means it is important to foster housing maintenance and rehabilitation and implement code enforcement as necessary.
- There are a number of historic resources, an existing historic district and a potential historic district in the Boroughs. The Boroughs have an industrial heritage, particularly from the cigar industry. Adaptive reuse of historic buildings has taken place and can continue. Historic preservation should be addressed in municipal regulations to the extent each Borough is comfortable.
- The Ma and Pa Railroad was important to the development of the Boroughs. The legacy of the Railroad continues at the historic railroad station and in the Ma and Pa Trail being developed along the former location of the railroad tracks. The Ma and Pa Trail will link the three Boroughs to surrounding municipalities. Route planning will continue.

- The Boroughs are proud of the excellent services provided to their residents, though needed enhancements to facilities such as the Library, parks and other recreation facilities should continue in the future. The most pressing school need, overcrowding in elementary schools in the Dallastown Area School District, was addressed for the time being with construction of the Dallastown Intermediate School.
- Limited vacant land is available for development in the Boroughs and much of that land has physical limitations to development. Most new development will take place as infill, redevelopment or more intensive use of existing properties.
- After adoption of this Plan, municipal zoning ordinances should be amended to implement the Plan. Some of the issues to address are prohibition/regulation of residential conversions, creation of some basically single family residential districts, enhancement of commercial areas, and extent of non-residential zoning districts.
- Major streets in the Boroughs experience through-traffic as well as local traffic. Volumes and speeds of traffic on some roads are a major concern. Road interconnections, traffic calming and alternative routes will need to be addressed in the future.
- The industrial bases within Dallastown and Red Lion are important elements of the regional economy, and their continuation should be supported. Many of the commercial establishments in the Region are auto-related, and for many retail purchases and dining out occasions, residents must leave the Boroughs. Additional residence-serving retail and service uses should be encouraged and recruited in the Boroughs.

## **REGIONAL SETTING AND ADJACENT AND COUNTY PLANNING**

The Boroughs of Dallastown, Red Lion and Yoe are located in York County, southeast of the City of York. The three Boroughs form what is known as the Tri-Borough area.

Dallastown and Yoe Boroughs are contiguous Boroughs surrounded by York Township. Red Lion is located to the east of Yoe and Dallastown, surrounded by York Township on the west and Windsor Township on the east. Windsor Township recently completed a joint comprehensive plan with Windsor Borough. York Township updated its comprehensive plan in 2003.

The Boroughs and surrounding Townships are linked physically by key roads such as Routes 24, 74, 214, and 624, George Street, Springwood Road, High Street, and Prospect Street, and a number of additional local roads. The municipalities are also linked organizationally through community facilities and services such as regional police service, schools, ambulance and fire service, and sanitary sewer and water services.

Even though Dallastown and Yoe decreased in population from 2000 to 2010 and Red Lion experienced a modest increase, substantial growth in the Townships affects the Boroughs, particularly in traffic volumes on roads and impact on school facilities.

## **Windsor Township**

Windsor Township borders Red Lion Borough and contains 27.2 sq. miles. The population was 12,807 in 2000 and 17,504 in 2010. The York County Planning Commission (YCPC) projects that Windsor Township will continue to grow substantially in population in the future. The pattern of development for the adjacent areas of the Township is generally residential, farm or public, with industrial in the area of Memory Lane. The land uses along the border of Red Lion Borough and Windsor Township are generally compatible.

Windsor Township recently completed a joint comprehensive plan with Windsor Borough. Most of the land in the Township which adjoins Red Lion Borough is designated Low Density Residential or Medium Density Residential on the Joint Future Land Use Plan. This is compatible with existing land use patterns in Red Lion. Two industrial areas are designated east of Red Lion, but these adjoin industrial areas in Red Lion.

## **York Township**

York Township surrounds Dallastown and Yoe and borders Red Lion on the west. It contains 25.5 sq. miles. The population was 23,637 in 2000 and 27,793 in 2010. The YCPC projects that York Township will continue to grow substantially in the future.

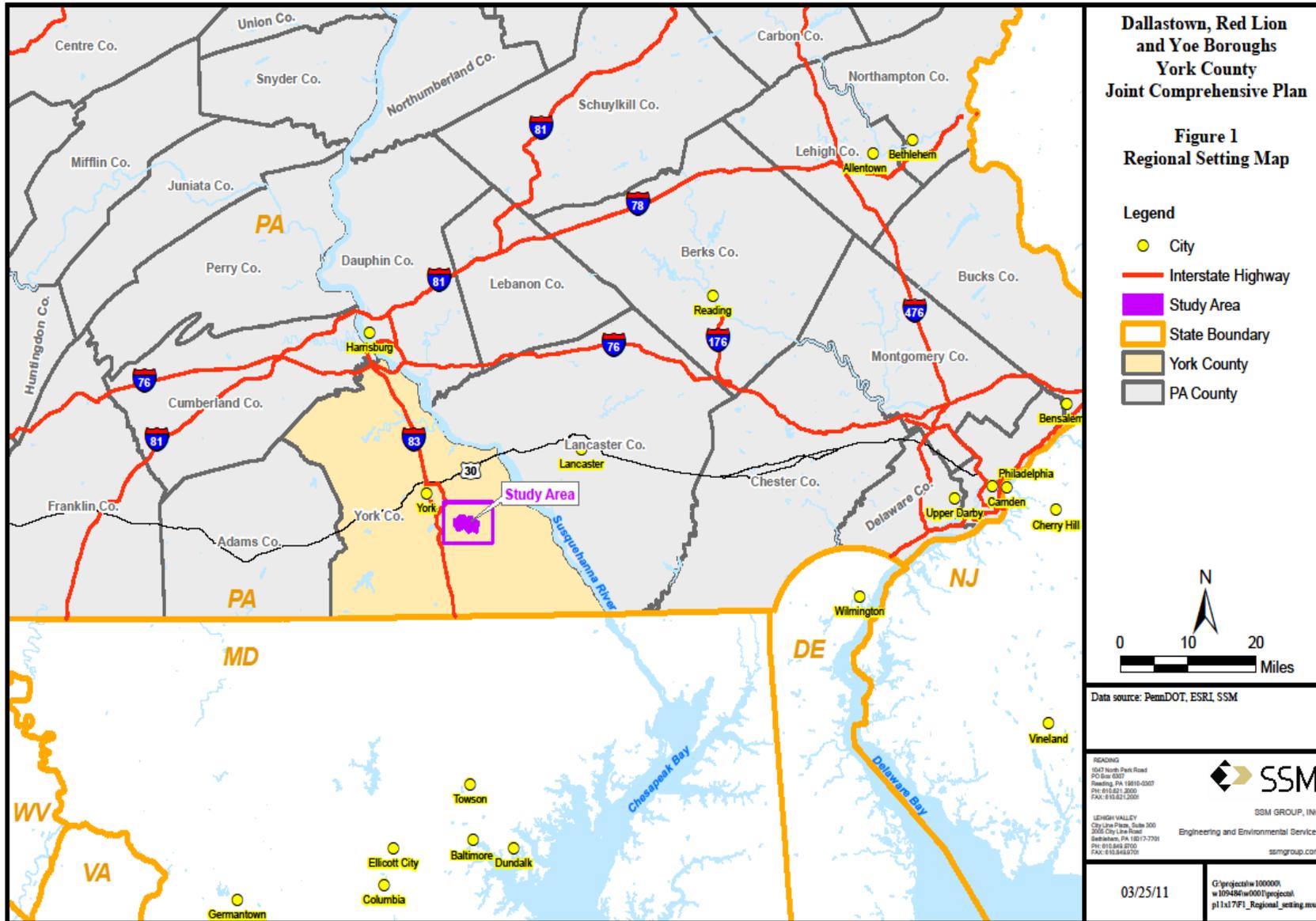
York Township borders Red Lion Borough on the west. The existing and proposed land uses between the two borders are generally compatible, except along West Broadway, where a commercial area in York adjoins a predominantly residential area in Red Lion. The majority of the adjoining area in York Township is residential, rural or recreational.

Most of the land in York Township adjoining Yoe Borough is residential, agricultural or woodland, and generally compatible with the Borough's land use. Along South Orchard Street, the House of Windsor area in the Township is vacant industrial/commercial. The future use of this area is of interest to the Borough. This land is designated industrial on the Township's Future Land Use Plan. On that Plan, land along the northern portion of Yoe is designated Village. Of potential concern is the designation of adjoining land south of George Street as industrial. This land adjoins residential and park areas in Yoe.

Dallastown and York Townships generally have similar and compatible existing land uses. The Future Land Use plan for York Township indicates this will continue.

Plans for both Windsor Township and York Township recognize the Ma and Pa Rail Trail, which will connect them to Dallastown, Red Lion and Yoe. In addition, the York Township Plan indicates Greenways, Trails, Linkages to Dallastown at West Main Street, two current agricultural areas to the south, and in the area of the Dallastown Area schools.

The areas of Windsor and York Township that are adjacent to or surrounding Dallastown, Red Lion and Yoe Boroughs and the three Boroughs are all part of the York County Established Primary Growth Area.



**The York County Comprehensive Plan**

The York County Comprehensive Plan promotes growth in specific areas in order to preserve open space, farmland, and natural resource areas. The Dallastown, Red Lion and Yoe Boroughs are areas where growth and infill are encouraged.

The York County Comprehensive Plan establishes Growth Area Boundaries to provide a logical basis for land use decision making that will benefit municipal and county planning efforts. There are many benefits for designating growth areas which can be found in the following table.

**Table 1 - Benefits of Growth Boundaries**

BENEFITS	EXPLANATION
Existing Communities	Through redirected growth will decrease the likelihood of communities merging together and losing a sense of community character and identity.
Community Facilities and Services	Services, such as roads, water and sewer lines, schools, fire stations, and police protection, will become more cost-efficient, and service costs and property taxes will be minimized.
Transportation	Coordination of transportation planning will allow a more concentrated pattern of development thus resulting in a reduction in the number and length of trips needed to reach destinations. Mass transit planning will also become more efficient with concentrated patterns of origins and destinations.
Housing	Decreased public service costs will reduce housing prices due to lower land costs and development fees.
Agriculture	Growth Areas minimize leap-frog development into agriculture areas which reduces the loss of farmlands.
Natural Resources	A compact pattern of development reduces the threat of destruction to important resource lands. This will help to protect resources such as floodplains, wetlands, wildlife habitats, prime soils, and steep slope areas.
The Economy	Overall growth in specified areas will provide locations for commercial and industrial needs with the necessary infrastructure available. The farming community will also benefit through improved stability in farmland areas and less intrusion of urbanized uses.
Cooperative Planning	Regional and County planning will be improved. Established regional growth areas will make municipal decisions more consistent, more predictable and simpler.

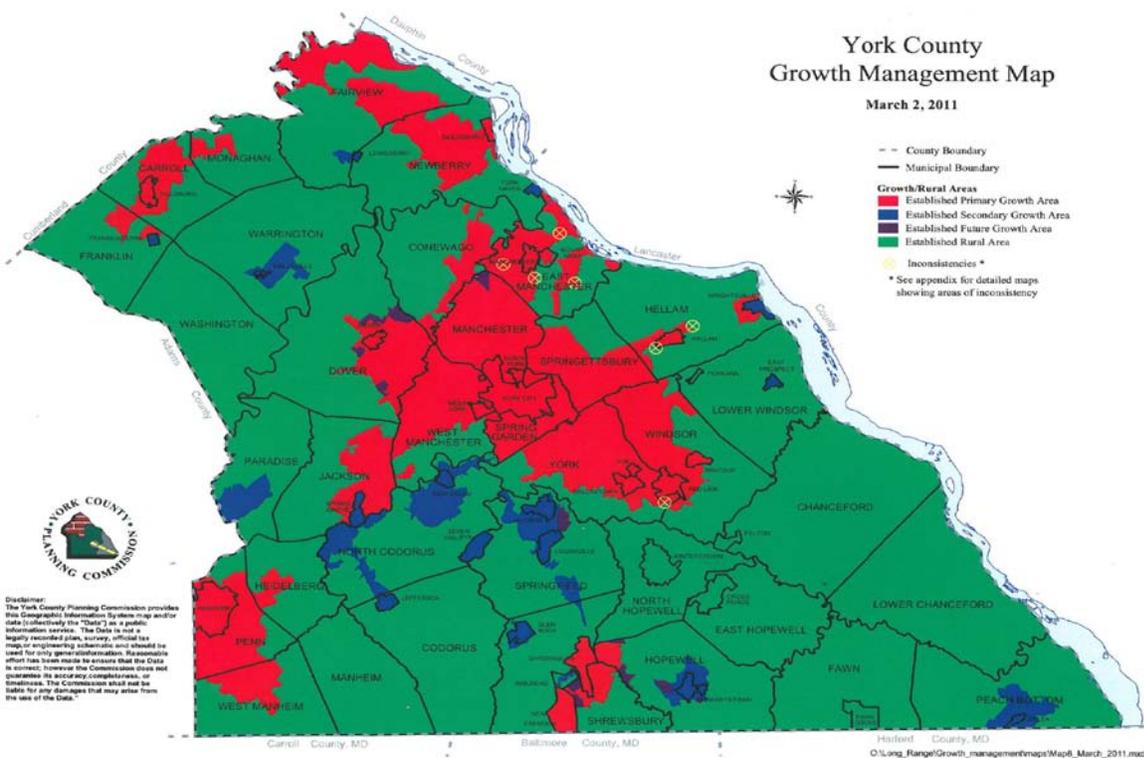
The York County Comprehensive Plan designates Dallastown, Red Lion and Yoe as Established Primary Growth Areas. Primary Growth Areas are based on existing planning and utilities at the time of the delineation. These areas typically are urbanized areas that will provide for development and future growth.

When delineating the Primary Growth Area boundaries, the following factors were considered:

- ✓ Existing developed areas;
- ✓ Existing public water and sewer service areas;
- ✓ Existing municipal zoning delineations;
- ✓ Natural features such as watershed protection areas, steep slopes, floodplains, and wetland areas;
- ✓ Farms preserved with agricultural conservation easements.

The Figure below shows the York County Growth Management Map. All three Boroughs are located in the Established Primary Growth Area, as indicated previously. The map of York County recognizes the existing development around the City of York, with development following the major road corridors of the County, primarily Route 30 and Interstate 83.

**Figure 2**



The York County Comprehensive Plan reflects a County-wide approach to growth. The York County Municipal Consulting Program will provide a vehicle for achieving consistency between municipal and the County comprehensive plans. Plans should be developed through the recognition of growth area boundaries and rural designations. The primary goal of the Program is to define jointly agreed upon growth and rural area sizes. Capacity analyses help to determine the amount and location of land needed to accommodate future growth needs.

## POPULATION, HOUSING AND BUILDING ACTIVITY

The following tables present data regarding the population, housing stock and building activity in the Boroughs for 2000 and 2010 when available.

**Table 2 - Demographic Highlights 2000 - Tri-Borough Region**

<b>2000</b>	<b>Dallastown Borough</b>		<b>Red Lion Borough</b>		<b>Yoe Borough</b>	
Total Population	4,087		6,149		1,022	
Total Households	1,622		2,575		437	
Total Families	1,027		1,645		250	
<b><i>Racial Composition</i></b>						
White	3,972	97.2%	5,972	97.1%	965	94.4%
African-American	32	.8%	37	.6%	13	1.3%
Hispanic (of any race)	73	1.8%	56	.9%	17	1.7%
Asian and Pacific Islander	14	.3%	25	.4%	6	.6%
Other, including mixed racial composition	16	.4%	20	.3%	8	.8%
<b><i>Household Characteristics</i></b>						
Average number of persons	2.36		2.37		2.34	
Married-couple households	752	46.4%	1,205	46.8%	167	38.2%
Total households with children under 18	558	34%	528	21%	82	19%
Female-headed households	203	13%	312	12%	66	15%
Single persons	484	29.8%	762	29.6%	137	31.4%
Persons over 65 living alone	201	12.4%	282	11%	28	6.4%
<b><i>Age Characteristics</i></b>						
Median age	36.5		34.2		31.4	
Persons under 19	1,064	26.1%	1,708	27.8%	312	30.4%
Persons aged 19-34	894	21.9%	1,443	23.4%	254	24.8%
Persons aged 35-44	664	16.2%	943	15.3%	172	16.8%
Persons aged 45-64	718	18%	731	12%	210	21%
Persons aged 65 and over	747	18.3%	1,324	21.6%	74	7.2%
<b><i>Income Characteristics</i></b>						
Median household income	\$37,500		\$35,828		\$34,211	
Median family income	\$44,500		\$41,850		\$40,833	
Per capita income	\$18,249		\$17,723		\$16,795	
Households below poverty <sup>1</sup> line		8.70%		10.4%		11.7%

Source: U.S. Census Bureau

<sup>1</sup> Poverty results when income is below an established threshold for the family based on the size of the family and the ages of the family members.

**Table 2A - Demographic Highlights 2010 - Tri-Borough Region**

<b>2000</b>	<b>Dallastown Borough</b>		<b>Red Lion Borough</b>		<b>Yoe Borough</b>	
Total Population	4,049		6,373		1,018	
Total Households	1,623		2,602		431	
<b>Racial Composition</b>						
White	3,812	94.1%	6,075	95.3%	924	90.8%
African-American	104	2.6%	110	1.7%	43	4.2%
Other, including mixed racial composition	133	3.3%	188	2.9%	51	5.0%
<b>Household Characteristics</b>						
Average number of persons	2.49		2.45		2.36	
<b>Age Characteristics</b>						
Persons under 20	1,042	25.7%	1,788	28.1%	295	29.0%
Persons aged 20-34	856	21.1%	1,475	23.1%	260	25.5%
Persons aged 35-44	527	13.0%	817	12.8%	129	12.7%
Persons aged 45-64	974	24.1%	1,519	23.8%	234	23.0%
Persons aged 65 and over	650	16.1%	774	12.1%	100	9.8%

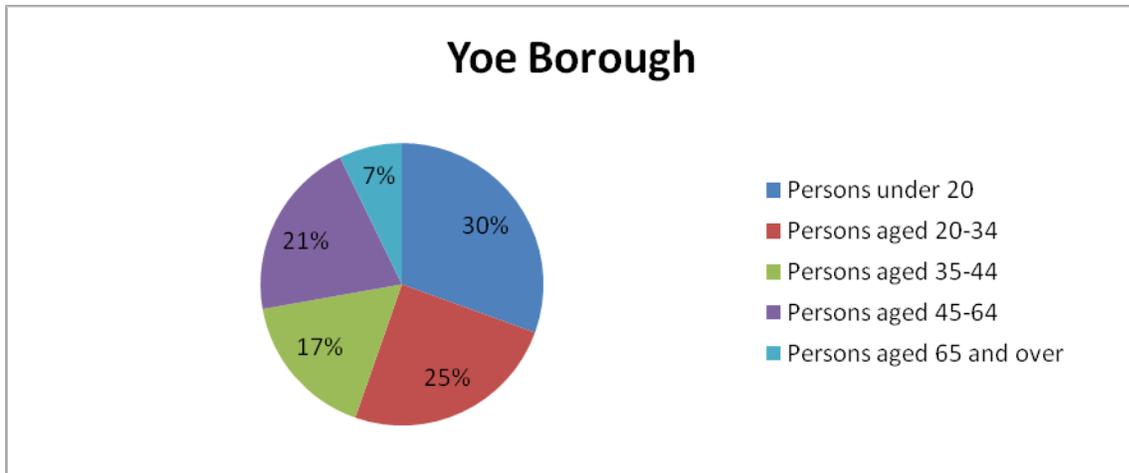
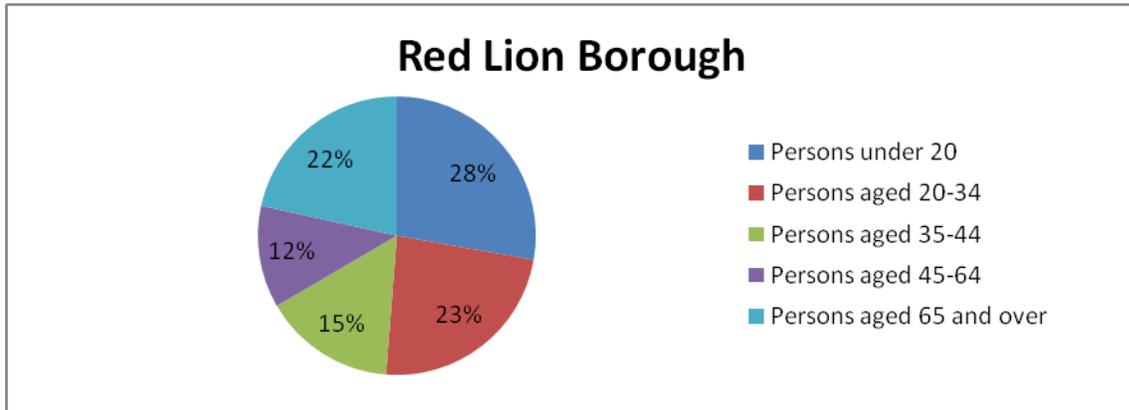
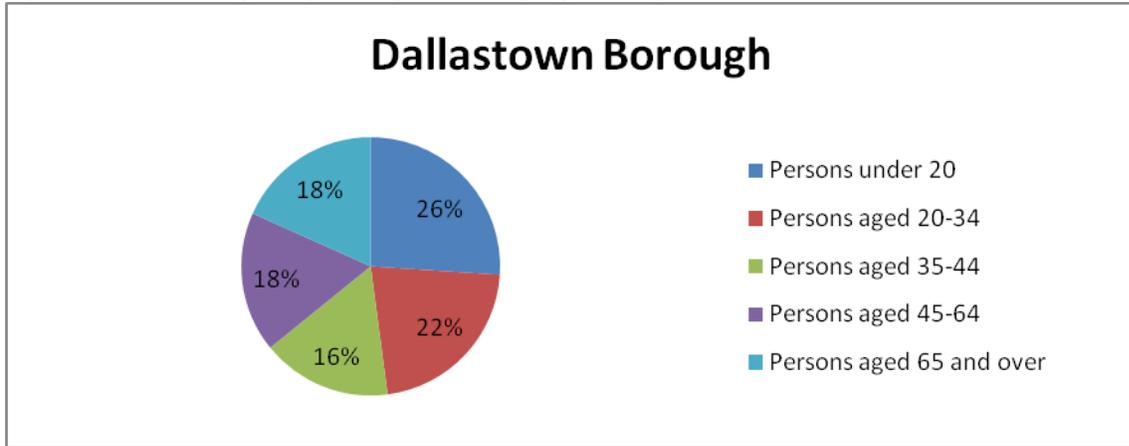
Source: U.S. Census Bureau

<sup>1</sup> Poverty results when income is below an established threshold for the family based on the size of the family and the ages of the family members.

The following observations can be made based on Tables 2 and 2A.

- Residents of the Region are predominantly white, ranging from 90.8% in Yoe to 95.3% in Dallastown. Percentages white declined from 2000 to 2010.
- The average number of persons per household was relatively small, ranging from 2.36 in Yoe to 2.49 in Dallastown. Average size increased in all three Boroughs from 2000 to 2010.
- The predominant form of household in 2000 was married couple, ranging from 38.2% in Yoe to 46.8% in Red Lion.
- Households with children under 18 in 2000 ranged from 19% in Yoe to 34% in Dallastown. For York County, the percentage was 34.9%.
- Female-headed households in 2000 ranged from 12% in Red Lion to 15% in Yoe. For York County, the figure was 9%.
- Single persons in 2000 ranged from 29.6% in Red Lion to 31.4% in Yoe. For York County, the percentage was 23.3%.
- Persons over 65 living alone in 2000 ranged from 6.4% in Yoe to 12.4% in Dallastown to 11.0% in Red Lion.
- Median age in 2000 ranged from 31.4 in Yoe to 36.5 in Dallastown. For York County as a whole, the median age was 37.8.
- Median household income in 2000 ranged from \$34,211 in Yoe to \$37,500 in Dallastown. For York County, the figure was \$45,268.
- Households below poverty line in 2000 ranged from 8.7% in Dallastown to 11.7% in Yoe. For York County the figure was 4.6%.
- From 2000 to 2010 the percentage of persons under 35 remained similar in each municipality. The percentage of persons 35-44 decreased in each municipality from 2000 to 2010. The percentage of persons 45-64 increased in each municipality from 2000 to 2010, particularly so in Red Lion. The percentage of persons 65 and over decreased from 2000 to 2010 in Dallastown and Red Lion, and increased in Yoe.

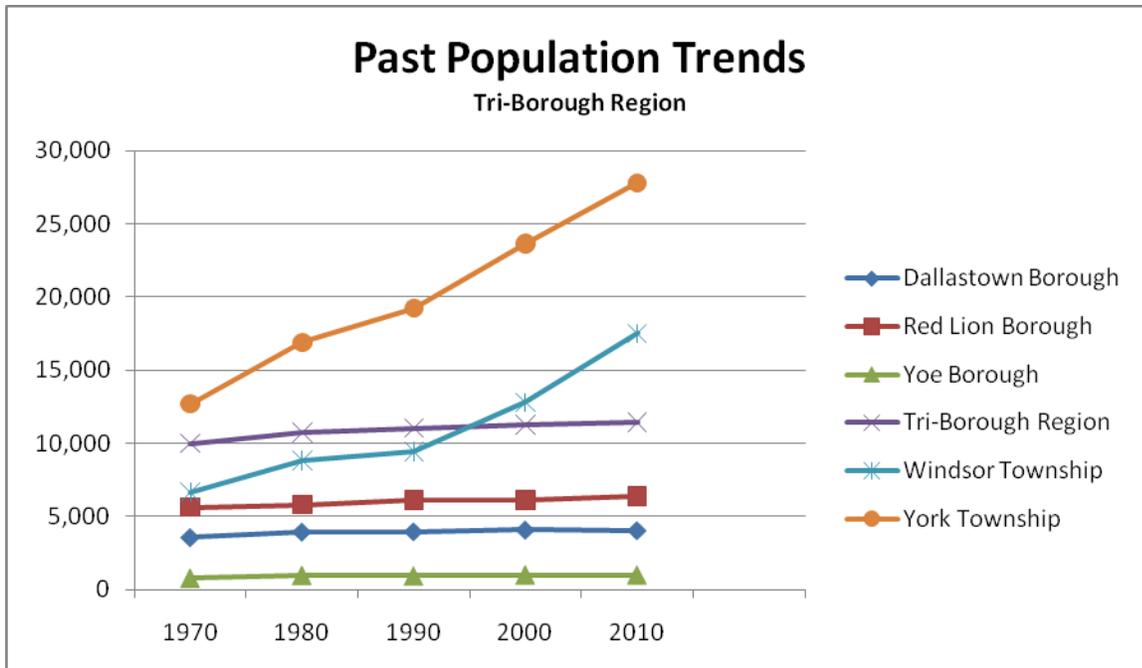
Figure 3 - Tri-Borough Region Population by Age Group - 2010



**Table 3  
Past Population Trends  
Tri-Borough Region and Surrounding Municipalities**

<u>Municipality</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
Dallastown Borough	3,560	3,949	3,974	4,087	4,049
Red Lion Borough	5,645	5,824	6,130	6,149	6,373
Yoe Borough	790	990	947	1,022	1,018
Tri-Borough Region	9,995	10,763	11,051	11,258	11,440
Windsor Township	6,672	8,807	9,424	12,807	17,504
York Township	12,707	16,893	19,231	23,637	27,793

Source: U.S. Census Bureau, YCPC



Dallastown experienced its largest increase from 1970 to 1980, 389. Its population increased by 25 from 1980 to 1990, increased by 113 from 1990 to 2000 and decreased by 38 from 2000 to 2010.

Red Lion's population increased each decade, by 179 from 1970 to 1980, by 306 from 1980 to 1990, by 19 from 1990 to 2000 and by 224 from 2000 to 2010.

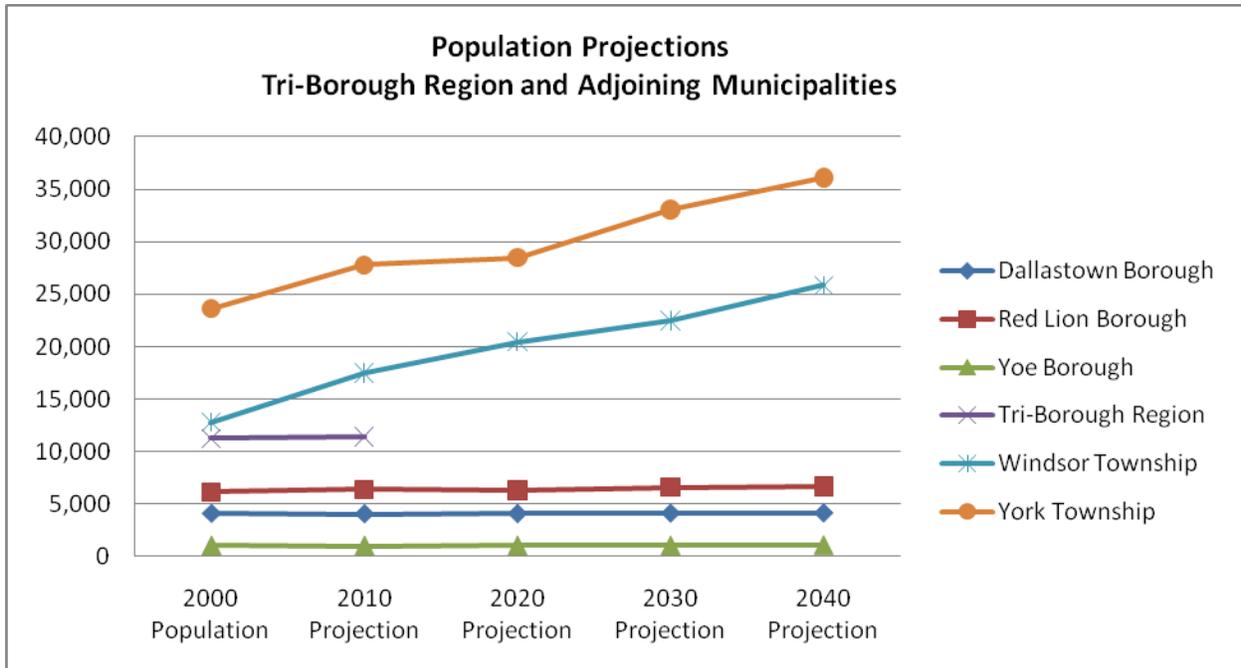
Yoe, like Dallastown, had its biggest increase from 1970 to 1980, 200. The population declined from 1980 to 1990, then increased by 75 from 1990 to 2000. The population of Yoe declined by 4 from 2000 to 2010. The entire Region increased by 1,445 (14.5%) from 1970 to 2010.

Both Windsor and York Townships grew substantially each decade from 1970 to 2010. Combined, they grew 25,918 (133.7%) over 40 years.

**Table 4  
Population Projections  
Tri-Borough Region and Adjoining Municipalities**

<u>Municipality</u>	<u>2000 Population</u>	<u>2010 Population</u>	<u>2020 Projection</u>	<u>2030 Projection</u>	<u>2040 Projection</u>
Dallastown Borough	4,087	4,049	4,069	4,110	4,131
Red Lion Borough	6,149	6,373	6,339	6,590	6,702
Yoe Borough	1,022	1,018	1,028	1,025	1,053
Tri-Borough Region	11,258	11,440			
Windsor Township	12,807	17,504	20,460	22,454	25,847
York Township	23,637	27,793	28,488	33,061	36,127

Source: York County Planning Commission 10/2011



Dallastown is projected to increase by small amounts in population from 2010 until 2040. Yoe is projected to increase by a small amount from 2010 to 2020, decrease by a small amount from 2010 to 2030, and increase by a small amount from 2030 to 2040. Red Lion is projected to decrease slightly from 2010 to 2020 and then increase from 2020 to 2030 and 2030 to 2040. The feasibility of that increase will depend upon the residential conversion policies of the Borough in the future, the intensity of development of the few vacant residential parcels in the Borough, and the extent of residential redevelopment and adaptive reuse projects which occur.

On the other hand, Windsor and York Townships, which surround the Boroughs, are expected to continue to experience substantial population growth each decade. Windsor Township is projected to grow by 8,343 from 2010 to 2040. York Township is projected to grow by 8,334 in the same period. This represents an additional 16,677 people in the Townships by 2040.

Limited population growth in the Boroughs will mean that the Boroughs can concentrate on maintaining, enhancing and expanding facilities, services and infrastructure that serve and meet the needs of the current population bases. Tremendous population growth in the two Townships means that traffic increases are likely in the Boroughs in the future. As is noted in the Transportation Plan, transportation issues must be addressed regionally, with inclusion of the Townships, YCPC and PennDOT at a minimum.

Additionally, given the projected growth in the Townships, increased demand is going to be put on services which are provided regionally, such as schools, police, sewage disposal and water supply. This will likely increase the costs of these services over time. On a positive note, if such growth occurs in the Townships, and the Borough downtowns are viewed as vital, special places, there could be additional support for downtown businesses.

**Table 5**  
**Housing Characteristics - 2000, Tri-Borough Municipalities**

	Dallastown Borough		Red Lion Borough		Yoe Borough	
	Number	Percent	Number	Percent	Number	Percent
<b>Total housing units</b>	<b>1,707</b>	<b>100.0</b>	<b>2,729</b>	<b>100.0</b>	<b>456</b>	<b>100.0</b>
<b>UNITS IN STRUCTURE</b>						
1-unit, detached	749	43.9	1,064	39.0	196	43.0
1-unit, attached	408	23.9	831	30.5	55	12.1
2 units	70	4.1	203	7.4	25	5.5
3 or 4 units	99	5.8	194	7.1	39	8.6
5 to 9 units	240	14.1	277	10.2	87	19.1
10 to 19 units	56	3.3	71	2.6	42	9.2
20 or more units	50	2.9	52	1.9	8	1.8
Mobile Home	35	2.1	37	1.4	4	0.9
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
<b>YEAR STRUCTURE BUILT</b>						
1999 to March 2000	0	0.0	18	0.7	0	0.0
1995 to 1998	77	4.5	64	2.3	5	1.1
1990 to 1994	58	3.4	82	3.0	10	2.2
1980 to 1989	156	9.1	208	7.6	60	13.2
1970 to 1979	208	12.2	256	9.4	94	20.6
1960 to 1969	213	12.5	225	8.2	25	5.5
1940 to 1959	338	19.8	715	26.2	82	18.0
1939 or earlier	657	38.5	1,161	42.5	180	39.5
<b>Occupied Housing Units</b>	<b>1,622</b>	<b>100.0</b>	<b>2,575</b>	<b>100.0</b>	<b>437</b>	<b>100.0</b>
<b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>						
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
1999 to March 2000	373	23.0	527	20.5	135	30.9
1995 to 1998	447	27.6	650	25.2	110	25.2
1990 to 1994	238	14.7	376	14.6	56	12.8
1980 to 1989	175	10.8	407	15.8	50	11.4
1970 to 1979	146	9.0	209	8.1	41	9.4
1969 or earlier	243	15.0	406	15.8	45	10.3
<b>VEHICLES AVAILABLE</b>						
None	134	8.3	256	9.9	28	6.4
1	616	38.0	972	37.7	175	40.0
2	695	42.8	953	37.0	177	40.5
3 or more	177	10.9	394	15.3	57	13.0
<b>SELECTED MONTHLY OWNER HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999</b>						
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Less than 15 percent	304	35.2	539	36.3	77	39.1
15 to 19 percent	157	18.2	241	16.2	35	17.8
20 to 24 percent	179	20.7	225	15.2	30	15.2
25 to 29 percent	46	5.3	138	9.3	17	8.6
30 to 34 percent	77	8.9	124	8.4	7	3.6
35 percent or more	100	11.6	218	14.7	31	15.7
Not computed	0	0.0	0	0.0	0	0.0
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999</b>						
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Less than 15 percent	176	25.6	150	15.0	60	26.7
15 to 19 percent	83	12.1	204	20.4	40	17.8
20 to 24 percent	114	16.6	195	19.5	23	10.2
25 to 29 percent	68	9.9	62	6.2	26	11.6
30 to 34 percent	46	6.7	9	0.9	15	6.7
35 percent or more	157	22.8	304	30.5	57	25.3
Not computed	44	6.4	74	7.4	4	1.8

Source: U.S. Census Bureau

Figure 4

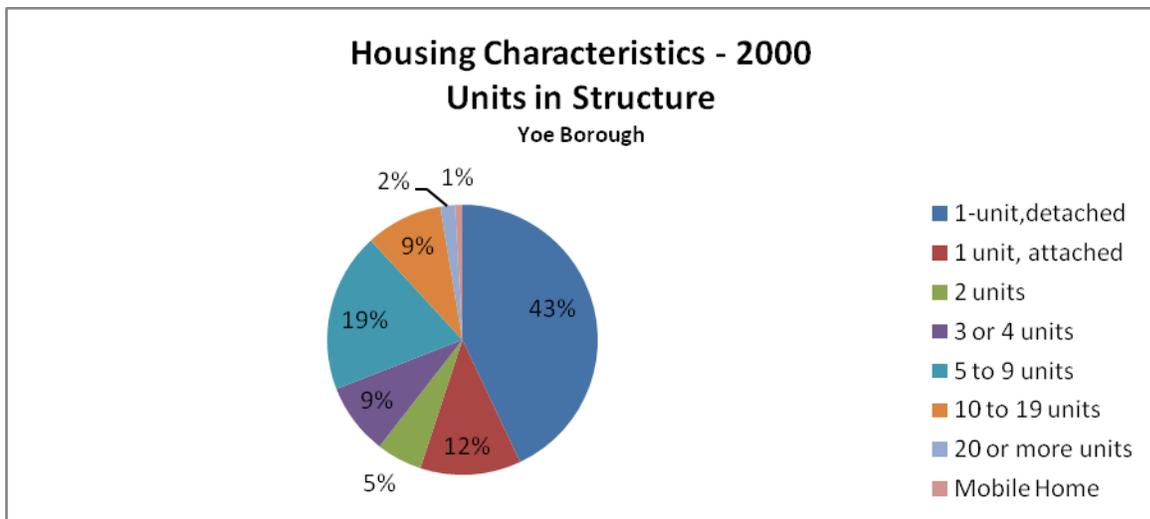
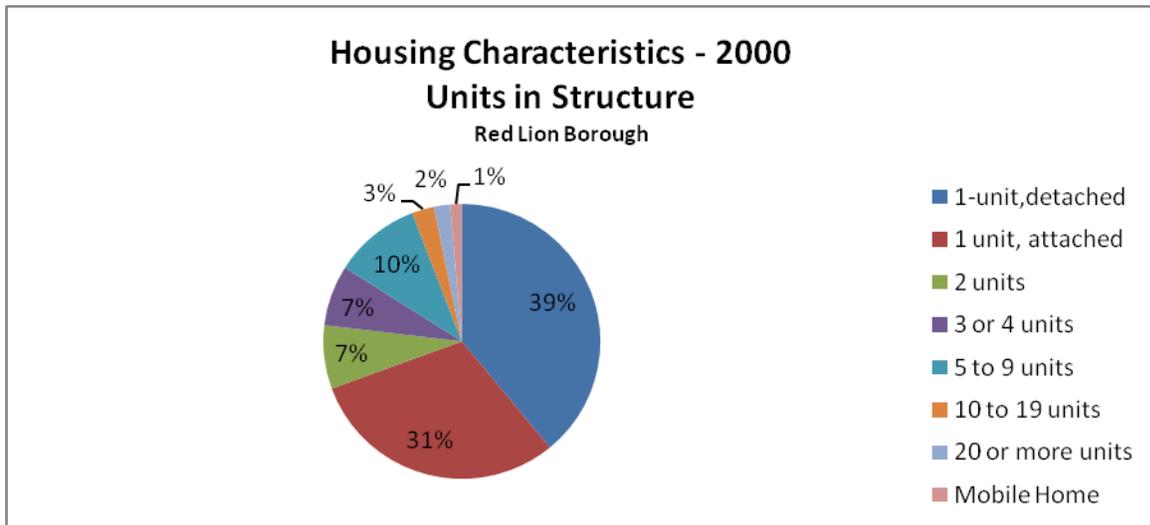
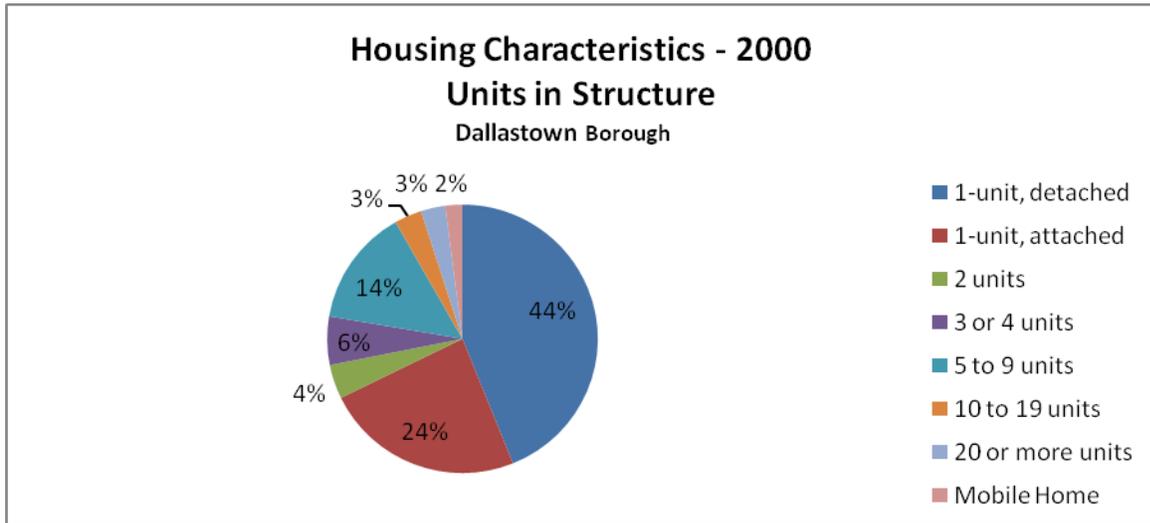
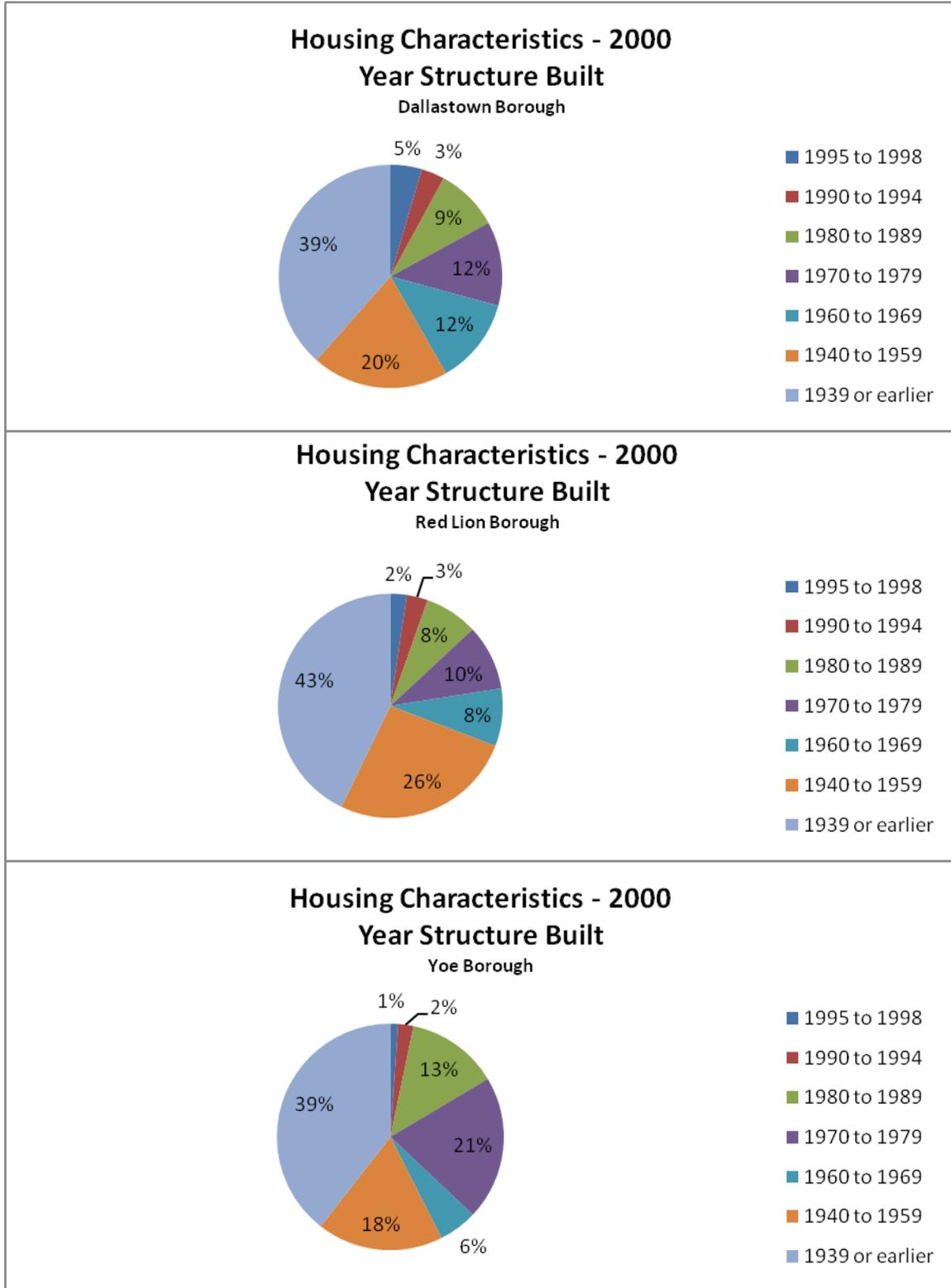


Figure 5



- In all three Boroughs, 1-unit detached units were the most prevalent. In Dallastown and Red Lion, 1-unit attached units were the second most common, followed by 5 to 9 units. In Yoe, 5-9 units are the second most common, followed by 1-unit detached.
- In all three Boroughs, more than half of the housing structures were constructed prior to 1960 – 58% in Dallastown, 69% in Red Lion and 58% in Yoe.
- Substantial percentages of householders had moved into their dwelling within the last five years, 51% in Dallastown, 46% in Red Lion and 56% in Yoe.
- Most households had one or two vehicles available, with a fairly even split between one and two.
- It is generally accepted that a household has housing affordability concerns when it spends more than 30% of household income on housing costs. In Dallastown 21% of owner households spent 30% or more of income on housing, while 30% of renter households did. In Red Lion 23% of owner households spent 30% or more of income, while 31% of renters did. In Yoe 19% of owner households spent 30% or more of income on housing, while 32% of renter households did.

Data on building activity in the Boroughs is presented in the following three tables:

**Table 6**  
**New Residential Dwelling Units, Tri-Borough Municipalities**  
**2000-2009**

<u>Municipality</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Dallastown Borough	8	7	4	5	5	3	3	4	2	1
Red Lion Borough	3	3	3	3	1	6	0	0	0	0
Yoe Borough	1	2	1	1	0	0	3	3	2	0

Source: York County Building Permit Data, YCPC

**Table 7**  
**New Residential Construction Permits - Number of Dwelling Units by Structure Type**  
**Tri-Borough Municipalities**  
**1991-2009**

<u>Municipality</u>	<u>Structure Type</u>								<u>Total Dwelling Units</u>
	<u>Single Family</u>	<u>Mobile Home</u>	<u>Double Wide</u>	<u>Modular</u>	<u>Duplex</u>	<u>Townhouse</u>	<u>Condo</u>	<u>Apartment</u>	
Dallastown Borough	41	3	2	2	19	0	0	0	67
Red Lion Borough	36	1	1	1	4	31	40	9	123
Yoe Borough	12	0	1	0	8	0	0	0	21

Source: YCPC

**Table 8**  
**New Construction Permits by Type of Use and Cost of Construction**  
**Tri-Borough Municipalities**  
**1991-2009**

<u>Municipality</u>	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Public</u>
Dallastown Borough	57 (\$5,773,784)	1 (\$300,000)	0	0
Red Lion Borough	58 (\$7,217,108)	6 (\$1,256,031)	3 (\$6,180,000)	5 (\$11,572,209)
Yoe Borough	18 (\$1,709,750)	0	0	0

Source: YCPC

Not many new residential dwelling units were constructed in the Boroughs in that period – 41 in Dallastown, 36 in Red Lion, and 12 in Yoe. In Dallastown and Yoe, most of the units were single family and duplex. In Red Lion, most of the units were single family, townhouse and condos.

In Dallastown and Yoe, between 1981 and 2009, almost all construction was residential. Red Lion had more of a mix of residential, commercial, industrial and public construction; however, most permits were for residential construction. Cost of construction was highest for public projects, followed by residential and industrial.

**Table 9  
Housing Characteristics  
Tri-Borough Municipalities and York County  
Year 2000**

<u>Municipality</u>	<u>Households</u>	<u>Persons per Household</u>	<u>Total Housing Units</u>	<u>% Owner Occupied</u>	<u>% Renter Occupied</u>
Dallastown Borough	1,622	2.36	1,707	54.7	45.3
Red Lion Borough	2,575	2.37	2,729	57.7	42.3
Yoe Borough	437	2.34	456	46.9	53.1
York County	148,219	2.58	156,720	72	28

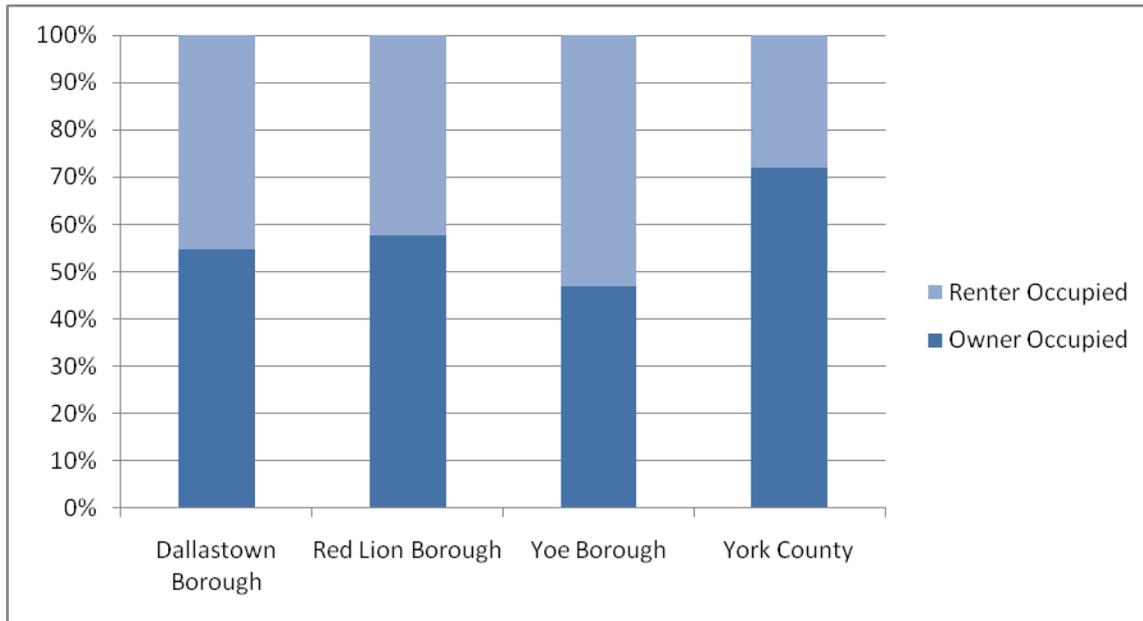
Source: U.S. Census Bureau, YCPC

**Table 9A  
Housing Characteristics  
Tri-Borough Municipalities  
Year 2010**

<u>Municipality</u>	<u>Households</u>	<u>Persons per Household</u>	<u>Total Housing Units</u>	<u>% Owner Occupied</u>	<u>% Renter Occupied</u>
Dallastown Borough	1,623	2.49	1,725	55.6	44.4
Red Lion Borough	2,602	2.45	2,804	57.9	42.1
Yoe Borough	431	2.36	458	50.1	49.9

Source: U.S. Census Bureau

**Figure 6  
Owner-Renter Characteristics  
Tri-Borough Municipalities and York County  
Year 2010**



In 2000, the three Boroughs in the Region had smaller average persons per household than the County as a whole. They also had much higher percentages of renter-occupied units than the County as a whole. In 2000, York City had the highest percentage of renter-occupied units in the County, 59.3%. Yoe was next highest, with 53.1% of its units renter-occupied. Hanover Borough was third highest with 47.5% of its units renter-occupied, followed by Dallastown, with 45.3% of its units renter occupied. From 2000 to 2010, Dallastown’s percentage of rental units decreased to 44.4%, Yoe’s decreased to 49.9%, and Red Lion’s decreased to 42.1%.

## **HISTORIES OF THE MUNICIPALITIES**

### **History of Dallastown (Adapted from prior Tri-Boro Area Comprehensive Plan)**

The general area in which Dallastown developed was known as the York Barrens. According to local people, the area was settled by farmers as early as 1736. From buildings and churches in the Freysville-Dallastown area, it seems apparent that the first settlers were German immigrants.

The Barrens became a noted center for basket-making. Farmers sold baskets in York and Baltimore markets.

The land upon which the Borough was built was an open common, used as a parade ground by the local militia. Commercial development on the parade ground apparently began in the early 1840's. A hotel and a store were built.

In 1844, James Peeling parceled off part of his 95-acre farm into lots. This development was the beginning of the new village. The village was named in honor of the successful vice-presidential candidate of that year, George M. Dallas of Philadelphia.

In the late 1860's, with the advent of machine-made baskets, the hand making of baskets ceased. But Dallastown had been carrying on another industry in the meantime – cigar-making. Farmers in the area grew tobacco so that it was only natural that some manufacturing enterprise arose to utilize this raw material. In their dwellings or out-buildings, farmers found cigar-rolling a means of supplementing their income. It fitted in well with their off-season and other slack periods.

About 1860, modern cigars first made their appearance in the Borough with William Wireman's factory. Shortly after the Civil War, other manufacturers followed Wireman's example and soon there was a large number of small shops in and around the Borough. Dallastown soon took the lead in the manufacture of cigars. Several large cigar box factories arose to meet the boxing needs of the producers. With the transition from basket-making to cigar-making, came also the incorporation of Dallastown into a Borough in 1867.

### **History of Red Lion (Adapted from prior Tri-Boro Comprehensive Plan)**

The earliest commercial establishment was a public inn, built sometime before 1840. Some dispute exists as to whether it was called the Red Lion Inn and as to whether the Borough took its name from it. This old-time inn was at the crossing of the Wrightsville-to-Baltimore Road with the York-to-McCall's Ferry-Peach Bottom Road. It was a favorite stopping place for wagoners. The early settlers in the area (as mentioned in the History of Dallastown) were evidently of German origin.

In 1873-74, the first cigar factory in Red Lion was founded by Mr. & Mrs. Nathaniel Neiman.



**Former Cigar Building**

In 1874 a new means of transportation was introduced with the completion of the York City-to-Peach Bottom Railroad. The line ran through Yoe and Red Lion. In its Red Lion location, it cut across the farm of Mrs. Catherine Meyer, who also was a proprietress of a hotel. Realizing the opportunities the coming of the railroad presented, Mrs. Meyer lotted off her farm and built a new commercial building. The new building was used by her as a general store as well as a station for the railroad.

The railroad brought no building boom around the station. Nevertheless, citizens shortly began to petition for incorporation. The petition was finally granted in 1880. At this time, the population numbered 200 and there were only 25 houses within the Borough limits.

After incorporation, the Borough began to prosper. Store buildings were erected and more cigar factories established. Several cigar box factories also sprang up (as in Dallastown) to take care of the boxing needs of the producers. Soon after the turn of the century, there were over 30 cigar factories and 3 cigar box factories in the Borough. According to local people, the Dallastown cigar-men kept to their small home factories. On the other hand, in Red Lion cigar manufacturers constructed buildings solely for the manufacture of cigars.

Machines began to replace hand-making methods in the cigar industry, but manufacturers in Red Lion still retained many of the hand-making processes. Under the (Federal) National Recovery Act of 1933, minimum wages were set for cigar-workers in a code promulgated by the industry and the Federal Government. Workers protested both against (1) the piece work wage scale claiming it was lower than the code rate, and (2) the announced intention of most manufacturers to employ only workers who could roll enough cigars to make code wages. Manufacturers contended they could not compete against the machine-produced cigars unless they followed these practices.



**Former Cigar Building**

A strike led by John Van Vaerenwyck of the International Cigar Workers Union followed. Pickets patrolled the cigar factories day and night. In accompanying brawls, several people were seriously hurt. Allegedly as a result of the strike, one of the major producers of cigars (T. E. Brooks Co.) moved part of its operation to York City.

Employment in the cigar industry was at its peak in the 1930's. Another significant development was also beginning at this time, the merger of cigar firms.



**Former Cigar Buildings in Red Lion**

But Red Lion industry was not tied up in a single manufacturing line. Diversification began as early as 1907. In that year, Harry E. Craley, a contractor and woodworker, organized the Red Lion Furniture Company. Other furniture companies soon followed Mr. Craley's example. Thus, in 1913, the Red Lion Table Company was formed with dining room furniture as their product.

One furniture company, the Red Lion Cabinet Company, became a national leader in the industry, producing 10% of all television and radio cabinets produced in the U.S. in 1955.

Another industry, the metal and metal fabrication industry, germinated in 1937 with the formation of the New Era Die Company. Today there are four metal firms in Red Lion.

Between Red Lion and Dallastown a dairy enterprise, Warner's Dairy, has grown from a buggy-delivery service to a modern plant serving all of York and Lancaster Counties plus Baltimore and Harford Counties in Maryland.

Some other enterprises also originated around the turn of the century and are still in operation today, e.g., wood-working, and picture-frame manufacturing.

## **History of Yoe (Adapted from *Yoe Borough The First 100 Years*)**

Originally called Snyderstown, Yoe Borough was built upon what was once part of two farms in York Township, one belonging to Jacob Snyder which was bought in 1815, and the other farm which belonged to Henry Taylor. In 1871 Aaron Snyder, a son-in-law to Jacob Snyder, moved back to the family farm and bought 8 acres and 100 perches from part of the Taylor farm, which was then owned by Henry Taylor's son Zacharia, and set up a sawmill operation, thus establishing the first business in what was to become Yoe Borough.

In 1880 Moses Snyder, a son of Aaron's, bought another tract of land from the Taylor family farm and built a house and a building which housed a store and cigar factory, thus establishing the first cigar manufacturing shop not only in the Borough but also in the county. The business of cigar manufacturing not only would make the town prosper, but also the entire county would be recognized for it. Soon afterward, W. H. Taylor, a son of Zacharia's, would begin another small cigar factory and in 1883 Jacob Taylor would take another part of the Taylor farm and divide it into 15 building lots for the use of the workers in the cigar shops. Thus, the settlement of Snyderstown was established. Snyderstown began to flourish, a school was built in 1880 and the first church was built in 1880. More businesses were set up. The railroad established a station and the Adams Express Co. opened an office.

In 1888, the people of Snyderstown applied for a permit for a post office, but were turned down because there was already a town bearing that name in Pennsylvania with a post office. Moses Snyder suggested the name of "Yohe" in honor of his mother and Aaron Snyder's first wife Catherine Yohe. So as not to offend the second wife of Aaron, Moses suggested dropping the "H" out of the name and thus the spelling of "Yoe" was derived. The settlement of Yoe continued to flourish, and on August 23, 1893, was incorporated into a borough.

By 1900, the cigar industry gave growth to the town and according to the 1900 census, 525 inhabitants lived in the borough. By 1907 there were an estimated 50 cigar factories in Yoe, giving steady employment to all the citizens of the Borough and the vicinity. An estimated 100,000 cigars were being made daily in the Borough. There were other businesses as well. A coal company and quarry established in 1889 provided foundation stones for most of the homes being built in the town and surrounding area. Two stores did general merchandising. The Yoe Printing Co., established in 1896, engaged in the printing of calendars, novelties and advertising. The Yoe Water Co. was established in 1894. There was a hotel called the Belmont House that prospered, located in town close to the M & P Railroad Station.

Remnants of the cigar industry, which made Yoe prosperous, can still be found at the House of Windsor Cigar Co., which even though situated in York Township, still carries a Yoe address. The Maryland & Pennsylvania Railroad, which helped the businesses in the Borough to flourish, dug up their tracks and in 1979 razed the old railroad station in the center of town. The Borough still maintains the park and ball diamond located on High Street and the "Victor Herbert Park" located off Philadelphia Street and Park Alley. The Borough, though still entertaining some small businesses, has changed from an industrial type of town to a residential community comprised of single homes, apartment buildings and townhouses.

The Borough's organization has also changed since incorporation in 1893. The Borough originally started with nothing more than a Chief Burgess and a borough council consisting of seven members. Today, the council structure remains the same, but the office of Chief Burgess has been replaced by the

office of the Mayor. There has also been added, since incorporation, some governmental authorities to assist in the everyday business of the Borough. A water authority was established in 1933 to take the place of the Yoe Water Co. This authority has since been combined with Dallastown Borough in order to form the Dallastown/Yoe Water Authority. A sewer authority was established in 1972 for the proper overseeing of construction, maintenance, billing and enforcement for the sewer system that was installed in the Borough beginning in 1973.

## HISTORIC RESOURCES

The Historic Resources Map shows the Red Lion National Register District Boundary, Potential Dallastown and Yoe Historic Districts, and Historic Site locations in the three Boroughs.

There are two resources on the National Register:

### **Consumers Cigar Box Company** (added 1999 - **Building** - #99001196)

Also known as **Red Lion Woodcraft Inc.**

121 First Ave., Red Lion

Historic Significance: Architecture/Engineering, Event  
Architectural Style: No Style Listed  
Area of Significance: Architecture, Industry  
Period of Significance: 1900-1924, 1925-1949  
Owner: **Private**  
Historic Function: Industry/Processing/

Extraction

Historic Sub-function: Manufacturing Facility

### **Red Lion Borough Historic District**

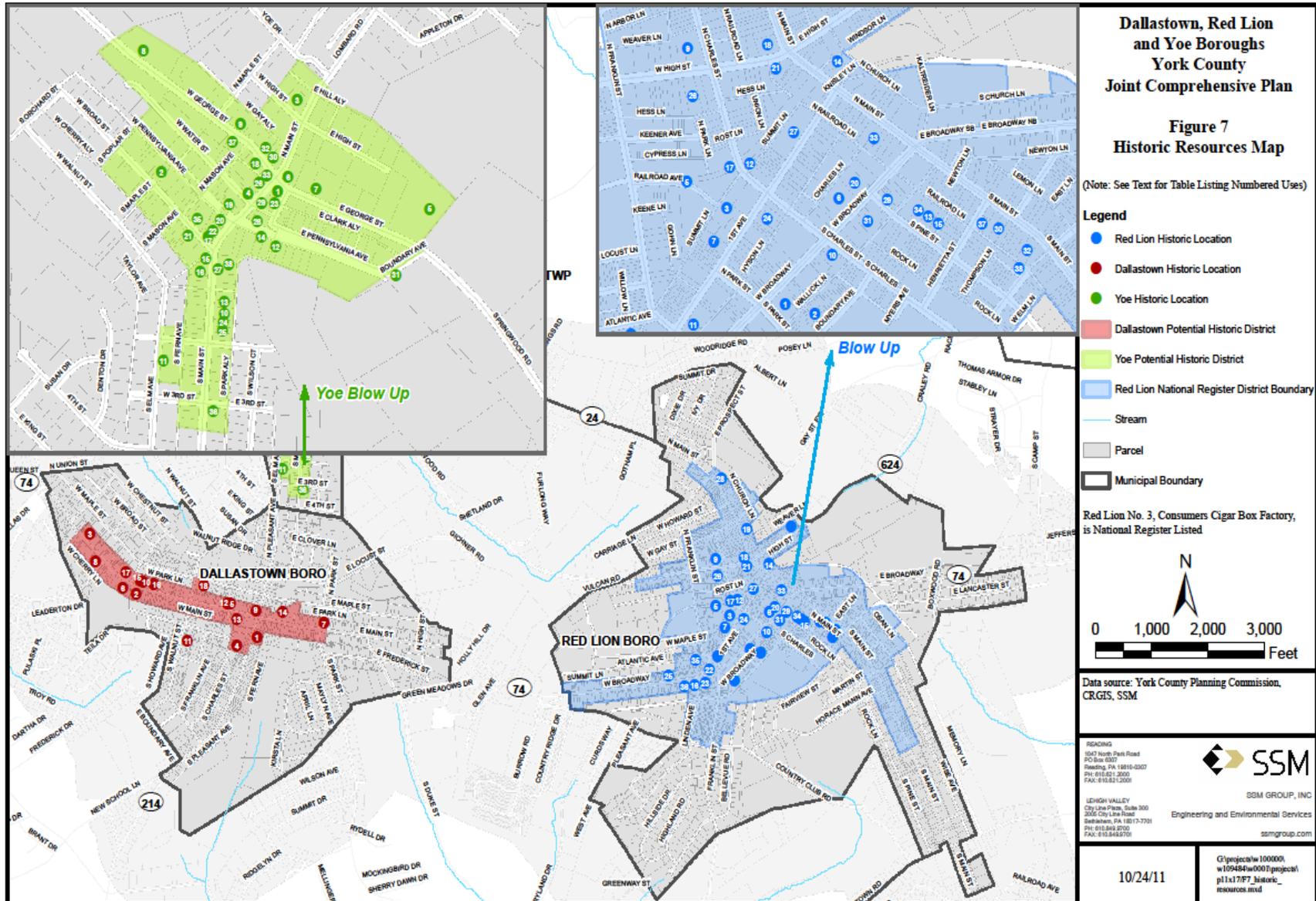
(added 2000 - **York County** - #00000847)

Roughly bounded by Edgewood Ave., Windsor Twp. line, MD&PA RR., Chestnut Rd., County Club Rd., and York Twp. line, Red Lion

(2600 acres, 1482 buildings, 2 structures)

Historic Significance: Architecture/Engineering, Event  
Architectural Style: Italianate, Colonial Revival  
Area of Significance: Architecture, Commerce, Industry  
Period of Significance: 1850-1874, 1875-1899, 1900-1924, 1925-1949, 1950-1974  
Owner: **Private, Local Gov't.**  
Historic Function: Agriculture/Subsistence, Commerce/Trade, Domestic, Education, Industry/Processing/Extraction, Religion, Social  
Historic Sub-function: Manufacturing Facility, Multiple Dwelling, Processing, Religious Structure, School, Single Dwelling, Specialty Store  
Current Function: Commerce/Trade, Domestic, Industry/Processing/Extraction, Religion, Social  
Current Sub-function: Business, Manufacturing Facility, Multiple Dwelling, Religious Structure, Single Dwelling, Specialty Store, Warehouse

Dallastown has an eligible, but not listed, historic district. It also has an eligible building, the Minnich House at 157 E. Main Street. Red Lion also has an eligible building, the Spangler House at 12 High Street. Yoe has designated a potential historic district.



## Dallastown

Almost all of the listed historic resources in Dallastown are located along Main Street, between Conway Avenue and Spruce Avenue. This concentration of resources lends itself to the creation of an historic district. The resources initially were primarily a mix of houses and church properties. A number of houses along Main Street have been converted to commercial or mixed use, often changing the building façade and losing some of the initial character of the building.



Hollinger House in Dallastown



Smith-Fritzu's Property in Dallastown

Retaining the historic character of buildings along Main Street helps to maintain character defining elements of the Borough and serve as an economic development tool to attract businesses and business.



Herzog Property in Dallastown



Minnich House in Dallastown, Eligible

**Table 10 - Dallastown Borough Historic Sites**

Map ID	Address	Historic Name	Year Built
1	29 S Pleasant Avenue	Bates, Reuben, House	1900
2	130 W Main Street	Christ Evangelical Lutheran Church/Parsonage	1931/1920
3	361 W Main Street	Coe, Brad & Laura, Property	1890
4	105 S Charles Street	Dallastown Elementary School	1920
5	105 E Main Street	Evangelical United Brethren Church	1907
6	212 W Main Street	Herzog, Helen Jane, Property	1870
7	403 E Main Street	Hollinger, Leo, House	1905
8	318 W Main Street	Lucabaugh, Sterling & Nancy, Property	1880
9	157 E Main Street	Minnich, Susan & John W., House	1880
10	117 W Main Street	Peters, Emory, House	1880
11	117 S Walnut Street	Poff, Palmer & Lola, Property	1880
12	83 E Main Street	Raab, William H., House	1903
13	118 E Main Street	Rescue Steam Fire Engine Company No. 1	
14	251 E Main Street	Saint Joseph Parochial School	1926
15	123 W Main Street	Smith-Fritzuis Property	1870
16	85 W Main Street	Strausbaugh, George & Effie, Property	1850
17	237 W Main Street	Union Church	1920
18	16 E Maple Street		1905

Source: PA CRGIS



**St. Joseph Parochial School in Dallastown**



**Peters House in Dallastown**

## Red Lion

In Red Lion, a National Register historic district already encompasses much of the heart of the Borough. The question now is to what extent regulations will be used to protect the character of that district.

Many of the Borough's historic resources were businesses. Many of those were used in the cigar industry. Those cigar buildings have presented opportunities for adaptive re-use. Other historic resources include buildings originally used for homes, churches or public buildings.

Of particular importance to Red Lion is the Red Lion railroad station at 73 North Main Street and the former Maryland & Pennsylvania Railroad right-of-way. The station is the starting point of the "Red Lion Mile", a biking/walking path that follows the old Maryland & Pennsylvania Railroad's right-of-way North from the station. The Red Lion Mile is part of the Ma and Pa Greenway, which will link the three Boroughs.



Old Post Office in Red Lion

The Red Lion Area Historical Society owns this station and is in the process of renovating and preserving the station as a museum for future generations. It contains a passenger waiting room, the original ticket window, an office area with telegraph station, a railroad express freight room, and a freight warehouse. An O-Gauge model railroad layout and railroad artifacts are located in the express freight room operated by the Red Lion Train Station Model Railroaders.



Uffelman Property in Red Lion

The original 1874 station on this site was privately built by Mrs. Catherine Meyer and served as a general store, bar, post office and railroad station for the Peach Bottom Railway Company (one of the many predecessors of the Maryland & Pennsylvania RR). When the original station was destroyed by fire in 1895, a second station was rebuilt to the original plans. For 106 years this site served as an active train station, finally closing on November 1, 1980. It was the only all brick station ever built by this railroad.

The Maryland & Pennsylvania Railroad (known as the Ma & Pa RR) was formed in 1901 by the merger of the York Southern Railroad in PA and the Baltimore and Lehigh Railway in MD. It connected York and Baltimore, via Delta, over a very circuitous 77.2 mile route, handling both passenger and freight service. Railroad service to Red Lion was a major factor in the growth and progress of the community.

A typical example of the freight shipments forwarded by 40 local firms from the Red Lion Station on the Ma & Pa RR during the month of October 1929 included approximately 15,000,000 cigars, 1633 cases of tobacco, 10,321 radio cabinets, 5,033 crates of furniture, 11 carloads of canned goods, 2 cars of wheat flour, 3 cars of tobacco stems, 2 cars of hay, and 50,000 pounds of miscellaneous freight.



**Spangler House in Red Lion, Eligible**



**Opera House Apartments in Red Lion, adaptively reused**

**Table 11 - Red Lion Borough Historic Sites**

Map ID	Address	Historic Name	Year Built
1	254 W Broadway	American Cigar	1923
2	43 E Boundary	Carcy Cigars	1923
3	121 First Ave	Consumers Cigar Box Company	1922
4	95 E High Street	Detwiler, J.E., Boxes	1923
5	120 N Charles Street	Enterprise Tobacco Company	1923
6	121 W Broadway	First Bethany Church	1917
7	147 First Ave	Frox, P.S. Cigars	1923
8	317 Boundary Ave	Frutiger, W.C., House	1920
9	220 N Charles Street	Grace Lutheran Church	1932
10	202 W Broadway	Kaltreider, Frank, Home	1903
11	238 First Ave	Kinard Hardware	1921
12	116 N Charles Street	Lansomer Tobacco Company	1923
13	37-39 S Pine Street	Lewis Cigar Company	1923
14	73 N Main Street	Maryland & Pennsylvania Railroad: Station (Red Lion)	1875
15	49 S Pine Street	P&H Cigar Company	1923
16	504 W Broadway	Raab, Grant, House	1900
17	118 N Charles Street	Red Lion Opera House	1923
18	5 W High St	Red Lion U.S. Post Office	1935
19	161 N Main Street	Saint John Reformed Church	1906
20	107 W Broadway	Sechrist, Steven, House	1899
21	12 High Street	Spangler, D.E., House	1898
22	310-316 First Ave	Sprenkel, Charles Residence/Business	1903
23	420 W Broadway	Streavig, Jacob, House	1900
24	108 First Avenue	Strobeck, E.A., Cigars	1923
25	613 W Broadway	Superior Cigars	1923
26	116 W High Street	Uffelman, Pauline C., Property	1890
27	45 First Ave	United Evangelical Church	1917
28	271 N Main Street	Yingling, Brian & Caroline, Property	1863
29	40 W Broadway	Zarfos, Charles, House	1905
30	110-112 S Main St		1923
31	112 W Broadway		1923
32	138-140 S. Main St		1923
33	20 N Main Street		1923
34	31 S Pine Street		1923
35	315 Atlantic Ave		1923
36	520-522 W Broadway		1923
37	8 Henrietta Street		1923
38	27 W Lancaster Ave		1923

MAP ID	ADDRESS	HISTORIC NAME	YEAR BUILT
		Neff-Seakstown School	1880
		Hill School	1910
		Neff, W. J., Company	1923
		Myers, G. F., Cigar Factory	1923
		Consolidated Tobacco Co.	1923
		Foreman, C. H., Cigars	1923
		Red Lion Junior/Senior High School	1926
		Winter, J. C., Tobacco	1923
		Bobrow Brothers, Inc.	1923
		Water, T. A. Cigar's	1923
		Gemmill, W. M. & Company	1923
		Haines, H. L., Company	1923

SOURCE: PA CRGIS

## Yoe

The list of historic resources in Yoe follows. The church at Main and George has a stream running under it. A determination should be made as to whether National Register status should be pursued for the Church to facilitate restoration, necessary because of stream erosion.

A number of attractive, older dwellings are located along Main and George Streets, and it is desirable to retain or regain single family dwelling status for those dwellings and to encourage their upkeep and preserve their architecture. Yoe existed as Snyderstown from 1871 to 1893 and was mostly built out by that time.

Yoe has identified a potential historic district and that potential district is shown on Figure 7.

**Table 12 - Yoe Borough Historic Sites**

Map ID	Address	Historic Name	Year Built
1	Main & George St	Christ UM Church	1888
2	107 Broad St	Evangelical Church	1894
3	17 W. High Street	G. A. Kohler House	1880
4	48 N Main Street	B. S. Taylor House	1880
5	169 E. George St.	Ja. Snyder House	1770
6	7 E. George St.	Yoe School	1870
7	37 E. George Street	J. Barnhart House	1860
8	273 W. George St.	A. Snyder House	1855
9	75 W. George St.	Z. Taylor House	1850
10	171 S. Main St.	W.H. Taylor House	1870
11	219 S. Elm St.	J. Ness House	1865
12	22 E. PA. Ave.	J. B. Wagner House	1866
13	153/9 S. Main St.	Hoffer Church	1899
14	13 E. PA. Ave.	M. Snyder Store	1875
15	106 Main St.	A. Strayer House	1885
16	116 S. Main St.	Last Yoe Post Office	1895
17	Main & Broad St.	Belmont Hotel	1885
18	36 W. George St.	G. A. Kohler Cigar Factory	1880
19	19 W. PA. Ave.	B.S. Taylor Cigar Fac.	1882
20	32 S. Main St.	Kohler/Snyder Cigar Fac.	1885
21	34 W. Broad St.	Stump Cigar Fac.	1885
22	60 S. Main St.	Old Yoe Fire Co.	1911
23	Rear 47 N. Main St.	Town Jail	1894
24	179 S. Main St.	C S Snyder House	1893
25	187 S. Main St.	E. Spangler House	1885
26	76 N. Main St.	Royal Bakery	1882
27	111 S. Main St.	F. Snyder House	1890

Map ID	Address	Historic Name	Year Built
28	8 E. PA. Ave.	M. Snyder House	1880
29	47 N. Main St.	A. A. Snyder House	1882
30	17 W. George St.	H. Sechrist House	1885
31	201 E. PA Ave.	H. Taylor House	1830
32	W. George St.	Cigar Box Factory	1885
33	92 N. Main St.	G. Spangler House	1890
34	Main St.	S. Neff Store	1885
35	35 W. Broad St.	Isaac Kohler Cigar Fac.	1886
36	307 S. Main St.	Isaac Kohler House	1896
37	54 W. George St.	Home Feed Co.	1887
38	R. 111 S. Main St.	Original Fire Hall moved here	1870

Source: PA CRGIS



The Evangelical Church Building in Yoe adaptively reused



Taylor House in Yoe

## COMMUNITY FACILITIES

### Police Protection and Crime Data

The Boroughs of Dallastown, Red Lion and Yoe receive police protection through the York Area Regional Police Department (YARPD) which also covers five (5) other municipalities: Felton Borough, Jacobus Borough, Windsor Borough, Windsor Township, and York Township. The Police Department is located at 33 Oak Street, York, PA 17402.

The York Area Regional Police Department is a regional police department with 50 police officers, serving more than 50,000 residents and close to 60 square miles. There is a combination of commercial, suburban, rural and small communities in the service area. The department currently consists of a chief, 1 lieutenant, 6 sergeants, 4 corporals, 4 detectives, and 34 patrol officers. Assignments include patrol, detective, D.A.R.E., and supervisory positions as well as two K-9 units, four motorcycle patrols, several bicycle patrols, tactical and forensic unit assignments and four School Resource Officers.

The majority of the funding for YARPD comes from the eight municipalities and the Red Lion Area and Dallastown Area school districts plus grant money, interest, fees, and other reimbursements. The cost of service is calculated based on Police Protection Units which represents 10 hours of police service per week. The following is a breakdown of costs per municipality.

**Table 13 - YARPD Municipalities**

	Population	Sq. Mile	Units 08	Units 09	Cost 08	Cost 09
York Township	23,637	26.38	98.5	99.9	2,974,813	3,136,248
Windsor Township	12,807	28.83	40.5	40.5	1,223,146	1,276,563
<b>Red Lion Borough</b>	<b>6,149</b>	<b>1.18</b>	<b>24</b>	<b>24</b>	<b>724,828</b>	<b>756,482</b>
<b>Dallastown Borough</b>	<b>4,087</b>	<b>1.01</b>	<b>12.5</b>	<b>12.5</b>	<b>377,514</b>	<b>394,001</b>
Windsor Borough	1,331	0.2	2.5	2.5	75,503	78,800
<b>Yoe Borough</b>	<b>1,022</b>	<b>0.21</b>	<b>2</b>	<b>2</b>	<b>60,402</b>	<b>63,040</b>
Jacobus Borough	1,203	0.75	1.5	1.5	45,302	47,280
Felton Borough	449	0.41	.5	.5	15,101	15,760
Red Lion School District			6	6	181,207	189,120
Dallastown School District			3	3	90,603	94,560
York County School of Technology			1	2	30,201	63,040
	50,685	58.97	192	194	5,798,620	6,114,894

Source: YARPD 2008 & 2009 Annual Report

Each municipality contracts separately with the YARPD. Contracts vary from one to five years. Hours not used in one year can be carried over to the next, likewise, hours “borrowed” will be deducted from the next year. All time is tracked and recorded in quarter hour increments.

The following table shows the type of crimes, total calls, traffic citations, and arrests per municipality. Crimes are categorized by the FBI as Part I, Part II and Misc.

- Part I crimes are violent crimes such as: aggravated assault, arson, burglary, criminal homicide, forcible rape, larceny, robbery, and vehicular theft.
- Part II crimes are non-violent crimes such as: curfew, disorderly conduct, driving under the influence, drug abuse, drunkenness, embezzlement, forgery and counterfeiting, fraud, prostitution, gambling, liquor laws, sex offenses, simple assaults, stolen property (buying, receiving, possessing), vagrancy, vandalism, weapons (carrying, possessing).
- Miscellaneous calls are all other calls that require service but are not crime related.
- Accidents are listed as all accidents in the area that an officer responds to.
- Total calls are the number of all calls that an officer or patrolmen respond to.
- Traffic refers to all citations given for traffic infractions.
- Arrests are the number of people arrested.

**Table 14 - Crime Data - Tri-Borough Region Municipalities, 2005-2009**

	Part I	Part II	MISC	Accidents	Total Calls	Traffic	Arrests
<b>Dallastown Borough</b>							
2005	146	194	1098	78	1516	489	222
2006	113	211	1077	64	1465	499	196
2007	113	241	1102	62	1518	417	265
2008	111	215	1157	72	2441	344	228
2009	97	194	1129	66	2135	373	211
<b>Red Lion Borough</b>							
2005	248	432	2188	115	2983	796	507
2006	213	402	2141	98	2854	823	457
2007	257	404	2333	106	3100	789	539
2008	226	311	2005	102	3782	534	436
2009	216	369	1911	112	3702	790	454
<b>Yoe Borough</b>							
2005	26	53	240	10	329	158	55
2006	17	36	280	14	347	201	38
2007	21	43	291	14	355	283	31
2008	16	45	215	5	715	675	51
2009	19	44	277	18	589	390	45

Source: YARPD

Crime data for Red Lion includes statistics for the secondary schools.

**Table 15 - Part 1 Crimes - Tri-Borough Municipalities, 2005-2009**

Part I Crimes		Dallastown	Red Lion	Yoe
<b>Homicide</b>				
	2005	0	0	0
	2006	1	0	0
	2007	0	0	0
	2008	0	0	0
	2009	1	0	0
<b>Rape</b>				
	2005	1	2	0
	2006	0	2	1
	2007	2	2	1
	2008	1	4	0
	2009	0	4	0
<b>Robbery</b>				
	2005	2	1	0
	2006	5	8	0
	2007	0	1	0
	2008	2	1	1
	2009	9	1	0
<b>Assault</b>				
	2005	8	15	7
	2006	6	9	3
	2007	11	13	2
	2008	8	16	0
	2009	5	12	1
<b>Other Assaults</b>				
	2005	31	73	7
	2006	30	99	2
	2007	27	92	6
	2008	20	79	8
	2009	23	79	9
<b>Burglary</b>				
	2005	17	36	2
	2006	20	23	0
	2007	9	23	5
	2008	12	28	0
	2009	12	26	3
<b>Theft</b>				
	2005	76	107	9
	2006	61	100	8
	2007	60	120	6
	2008	61	94	6
	2009	45	83	6
<b>Car Theft</b>				
	2005	2	8	0
	2006	5	9	3
	2007	3	7	0
	2008	8	3	0
	2009	3	10	0

Source: YARPD

Dallastown had a significant increase in robbery from 2008 to 2009. There were 2 reported robberies in 2008 and 9 in 2009. Theft decreased substantially from 2008 to 2009 for both Dallastown and Red Lion

while Yoe Borough stayed the same. Under the category of car theft, Red Lion increased from 3 car thefts to 10, more than triple the amount while Dallastown decreased from 8 to 3.

**Table 16 - Part 2 Crimes - Tri-Borough Municipalities, 2005-2009**

Part II Crimes		Dallastown	Red Lion	Yoe		Dallastown	Red Lion	Yoe
Fraud					Drunk Driving			
	2005	28	28	3		2005	31	68
	2006	11	21	6		2006	35	46
	2007	14	18	1		2007	35	28
	2008	12	11	2		2008	32	30
	2009	11	17	2		2009	25	42
Vandalism					Liquor Laws			
	2005	27	91	14		2005	14	32
	2006	38	75	4		2006	12	14
	2007	43	72	15		2007	15	19
	2008	38	51	7		2008	5	12
	2009	40	91	5		2009	9	10
Sex Offenses					Drunkness			
	2005	1	7	1		2005	15	33
	2006	7	11	3		2006	22	38
	2007	1	10	2		2007	21	29
	2008	4	5	2		2008	14	19
	2009	5	9	1		2009	10	20
Drug					Disorderly			
	2005	10	34	4		2005	16	47
	2006	20	37	4		2006	21	88
	2007	7	32	2		2007	18	72
	2008	21	32	3		2008	14	40
	2009	13	35	1		2009	17	48

Source: YARPD

Red Lion had most of the increases of Part II crimes from 2008 to 2009. Several areas increased: fraud, vandalism, sex offenses, drugs, drunk driving, drunkness, and disorderly. The only category in which Red Lion had a decrease was liquor laws.

## **AMBULANCE PROTECTION SERVICES**

There are two ambulance companies that provide Advanced Life Support (ALS) and Basic Life Support (BLS) service to Red Lion, Dallastown and Yoe.

Red Lion Area Ambulance Association  
312 Horace Mann Avenue  
Red Lion, PA 17356

The Red Lion Area Ambulance Association is governed by a volunteer Board of Directors which consists of area business professionals. The Association is currently staffed 24/7 by a paid team of highly trained EMTs certified by PA Department of Health. EMTs receive monthly training along with a requirement of Continuing Education Credits. Income is generated from partial funding from boroughs/townships, service fees (insurance), and subscriptions. The response from time of 911 dispatch is less than 2 minutes 93% of the time.



**Red Lion Area Ambulance**

An Advanced Life Support/Medic 97-3 is stationed at the Horace Mann Avenue headquarters to respond with the ambulance when needed. The response area includes Red Lion Borough along with all or partial areas of seven (7) other boroughs and townships.

Yoe Fire Company Ambulance Service  
36 E. George Street  
Yoe, PA 17313

The Yoe Fire Co. Ambulance Service, Inc. was founded by members of the Yoe Fire Company in October 1972. At the time, ambulance service was provided by three local funeral homes.

Today, the Yoe Fire Co. Ambulance Service, Inc. serves a primary population of 42,845 people residing in four municipalities. Those municipalities include Yoe Borough, Dallastown Borough, Windsor Township and York Township. It operates from two stations, the Yoe Fire Co. No. 1 in Yoe Borough (MICU 36) and the Goodwill Fire Co. No. 1 in York Township (MICU 19). It provides 24-hour a day transport capable Advanced Life Support (ALS) ambulance service from each station.



**Yoe Fire Co. Rescue & Ambulance**

A second unit is staffed at the Yoe Borough station from 6:00 a.m. to 6:00 p.m., during weekdays, in order to enhance the level of service provided during this high demand time period.

Additionally, the service is under contract with the Dallastown Area School District and the York County School of Technology to provide sports and large event EMS standby coverage. Since 2002, it has provided career Fire Apparatus Operator coverage to the Yoe Fire Company from 7:00 a.m. to 5:00 p.m. during weekdays.

Also, in a unique relationship, the Yoe Fire Co. Ambulance Service, Inc. employs Yoe Borough's full-time public works official and leases him back to the Borough based on a comprehensive staffing agreement. This relationship allows the Borough's only full-time employee to enjoy all of the benefits available from a larger employer. In return, Yoe Borough not only compensates the ambulance service monthly for the expenses related to this employee, but also permits the public works official to respond to day-time emergencies as an EMT and firefighter with the Yoe Fire Co. No. 1.

The Yoe Fire Co. Ambulance Service, Inc. is a non-profit, 501(c)3, charitable organization incorporated in the Commonwealth of Pennsylvania. It is licensed by the Pennsylvania Department of Health and dispatched by the York County 911 Center. In order to remain available for emergencies, it no longer offers scheduled routine ambulance transportation.

## FIRE PROTECTION SERVICES

The fire companies located in the Region are listed below.

**Table 17 - Fire Protection Services in the Region**

Name	Fire Co. #	Address	Municipality in which Located
Leo Independent Fire Engine Company No. 1	34	201 West Broadway Red Lion, PA 17356	Red Lion Borough
Rescue Fire Company No. 1	35	P.O. Box 130 Dallastown, PA 17313	Dallastown Borough
Yoe Fire and Rescue Company	36	36 E. George Street Yoe, PA 17313	Yoe Borough

### Leo Fire Company

Leo is certified by the State Fire Commissioner as a participating department of the Pennsylvania Fire Service Certification Program at the 50% level, which means 50% of the volunteer members are Fire II State Certified. Leo is a 100% volunteer company.

Leo Fire Company serves Red Lion Borough, Windsor Township, York Township and various other surrounding municipalities as mutual aid. It has six (6) pieces of apparatus housed in a station that was dedicated in October 2005. The previous station, located next door to the new station, contains offices, lounge, kitchen and social hall.



Leo Fire Company

### **Dallastown Rescue Fire Company No. 1**

Dallastown Rescue Fire Company No. 1 was founded in 1892. It is an all-volunteer organization with approximately 40 active members. Their list of activities (other than fire calls) includes training sessions, public service calls, work details, Friday night bingo and other fund raising events. The members must also maintain the fire station and all apparatus. The company has six (6) pieces of apparatus.



**Dallastown Rescue Fire Company**

### **Yoe Fire and Rescue**

Yoe Fire and Rescue was founded in 1899 as the Citizens Fire and Hose Company #1. It is an all-volunteer organization. The company serves Yoe Borough, Windsor Township, York Township and various other surrounding municipalities as mutual aid. It has six (6) pieces of equipment in the building it shares with Yoe Fire Company Ambulance Service on East George Street in Yoe.

## YORK COUNTY EMERGENCY SERVICES

The York County Department of Emergency Services, located in Springettsbury Township, coordinates efforts and oversees disaster reporting, dispatching, altering response, and public safety education for all municipalities in York County. This is done through the integrated activities of the Emergency Management Agency, 911, Communications Center, Bureau of Weights and Measures, and the Center for Traffic Safety. Each of the Boroughs has a local appointed EMA Coordinator. The following table describes the responsibilities of each emergency service agency.

**Table 18 - York County Emergency Services**

<b>AGENCY</b>	<b>RESPONSIBILITIES</b>
Emergency Management Agency (EMA)	Planning and training programs for disaster preparedness and response
	Liaison with Federal Emergency Management Agency (FEMA) and State Emergency Management Agency (SEMA)
	Interacts daily with the 72 municipal Emergency Management Coordinators
	Coordinates with school districts, hospitals, relief organizations, and private agencies to respond to any disaster situation
Emergency Operations Center	Activated to mitigate the effects of the emergency event by coordinating response, resource and recovery efforts
Community Emergency Response Team (CERT)	370 Members
	Representatives of York County neighborhoods, community organizations, places of employment
	Called upon in a disaster to provide assistance if emergency services were delayed in response
National Incident Management System (NIMS)	Standards for managing and recovering from emergencies
	Establishes a single, comprehensive system for incident management
York County 911 Communication Center	Responsible for operation of centralized emergency dispatching system (police, fire, ambulance)
	Has the ability to identify the location of any 911 call
	Reverse 911 can send an emergency to all addresses identified at risk in an emergency situation
	Centralized communications for police, paramedic, EMS, and fire departments

## Water Supply

The Red Lion Municipal Authority supplies water to Red Lion Borough, portions of Chanceford Township, Windsor Township and York Township. In addition, Red Lion Municipal Authority provides all potable water to Windsor Borough Authority and Dallastown-Yoe Water Authority via written sales agreements with each Authority. Windsor Borough Authority owns and operates a distribution system, which serves Windsor Borough. The Dallastown-Yoe Water Authority owns and operates a water distribution system, which serves Dallastown Borough, Yoe Borough and portions of York Township.

The Red Lion Municipal Authority (RLMA) utilizes surface water as supply source. It owns and operates two impounding dams, one on Cabin Creek and the other on Beaver Creek. Red Lion Municipal Authority also has a raw water pumping station on the confluence of Greenbranch Stream and the Susquehanna River, which is utilized during drought conditions.

Under normal conditions, the primary source of raw water is Cabin Creek. Under high demand conditions a combination of Cabin Creek and Beaver Creek is utilized and, under drought conditions it may become necessary to draw water from all three sources. After treatment is complete, the water is sent to two reservoirs that can hold up to two million gallons each.

In 1988, a new treatment plant was constructed at Cabin Creek, replacing the 1925 plant at the same location. All raw water passes through the treatment plant for purification. The treatment process consists of aeration, oxidation, coagulation, clarification, filtration, corrosion control, disinfection and fluoridation. Upon completion of the treatment process, the purified water is pumped into the distribution system of the RLMA. It then enters the Dallastown-Yoe Water Authority (DYWA) distribution system. The DYWA is responsible for its distribution and storage system, just as the RLMA is responsible for its distribution and storage system.

### RED LION MUNICIPAL AUTHORITY CURRENT SYSTEM STATUS

Design Production (GDP)	3,500,000 GPD
Average Daily Production	2,300,000 GPD
Maximum System EDU's	~11,000
Current System Connections	~6,500
Current Available EDU's/Remaining EDU's	~4,500

## Sewage Treatment and Disposal

The only significant area of the Boroughs not served by public sewage disposal is the Colonial Heights development in Dallastown. Aside from a few other properties, developed areas of the Boroughs are publicly served.

There are no municipal wastewater treatment systems in the Region. Sewage treatment is done at Springettsbury Township Wastewater Treatment Plant (WWTP) which is located at 3501 North Sherman Street. Springettsbury Township Wastewater Treatment Plant receives domestic and industrial sewage from nine municipalities: Dallastown Borough, Manchester Township, Red Lion Borough, Springettsbury

Township, Spring Garden Township, Windsor Borough, Windsor Township, Yoe Borough, and York Township.

The following table gives total estimated wastewater flows, percent usage, total permitted capacity/agreement and total amount of available capacity at the Springettsbury Township wastewater treatment plant from the Springettsbury Township Chapter 94 Report. Figures are in gallons per day (gpd).

	Dallastown Borough		Red Lion Borough		Yoe Borough	
	2011	2015	2011	2015	2011	2015
Total Estimated Wastewater Flows	463,156	545,756	876,881	895,281	115,492	116,542
Percent Usage	62.48	73.62	75.69	77.28	84.34	84.85
Total Permitted Capacity/Agreement	741,300	741,300	1,158,500	1,158,500	137,350	137,350
Total Amount of Available Capacity	278,144	195,544	281,619	263,219	21,158	20,808
Remaining EDUs	794		804		60	

One EDU is assumed to be 350 gpd.

In 1991 the Red Lion Municipal Authority undertook a program to replace or repair the aging and deteriorating sewage system. This program included the replacement of seven (7) sewage pumping stations; three (3) force mains; six (6) sewage interceptor mains; one (1) collection system main; slip lining of three (3) interceptor mains, numerous spot repairs and the purchase of equipment essential for maintaining and inspecting the sewer system. With the recent completion of the 12" Industrial Park Interceptor Replacement and Relocation Project, the sanitary sewer system remediation program has been completed.

The Boroughs and/or Springettsbury Township WWTP should investigate the condition and size of the existing sewer lines and connections to determine the current and future usage capacities based on the existing infrastructure.

## SCHOOLS AND LIBRARIES

The Tri-Borough area is divided between two school districts: Dallastown Area School District and Red Lion Area School District.

The Dallastown Area School District covers the Boroughs of Dallastown, Yoe, Jacobus, and Loganville and the Townships of Springfield and York. Red Lion Area School District covers Red Lion, Felton, Windsor, and Winterstown Boroughs, plus Chanceford, Lower Chanceford, North Hopewell, and Windsor Townships.

The Dallastown Area School District has five elementary schools, one intermediate school, one middle school, and one high school. The elementary schools are: Dallastown Elementary, Leader's Heights Elementary, Loganville-Springfield Elementary, Ore Valley Elementary, and York Township Elementary School. No schools are located in Yoe. The Dallastown Elementary School (Charles Street School) is located in Dallastown. The middle school and high school are located in York Township just south of the Borough.



**Charles Street School**



**Dallastown Area Middle School**



**Dallastown Area Senior High School**



**Pleasant View Elementary School**



**Mazie Gable Elementary School**



**Red Lion Area Junior High School**



**Red Lion Senior High**

Red Lion Area School District includes seven elementary schools, a junior high school, and a high school. The seven elementary schools in the District are: Clearview Elementary, Larry J. Macaluso Elementary, Locust Grove Elementary, Mazie Gable Elementary, North Hopewell-Winterstown Elementary, Pleasant View Elementary and Windsor Manor Elementary. The Mazie Gable Elementary School, Junior High School and High School are located in Red Lion. The Pleasant View Elementary School is located just east of the Borough.

In addition to the schools in the Red Lion and Dallastown School Districts, the Boroughs also have two private schools. The Red Lion Christian School is located at 105 Springvale Road, Red Lion, PA 17356 with a student body of approximately 300 students encompassing K-12 grades. St. Joseph's School is located at 300 Main Street in Dallastown. It serves Prekindergarten through grade 6 and has 139 students.

The Red Lion Area School District covers 140.9 square miles and has a population of 32,660 people residing in the district. The Dallastown Area School District covers 52.5 square miles and has a population of more than 34,000 people residing in the district. Dallastown Area serves more than 5,900 students. Red Lion Area District has over 5,600 students.

The following table lists the schools in each school district, enrollment, capacity and percentage of capacity utilized. The newest school in the list is the Dallastown Area Intermediate School, located south of Jacobus. The school was dedicated in the fall of 2010. Prior to occupancy of that school, elementary schools in the district accommodated students in grades K through 5. Now the elementary schools house grades K-3 and the Intermediate School houses grades 4 through 6. The middle school now houses grades 7 and 8, and no longer houses grade 6.

**Table 19 - Schools in the Region**

Red Lion Area School District					
#	School	Grades	Enrollment	Capacity	% Utilized
1	Red Lion Area Senior High School	9-12	1,711	2,187	78
2	Red Lion Area Junior High School	7-8	907	1,111	82
3	Chanceford Elementary School	K-6	210	350	60
4	Clearview Elementary School	K-6	302	500	60
5	Locust Grove Elementary School	K-6	588	500	117
6	Mazie C. Gable Elementary School	K-6	480	550	87
7	North Hopewell-Winterstown Elementary School	K-6	342	350	98
8	Pleasant View Elementary School	K-6	461	550	87
9	Windsor Manor Elementary School	K-6	302	350	86
Dallastown Area School District					
#	School	Grades	Enrollment	Capacity	%
1	Dallastown Area High School	9-12	1,840	2,210	83
2	Dallastown Area Middle School	7-8	920	1,486	62
3	Dallastown Area Intermediate School	4-6	1,441	1,800	80
4	Dallastown Elementary School	K-3	170	260	65
5	Leader Heights Elementary School	K-3	164	217	76
6	Loganville-Springfield Elementary School	K-3	414	477	87
7	Ore Valley Elementary School	K-3	538	542	99
8	York Township Elementary School	K-3	487	672	72

Source: PA Department of Education, York County Planning Commission, Dallastown Area School District

## **LIBRARY**

Library facilities are provided by the Kaltreider-Benfer Library for both Red Lion and Dallastown. The library is located in Red Lion Borough at 147 South Charles Street. The library has 11 state-of-the-art flat screen computers with WiFi access. The library hosts several adult programs and book clubs, as well as children's programs and story times.

There are 47,000 circulating materials located at the Kaltreider-Benfer Library, and 581,000 circulating materials located in the York County Library System that can be requested or borrowed. There is also an inter-library loan program throughout Pennsylvania that increases access to millions of materials plus an electronic database which contains newspapers, journals, magazines, and encyclopedias.

4,519 Red Lion residents (73% of the total number of Borough residents) have library cards and these residents borrow over 56,000 items from the library per year. 1,877 Dallastown Borough residents (46%) have library cards, and these residents borrow approximately 23,670 items per year from the library. 276 Yoe residents (27%) have library cards despite that they are in the Jacobus library service area.

The Kaltreider-Benfer Library has focused its energy recently to serving the "life-long learners" of the community. Some of the programs offered are: learning how to speak Spanish, scrapbooking, naturopathy, knitting & crochet, book discussion groups, cooking, author visits and much more.

The library is hopeful that it can double its size or expand in the next five to ten years.

The Village Library, located at 35 C North Main Street, Jacobus, PA, can serve Yoe Borough. Yoe is officially assigned to the Village Library service area but would like to be reassigned to the Kaltreider-Benfer service area.



**Kaltreider-Benfer Library**

**PUBLIC PARKS**

The following municipal recreation facilities are available in the Boroughs. Comparison of existing park acreage to national standards and proposed park facilities are discussed in Chapter 9, the Community Facilities Plan.

**Table 20 - Parks in the Region**

Name	Municipality	Acreage	Courts	Fields	Playground	Picnic
Fairmount Park	Red Lion Borough	11.6	X	X	X	X
Nitchkey Field	Red Lion Borough	6	X	X	X	X
Yoe Borough Ballfield & Municipal Bldg.	Yoe Borough	2.5		X	X	X
Yoe Borough Park	Yoe Borough	7	X		X	X
Dallastown Community Park	Dallastown Borough	10		X	X	X



**Yoe Ballfield**



**Yoe Park**



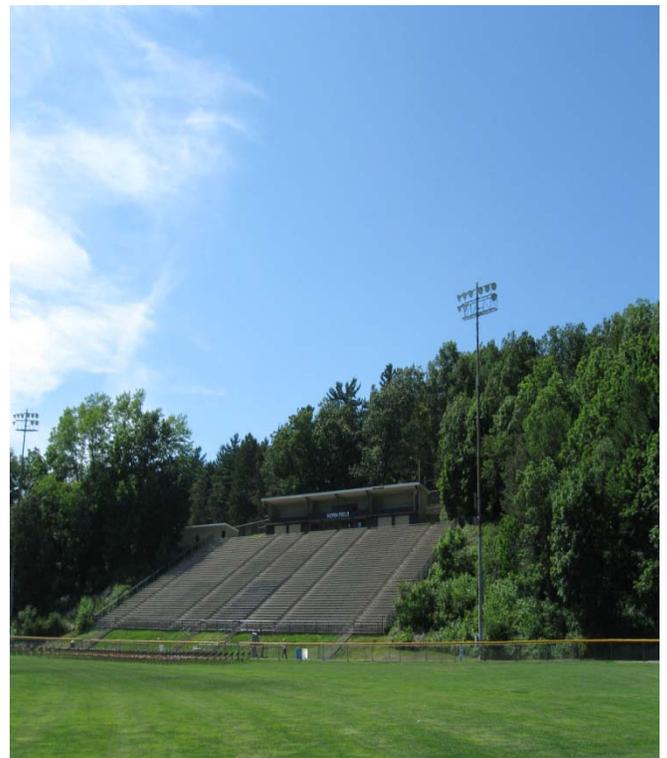
**Dallastown Community Park**



**Nitchkey Field**



**Fairmount Park**



**Horn Field at Red Lion Area High School**

## HEALTH CARE FACILITIES

### Hospitals

York County has four (4) hospital facilities that are currently operational, one (1) of which specializes in rehabilitation. Of the four (4) hospitals, only the Rehabilitation Hospital of York is a for profit facility. The hospitals are listed below in order of largest facility to the smallest.

- York Hospital (York City)
- Hanover Hospital (Hanover Borough)
- Memorial Hospital (Spring Garden Township)
- Healthsouth Rehabilitation Hospital of York (West Manchester Township)

### Ambulatory Surgery Centers

There are no ambulatory surgery centers in the Tri-Borough Region.

### Licensed Nursing Facilities

The Dallastown Nursing Center and Victorian Villa Personal Care Home is located on East Main Street in Dallastown. It provides nursing care, rehabilitative services, assisted living and respite care.

Manor Care Health Services has a West Queen Street, Dallastown address, but the facilities themselves are located in York Township. Extended-stay nursing is provided to seniors with varying levels of disabilities.

## TAX RATES IN THE REGION

Millage within the Region is as follows:

<u>Municipality</u>	<u>Municipal</u>	<u>School</u>
Dallastown	1.65	22.26
Red Lion	4.20	22.06
Yoe	3.455	22.26

Source: Rock Commercial Real Estate, 2011

In York County, the highest municipal rates are in York City (17.39), West York Borough (6.50) and North York Borough (5.50). Red Lion is fourth highest. Yoe is eighth highest of the 72 municipalities. Dallastown is much further down the list.

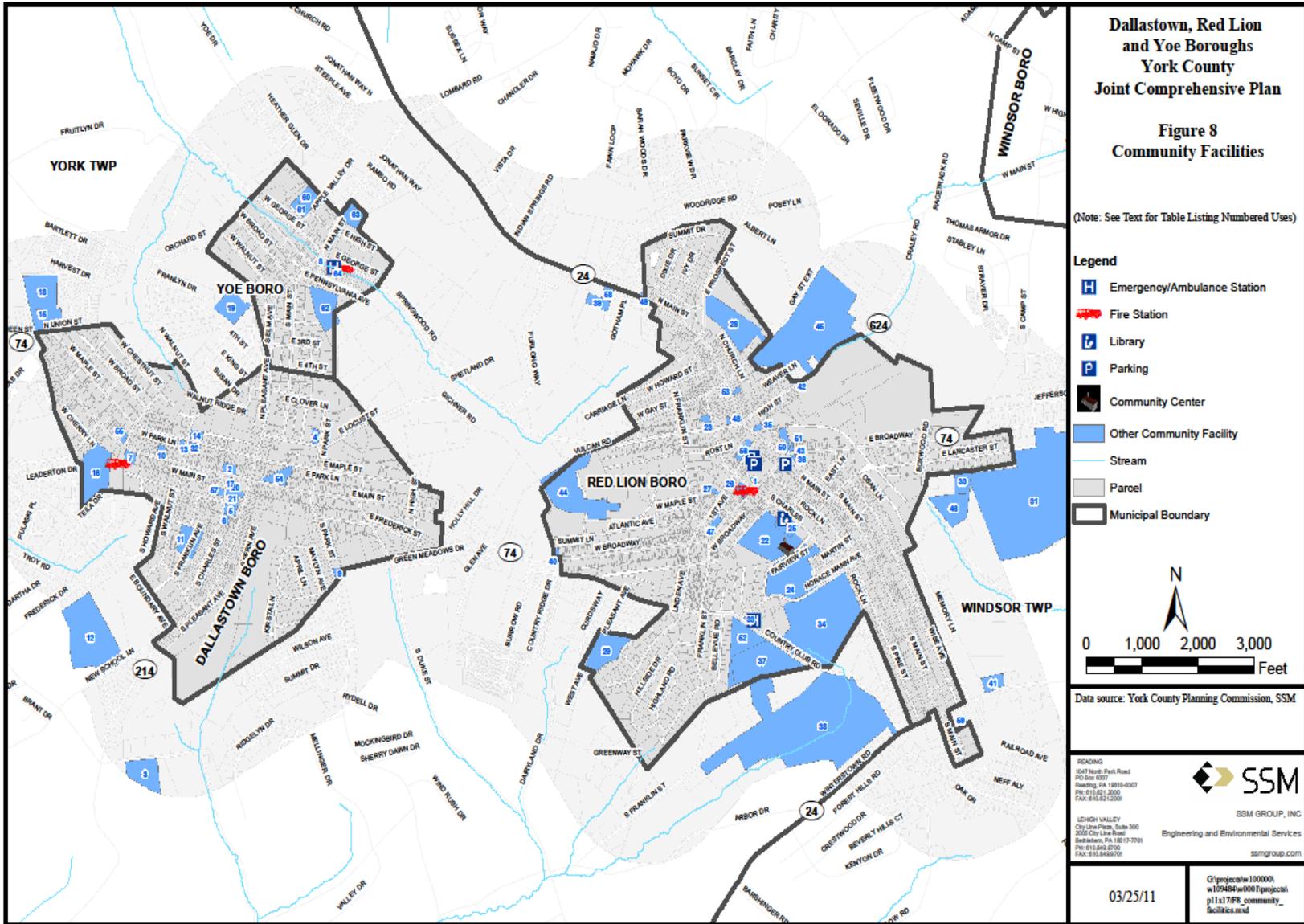
Among the 16 school districts, the Dallastown Area School District is third highest and the Red Lion Area fourth highest. York City is highest at 29.54. Northeastern is second highest, at 23.28.

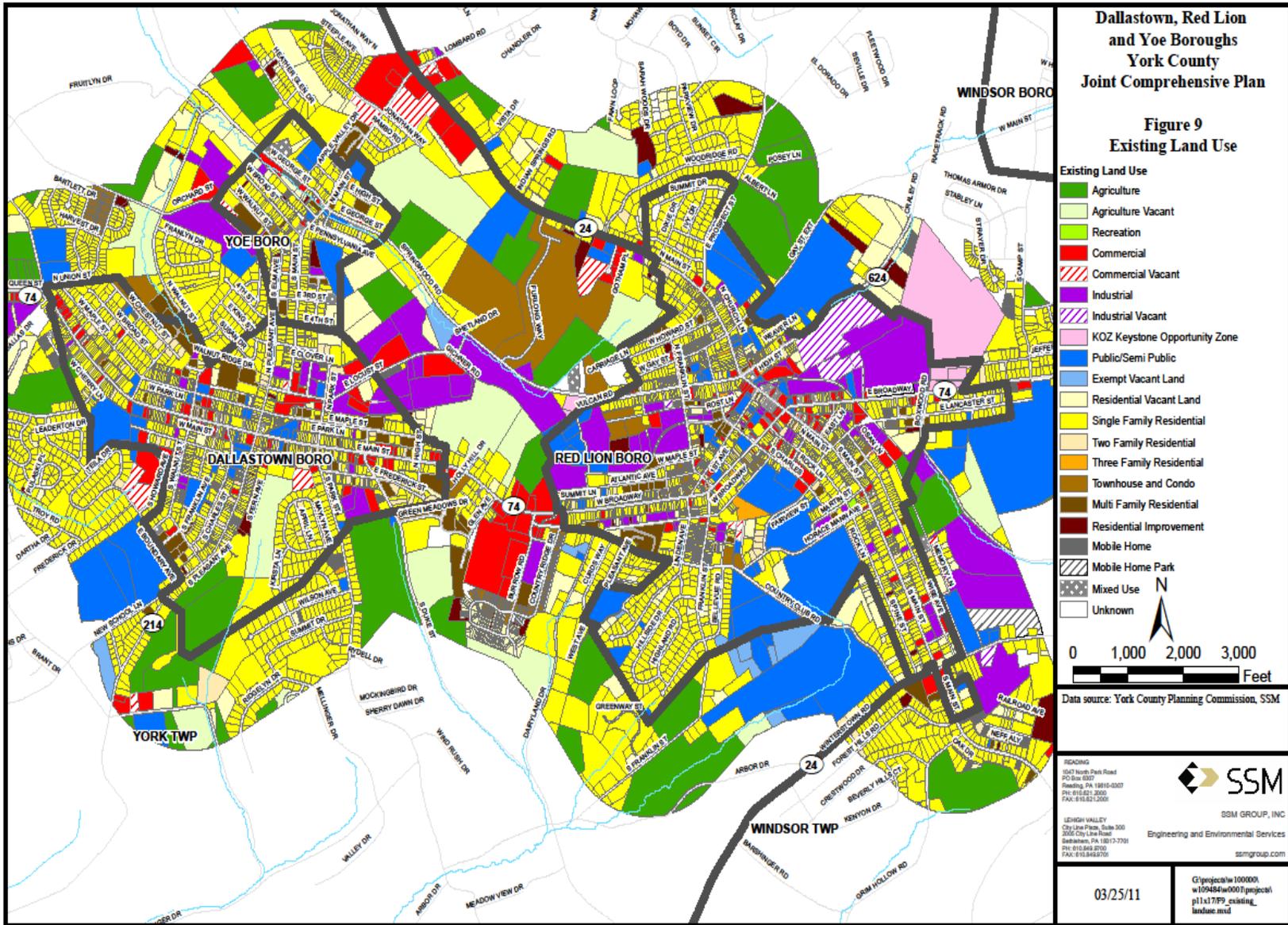
## Community Facilities Map

The following table lists the facilities which correspond to the numbers on the map following the table.

**Table 21 - Community Facilities**

MAP_ID	LOCATION	FACILITY NAME
1	131 W BROADWAY	BETHANY UNITED METHODIST CHURCH
2	105 E MAIN ST	BETHLEHEM UNITED METHODIST CHURCH
3	1009 BLYMIRE RD	BLYMIRE CHURCH
4	175 East BROAD ST	BOROUGH OF DALLASTOWN - BOROUGH BUILDING
5	S CHARLES ST	CHARLES ST SCHOOL
6	S CHARLES ST	CHARLES ST SCHOOL
7	126 W MAIN ST	CHRIST EVANGELICAL LUTHERAN CHURCH
8	MAIN & GEORGE ST	CHRIST UNITED METHODIST CHURCH
9	S PARK ST EXT	DALLASTOWN & YOE WATER AUTHORITY WATER TOWER
10	57 W MAIN ST	DALLASTOWN AMERICAN LEGION POST 605
11	EAST QUEEN ST.	DALLASTOWN AREA MIDGET ATHLETIC ASSOC. COUGAR FIELD
12	700 NEW SCHOOL LN	DALLASTOWN AREA SCHOOLS
13	20 W MAPLE ST	DALLASTOWN BORO MAINTENANCE BUILDING
14	1 W MAPLE ST	DALLASTOWN BOROUGH MAINTENANCE BUILDING
15	FRUITLYN DR	DALLASTOWN BURIAL GROUNDS
16	50 S SCHOOL PL	DALLASTOWN COMMUNITY PARK
17	118 E MAIN ST	DALLASTOWN HISTORICAL SOCIETY
18	FRUITLYN DR	DALLASTOWN UNION CEM ASSOC
19	DENTON DR	DALLASTOWN YOE WATER AUTH - WATER TOWER
20	S CHARLES ST	EUB CEMETERY DALLASTOWN PA
21	S CHARLES ST	EUB CEMETERY DALLASTOWN PA
22	CHARLES ST	FAIRMOUNT PARK
23	220 N CHARLES ST	GRACE LUTHERAN CHURCH
24	MARTIN ST	HORN FIELD
25	147 S CHARLES ST	KALTREIDER - BENFER LIBRARY
26	201 W BROADWAY	LEO INDEPENDENT FIRE ENGINE COMPANY NO 1
27	147 FIRST AVE	LIGHTHOUSE FELLOWSHIP CHURCH
28	E PROSPECT ST	MAZIE GABLE ELEMENTARY SCHOOL
29	WEST AVE	NITCHKEY FIELD
30	PLEASANT VIEW DR	PLEASANT VIEW BRETHREN IN CHRIST CHURCH
31	696 DELTA RD	PLEASANT VIEW ELEMENTARY SCHOOL
32	16 E MAPLE ST	POST OFFICE
33	HORACE MANN AVE	RED LION AREA AMBULANCE ASSOC/YORK HOSPITAL MEDICAL UNIT
34	COUNTRY CLUB RD	RED LION AREA HIGH SCHOOL
35	73 N MAIN ST	RED LION AREA HISTORICAL SOCIETY
36	CENTER SQUARE	RED LION AREA HISTORICAL SOCIETY MUSEUM
37	COUNTRY CLUB RD	RED LION AREA JUNIOR HIGH SCHOOL
38	249 WINTERSTOWN RD	RED LION AREA SCHOOL DISTRICT RECREATION FIELDS
39	20 GOTHAM PL	RED LION AREA SENIOR CENTER
40	BROADWAY	RED LION ASSEMBLY OF GOD CHURCH
41	SPRINGVALE RD	RED LION BIBLE CHURCH
42	HIGH ST	RED LION BORO GARAGE
43	E BROADWAY	RED LION BOROUGH BUILDING
44	MILL ST	RED LION BOROUGH PUBLIC WORKS AND RECREATION AREA
45	CRALEY RD	RED LION CEMETERY ASSOC
46	395 BOXWOOD RD	RED LION CONGREGATION OF JEHOVAHS WITNESSES
47	323 W BROADWAY	RED LION FRATERNITY HOME ELKS
48	31 W HIGH ST	RED LION MASONIC HALL
49	N MAIN ST EXT	RED LION MUNICIPAL AUTH BORO OFFICE
51	KALTREIDER AVE	RED LION MUNICIPAL AUTHORITY
50	E BROADWAY	RED LION MUNICIPAL AUTHORITY
52	COUNTRY CLUB RD	RIVER ROCK ACADEMY
53	161 N MAIN ST	ST JOHNS UNITED CHURCH OF CHRIST
54	217 E MAIN ST	ST JOSEPH'S PAROCHIAL SCHOOL AND CHURCH
55	233 W. MAIN ST	ST PAULS UNITED CHURCH OF CHRIST
56	15 W FIRST AVE	ST PAULS UNITED METHODIST CHURCH
57	14 S CHARLES ST	TRINITY UNITED METHODIST CHURCH
58	CAPE HORN RD	UNITED STATES POSTAL SERVICE POST OFFICE
59	815 S MAIN ST	VFW
60	MAPLE ST.	YOE BALLFIELD
61	HIGH & MAPLE ST	YOE BOROUGH HALL
62	PHILADELPHIA AVE	YOE BOROUGH PARK
63	S MAIN ST	YOE CEMETERY ASSOCIATION
64	36 E GEORGE ST	YOE FIRE CO NO 1 & YOE FIRE CO AMBULANCE CLUB INC





## EXISTING LAND USE AND ZONING

Existing land use patterns are a major influence on the Future Land Use Plan, and ultimately the zoning maps for the Boroughs. There is little vacant land in the Boroughs, so most development in the future will take the form as infill, redevelopment or adaptive re-use of existing buildings. The Existing Land Use Map follows.

The following table indicates for each existing land use category the total acres in the three Boroughs in that category and the percentage of the total area of the three Boroughs which that category comprises.

**Table 22 - Tri-Borough Region Existing Land Use**

Existing Land Use Map Category	Acres in Category	% of Total
Agriculture	30	2.4
Agriculture Vacant	17	1.4
Commercial	71	5.7
Commercial Vacant	7	0.6
Exempt Vacant Land	2	0.2
Industrial	120	9.6
Industrial Vacant	28	2.2
KOZ Keystone Opportunity Zone	8	0.6
Mixed Use	12	1.0
Mobile Home	8	0.6
Mobile Home Park	2	0.2
Multi Family Residential	64	5.1
Public/Semi Public	177	14.1
Recreation	1	.08
Residential Improvement	11	.9
Residential Vacant Land	48	3.8
Single Family Residential	581	46.3
Three Family Residential	6	0.5
Townhouse and Condo	29	2.3
Two Family Residential	33	2.6
Unknown	1	.08
<b>Total</b>	<b>1256</b>	<b>100.26<sup>1</sup></b>

Road is not included

<sup>1</sup>Totals more than 100% due to rounding

All three Boroughs are predominantly residential, and Single Family Residential is the predominant residential category. 46.3% of the Boroughs' land is Single Family Residential. 5.1% is Multiple Family Residential (apartments), and 2.3% is Townhouse and Condo. Even though Single Family Residential is the predominant category in existing land use, there are substantial percentages of rental units in all the Boroughs because of the greater density of development of multiple family and townhouse/condo

development and the fact that single family dwellings can be rented. 2.6% of the acreage is devoted to Two Family Residential and 0.5% to Three Family Residential.

The land use category with the second largest acreage, 14.1%, is Public/Semi-Public. This category includes such uses as municipal and public works buildings, schools, recreation fields and parks, fire companies and ambulance associations, and churches.

The land use category with the third largest acreage is Industrial, 9.6%. Keystone Opportunity Zone comprises 0.6%. Most of the industrial land is found in the eastern, northeastern and western portions of Red Lion, though industrial areas are found in the eastern portion of Dallastown. Only one small industrial property is found in Yoe.

5.7% of the land is commercial, which includes uses such as retail and service businesses, including the relatively large number of auto-related businesses in the Region. In Dallastown, many of the commercial uses are found along Main Street. There is a concentration in the Borough Center near Walnut Street, but also concentrations along the eastern and western portions of Main Street. Uses along the eastern and western portions of Main Street tend to be more automobile and highway oriented than those in the Borough Center. Additional heavier commercial uses are found near the industrial areas and scattered through the Boroughs.

In Red Lion, the greatest concentration of commercial uses is found in the vicinity of the Borough Center, most along Main Street and Broadway. Most of the uses are retail and service oriented. Uses scattered along the more peripheral portions of Main Street and Broadway and Lancaster Street include more auto and highway oriented uses.

Most of the commercial uses in Yoe are located along George Street, with a few along Main Street. All but one of the commercial uses in Yoe is auto-oriented.

There are forty-seven (47) acres (3.8%) of agricultural and agricultural vacant land, most located in Dallastown (3 parcels). One parcel is located in Red Lion.

Twelve (12) acres (1%) are Mixed Use. Mixed Use land contains a mix of uses, typically a dwelling and commercial use. It is found in the centers of Dallastown and Red Lion and at peripheral locations in Yoe.

Mobile Homes are scattered in the three Boroughs, and total eight (8) acres. Exempt vacant land is a municipal detention basin or vacant non-profit land. A mobile home park (2 acres) is located along East Broadway in Red Lion. The bowling alley in Red Lion is the Recreation use.



**Single Family Detached**



**Multi-Family**



**Commercial**



**Industrial**

**The most predominant land use categories in the region, aside from public/semi-public.**

## **FUTURE DEVELOPMENT OPPORTUNITIES**

Since the Boroughs are mostly built out, there are limited opportunities for new development to take place in the Boroughs. Per the existing land use map, there are approximately 130 acres available for development, of which 30 acres are currently being farmed. The remaining vacant acreage, broken down by classification, is as follows:

- Agricultural - 17 acres
- Commercial - 7 acres
- Industrial - 28 acres
- Residential - 48 acres

In addition, some parcels of land which are not used intensively, such as the residential property in Yoe north of George Street at the eastern Borough boundary, afford opportunities for more intensive use.

Much of the land is scattered throughout the Boroughs. The largest area, the Deller Farm and Slope Area in Dallastown, has some physical limitations to development and provides unique recreational opportunities in the Region, and has been designated Park/Recreation on the Future Land Use Plan. The industrial area along Fishing Creek in Red Lion also has severe slope limitations.

## **EXISTING ZONING**

The map on the following page shows the existing zoning the Tri-Borough Region and adjoining portions of Windsor and York Townships.

### **YOE**

Yoe currently has two zoning districts. The **Shopping Commercial Zone** is found along portions of George and Main and extends to residential areas along Yoe Drive at the northern Borough boundary. The Shopping Commercial District allows for most all types of commercial uses, industrial uses, one and two-family dwellings, multi-family conversions, apartments in conjunction with a commercial establishment, rooming house and group quarters.

The **Residential Zone** encompasses the rest of Yoe. It allows most all types of dwelling units and multi-family conversions throughout. The permissibility of all types of dwellings and conversions throughout the Borough has contributed to the high percentage of rental units and substantial conversions in the Borough.

## DALLASTOWN

Dallastown has six zoning districts. The **Residential Outlying Zone** includes newer areas in the outlying portions of the Borough. It allows one and two-family dwellings, multi-family development, and mobile home parks. Residential conversions are prohibited.

The **Residential Town Zone** is located in the central portion of the Borough, around the Borough Center. It allows one and two-family dwellings, multi-family dwellings and townhouses. Residential conversions are prohibited. The fact that both these districts allow for multi-family development has led to the pattern of interspersed one, two and multiple development found in some residential areas of the Borough. Allowing for widespread multi-family development and prior allowance for residential conversions has contributed to a number of rental units in the Borough. Such a pattern is also found in Yoe. There are, however, portions of both Boroughs which are basically single family areas and which lend themselves to zoning allowing only single family dwellings, to reflect and conserve the existing character of those neighborhoods.

The **Commercial Shopping Zone** is located in the Borough Center. The **Commercial Heavy and Highway Zone** is found north of the Borough Center and in portions of eastern and western Main Street. As the name implies, it allows for heavier commercial uses and more highway and auto oriented uses than the Commercial Shopping Zone. Generally, most heavy commercial uses and auto-oriented uses are located in the Commercial Heavy and Highway Zone. The Commercial Shopping Zone does, however, allow for motels, service stations and convenience store dispensing fuel, and shopping centers, malls and plazas.

The **Industrial General Zone** is located in two areas in the eastern portion of the Borough, reflecting existing industrial concentrations. A wide range of business, office, heavy commercial and industrial uses are allowed.

The **Slope Zone** is located in the agricultural area in the southcentral portion of the Borough, which contains steep slopes, woodland and a watercourse. It allows for agriculture, single and two-family homes on one acre lots, and recreational uses. Residential conversions are prohibited.

## RED LION

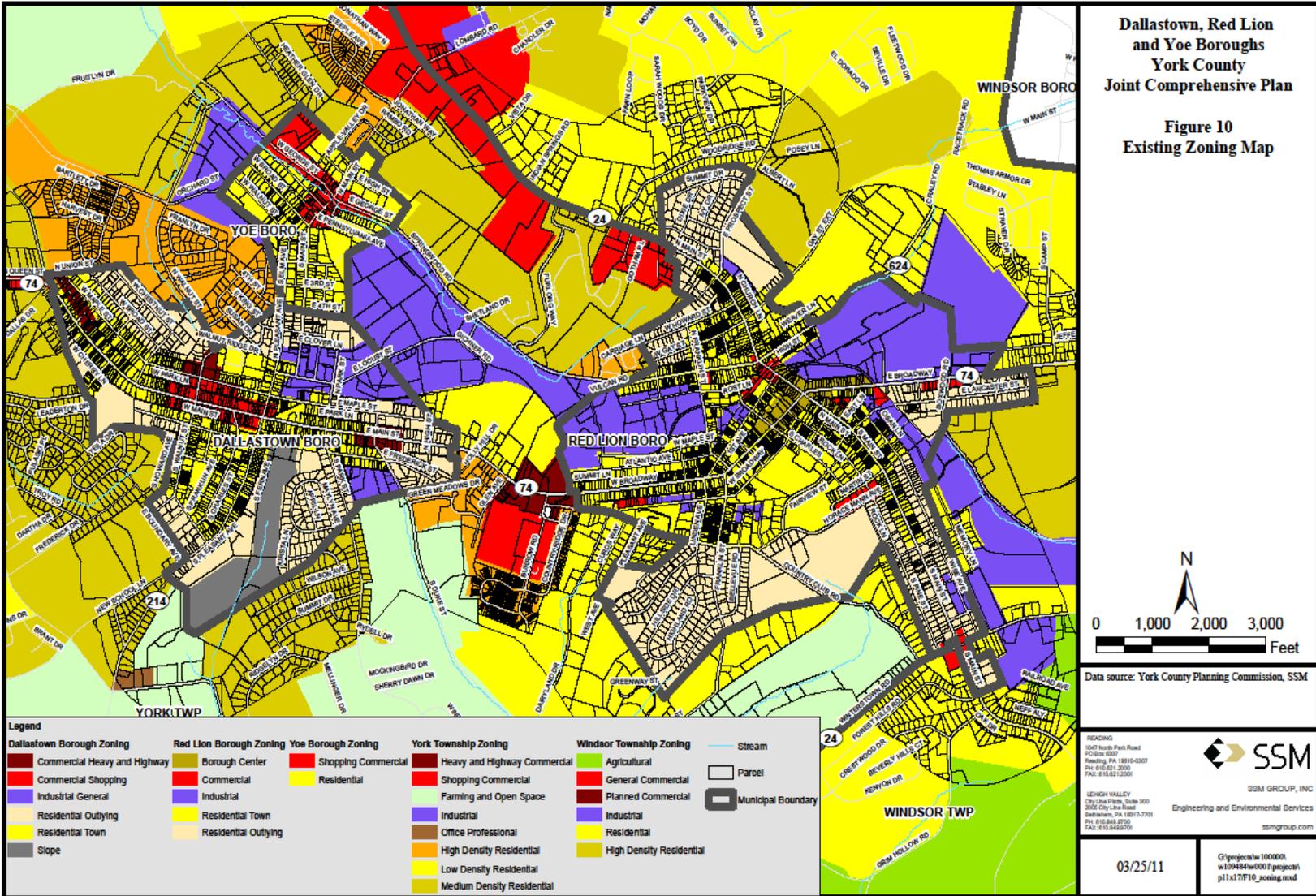
Red Lion has five zoning districts. The **Residential Outlying Zone** on the perimeter of the Borough is basically a single family zone. It reflects the newer single-family development in the Borough.

The **Residential Town Zone** surrounds the Borough Center. It is an area of mixed dwelling types. One, two and multiple-family dwellings are permitted, as well as residential conversions.

The **Commercial Zone** allows a wide range of resident-serving, office and auto and highway oriented commercial uses. It allows multi-use buildings, multi-family dwellings and residential conversions. There are nine Commercial areas scattered through the Borough, some of them reflecting isolated and/or individual commercial uses. In some cases this verges on spot zoning and does not reflect on the predominant character and/or most appropriate future character of the areas zones Commercial.

The **Borough Center Zone** is a true borough center zone in the area of the intersection of Main Street and Broadway. It allows for a variety of retail, personal services, office, and eating and drinking establishments. Residential reversions and multi-use buildings are permitted. One residential use is allowed in the multi-use buildings.

The **Industrial Zone** allows tremendous variety of uses, including industrial, office, retail and service, heavy commercial, recreation, shopping center, agricultural, mobile home park, multi-family dwellings, residential conversions and some uses not appropriate for the Borough but allowed in order to be inclusionary. There are eight Industrial areas in the Borough. Larger areas in the eastern and western portions of the Borough reflect industrial concentrations. Two other areas, near the western and eastern Borough borders, are not now appropriate for other uses. Some of the industrial areas reflect past conditions or perhaps only one industrial-type use, and are now not appropriate zoning.



## TRANSPORTATION

### Regional Road System

The greater region is serviced by two major highways. Interstate 83 is located west of the Boroughs and provides a north-south major highway connecting Harrisburg and Baltimore. Route 30 is located north of the Boroughs and provides an east-west highway connecting Gettysburg and Lancaster and continues further to the east to Philadelphia.

Since neither of these routes pass through nor adjoin the Boroughs, the motorist must rely upon other traffic routes to access the regional network.

PA Route 24 - A north-south route extending from the Maryland state line north to Routes 124, 462 and 30 traverses Red Lion and is accessed by Dallastown and Yoe via Pleasant Avenue, Broad Street, Lombard and Main Streets, and Lombard Road. Route 24 has developed, and will continue to develop, commercially to the north of the Tri-Borough Region. While serving as an important commercial street (Main Street) in Red Lion, Route 24 also serves as a route for commuters and through-traffic. On one hand, high traffic volumes increase potential "capture" opportunities for downtown business. On the other hand, the high volumes cause congestion and threaten pedestrian safety.

PA Route 74 - A southeast-northwest route extending from the state line north through Red Lion and Dallastown to Interstate 83, York City, Carlisle, and regions beyond. As is the case with Route 24, Route 74 carries through-traffic and commuter traffic, but also serves as local commercial streets in Dallastown (Main Street) and Red Lion (Broadway), and has high traffic volumes.

PA Route 124 - An east-west route extending from York City, through northern Windsor Township, to East Prospect Borough. It connects to Route 24, Windsor Road via Route 24, and Freysville Road.

PA Route 624 - An east-west route extending from Wrightsville Borough, through Windsor Borough into Red Lion Borough, where it intersects Route 24 near Route 74.

Freysville Road - Prospect Street - This route provides a connection between Red Lion and development in Windsor Township to Route 30 and 462.

Windsor Road - Connects Windsor Borough and Freysville area to Route 24.

Lombard Road - Connects Freysville Road to the commercial concentration at its intersection with Route 24 and to Yoe.

George Street (Yoe) - Springwood Road (York Township) - High Street (Red Lion) - Important locally, this route serves as the major commercial street in Yoe, traversing its downtown and forming the key intersection with Main Street. This route connects Yoe to Red Lion and Route 24 and to Route 74 south of York City.

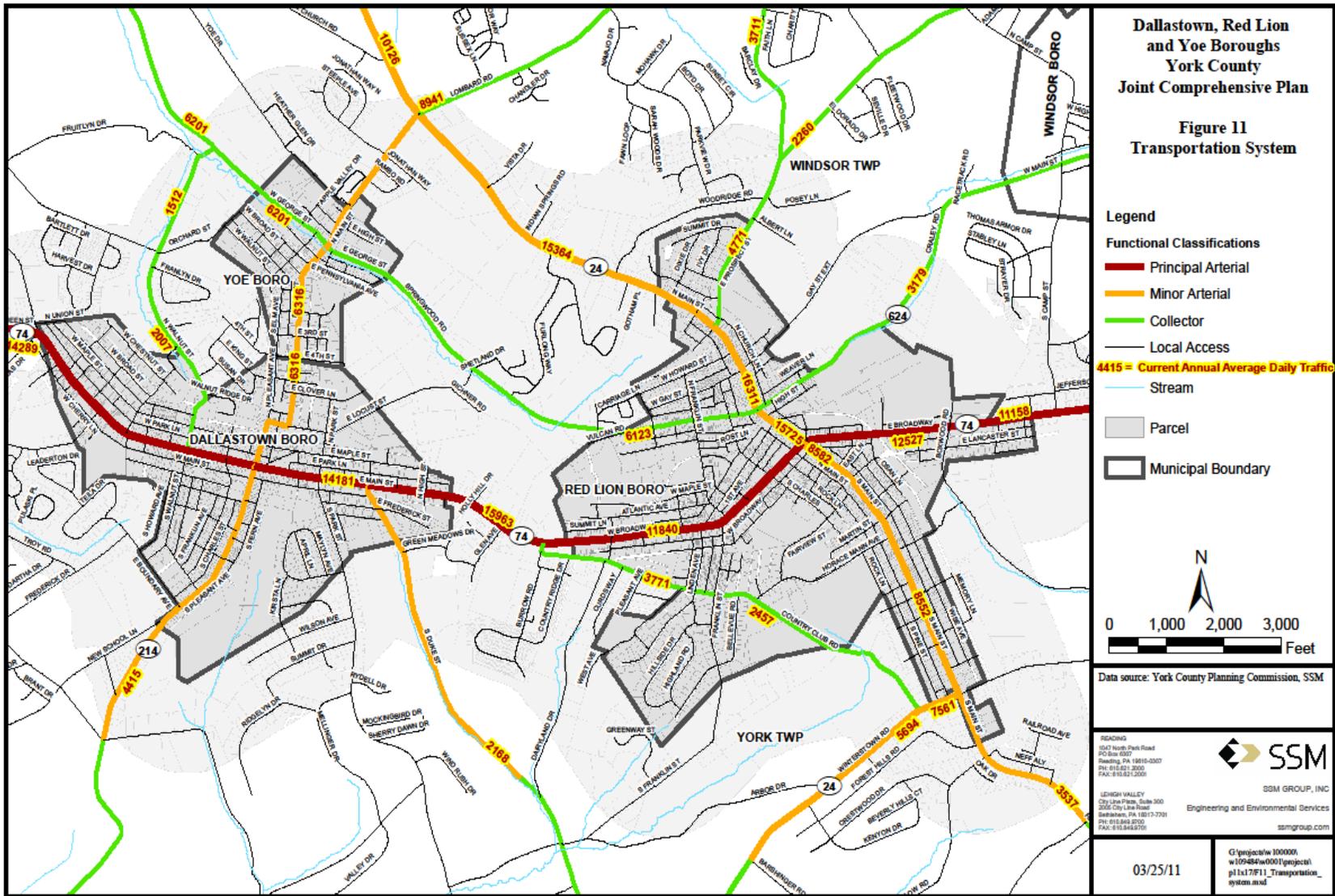
The PA Routes 24 and 74 Corridors are currently the most important transportation corridors within the Tri-Borough Region. PA Route 24 is the highest volume road through the Region, up to 16,311 annual average daily traffic, but Route 74 is not far behind, at 14,181.

## EXISTING ROADWAY CLASSIFICATION

How a particular highway is used determines the function that it serves in the system. Highway and roadway classification are based on analysis of the volume of traffic using the facility, the type of trip provided, the length of the trip, and the speed of the trip. *The York County Comprehensive Plan* designates functional classification two ways: Urban and Rural. The Region is designated as urban and falls under the functional classification systems for urban areas, as described below.

Urban areas include four functional systems: urban principal arterial streets, minor arterial streets, collector streets, and local streets.

- Urban Principal Arterial System - The urban principal arterial system includes streets and highways that help to define the area.
  - Serves the major centers of activity.
  - Carry the majority of trips entering and leaving the urban area, as well as those bypassing the area.
  - Serve most intra-area travel between business districts, major suburban centers, and communities.
- Urban Minor Arterial System - The urban minor arterial system should, in conjunction with the principal arterial system, form an urban network having the following characteristics:
  - Serves trips of moderate length and lower level traffic mobility.
  - May carry local bus routes, provide intra-community service.
  - Should not be more than 1 mile from fully developed areas.
- Urban Collector Road System - The urban collector routes generally serve travel within residential neighborhoods, commercial and industrial areas. Collector streets collect traffic from local streets in residential areas and feeds it into the arterial system.
- Urban Local Street System - The urban local street provides direct access to adjacent land and offers the lowest level of mobility. Through traffic and bus service is generally discouraged from utilizing the local street system.



Streets are classified on the Transportation and Circulation Map. The following is the list of each existing type of functional classification in the Tri-Borough Region:

**Principal Arterial** - Route 74 (Main Street in Dallastown, Broadway in Red Lion)

**Minor Arterials** - Route 24 (Main Street in Red Lion, Winterstown Road); remainder of South Main Street; South Duke Street; South Pleasant Avenue; North Pleasant Avenue-Broad Street-Lombard Street-Main Street through Dallastown and Yoe.

**Collectors:** North Walnut Street in Dallastown; George Street in Yoe; High Street in Red Lion; East Prospect Street in Red Lion; Country Club Road in Red Lion.

**Local Access Streets:** all other streets.

## **TRAFFIC VOLUMES**

Traffic volumes are determined through traffic counts taken at specific locations within a transportation corridor. The volume is usually portrayed in terms of annual average daily traffic (AADT). This represents the average count for a 24 hour period, factoring in any fluctuations due to the day of the week or month of the year. The AADT is an important factor that, in conjunction with the previous factors outlined, helps in determining the functional classification of a road.

Information available on traffic volumes is important in determining the potential for capacity problems. Roads that are not used for the purpose for which they are intended can experience capacity problems. This is particularly evident in areas experiencing a significant amount of new development without concurrent upgrades to the transportation corridors.

In addition to the increased development in the greater region, capacity on the region's roads is also heavily influenced by traffic originating outside the area. Roads most likely to experience capacity problems are PA Routes 24 and 74, because these roads are carrying local as well as regional traffic at increasingly higher volumes. Traffic volumes are increasing on other roads throughout the Region as well. AADT numbers for selected roads can be found on the Transportation and Circulation Map.

The highest traffic volumes are found in Red Lion on North Main Street, 16,311 and 15,725. On South Main Street the volume is 8,552. In York Township, a volume of 15,963 is experienced between Red Lion and Dallastown on Route 74. In Dallastown, Route 74 (East Main Street) has a volume of 14,181. In Red Lion, volumes are 12,527 and 11,158 on East Broadway and 11,840 on West Broadway. The next highest volumes are experienced on Winterstown Road in Red Lion (7,561), Lombard Street in Dallastown and South Main Street in Yoe (6,316); West George Street in Yoe (6,201), West High Street in Red Lion (6,123), and East Prospect Street in Red Lion (4,771).

## **ALTERNATIVE FORMS OF TRANSPORTATION**

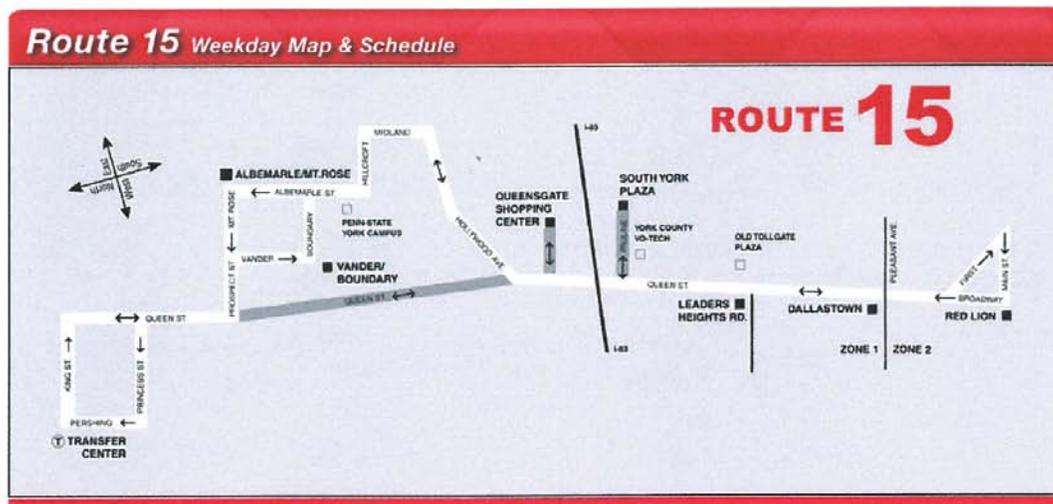
In a plan for circulation, it is necessary to not only address vehicular traffic but other modes such as bicycle, pedestrian, and transit.

## Bus Service

Currently, the only fixed route service through the Region is provided by Rabbitransit. Based in York City, Rabbitransit serves York and its surrounding suburbs. Route 15 serves Dallastown and Red Lion. The route map and schedule follow. Yoe is not currently served by bus service, and will pursue with Rabbitransit the possibility of having service to the Borough with a stop within or abutting the Borough.

Paratransit service is available to any county resident on a demand-reserved (24 hour reservation) basis. Vans operate in various areas of York County at certain times daily.

Stop Hopper service by Rabbitransit currently provides service between York Haven and Manchester Crossroads York, a morning service and an afternoon service. Planning efforts are looking at restructuring service, and future service to Red Lion may be provided.



Route 15 Weekdays: Red Lion/Dallastown												
<a href="#">Return to Bus Schedules &amp; Route Maps</a> Read schedule from left to right.												
Transfer Center	Vander / Boundary	Queensgate S/C	South York Plaza	Leaders Heights	Dallastown	Red Lion	Dallastown	Leaders Heights	South York Plaza	Queensgate S/C	Albemarle / Mt. Rose	Transfer Center
5:20	Bus travels Queen Street			5:30	5:35	5:45	5:50	6:00	Bus travels Queen Street			6:15
6:15	6:20	6:30	6:35	6:40	6:47	7:00	7:05	7:13	7:20	7:25	7:35	7:45
7:45	7:50	8:00	8:05	8:10	8:17	8:30	8:35	8:43	8:50	8:55	9:05	9:15
9:15	9:20	9:30	9:35	9:40	9:47	10:00	10:05	10:13	10:20	10:25	10:35	10:45
10:45	10:50	11:00	11:05	11:10	11:17	11:30	11:35	11:43	11:50	11:55	12:05	12:15
12:15	12:20	12:30	12:35	12:40	12:47	1:00	1:05	1:13	1:20	1:25	1:35	1:45
1:45	1:50	2:00	2:05	2:10	2:17	2:30	2:35	2:43	2:50	2:55	3:05	3:15
3:15	3:20	3:30	3:35	3:40	3:47	4:00	4:05	4:13	4:20	4:25	4:35	4:45
4:45	4:50	5:00	5:05	5:10	5:17	5:30	5:35	5:43	5:50	6:00	-	-
-	-	6:00	-	6:10	6:17	6:30	6:35	6:43	6:50	7:00	-	-
Transfer Center	Vander / Boundary	Queensgate S/C	South York Plaza	Leaders Heights	Dallastown	Red Lion	Dallastown	Leaders Heights	South York Plaza	Queensgate S/C	Albemarle / Mt. Rose	Transfer Center

The Red Lion bus company provides private charter service.

## **Rail Service**

Short line freight service is provided in the York region by the York Railway Company (YRC), which is a subsidiary of Genesee Wyoming, Inc. YRC operates 40 miles of mainline track linking the City of York with Hanover Borough. The YRC serves industries such as paper, agricultural, building products, and distribution industries. YRC operates regular rail service five days a week in the greater York area, and two to three days a week in the Hanover area.

In York County, 90 percent of the York Railway Company's rail traffic contains products delivered to the County, while the remaining 10 percent are products which originate in the County and are shipped out. The County's main exports include coal, limestone, food oils, petroleum, food products, paper, and agricultural products.

Two other national railway companies operate in York County as well, CSX Corporation and Norfolk Southern Corporation. Norfolk Southern operates lines to the City of York from the north, and CSX operates lines in the southwestern portion of the County.

## **Passenger Rail Service**

There are three passenger rail stations within a 25 mile radius of the Region. Amtrak operates routes from:

- Mount Joy - East Henry Street and North Market Street
- Elizabethtown - South Wilson Avenue and West High Street
- Lancaster – McGovern Avenue

## **Aviation Services**

Airport service is not available in the three Boroughs.

The York Airport at Thomasville is a privately owned and operated facility located along US Route 30 in Jackson Township. The airport provides general aviation services and serves as a local center for York Aviation. The airport consists of a single runway measuring 5,188 feet and is home to approximately 85 single-engine general aviation airplanes, as well as six twin-engine corporate aircrafts and a corporate jet. The airport also contains several hangar buildings, and a control building that includes a restaurant, pilot shop, and flight training school. Most of the activity at the airport is for pleasure, however, recent improvements to the facility have resulted in an increase in business aviation activity.

There are several public use airports available, including the Kampel and Bermudian Valley Airports in Washington Township, Baublitz Commercial in Brogue, Shoestring Aviation airfield in Stewartstown, and McGinnis in Columbia.

The nearest passenger, commuter, and charter air service is located at the Harrisburg International Airport (HIA), where eight major airlines offer about 120 daily flights to and from the Airport.

Philadelphia National Airport (PHL) and Baltimore Washington International (BWI) are also within one and a half to two hours drive.

## **Pedestrian Circulation**

### **Sidewalk Systems**

In all three Boroughs, the sidewalk systems are the primary mode of pedestrian circulation. Depending upon where or when development occurred, streets may or may not have sidewalks. Lack of sidewalk is always a concern where you have pedestrian movement, but especially where you have generators such as schools, recreation facilities, and commercial areas. In areas where sidewalks were constructed quite a while ago, maintenance, repair and replacement of sidewalks is an on-going program.

Gaps in the sidewalk system should be eliminated where feasible. Access to community facilities and commercial areas should be enhanced through expanded and repaired sidewalk and by establishing necessary crosswalks.

### **Red Lion Mile**

The Red Lion Mile Committee is a one-mile walking and biking path through the heart of Red Lion. It starts at the Red Lion Historical Society Train Station, continues under the North Charles Street bridge, and runs out to Springwood Road, running along the old Maryland and Pennsylvania ("Ma & Pa") railway line. This is Red Lion's portion of York County's Rails to Trails Recreational Project.

The trail from North Franklin Street to Springwood Road is ready for use and is being maintained by the Red Lion Public Works Department.

The section from North Charles Street to North Franklin Street is a major undertaking that requires engineering, storm water management and a design of the area around the bridge. An additional right-of-way agreement must be negotiated for the land from the Charles Street bridge to North Main Street.

### **Ma and Pa Greenway (Rail Trail Project)**

In response to considerable local interest during 2005, the Red Lion Redevelopment Commission initiated plans to develop the Red Lion Mile along a portion of the Ma & Pa Railroad corridor.

York Township began planning for a trail system in 2002. A section of the Ma & Pa Railroad corridor was obtained in 2005 and is being transformed into a 10-foot wide path near Mill Creek.

With both of these projects already started along the Ma & Pa Railroad corridor, suggestions of connecting them and then extending the trail prompted meetings between Red Lion Borough and York Township and other municipalities located along the corridor—Dallastown and Yoe Boroughs, and Spring Garden and Windsor Townships.

The focus of this proposed project is to explore the Ma & Pa Railroad line for the purpose of creating a pedestrian and bicycling trail primarily along the corridor from Spring Garden Township to Windsor Township, thereby connecting the communities of Red Lion, Dallastown, and Yoe Boroughs with Windsor, Spring Garden and York Townships. The route within the Tri-Borough area is shown on various maps in this plan.

## COMMUTING TO WORK

The following three tables from the U.S. Census Bureau for 2000 provide information on commuting to work for the three Boroughs.

**Table 23 - Commuting to Work**

<b>COMMUTING TO WORK - Dallastown Borough</b>		
<b>Workers 16 years and over</b>	<b>2,079</b>	<b>100.0</b>
Car, truck, or van - drove alone	1,744	83.9
Car, truck, or van - carpooled	214	10.3
Public transportation (including taxicab)	6	0.3
Walked	43	2.1
Other means	6	0.3
Worked at home	66	3.2
Mean travel time to work (minutes)	20.8	(X)

<b>COMMUTING TO WORK - Red Lion Borough</b>		
<b>Workers 16 years and over</b>	<b>3,165</b>	<b>100.0</b>
Car, truck, or van - drove alone	2,612	82.5
Car, truck, or van - carpooled	351	11.1
Public transportation (including taxicab)	7	0.2
Walked	98	3.1
Other means	61	1.9
Worked at home	36	1.1
Mean travel time to work (minutes)	22.8	(X)

<b>COMMUTING TO WORK - Yoe Borough</b>		
<b>Workers 16 years and over</b>	<b>529</b>	<b>100.0</b>
Car, truck, or van - drove alone	476	90.0
Car, truck, or van - carpooled	36	6.8
Public transportation (including taxicab)	0	0.0
Walked	2	0.4
Other means	3	0.6
Worked at home	12	2.3
Mean travel time to work (minutes)	23.3	(X)

Source: U.S. Census Bureau

All three Boroughs had a mean (average) travel time to work of over 20 minutes and large percentages of the workers driving to work (ranging from 93.6% to 96.8%). Few utilized public transportation (a total of 13 in the three Boroughs). Only small percentages walked to work or worked at home. This indicates that most job opportunities for residents are outside their place of residence and commuting is necessary. It also indicates there is little reliance on alternative means of transportation.

## ECONOMIC DATA

### Esri Marketplace Data

Appendix 10 contains a Retail MarketPlace Profile for 3, 5 and 7 mile radius rings from downtown Red Lion and a Tapestry Segmentation Area Profile for those same three rings.

The MarketPlace Profile shows spending patterns by industry group. Demand (retail potential) is the estimated expected amount spent by consumers at retail establishments in the trade area. Supply (retail sales) is the estimated sales to consumers by establishments in the trade area. A positive Retail Gap and Leakage/Surplus Factor indicate “leakage” of retail opportunity outside the trade area. A negative Retail Gap and Leakage/Surplus Factor represents a surplus of retail sales in the trade area, indicating a market where customers are drawn in from outside the trade area.

Within the 3 mile radius the population is 31,086, with 12,308 households. Within the 5 mile radius the population is 58,115 with 23,153 households. Within the 7 mile radius the population is 113,026 with 45,095 households.

The summary of spending patterns is as follows:

- 3 Mile Radius:
  - Exporting:
    - Excess other motor vehicle sales of \$11,880,000 – people are traveling to the local trade area to purchase other motor vehicles
    - Groceries – excess sales of \$8,272,893 – people are traveling from outside the 3 mile radius into the radius for food
    - Subcategories of florists and used merchandise stores
  - Importing: services being bought elsewhere
    - Full service restaurants – \$20 million – \$664/person or \$1,678/household
    - Limited food service - \$2,595,000
    - General merchandise - \$39,258,890 spent outside of 3 mile radius
    - Clothing - \$7,935,755 spent outside of area
    - Other retail categories
- 5 Mile Radius:
  - Exporting:
    - Still exporting other motor vehicles sales at \$10 million
    - Exporting lawn and garden equipment, used merchandise and non-store retailers
  - Importing:
    - Full service restaurants – \$40 million – \$688/person or \$1,727/household
    - Limited food service – \$5,509,873
    - General merchandise – \$86,005,860 spent outside of 5 mile radius

- Clothing - \$15,405,096 spent outside of area
  - Other retail categories
- 7 Mile Radius:
- Exporting:
    - Still exporting other motor vehicles sales at \$7 million
    - Now exporting limited food service – \$22,022,656 – meaning people are driving to the fringe of York City for fast food and limited service food
    - Exporting grocery stores, health and personal care stores, sporting goods, used merchandise and non-store retailers
  - Importing:
    - Full service restaurants – \$61 million – \$539/person or \$1,352/household
    - General merchandise – \$128,660,232 spent outside of 7 mile radius
    - Clothing - \$22 million spent outside of area
    - Other retail categories

In summary, there may be opportunities to capture some of the dining out, general merchandise and clothing sales in the trade area. This data can be used by the Regional Economic Development Committee discussed in Chapter 14, working with local businesses and the York County Economic Development Corporation, in its economic development efforts and downtown revitalization efforts.

As with most small communities within the Commonwealth of Pennsylvania, development patterns over the past 30-40 years have moved business activity to the fringe of communities, but people everywhere still have a fondness for their towns and specifically their downtowns, and it is important to take advantage of the downtowns in the Region and work toward revitalization.

### **Esri Tapestry Segmentation Data**

Tapestry Segmentation Profiles can also be used in economic development activities because Tapestry Segmentation classifies markets based on socioeconomic and demographic compositions. Tapestry Segmentation Area Profiles for 3, 5 and 7 mile radii from Red Lion are provided in Appendix 10. For each radius, Tapestry Segments are given by percent. The predominant segments for each radius are provided below:

#### **Tapestry Segmentation Area Profile by ESRI**

- 3 Mile Radius: Population 31,086, Households 12,320
  - Green Acres – 27.6%
  - Rustbelt Traditions – 24.0%
  - Salt of the Earth – 15.9%
  - Great Expectations – 12.1%
- 5 Mile Radius: Population 58,115, Households 23,153
  - Green Acres – 29.1%
  - Salt of the Earth – 14.5%

- Rustbelt Traditions – 12.7%
  - Great Expectations – 6.5%
- 7 Mile Radius: Population 113,026, Households 45,095
    - Green Acres – 19.1%
    - Salt of the Earth – 13.6%
    - Prosperous Empty Nesters – 10.9%
    - Rustbelt Traditions – 8.7%

Descriptions of the segments are as follows:

- Segment Descriptions:
  - Prosperous, married couple, homeowners
  - Small towns and villages
  - Median Age – 39.9
  - Upper Middle Class
  - Professionals, Management, Skilled
  - Some college, single family, white
  - Interests/activities: Home improvement, have home equity LOC, mountain biking, watch alpine skiing/jumping, own/lease truck
- Salt of the Earth
  - Hardworking families in small communities, settled near jobs
  - Small towns and villages
  - Median Age – 40.4
  - Middle Class
  - Skilled, Professional, Management
  - HS Grad, some college, single family, white
  - Interests/activities: Gardening, outdoor projects, own savings bonds, own cats, watch CMT, own/lease motorcycle
- Rustbelt
  - Middle-aged, middle income – Middle America
  - Close to city amenities with suburban affordability
  - Median Age – 35.9 – combination of family and non-family households
  - Middle Class
  - Skilled, Professional, Management, Service
  - HS Grad, some college, single family, white
  - Interests/activities: Hunting and shooting, use credit union, belong to veterans group, watch or listen to ice hockey games, own/lease Pontiac
- Great Expectations
  - Young households striving for the “American Dream”
  - Close to city amenities with suburban affordability
  - Median Age – 33
  - Lower Middle Class

- Professional, Management, Skilled, Service
  - HS Grad, some college, single family, multi-units, white
  - Interests/activities: Roller skating, softball, have personal education loan, listen to rock radio, watch cable and syndicated TV, own/lease Mercury
- Prosperous Empty Nesters
    - Senior lifestyles by income, age and housing type
    - Married-couple families in lower density, suburban expansion
    - Median Age – 47.2
    - Upper Middle Class
    - Professional, Management
    - Some college – Bachelors, Grad School, single family & seasonal, white
    - Interests/activities: Play golf, consult financial planner, furniture refinishing, read 2+Sunday papers, own/lease standard-size car

## ECONOMIC CENSUS DATA

2007 Economic Census data is available for Red Lion because of its size. Census information regarding types of businesses in the Borough, sales, payroll and number of employees follows. Other services had the most establishments, followed by manufacturing, retail trade, professional scientific and technical services and health care and social services. By far, manufacturing provides the most sales, payroll and number of employees. Most other types of businesses tend to have small numbers of employees.

**Table 24 - Selected Statistics from the 2007 Economic Census  
2007 Economic Sectors - Red Lion Borough**

2007 NAICS Code and Description	Number of Establishments	Sales, Shipments, Receipts (\$1,000)	Annual Payroll (\$1,000)	Number of Employees
31-33 Manufacturing	23	647,916	69,698	1,587
44-45 Retail Trade	16	26,610	2,245	130
51 Information	4	N	1,476	40
53 Real estate and rental and leasing	3	4,554	221	6
54 Professional, scientific, and technical services	15	6,154	2,302	119
56 Administrative and Support and Waste Mang and Remediation Services	6	2,417	744	20
62 Health care and social assistance	13	6,740	2,954	124
71 Arts, entertainment, and recreation	2	D	D	a
72 Accommodation and food services	4	2,774	611	113
81 Other services (except public administration)	25	9,892	2,378	113

Source: U.S. Census Bureau, 2007 Economic Census

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

N: Not available or not comparable.

Most manufacturing jobs are in the fabricated metal product, furniture and related products and household and institutional furniture manufacturing industries.

Retail trade businesses fell into a number of categories, including 3 motor vehicle and parts dealers, 2 specialty food stores, 2 health and personal care stores, 2 gasoline stations, 1 clothing store, 1 furniture and home furnishing store, 1 electronics and appliance store, and 1 building material and garden equipment and supplies dealer. Other services included 12 automotive repair and maintenance businesses, 5 personal and laundry services and 5 religious, grantmaking, civic, professional and similar organizations.

## 2000 Census Data

In 2000, the number of people aged 16 and older in the Region that were part of the labor force was 8,711.

**Table 25 - Labor Force**

2000	Dallastown Borough		Red Lion Borough		Yoe Borough		Tri-Borough Region	
Population 16 years and over	3,254	100%	4,700	100%	757	100%	8,711	100%
In Labor Force	2,256	69.3%	3,285	69.9%	547	72.3%	6,088	69.9%
Employed	2,108	64.8%	3,191	67.9%	539	71.2%	5,838	67.0%
Unemployed	148	4.5%	94	2.0%	8	1.1%	250	2.9%
Not in Labor Force	998	30.7%	1,415	30.1%	210	27.7%	2,623	30.1%

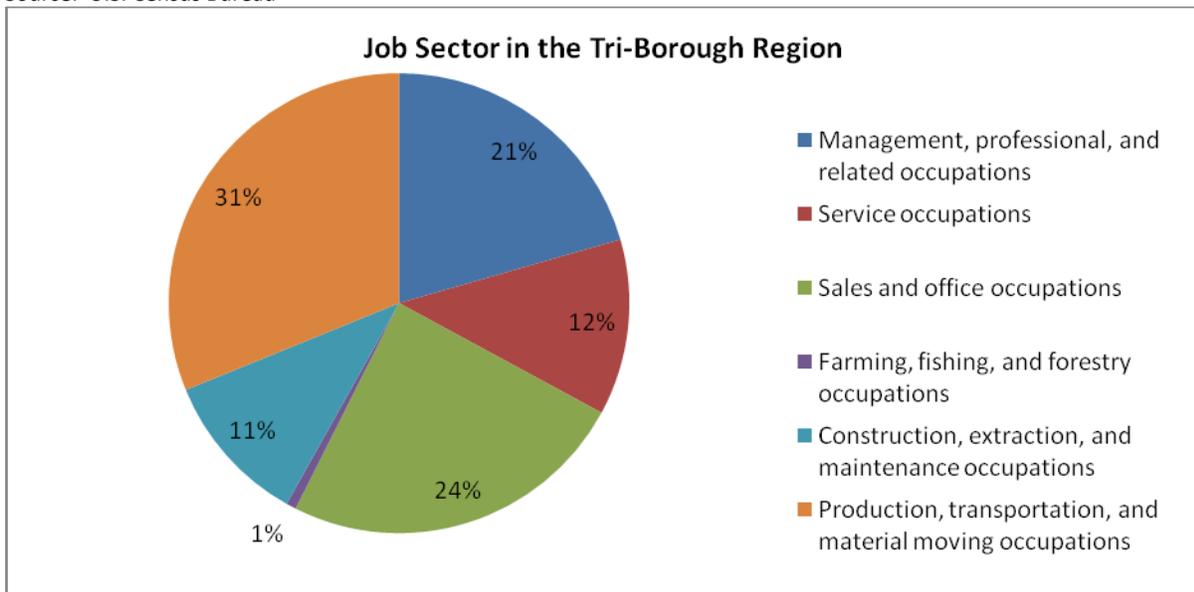
Source: U.S. Census Bureau

The “Production, Transportation, and Material Moving” category had the most employed workers in the region (31.2%), followed by “Sales and Office Occupations” and “Management, Professional, and Related Occupations” at 24.5% and 20.5%, respectively.

**Table 26 - Job Sector in the Region**

2000	Dallastown Borough		Red Lion Borough		Yoe Borough		Tri-Borough Region	
Employed civilian population 16 years and over	2,108	100%	3,191	100%	539	100%	5,838	100%
<b>OCCUPATION</b>								
Management, professional, and related occupations	390	18.5	715	22.4	94	17.4	1,199	20.5
Service occupations	246	11.7	406	12.7	70	13	722	12.4
Sales and office occupations	578	27.4	711	22.3	142	26.3	1,431	24.5
Farming, fishing, and forestry occupations	12	0.6	29	0.9	0	0	41	0.7
Construction, extraction, and maintenance occupations	217	10.3	324	10.2	85	15.8	626	10.7
Production, transportation, and material moving occupations	665	31.5	1,006	31.5	148	27.5	1,819	31.2

Source: U.S. Census Bureau



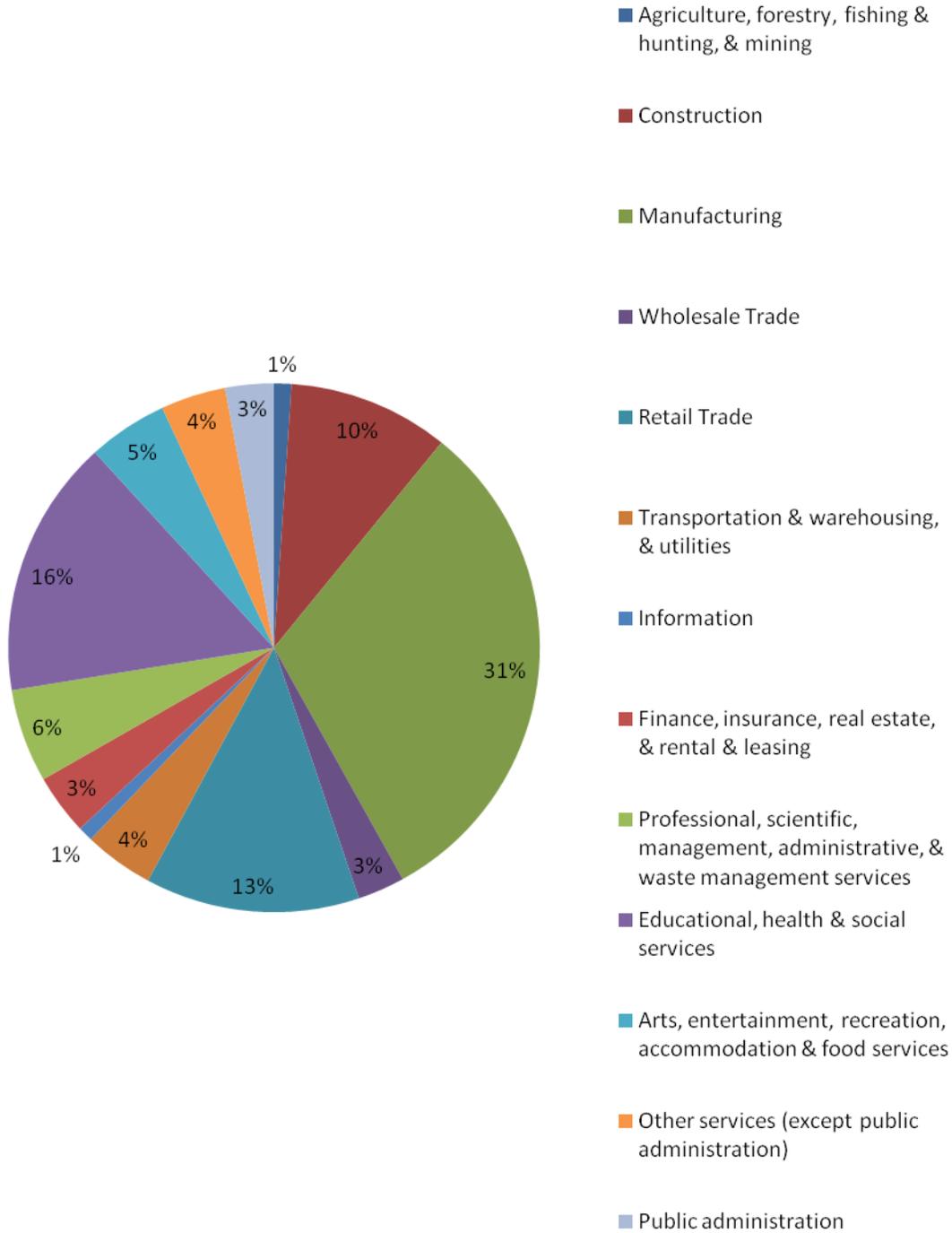
The Industry Sector analyzes data on people that are 16 years or older and classifies establishments according to the North American Industry Classification System (NAICS). The category “manufacturing jobs” included 31.1% of employed workers. “Education, health and safety” included 15.8% and “retail trade” included 13.1%.

**Table 27 - Industry Sector**

2000	Dallastown Borough		Red Lion Borough		Yoe Borough		Tri-Borough Region	
Employed civilian population 16 years and over	2,108	100%	3,191	100%	539	100%	5,838	100%
Agriculture, forestry, fishing and hunting, and mining	6	0.3	56	1.8	0	0	62	1.1
Construction	201	9.5	305	9.6	67	12.4	573	9.8
Manufacturing	653	31	998	31.3	162	30.1	1,813	31.1
Wholesale trade	53	2.5	97	3	18	3.3	168	2.9
Retail trade	322	15.3	354	11.1	87	16.1	763	13.1
Transportation and warehousing, and utilities	111	5.3	118	3.7	19	3.5	248	4.2
Information	14	0.7	36	1.1	3	0.6	53	0.9
Finance, insurance, real estate, and rental and leasing	79	3.7	114	3.6	23	4.3	216	3.7
Professional, scientific, management, administrative, and waste management services	127	6	186	5.8	20	3.7	333	5.7
Educational, health and social services	321	15.2	542	17	58	10.8	921	15.8
Arts, entertainment, recreation, accommodation and food services	75	3.6	186	5.8	23	4.3	284	4.9
Other services (except public administration)	87	4.1	98	3.1	46	8.5	231	4.0
Public administration	59	2.8	101	3.2	13	2.4	173	3.0

Source: U.S. Census Bureau

**Figure 12 - Industry Sector - Tri-Borough Region**



The “class of worker” table identifies if a worker is salaried or self-employed, and whether the person works in the private sector or government. The overwhelming majority of workers in the Region are listed as private wage and salary workers.

**Table 28 - Class of Worker**

2000	Dallastown Borough		Red Lion Borough		Yoe Borough		Tri-Borough Region	
Private wage and salary workers	1,841	87.3%	2,804	87.9%	481	89.2%	5,126	87.8%
Government workers	122	5.8	260	8.1	26	4.8	408	7.0
Self-employed workers in own not incorporated business	139	6.6	127	4	31	5.8	297	5.1
Unpaid family workers	6	0.3	0	0	1	0.2	7	0.1

Source: U.S. Census Bureau

## TOP EMPLOYERS

The following table lists the top employers of York County. Of these, only a few are located in the study area. Dallastown Area School District; Red Lion Area School District; and Gichner Systems Group, Inc. Other top employers for the Tri-Borough Region are listed after the Top 50 County employers.

<b>Table 29</b> <b>TOP 50 EMPLOYERS</b> <b>YORK COUNTY</b> Federal and State Government Entities Aggregated			
Rank	Name of Employer	Rank	Name of Employer
1	Federal Government	26	Gichner Systems Group, Inc.
2	York Hospital	27	Wellspan Health
3	York County Local Government	28	West Shore School District
4	Wal-Mart Associates, Inc.	29	ES3 LLC
5	Giant Food Stores, LLC	30	Exelon Generation Company, LLC
6	Harley-Davidson Motor Co.	31	Red Lion Area School District
7	BAE Systems	32	Northeastern School District
8	Kinsley Construction, Inc.	33	Johnson Controls (York International)
9	UTZ Quality Foods, Inc.	34	Spring Grove Area School District
10	Hanover General Hospital	35	Dover Area School District
11	Wellspan Medical Group	36	Lowe's Home Centers, Inc.
12	Lincoln Intermediate Unit	37	Rite Aid Headquarters Corporation
13	CHR Corporation (Rutter's)	38	York College of Pennsylvania
14	Weis Markets, Inc.	39	Voith Hydro, Inc.
15	P. H. Glatfelter Company	40	Bon-Ton Stores, Inc.
16	Dallastown Area School District	41	Northern York County School District
17	Memorial Hospital	42	D. F. Stauffer Biscuit Company
18	Central York School District	43	JDCS Enterprise
19	York City School District	44	Lutheran Social Services South PA
20	FedEx Ground	45	New York Wire
21	Graham Packaging Company	46	Hanover Foods Corporation
22	Snyder's of Hanover	47	City of York
23	Pennsylvania State Government	48	Dentsply International
24	Heartland Employment Services	49	United Natural Foods
25	R. H. Sheppard, Inc.	50	Southern York County School District
*Pennsylvania State Government includes all state employment except Pennsylvania State University, SEPTA and the System of Higher Education.			
Source: Center for Workforce Information and Analysis - Data provided is for 2 <sup>nd</sup> Quarter 2010.			

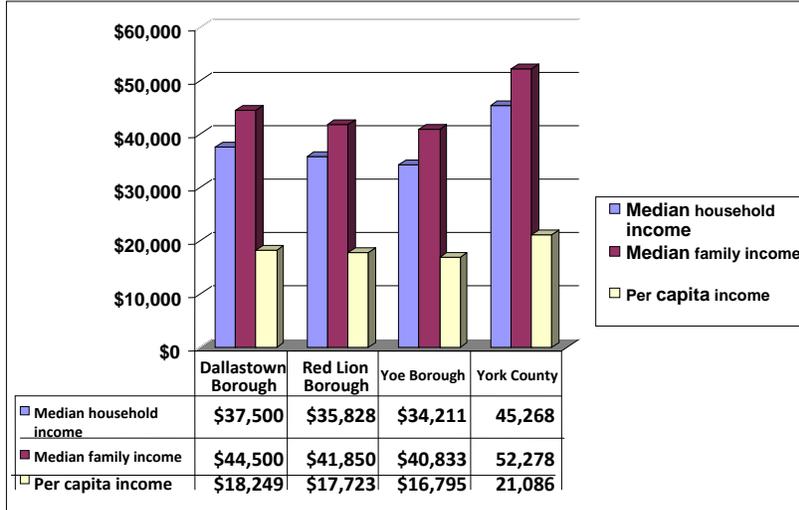
**Table 30 - Additional Top Employers in Tri-Borough Region**

<b>Dallastown</b>	<b>Red Lion</b>	<b>Yoe</b>
Alpine Sign & Lighting	NAPA Auto Parts	Victor L. Winstead Co.
C. Joseph Deller & Sons, Inc.	Fabbco Steel	
ELW Manufacturing, Inc.	Formit Steel Co.	
Emory J. Peters, Inc.	General Dynamics-Ordinance and Tactical Systems	
Gerhardt USA, Inc.	Ideal Profile Grinding	
Joe Z Sheet Metal & Construction	Keener Architectural Casework	
KNZ Construction	Keener Kitchen Manufacturing Co.	
Leverwood Knife Works	Larry's Skid Service	
McWilliams Plumbing and Heating	Mastercraft Specialties, Inc.	
Rojahn Company	Mickey's Wholesale Pizzas	
Sechrist Brothers, Inc.	Morton Graphics, Inc.	
SLPRoofing, Inc.	Persing Enterprises, Inc.	
Trans-Air Manufacturing Corporation	Rost Bros. Engraving, Inc.	
Tri-Boro Concrete, Inc.	Security Fence Company	
	Snyder & Co.	
	Specialty Metallurgical Products	
	Yorktowne, Inc., An Elkay Company	

## INCOME DATA

**Table 31 - 1999 Income for the Boroughs and York County**

Source: U.S. Census Bureau



Source: U.S. Census Bureau

The median incomes for all three municipalities were below that for York County.

**ELEMENTS OF PUBLIC PARTICIPATION**

The public participation element of the Tri-Boro Area Comprehensive Plan was comprised of several components:

- The Steering Committee and consultant toured the three Boroughs.
- The Steering Committee held workshop meetings, which were open to the public, starting in September 2009 for the duration of the planning process.
- The Steering Committee prepared a written survey that was distributed to all households in the Region.
- The Steering Committee held a public meeting on November 17, 2009 to identify issues with the public.
- 3 Focus Group meetings were held with landowners and stakeholders in the Community. They included:
  - Transportation
  - Community Facilities and Services
  - Economic Development, Revitalization and Historic Preservation

The results of those Focus Group meetings are presented in individual plan element chapters.

- The Steering Committee held a public information meeting and workshop to rank projects on June 23, 2010.
- The Steering Committee held a public workshop meeting to formulate the Future Land Use Plan on July 21, 2010.

**PLANNED/POTENTIAL PROJECTS IDENTIFIED DURING TOUR OF REGION**

During the Committee's tour of the three Boroughs, the following potential projects were identified by Committee members:

**DALLASTOWN BOROUGH**

- Replace old maintenance building with building to be used for maintenance and recreation
- Increase parking opportunities at Cougar Field
- Encourage more efficient parking patterns at elementary school
- Reconfigure Main Street/Walnut Street intersection
- Identify additional parking opportunities for customers of Main Street businesses
- Develop park in the "Slope Area"

**YOE BOROUGH**

- Address Main Street drainage issues
- Identify route/acquire land as necessary for trail
- Acquire land for parking area in vicinity of E. Pennsylvania Avenue
- Repair bridges at Mason Avenue and Church Street
- Encourage additional residence-serving commercial development in or near the Borough
- Create a park at the Main Street/George Street intersection
- Provide more commercial zoning along George Street
- Provide more shopping opportunities for Borough residents

**RED LION BOROUGH**

- Develop recreation facilities at Public Works site
- Plan and construct trail
- Connect Vulcan Road and N. Mill Street
- Acquire additional land for recreation purposes
- Enhance additional Main Street streetscape
- Encourage improvement/utilization of parking to rear of properties along Main Street
- Address drainage problems in vicinity of David Edwards
- Make Fairmount Park more user friendly
- Facilitate parking in vicinity of library
- Remove dead trees/replant in Fairmount Park
- Make Lancaster road connection
- Construct recreation field in vicinity of Redco Avenue
- Develop master plan for Fairmount Park

**SURVEY RESULTS**

The following is a summary of the opinion questions from the survey distributed to all households in the Region. Complete return results are provided in Appendix I.

**Question: What do you like or dislike most about living in/owning property in the Tri-Borough Area?**

<u>Dallastown</u>	<b>Top Likes</b> <u>Red Lion</u>	<u>Yoe</u>
Quality of Public Schools	Fire Protection Service	Fire Protection Service
Fire Protection Service	Quality of Public Schools	Quality of Public Schools
Feeling of Safety	Sense of Community	Convenience to Shopping
Convenience to Work	Feeling of Safety	Convenience to Work
Sense of Community	Walking Opportunities	Housing Costs

<u>Dallastown</u>	<b>Top Dislikes</b> <u>Red Lion</u>	<u>Yoe</u>
Tax Rates	Traffic Volume	Tax Rates
Traffic Volume	Tax Rates	Traffic Volume
Real Estate Tax Assessment	Road Surface Conditions	Law Enforcement Services
Road Surface Conditions	Real Estate Tax Assessment	Attractiveness of the Area
Job Opportunities	Job Opportunities	Road Surface Conditions

**Question: In your opinion, which of the following economic activities are most needed in the Tri-Borough Area?**

<u>Dallastown</u>	<b>Most Needed</b> <u>Red Lion</u>	<u>Yoe</u>
Manufacturing	Manufacturing	Grocery Store
Restaurants	Restaurants	Professional Office
Entertainment Businesses	Outlet Stores	Personal Services
Coffee Shops	Entertainment Businesses	Specialty Retail
Hardware Store	Technology Based Firms	Coffee Shops
Medical/Health Services	Medical/Health Services	

**Question: In your opinion, which of the following are the most serious housing issues in your Borough?**

<u>Dallastown</u>	<b>Most Serious</b> <u>Red Lion</u>	<u>Yoe</u>
Housing Affordability	Home Maintenance Cost	Home Maintenance Cost
Home Maintenance Cost	Housing Affordability	Availability of Housing for
Availability of Housing for Physically Handicapped/ Senior Citizens	Availability of Housing for Physically Handicapped/ Senior Citizens	Physically Handicapped/ Senior Citizens
Availability of Alternatives of Single Family Housing	Availability of Alternatives of Single Family Housing	Housing Affordability
		Availability of Housing for People Working in the Tri- Borough Area

**Question: In your opinion, which of the quality of life issues are the most important to you?**

<u>Dallastown</u>	<b>Most Important to You</b> <u>Red Lion</u>	<u>Yoe</u>
Small Town Lifestyle	Small Town Lifestyle	Small Town Lifestyle
Good Schools	Good Schools	Attractive Town
Peace, quiet, serenity	Peace, quiet, serenity	Good Schools
Emergency Services	Attractive Town/Community	Emergency Services
Attractive Town/Community	Emergency Services	Easy Access to Shopping, etc.

**Currently Being Met the Most**

<u>Dallastown</u>	<u>Red Lion</u>	<u>Yoe</u>
Good Schools	Good Schools	Good Schools
Small Town Lifestyle	Small Town Lifestyle	Emergency Services
Emergency Services	Emergency Services	Small Town Lifestyle
Attractive Town/Community	Public Services	Easy Access to Shopping, etc.
Public Services	Easy Access to Shopping, etc.	Public Services

**Question: In your opinion, which of the following planning issues facing the Tri-Boro area are the most important?**

**Most Important**

<u>Dallastown</u>	<u>Red Lion</u>	<u>Yoe</u>
Road Improvements	Road Improvements	Road Improvements
Public Safety	Public Safety	Public Safety
Truck Traffic	Retention of Downtown Businesses	Borough Revitalization
Retention of Downtown Businesses	Reuse of Vacant Industrial Buildings	Truck Traffic
Reuse of Vacant Industrial Buildings	Truck Traffic	Reuse of Vacant Residential/ Industrial Buildings

**Question: Which municipal services/purchases would you support combining or sharing in order to improve efficiency and minimize potential future tax increases?**

<u>Dallastown</u>	<u>Red Lion</u>	<u>Yoe</u>
Police	Sanitation	Purchasing Equipment
Purchasing Equipment/ Supplies	Maintenance/Road Crews	Sanitation
Sharing of Existing Equipment	Purchasing Equipment/ Supplies	Borough Administration
Sanitation	Police	Maintenance/Road Crews
Maintenance/Road Crews	Sharing of Equipment	Sharing of Existing Equipment

## **Public Meeting of November 17, 2009**

The following observations were made by the public at the public meeting of November 17, 2009:

- There are a lot of historical buildings in the Region which are worthy of protection.
- The building style and integrity of neighborhoods should be respected.
- Digital signs should be controlled through a sign ordinance.
- Joint grant applications among the Boroughs should be considered.
- Local businesses and shops are treasures serving local residents and should be supported.
- We should try to preserve our small town, family-oriented way of life.
- Traffic is a big problem, and we need to work together to address this issue - traffic in the Boroughs is affected by growth in the surrounding Townships.
- We need a consolidated emergency management plan and an evacuation plan -- if people ever had to evacuate, how would people get out of the towns.
- Fire police and volunteer fire departments are a Regional treasure.
- Residential conversions of single family homes to apartments is a major concern.
- There is increased vandalism in parks
- There should be more cooperation and information sharing among the Boroughs. Sharing police is working out. There should be cooperation in purchasing and sharing of equipment.
- It would be desirable to have additional employment opportunities in the Region.
- Will it be possible to retain all volunteer fire departments in the future?
- Need curb and sidewalk improvements in Dallastown. Need to maintain the infrastructure we have.
- Parks in the municipalities are treasures. It would be nice to have more, but first we need to maintain what we have. Would be nice to have trail connections.
- The Deller farm in Dallastown is a treasure.

**OBSERVATIONS FROM  
STEERING COMMITTEE  
TOUR OF THREE BOROUGHES**

The following observations were made by the Steering Committee during its tour of the Boroughs.

**Dallastown:**

- The Ma & Pa trail will end near Walnut and Maple. Nothing is planned at the trail's end.
- A very high percentage of housing units in the Borough is rental.
- There is no parking at Cougar Field.
- There are a lot of nonconforming commercial buildings in the Borough.
- At the Charles St. Elementary School, there is a parking issue – teachers park on the street.
- Not much community use made of school facilities.
- The Turkey Hill architecture doesn't fit in with downtown.
- The Square/Clock is an asset to the Borough.



**Dallastown Area Historical Society**



**Clock Tower on the Square in Dallastown**

- There was discussion about reconfiguring the intersection of Main and Walnut and making turning lanes larger, but nothing is programmed now.
- Parking on Main Street is an issue - some businesses have problem staying viable. There is some parking to rear of buildings, accessed by alleys.
- There are no public parking lots.
- There are shared parking opportunities at the empty bank, H & H lighting, and Church.
- There are apartments above some businesses.
- There is parking on one side of Main Street, metered in downtown.
- The Old Hotel on corner was converted into apartments - aggravated parking situation.
- The rabbittransit stop in front of the American Legion not heavily used.
- The scrolling sign at the Church has drawn complaints.



**American Legion and rabbittransit stop in Dallastown  
It is not particularly user friendly.**



**Electronic sign in downtown Dallastown**

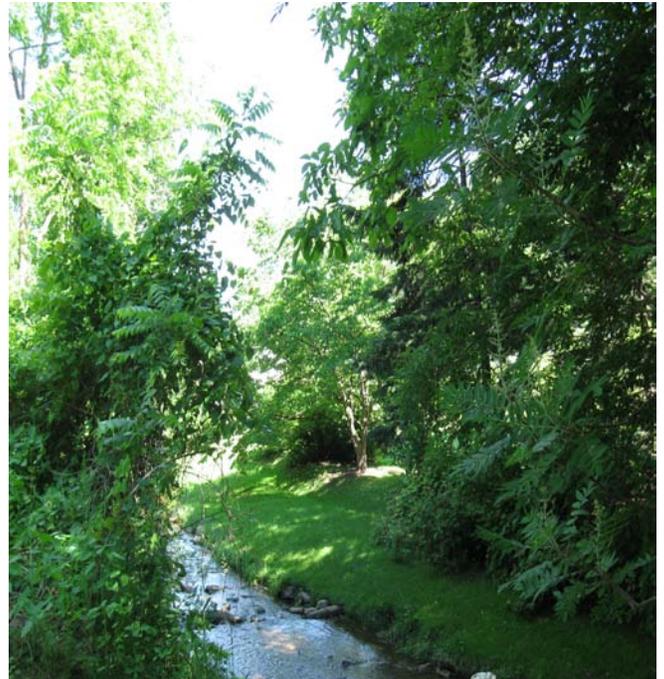
- On-lot sewage disposal is used in the development adjoining the slope area.
- What should be future of slope property?
- There are vacancies in the industrial area.

**Yoe:**

- Yoe Park has recently been enhanced.
- There are stormwater management issues throughout the Borough.



**Undeveloped Land near Yoe Park**



**Land along Mill Creek in western Yoe**



**Conversion to Apartments in Yoe**



**Channel which goes under the Church**

- In the Third Street area some homes could come in (Borough has a couple of acres of residential zoned land). There is industrial zoning in the Township near the Borough park.
- At issue is the route for the rail-trail to follow. It likely will follow the creek at some points.
- Businesses in the Borough are auto-related except for one.
- The Borough is considering making a Borough parking lot in E. Penn Avenue area.
- An eroding channel goes under the Church on Church Street.
- There are many renters in the Borough, resulting in a transitional population.
- There is poor sight distance at some intersections with Main St.
- The culvert at Mason Avenue needs attention.
- There is speeding on hills in town.
- There are 3 to 5 underutilized acres at the east end of Borough. Should this land be zoned commercial rather than residential?
- In York Township, the House of Windsor is for sale. Would a shopping area be good for Yoe rather than industrial use?
- Should the Borough consider constructing a park at the southwest corner of George and Main?

**Red Lion:**

- Mill Street Borough land:
  - Provide parking for rail-trail?
  - KOZ zone - sold off best land, can't sell rest
  - Used for public works
  - May put ballfield in
  - Road connection through area is restricted now
- There are a number of non-conformities in the Borough.
- The Borough may acquire some land to use for a park along a hillside, along trail to Yoe & Dallastown.
- A bypass route is not a key issue now.
- On High Street, at old post office, there is interest in making it into a restaurant. Parking is an issue.
- Borough Streetscape - have done one side of square, will do other
  - Parking meters
  - Street lights
  - Stamped sidewalk
- The past parking study suggested the parking issue is one of perception.
- There is parking to rear of many buildings, but people don't fix up parking in the back.



**Parking lot on square, spaces to be Lost**

- Small stores come and go.
- Borough leases municipal lot from drug store, but will likely lose some spaces there.
- There is a lot of traffic through town.
- Two church lots, First Avenue and West Broadway, are possibilities for shared parking.
- The furniture store building on Broadway is empty.
  - There is a plan to put stores on first floor and loft apartments on 2<sup>nd</sup> & 3<sup>rd</sup> floors
  - Two extra buildings behind the store; one to be torn down, farmers market go in other building
- Drainage issues at pipe in vicinity of David Edwards along Cherry and near trail end.
- Some houses in the Borough need rehabilitation.



**Historical Society Museum (with billboards)**



**Red Lion Community Building**

- Opera House Apartments are an example of adaptive re-use.
- At the top of hill on Charles, the old school was converted into apartments and day care.
- At Fairmount Park, the Friends of Fairmount are involved in making it more user friendly. The Borough would like to develop a master plan for the park.
- Parking is an issue at the library. Would like to connect two lots, weave road through trees, get rid of some dead trees, and do some replanting.
- The former Edgar Moore Elementary School will be rented out and used for a Charter school and office.



**The Edgar Moore School in Red Lion is now used for a charter school**

- Have large trucks off of South Main Street going to Con Agra.
- Ma & Pa Greenway Committee is working on completion of the project.
- Lancaster St. has a vacant right-of-way, would like connection. There is a wet area of concern.
- At Redco Lane the Borough would like lacrosse field, etc.
- There is more room for little shops on South Main St. Some buildings have been rehabbed. Business can locate on lower side. Upper side is higher, difficult to get ADA access - homes may be more appropriate.
- There are not many building lots left in the Borough.
- Some business owners complain there is no place to park.
- The Community Building and Historical Society Museum are Borough assets.

## SWOT ANALYSIS

The following list of Strengths, Weaknesses, Opportunities and Threats for the region was prepared with input from the Steering Committee, Red Lion Area Business Association, and public in attendance at the June, 2010 information meeting and workshop.

### Strengths

- ◇ Pride in the Community
- ◇ Compactness of area involved
- ◇ Potential for redevelopment and reuse of vacant and underutilized buildings
- ◇ Access to major highways
- ◇ Rich in history
- ◇ Affordable housing
- ◇ Centrally located in PA – proximity to New York, Harrisburg, Baltimore, Washington D.C., Philadelphia, and beaches
- ◇ Good communication between Borough staffs and with County staffs
- ◇ Public safety
- ◇ Community services and facilities

### Weaknesses

- ◇ Weak communication between Borough Councils
- ◇ Conflicts between the three Boroughs – unhealthy competition/local “politics”
- ◇ Traffic congestion
- ◇ Lack of parking
- ◇ Above ground utilities – overhead wires blight and date neighborhoods
- ◇ Excessive apartment conversions from single family dwellings
- ◇ Attractiveness of town
- ◇ Aging Infrastructure
- ◇ Lack of restaurants and other such services

### Opportunities

- ◇ Low base to start from – allows for improvement
- ◇ Proximity to highways, urban areas, other tourist destinations
- ◇ Community pride that can be rallied for support of issues
- ◇ Historic buildings or buildings rich in character provide opportunities for revitalization
- ◇ Uniqueness of area can be used as an advantage for grant money and funding opportunities
- ◇ Low income designation
- ◇ Joint administration and purchasing for cost savings and grant applications
- ◇ In process of developing common vision for the future

### Threats

- ◇ Economic downturn has limited available funding possibilities
- ◇ Traffic, limited parking, and unappealing corridor can deter businesses from relocating to the area
- ◇ Local issues and competitiveness can hinder growth and revitalization
- ◇ Need improvement in interboro coordination in some aspects
- ◇ Similar businesses in two communities vying for local business



**ISSUES**

During the course of this planning process, the issues listed below have been identified. Opportunities presented by the issues are noted.

<u>Issue</u>	<u>Opportunity</u>
Increasing Regional Cooperation	Implement Regional Cooperation Program listed in Chapter 9. Appoint Regional Planning Commission. Formalize a process for the three Councils to meet regularly. Create regional commissions as necessary to address issues. (See discussion in Chapter 16.)
Maintaining a small town lifestyle and the quality of life	Make appropriate zoning revisions to assure retention of character. Consider design elements. Consider historic resource protection. Foster local businesses. Continue to improve community services and facilities. Regulate the large number of non-conforming buildings to mitigate impacts on neighborhoods. Address zoning map issues, such as existing inappropriate zoning and spot zoning. Address residential areas in need of enhancement.
Addressing the large number of residential rental properties. Encouraging the improvement of residential properties in need.	Prohibit conversions or strictly limit where they can occur. Institute strong conversion regulations where allowed (such as minimum size of building to convert, minimum size of unit, required off-street parking). Façade improvement programs. Enforcement of housing/property maintenance codes. Rental unit licensing and inspection programs.
Addressing traffic volumes and speed and improving pedestrian safety	Institute traffic calming measures (see Transportation Plan and Appendix 3). Address traffic issues on a regional basis. Make proposed road interconnections and intersection improvements and other proposed projects on Transportation Plan. Identify alternative routes to Routes 24 and 74.
Addressing parking concerns	Provide additional public parking areas. Address wayfinding to parking areas. Work with landowners to enhance, consolidate, and manage private parking areas. Review zoning requirements regarding parking.

**Issue**

**Opportunity**

Improving community appearance and enhancing commercial corridors such as Broadway, George Street, and Main Street

Streetscape improvements. Façade improvement programs. Zoning to address design considerations, historic resources, access management.

Maintaining public safety

Improve communications with Regional Police. Increase foot patrols. Emergency management planning on a regional basis. Maintain volunteer fire departments. Support EMS. Address areas of drainage concern.

Maintaining excellent community facilities

Make improvements to existing parks. Provide additional parks and recreation fields.

Providing for economic vitality and Borough revitalization.

Work to retain downtown businesses. Provide for adaptive reuse of vacant and underutilized industrial buildings. Attract residence-serving businesses to Yoe. Work with YCEDC to increase occupancy of vacant and underutilized buildings. Implement the program of the Economic Development Plan.

## ISSUES IN THE REGION



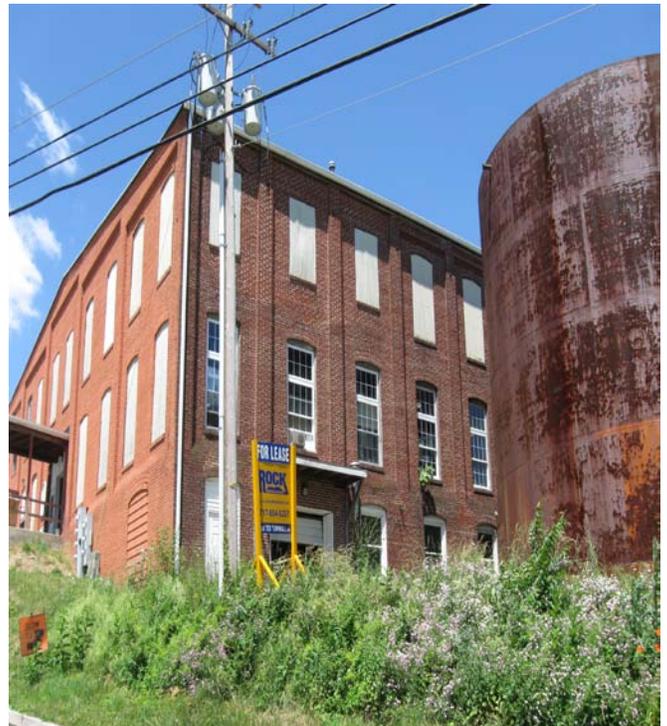
**Overhead Lines at Main and George Streets in Yoe. Additional streetscape enhancement projects in the Region are desirable to improve community appearance and enhance Commercial Corridors**



**Single Dwelling Converted to Apartments on Main Street in Dallastown. The large number of rental properties in the Region is a concern.**



**No on-street parking available in the Heart of Yoe. The Borough would like to increase parking opportunities.**



**Available industrial capacity in Dallastown. The Boroughs will work together to provide for economic vitality in the Region.**

## ISSUES IN THE REGION



Commercial Corridor on East Main Street in Dallastown. Corridor enhancement is desirable.



Non-conforming use near the Red Lion Area Schools. One of many non-conforming uses in the Region. Potential impact on surrounding properties is a concern.



Need to Improve Wayfinding Signage to parking to help address parking concerns



Need to calm traffic on Main Street in Yoe because of traffic volumes and speed.

## ISSUES IN THE REGION



Local businesses, characteristic architecture in Red Lion contribute to maintaining smalltown lifestyle



One of the many historic structures in the Region. There is limited protection of these resources, which contribute to the quality of life in the Region.



Some of the streetscape enhancements made in downtown Red Lion, improving community appearance and enhancing commercial corridor



Facade improvements in Dallastown improve community appearance

## **REGIONAL LINKAGES**

The Boroughs are currently linked in a number of ways. Most obvious are the roadway connections. Major elements in the linkages are State Routes 24 and 74, which are not under Borough jurisdiction.

Roadway connections among the Boroughs:

- Main Street - Broadway (State Route 74), connecting Dallastown and Red Lion
- Pleasant Avenue - Broad Street - Lombard Street - Main Street, which connect Dallastown and Yoe
- Pleasant Avenue - Elm Avenue, which connect Dallastown and Yoe
- George Street - Springwood Road - High Street, which connect Dallastown and Yoe
- Main Street (State Route 74) - Country Club Road, which connect Dallastown and Red Lion
- Broad Street - Locust Street - Springwood Road, which connect Dallastown and Red Lion
- Duke Street - Arbor Drive - Franklin Street, which connect Dallastown and Red Lion
- Main Street (State Route 24) - Lombard Road - Cape Horn Road - Main Street, which connect Red Lion and Yoe
- Duke Street - Dairyland Drive - Country Club Road, which connect Dallastown and Red Lion

Mill Creek flows through Yoe, almost to the Red Lion public works/recreation area in the western portion of Red Lion. It is likely that the Ma and Pa Trail will generally parallel the Mill Creek from Red Lion through Yoe. Another spur of the Ma and Pa Trail will branch off and run to the heart of Dallastown. Planning for the Trail is on-going.

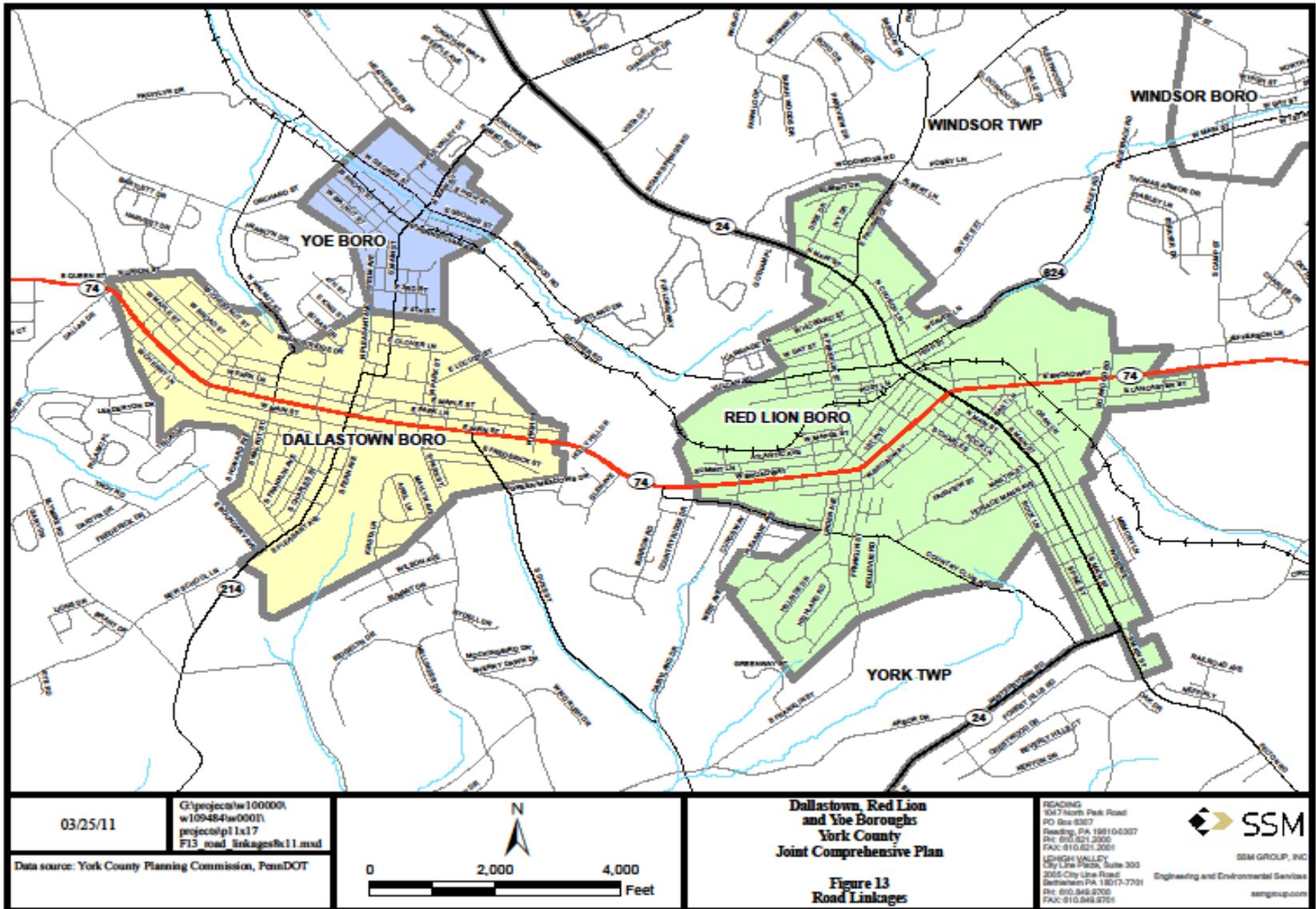
The Boroughs also work with the York County Planning Commission, York County Economic Development Corporation and PA DOT to address common issues to the Boroughs. Whether it be land use planning, revitalization, economic development or enhancements to Routes 24 and 74, which link the Boroughs.

## **SERVICE LINKAGES**

The Boroughs are linked organizationally through the Regional Police Department, mutual assistance among emergency service providers, dependence on the Kaltreider-Benfer Library, water supply, and the Dallastown Area School District (Dallastown and Yoe).

- York Area Regional Police Department
- Yoe Ambulance Association
- Red Lion Ambulance Association
- Leo Independent Fire Engine Company No. 1
- Rescue Fire Company No. 1
- Yoe Fire Company
- Red Lion Municipal Authority
- Dallastown-Yoe Water Authority
- Dallastown Area School District
- Kaltreider-Benfer Library

Chapter 16 contains a Regional Cooperation Program to continue and enhance regional linkages. The focus is on new organizational linkages which will help implement this comprehensive plan and increase intermunicipal cooperation in grantsmanship; equipment and staff utilization; recreation and other municipal services; regional promotion; and project planning, such as corridor enhancement plans and bicycle/pedestrian pathway plans.



## REGIONAL ASSETS

A number of regional assets have been identified.

<u>Assets</u>	<u>Opportunity</u>
<b>Historic</b> Historic Buildings Existing and Potential Historic Districts Historical Societies	Protect districts and buildings with historic preservation zoning. Consider an historic and architectural review board. Support efforts of historical societies. Increase municipal involvement through historical commissions. Consider adoption of design guidelines.
<b>Economic</b> Downtowns Small Local Businesses Industrial Areas	Continue downtown revitalization efforts with streetscape enhancements, façade and beautification improvements, pedestrian enhancements, signage control, parking enhancements, business retention and recruitment. Work cooperatively with YCEDC to increase reuse and utilization of industrial areas. Create a regional economic development entity.
<b>Natural Resources</b> Mill Creek Deller Farm/Slope Area	Retain Mill Creek in Yoe as open space and incorporate into Ma and Pa Greenway System. Promote creation of a park in the Deller Farm/Slope Area in Dallastown.
<b>Community Facilities and Services</b> Fire Companies EMS Schools Churches Kaltreider Benfer Library Public Sewer and Water Systems Red Lion Community Center	Continue municipal financial support where provided. Promote regional cooperation. Continue to maintain, improve and enhance facilities and services.
<b>Recreational</b> Red Lion Mile/Ma and Pa Greenway Dallastown Community Park Cougar Field Fairmount Park Yoe Park Yoe Ballfield	Continue to plan, maintain and improve facilities. Address parking issues. Construct new facilities to supplement existing.



**Cougar Field in Dallastown**



**Red Lion Mile**

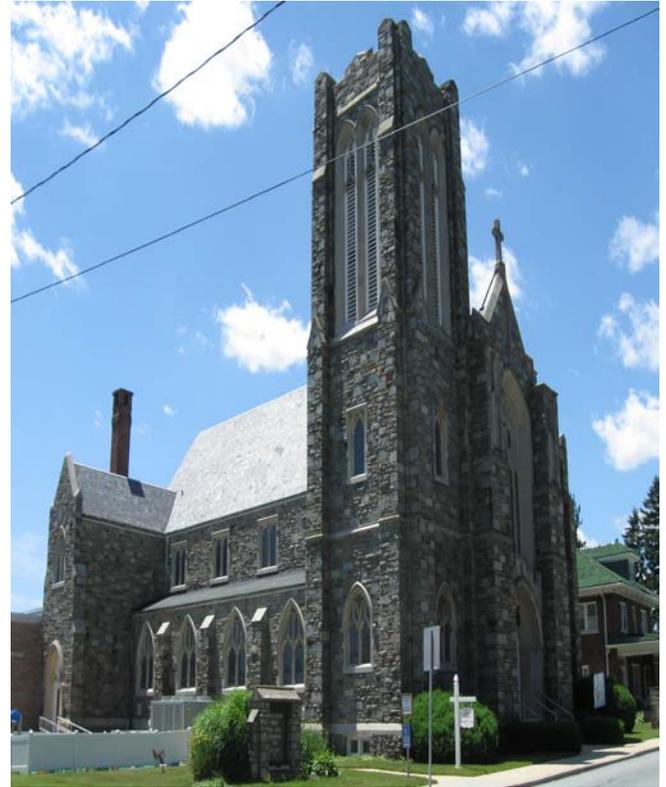


**Deller Farm/Slope Area in Dallastown - Potential Park**



**Industry in Red Lion**

**SOME OF THE IMPRESSIVE LOCAL CHURCH BUILDINGS**

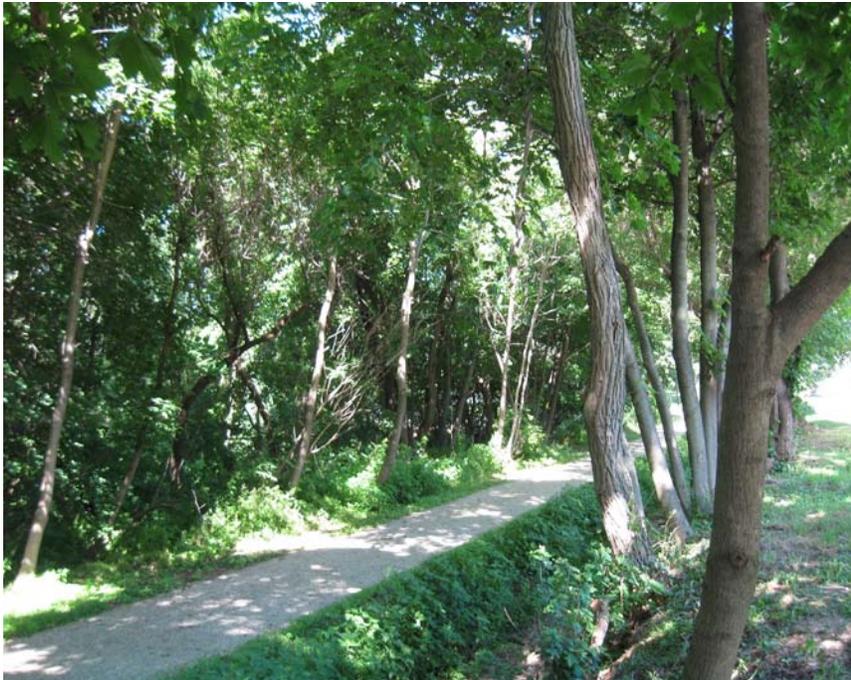


**Some church parking lots can provide opportunities for sharing parking.**

**REGIONAL VISION**

The Regional Vision is a statement of what we want the Tri-Borough Region to be like in the future. The Vision was developed after review of the results of the questionnaire sent out to residents of the Region, input from public meetings and focus groups, discussions of the Steering Committee, and review of a draft vision by municipal governing bodies and planning commissions. The Vision is attained by setting goals; establishing objectives to achieve those goals; setting forth policies to meet the objectives; and identifying actions to implement the policies.

***The Tri-Borough Region is a safe and attractive community in which to live and work, with a high quality of life and small town atmosphere. It is comprised of charismatic neighborhoods, revitalized downtowns with attractive streetscapes, and eclectic commercial uses and fully utilized industrial areas. Residents are served by outstanding community services and facilities, such as parks, recreation fields, and schools. Redevelopment respects and incorporates the traditional development patterns, architecture and historic character of the Boroughs. The Boroughs work together to enhance the elements which link them and to accomplish infrastructure improvements necessary for economic development.***



## **GOALS AND OBJECTIVES**

Goals are relatively general aspirations for the Region, indicating desired direction and providing criteria for measuring the success of this Plan. Objectives are more specific guidelines for the Region to follow in order to realize the goals. Goals and objectives should be reviewed periodically for their continued relevancy and success in achieving them through implementation of the Action Plan.

### **STATEMENT OF REGIONAL GOALS AND OBJECTIVES**

#### **Natural Resources**

Goal: Protect and preserve the natural resources of the Region.

Objectives:

- Protect remaining wooded areas
- Protect the Mill Creek
- Protect steep slopes
- Retain the “Slope Area” and Deller Farm in Dallastown as open space
- Protect the night sky from excessive light pollution
- Prevent deterioration of air quality

#### **Historic, Architectural and Cultural Resources**

Goal: Protect, preserve, and enhance the remaining historic, architectural, and cultural resources and their surroundings.

Objectives:

- Protect historic sites and districts.
- Encourage redevelopment and development approaches that integrate historic resources into site and building design.
- Encourage adaptive reuse and building rehabilitation/restoration.
- Promote historic and cultural sites and events to residents and visitors.
- Retain and celebrate the various elements of the history of the Region.

## **Open Space and Recreation**

**Goal:** Provide for open space within the Region through the preservation of natural resources and the development and retention of recreation areas, parks and greenways.

**Objectives:**

- Identify lands for open space conservation.
- Support provision of year-round recreational programs for residents of all ages.
- Support provision of recreational facilities for residents of all ages as part of a recreational network within the Region.
- Support development of the Ma and Pa Greenway.
- Encourage the development of additional recreational facilities.
- Continue to enhance existing recreation facilities.
- Encourage shared use of specialized recreational facilities that require significant investment and operations/maintenance support.

## **Land Use**

**Goal:** Retain a small town atmosphere, enhance and revitalize downtowns, and stabilize, enhance and protect residential neighborhoods.

**Objectives:**

- Promote safe, charismatic, and livable neighborhoods.
- Encourage attractive streetscapes.
- Encourage new uses within neighborhoods to be compatible with existing development patterns.
- Determine appropriate residential development techniques.
- Enhance the visual image of the community at entranceways and along major road corridors.
- Allocate land uses over the entire Region in an appropriate manner.
- Implement Smart Growth Policies.
- Identify areas for economic development.

- Attain consistency of land use along municipal boundaries.
- Provide for mixed use where appropriate.
- Encourage development with pedestrian scale.
- Minimize conflicts between non-residential and residential uses through allocation of land use and utilization of performance and design standards and buffer yards.
- Maintain the integrity and enhance visual aesthetics of existing neighborhoods. Revitalize neighborhoods as necessary.
- Identify appropriate implementation techniques for use in the Region.
- Promote revitalization within downtowns, in conformity with the general character of the downtowns.
- Identify appropriate character for commercial and industrial areas in the Region. Revitalize areas as necessary.
- Identify needed zoning ordinance and SALDO revisions.

### **Transportation and Circulation**

**Goal:** Achieve a safe and efficient regional circulation system which will enhance pedestrian and bicycle movement; minimize adverse impacts on residential neighborhoods; enhance the safety, mobility and livability of road corridors within the region; relieve congestion; and manage and enhance parking resources.

**Objectives:**

- Complete the Ma and Pa Greenway.
- Enhance pedestrian and bicyclist safety.
- Manage access along the Region's streets.
- Calm traffic in the Boroughs.
- Improve the safety of the Region's roads and intersections.
- Investigate a system of alternative routes to Routes 24 and 74.
- Upgrade bridges as needed.
- Address parking needs within the Boroughs.

## **Economic Development**

Goal: Retain and enhance a vital, multi-faceted economy.

Objectives:

- Promote job creation for local residents through cooperative efforts of the Boroughs, the County, the State, economic development agencies, and businesses.
- Enhance tax revenue from business development.
- Enhance downtowns as unique shopping destinations and mixed use environment.
- Encourage the adaptive re-use of vacant and underutilized properties in the Boroughs.
- Protect historic resources.
- Retain existing desirable businesses and industries, support their appropriate expansion.
- Identify strategies to attract desirable businesses.
- Address parking needs.
- Encourage resident-serving businesses to locate in Yoe.
- Facilitate pedestrian access to businesses.
- Establish standards to improve the design and appearance of commercial areas.
- Support revitalization efforts for the Downtowns.
- Support streetscape enhancement.
- Foster development of local businesses.

## **Housing**

Goal: Provide for a diversity of housing opportunities for the economic and demographic groups within the Region, while encouraging owner occupied units and unit maintenance, in harmony with the historical character of the Boroughs.

Objectives:

- Support reconversion to owner-occupied housing.
- Promote maintenance, renovation, and modernization of existing housing.

- Eliminate and prevent conditions that contribute to and perpetuate blight in residential areas.
- Establish appropriate policies for residential conversions within the area which will be consistent with retention of the character, stability, and upkeep of residential neighborhoods.
- Encourage home ownership and retention of the single-family housing stock, and discourage absentee property ownership.
- Provide appropriate areas for a variety of single family, two family, and multiple-family dwellings and a variety of densities to allow housing choices, while retaining the existing character of the Boroughs.

### **Community Facilities, Services, and Development**

**Goal:** Continue to provide community facilities and services to the Region's residents in an efficient, cost-effective and quality manner within the financial resources of the Boroughs.

**Objectives:**

- Enhance and expand parks, recreation and open spaces for area residents which are accessible, inviting, well maintained and safe
- Continue to provide safe, reliable, and well-maintained sanitary sewage disposal and water supply in the Region.
- Encourage provision of additional community, cultural and social facilities in the Region.
- Promote community facilities and services which can aid in the attraction of and support desired economic development.
- Identify services and facilities which can be provided on a cooperative basis and work toward intermunicipal cooperation.
- Provide efficient police, fire, and emergency services to the Region.
- Successfully address the area's storm drainage issues.
- Enhance the Kaltreider-Benfer library.
- Encourage regional emergency preparedness planning.
- Support the needed maintenance, updating and expansion of water and sewer infrastructure to meet the needs of residents and businesses in the Region.
- Protect water supplies for the Region.

## **Regional Cooperation**

Goal: Expand intergovernmental cooperation among the three Boroughs and in the greater region.

Objectives:

- Create appropriate cooperative mechanisms to implement this Comprehensive Plan.
- Identify opportunities for continued intermunicipal cooperation and planning.
- Establish a formal program for regional interaction and cooperation.
- Address transportation issues on a regional basis.
- Identify specific techniques for implementation of this Plan.
- Encourage coordination in municipal regulations for land use and development to promote quality development throughout the community.
- Position all participating municipalities to be able to utilize the tools and incentives afforded to multi-municipal plan participants in accord with Article XI and other sections of the Municipalities Planning Code.
- Encourage cooperation with school districts to enhance education opportunities for students in the Region and meet the educational needs of the community.
- Address economic development on a regional basis.
- Pursue joint opportunities for funding of projects through grant programs.

## **Chapter 6**

### **Future Land Use and Housing Plan**

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#### **INTRODUCTION**

The Pennsylvania Municipalities Planning Code requires the Comprehensive Plan to contain a plan for land use, which may include provisions for the amount, intensity, character and timing of development. The land use plan indicates where development is expected to occur and what type of development could occur in designated areas. Because the three Boroughs are almost entirely built out, in this Comprehensive Plan we are particularly concerned about how development occurs, which is further elaborated upon in this chapter and the chapter on Design Considerations, the Historic Resources Preservation Plan and the Economic Development Plan.

The Future Land Use Plan is not a zoning map, nor does it change zoning maps which have been adopted by the Boroughs in the Region. The Future Land Use Plan is a guide for municipal officials to use when making decisions regarding future development and redevelopment and for amending municipal zoning ordinances and zoning maps.

One of the principal benefits of multi-municipal planning is that land use can be coordinated among the municipalities. This allows for coordination of land use along municipal boundaries and within road corridors. It also allows allocation of land use on a regional basis, not on a municipal basis. For example, no industrial areas are designated in Yoe, where they would not be appropriate, because industrial areas are designated in Dallastown and Red Lion, where there are existing industrial bases.

## FUTURE LAND USE CATEGORIES

The Future Land Use Plan follows. The categories shown on the Future Land Use Plan are described below. The following table indicates the acreage in each category shown on the Future Land Use Plan and the percentage of the total area in the three Boroughs included in the category.

**Table 32 - Tri-Borough Region Future Land Use**

Future Land Use Plan Category	Acres in Category	% of Total
Borough Center	46	3.65
Commercial	10	0.81
Gateway Commercial	21	1.67
Industrial	174	13.78
Park/Recreation	108	8.60
Public and Semi-Public	112	8.89
Residential Outlying	371	29.48
Residential Suburban	83	6.63
Residential Town	333	26.47
Total	1258	99.98

Park/Recreation - Existing municipal parkland and recreation areas are included, such as the Dallastown Community Park, Cougar Field, Fairmount Park, Horn Field, Nitchkey Field, Yoe Park and Yoe Ballfield. Areas which are proposed for future parks and for recreation use, either for Borough ownership or lease, or for non-profit association ownership or lease, are included. The Deller Farm/Slope Area in Dallastown and recreation fields along Redco Avenue are mapped.

Public and Semi-Public - These are areas which are currently used for public or semi-public use, such as Borough buildings, schools, churches, libraries, fire companies, and ambulance facilities.

Borough Center - These areas are the Borough “downtowns.” Currently, these areas contain a mix of commercial and residential uses. They are intended to provide predominantly for retail and business uses which serve the day-to-day needs of Borough residents, personal services businesses, restaurants, taverns, financial institutions, public uses, and professional and business offices.

Apartments could be allowed above commercial uses if parking were addressed. Conversions back to single family dwellings will be encouraged where residential properties were converted to apartments. The Borough Centers will be target areas for



**The context of uses should be considered as revitalization proceeds. A currently viable use in downtown Red Lion, but across from the historic Railroad Museum**

revitalization efforts, preservation and enhancement of historic resources, façade improvements, and streetscape enhancements. Revitalization strategies are discussed in the Economic Development Plan. In Dallastown and Yoe, Borough Centers would be the focus of Main Street programs should that program be utilized. These areas are located in the vicinity of the intersection of Main and Walnut in Dallastown, Main and Broadway in Red Lion, and Main and George in Yoe.



**One of the types of local businesses which can make a downtown special.**



**Residential above commercial has been and will be a pattern of use in downtowns**



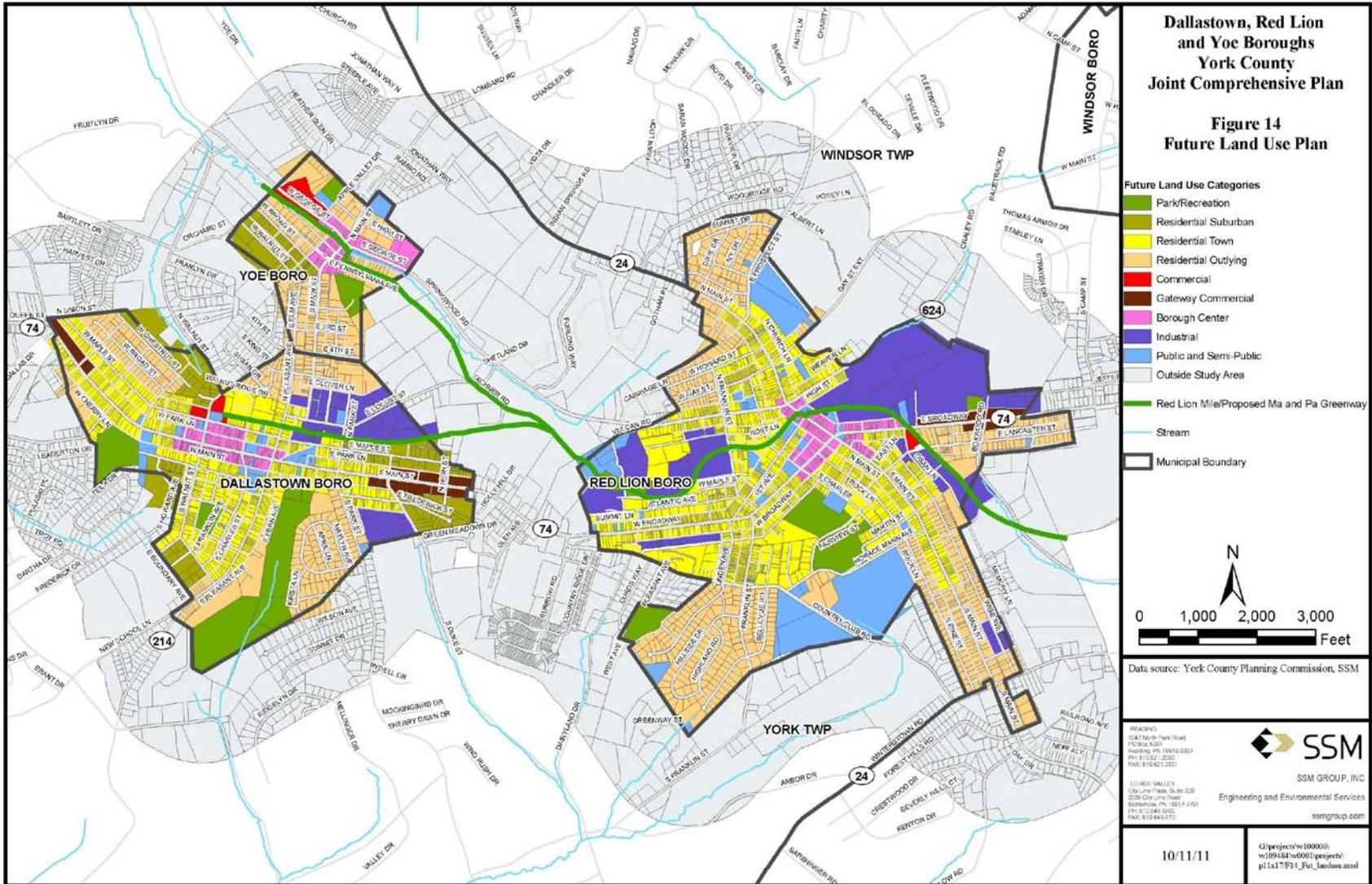
**Conversion of residential to commercial will occur in downtowns.  
Architectural treatments should be appropriate.**



**In some cases, such as south Main Street in Red Lion,  
topography limits opportunities for commercial uses**



**Municipalities and developers should work together to  
arrive at designs in keeping with community character**



Commercial -

These areas are predominantly commercial at this time. They are intended for uses accommodated in the Borough Center, but also some heavier commercial uses including building supply stores and uses which cater to the motoring public, such as car washes, vehicle sales, service stations and repair shops. Buffer yards, screen plantings and other mitigating measures are appropriate to minimize adverse impacts on residential areas. These areas are found in northcentral Dallastown and along West George in Yoe.

Gateway Commercial -

These areas are predominantly commercial at this time, with a mix of resident-serving and automobile oriented businesses. Given the location near the gateways to downtown Dallastown and Red Lion and historic areas, more attention would be paid to design and performance standards than might be paid in the Commercial initial impression of the Boroughs, and enhancement of their appearance is a goal. These areas are found along the eastern and western ends of Main Street in Dallastown and the eastern end of Broadway in Red Lion.

Enhancement of these areas will be encouraged to make them more compatible with the downtowns, historic areas and nearby residential areas and enhance their economic viability for the future. Gateway areas will provide goods and services to the Region's residents.

The Boroughs will work with property owners to enhance these areas through coordinated landscaping, signage, lighting, street furniture, paving materials, design of site improvements and building facades, and access management. Some appropriate access management techniques include:

- Reducing/limiting the number of curb cuts by considering the location, design, and spacing of driveways.
- Requiring shared access points and connectivity between parcels.
- Aligning driveways and creating regular offsets.
- Relating driveway designs to travel speeds and traffic volumes.
- Prohibiting direct parking access from a parking space to the road.
- Providing pedestrian and bicycle friendly accommodations.

Industrial -

These areas are predominantly devoted to industrial and "heavy" commercial uses. Most land is occupied, though there are underutilized and available buildings. These areas are intended mainly for business and professional offices, manufacturing, warehousing, contractors businesses, research, and heavy commercial uses such as mini-storage facilities and some auto-related businesses. Multi-tenant business incubation, micro-enterprise and other adaptive use of vacant and underutilized buildings would be appropriate to encourage their use.

Industrial areas are intended to contribute to the economic soundness of the Boroughs, but development should be harmonious and appropriate to the character of the Boroughs. Adverse impacts on other uses in the Boroughs will be minimized through the use of performance standards.

Industrial areas are found in the eastern and western portions of Red Lion and eastern Dallastown. In addition, two smaller industrial areas are found in the southern portion of Red Lion. It would be difficult to utilize these two areas for uses other than industrial or heavy commercial. In general, an effort has been made to eliminate “spot” recognition of non-residential uses in Red Lion, as this practice can be detrimental to the long-term stability and optimum development/redevelopment of neighborhoods.

Residential Outlying -

These areas are used predominantly for single family detached dwellings. They are intended to continue to accommodate single family detached dwellings at densities of 2 to 5 dwelling units per acre, depending upon the municipal zoning ordinance in effect. A few small areas could be available for future development. The goal is to maintain the existing character of these areas. Residential conversions will not be allowed. Residential Outlying areas are found throughout much of Yoe and the peripheral, generally newer, residential areas of Dallastown and Red Lion.

Residential Suburban -

These areas are used for single family, two family and multi-family dwellings. Such a mix of uses would be able to continue at a density ranging from three to five dwelling units per acre for single family and two family units, and 6 to 10 dwelling units per acre for multi-family development. If residential conversions were allowed in a residential area in Yoe, this would be the most likely area. Residential conversions will not be permitted in Dallastown and Red Lion. Reversion of residential conversions to single family will be encouraged.

Stabilization and enhancement of residential neighborhoods is important, and portions of these areas have been designated Residential Revitalization areas. Even outside the Residential Revitalization areas, efforts should be made to support home ownership and foster home renovation, rehabilitation and enhancement. Rental unit licensing and inspections, home façade improvement programs, neighborhood maintenance and cleanup, and code enforcement programs are appropriate strategies in these areas.

Residential Suburban areas are found in western Yoe and the eastern and western portions of Dallastown.

Residential Town -

These areas are used predominantly for single family, two family, and multi-family dwellings. Such a mix would be able to continue, at a density ranging from 6 to 16 dwelling units per acre, depending upon the type of dwelling and the applicable municipal zoning ordinances. Residential conversions will be prohibited in Dallastown and Red Lion. Reversion of residential conversions to single family dwellings will be encouraged.

Stabilization and enhancement of residential neighborhoods is important, and portions of these areas have been designated Residential Revitalization areas. Residential Town areas would be the most appropriate Elm Street areas should that program be utilized. Even outside the Residential Revitalization areas, efforts should be made to support home ownership and foster home renovation, rehabilitation and enhancement. Rental unit licensing and inspections, home façade improvement programs, neighborhood maintenance and cleanup, and code enforcement programs are appropriate strategies in these areas.

Residential Town areas are generally the older residential areas in Dallastown and Red Lion, around the Borough Centers.

**RELATIONSHIP TO YORK COUNTY COMPREHENSIVE PLAN**

Dallastown, Red Lion and Yoe are all within an Established Primary Growth Area encompassing York City and the developed/developing area around the City. This comprehensive plan is consistent with the County Plan in that it:

- Encourages appropriate re-investment and redevelopment in the three Boroughs
- Recognizes the need to continue to upgrade the community facilities and services within the Boroughs
- Promotes coordination of transportation planning and concentrated patterns of development
- Provides for a variety of housing types at a variety of densities
- Provides for commercial and industrial development and redevelopment and encourages enhancement, increased utilization and revitalization of existing commercial and industrial areas
- Reflects and promotes additional cooperative planning.

## **RELATIONSHIP TO ADJOINING MUNICIPALITIES**

The Area Relationship Map shows the Future Land Use Plan for the Tri-Boroughs, along with existing zoning in adjoining portions of Windsor and York Townships. Looking at this map and the Existing Land Use Map, it is possible to see areas of existing or potential land use conflict.

The only substantial potential conflict between Red Lion Borough and Windsor Township is in the area of Route 624, where Red Lion Borough has industrial land adjoining vacant residential land in the Township. Any impacts from industrial usage in the Borough should be mitigated. West of Route 624, the industrial-residential conflict also exists, but land in Windsor Township is included in Red Lion cemetery. Windsor Township recently adopted a joint comprehensive plan with Windsor Borough. The Future Land Use Plan designations in Windsor Township adjoining Red Lion are consistent with existing zoning and do not propose any new potential conflicts.

Along the western portion of Red Lion, on either side of Broadway, Heavy and Highway Commercial zoning in York Township adjoins existing public and residential uses and future land use designations in the Borough. This is an existing condition. Vacant land in the Township zoned Low Density Residential adjoins a portion of the Mastercraft Specialties industrial property in Red Lion. A buffer should be maintained between the properties. South of Route 24, some residential properties in York Township are zoned Shopping Commercial. Those properties adjoin existing residential properties in Red Lion. Should the land in York Township be developed for commercial purposes in the future, a buffer should be provided along the residential properties in Red Lion.

Dallastown and Yoe are surrounded by York Township. An area of potential conflict is the Industrial zoning in York Township from Springwood Road to north of Clover Lane. Land in the Boroughs is park, residential or vacant residential. Any industrial development in the Township should be buffered and create no adverse impacts in the Boroughs.

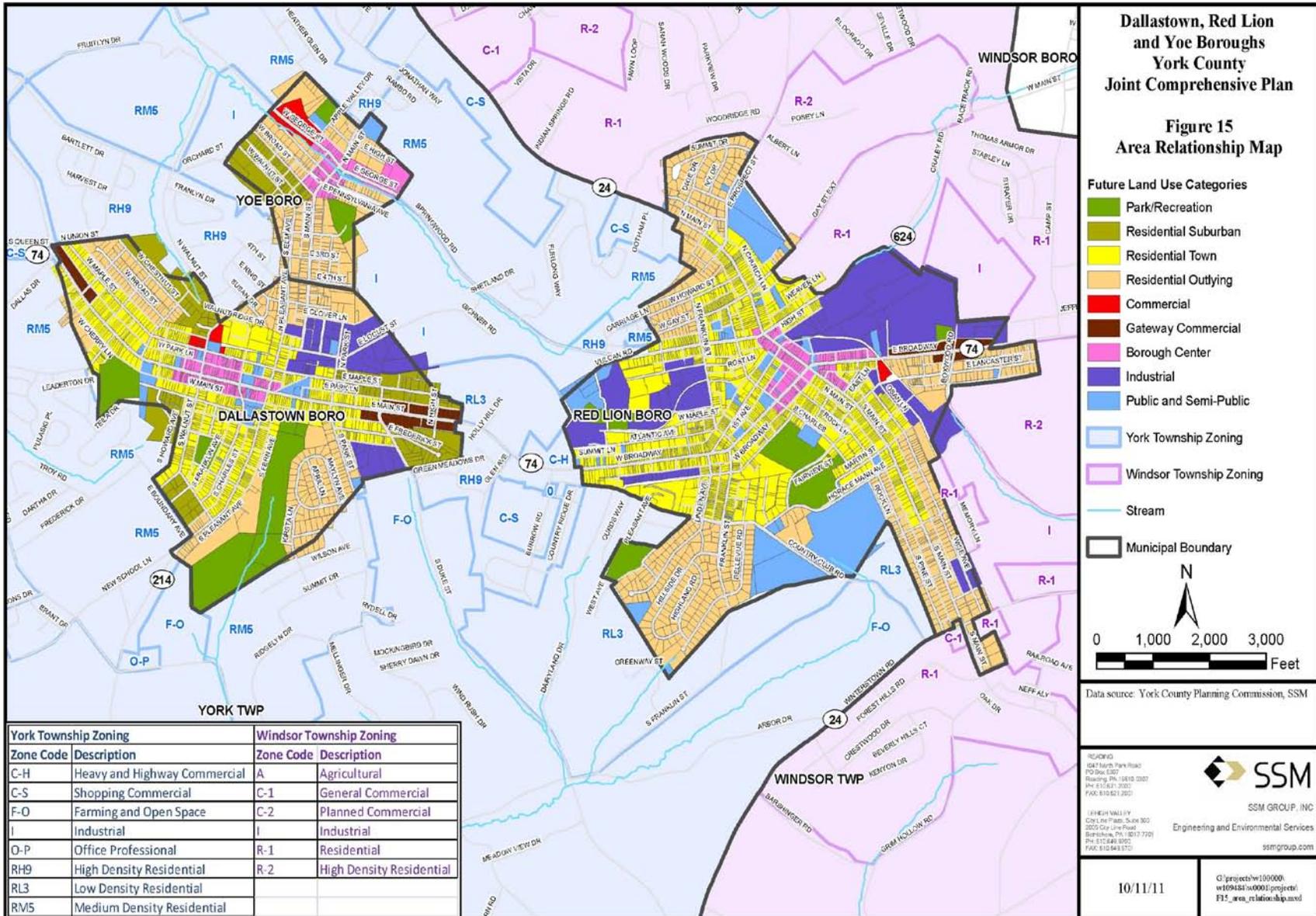
Farmland in York Township zoned Farming and Open Space abuts an industrially developed area in Dallastown between Park and Duke Streets. If the land in the Township would be developed, a buffer should be maintained.

In Yoe, commercial development north of George Street is proposed on the Future Land Use Plan. This area adjoins agricultural land in the Township. It is likely any commercial development in Yoe would be of low impact and residence-serving commercial or professional offices, but any development should be done with consideration of the impact on the land in the Township.

Another area of potential land use conflict is found along the western portion of Yoe, from Franlyn Drive to George Street. Land in York Township is zoned Industrial. Most of the land in the Borough is residential or vacant residential. In the Township, land from north of Franlyn to between Walnut and Broad has been developed. Some parcels are vacant (e.g., House of Windsor), and reuse of them could be of concern to Yoe. Given the lack of residence-serving commercial uses in Yoe, such commercial uses could be considered desirable on parcels in York Township. Land in the Township north to George Street has limitations to development because of the Mill Creek and slopes. Any industrial development should be buffered to protect residential uses in Yoe.

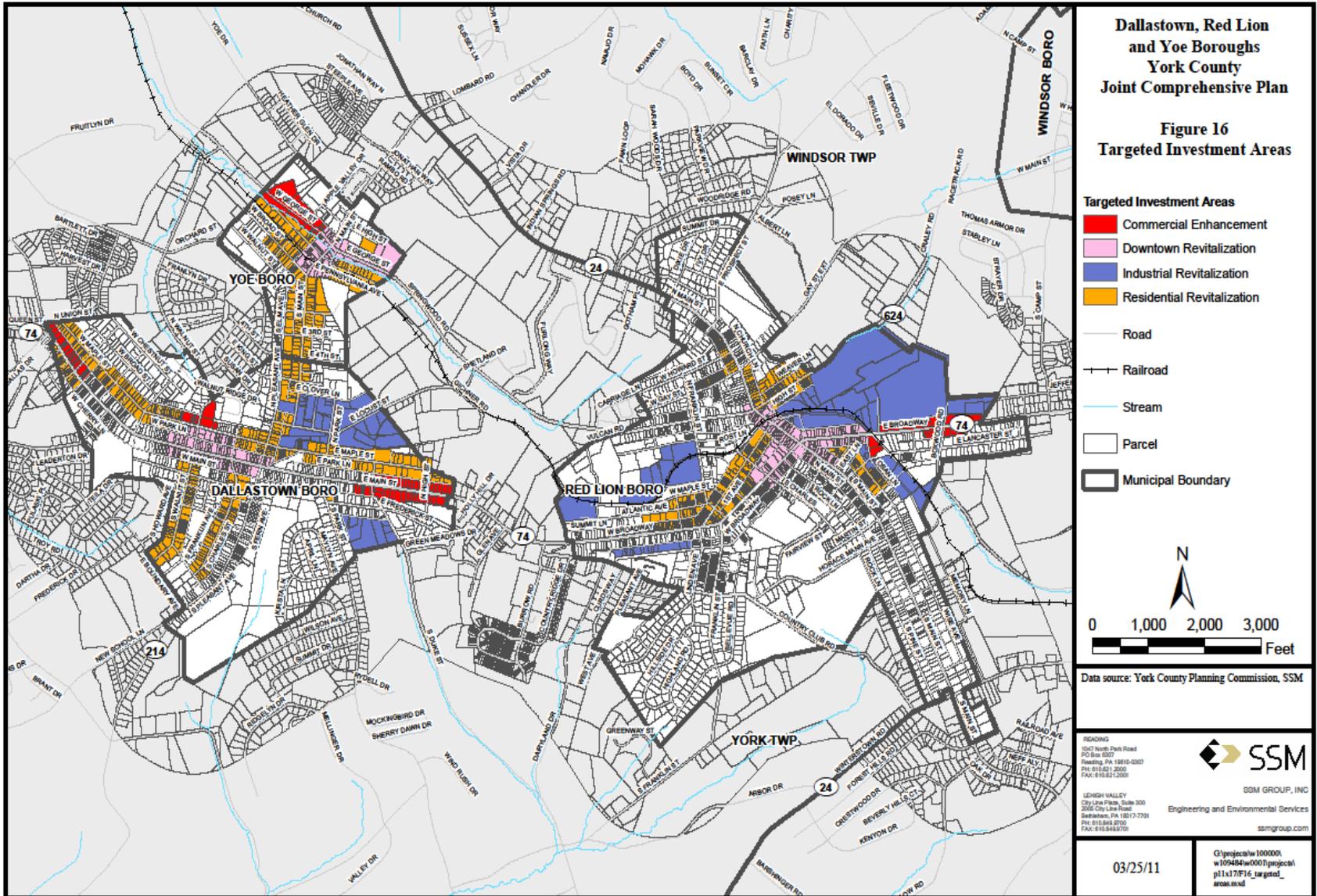
**Dallastown, Red Lion and Yoe Boroughs  
York County  
Joint Comprehensive Plan**

**Figure 15  
Area Relationship Map**



## **TARGETED INVESTMENT AREAS**

Targeted investment areas are shown on the following map. The Targeted Areas are particularly important to stabilize and enhance to foster economic development in the Region and maintain the vitality and character of the Borough's downtowns, residential neighborhoods and street corridors. These areas have been "targeted" for revitalization and enhancement, with anticipated investment of public and private funds.



## Commercial Enhancement Areas

Commercial Enhancement Areas include Commercial areas along Main Street, Maple Street and Walnut Street in Dallastown; along Broadway and Lancaster Street in Red Lion; and along George Street in Yoe. These areas typically contain a number of auto-oriented, highway-oriented and “heavy” commercial uses, often with insufficient attention paid to aesthetics and access management. Most of these areas are located at entrances to the Boroughs and affect the impression of the Boroughs.

Primary techniques to use in these areas would be streetscape plans to address lighting, signage, landscaping, street furniture, access management, and improved pedestrian access; façade improvement programs to address aesthetic issues; and zoning and subdivision and land development ordinance provisions to address access management, signage standards, lighting standards, landscaping and buffering requirements, improvement requirements, and design and performance standards.



West Main Street, Dallastown



West George Street, Yoe



East Main Street, Dallastown



**Maple Street, Dallastown**



**Lancaster Street, Red Lion**



**East Broadway, Red Lion**

## Downtown Revitalization Areas

The Downtown Revitalization Areas are the three Borough Centers. In Chapter 14, Economic Development, a number of policies for Revitalization are outlined. The objective will be to secure appropriate re-use and infill of vacant and underutilized buildings and properties; utilize facade and beautification improvement programs; utilize Main Street Programs if funding is available; attract appropriate retail uses; prepare a coordinated downtown master plan; implement streetscape plans, pedestrian enhancements, and signage control; address parking wayfinding, management and enhancements; business retention; and improve pedestrian linkages between parking areas and retail areas.



Yoe



Dallastown

Downtown should be an attractive, safe and well-functioning area for those who own and conduct business and live in the area, and generate consumer and investor confidence. Policies should be designed to maintain a positive image, retain and attract economic development, enhance the quality of life and be:

- An area of attractive buildings and streetscapes which has a sense of place.
- An area which has street-life activity, including shoppers, workers, tourists and residents.
- Based on niche specialty and resident-serving retail businesses, offices, and personal services.
- A place which is hospitable and fun for people to patronize.



Dallastown



Red Lion

Elements of downtown include entryways (gateways), the street corridors and their streetscapes, individual buildings, parking areas, and public spaces.

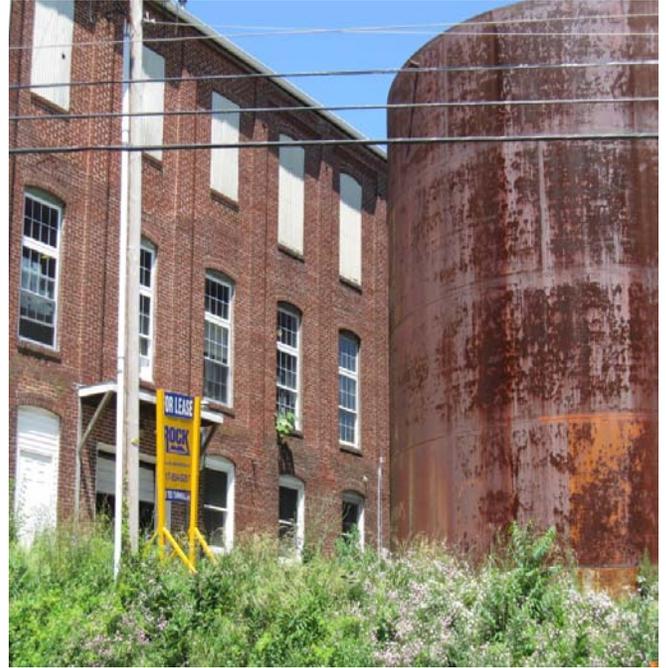
In Chapter 7, Design Considerations, a number of policies are listed to protect the character of downtowns. The Downtown Revitalization areas in Dallastown and Red Lion are included in the existing or potential historic districts, and actions to protect historic resources are discussed in Chapter 11.

## Industrial Revitalization Areas

The Industrial Revitalization areas are the older industrial areas in Dallastown and Red Lion.



Southern Dallastown



East Locust Street in Dallastown



East Locust Street in Dallastown



East Broad Street in Dallastown

In these areas it is important to maintain and enhance usable buildings and promote full utilization of vacant and underutilized buildings. Some of the strategies which can be employed include:

Offering financial incentives for utilization of buildings, such as tax abatement;

Supporting business incubation and micro-enterprise use of vacant and underutilized buildings;

Remediating properties and infrastructure as necessary;

Supporting workforce training and educations programs;

Informing YCEDC of buildings available for commercial and industrial development;

Maintaining low interest revolving loan funds for business start-up and improvements;

In zoning ordinances, build in flexibility with regard to permitted uses to facilitate the re-use of vacant and underutilized buildings;

Work with YCEDC, YCIDA, YCPC and RAYC to utilize programs listed in the Economic Development chapter and Appendix 8.



**West Wallick Lane in Red Lion**



**North Mill Street in Red Lion**



**West Maple Street in Red Lion**



**West Maple Street in Red Lion**



**Osan Lane Area in Red Lion**



**Osan Lane Area in Red Lion**



**East Broadway Area in Red Lion**

## Residential Revitalization Areas

The Residential Revitalization Areas in the Boroughs are areas where it is important to stabilize and enhance residential neighborhoods and fix up and revitalize dwellings through such actions as initiating an Elm Street Program if funding is available; supporting ownership programs, such as down payment assistance and assistance in meeting housing expenses; and fostering programs which encourage home renovation, rehabilitation, and enhancement. The Housing and Community Development Division of the York County Planning Commission administers programs such as Community Development Block Grants (CDBG), Weatherization Program, Access Home Modification Program, and Affordable Housing Trust Fund. The Home Improvement Program is a loan program which helps income eligible residents obtain necessary home repairs. The First Time Homebuyers Program provides down payment and closing cost assistance to eligible residents. A program to educate owners and potential owners about these opportunities should be initiated in conjunction with the YCEDC and YCPC. The Boroughs should review local options, such as inclusion of information in community newsletters, distribution of flyers in identified neighborhoods or to public buildings and postings on municipal websites.



Dallastown



Dallastown



Red Lion



Red Lion

Policies for Residential Revitalization areas include:

- Utilize rental unit licensing and inspections to discourage substandard rentals.
- Identify properties in need of rehabilitation.
- Prohibit residential conversions in residential areas of the Boroughs.
- Support implementation of enhancement projects which strengthen the Region as a place to live.
- Encourage historical and architectural integrity of existing residential neighborhoods through design guidelines in zoning ordinances and SALDOs.
- Encourage retention of dwelling units within Borough Centers to provide for mixed and continual use of these areas.
- Support the deconversion of multi-family structures back to single-family homes.
- Ask local banks to investigate Neighborhood Assistance Tax credits that can be received from the State of Pennsylvania for donating money, goods or services to low-moderate income housing assistance efforts.
- Encourage neighborhood associations, special events, block parties, and other volunteer activities to increase residents' community spirit and sense of neighborhood unity.
- Respect community and neighborhood context. Preserve and enhance existing housing assets, including architecture and sound housing, and neighborhoods.
- Support efforts to attract business people, professionals, artists, artisans, craftspeople, etc. for establishing live-work units in appropriate areas.
- Allow accessory dwelling units in zoning districts as deemed appropriate by the Boroughs.
- Continue to utilize the Community Development Block Grants (CDBG) Program to make neighborhood improvements.

#### Residential Revitalization Areas



Yoe

(Multiple meters & mailboxes are telltale signs of conversions)



Yoe

- Actively partner with York County agencies to address housing issues in the Boroughs and inform Borough residents of available programs will help residents maintain and enhance their properties, meet housing expenses and retain their homes as owner-occupied single family residences.
- Support home ownership programs, such as down payment assistance, assistance in meeting housing expenses, and assistance to those purchasers who will rehabilitate existing units, such as the First Time Homebuyers Program.
- Support programs which encourage home renovation, rehabilitation, and enhancement.
- Provide for the accommodation of housing in different dwelling types and at appropriate densities within the Boroughs through zoning districts.
- Maintain adequate housing, property maintenance and rental unit codes. Continue code enforcement programs to identify code violations that can be corrected. Support rental rehabilitation programs that provide assistance in meeting code requirements.
- Maintain standards for residential subdivisions in zoning ordinances and SALDOs which support quality, yet affordable, development.
- Investigate home façade improvement programs.



Yoe

**Rehabilitation Efforts in the Region**



Yoe



Dallastown

## **KEY ROLE OF MUNICIPAL ZONING TO IMPLEMENT THE FUTURE LAND USE PLAN**

Ultimately, municipal zoning regulates the use of land. Borough zoning ordinances actually determine how much land is set aside for commercial and industrial development and where residential development will be permitted, of what type and at what density. Zoning regulations also determine the type and pattern of commercial development; the diversity of commercial uses to be allowed; and what use can be made of industrial areas and what standards will apply to permitted uses.

After this Comprehensive Plan is adopted, Borough zoning ordinances should be updated to implement the Plan. Without effective zoning ordinances, plan goals will not be realized. The Boroughs should work toward consistency among their zoning ordinances, particularly in zoning district provisions and definitions. Within each Borough the Planning Commission and Borough Council should work together on the ordinance update as needed. In addition, representatives of the three Boroughs should meet together as needed to work toward zoning consistency.

Dallastown and Yoe are contiguous, and can “share” permitted uses within their zoning ordinances. Upon consultation with municipal solicitors, if a certain use is allowed in Dallastown, it might not have to be allowed in Yoe, and a use allowed in Yoe might not have to be permitted in Dallastown.

### **Zoning Concepts For Municipal Consideration**

The Boroughs should address the appropriateness of the following major zoning considerations to implement this Plan.

#### **Dallastown Borough**

- Revise the Zoning Map to be consistent with the Future Land Use Plan.
- Create a new Residential Suburban Zone to reflect the differences in uses from the Residential Outlying area and differences in intensity from the Residential Town areas.
- Modify the Residential-Outlying Zone to be a predominantly single family residential zone to reflect existing character.
- Change the Commercial-Shopping Zone to a true Borough Center Zone to foster a revitalized Center.
- Change the Commercial-Heavy and Highway Zone to a Gateway Commercial Zone to reflect the role of this area and the concern to enhance the area.
- Review permitted uses in each zone. Work with Yoe to accomplish use sharing as appropriate among the Boroughs.
- Protect historic resources and areas.
- Increase use of commercial and industrial design and performance guidelines and/or standards.
- Review and revise sign standards to reflect the objectives for the Borough Center and gateway areas.

- Further regulate change of non-conforming uses to assure future uses are compatible with surrounding areas and plan objectives.



**The future use of non-conforming uses in the Region can affect surrounding neighborhoods. The change of use of non-conforming uses should be reviewed closely. These are commercial uses in residential areas, and thus non-conforming.**

- Address adaptive reuse of buildings, infill and flexibility of building usage.



**Attractive adaptive reuse of a building along Main Street in Dallastown**

- Provide additional access management provisions.

- Provide more flexibility in parking requirements/standards with regard to credit for on-street parking, shared parking, and location of parking.
- Strengthen the Slope Zone regulations to further protect wooded areas, watercourses, and wet areas.
- Require wetland delineation in hydric soil areas.

### **Red Lion Borough**

- Revise the Zoning Map to be consistent with the Future Land Use Plan. Address spot and inappropriate commercial and industrial zoning.
- Create a new Gateway Commercial Zone to reflect the location and objective of the area.
- Prohibit residential conversions in residential areas. Allow conversion to commercial use in commercial areas.
- Review permitted uses in each zone.
- Protect Historic Resources and areas.
- Increase use of commercial and industrial design and performance guidelines and/or standards.
- Review sign standards to reflect the objectives for the Borough Center and gateway areas.
- Further regulate changes of non-conforming uses to assure future uses are compatible with surrounding areas and plan objectives.



**The future use of non-conforming uses in the Region can affect surrounding neighborhoods. The change of use of non-conforming uses should be reviewed closely.**

- Address adaptive reuse of buildings and flexibility of building usage.



Examples of adaptive reuse in Red Lion

- Provide additional access management provisions.
- Modify parking provisions to reflect shared parking and more flexibility in location of parking.
- Consider steep slope protection standards.
- Consider tree and woodland protection, management and planting provisions.

### Yoe Borough

- Revise the Zoning Map to be consistent with the Future Land Use Plan.
- In place of the Residential Zone, utilize Residential Outlying and Residential Suburban Zones. The Residential Outlying Zone would be predominantly single-family detached uses, and not provide for residential conversions, to better reflect the nature of those areas. The Residential Suburban Zone would provide for single, two and multiple family dwellings. The Borough would have to determine if residential conversions would be allowed. Currently, the ordinance allows conversions throughout all residential areas.
- In place of the Shopping Commercial Zone, utilize Commercial and Borough Center Zones. The Borough Center Zone would be a mixed residential/commercial zone oriented to residence-serving commercial uses, in an effort to develop a town center. The Commercial Zone would be a commercial zone allowing a wider variety of commercial uses than the Borough Center, consistent with existing land use patterns.
- Review permitted uses in each zone. Work with Dallastown to accomplish use sharing as appropriate among the Boroughs.
- Protect historic resources and areas.
- Increase use of commercial and design and performance guideline and/or standards.

- Review sign standards to reflect the objectives of the Borough Center areas.
- Further regulate changes of non-conforming uses to assure future uses are compatible with surrounding areas and plan objectives.
- Address adaptive reuse of buildings, infill and flexibility of building usage.
- Adopt access management provisions.
- Provide more flexibility in parking requirements/standards with regard to shared parking and location of parking.
- Consider residential conversion prohibition.
- Review the municipal floodplain management ordinance to determine whether development should be prohibited in areas which have not already experienced development.
- Enact provisions that will ensure any new development will be done with consideration of steep slope areas and wooded areas.

## **ADAPTIVE REUSE**

Adaptive reuse is reusing older structures for new purposes, such as the Opera House apartment project in Red Lion. The process can be of value to encouraging use of vacant and underutilized structures, and also for encouraging retention of historic structures when economic use can be made of those structures.

### **Examples of adaptive reuse/multi-tenant use in the Region**



**Yoe**



**Red Lion**

Some of the approaches which can be used to encourage adaptive reuse include:

- Writing in flexibility in the zoning ordinance, particularly in the historic district in Red Lion and potential historic districts in Dallastown and Yoe and in the industrial areas in those Boroughs. Such flexibility could take the form of allowing appropriately more of a mix of uses or some uses not normally permitted when an historic building or underutilized industrial building is involved.
- Creating adaptive reuse overlay zones, in which incentives could be available, such as calculation of floor area, density or intensity of land use, facilitated procedures, and relief from or more flexibility regarding some zoning requirements.
- Working within guidelines for Historic Buildings contained in the Uniform Construction Code.

#### Examples of adaptive reuse/multi-tenant use in the Region



Red Lion



Dallastown

- Considering tax relief for adaptive re-use projects.
- Encouraging developers to make use of existing tax credit programs and grant programs.

## INFILL STRATEGIES

Most new development in the Boroughs will occur as small infill development of vacant land, redevelopment of parcels with existing buildings, more intensive utilization of existing parcels and buildings, or adaptive reuse of existing buildings (including change of use of non-conforming buildings).

New development should be in conformity with the general character of the existing neighborhoods, or when enhancement of those neighborhoods is proposed, in conformity with the desired character of the neighborhood. The following policies can be reviewed as a starting point in determining the most appropriate methods for infill development in the Region.

### Some of the building opportunities in Downtowns



Dallastown



Dallastown



Red Lion



Red Lion

Infill strategies can be applied to vacant land and also to land which becomes vacant through redevelopment activities.

### Zoning Strategies

1. Determine types of development desired.
2. Zone areas appropriately to allow desired land uses.
3. Create infill development overlay districts as necessary where new development is particularly encouraged.
4. Consider whether more design flexibility in ordinances is necessary to achieve appropriate development – such as flexibility in setbacks, yard requirements, lot widths, and lot size.
5. Consider whether density/intensity bonuses should be used to attract new development.
6. Apply appropriate standards to non-conforming buildings which can allow reasonable development, but only in conformity with the Borough vision for that area.

### Subdivision and Land Development Strategies

7. Consider streamlining procedures timeline and permitting to facilitate desired economic development.
8. Consider appropriateness of incentives for infill projects
  - reduced development/permit fees
  - reduced impact fees
  - reduced infrastructure connection fees

### Public Relations Strategies

9. For areas where economic development is encouraged, stimulate developer interest in new development and educate consumer/public regarding benefits and availability of infill:
  - promotional/publicity campaign for infill
  - make parcel data available
  - design competition for projects
10. Prepare neighborhood strategies with input from residents.
11. Inform existing residents of projects, invite participation in review, and hold project meetings with developers at initial stages.
12. Prepare appropriate protective design standards such as traffic calming, landscaping, vegetation retention or replacement, and permissible land uses.
13. Encourage lending institutions to be supportive of Borough initiatives in providing lending.

### Borough Financial Policies

14. Foster programs which encourage building renovation and rehabilitation in existing neighborhoods.
15. Identify strategies for assembling parcels (with realtors and developers). Determine whether a redevelopment authority or economic development authority should be utilized to acquire and prepare parcels for development.

### Borough Infrastructure Policies

16. Identify need for Infrastructure improvements (utilities, streetscape improvements, drainage facilities, pathways).
17. Facilitate accessibility to community facilities and services (senior centers, community centers, etc.).

## **HOUSING ISSUES**

Of particular concern in the Tri-Borough Region are residential conversions and the high percentage of rental units in the Boroughs identified in Chapter 2. Residential conversions should be prohibited in residential areas. Improving housing quality in the Residential Revitalization areas is a concern, as well as maintaining the stability of residential neighborhoods, improving the rental unit stock, and maintaining the integrity of historic residential areas.

Policies for the Residential Revitalization area are discussed earlier in this Chapter. Those policies are also applicable in other residential areas in the Boroughs. Policies for maintaining the integrity of historic residential areas are discussed in Chapter 11.

Policies which help maintain the stability of residential neighborhoods include requiring buffering of impacts from adjacent non-residential uses, prohibiting or limiting conversions of units, encouraging home ownership, encouraging the necessary maintenance, rehabilitation and renovation of dwelling units, giving attention to what uses are allowed in each neighborhood, and maintaining and enforcing building, housing, property maintenance and rental housing codes. Dallastown and Yoe have ordinances in place which require licensing and inspection of rental units. Red Lion is considering such an ordinance.

The regional Economic Development Commission discussed in Chapter 14 can work to identify and implement policies to increase homeownership in the three Boroughs, because the stability of neighborhoods can affect economic development in the communities.

## INCLUSION OF HOUSING TYPES IN THE REGION

Adequate opportunity for diverse types and densities of housing exist and will exist in the Region through Borough zoning ordinances.

Policies for each land use category cannot be definitively established at this time. The following list gives an idea of where different housing types could be accommodated. Specific policies will be established in the zoning ordinances, and may differ from this list. Conditional or special exception approval may be required for some dwelling types.

<u>Type of Dwelling</u>	<u>Land Use Categories Where May Be Permitted</u>
Single family detached dwellings	Residential Suburban, Residential Town, Residential Outlying, Borough Center in some Boroughs
Single Family Semi-Detached Dwellings Two Family Dwellings	Residential Suburban, Residential Town, Borough Center in some Boroughs
Multiple Family Units	Residential Suburban, Residential Town, Borough Center
Mobile Home Parks	Most likely portions of Residential Outlying, depending on the municipality and the zoning district



A wide variety of housing types and densities are available in the Region



**A wide variety of housing types and densities are available in the Region**

## **INCLUSIONARY POLICY**

The Boroughs are concerned with the provision of housing for people at the different stages in their life cycle: when entering the job and housing market, when working and raising a family in the Region through retirement, and housing needs for the elderly. While a variety in types of housing is necessary, a variety in cost of housing is also necessary so there will be housing affordable to those of low to moderate income in the Region. Two objectives are:

Ensure that opportunities exist to promote the development of affordable housing that, in particular, meets the needs of the Region's current and likely future work force.

Ensure that opportunities exist to promote the development of housing necessary to meet the Region's likely demographic make-up, including retirees and younger households.

These objectives are furthered by allowing for a variety of housing types in the Borough, at a variety of densities. As noted in the Future Land Use Plan discussion, the Boroughs will continue to allow for all types of dwellings at densities ranging from 2 to 5 dwelling units per acre in the Residential Outlying areas to 6 to 16 dwelling units per acre in the Residential Town category. The Boroughs are predominantly built up, and a wide range of housing in types and prices currently exists in the Boroughs.

## **YORK COUNTY HOUSING AND COMMUNITY DEVELOPMENT PLAN (2009)**

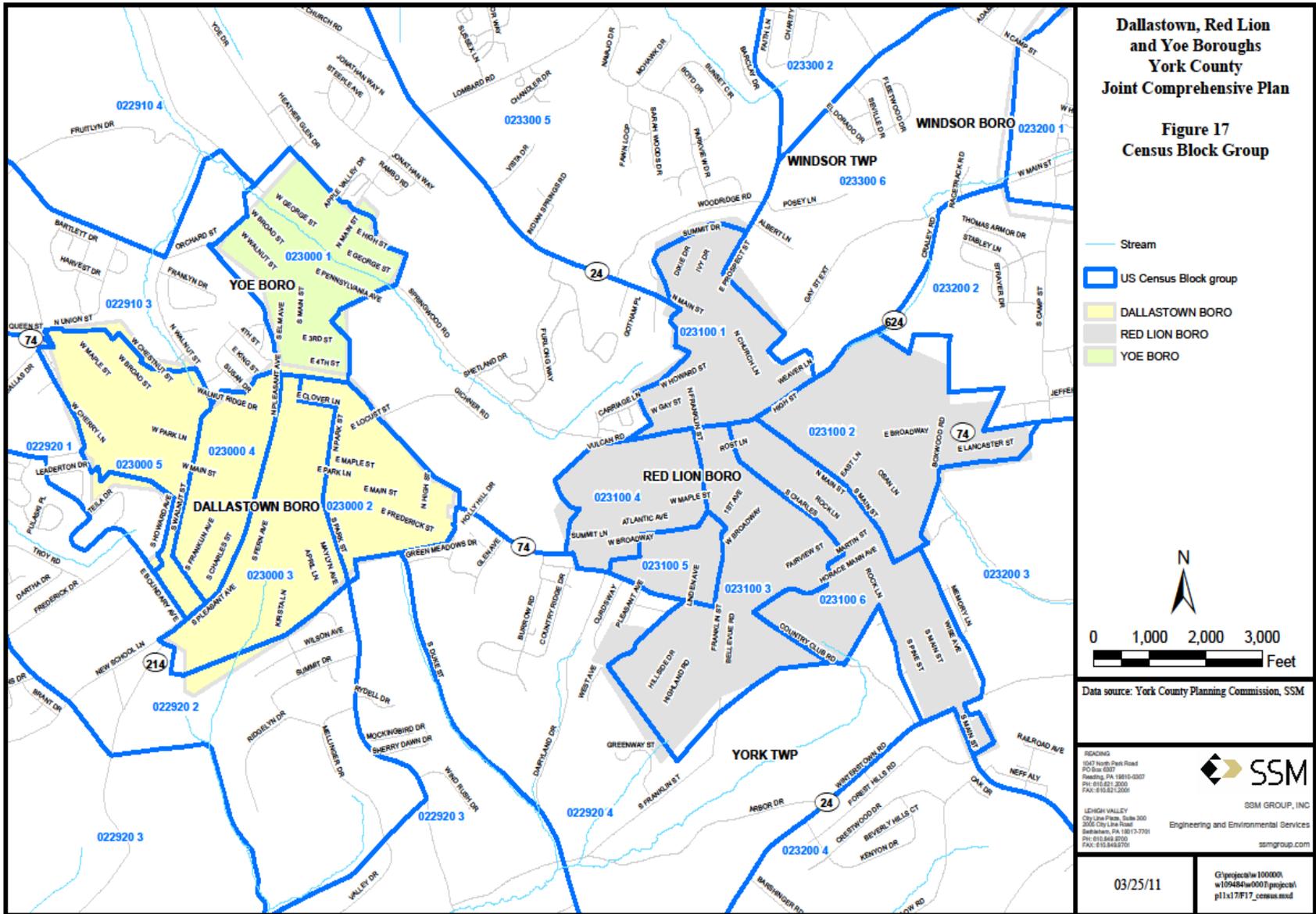
The following map indicates census tracts and block groups in the Boroughs. Census tracts are 023100 (231) and 023000 (230). Block groups are the individual numbers following the tract number.

The following information is presented in the York County Housing and Community Development Plan:

- The following Block Groups have more than 51% of the residents with low/moderate income (income less than 80% of the median area income, based on 2000 census data).

– Dallastown Block Group 2	-	56%
– Dallastown Block Group 4	-	55.6%
– Red Lion Block Group 1	-	51.1%
– Red Lion Block Group 2	-	67.7%
– Red Lion Block Group 4	-	52.6%
– Red Lion Block Group 5	-	55.1%
– Yoe Block Group 1	-	54.9%
- Improvements for public housing at 100 Henrietta in Red Lion are programmed for 2012.
- Opera House I (50 units, including 39 elderly units, affordable through 2029) and Opera House II (30 units affordable through 2032) are Home Affordable Rental Developments in Red Lion.
- Ten subsidized scattered sites public housing units are located in Yoe.
- Target areas for new construction County housing programs include Census Tracts 230 and 231. These Census Tracts are considered high priority areas for small and large family housing.

- Rehabilitation activity will be concentrated predominantly in Boroughs in the County, including Red Lion and Yoe Boroughs.
- To assist households with incomes below the poverty level and assist in home ownership, the County will utilize its Affordable Housing Trust Fund Program, York Homebuyers Assistance Program, PHFA (Pennsylvania Housing Finance Agency) Homeownership Program, and the Turnkey Homeownership Program. The CDBG Program will also be utilized to counsel first time homebuyers.
- Programs to help lower income residents finance home improvements include the County's Home Improvement Program and Weatherization Program. The PHFA and USDA Rural Development administer renovation and repair programs.



## **GROWING SMARTLY TO CREATE LIVABLE COMMUNITIES**

### **Concept of Smart Growth**

The Smart Growth Network, U.S. Environmental Protection Agency (EPA), and International City/County Management Association (ICMA) have described smart growth as “development that serves the economy, community, and the environment. It provides a framework for communities to make informed decisions about how and where they grow. Smart growth makes it possible for communities to grow in ways that support economic development and jobs; create strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean environment.” The concept of smart growth has many of the same elements as livable communities.

To address these smart growth principles, the following policies have been promoted in this plan:

- Mixed use development is fostered in the Borough centers.
- Compact building design will be fostered through appropriate policies in the Borough zoning ordinances.
- A range of housing opportunities and choices are recommended for the Region.
- Walkable neighborhoods are encouraged through appropriate infill development, traffic calming, implementation of the Red Lion Mile and Ma and Pa Greenway, and sidewalk enhancements.
- Distinctive, attractive communities with a strong sense of place have been emphasized with the discussion of design elements in the chapters on Design Considerations, Historic Preservation and Economic Development.
- The Boroughs are enhanced and investment encouraged through the enhancement policies of this plan and designation of Targeted Investment Areas.
- Bicycle and pedestrian travel is promoted through the development of the Red Lion Mile/Ma and Pa Greenway, and other enhancements to the pedestrian system in the Boroughs.

**INTRODUCTION**

The design of the built environment is important. It influences the day-to-day experiences of the residents of the Boroughs as they commute, work and spend their leisure time. Design also influences the image of the Boroughs and ensuing economic development, and the pride that people have in their community. The appearance of an area influences its appeal as a tourist destination and patronage of businesses. As new development, infill development or redevelopment occurs in the Region, it is helpful to have a vision of how such development should occur and to have guidelines for that development.

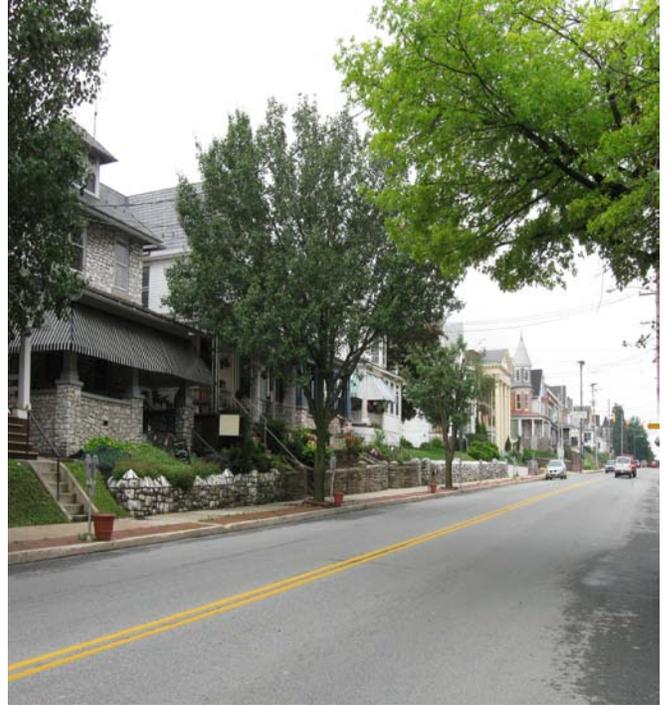
It is important for a Borough to establish locally appropriate standards for development, which are discussed in a relatively general way in this plan, but also specifically established, recommended or promoted within municipal ordinances. Locally appropriate standards help maintain a community's identity. Ordinances can contain standards that must be met ("stick" approach) and/or have incentives for good design ("carrot" approach). Coverage, density, intensity, and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces and parking designs consistent with the character of the area can be utilized in the zoning ordinance. It is important that municipalities and developers work together to try to establish a high quality of development in character with the existing community. Pre-development site meetings and workshops are crucial. The Boroughs can also pursue grants to implement the projects identified in this plan. Streetscape plans, such as those prepared for portions of Main Street in Red Lion, and corridor plans can provide an overall framework for improvements to downtowns and road corridors, which are then implemented through specific projects.

Any decision to draft design guidelines for the zoning and subdivision and land development ordinances, or a separate set of design guidelines, will be made by the Borough Council. Likewise, any decision to form a separate design review board, or apply guidelines through existing review agencies such as the Zoning Officer, Planning Commission and Borough Council is a decision of Borough Council.

If design guidelines are adopted, the Borough Council will have to determine what guidelines are appropriate for each Borough. Will guidelines be more general in nature, assuring that development is in the same general form and character as existing development, utilizing elements of form-based zoning, or be more building specific in nature? The overriding goal is that new building design and building renovations are appropriate for the community and incorporate elements of traditional local architectural styles.



**Traditional Elements on Main Street in Red Lion**



**Traditional architecture along West Broadway in Red Lion**



**Mix of architectural styles in downtown Red Lion**



**Signage and window displays differ from building style at the square in Red Lion**

More Traditional Architectural, Streetscape in Downtown Dallastown – Two story buildings, buildings built to sidewalk, parking behind buildings if provided on site, signage on buildings



Permitted uses also have an impact on the character of a community. Particularly in a downtown, it is important to allow only appropriate uses in scale, and compatible with, existing appropriate uses and discourage uses which would transform the character of the area.

When an existing building is renovated, the architectural features which define the building's style and traditional character should be maintained. If a building is replaced, it should fit into the streetscape.



**Building modifications which hide and/or detract from traditional building elements in downtown Dallastown**



**Less Traditional Streetscape in Downtown Dallastown – One story buildings, buildings built further back, parking in front or to side, free-standing sign**

## Guidelines for Protection of Traditional Borough Streetscapes

Several guidelines are keys to protect the traditional streetscape in the downtowns of the Boroughs. These keys are:

- Buildings should be located close to the street to help form the Streetscape.
- New buildings should be located in line with existing traditional buildings on a block.
- Size new buildings in proportion with traditional buildings.
- Place parking to the rear or side of buildings and screen existing off-street parking with walls, fences, hedges, and other landscaping as deemed appropriate.
- Anchor street corners with buildings, not parking lots.
- Construct and maintain buildings in consideration of the height, building materials, roof shapes, architectural details and storefronts of traditional buildings.
- Install building and ground signs, versus free-standing signs.

### Pedestrian Considerations

Pedestrian travel is vital to the success of downtowns, and the downtowns should be pedestrian friendly. Considerations for pedestrians should be included in any redevelopment or adaptive reuse project and streetscape improvements. Elements to consider include:



**A hole in the Dallastown streetscape created by not recognizing the build-to line**



**A hole in the Main Street streetscape in Red Lion**

- Provide for continuous pedestrian circulation with sidewalks and crosswalks.
- Minimize the width and number of existing and proposed curb cuts to provide safe pedestrian circulation and control vehicular access.
- Existing wide curb cuts should be “necked-down” to minimize pedestrian conflicts.
- Minimize use of drive-through facilities.
- Provide shade and screening in the streetscape.
- Provide pedestrian scaled, street lights which complement sidewalk and street tree features along the streetscape.

### **Gateway Treatments**

Gateways provide visitors with a welcoming and good first impression of the Borough. Gateways should have attractive landscaping, lighting, and signage. Gateway treatments to Dallastown and Red Lion on Main Street and Broadway can be enhanced and supplemented. Gateway treatments can be considered in Yoe in the future along Main and George Streets. Typical gateway area improvements for gateways into downtowns include:

- sidewalks and crosswalks with decorative paving
- decorative street lights with underground service
- street pavements treatments
- appropriate wayfinding signage
- gateway signage and site furnishings such as benches and bicycle racks
- trees and landscaping



Existing gateway treatments in Dallstown



Existing gateway treatments in Red Lion

## Signage

Signage can have a great impact on the appearance of a downtown or a corridor, and is regulated by the zoning ordinance. Sign size, design and placement should be consistent with the traditional character of downtowns.



Variety of signage on East Broadway in Red Lion



Approaches to signage in downtown Red Lion more in character with a traditional streetscape

## Parking

Parking areas, whether existing, refurbished, new or consolidated, can be enhanced with consideration of several elements:

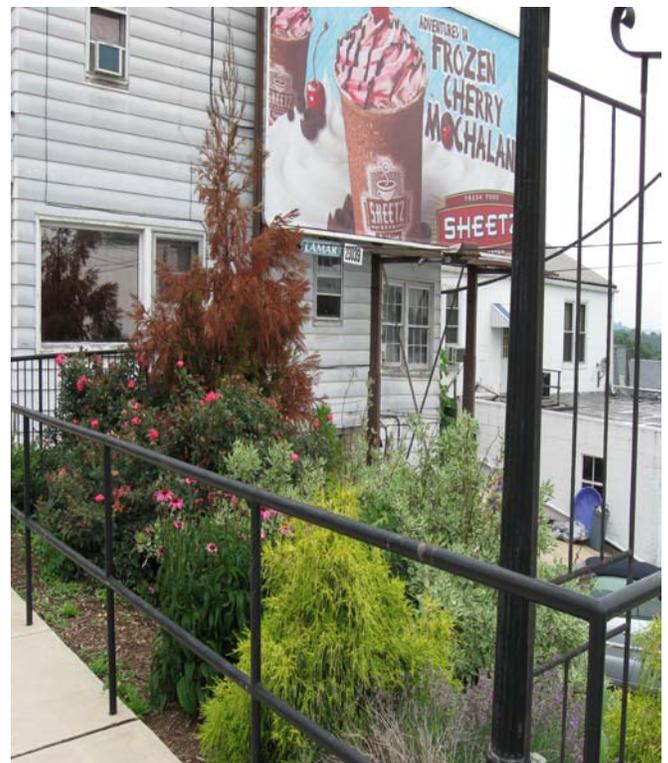
- decorative street lights with underground service
- pavement treatments
- signage and pavement markings
- site furnishings (i.e., benches and trash receptacles)
- trees and landscape plantings



Decorative lighting in a parking area



Design treatment leading to parking area in Red Lion



Enhanced landscaping of a parking area in Red Lion, but the sign...

## Streetscape Planning

Streetscape plans can enhance the attractiveness of downtowns and commercial corridors. Red Lion has enhanced Main Street and intends to enhance Broadway in the future. Dallastown (Main Street) and Yoe (Main and George Streets) can also consider streetscape enhancements. Elements of streetscape plans can include:

- sidewalks and crosswalks with decorative paving
- decorative street lights with underground service
- curbs and pedestrian access ramps
- street pavements treatments
- wayfinding signage and pavement markings
- site furnishings (i.e., benches and trash receptacles)
- trees and landscaping
- creating spaces for people
- underground placement of overhead utilities (i.e., electric, telephone and cable TV)
- window and wall art



Window art in Dallastown



Wall art in Red Lion



**Creating a space for people in Red Lion**



**Some streetscape enhancements on Main Street in Red Lion**

**Guidelines for Enhancement of Commercial Corridors**

Commercial corridors outside of downtowns can be enhanced through implementing Corridor Overlay Zoning. This should be coordinated with Windsor and York Townships in the Main Street-Broadway Corridor. In Dallastown and Red Lion, areas of interest are those designated Gateway Commercial on the Future Land Use Plan. The intent is to transition these areas over time to more attractive and pedestrian friendly from highway-oriented areas, giving better first impressions of the Boroughs. Corridor zoning considerations follow.



Highway Commercial Elements on South Main Street in Red Lion

## General Design Considerations for the Corridors

- Encourage coordinated landscaping, signage, lighting, street furniture, paving materials, design of site improvements, and building façade appearance throughout the road corridor
- Promote increased pedestrian and vehicular connections to adjoining properties, within properties and to residential areas
- Encourage converting some automobile-oriented commercial uses to more walkable areas



West Main Street streetscape in Dallastown



East Main Street streetscape in Dallastown

## Design Considerations for Building Sites

As modifications are made to commercial properties in the corridor, the following should be considered:

- Increase size and quantity of landscape material
- Provide site amenities such as bicycle racks, planters and bollards

- Renovate building facades viewable by the public
- Minimize curb cuts and unrestricted access, increase the spacing between curb cuts
- Provide more attractive signage and lighting. Consider limiting signage
- Encourage pedestrian oriented design (e.g., sidewalks and benches)



**Lack of access management in Yoe along West George Street**



**East George Street streetscape in Yoe**

- Encourage pedestrian oriented spaces
- Screen loading areas, outdoor storage and dumpsters. Landscape parking areas and utilize landscaped islands.
- Buffer residential areas
- Avoid the scale and uniform appearance of a “big box” commercial building through façade ornamentation, building offsets, window treatments, variation in roof lines, entry treatments and building materials.

**INTRODUCTION**

The transportation system needs to provide each community with adequate access to the regional system; support economic development and revitalization efforts; serve but not adversely affect residential areas; and provide access to destinations within the Region. The identification of necessary improvements throughout a Region's transportation network is a key component in a comprehensive plan. Implementing those improvements can enhance the quality of life for the residents of the Boroughs and support efforts to increase the vitality of the downtowns.

The transportation system in the Boroughs is comprised of three major components, the street system, the pedestrian system (predominantly sidewalks and the Red Lion Mile, to be supplemented by the Ma and Pa Greenway) and the rabbittransit routes serving the Region.

**IDENTIFICATION OF ISSUES**

Issues concerning transportation and circulation were identified during the tour of the Region with the Steering Committee, Steering Committee meetings, public meetings and focus group meeting on transportation. Public participation is discussed in Chapter 3. Transportation issues are very important to the community. Major issues identified include:

- Addressing traffic volumes and speed on streets in the Borough
- Improving pedestrian safety
- Addressing parking concerns

## Focus Group Meeting

Issues raised at the Transportation focus group meeting follow.

### Issue

### Opportunity

#### Region-Wide

York County is not going to evaluate a bypass in the area – the Route 74 corridor is not in the top three congested corridors, which are Rt. 124 in the Mt. Rose area, Rt. 24 further north, and Rt. 462 at East Springettsbury.

One alternative route around the Boroughs could be Windsor Road through Windsor Borough, but the square in Windsor is a problem for trucks. If the intersection were widened, it would be better. One corner in particular is misaligned. The project has never been submitted by Windsor Borough to the County. Also, the Windsor Road and Rt. 24 intersection is a concern, as well as the Freysville Road and Rt. 24 intersection (which will be improved to three lanes each ways, with a traffic light).

rabbittransit is evaluating whether they will have a route on Cape Horn to Grant. Some people in the Region use transit to go to work.

Is an additional interconnection between Routes 24 and 74 beneficial and feasible?

Institute traffic calming measures (see Transportation Plan and Appendix 3). Address traffic issues on a regional basis. Make proposed road interconnections and intersection improvements and other proposed projects on Transportation Plan. Identify alternative routes to Routes 24 and 74.

The Boroughs should contact *rabbittransit* and Commuter Services of Pennsylvania to discuss transit routes, ride-sharing programs and increasing marketing efforts within the Boroughs to attract more residents to those programs. Also work with these two entities to coordinate transit stop locations and park and ride facilities.

Review issue on a regional basis with York and Windsor Townships.

## Dallastown

### Issue

Dallastown wanted to get a left turn lane onto Rt. 74 at Walnut (at clock in heart of downtown), reconfigure the intersection, but the project is not moving forward. The School District was not interested in participating.

Need to retain turning capabilities on Main St. Get back-ups on Walnut, Pleasant and Park.

Cougar Field has no off-street parking. People park on street for football games, and people in neighborhood get parked in. There is no room at the field for parking.

At school in Dallastown, teachers sometimes park on the street rather than in the lot.

Parking on Main Street is a major concern - how can more parking be provided?

### Opportunity

Continue to work toward programming necessary intersection improvements.

Investigate ways to increase parking in the area, such as diagonal parking on Queen Street.

Encourage greater utilization of school parking lot.

Institute a parking management program. Construct a public parking lot.



Parking areas in need of improvement behind Main Street in Dallastown



An opportunity for shared parking to the rear of Main Street in Dallastown



**More of need for parking management behind Main Street in Dallastown**

**Yoe**

**Issue**

Bridges on Mason Avenue and Church Street need improvements.

There is speeding on Elm and Philadelphia in Yoe.

On George at Mason there is a dogleg, a house on the corner. This is a choke point. Trucks go down the center line. It would be nice to move the property and straighten out the street.

On Main Street, sidewalk, storm water runoff, street lights all things would like to see addressed.

**Opportunity**

Program bridge improvements.

Utilize traffic calming methods.

Consider programming improvements.

Implement a streetscape project for Main Street.



**Limited Parking Opportunities in Downtown Yoe**

## Limited Parking Opportunities in Downtown Yoe



## Red Lion

<u>Issue</u>	<u>Opportunity</u>
North Franklin and West High have limited sight distance on both streets at their intersection.	Work with PennDOT to secure additional traffic controls.
Need emitters at all signalized intersections in Red Lion.	Program placement of emitters.
Need more and more visible directional signs to parking areas (public lots, shared parking). There are signs on Rts. 74 and 24 which people don't much notice.	Develop a wayfinding signage plan.
A Lancaster Street connection would provide an alternative route within the Borough.	Program interconnection of Lancaster Street.
In Red Lion, perception of the Borough is that there is enough parking, but not as convenient as people want. People don't want to walk. Some places have parking in back, but not well advertised, dark, dirty, unattractive.	Institute a parking management program in the Borough.
Intersections with South Main are a problem. High and North Charles intersection has sight distance problems.	Work with PennDOT to determine solutions. Secure traffic control at High and North Charles.
An area of sidewalk is missing on Prospect near Mazie Gable School. Safe route to school application was withdrawn. School district would not support, did not want to encourage walking to school.	Continue to monitor the situation with the School District.
No sidewalk on E. Lancaster Street to elementary school.	Coordinate sidewalk installation with the Lancaster Street interconnection.

There is a need for a dedicated left turn onto North Main from West Broadway.

Work with PennDOT to improve functioning of the intersection. Discuss the desirability/feasibility of a roundabout.



**Main and Broadway Intersection**

North Mill Street extension in Red Lion not a high priority in the short term, but look at it for the future. Would be good to get a straight route from Broadway to Springwood.

Monitor the need to program the Mill Street extension.

Mill and Lancaster projects would take pressure off 74 and 24.

Improvement and management of parking areas to the rear of Main Street in Red Lion is an issue



## **YORK AREA METROPOLITAN PLANNING ORGANIZATION (YAMPO)**

The York County Planning Commission is the lead agency for the York Area Metropolitan Planning Organization (YAMPO). As the lead agency, the YCPC performs all tasks associated with the Unified Planning Work Program (UPWP). This includes Clean Air Act requirements development of the PennDOT Twelve Year Program for York County, Transportation Enhancements, functional classification updates, and traffic volume counts.

Activities include:

- Transportation Planning Studies
- Development of the Twelve Year Program for York County
- Traffic Volume Counts
- YAMPO Transportation Improvement Program (TIP)

The YAMPO, in conjunction with the YCPC staff, develops a Long Range Transportation Plan for the County. Project programming for the Plan includes the current four year Transportation Improvement Plan (TIP); the Twelve Year Program (TIP plus 8 years) and an additional twelve-plus years to complete the Plan's 25-30 year time frame.

Current TIP Projects in the Tri-Borough Region include:

Red Lion - PA 74 Delta Road from Camp Street to School entrance -  
Widen and overlay; add center lane turn on PA 74

Red Lion - PA 24/Prospect Intersection -  
Eliminate parking, add spaces at L-Turn Storage, and add left turn lanes on PA 24

Red Lion - PA 24 from SR 2079 to PA 74 -  
Resurface

Red Lion - Main Street and Craley Road - PA 624 from PA 24 to PA 124 -  
Resurface

The Boroughs should work with the YCPC to get identified projects in the Tri-Borough Region on the TIP list.

## **LOCAL TECHNICAL ASSISTANCE PROGRAM**

The Local Technical Assistance Program (LTAP) - LTAP is a free program offered to municipalities through PennDOT. The program offers training in the area of Public Works with courses on roadway safety and highway maintenance. The program also offers Technical Assistance with LTAP engineers available to answer questions, make site visits to assist with projects and provide reference materials for municipalities.

The Boroughs should consider being more actively involved in the LTAP program. The training courses are geared towards municipal officials, managers, public works directors/roadmasters, and public works

employees. Some of the courses offered are also useful for Police Officers. All municipal employees are eligible to attend LTAP training courses.

### **TRI-BOROUGH TRANSPORTATION PROJECTS**

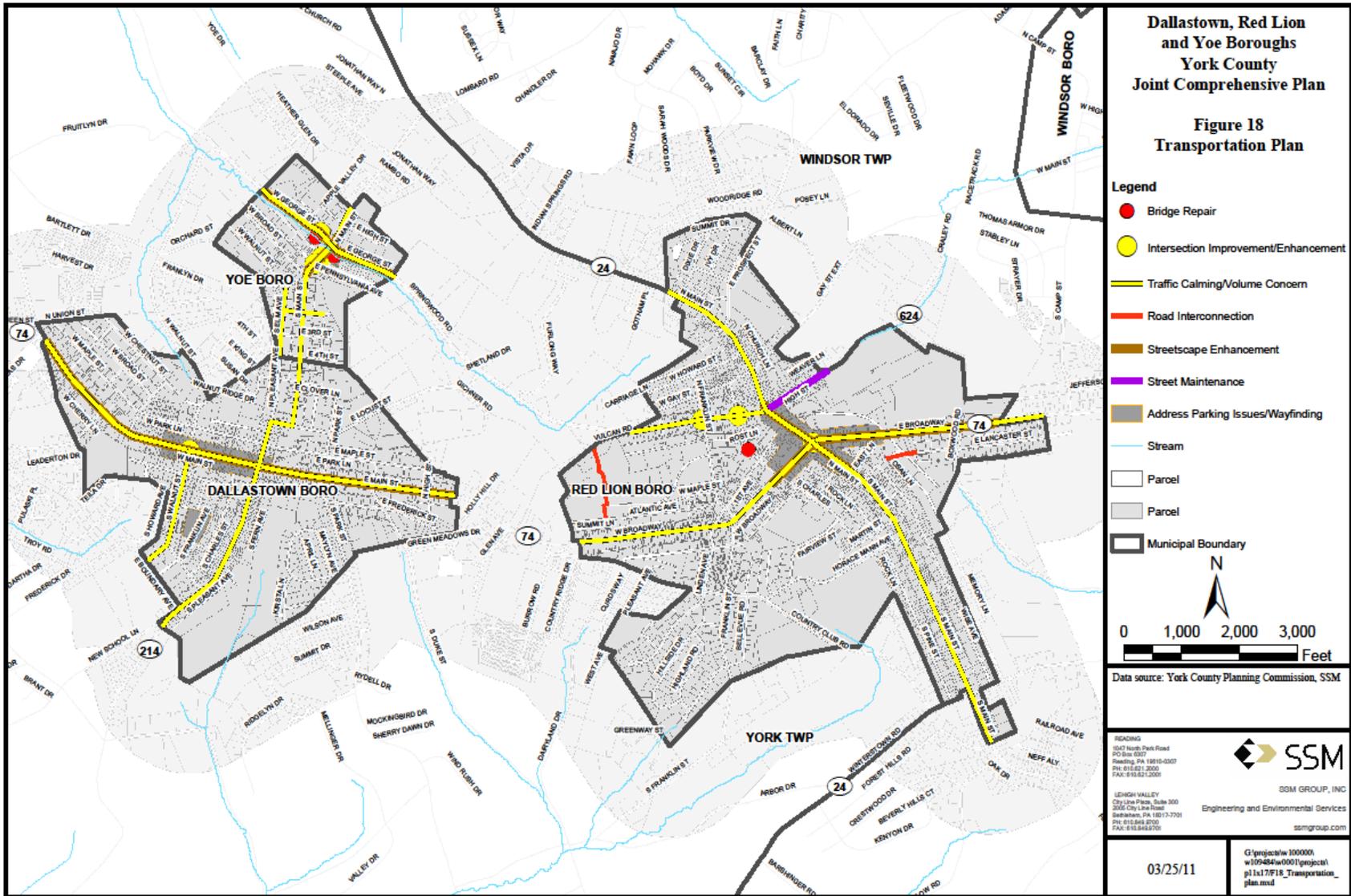
The Transportation Plan map shows locally-identified transportation projects in the Boroughs. It is hoped that some of these projects will be placed on the TIP list. Several parking and traffic control-related projects are shown on the Implementation Projects Map in the Action Plan. The transportation projects address issues raised above. The Boroughs should consider exploring opportunities to share resources as it pertains to maintaining and improving the roadway network. Sharing of equipment, manpower and materials could help reduce costs for the Boroughs and help in completing projects in a timely manner.

#### **DALLASTOWN BOROUGH**

- Reconfigure Main Street/Walnut Street intersection to include left turn lane onto Route 74
- Identify additional parking opportunities for customers of Main Street businesses and identify parking management strategies
- Increase parking opportunities at Cougar Field
- Encourage more efficient parking patterns at Charles Street School
- Work with the School District to address issues of mutual concern
- Plan and construct trail(s), including Ma and Pa Greenway; improve sidewalks
- Provide a public parking lot near Main Street
- Calm traffic on Main Street, Broad Street, Pleasant Avenue and Walnut Street

#### **RED LION BOROUGH**

- Construct Ma and Pa Greenway with Red Lion Mile
- Make Lancaster Street connection
- Review functioning of the Broadway/Main intersection and methods of traffic calming
- Improve wayfinding to parking facilities
- Encourage improvement/utilization of parking to rear of properties along Main Street
- Install emitters on [Winterstown, at Fire Station, and at the Square] signal lights
- Evaluate additional traffic control at High and North Charles
- Develop a plan for street improvements on local roads and alleys
- Connect Vulcan Road and N. Mill Street
- Facilitate parking in vicinity of library
- Evaluate additional traffic control at North Franklin and High
- Get traffic control button at Fire Station
- Improve pedestrian access to Mazie Gable School and Pleasant View School
- Improve Charles Street Bridge
- Coordinate projects with Municipal Authority



## **YOE BOROUGH**

- Repair bridges at Mason Avenue and Church Street
- Calm traffic on Main Street, George Street, Elm Avenue and Philadelphia Street
- Acquire land for parking area in vicinity of E. Pennsylvania Avenue
- Enhance parking areas in the Borough
- Identify route/acquire land as necessary for Ma and Pa Greenway
- Investigate opportunities to improve sight distance at intersections of Pennsylvania Avenue and Water Street with Main Street
- Construct sidewalk on E. George Street
- Construct sidewalk on Maple Street to ballfield
- Construct sidewalk from Main Street to Borough park
- Straighten dogleg on George Street at Mason Avenue

### **TRAFFIC CALMING/VOLUME CONCERNS**

As noted previously, Routes 24 and 74 receive very high volumes of traffic. The Transportation Plan Map also identifies East High Street in Red Lion; George and Main Streets, South Elm Avenue and Philadelphia Avenue in Yoe; and Lombard Street-Broad Street-Pleasant Avenue and South Walnut Street in Dallastown as areas of Traffic Calming/Volume Concerns.

Some projects can be done locally to improve traffic flow and calm traffic, such as streetscape enhancements along Routes 24 and 74 in Red Lion and Dallastown, and Main Street and George Streets in Dallastown. The streetscape enhancements can serve to calm traffic by providing a more attractive and interesting environment. Listed intersection improvements can improve traffic movement and/or increase safety.

Alternative route creation or enhancement could relieve some traffic volume from Routes 24 and 74. It would be particularly desirable to lessen truck traffic on the streets, especially in the downtown areas. Two road interconnection projects are identified in Red Lion, the Lancaster Street connection and the Vulcan Road-Mill Street connection.

The Lancaster Street connection is viewed as having high priority. It would provide a parallel route to East Broadway (Route 74) in the eastern portion of Red Lion and facilitate avoiding the Broadway/Main Street intersection. The Vulcan Road-Mill Street connection is viewed as lower priority. It could be more effective as an alternative route if connection were further made to Broadway.

The Tri-Borough Area Comprehensive Plan prepared in the 1960's favored the concept of a bypass to the north of the Boroughs to relieve traffic on Routes 24 and 74 (which had estimated traffic volumes of about 9,000 vehicles at the time). Such a bypass was never constructed, and would be difficult to construct given development which has occurred. Such a bypass is not proposed by YAMPO. The YCPC has recommended that there be programmed updates of signal timing on Routes 24 and 74 every three years.

Routes 24 and 74 issues need to be addressed on a greater regional basis, with Windsor and York Townships. The three Boroughs and the Township should form a regional traffic committee to work with the YCPC, and consider preparation of corridor plans for the corridors. Significant traffic is generated in the Townships by residential and commercial development. Two concepts which should be discussed on a regional basis are:

- The desirability and viability of a road interconnection between Routes 24 and 74 as an alternative to the Lombard-Main-Lombard-Broad-Pleasant route
- The desirability and viability of identifying, enhancing, promoting an alternative route for trucks and other vehicles to Route 24 to the north and east of the Boroughs. The alternative route would be from Route 124 to Route 74, utilizing existing, but enhanced, roads

### **Congestion Mitigation Strategies**

As noted above, major projects to relieve congestion on Routes 24 and 74 are unlikely. The YAMPO 2005 Congestion Management System presents mitigation strategies for corridors. Some of the mitigation strategies which can be discussed on a regional basis, even wider than the three Boroughs and the two Townships, to address congestion on Route 24 and 74 include:

<b>Growth Management</b>
<p><b>Land Use Policies/Regulations</b></p> <p>Encourage more efficient patterns of commercial or residential development in defined growth areas. Specific land use policies and/or regulations that could significantly decrease both the total number of trips and overall trip lengths, as well as making transit use, bicycling and walking more viable include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Encourage development in existing communities</li> <li>• Discourage development outside of designated growth areas</li> <li>• Promote higher density and mixed uses in proximity to existing or planned transit service</li> <li>• Establish a policy for new and existing subdivisions to include sidewalks, bike paths, and transit facilities where appropriate</li> <li>• Develop and adopt Official Maps</li> </ul>
<b>Employer Work Base Options</b>
<p><b>Telecommuting</b></p> <p>Encourage employers to consider telecommuting options</p>
<p><b>Employer Flextime Benefits/Compressed Work Week</b></p> <p>Encourage employers to consider allowing employees to maintain a flexible schedule allowing employees the option to commute during non-peak hours.</p>
<p><b>Parking Management</b></p> <p>Encourage the utilization of alternative commute modes, such as carpooling and vanpooling, by providing preferential parking as a low-cost incentive.</p>
<p><b>Rideshare/Employer Shuttle Program</b></p> <p>Organize groups of commuters to travel together in a passenger van or employer-provided shuttle on a regular basis.</p>
<p><b>Employer Trip Reduction Programs</b></p> <p>Organize groups that offer tax incentives or transit subsidies on a regular basis.</p>

<b>Public Transit Operational Improvements</b>
<b>Service Expansion</b> Improve service frequency and service area.
<b>Rideshare Matching Services</b> Provide carpool/vanpool matching and ridesharing information resources and services.
<b>Bicycle and Pedestrian Modes</b>
<b>Improved/Expanded Commuter Bicycle Network</b> Include on-road facilities, pathways, and greenways, and connection to transit.
<b>Bicycle Storage Systems</b> Provide safe and secure places for bicyclists to store their bicycles.
<b>Improved/Expanded Pedestrian Network</b> Include sidewalks, overpasses/tunnels, pedestrian only streets, greenways, and walkways.
<b>Traffic Operational Improvements</b>
<b>Intersection Geometric Improvements</b> Improvements to intersection geometrics to improve overall efficiency and operation.
<b>Intersection Channelization</b> Infrastructure improvements that provide physical separation or delineation of conflicting traffic movements.
<b>Intersection Turn Restrictions</b> Provide intersection turn restrictions (time of day) to reduce conflicts and increase overall intersection performance.
<b>Coordinated Intersection Signals</b> Improve traffic signal progression along identified corridors.
<b>Intersection Signalization Improvements</b> Improve signal operations through re-timing signal phases.
<b>Work Zones</b> Lane closures should occur outside of peak hours.
<b>Traffic Calming</b> A variety of techniques used to reduce traffic speeds and increase safety, although no techniques should decrease capacity.
<b>Access Management</b>
<b>Access Control</b> Reduction or elimination of “side street friction”, especially from driveways via traffic engineering, regulatory techniques, and purchase of access rights.
<b>Median Control</b> Reduction of centerline and “side street friction”, via traffic engineering and regulatory techniques.
<b>Land Use</b> Access management regulations should be addressed in Subdivision/Zoning Ordinances.

## **ACCESS MANAGEMENT**

Some properties along major street corridors in the Region have unlimited or very wide access to the streets, such as Main Streets, Broadway and George Street. Unmanaged access introduces traffic at more locations and reduces the ability of the street to move traffic safely and efficiently.

New access points should be limited and meet Borough and PennDOT design standards. As streetscape enhancements are made, access points should be narrowed, if not now controlled. Possibilities for shared access to properties should be pursued, as well as opportunities for interconnections of properties and parking areas.

## GATEWAYS

Gateways should be provided at the entrances to the Boroughs where none have been provided. Where now provided, the gateways should be enhanced. Primary areas for consideration are the Main Streets, Broadway, and George Street because these lead to downtowns. A gateway is an entrance that defines the arrival point as a destination. Gateway planning addresses the arrangement of the landscape to create a visual experience that establishes a sense of arrival at the destination and provides a positive image of the destination. The Boroughs can work with property owners to encourage the creation of gateways. The property owners could maintain the gateways with assistance from the Boroughs or organizations within the Region.



Gateway Treatments in Dallastown

The Boroughs can work with property owners to enhance commercial areas at entrances to the Boroughs through coordinated landscaping, signage, lighting, street furniture, paving materials, site improvement design, building facades, and window displays. When infill, redevelopment, or new development occurs, developers should comply with performance and design standards/guidelines that would address these elements. When new parking facilities are constructed, they should be landscaped, buffered, and located to the side or rear of buildings. Signage should be minimal, and appropriate to the character of the Boroughs. Property owners should be encouraged to maintain and improve properties, particularly those that may have negative impacts on surrounding properties. These concepts are further discussed in Chapter 7, Design Considerations.

In the Future Land Use Plan, a Gateway Commercial classification has been created and shown on East Broadway in Red Lion and each end of Main Street in Dallastown. The Gateway Commercial areas at the neighborhood level are intended to provide for enhanced entrances to the Borough by transitioning from a highway oriented commercial environment to one which creates a more favorable impression of the Boroughs. At the individual property level, increased use of design and performance guidelines and standards in the zoning ordinance as recommended in the discussion of zoning revisions in Chapter 6, can contribute to the creation of gateway treatments.



**Gateway Treatments in Red Lion**

## TRAFFIC CALMING METHODS

Throughout the public participation processes, concerns regarding traffic volumes and speeds in the Region, and resulting concerns for quality of life and pedestrian safety have been raised. Traffic volume was identified as a major dislike in the resident survey. Concerns about traffic volume and speeding were also raised on the committee tour, initial public meeting, transportation focus group meeting, and public workshop regarding the strengths and weaknesses of the Region. Traffic calming can be used to mitigate the impacts of traffic in the Boroughs. Traffic calming will be of increased importance if no major transportation projects in the Region are programmed.

Traffic calming is defined by the Institute of Transportation Engineers (ITE) as “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.”

The purpose of traffic calming is to manage movement through an area in a way that is compatible with the nearby land uses. Streets should be safe for local drivers, pedestrians and bicyclists. Traffic should not adversely affect the quality of life of residents.

The general methods of traffic calming include the following:

- Active speed reduction (constructing barriers to traffic movements, pedestrian enhancements, roadway redesign)
- Passive speed reduction (installation of signage)
- Street side design (landscaping and other enhancements that change the appearance of the area and driver attitudes)
- Regional planning efforts that direct external traffic to other routes. Improvement of existing alternative routes which bypass Borough Centers.
- Opportunities for use of alternative modes (mass transportation, pedestrian, bicycle)

### *Active Speed Reduction*

- a. Road “diets” - narrowing travel lanes.
- b. Speed tables are raised areas in the street surface that extend across the width of the street, and could be raised pedestrian crosswalks. Raised intersections can be used. Speed humps have fewer opportunities for use.
- c. Gateway treatments, such as mini- or urban compact roundabouts, island, medians, and other physical strategies, and signage, to slow traffic as it enters the Boroughs.
- d. Changes in roadway surface may include rumble strips, milling, and special roadway surfaces. These techniques can increase noise in areas and raise objections from area residents.
- e. Cross-section measures such as adding curb, adding sidewalks and bicycle lanes, constructing parking lanes, using different textures for different use areas, planting street trees, utilizing

pedestrian-scale lighting. Coordination with streetscape enhancements in the Boroughs is necessary.

- f. Provision of pedestrian refuge areas such as center islands, providing protected parking bays through landscaped islands, reducing intersection radii and shortening pedestrian distances by constructing curb extension (bump outs).
- g. Construction of roundabouts.

## TRAFFIC CALMING TECHNIQUES



Examples of Curb Extensions

*From: Smart Transportation Guidebook, NJ DOT and PADOT*

## Passive Methods of Control

- a. Traffic signs saying “Do Not Enter”, “Stop”, “Not a Through Street”, “Local Access Only”, “No Trucks”, or signs establishing speed limits, indicating one-way street, or prohibiting turns.  
  
Reduction of speed limits. Speed limits should be sensitive to the context of the road, and not based solely on the functional classification of the road.
- b. Traffic signals.
- c. Pavement markings, including crosswalks and edgelines. Warning signage for cross-walks.
- d. Permitting on-street parking.
- e. Speed watch/speed enforcement/signs showing speed traveled.
- f. Reduced building setbacks.
- g. Building and site design guidelines to ensure that development supports pedestrian travel and is consistent with aesthetic and historic character of the Borough.
- h. Creating interpretive displays relating to Borough history.
- i. Signs indicating the residential and historic nature of the Boroughs. Creation of an historic district. Signing historic buildings and historic districts. Preserving and enhancing historic structures.
- j. Wayfinding signage.
- k. Requiring motorists to stop for pedestrians in crosswalks.

Prior to implementing a traffic calming program in the Region, it is necessary to discuss the specific problems to be addressed; identify and evaluate the alternative techniques and their drawbacks, benefits, and cost; identify alternative traffic patterns that could result from implementation of the techniques and the effects of those patterns on other streets and neighborhoods; and to involve residents in the evaluation and selection of techniques. Such techniques should not detract from the character or visual quality of a neighborhood. Where State Routes are involved, such as Main Street and Broadway, PennDOT will be an active participant in the discussion of appropriate techniques, as it will be concerned regarding the effect on capacity and level of service. The York County Planning Commission should also participate in the discussions to finalize traffic calming strategies in the Boroughs. The traffic calming program can be established in the Downtown Master Plan process.

Examples of traffic calming techniques are provided in Appendix 3.

**TRAFFIC CALMING TECHNIQUE**



**Intersection Before and After Roundabout**

## **PARKING**

### **Introduction**

On a typical weekday, particularly in Dallastown and Red Lion, vacant parking spaces can be found in the Boroughs; however, individual uses may not have the number of parking spaces desired or necessary, or the available spaces may not be located as conveniently as patrons would like. In the case of Red Lion Parking Lot No. 1, patrons may not even be aware of its existence.

An objective of the Economic Development Plan is to bring additional businesses to the Borough downtowns, filling empty buildings, or in the case of Yoe, developing additional land for commercial purposes. If this is accomplished successfully, there will be increased demand for available, convenient and locatable parking. It appears Red Lion will lose a substantial number of parking spaces at Municipal Lot 2 when the lessor expands her business. Yoe will especially have difficulty in meeting downtown parking demand because of the lack of on-street parking on Main and George Streets.

The initial approach to addressing parking issues will be four-fold:

- Provide additional public parking areas
- Improve/increase wayfinding to public or public-available (shared parking with private entities, such as churches) parking
- Build additional flexibility into zoning ordinances regarding parking
- Manage available parking resources better, such as shared parking and working with landowners and business owners to enhance, consolidate, share and manage private parking areas

### **Provision of Additional Public Parking Areas**

- Dallastown has proposed creating a municipal parking lot downtown between East Howard Street and East Cherry Lane.
- Yoe has proposed acquiring land for parking in the vicinity of East Pennsylvania Avenue.

### **Improve/Increase Wayfinding to Public or Public Available Parking**

- Initially, Red Lion will increase the number and effectiveness (such as location, design, size) of signs directing people to public and public available parking.
- As public and public available parking is located in Dallastown and Yoe, appropriate wayfinding signage should be provided.



**Parking opportunities near downtown Red Lion. Use sharing, wayfinding, and management are issues**



**On-Street Parking can be at a premium on North Main Street in Red Lion**



**Public Parking Spaces at Lot 2 in the Heart of Downtown Red Lion will be lost due to Building Expansion**



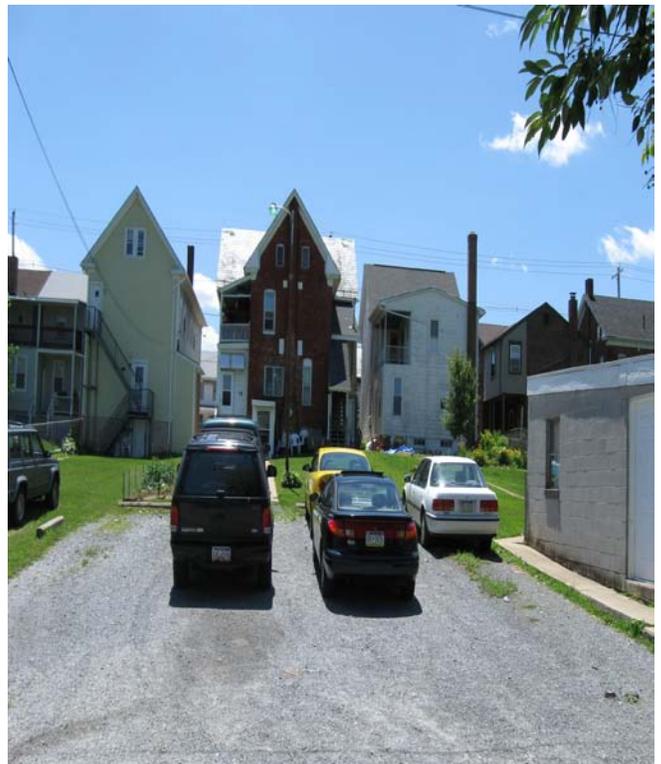
**Parking in the heart of Dallastown is an issue, with on-street parking not available in some areas and some properties having limited off-street parking**



**An underutilized downtown Dallastown private lot**



**Private Parking to rear of Main Street. Consider management, marking, consolidation**  
**Chapter 8 - Transportation and Circulation Plan**



**Some properties along Main Street in Dallastown have limited opportunities for off-street parking if provided on an individual basis**

### **Build Additional Flexibility Into Zoning Ordinances Regarding Parking**

- Zoning ordinances for the Boroughs should allow for shared parking, meeting parking requirements through counting street parking spaces in front of the use, and allowing increased distance of off-street parking from the use in question.

Parking structures are not contemplated at this time. Should they be considered in the future, in lieu of provision of off-street parking, businesses could be allowed to contribute to a fund for the construction of a parking structure.

### **Manage Available Parking Resources Better**

Of particular concern is increasing and enhancing parking opportunities to the rear of Main Streets in Dallastown and Red Lion and enhancing parking areas in Yoe. Management involves a number of strategies:

- Shared parking. The Boroughs can encourage businesses to share and non-profits, whose parking areas are often underutilized during business hours, to share with businesses.

The Boroughs can also enter agreements with non-profits, such as Bethany Church in Red Lion, to share parking and have spaces available for public parking. An on-going dialog with property owners regarding needs and opportunities is essential.

- Minimize use of project design which eliminates on-street spaces.
- Encourage businesses to enhance existing parking areas (lighting, landscaping, paving, marking of spaces, clean-up). Encourage consolidation of existing private lots when it can result in more efficient and additional parking. Encourage more efficient design of existing private parking areas where appropriate.
- Review opportunities for public acquisition of existing private parking areas.
- Encourage businesses to have employees and owners not utilize prime on-street parking spaces. Review options for long-term permit parking for employees in public or public-available lots in perimeter locations.
- Create strategies for handling parking for special events.
- Provide identified safe and attractive accessways for pedestrians from parking areas to downtown main streets.



Some of the connections from private parking areas to Main Street in Red Lion

## **Chapter 9**

### **Community Facilities Plan**

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#### **INTRODUCTION**

Community facilities consist of public services that are directly related to the physical development of the Region and the safety, health, and physical well-being of the citizens that live and work within the Region. These services include sanitary sewerage and water supply, school facilities, emergency services, police and fire protection, stormwater management, trash collection and recycling, libraries, community centers, and recreation facilities. The challenge to municipal government is to provide these services in an efficient and cost-effective manner, while still protecting the character of the Region.

Determination of which community facilities and public services are most needed in the Region is dependent on the availability of current services, residents' needs, municipal policy, financial resources, and availability of the services being supplied by other levels of government, private resources, or other agencies. Financing may be provided through resident user fees, tax revenue, state or federal funding, or through contracts with private or quasi-public agencies, thereby tailoring activities and expenditures for specific needs. Municipal governments need to evaluate the cost of these facilities and services and develop an approach for providing them.

#### **IMPORTANCE OF REGIONAL COOPERATION**

It is increasingly important that municipalities find ways to reduce costs of municipal facilities and services as costs and service demands increase. One way of doing this is to increase cooperation among municipalities, school districts, authorities and service providers. The financial capabilities of the Boroughs can be enhanced through cost savings and expense management achieved through increased intermunicipal cooperation and regional grantsmanship. The tax base and revenues can be increased through regional economic development initiatives. Cooperation should not just be limited to Dallastown, Red Lion and Yoe. The Boroughs should work cooperatively with Windsor and York Townships and Windsor Borough.

Throughout the comprehensive planning process, the three Boroughs have stressed the need for increased cooperation among them. As listed below in the summary of the Proposed Regional Cooperation program, there are on-going cooperative activities. These should continue, but be enhanced or improved as noted.

The Comprehensive Plan Implementation Actions discussed previously are also listed. The final category presented is New Organizational/Planning Efforts. This involves three types of efforts. It is important that there be increased communication between the three Borough Councils, to promote the continuation of on-going cooperative activities, but also to discuss the implementation of this comprehensive plan. Economies can be achieved with joint municipal training efforts.

Regional committees are recommended to address areas of concern which are of impact beyond municipal boundaries. Including transportation, emergency management, economic development and recreation. As appropriate, such as with transportation and emergency management, cooperation with additional municipalities such as Windsor and York Townships and Windsor Borough will be necessary.

Windsor Township and Windsor Borough recently completed a joint comprehensive plan. York Township prepared a comprehensive plan on its own. In the future, the Tri-Borough municipalities and the Windsors and York Township should consider a six municipality joint comprehensive plan.

## **PROPOSED REGIONAL COOPERATION PROGRAM**

### **Continue On-going Activities:**

- Regularly scheduled Staff meetings
- Staff cooperation (Managers, Zoning Officers)/equipment sharing. Increase cooperation in training, purchasing and service sharing as appropriate.
- Red Lion Area Senior Center
- Kaltreider-Benfer Library Support
- Regional Police Department (with increased communication)
- Cooperation among authorities, fire companies and ambulance companies in the region
- Ma and Pa Greenway Planning
- Increased participation of municipalities and organizations in the Source Water Protection Steering Committee of the Red Lion Municipal Authority

### **Comprehensive Plan Implementation Actions**

- Execute Intergovernmental Cooperative Agreement
- Establish Regional Planning Committee
- Establish responsibility for plan implementation
- Establish process to discuss intermunicipal consistency, sharing of ordinance provisions and allocation of uses
- Establish process for regional grantsmanship efforts

### **New Organizational/Planning Efforts**

- Representation at each other's Council meetings
- Quarterly or semi-annual joint council workshops
- Joint municipal training efforts
- Regional transportation committee  
(including Windsor Township, Windsor Borough, and York Township) to discuss alternative route planning, developments of impact and coordinated corridor management and planning (Routes 24 and 74, 624, George Street - Springwood Road - High Street, and Pleasant Avenue - Broad Street - Lombard Street - Main Street)
- Regional emergency management planning [including more coordination with Windsor and York Townships and York Area Regional Police Department (YARPD)]
- Regional recreation committee to coordinate/schedule use of recreation facilities, complement each municipality's and the Dallastown and Red Lion School Districts' efforts and facilities
- Regional economic development agency/committee (which could also incorporate regional transportation coordination efforts) -
  - Promotion/Marketing
  - Grantsmanship

- Corridor enhancement, planning and management
- Historic preservation coordination
- Downtown revitalization
- Parking
- Wayfinding
- Business recruitment/maintenance
- Industrial revitalization
- Residential revitalization

Consideration should be given to preparing a regional economic development plan in coordination with the YCEDC

- Increased cooperation between the Dallastown Area and Red Lion Area Historical Societies. Participation of Yoe in cooperative historic preservation efforts.

### **GENERAL COMMUNITY FACILITIES POLICIES FOR THE TRI-BOROUGH REGION**

- Implement the Red Lion Municipal Authority Source Water Protection Plan.
- Continue regional cooperation and sharing of equipment, facilities and services. Implement the Regional Cooperation Program.
- Require developers to adequately manage stormwater runoff and erosion and sedimentation in manners consistent with the protection of water resources in the area and municipal ordinances. Encourage recharge of the water table as development occurs.
- Address identified areas of storm drainage concerns in the Boroughs.
- Increase communication with the YARPD. Work with the Department to determine the most effective allocation of hours and method of patrolling to increase perception of police presence.
- Support efforts of the library to enhance its facility and services.
- Continue to monitor the need for additional community, cultural and social facilities and services in the Region.
- Continue to support the Senior Center.
- Encourage the School Districts to allow use of facilities for community activities.
- Identify opportunities for cooperation between the Boroughs and the School Districts in providing regional-oriented events for area residents.
- Encourage utilization of recycling programs.
- Continue support for the fire and ambulance companies in the Region.

- Plan for the continued acquisition, improvement and appropriate development of recreation facilities, greenways, and recreation programs in the Region.
- Promote and support efforts of community organizations to provide services for all area residents.
- Involve local fire companies and school district personnel in review of subdivision and land development plans, where appropriate.
- Encourage volunteerism for fire and ambulance companies and other non-profit agencies and increased coordination of volunteer services among agencies. Address the need for fire and emergency medical personnel as fewer volunteers become available. Cooperate regionally to ensure adequate service throughout the Region.
- Maintain current and workable emergency operations plans.
- Review and use as appropriate resources of PADCED to improve municipal government.
- Monitor needs and opportunities for additional, expanded, or improved community services and facilities, the needs of demographic groups in the region, and grant opportunities. Expand regional cooperation.
- Apply for H<sub>2</sub>O grants to address drainage issues.

Incorporate implementation of recommended solutions to the drainage problems in the annual municipal capital or maintenance budgets as funds are available.

## IDENTIFIED PROJECTS IN THE REGION

During the course of preparation of this Comprehensive Plan, a number of Comprehensive Plan Committee, focus group and public information and workshop meetings were held to discuss issues in the Tri-Borough Region. During those meetings, a number of potential projects were identified.

The following community facilities related projects have been identified for the Tri-Borough Region.

<b>DALLASTOWN BOROUGH</b>	
•	Replace old maintenance building along West Maple Street with building to be used for maintenance and recreation.
•	Make water system improvements identified by the Dallastown-Yoe Authority.
•	Reconfigure Main Street/Walnut Street intersection.
•	Increase parking opportunities at Cougar Field. No on-site parking creates inconveniences for nearby residents when games are played.
•	Encourage more efficient parking patterns at Charles Street School. Encourage use of existing available parking lots.
•	Develop park in the "Slope Area" in the southcentral portion of the Borough. Encourage non-profit acquisition, planning and development of the park.
•	Plan and construct trail(s), including Ma and Pa Greenway. Trails in the "Slope Area" park would be appropriate.
•	Install sanitary sewers in Colonial Heights. Currently on-site sewage disposal is utilized. This is the only significant portion of the Borough not served publicly.
<b>RED LION BOROUGH</b>	
•	Construct the Ma and Pa Greenway with Red Lion Mile.
•	Remove and replace trees in Fairmount Park, construct restroom facilities, construct additional play areas.
•	Expand Kaltreider-Benfer library to better serve the needs of the Region.
•	Address drainage problems in vicinity of David Edwards.
•	Construct additional recreation facilities at Redco Avenue and Vulcan Road.
•	Facilitate parking in vicinity of library. Expand limited parking opportunities.
•	Improve pedestrian access to Mazie Gable School and Pleasant View School, where no sidewalk exists.
•	Accomplish Red Lion Municipal Authority water main replacements:
<u>No.</u>	<u>Project</u>
1	N. Main Street - Broadway to Borough Line
2	S. Main Street - Broadway to Martin Street
3	E. Broadway - Main Street to Redco Avenue
4	N. Charles Street - W. High Street to Gay Street
5	W. Gay Street - N. Main Street to Franklin Street

6	First Avenue - N. Charles Street to W. Broadway
7	E. High Street - Church Lane to Borough Line
8	Springvale Road - S. Main Street to RL Bible Church
9	S. Camp Street - Valley Road to Thomas Armor Drive
<b>YOE BOROUGH</b>	
<ul style="list-style-type: none"> <li>• Address Borough-wide storm water drainage issues. Borough-wide improvements are necessary to address poor drainage and related problems.</li> </ul>	
<ul style="list-style-type: none"> <li>• Identify route/acquire land as necessary for Ma and Pa Greenway.</li> </ul>	
<ul style="list-style-type: none"> <li>• Create a park at the Main Street/George Street intersection. This will enhance the Borough downtown.</li> </ul>	
<ul style="list-style-type: none"> <li>• Construct sidewalk on Borough Streets to support revitalization and economic development efforts and access to the Borough ballfield and park.</li> </ul>	
<ul style="list-style-type: none"> <li>• Construct municipal parking lot on E. Pennsylvania Avenue.</li> </ul>	

## RECREATION FACILITIES PLAN

The Recreation Facilities Plan shows existing facilities, two proposed facilities and two possible facilities.

Existing facilities include:

### Dallastown

Dallastown Community Park  
 Cougar Field  
 Charles Street School  
 Dallastown Area Senior and Junior High Schools

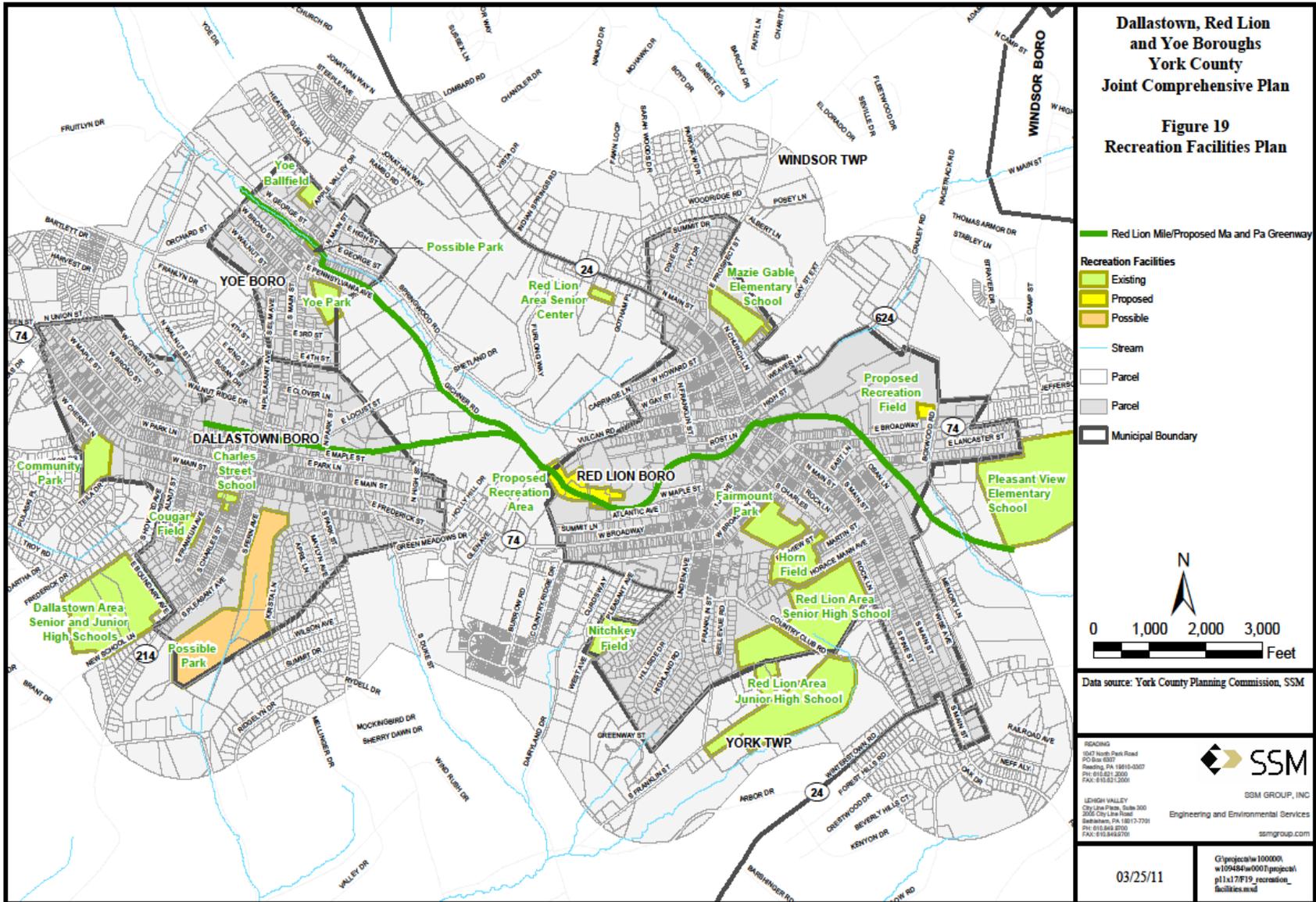
### Yoe

Yoe Ballfield  
 Yoe Park

### Red Lion and Vicinity

Completed Portion of Red Lion Mile  
 Fairmount Park  
 Horn Field  
 Nitchkey Field  
 Red Lion Area Senior High School  
 Red Lion Area Junior High School  
 Mazie Gabel Elementary School  
 Pleasant View Elementary School  
 Red Lion Area Senior Center

These facilities will be maintained and enhanced in the future.



Proposed facilities include:

- Proposed Recreation Field off Redco Avenue. This will be used for playing fields to meet demand in the Region.
- Proposed Recreation Area at the terminus of the Red Lion Mile between Vulcan Road and Mill Street. This will be used for active recreation facilities and passive park facilities.

Possible facilities include:

- Passive park facilities in the slope area in Dallastown. This would accomplish protection of natural resources, including watercourse, steep slopes and woodland. It would also provide an area for hiking, nature appreciation and other passive pursuits.
- Possible park at the intersection of George and Main Streets in Yoe. This could be coordinated with the development of the Ma and Pa Greenway and enhance downtown revitalization and economic development efforts.

The National Recreation and Parks Association (NRPA) recommends a minimum of ten (10) acres of parkland for every 1000 residents. The Region's 2000 population was 11,258, which would require 112 acres of parkland per the NRPA standard. The Region currently has 37.1 acres of parkland at the five municipal facilities – Fairmount Park, Nitchkey Field, Yoe Ballfield and Park and Dallastown Community Park. The current deficit is 75 acres.

Four proposed and possible recreation facilities are proposed: the possible park in Dallastown (46.5 acres), park in Yoe of negligible acreage, the Redco Avenue recreation field (2.5 acres), and recreation area in western Red Lion (10.7 acres). These facilities total 60 acres, which would bring the deficit down to 15 acres. Little opportunities exist for additional recreation facilities in the three Boroughs.

There are, however, additional recreation facilities in and adjoining the Boroughs, such as Mazie Gabel Elementary School (1.5 acres), Red Lion Area Junior High School (6.5 acres), Red Lion Area Senior High School (6.5 acres), playground facilities at the Charles Street School, Cougar Field, and the recreation facilities at Dallastown Area Junior and Senior High Schools and Pleasant View Elementary School.

## **ACT 167 STORMWATER MANAGEMENT PLANNING**

Currently in York County, Stormwater Management (Act 167) Plans for the Kreuz Creek Watershed and the South Branch Codorus Watershed have been completed. Development of a combined Act 167 Plan for the Codorus and East Branch Codorus Watersheds is currently in progress, and the Little Conewago Watershed has been designated as the next basin where a plan will be initiated.

Dallastown and portions of Red Lion and Yoe will fall under the combined plan for the Codorus and East Branch Codorus. Portions of Red Lion also fall within the Susquehanna and Muddy Watersheds. The Boroughs will be expected to provide information and input to the County during preparation of Act 167 Plans. At the conclusion of plan preparation, appropriate storm water management regulations must be adopted pursuant to the adopted plan.

In the Tri-Borough area, the Red Lion Municipal Authority (RLMA) supplies water directly to Red Lion residents. In addition, the RLMA provides bulk water connections to the Dallastown-Yoe Water Authority and Windsor Borough Authority. The Dallastown-Yoe Water Authority distributes water to the residents of these two Boroughs. Residents in portions of Chanceford, Windsor and York Townships are also served by the RLMA.

There are two major elements in the provision of water to the Region's residents – supply and distribution and storage.

**Source Water Protection (SWP)**

The RLMA has three surface sources of drinking water. The main source of water is the Cabin Creek reservoir, which is located approximately 2 miles north-northeast of Red Lion Borough. The reservoir and intake are located in Windsor Township on Cabin Creek. The reservoir is an 11-acre lake containing approximately 38 million gallons of water. The watershed area above the intake is 2.77 mi<sup>2</sup>.

The secondary source is the Beaver Creek reservoir, which is located approximately 5 miles to the east-northeast of Red Lion Borough. The reservoir is located in Lower Windsor and Chanceford Townships on Beaver Creek. The facility consists of an impounding dam on Beaver Creek and Fishing Creek. The concrete impoundment contains approximately seven million gallons of water, and acts as a spillway. A minimum conservation release of 0.683 mgd is maintained. The watershed area above the intake is approximately 7 mi<sup>2</sup>.

The third source is an intake on the Susquehanna River, located approximately 10 miles due east of Red Lion Borough. The River intake is used only during periods of drought when water is pumped from the Susquehanna River to Beaver Creek and in turn to Cabin Creek.

The RLMA's Source Water Protection Plan of 2008 lists the following recommended actions to protect and enhance the water quality and quantity available to their customers:

**RECOMMENDED ACTIONS SUMMARY TABLE**

<b>Recommended Actions</b>	<b>Time Period/Priority</b>	<b>Implementing Organization</b>	<b>Brief Description</b>
Expand the Local Steering Committee	Immediately and ongoing/High	SWP Steering Committee	Expansion of the Steering Committee to include other municipal/government and community members.
Education/Outreach Plan	Immediately and ongoing/High	SWP Steering Committee; local school districts	SWP Education in the schools and community is an essential piece to protecting a water supply.
Municipal Actions	Immediately and ongoing/High	SWP Steering Committee; all municipalities in SWP area	One method for protecting your water supply is to review/pass ordinances either protecting the SWP/WHP area or creating more stringent requirements for certain types of development.
Model Ordinances	Immediately and ongoing/Medium	SWP Steering Committee; neighboring municipalities	One method for protecting your water supply is to pass ordinances either protecting the SWP/WHP area or creating more stringent requirements for certain types of development.
Riparian Buffer Prioritization/Restoration	Immediately and ongoing/Medium	SWP Steering Committee; municipalities in SWP area; watershed groups	Riparian buffers are a key to stream water quality and health. Ultimately, a well-buffered watershed leads to clean drinking water and reduced costs to the water supplier.
Encourage Farmland Preservation	2007 and beyond/Medium	SWP Steering Committee; York County Conservation District	Preserving farmland in York County is becoming harder with development pressure. The RLMA is in a situation where focusing on this activity will benefit them greatly long-term.
Update Emergency Response Plan	2007 and every two (2) years after/Medium	Red Lion Municipal Authority	Knowing what to do and who to contact in an emergency situation is vital to protecting your water source.
Update Contaminant Source Inventory	Every 2 Years/High-Medium	SWP Steering Committee	Having knowledge of the potential contaminant sources in a watershed makes it easier to protect your supply. The frequency of updating it will vary on the potential for growth and change in an area.

Recommended Actions	Time Period/Priority	Implementing Organization	Brief Description
Contingency Planning	Immediately after SWP Plan completion	SWP Steering Committee; all other SWP area municipalities	Planning for “what-if” scenarios is an important step to knowing that your water supply is properly protected. This step and Emergency Response Planning should be completed together.
New Sources	Review immediately and consider/Medium	SWP Steering Committee	If a system relies on only one source, some of the sources are sometimes unreliable, or there is the potential for a large amount of growth, it may be necessary to begin looking for new sources of water.

**EXPAND THE LOCAL STEERING COMMITTEE**

In the Source Water Protection Plan, it was recommended to expand the Source Water Protection Steering Committee to include representatives of the following organizations, recognizing some representatives would attend meetings on an “as-needed” basis:

- Windsor Township
- Lower Windsor Township
- York County EMA
- Farm and Natural Land Trust of York County
- Red Lion School District
- Dallastown School District
- Eastern School District
- Windsor Borough
- Dallastown Borough
- Dallastown-Yoe Water Authority

## **EDUCATION/OUTREACH**

Efforts at education about Source Water Protection Planning and the importance of protecting the water supply could be directed at:

- All municipal and planning officials in the drinking water watersheds
- Local school districts, specifically the teachers
- Major industries/chamber of businesses
- Watershed and conservation groups (they may be useful to assist the education efforts as well)
- State and federal agency personnel that may influence the watershed land
- Riparian landowners

In addition, signs can be placed on roads within supply watersheds to identify watershed areas.

### **Municipal Actions**

Municipalities can review their existing ordinances and assess how effective they are at protecting water resources.

Land purchase and conservation easements can be used to acquire land in the watersheds of water supplies.

### **Model Ordinances**

Ordinances for consideration include Wellhead Protection Overlay zones, Riparian Buffer Overlay zones, and Watershed Protection Overlay zones.

### **Riparian Buffer Prioritization/Restoration**

Riparian buffer zones in the Cabin Creek and Beaver Creek Watersheds were investigated, and in most cases a riparian buffer was intact out to 150 feet on both sides of the stream corridors. The next action is to work to preserve the riparian buffers.

### **Encourage Farmland Preservation**

This will involve targeting unprotected parcels in the Cabin and Beaver Creek Watersheds and encouraging the purchase of agricultural conservation easements.

### **Modify/Update Emergency Response Plan (ERP)**

The ERP should be updated every 2-3 years.

### **Update Contaminant Source Inventory**

The listed contaminant sources in the source water area should be updated every 2-3 years.

## **Contingency Planning**

The SWP Steering Committee should discuss “what-if” scenarios at a meeting to make sure they feel that they are adequately covered during most realistic scenarios.

## **New Sources**

The need for new sources can be monitored; however, the RLMA and the Steering Committee believe that looking for new water sources is not necessary at this time. There is enough capacity in Cabin Creek and Beaver Creek to cover most drought scenarios, and if needed, the backup source is the Susquehanna River.

The following actions are considered the highest priority:

- Expand the Steering Committee to include more municipal representation from the SWP area watersheds, local school districts, and the Farm and Natural Land Trust of York County. By doing this, relationships with other local governments and organizations will only improve and the overall health of the Cabin Creek and Beaver Creek watersheds can only get better.
- Focus on land protection in the Cabin Creek and Beaver Creek watersheds. The zoning in these watersheds is still mainly agricultural and the residential areas have been (or are currently being) developed. Now is the time to act and preserve the land uses that can have the most benefit to the RLMA water supply.
- Keep the lines of communication between the neighboring municipalities strong, especially in regards to new development proposals.
- Continue to educate the customers of the RLMA about protection efforts; at the same time, find ways to reach the landowners of the Cabin Creek and Beaver Creek watersheds.

## **Storage and Distribution**

On the distribution side, the RLMA and Dallastown-Yoe Water Authority (DYWA) will continue to improve storage facilities and water mains. The water main replacements programmed in Red Lion are listed in Chapter 9. The DYWA is preparing a list of necessary improvements to storage tanks and water main replacements.

## **Recognition of Municipalities Planning Code**

- Lawful activities such as extraction of minerals impact 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.
- Commercial agriculture production impact water supply sources.

**INTRODUCTION**

The Region's history is reflected in its architecture, people, and culture. In the Tri-Borough region two organizations, the Dallastown Area Historical Society and Red Lion Area Historical Society, are active in documenting the history of the region and promoting the protection of historic resources. Historic resources connect us to the past, emphasize our sense of community, and often provide aesthetic value. Protected Historic resources can provide a climate for investment and tourism benefits, which in turn can lead to economic development opportunities. Planning for the protection of historic resources is especially important because historical resources are not renewable.

The following information is from *Historic District Designation in Pennsylvania*, by Michael B. Lefevre of the Pennsylvania Historic Museum Commission:

In Pennsylvania, there are two main types of historic districts.

*National Register Historic Districts* are areas that possess a significant concentration, linkage, or continuity of historic buildings, structures, objects, or sites designated by the National Park Service as worthy of preservation. The National Register of Historic Places is the official federal list of resources reflecting the nation's cultural heritage. Eligibility or inclusion in the National Register affords the State Historic Preservation Office (the PHMC's Bureau for Historic Preservation), local government and the public, input from the effects of a federal agency's actions that assist, permit, or license activities on a historic resource.

*Municipally Regulated Historic Districts* are areas that are either residential or commercial neighborhoods, or a combination of both. They are delineated by boundaries that include buildings, structures, objects, or sites that may be listed in or eligible for the National Register, and are subject to regulation and protection by local ordinance. Historic district ordinances generally contain provisions regulating demolition and exterior alteration of buildings and structures within the historic district. In Pennsylvania, the Historic District Act requires that a Board of Historical Architectural Review (BHAR) be established to review and make recommendations to the elected governing body (borough council or supervisors) as to the appropriateness of changes to buildings.

Listing in the National Register of Historic Places *does not* protect historic buildings or structures from demolition or inappropriate alterations by private property owners who use their personal funds. On the other hand, local historic district ordinances can regulate demolition, alterations, additions, and new construction of buildings and structures, thereby providing protection of the historic and architectural character of a historic district.

Red Lion has an historic district on the National Register. That district, or portions of it, could be protected by historic overlay zoning, but currently is not. Dallastown has an eligible historic district, which also is not protected through an historic district overlay. Yoe has identified a potential historic district.

## **ACTIONS TO PROTECT HISTORIC RESOURCES IN TRI-BOROUGH AREA**

- Determine if National Register Listed status will be pursued for the Dallastown Historic District.
- Determine if the potential historic district in Yoe will receive official designation.
- Continue support of the Dallastown Area and Red Lion Area Historical Societies' preservation efforts. Continue efforts to educate the public regarding historic preservation.
- Determine the extent to which historic resources in the Region will be protected through municipal regulations. See discussion in Chapter 7, Design Considerations. Some of the alternatives include:
  - Historic Resource Overlay Zoning
  - Demolition by Neglect Provisions
  - Historic Resource Impact Study, Mitigation and Buffering Requirements
  - Adoption of Design Guidelines
  - Utilizing a type of Form-Based zoning district which is concerned with form and scale (the character) of development, rather than focusing only on distinctions in land-use types
- Appoint a regional or municipal historical commission or committee which is actively involved in historic preservation. The commission would be instrumental in administration of any historic resource overlay zoning that is adopted. The commission would also:
  - Identify, evaluate, mark and foster awareness of historic resources
  - Investigate participation in Certified Local Government Program
  - Encourage retention, restoration, enhancement and appropriate adaptive reuse of historic resources and discourage removal of historic structures
  - Develop programs, events and interpretive signage and exhibits that emphasize the history of the Region
  - Support the adoption of voluntary or mandatory Design Guidelines and Sign Controls for the Historic Districts
- Work with corporations, lenders and organizations to develop local-level funding and grants for preservation. Pursue foundation grants for historic preservation.

## FORM-BASED ZONING APPROACH

Traditional neighborhoods are incorporated into an overlay district designed to preserve the architectural integrity of traditional areas, ensure new buildings are compatible with existing traditional areas and find viable uses for old buildings that are no longer suitable for their original use. The effect can be to review/regulate the following as determined appropriate by the Borough:

- The demolition of buildings
- Proposed additions to existing buildings
- The size, height and design of new buildings
- The location and design of parking lots
- Revisions to building facades

Applications for demolishing a building, constructing a building or constructing an addition to an existing building can be reviewed by a designated agency (such as the Planning Commission or historic commission) with a recommendation on the application made to the Borough Council.

The types of design guidelines which can be considered as appropriate include the following. The guidelines would vary with each Borough:

<u>Category</u>	<u>Existing buildings</u>	<u>New buildings</u>
Demolition	Applicant must demonstrate that there is no viable alternative.	Design review required for new buildings replacing demolished structures.
Architectural style	Retain architectural features wherever possible.	Be compatible with the architectural style of existing historic buildings.
Building placement		Should have the average setbacks as existing buildings on the same block within a certain radius.
Building size and width		Should be the average size as existing buildings on the same block within a certain radius, or appear to be from the street.
Building height		Should be the average height of existing buildings on the same block within a certain radius.
Proportion of	Window and door openings	The proportion of walls to openings

<b><u>Category</u></b>	<b><u>Existing buildings</u></b>	<b><u>New buildings</u></b>
building walls to openings	visible from the street in existing historic buildings should be maintained.	on walls visible from the street should be compatible with surrounding historic buildings.
Building form		Buildings should match existing buildings on the same block as either vertical or horizontal form.
Texture and pattern of exterior materials	New materials, such as siding, should appear similar to original materials.  No vinyl siding over brick or stone walls.	Exterior building materials should be compatible with the materials used in nearby historic buildings.
Additions	Additions should be at the rear, in a very few cases the side, but not the front. Additions should be similar in form, scale and materials to existing building.	
Accessory Buildings		Garages should be same general size, height and placement as existing garages and similar accessory buildings on the same block within a certain radius.
Parking Lots	Should be located to the rear of buildings whenever possible. Second choice: Side of buildings. Access should be from alley or side street whenever possible.	Should be located to the rear of buildings whenever possible.  Second choice: Side of buildings  Access should be from alley or side street whenever possible.

## HISTORIC RESOURCE PROTECTION OVERLAY DISTRICT

The objectives of such an overlay are to:

- Encourage property owners and developers to preserve, protect, and enhance historic resources within the Boroughs.
- Foster increased public awareness of the history of and historic resources within the Boroughs.
- Support efforts of organizations to identify and protect historic resources.
- Require new development to reflect and consider the history, architecture and development patterns of the Boroughs in order to preserve the important historic and architectural resources of the area.
- Determine the role which the Boroughs should play in historic preservation through land use ordinance incentives, controls and regulations, and efforts to create historic districts and/or historic overlay zoning.
- Encourage adaptive re-use of historic structures where appropriate.

Such an overlay district will:

- Apply to historic resources identified on a map or list adopted by the Borough or historical commission created by the Borough.
- Create a Historical Commission
- Create classes of historic resources
- Establish application procedures and application requirements for a permit for a building on the list of historic resources.
- Require review of the application by the Historical Commission in accordance with “The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings,” and report to the Zoning Officer. Those standards are:

### Standards for Rehabilitation

- Any proposed rehabilitation, alteration, or enlargement of a historic resource should be in substantial compliance with the Secretary of the Interior’s currently adopted Standards for Rehabilitation, as amended. Those standards were as follows:
  - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
  - Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
  - Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
  - Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
  - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
  - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
  - Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
  - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
  - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- Require buffering of impacts on historic resources from subdivision and land development activity.
  - Discourage demolition by neglect.
  - Establish a review procedure when demolition of a historic resource is proposed.
  - Protect the integrity of historic settings of historic resources.

- Set standards for the location of parking facilities.
- Provide adaptive reuse opportunities for historic resources.

### **Historic Resource Impact Study and Mitigation Requirements**

When there are concerns about impacts on identified historic resources and historic districts from development nearby, or where an historic resource will be reused or demolished, an historic resources impact study can be required when site improvements are proposed.

The nature of the historic resource is analyzed, the proposed development and its impacts on the historic resource identified, and a plan for mitigating impact on historic resources prepared.

**Natural Features**

The Natural and Environmental Features Map indicates watercourses, 100-year floodplains, possibly hydric soils and steep slopes (15-25% and 25% or greater) in the Region. Watershed boundaries are also shown.

**Floodplains**

A 100-year floodplain is shown along the Mill Creek in Yoe.

Floodplains are areas adjacent to watercourses which are covered by water during times of flooding. A 100-year floodplain is the area adjacent to a river or stream which has a 1% chance of being flooded during any one year, and is typically used for regulatory purposes. Floodplains should not be developed, due to the potential for damage to persons and property. If development occurs within the floodplain, it may limit the floodway, resulting in increased damage downstream because of resulting increased velocities of the floodwater downstream. Outdoor storage of materials within floodplains is not desirable because of the possibility of the materials being swept into the stream when flooding of the banks occurs. One hundred-year floodplains are shown from Federal Emergency Management Agency (FEMA) Maps.

Care must be taken in disturbing areas along watercourses because increased sedimentation within the stream (increased depositing of soil within the stream) can occur. Increased impervious cover along watercourses typically increases the volume of storm water runoff into the streams. This additional runoff can erode stream banks and channels. If sedimentation increases, streambeds may fill, causing floodwaters to affect a larger area.

Wet (or "hydric") soils and floodplains along watercourses should be preserved from development in the interest of environmental preservation. These areas act like a sponge when floodwaters rise; when coupled with established wetlands they filter out nutrients and other pollutants, thereby protecting the quality of the storm flow into local surface water. Impervious surfaces should be restricted from stream bank areas in order to facilitate absorption of storm runoff into the ground. Such increased absorption can help to replenish groundwater and to decrease flood peaks, as less runoff will flow directly into the stream. Inadequate supply of groundwater may result in reduced flows of water in a stream during dry months, and the inability to sustain stream flow can mean a greater concentration of pollutants at periods of low flow.

**Steep Slopes**

There are limited areas of undeveloped steep slopes in the Boroughs. The greatest concentration of steep slopes is found in the "Slope Area" in south central Dallastown, at the headwaters of a tributary to the Barshinger Creek. In Yoe, areas of steep slope are located in the northwest corner of the Borough (next to the ballfield) and around the perimeter of portions of the Borough Park. In Red Lion, steep slopes are found in the area adjoining Route 624 near Fishing Creek, at the detention pond area near the Mazie Gabel School, in and near Fairmount Park and in the area between the Red Lion Mile and multi-family development to the north.

Slope is measured by the change in vertical elevation (the “rise”) over some horizontal distance (the “run”). This measurement is then expressed as a percentage. For example, if the ground rises two feet over a distance of twenty feet, then the slope is 2/20, or 10%. Areas that have slopes greater than 15% have limitations to development. In general, development of such land can result in hazardous winter road conditions, costly excavation, erosion and sedimentation issues, and accelerated velocity of stormwater runoff. In steep areas, development should be controlled such that natural vegetative cover is maintained to the greatest extent possible, and erosion controls instituted. Without such cover, stormwater runoff can rapidly erode the slopes.

### **Hydric Soils**

Possibly hydric soils are found in the vicinity of the Mill Creek in Yoe and along the tributary to the Barshinger Creek near the southern boundary of Dallastown.

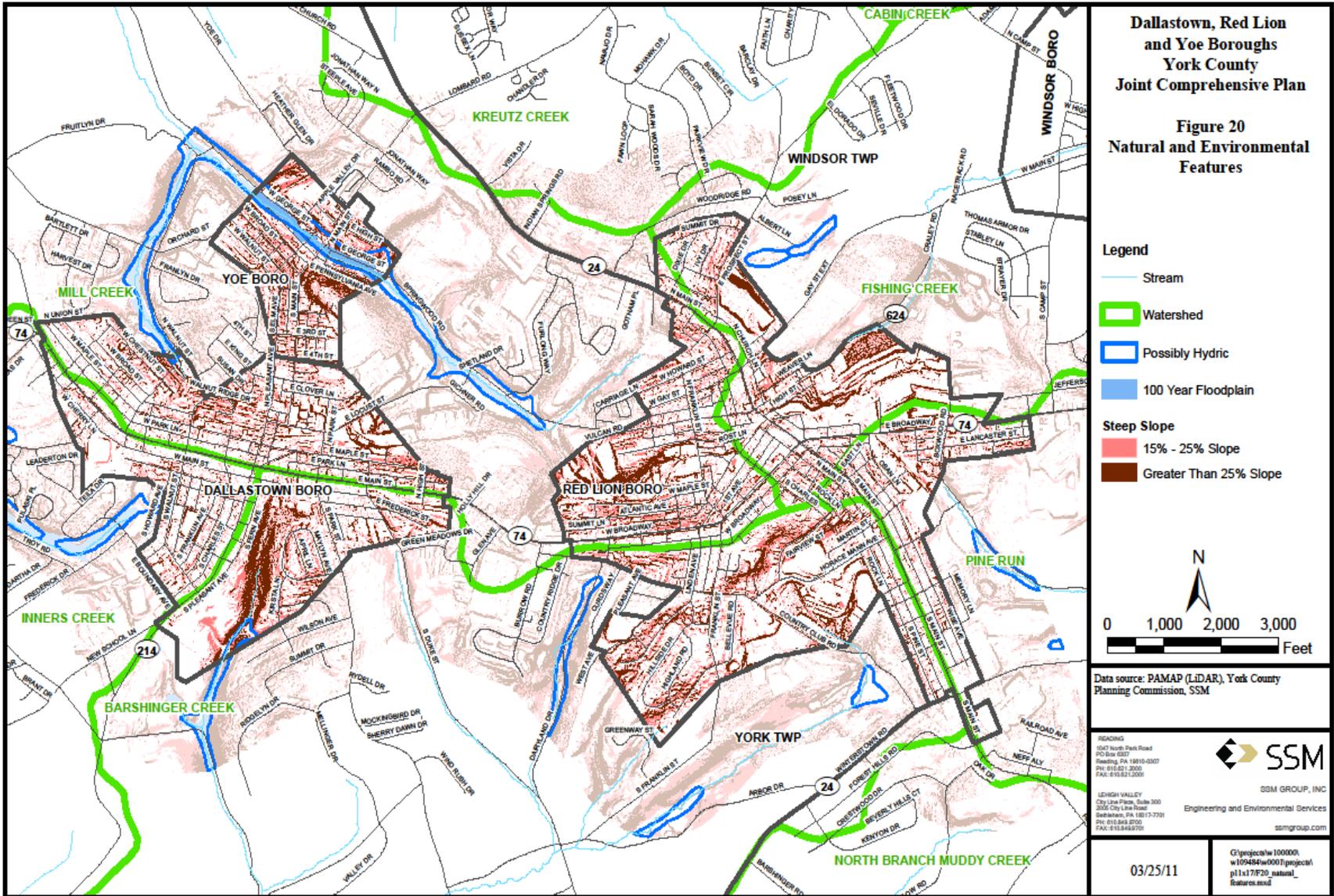
Hydric soils are soils that are flooded, ponded or saturated long enough during the growing season to develop anaerobic (without oxygen) conditions. They are typically poorly drained and have a shallow water table. Lack of oxygen in the soil leads to certain characteristics of wetlands soil such as: non-decomposed plant material, oxidized root channels, and concentrations and depletions of iron and other elements. These soils, if undrained, may exhibit wetland vegetation and be an indicator of wetlands.

### **Wooded Areas**

Given the developed nature of the Boroughs, the extent of wooded areas is not great. Review of aerial photography shows wooded areas at the northwest and northeast corners of Yoe, at the Yoe Park, and east end of King Street in Dallastown. The largest areas of wooded land is found in south-central Dallastown, along the tributary to Barshinger Creek.

In Red Lion, wooded areas are found along Country Club Road on School District property, in Fairmount Park, along Boxwood Road at the eastern Borough boundary, along Route 624 near Fishing Creek, and in the western portion of the Borough between the Red Lion mile and multi-family development to the north.

Wooded areas provide shade, reduce pollution, act as noise barriers, prevent erosion, provide recreational and scenic enjoyment, produce oxygen and provide a habitat for birds and animals.



<b>Steep Slopes</b>	Steep Slopes of 15-25% have 15-25 feet of vertical change in elevation over 100 feet or horizontal distance. Very steep slopes of greater than 25% have a vertical change greater than 25 feet over 100 feet of horizontal distance.	
<p><b>Protection Importance:</b></p> <p>Preserving natural vegetation on steep slopes not only protects the natural habitat along the slope but also helps protect adjacent areas from stormwater runoff related damage.</p> <p>Woodlands are important scenic resources and protecting these areas from development preserves the vistas for all citizens and visitors to enjoy.</p> <p>Wooded steep slopes provide important wildlife and plant habitats.</p>	<p><b>Development Implications:</b></p> <p>These areas are prone to erosion if disturbed by development or timbering practices. In addition, changes in vegetation on steep slopes will effect the concentration time of stormwater runoff, potentially increasing flood, and storm damage to developments downslope.</p> <p>Once disturbed these areas are difficult to mitigate.</p> <p>These slopes present increased costs in development engineering and severe limitations with general road maintenance.</p> <p>Roadways and drives along steep slopes present many driving hazards, especially during the winter months.</p> <p>Increased building costs due to excavating and storm water and erosion controls.</p>	
<p><b>Protection Strategies:</b></p> <p>Protect wooded steep slopes as conservation areas.</p> <p>Limit development on slopes greater than 25%.</p> <p>Require detailed engineering plans for any developments proposed on steep slopes.</p> <p>Require stormwater managements for individual building lots.</p> <p>Require deduction of steep slopes from minimum lot size.</p>		



Slope area in Dallastown



Slope area near Fishing Creek, in Red Lion

<p><b>Floodplains</b></p>	<p>Areas adjacent to a watercourse (stream) temporarily covered by water when the waterway exceeds its bankfull stage. The 100-year floodplain has been determined by the U.S. Army Corps of Engineers as to where water would be during the 100-year flood event. This flood event has a 1% chance of occurring every year, and is not a flood that 'occurs every 100 years'.</p>
<p><b>Protection Importance:</b></p> <p>Prohibiting and limiting development within the floodplain provides for protection of people and property from flood damage and minimizes downstream flood heights.</p> <p>Retention of natural stream floodplain corridors increases groundwater recharge and decreases stormwater runoff.</p> <p>Vegetated riparian corridors serve as buffers to sustain and improve water quality via nutrient removal and erosion and sedimentation control.</p> <p>Floodplain wildlife and plant habitats often support wetlands and hydric soils.</p> <p>Floodplain habitats can provide important open space and recreation areas.</p>	<p><b>Development Implications:</b></p> <p>Residential development within the floodplain endangers both people and property in the event of a flood.</p> <p>Building, structures and filling within the floodplain increase downstream flood elevations and potential for flood damage.</p> <p>Compaction of soils and increasing impervious surfaces along a floodway reduces infiltration and increases the rate of runoff, resulting in increased flooding downstream and higher flow velocities that cause increased flood damage.</p> <p>Removal of the natural vegetated riparian buffer along streams and rivers increases potential for water contamination from surface runoff and erosion.</p> <p>Erosion and storm runoff from development can deteriorate stream banks and cause sedimentation of waterways. Sedimentation of streambeds decreases habitat for aquatic life.</p> <p>Development hinders aesthetic and recreational value of the waterway.</p> <p>Wildlife habitats can be harmed or destroyed by development.</p> <p>Outdoor storage can be washed downstream during flooding. This can have a multitude of problems ranging from polluting the water and surrounding areas with either chemical pollutants or debris.</p>
<p><b>Protection Strategies:</b></p> <p>Prohibit buildings, structures and large amounts of impervious surfaces within the 100-year floodplain to prevent damage to life and property.</p> <p>Limit impervious surfaces in developments adjacent to floodways.</p> <p>Prohibit mobile home developments from floodplain areas.</p> <p>Purchase conservation easements along streams to protect the floodplains and water quality.</p>	

<b>Hydric Soils</b>	These are soils that are wet frequently enough to produce anaerobic (without oxygen) conditions and support unique habitats and influence the biology of the soil. Hydric soils may be an indication of the presence of a wetland.	
<p><b>Protection Importance:</b></p> <p>Hydric soils provide natural groundwater recharge areas which can reduce flooding and manage stormwater runoff.</p> <p>The biologic organisms in hydric soils filter contaminants from water.</p>	<p><b>Development Implications:</b></p> <p>Hydric soils are associated with seasonally high water tables and may cause flooding in developed areas.</p> <p>These soils may be unsuitable for development.</p> <p>Hydric soils may provide poor foundation stability and flooded basements if built upon.</p>	
<p><b>Protection Strategies:</b></p> <p>Provide ordinance standards requiring wetland delineations by qualified professionals.</p> <p>Consider buffers for identified wetlands.</p>		

<b>Wooded Areas</b>	A wooded area is an area populated by trees and other woody plants.	
<p><b>Protection Importance:</b></p> <p>Large contiguous wooded tracts play an extremely important role in the protection of high quality watersheds and water resources.</p> <p>Wooded canopy along stream corridors provides shade to minimize the warming of stream temperatures and reduce impacts to fish and other aquatic species.</p> <p>Wooded riparian corridors help sustain stream water quality by acting as nutrient filters and by stabilizing soil against erosion.</p> <p>Wooded lands provide scenic relief and beauty.</p> <p>Undeveloped woodland allows for relatively high rates of infiltration or groundwater recharge and decrease of stormwater runoff.</p> <p>Buffer development.</p> <p>Purify air.</p> <p>Reduce noise pollution.</p>	<p><b>Development Implications:</b></p> <p>Development of wooded lands can fragment or remove habitat for plant and animal species.</p> <p>Removal of wooded riparian corridors has implications on water quality and clarity.</p> <p>Loss of these resources could have implications on quality of life.</p> <p>Improper development and management of wooded resources can allow invasive species to proliferate.</p>	
<p><b>Protection Strategies:</b></p> <p>Ordinance provisions and standards which require retention of woodland and protection of trees during development; landscaping standards which require native species establishment; limit of clearing until development plan approval; erosion/sedimentation plans, stormwater management; and retention of wooded canopy along watercourses.</p> <p>Provide for maximum lot coverage requirements and minimum open space areas in residential subdivisions.</p>		



Wooded area Along Red Lion Mile

<b>Watercourses</b>	Watercourses encompass bodies of water on the move, most commonly streams. These watercourses serve as habitat for aquatic plants and animals. In addition, streams are important recreational elements.	
<p><b>Protection Importance:</b></p> <p>Water resources can serve an important role in protecting and increasing land values and in the continued development of recreation facilities.</p> <p>Protection of surface water quality directly protects groundwater water quality.</p> <p>Provide important greenway linkages.</p>	<p><b>Development Implications:</b></p> <p>Removal of the natural vegetated riparian buffer along streams increases potential for water contamination from surface runoff and erosion.</p> <p>Erosion and storm runoff from development can deteriorate stream banks and cause sedimentation of waterways. Sedimentation of streambeds decreases habitat for aquatic life.</p> <p>Development can impact the aesthetic and recreational value of the waterways.</p>	
<p><b>Protection Strategies:</b></p> <p>Retain riparian wooded buffers along watercourses.</p> <p>To lessen the impact on scenic and environmental value, limit the types and density of development along streams.</p>		



**Mill Creek in western Yoe**

## **NATURAL AREAS INVENTORY SITES**

The *Natural Areas Inventory of York County, Pennsylvania* identifies important natural areas for receiving protection. No sites are identified in the Boroughs.

## **PROTECTION OF NATURAL RESOURCES**

Natural resources can be protected through ordinances and through administrative means. Provisions in zoning, subdivision and land development, floodplain management, storm water management and wellhead protection ordinances can protect areas of critical resources and minimize the impact of development on those resources. Administrative means, such as Official Maps provide guidance for ordinance provisions and other administrative conservation and acquisition programs. These maps identify conservation priorities, help identify key parcels to be preserved, and serve as a guide to developers as to what lands in their tracts should be retained as open space.

Administrative means include:

- Encourage landowners to grant easements or dedicate land to the Boroughs, non-profit groups, or conservation groups to protect resources. Where necessary, consider municipal acquisition of land. Key resources include the undeveloped portion of Mill Creek in Yoe, which can provide a recreational resource and setting for the Ma and Pa Greenway, and the wooded steep slope area in south-central Dallastown, which has been identified as a possible park.
- Show greenway land along the undeveloped portion of Mill Creek as greenway and the slope area in Dallastown as Park/Protected Area on a regional official map.

## **MUNICIPAL ORDINANCE ACTIONS**

### **Dallastown**

- Strengthen the Slope Zone regulations to further protect wooded areas, watercourses, and wet areas.

Steep Slope Protection Provisions can:

Control and limit development on steep slopes

- Require larger lot sizes and impose stricter impervious restriction for steep slopes 15-25%
- Prohibit or severely restrict development on slopes >25%

Tree and Woodland Protection, Management and Planting Provisions can:

- Limit clearance for development in both subdivisions and land developments
- Require tree protection and replacement during development
- Require use of native species in landscaping
- Establish limited clearance buffer zones around the perimeter of new developments

- Require wetland delineation in hydric soil areas.

## **Red Lion**

- Consider steep slope protection standards.
- Consider tree and woodland protection, management and planting provisions.

## **Yoe**

- Review the municipal floodplain management ordinances to determine whether development should be prohibited in areas which have not already experienced development.
- Enact provisions that will ensure any new development will be done with consideration of steep slope areas and wooded areas.

## **TREE VITALIZE PROGRAM**

The TreeVitalize is a PADCNR-led program to enhance tree canopy cover in the state's more densely populated areas. Trees can be obtained for streets, parks and streamsides. Trees in the Boroughs can contribute to cooler temperatures, reduce storm water runoff and contribute to more attractive and utilized business districts. The Boroughs should consider participating in this program which can provide trees; training for community volunteers; mulch, soil and tree stakes; planting plan assistance; site preparation assistance; and planting assistance.

The Borough would be responsible for:

- Meeting with TreeVitalize field staff to discuss planting projects
- Registering for and completing Tree Tender® training before planting dates
- Collecting tree request forms and/or obtaining property owner permission to plant
- Developing an approved planting and maintenance plan
- Watering, mulching, and pruning trees for the first two years
- Keeping the community informed about the project

**IMPORTANCE OF ENERGY CONSERVATION**

Energy conservation is important for several reasons:

- Homeowners and businesses benefit from less expenditures on energy.
- As traditional energy sources become more limited, energy conservation will be critical.
- Continued reliance on fossil fuels can have significant adverse consequences on people’s health, and can contribute to global environmental degradation.

**POLICIES FOR ENERGY CONSERVATION**

The following policies promote the conservation of energy:

- The Boroughs can utilize energy efficient building systems, with consideration of insulation, lighting, windows and doors, HVAC systems, solar technology, appliances, energy management and control systems, water conservation and building siting.

The Boroughs can look at types of traffic signal and street lighting (e.g.: LED) utilized, fuel efficiency of vehicles, and types of fuel used (e.g.: electricity, biodiesel, ethanol).

- The Boroughs can encourage use of and provide incentives for green buildings in the Region. Green buildings are structures which are environmentally responsible and resource efficient by using sustainable materials, reducing waste and pollution, efficiently using energy and creating healthy indoor environments. Types of techniques include grey water systems (e.g.: reusing household waste water for irrigation), rainwater capture and green roofs.

Green buildings can be encouraged through code requirements, tax incentives, permit fee reductions, education meetings with developers and their architects and engineers, grants and/or loans, and partnerships with utility companies and other agencies concerned with energy conservation.

- The Boroughs can regulate the removal of forest cover and plant trees in urban settings, to reduce summer temperatures.
- The Boroughs can continue to mandate recycling.
- Infill development, redevelopment and revitalization of sites, and adaptive reuse of existing buildings are encouraged. This pattern of development is more energy efficient and can result in savings in fuel consumption and infrastructure. Vehicle miles traveled and vehicle trips can be reduced and trips shortened if development is concentrated and pedestrian scale can be realized.
- Mixed use development can also result in reduced vehicle miles traveled and fewer vehicle trips.

Traditional Neighborhood Development can be utilized to attain more compact development.

- Alternative modes of transportation can result in reduced vehicle miles and vehicle trips. The Greenway and Trail Conceptual Plan is intended to provide increased opportunities for pedestrian and bicycle travel.

When developments or municipal projects are planned, walkways and bicycle lanes should be incorporated as appropriate.

Opportunities to expand the Rabbit transit System beyond what is now provided should be monitored and investigated.

- Use of alternative energy sources can be encouraged. Such energy sources include wind, solar, geothermal, biomass, and hydro.

Borough zoning and subdivision ordinances or other ordinances can address:

- Site design that increases energy efficiency
  - Solar access and solar water heating and photovoltaic electricity production
  - Home businesses
  - Landscaping
  - Lighting
  - Small wind turbines
  - Geothermal heat pumps
- Reduction of traffic congestion can result in reduced travel time and increased fuel savings.
    - Promoting connectivity of developments.
    - Encouraging ride sharing and car pooling.
  - The public should be educated regarding the benefits of green building, energy conservation and sustainable development methods and patterns.
  - Consideration of reduced and more efficient night lighting could save energy, taking safety and security issues into account.

**INTRODUCTION**

The purpose of the Economic Development Plan is to guide public and private decisions that help promote retention, expansion and stabilization of the economic base, plus the creation of quality employment opportunities in the local community. In the Tri-Borough Region, the focus of economic development will be meeting the needs of existing residents and businesses.

Economic development seeks to strengthen a community through the expansion of its tax and employment base and the services provided to the community. A strong tax and employment base allows the community to support a higher quality of life for its residents by improving public services, such as parks, schools, libraries, police, fire, emergency service, sewer and water services. Ideally, economic development should balance economic vitality with stability, environmental protection, and preservation of the Boroughs' small town character. A community's economy directly affects the quality of life. It's important that a community has a variety of employers in its tax base. A community with a broad range of jobs from different sectors will be better prepared to handle economic downturns and cycles. A community that fails to achieve diversity in the job sector can be very susceptible in an economic downturn.

A healthy economy requires a balance between residential and non-residential uses, preserving residential neighborhoods to support commercial areas and provide a workforce. Communities with high quality-of-life amenities attract more affluent and skilled workers and retain existing workforces better than communities with poor quality-of-life amenities. Preserving open space, architecture, and culture helps a community maintain a sense of place and attract people and businesses to the region. We are concerned with providing places and support for the location of economic activity while at the same time protecting and enhancing the quality of life.

**Issues and Objectives**

During the course of the planning process, certain concerns regarding economic factors came to light through the public participation process discussed in Chapter 3, including retaining the local businesses and shops; tax rates in the community; creating additional job opportunities; increasing utilization of vacant and underutilized industrial buildings and areas in Dallastown and Red Lion; attracting residence-serving businesses to Yoe; and attracting restaurants to Dallastown and Red Lion.

There is limited desirable vacant land remaining in the Boroughs, which limits opportunities for new commercial and industrial development to address these concerns. Efforts to address these issues will have to focus on revitalization, appropriate intensification of use, appropriate redevelopment and appropriate adaptive reuse of what exists in the Boroughs and marketing and recruitment activities. The Boroughs have determined that a regional approach is best to address economic development, and this approach is detailed below. Cooperation will involve more than the three Boroughs and associations, committees and commissions within the Boroughs – it will also involve the school districts, adjoining townships, and county and state agencies, such as the YCPC, YCEDC and PADCED. In particular, the Boroughs should make use of the staff expertise of the YCEDC and the various YCEDC programs.

Economic development activities in the Region make sense – it is a very desirable area in which to live and do business. The cost of living and housing is relatively low. The Dallastown and Red Lion school districts are well respected, and people want to be able to send their children to those schools. There is tremendous pride in the community, a rich history, good communication among the Borough staffs and good community facilities and services.

The Region is well located with regard to metropolitan areas and has access to major highways. There are true downtowns, industrial bases and a business and industry friendly climate, with support from the Red Lion Area Business Association. Streetscape improvements have been implemented in Red Lion. There are commercial and industrial areas and buildings which still afford adaptive re-use and revitalization opportunities. The Boroughs intend to embark upon regional economic development activities involving a broad spectrum of participants, including County agencies.

ESRI and target industry data is valuable in identifying prospective businesses for the Region as part of economic development activities. ESRI data in Appendix 10 indicates that there is demand in the region for dining out, general merchandise and clothing business, among others. The YCEDC has identified target industries to try to recruit for York County.

Economic development activities will involve a broad spectrum of elements, and will include:

- Enhancing downtowns as unique shopping destinations and mixed use environments through streetscape programs and marketing the downtowns.
- Encouraging the adaptive reuse of vacant and underutilized properties in the Boroughs through zoning revisions and recruitment.
- Protecting historic resources as discussed in Chapter 11.
- Retaining existing desirable businesses and industries and supporting their appropriate expansion where feasible.
- Identifying strategies to attract desirable businesses, such as restaurants.
- Addressing parking issues discussed in Chapter 8.
- Encouraging resident-serving businesses to locate in Yoe through zoning revisions and recruitment.
- Facilitating pedestrian access to businesses by improving connections between parking areas and businesses through parking management and parking facility enhancements.
- Establishing zoning standards to improve the design and appearance of commercial areas.
- Supporting revitalization efforts for the downtowns.
- Supporting streetscape enhancements in commercial corridors.
- Fostering retention of local businesses.

- Making appropriate zoning revisions in support of economic development, as discussed in Chapter 6.
- Planning efforts such as downtown master planning, streetscape planning, corridor planning and capital improvements planning.
- Participation in available county and state programs.

## **A REGIONAL APPROACH**

Economic development planning is not only the responsibility of the Borough officials. Local economic development groups, non-profit organizations, business and property owners, and State legislators all have a stake in the economic well being of the Boroughs. The Boroughs have access to several economic development business association and enhancement groups, such as the York County Economic Development Corporation (YCEDC), Red Lion Area Business Association, Dallastown Beautification Committee and Red Lion Redevelopment Commission. These groups should work together with the Boroughs to establish a consistent approach and common focus for future economic development and work closely with the public and private sectors to avoid duplication of efforts. This plan recommends that a regional economic development committee comprised of Borough officials and representatives of these groups be formed to further accomplish economic development in the Region.

The regional economic development committee (EDC) should also have representation from the Dallastown Area and Red Lion Area School Districts, non-profits, such as Lions Clubs, and coordinate with York and Windsor Townships. The YCEDC can use its tools, data, staff and other resources to support the functioning of the EDC. The school districts are very strong and centers of activity with very strong sports programs. The EDC can evaluate how this element of pride and activity can be exploited for greater sense of community and economic gain for the Region and identify other elements of similar strength that can be foundations for additional growth. Students can be involved in event planning, can be the focus of some activities and can provide artwork, entertainment and advertising elements in the downtowns.

While regional cooperation will be emphasized, all three Boroughs should benefit from the Committee's activities over time. The EDC can address specific topics in each municipality, such as parking management (enhancement, visibility, wayfinding and sharing of parking facilities) and downtown master planning. Within a regional framework, objectives will be to:

- Promote, strengthen and expand business opportunities in each downtown to strengthen the overall Tri-Borough Region.
- Preserve and enhance the predominant characteristics of each Borough to maintain their individual uniqueness.
- Recognize that each downtown should be a gathering place (destination) for the Region.

In the planning of events in the Boroughs, a more regional focus should be used by the EDC. Events now limited to one Borough could be opened up to three Boroughs. New events can be planned as joint efforts among the three Boroughs, School Districts, and Non-Profits. Events could be rotated among the

three Boroughs, utilizing municipal parks or accessible locations closer to downtowns. The School Districts, Boroughs, and other groups could plan activities to build upon school activities, such as sports events.

Activity and success attracts more activity and success. Short term, this may mean creating 'staged' activity in order to gain mass and sense of rebirth. This can be done through establishing a special events calendar. This may start out quite simple, and small with one or two events per year and slowly adding elements to a monthly activity. Activities should be varied but engaging and could include: neighborhood night out, porch walk/artisan event, holiday tours, garden tours, classic car night, back to school night, sports night or pep rally – all should include some type of food offering.

The EDC should target 2011 for the initiation of a rotating Tri-Borough-wide happening, such as a first, second, third, or fourth Friday, such as is held in York and Lancaster. Food vendors from the region could set up stands. Art, music, crafts and dance from school students and other groups in the community could also be featured.

## ENCOURAGING ECONOMIC VITALITY IN THE REGION

### Targeted Investment Areas

In the case of the three Boroughs, the major components of the economy are the industrial areas in Dallastown and Red Lion, the three Borough Centers, and the peripheral commercial development on Main Street and Broadway in Red Lion, George Street in Yoe and Main Street in Dallastown. In recognition of this, the Future Land Use Plan (Chapter 6) discusses targeted investment areas, including Industrial Revitalization areas (where the focus is on retaining business and increasing the utilization of existing buildings), Downtown Revitalization areas (where the focus is on enhancing downtowns and retaining existing and attracting new businesses) and Commercial Enhancement areas (enhancing peripheral commercial areas to keep them vital and an asset to the community). Policies for these areas are discussed in the Future Land Use Plan chapter.

### Downtown Master Planning

To further revitalize downtowns, a joint Downtown Master Plan is recommended for the three Boroughs. In 1999, Red Lion prepared such a plan, *Strategies for Strengthening the Borough Center*. That plan led to completion of successful initiatives in downtown Red Lion, and now it would be appropriate to prepare a joint plan to continue the process of revitalization. Such a plan would have detailed recommendations for building, streetscape, public space, signage, programmatic, transportation, and parking enhancements; guidelines for accomplishing jobs, services, shops and residences in proximity; suggestions for encouraging additional periods of activity in the downtowns; suggestions for clustering of uses to facilitate interaction; and strategies for achieving walkable, attractive and distinctive business districts.

Elements of the downtown master planning will include:

- Walk each business area and note the existing strengths of each, i.e., type of businesses, duration of business, parking, ease of access, architecture, etc.
- Build on the existing strengths of each community.
- Work on recruitment, but focus on service and hospitality entities first.
- Build on uniqueness of area – specifically the style of architecture from the 40's, 50's, and 60's. Also small town/village character.
- Work with existing businesses to utilize window space 24/7 (for all businesses). Educate on appropriate window displays or allow other groups to display to fill window space. Leave lights on in evening to encourage activity and interest in evenings.
- Consider infill and reuse development to expand opportunities in downtown areas.
- Develop an economic vision for the Tri-Borough downtowns and appropriate focus for each individual borough.

- Review key streetscape improvements necessary to encourage re-investment by business entities in downtown. A more detailed streetscape plan can be done in the future after activity increases.
- Focus first on easy strategies as well as existing activity areas.

Once a downtown master plan is in place, it is important that responsibility is assumed for implementation of the plan and managing strategies for revitalization of the Borough's main streets. This responsibility could lie with the EDC, a Main Street or Elm Street Manager, Borough staff member, or group such as a Business Improvement District. It will be important to forge a public and private partnership for investment in the main streets.

### **Design Considerations and Historic Resources Preservation**

As noted in the Introduction, economic development can be linked to providing attractive spaces for people, preserving the heritage of the Region and generally enhancing the quality of life in the Region. It is important to consider design elements in the Boroughs (see Chapter 7, Design Considerations) and preserve the historic resources and traditional architecture in the Boroughs (see Chapter 11, Historic Resources Preservation). Some of the key concepts discussed in those chapters are:

- Respecting architectural traditions of the Boroughs
- Retaining the character and integrity of traditional and historic buildings
- Unveiling architectural features which have been covered up
- Retaining existing buildings and encouraging any new building and uses to be in character with the downtowns, while discouraging uses and buildings which would transform the character of downtowns
- Enhancing gateways to Boroughs and the downtowns
- Protecting traditional Borough streetscapes
- Enhancing parking areas and access to downtowns from parking areas, improve wayfinding to parking areas and manage existing parking better
- Making the Boroughs more walkable and pedestrian friendly
- Protecting the character of historic districts
- Providing spaces for people, such as outdoor dining spaces
- Having appropriate signage control and encouraging more attractive signage
- Encouraging landscaping enhancements

- Improving the quality of businesses by helping them be more customer responsive and competitive
- Helping to maintain existing businesses and encouraging patronage of those businesses
- Encourage new development to be compatible with, and integrated into, existing attractive streetscapes when appropriate, with consideration of:

### **Marketing and Operational Considerations**

The EDC, working with the YCEDC and a regional business association such as the Red Lion Area Business Association can market the Borough downtowns. This could involve participating in any County-wide initiatives, such as a downtown heritage trail. Local initiatives could include developing a unique branding message for signage, banners, brochures, directories and maps. Marketing themes could be related to regional market niches or heritage, such as the Ma and Pa Railroad or the cigar industry. Area special events could help market the boroughs' branding message. Information networks should be created to promote events and recruit volunteers. Local businesses should also consider establishing longer operating hours in the evening, and brainstorm strategies to capture high traffic volumes and additional business off of Route 24 and 74.

Other marketing activities include identifying potential new businesses to be recruited and identifying underutilized and vacant buildings, notifying the YCEDC, and helping to find uses for them. Financial institutions can be encouraged to establish loan pools for business start-up and façade and other physical improvements. The EDC and RLABA can identify other sources of money for physical improvements to businesses and offer assistance to or find assistance for, businesses to make them more customer responsive and competitive.

A list of current business entities within the Tri-Borough Area should be maintained. This listing would be helpful to better understand the current business mix and identify needs of the businesses. Information should include how long in business, current space utilized, perceived challenges as a business in the community, specific business needs, and any perceived business clustering existing or possible.

### **Existing Economic Revitalization Initiatives in the Region**

There are several initiatives in the Region which will contribute to economic revitalization, including efforts to plan the Ma and Pa Greenway and establish a farmers market in downtown Red Lion, Red Lion Borough streetscape enhancements on Main Street and CDBG program improvements in the Boroughs, such as street and sidewalk improvements. Other existing efforts include:

#### **Red Lion Tax Abatement Program**

Properties in the Industrial Zone, Commercial Zone, and the Borough Center Zone are eligible to participate in the Local Economic Revitalization Tax Assistance Law (LERTA) which authorizes local taxing authorities to provide for tax exemption for certain deteriorated industrial, commercial and other business properties.

Certain uses qualify for this tax abatement program which requires improvements be made to the property. The percentage of additional assessment attributable to the improvements to the property exempted from real estate taxes is on a decreasing scale with 100% the first year, down to 10% in the tenth year.

### **Red Lion Redevelopment Commission Facade Improvement Loan**

The Red Lion Redevelopment Commission has available no-interest loans for facade improvements to business properties in downtown Red Lion. This program is designed to help revitalize downtown Red Lion as a business and commercial center.

Facade improvements are changes to the face or front on a building to improve its appearance and restore it to the period in which the building was constructed. The no-interest loans are available for 50% of the facade improvement costs up to a maximum of \$20,000. The remaining 50% of the improvement costs may be obtained through the use of the owner's own resources or through a bank loan. Repayment of the no-interest loan will be negotiated, but repayment need not begin until commercial facade improvement loans have been first satisfied. A maximum of 5 years may be granted for repayment from the time the commercial loan is satisfied or from the time the no-interest loan is conveyed through this program if the owner's funds are used.

### **Red Lion Borough Council Façade Improvement Loan**

Red Lion Borough Council also has a façade loan available for \$7,500. The program provides matching loans of up to \$7,500, \$2,500 of which is a grant. The loan is interest free.

### **Red Lion Area Keystone Opportunity Zone (KOZ)**

The Red Lion Area Keystone Opportunity Zones are specific areas with greatly reduced or no tax burden for property owners, residents and businesses. The KOZ has been designated by Red Lion Borough, Windsor Township, York Township, York County, Red Lion Area School District and the Dallastown Area School District and approved by the Commonwealth of Pennsylvania.

Binding ordinances and resolutions were passed granting the waiver, abatement or exemption of certain state and local taxes. Depending on the situation, the tax burden may be reduced to zero through exemptions, deductions, abatements, and credits for the following:

State Taxes: Corporate Net Income Taxes, Capital Stock & Foreign Franchise Tax, Personal Income Tax, Sales & Use Tax, Bank Shares and Trust Company Shares Tax, Alternative Bank and Trust Company Shares Tax, Mutual Thrift Institutions Tax, Insurance Premiums Tax

Local Taxes: Earned Income/Net Profits Tax, Business Gross Receipts, Business Occupancy, Business Privilege & Mercantile Taxes, Local Real Property Tax, Sales & Use Tax

The Red Lion KOZ includes 13.6 acres owned by the Borough (Red Lion Industrial Park) and approximately 4 acres on Broadway. The above listed tax benefits will remain in place until **December 31, 2013** after which they will expire.

## **Red Lion Mile**

The Red Lion Mile is a one-mile walking and biking path through the heart of Red Lion. It starts at the Red Lion Historical Society Train Station, continues under the North Charles Street bridge, and then continues to Springwood Road along the old Maryland Pennsylvania (“Ma & Pa”) railway line. This is Red Lion’s portion of York County’s Rails to Trails Recreational Project.

The trail from North Franklin Street to Springwood Road is ready for use and is being maintained by the Red Lion Public Works Department.

## **Other Local Organizations**

Other local organizations play an important role in economic development. The Dallastown Beautification Committee is involved in such activities as tree planting on Borough streets, thereby enhancing streetscapes. It is also working to enhance gateway treatments in the Borough and the streetscape of the square on Main Street.

The Red Lion Area Business Association (RLABA) serves as a forum for the exchange of ideas among small business owners. It also provides entrepreneurial support, supports gateway treatments, and has promoted police foot patrols in Red Lion (Feet on the Street program).

The Dallastown Area Historical Society and Red Lion Area Historical Society continue efforts to preserve elements of the past in the Boroughs. Both societies maintain buildings and raise money for their activities. The Red Lion society is enhancing the train station site along Main Street.

## **Role of Land Use Regulations**

The zoning maps of the Boroughs should continue to designate areas for commercial and industrial activity consistent with the Future Land Use Plan.

The Boroughs should maintain zoning policies which allow viable and appropriate use of buildings, particularly in the Targeted Investment Areas identified in Chapter 6. Flexibility should be built into zoning ordinances with regard to permitted uses in order to facilitate the re-use of vacant and underutilized buildings. Adaptive reuse of buildings is also discussed in Chapter 6.

Borough zoning ordinances should provide efficient plan processing procedures for economic development projects so such projects are not discourage nor unduly delayed. See also the discussion of infill promotion strategies in Chapter 6.

Zoning ordinances should also permit and establish appropriate standards for home based businesses pursuant to the MPC and for home occupations. Zoning ordinances should also promote mixed use of downtowns. The presence of dwelling units makes for a more active downtown throughout the day and provides customers for businesses. Use of the ground floors of buildings in downtowns for commercial use, with residential uses on upper stories, can be encouraged.

Additional zoning tools are described in the list of economic development programs in Appendix 8. This includes incentive zoning and overlay zoning. To encourage economic activity to locate in the Boroughs

and encourage businesses to provide streetscape amenities, incentive zoning may be used to offer developers higher density or intensity at reduced requirements in return for provision of amenities.

Corridor overlay zoning was discussed in Chapter 7. Overlay zoning can be used to provide for incentive zoning in the Route 24 and 74 corridors with the intent of enhancing those corridors.

### **Related Planning Efforts**

In this chapter and those on future land use and design elements, downtown master planning (revitalization and redevelopment planning) and streetscape planning are discussed. Additional planning elements include corridor planning and capital improvements planning. The YCPC works with municipalities on corridor planning studies. Such studies with Windsor and York Townships would be appropriate for the Route 24 and 74 Corridors. Corridor Planning is intended to improve the functioning of the corridors.

A Capital Improvements Plan (CIP) programs local capital expenditures over a 5 or 10 year period. The improvements which are programmed can contribute to the attractiveness and functioning of the Borough, thereby enhancing the quality of life and business climate. Infrastructure improvements which directly support economic development can also be programmed.

### **Coordination with County and State Agencies**

County and State agencies can aid the Boroughs in economic development efforts. Primary contacts are the York County Economic Development Corporation (YCEDC), York County Planning Commission (YCPC), Redevelopment Authority of the County of York (RACY), and York County Industrial Development Authority (YCIDA). The YCEDC provides municipal economic development services and has business attraction, retention and expansion programs. The YCEDC's marketing plan and business retention and expansion programs focus on businesses in target industries in the County, such as energy, biomedical and health care. The Boroughs should work with the YCEDC to determine what can be done to attract such businesses as alternative energy sales offices to the Region. Opportunities for businesses in the Region achieving designation under the Foreign Trade Zone (FTZ) program can also be pursued with the YCEDC.

The employability of the Region's residents can be improved with workforce support and development. In turn, businesses need to be able to meet workforce needs. The YCEDC's Office of Workforce Development helps address employers' current and future workforce needs. The William F. Goodling Regional Advanced Skills Center created by YCEDC provides manufacturing and business training in targeted skill areas.

The YCPC has Community Connections and Technical Assistance Programs which provide information to and grant writing, training and planning guidance to municipalities. The YCPC also administers the York County Heritage Program, which designates sites for listing on the York County Heritage Program website.

Dallastown and Red Lion contain an industrial base, including older industrial properties. RACY focuses on redeveloping and rehabilitating blighted industrial properties. Pennsylvania's Brownfield Action Team can serve as a facilitator of brownfields redevelopment by offering incentives through a number of State programs, including PennVEST's brownfields loan program. The YCIDA administers bond programs

which allow for lower-cost financing of eligible business needs including land, buildings, and machinery and equipment costs.

Appendix 6 lists a number of State programs which can be used for plan implementation. Of particular interest are those listed under Downtown/Revitalization/Redevelopment, Economic Development and General Community and Economic Development. The Pennsylvania Department of Community and Economic Development (DCED) is the lead agency. Within DCED, the Community Action Team (CAT) plays a very important role in downtown revitalization. CAT creates priority “impact” projects within a community, assisting with all stages of a project and acting as a single point of contact for all State Departments. An “impact” project is one that is a “community-changing revitalization project that includes multiple components and uses a variety of local, state, federal and private investment sources.”

Two programs administered through DCED which have been important in community revitalization are Main Street and Elm Street.

**Main Street Program** - Main Street grants are often used to enhance the business districts of Pennsylvania’s core communities with improvements to existing businesses, streetscape upgrades and other rehabilitation projects.

**Elm Street Program** - The Elm Street Program was created to bolster the older historic neighborhoods located within walking distance from our revitalized Main Streets. Along with the physical changes they make to the properties, these grants also help create a positive image for the community.

Within Main Street areas, the Anchor Building Program can be used to provide low interest loans to a developer to renovate and redevelop eligible vacant buildings. A loan of up to \$250,000, but not exceeding 30% of project costs, can be made to developers.

A Main Street program can be considered in Dallastown and Yoe, and Elm Street programs considered for all three Boroughs. Candidate sites for the Anchor Building Program could be identified by the Boroughs in designated Main Street areas.

The Boroughs could also consider participating in a regional Main Street program coordinated by YCEDC, which would work with the Boroughs to provide staff support which would spend time in each of the participating municipalities.

The YCEDC can also help the Boroughs and local businesses in efforts to participate in other State programs. As part of the EDC effort, the YCEDC could be asked to dedicate a staff person to assist the Boroughs in their efforts for economic development.

Appendix 9 contains material developed by the Pennsylvania Downtown Center. The first matrix presents the Main Street Four Point Approach. The second table presents the Elm Street Five Point Approach. The third table presents an integrated Main Street/Elm Street approach to revitalization. The program areas in the integrated approach include organizational development; physical improvements (building improvements, streetscape improvements, infrastructure improvements, visual merchandising, graphics, parking and transportation issues and planning, zoning and code issues); asset development and enhancement; community marketing; and safe, clean and green issues.

## **SUMMARY OF RECOMMENDED ELEMENTS OF ECONOMIC DEVELOPMENT PROGRAM FOR THE TRI-BOROUGH REGION**

- Regional Cooperation
  - Three Boroughs, YCEDC, YCPC, Dallastown Beautification, Dallastown Area and Red Lion Area School Districts, Non-Profits, Red Lion Redevelopment, RLABA work together
  - Regional Economic Development Committee is formed
  - Grantsmanship on a cooperative basis is pursued
  - Regional events are held
- Downtown Revitalization and Commercial Area Enhancements
  - Joint downtown master planning is undertaken
  - Streetscape Enhancements - sidewalks, lighting, public spaces, landscaping, street furniture, signage continue
  - Downtown greenery programs continue
  - Gateway treatments are enhanced at Borough and downtown entrances
  - Façade Improvement Program continues in Red Lion and is used in Dallastown and Yoe
  - Design Considerations are incorporated into Borough Zoning Ordinances
    - Respect architectural traditions and historic character
    - Retain character and integrity of buildings and streets
    - Building elements such as height, appearances, location on lot, footprints, scale, materials, details, roofs can be addressed as determined to be appropriate by the Boroughs
  - Farmers market is established in Red Lion in the future
  - Corridor overlay zoning in Route 24 and 74 Corridors is implemented
- Historic Preservation
  - Zoning is updated to provide for historic preservation
  - Historical Societies continue their preservation efforts
  - Walking tours of the Boroughs are initiated
  - Current museums are maintained
  - The Historic Resources Preservation Plan is implemented
- Ma and Pa Greenway/Red Lion Mile/pedestrian enhancements
- Parking Management and Enhancement
  - New public lots are provided
  - Shared parking is utilized
  - Wayfinding and pedestrian access is facilitated

- Parking areas behind buildings and along alleys are managed, improved, and consolidated
  - Zoning requirements and reviewed and flexibility is provided to utilize on-street and off-site parking resources to meet parking requirements
- Business Retention, Attraction and Formation include:
  - Attention to needs of existing businesses
  - Training and education of employees
  - Identifying expansion opportunities
  - Financial assistance is made available to businesses (such as start-up loans)
  - Restaurants are attracted
  - Recruitment of targeted compatible businesses is pursued
  - Available site identification is provided to economic development agencies
  - Clustering of appropriate businesses is encouraged
  - Increased occupancy of vacant and underutilized commercial and industrial buildings is promoted. Buildings should be assessed for reuse and their long-term viability determined.
  - Resident serving businesses are recruited to the Yoe Borough Center
- Transportation Enhancements
  - Traffic calming in major road corridors (Routes 74 and 24)
  - Road Interconnections to relieve congestion
  - Pedestrian safety enhancements
  - Corridor planning on a regional basis for Routes 24 and 74 corridors
  - Access management in commercial areas
- Zoning flexibility for existing buildings
  - Micro enterprises and business incubators are allowed
  - Shared services is allowed
  - Adaptive reuse is fostered
  - Outdoor dining is allowed
- Tax abatement for fixing up deteriorated properties
- Increased utilization of police foot patrols
- Main Street/Elm Street approaches are utilized (see Appendix 9)
- Borough-wide quality of life enhancement efforts
  - Recreation enhancements
  - Special events
  - Affordable/attractive residential neighborhoods are maintained
- Coordinated marketing efforts on a regional basis
  - Publication of successes; programs, events
  - Business directories and maps
  - Coordinated themes/niche/branding message/image
  - Community newsletter(s)
- Contributions for community development from major retailers who enter the greater region

The Future Land Use Plan allocates general land use categories and specifies the recommended types of land uses and densities for those categories. Park/Recreation, Residential, Commercial, Borough Center, Industrial and Public and Semi-Public uses are mapped.

The Future Land Use Plan encourages economic vitality by providing areas for commercial, business and industrial development and supports revitalization in Borough Centers. In conjunction with the Future Land Use Plan, the Economic Development Target Areas Map indicates target areas for Commercial Enhancement, Downtown Revitalization, Industrial Revitalization and Residential Revitalization. Preservation of residential neighborhoods can provide support for local businesses and provide a work force. Providing for open space and preservation of community resources supports the quality of life in the area and can encourage additional investment in the Region.

It is important that community facilities, including recreation and open space, are available to serve the residents of the area. The Community Facilities Plan proposes enhanced and new park facilities and the Ma and Pa Greenway to serve the Region's residents. The Transportation Plan discusses the need to better link residential areas to community facilities and the regional core.

It is necessary to maintain a circulation system which can accommodate generated traffic volumes. In turn, future development should not adversely affect the circulation system. Land use decisions are influenced by the existing circulation system, while at the same time those land use decisions affect the circulation system and the functions which roads are expected to perform. Residential areas should be protected as much as possible from the impacts of through traffic. Addressing congestion in the Route 24 and 74 Corridors is important, as such congestion can affect economic development as well as the quality of life of the Region's residents. Efforts to provide and link a variety of modes of transportation, including auto travel, pedestrian and bicycle trails, and transit service are encouraged, as well as alternative routes.

Traffic calming methods discussed in the Transportation Plan are important to maintain pedestrian safety, and thus the integrity of residential areas and functioning of commercial areas.

Protection of historic districts and attention to design elements is important because it can help maintain the integrity of residential neighborhoods and downtowns. Historic and design considerations can also foster economic development through enhancing the downtown, making it more attractive for investment.

## Interrelationships of Plan Components

	Land Use and Housing	Sewer and Water	Community Facilities	Transportation	Historic Resources and Natural Environment	Economic Development
Land Use and Housing	<ul style="list-style-type: none"> <li>▪ Support existing centers</li> <li>▪ Provide a range of housing opportunities</li> <li>▪ Maintain existing neighborhoods</li> <li>▪ Retain small-town character</li> </ul>	<ul style="list-style-type: none"> <li>▪ Systems continue to be improved to serve residents</li> </ul>	<ul style="list-style-type: none"> <li>▪ Make available to serve area residents, facilitate resident access</li> </ul>	<ul style="list-style-type: none"> <li>▪ Must consider impacts of development on the system</li> <li>▪ Accommodate volumes at acceptable levels of service</li> <li>▪ Existing residential areas should not have excessive volumes and speed of traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide open space system through natural resource protection</li> <li>▪ Protect residential and mixed use areas through historic districts</li> </ul>	<ul style="list-style-type: none"> <li>▪ Impacts on residential areas should be mitigated</li> <li>▪ Provide jobs and services for residents</li> </ul>
Sewer and Water	<ul style="list-style-type: none"> <li>▪ Development should occur where there are adequate facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Review and upgrade existing facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Locate with consideration of ability to serve</li> </ul>	<ul style="list-style-type: none"> <li>▪ Facility improvements should be coordinated with street improvements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Water Supply sources should be protected and pollution prevented</li> </ul>	<ul style="list-style-type: none"> <li>▪ Should not degrade or overburden systems or supplies</li> </ul>
Community Facilities	<ul style="list-style-type: none"> <li>▪ Include facilities to service residents</li> </ul>	<ul style="list-style-type: none"> <li>▪ Major facilities should be adequately served as necessary</li> </ul>	<ul style="list-style-type: none"> <li>▪ Review existing facilities and plans, potential cooperative efforts where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>▪ Should adequately service facilities in the region</li> <li>▪ Consider linkages of community facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Natural areas can provide recreational opportunities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can provide a tax base to support provision of facilities</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>▪ Maintain functional operation and safety</li> </ul>	<ul style="list-style-type: none"> <li>▪ Should be coordinated</li> </ul>	<ul style="list-style-type: none"> <li>▪ Locate major facilities where can be adequately serviced</li> <li>▪ Concerns for school transportation system</li> <li>▪ Consider impacts on system from facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consider existing facilities and plans, coordinate with County and PennDOT</li> <li>▪ Plan improvements to the system</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transportation system should not degrade resources</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access management and necessary road improvements must be considered</li> </ul>
Historic Resources and Natural Environment	<ul style="list-style-type: none"> <li>▪ Protection of resources enhances neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>▪ Systems should not affect areas where harm can occur to important resources</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can incorporate natural features and historic resources</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can facilitate access to resources</li> <li>▪ Maintain system with consideration of existing environment and resources</li> </ul>	<ul style="list-style-type: none"> <li>▪ Existing resources should be protected, enhanced and interpreted</li> </ul>	<ul style="list-style-type: none"> <li>▪ Protecting the natural environment and historic resources can foster economic development</li> </ul>
Economic Development	<ul style="list-style-type: none"> <li>▪ Identify appropriate areas for economic development</li> <li>▪ Provide for commercial, industrial, business uses</li> <li>▪ Neighborhoods provide workforce and market</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can support development at appropriate locations</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contribute to quality of life and the attractiveness of the area, enhancing economic development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Can support economic development</li> <li>▪ Enhance regional transportation system</li> <li>▪ Address system deficiencies to improve business climate</li> </ul>	<ul style="list-style-type: none"> <li>▪ Contribute to quality of life and attractiveness of area to businesses and tourism</li> </ul>	<ul style="list-style-type: none"> <li>▪ Support existing business centers and corridors, and designated economic development and revitalization areas</li> </ul>

## Chapter 16

### **The Action Plan: Initiatives, Strategies and Projects**

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#### **INTRODUCTION**

In order for the vision for the Region to be realized and its goals and objectives accomplished, an action program must be established to implement this Plan. The chapters on Design Considerations (Chapter 7) and Historic Resources Preservation (Chapter 11) discuss important principles, initiatives and concepts basic to this plan. The individual plan elements discuss actions and projects to address specific topics. This chapter provides a summary of the major initiatives of this Plan, and then presents prioritized actions which are necessary for the implementation of this plan. A Regional Cooperation Program is presented. Partners in Actions and sources of funding to implement the plan are discussed, as well as various implementation tools.

#### **Major Initiatives of this Comprehensive Plan**

- Retention of small town character
- Enhancement and revitalization of downtowns
- Provision of additional recreational opportunities and completion of the rail-trail and other pedestrian enhancements
- Enhancement and management of Main Street and Broadway Corridors
- Mitigation and calming of traffic in the Region
- Expansion of intergovernmental cooperation
- Stabilization of residential neighborhoods and residential revitalization where necessary
- Economic development, revitalization and reinvestment
- Management and enhancement of parking resources
- Implementation of the Keystone Principles for Growth, Investment and Resource Conservation

#### **CONTINUATION OF INTERMUNICIPAL COOPERATION/FIRST IMPLEMENTATION STEPS**

The Action Plan is critical to the success of this Comprehensive Plan because it lists the actions to be taken to implement policies and accomplish goals and objectives for the Region. The Pennsylvania Municipalities Planning Code (MPC) enables municipalities to work together to undertake this challenge.

The first step to implementing a multi-municipal comprehensive plan is for the Boroughs to adopt an intergovernmental cooperative implementation agreement that will address future actions, such as revision of ordinances to achieve consistency with the Plan. An example of such an agreement which has been utilized in York County is found in Appendix 4. Relevant MPC provisions are found in Appendix 5. A Regional Planning Committee is established by that agreement. The Regional Planning Committee will review consistency issues; establish the roles for each municipality with respect to implementation of the Plan; amend the Plan as necessary in the future; and cooperate in the regional allocation of land uses through multi-municipal planning and consistent zoning ordinances based on the future land use plan.

The successful implementation of the Tri-Boro Comprehensive Plan involves the acceptance of the Plan Regional Vision and the rendering of direction by the three Borough Councils. Certain areas such as economic development and cost savings through joint purchasing, administration, public works, grant writing and public services require the three Borough Councils to plan on a regional basis. To encourage inter-council communications, the consultant and the comprehensive plan committee recommend that the three representatives of Borough Council meet once a quarter and the three councils meet once a year. The agenda topic for these meetings is "Regional Cooperation."

Cooperation between Planning Commissions and other local organizations in the community as well as cooperation between the Governing Bodies, is vital to the success of this Plan. The citizens of the Region must also stay involved in the planning process. The Goals and Objectives of this Plan should be monitored, and updated when necessary. The Comprehensive Plan is a living document, and should remain a valuable tool for future decision making.

It is absolutely critical that Councils take responsibility for implementation of this Plan. Aspects of implementation can also be delegated to the Regional Planning Committee; a municipal governing body, planning commission or staff; new regional committees formed to address issues such as economic development and transportation; other entity; or combination thereof.

Those responsible for plan implementation should make contact with the identified regional partners and state agencies that can assist in implementation. Contact with DCED (Pennsylvania Department of Community and Economic Development) is necessary, as many programs for implementation start with DCED. As funding for many state grant programs is cut back, it is particularly important that the Boroughs identify opportunities for joint efforts and pursue regional grantsmanship applications. Often priority will be given to funding joint municipal projects. When applying for funding to a state agency, it is important to demonstrate how a project is consistent with the objectives of the agency and the specific funding program. It is also important to demonstrate how the project is consistent with the Keystone Principles discussed in Chapter 1.

Per the MPC, the Boroughs have two years from the adoption of the Plan to make sure that their zoning ordinances, subdivision and land development ordinances, and Act 537 plans, capital improvement plans, and official maps are generally consistent with this Comprehensive Plan. The Boroughs should cooperate to draft consistent zoning and subdivision and land development ordinance language.

To build momentum toward implementation of this plan, a priority project should be chosen for implementation within the next six (6) months, a champion for the project designated, funding secured, and the project begun. This will build momentum toward plan implementation.

### **Initial Implementation Steps**

- \* Execute an Intergovernmental Cooperative Agreement by the Borough Council
- \* Establish Regional Planning Committee
- \* Establish responsibility for plan implementation
- \* Contact partners for implementation
  - Establish a process for regional grantsmanship efforts
- \* Begin the consistency process for municipal ordinances and plans
  - Establish process to discuss intermunicipal consistency, sharing of ordinance provisions and allocation of uses
- \* Choose a priority project(s) to complete to build momentum

### **REGIONAL COOPERATION PROGRAM**

Throughout the comprehensive planning process, the three Boroughs have stressed the need for increased cooperation among them. Chapter 9 contains the Proposed Regional Cooperation program; including on-going cooperative activities; comprehensive plan implementation actions and new organizational/planning efforts. It is important that there be increased communication between the three Borough Councils, to promote the continuation of on-going cooperative activities, but also to discuss the implementation of this comprehensive plan.

Regional committees are recommended to address areas of concern which are of impact beyond municipal boundaries. Including transportation, emergency management, economic development and recreation. As appropriate, such as with transportation and emergency management, cooperation with additional municipalities will be necessary.

## IDENTIFIED PROJECTS IN THE REGION

Based upon input from public information and workshop meetings, focus group meetings, discussions at Comprehensive Plan Committee meetings and review by the Borough Councils, the following implementation projects have been identified.

The Implementation Projects map at the end of the lists shows the location of identified projects.

### DALLASTOWN BOROUGH

The projects in bold have been identified as highest priority.

- **Increase occupancy of vacant/underutilized commercial and industrial buildings**
- **Replace old maintenance building with building to be used for maintenance and recreation**
- **Make water system improvements**
- **Reconfigure Main Street/Walnut Street intersection**
- **Identify additional parking opportunities for customers of Main Street businesses and identify parking management strategies**
- Increase parking opportunities at Cougar Field
- Encourage more efficient parking patterns at Charles Street School
- Develop park in the "Slope Area"
- Main Street streetscape enhancements
- Infrastructure Improvements
- Plan and construct trail(s), including Ma and Pa Greenway
- Provide a public parking lot near Main Street
- Install sanitary sewers in Colonial Heights
- Calm traffic on Main Street, Broad Street, Pleasant Avenue and Walnut Street



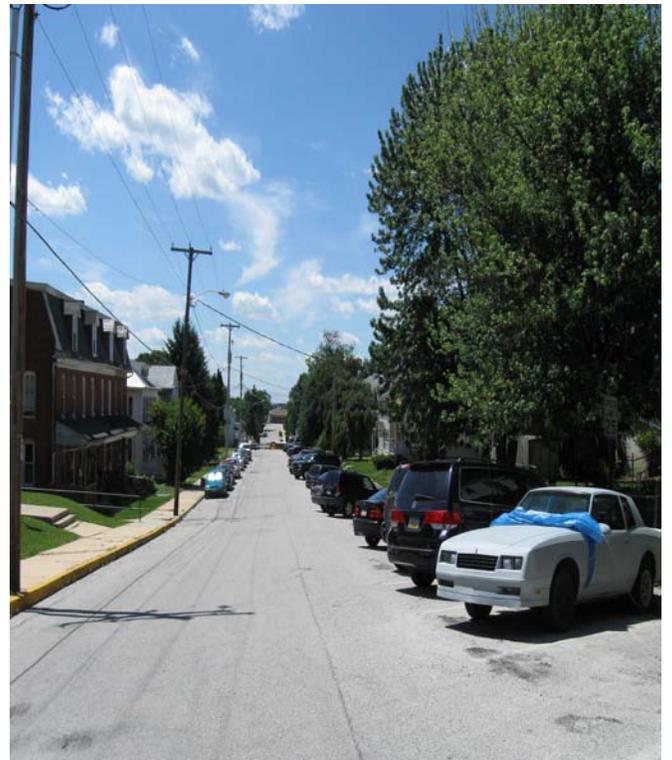
Available commercial property in downtown Dallastown



Maintenance building in Dallastown



Main Street - Walnut Street intersection



On-street parking near Charles Street School



The extent of off-street parking in the vicinity of Cougar Field



Potential park area in Dallastown slope area



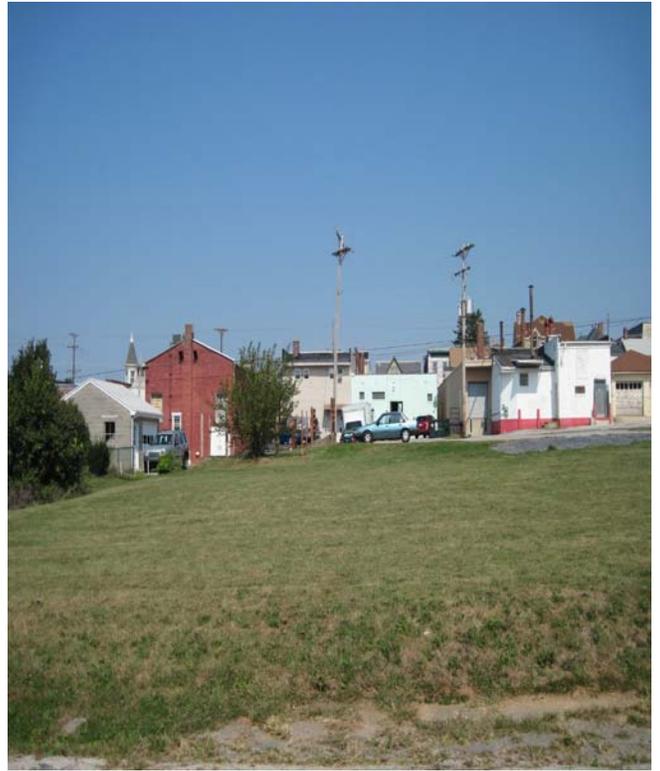
Potential streetscape enhancement area on Main Street in Dallastown



Parking management opportunity in downtown Dallastown



**On-going infrastructure improvements (Walnut Street) in Dallastown**



**Site of possible public parking lot near Main Street in Dallastown**



**Colonial Heights in Dallastown - potential sanitary sewer service area**



**An example of the greenery which can be accomplished downtown (Dallastown)**

## RED LION BOROUGH

Red Lion Borough priorities are as follows:

### **Park Improvements:**

- Remove and replace trees in Fairmount Park, construct restroom facilities, construct additional play areas.
- Construct additional facilities at Redco Avenue and Vulcan Road
- Construct Ma and Pa Greenway with Red Lion Mile

### **Revitalize Borough Center:**

- Restrict residential conversions and encourage reversions to single family
- Develop a parking plan for the Borough Center focusing on existing alleys and lots
- Improve signage for directions to parking facilities and parks
- Complete streetscape project on West Broadway. Add street trees to existing streets

### **Road Improvements:**

- Coordinate projects with Municipal Authority
- Make Lancaster Street connection
- Evaluate additional traffic controls at High and North Charles, North Franklin and High Street
- Develop plan for street improvements on local roads and alleys
- Improve pedestrian access to schools, in particular, Maize Gable and Pleasant View



**North Franklin and West High intersection in Red Lion**



**No pedestrian access to Pleasant View Elementary School along Broadway**



**Charles Street Bridge in Red Lion**



**Incomplete pedestrian access to Mazie Gable Elementary School**



**Incomplete Red Lion Mile**



**Area of Lancaster Street connection in Red Lion**



**Desire to improve Fairmount Park and make it more user friendly**



**Residential Conversion in Red Lion**



**The Difficult to Negotiate Broadway/Main Intersection in Red Lion**



**Need to improve wayfinding to Municipal Lot No. 1 in Red Lion**



**Need for enhancement of parking areas to rear of Main Street in Red Lion**



**High and North Charles intersection in Red Lion**



**One Area for Streetscape Enhancements on Main Street in Downtown Red Lion**



**Proposed park area in western Red Lion**



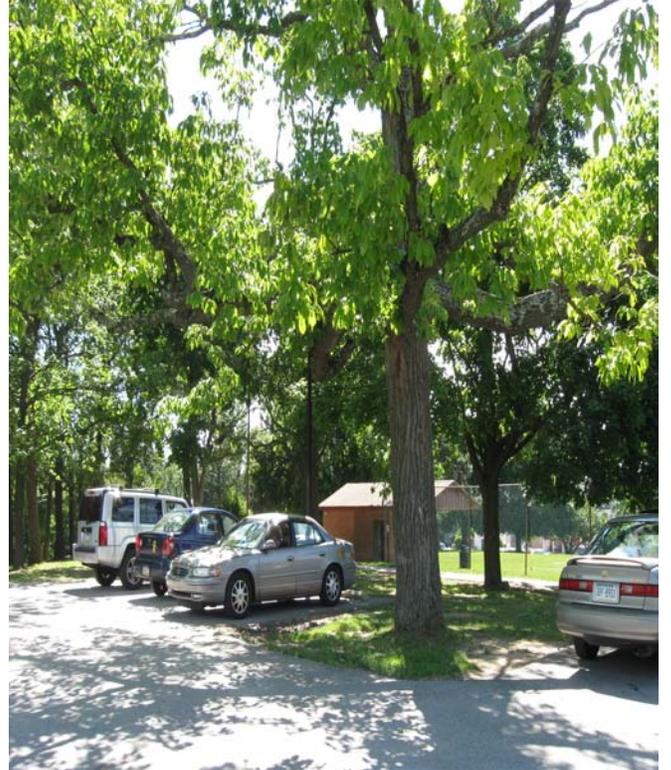
**Area of Mill Street connection in Red Lion**



**Need for sidewalk improvements in Red Lion**



**Drainage improvements are necessary in the area of David Edwards in Red Lion**



**Need for additional and facilitated parking in the area of the Library**



**Tree management is necessary in Fairmount Park**



**Area along Redco Avenue to be leased for recreation fields**

## YOE BOROUGH

The projects in bold have been identified as highest priority.

- **Repair bridges at Mason Avenue and Church Street**
- **Calm traffic on Main Street, George Street, Elm Avenue and Philadelphia Street**
- **Main Street and George Street streetscape enhancements**
- **Address Borough-wide storm water drainage issues**
- **Acquire land for parking area in vicinity of E. Pennsylvania Avenue**
- Encourage additional residence-serving commercial development in or near the Borough
- Enhance parking areas in the Borough
- Identify route/acquire land as necessary for Ma and Pa Greenway
- Create a park at the Main Street/George Street intersection
- Investigate opportunities to improve sight distance at intersections of Pennsylvania Avenue and Water Street with Main Street
- Construct sidewalk on E. George Street
- Construct sidewalk on Maple Street to ballfield
- Construct sidewalk from Main Street to Borough park
- Straighten dogleg on George Street at Mason Avenue
- Historic preservation of church and other downtown properties
- Coordinate with York Township about future use of Windsor Cigar property



**Mason Avenue bridge in Yoe**



**Church Street bridge in Yoe**



**Streetscape enhancement opportunities on Main Street in Yoe**



**One area for potential parking near E. Pennsylvania Avenue in Yoe**



**Vacant industrial parcel in York Township adjoining Yoe**



**Attractive historic building stock in Yoe**



**Southwest quadrant of Main Street - George Street intersection in Yoe**



**Potential commercial property at east end of George Street in Yoe**



One of the unimproved parking areas in downtown Yoe



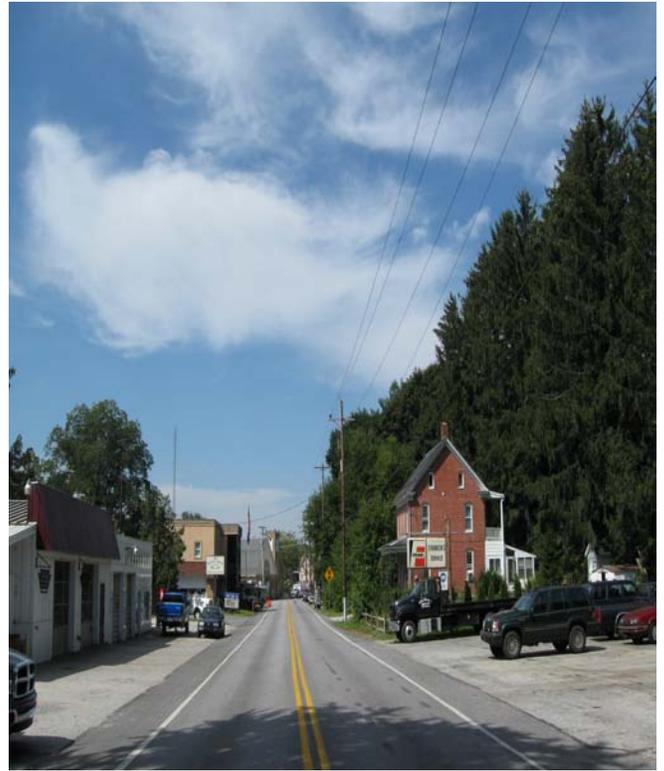
Possible route of Ma and Pa Greenway through Yoe (near Mill Creek)



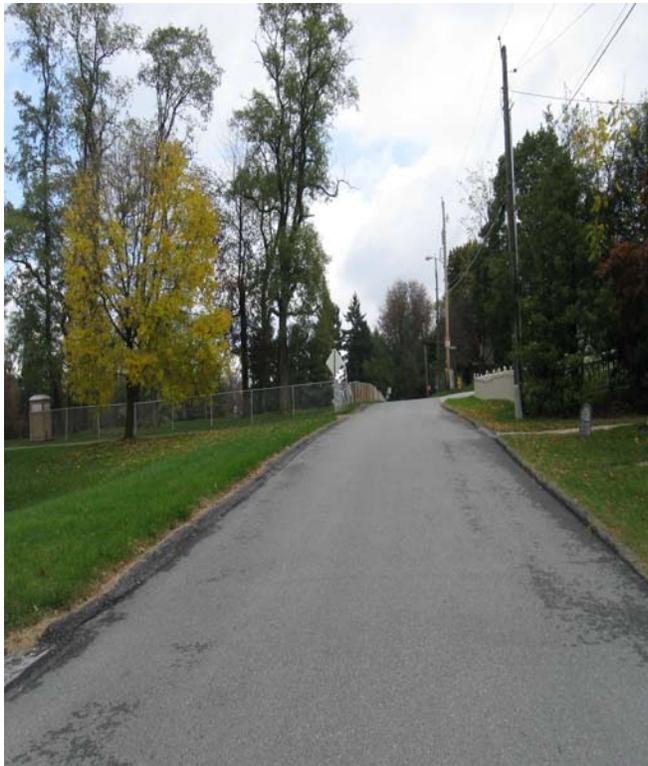
Sight distance concerns at intersections with Main Street in Yoe



**Dogleg on George Street in Yoe**



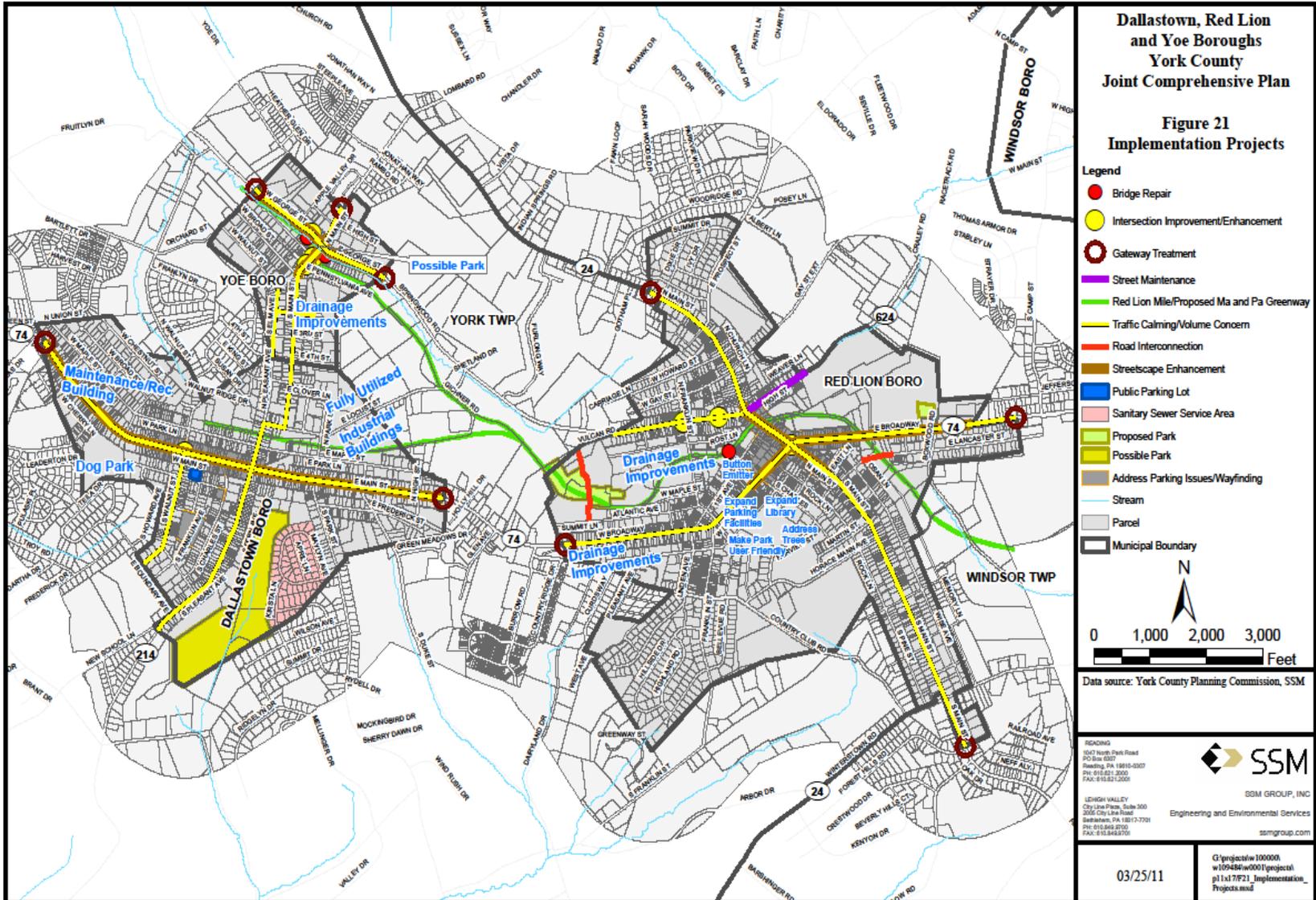
**Lack of sidewalk on East George Street in Yoe**



**No Sidewalk on Maple Street to Yoe Ballfield**



**No Sidewalk from Main Street to Borough Park**



## **IMPLEMENTATION OF PROJECTS AND OTHER ACTION ITEMS**

For each project or action item, the following tables present the project or action item, the time frame for implementation, the local responsibility for implementation, potential partners, and funding sources. Short-range projects are those anticipated for implementation in the next 2 years. Mid-range projects are those anticipated for implementation in years 3 to 5. Long-range projects are those anticipated for implementation in years 6 to 10 or beyond. Ongoing projects would be begun or continued within the next 2 years and continue over a period of time.

Project/Action	Implementation Range	Local Responsibility	Potential Partners/ Funding Sources
<b>REGION-WIDE</b>			
Coordinate regionally on emergency management planning	On-going	Borough Councils, Emergency Management Coordinators	York County Emergency Management, Windsor Twp., York Twp.
Implement parking management programs	On-going	Borough Councils, Landowners, Regional Transportation Committee, EDC	YCPC, PADOT
Improve communication with the regional police department, increase foot patrols in the Boroughs	On-going	Borough Councils, Regional police dept.	
Utilize rental unit licensing and inspection	On-going	Borough Councils and Staffs	
Utilize façade improvement programs	On-going	Borough Councils, Red Lion Redevelopment, EDC	PADCED
Utilize code enforcement to enhance the building stock	On-going	Borough Councils and Staffs	
Encourage home ownership, rehabilitation and renovation	On-going	Borough Councils, Property Owners, Banks	YCPC, PHFA, PADCED
Enhance neighborhood infrastructure (sidewalks, curbs, streets, utilities, lighting)	On-going	Borough Councils	YCPC, PADOT, PADCED, PENNVEST, USDA
Implement historic preservation programs	On-going	Borough Councils, Historical Societies, Historic Commissions	PHMC, Historic York
Utilize downtown greenery programs	On-going	Borough Councils, Red Lion Redevelopment, RLABA, Dallastown Beautification, Landowners	
Implement Regional Cooperation Program	On-going	Borough Councils and Staffs	YCPC, YCEDC, Windsor and York Township
Implement the Red Lion Municipal Authority Source Water Protection Program	On-going	Red Lion Municipal Authority, Steering Committee	PADEP, Watershed Alliance of York County
Utilize Capital Improvement Programming	On-going	Borough Councils and Staffs	YCPC, PENNVEST, USDA
Appoint regional Economic Development Committee (EDC) and implement regional economic development program	Short Range	Borough Councils	YCPC, YCEDC, RLABA, Red Lion Renaissance, Dallastown Beautification, Red Lion Redevelopment, York Twp., Windsor Twp.
Appoint regional Transportation Committee to address regional transportation concerns such as traffic calming, access management, congestion management and alternative routes	Short Range	Borough Councils	YCPC, PADOT, York Twp., Windsor Twp.
Sign Intergovernmental Cooperative Implementation Agreement, appoint Regional Planning Committee, begin plan implementation process	Short Range	Borough Councils	YCPC
Update Borough Zoning Ordinances and Maps and SALDOs (see Chapter 6)	Short Range	Borough Councils, Planning Commissions	YCPC, PADCED
Address residential conversions	Short Range	Borough Councils and Planning Commissions	YCPC, PADCED
Address utilization of design guidelines	Short Range	Borough Councils, Planning Commissions	YCPC, PADCED
Prepare Downtown Master Plan and identify strategy for implementation and management of downtown revitalization programs	Short to Mid Range	Borough Councils, Planning Commissions, EDC	YCPC, PADCED, YCEDC, RLABA, Red Lion Renaissance, Dallastown Beautification, Red Lion Redevelopment
Dallastown and Yoe work together to look at options to reroute/define a traffic route for Main Street	Mid Range	Borough Councils	
Look at doing a traffic study for Yoe and Dallastown in the area of Broad Street in Yoe to Park and Pleasant Street in Dallastown	Mid Range	Borough Councils	
Identify a Regional Recreation Board/Agreement/Program	Short Range	Borough Councils, Recreation Board	

Project/Action	Implementation Range	Local Responsibility	Potential Partners/ Funding Sources
<b>DALLASTOWN BOROUGH</b>			
Increase occupancy of vacant/underutilized commercial and industrial buildings	On-going	Regional Economic Development Committee (EDC), Landowners	YCEDC, YCPC, Developers, PADCED, PADEP, PENNVEST, RACY, YCIDA
Make water system improvements	On-going	Dallastown-Yoe Water Authority	YCPC, PENNVEST, USDA, PADCED
Identify additional parking opportunities for customers of Main Street businesses and identify parking management strategies	On-going	Borough Council, EDC, Property Owners	YCPC, PADCED
Infrastructure Improvements, including those of Dallastown-Yoe Water Authority	On-going	Borough Council	YCPC, PENNVEST, PADCED, USDA
Calm traffic on Main Street, Broad Street, Pleasant Avenue and Walnut Street	On-going	Borough Council, Regional Transportation Committee	YCPC, PADOT, PADCED, PADCNR
Encourage more efficient parking patterns at Charles Street School	Short Range	Borough Council, Dallastown Area School District	
Plan and construct trail(s), including Ma and Pa Greenway	Short to Mid Range	Borough Council, Rail Trail Steering Committee	YCPC, PADCNR, PADOT, York Co. Rail Trail Authority, York Twp.
Increase parking opportunities at Cougar Field	Mid Range	Borough Council, Recreation Board, Dallastown Cougar Athletics	PADCNR
Replace old maintenance building with building to be used for maintenance and recreation	Mid Range	Borough Council, Recreation Board	YCPC, USDA, PADCED, PADCNR
Provide a public parking lot near Main Street	Mid Range	Borough Council, EDC	YCPC, YCEDC, PADCED, USDA
Install sanitary sewers in Colonial Heights	Mid to Long Range	Borough Council	PADEP, PENNVEST
Develop park in the "Slope Area"	Mid to Long Range	Borough Council, Recreation Board	PADCNR, Landowners, York Co. Dept. of Parks and Recreation, Conservation Society of York Co., Farm and Natural Lands Trust of York County
Main Street streetscape enhancements	Mid to Long Range	Borough Council, EDC	PADCED, PADCNR, PADOT, YCPC
Reconfigure Main Street/Walnut Street intersection	Long Range	Borough Council	YCPC, PADOT, PADCED, PADCNR

Project/Action	Implementation Range	Local Responsibility	Potential Partners/ Funding Sources
<b>RED LION BOROUGH</b>			
Fairmount Park improvements	On-going	Borough Council, Friends of Fairmount	YCPC, PADCNR
Complete streetscape project on West Broadway. Add street trees to existing streets.	On-going	Borough Council, EDC	YCPC, PADCED, PADCNR, PADOT, USDA, Landowners
Continue making traffic lights generator adaptable	On-going	Borough Council	
Coordinate projects with Municipal Authority	On-going	Red Lion Municipal Authority	YCPC, PENNVEST, PADCED, USDA
Improve signage for directions to parking facilities and park	Short Range	Borough Council, EDC	PADCED, PADOT
Restrict residential conversions and encourage reversion to single family	Short Range	Borough Council	YCPC, PADCED
Evaluate additional traffic controls at High and North Charles	Short Range	Borough Council	PADOT
Develop a parking plan for the Borough Center focusing on existing alleys and lots	Short to Mid Range	Borough Council, EDC, Property Owners	YCPC, PADCED
Get traffic control button at Fire Station	Short to Mid Range	Borough Council	PADOT
Construct additional recreation facilities at Redco Avenue and Vulcan Road	Short to Mid-Range	Borough Council	PADCNR
Construct Ma and Pa Greenway with Red Lion Mile	Short to Mid Range	Borough Council, Rail Trail Steering Committee, Red Lion Mile Committee	YCPC, PADCNR, PADOT, York Co. Rail Trail Authority, York Twp.
Install emitters on [Winterstown, at Fire Station, and at the Square] signal lights	Short to Mid Range	Borough Council	DGS
Evaluate addition of traffic controls at North Franklin and High	Short to Mid Range	Borough Council	PADOT
Historic Overlay District	Short to Mid Range	Borough Council, Historical Commission, Historical Society	PHMC, Historic York
Make Lancaster Street connection	Mid Range	Borough Council	YCPC, PADOT, USDA
Expand Kaltreider-Benfer library	Mid Range	Borough Council, Library	PDE, USDA
Address drainage problems in vicinity of David Edwards	Mid Range	Borough Council	
Facilitate parking in vicinity of library	Mid Range	Borough Council, Library	PADCNR, USDA
Improve vehicular and pedestrian movement at the Broadway/Main intersection	Mid to Long Range	Borough Council	YCPC, PADOT, PADCED
Improve Charles Street Bridge	Mid to Long Range	Borough Council	YCPC, USDA
Connect Vulcan Road and N. Mill Street	Long Range	Borough Council	YCPC, USDA
Improve pedestrian access to Mazie Gable School and Pleasant View School	Long Range	Borough Council, School District	PADOT, YCPC, Landowners, PADCED, PADCNR, USDA

Project/Action	Implementation Range	Local Responsibility	Potential Partners/ Funding Sources
<b>YOE BOROUGH</b>			
Address Borough-wide storm water drainage issues	On-going	Borough Council	YCPC, PENNVEST, PADOT
Acquire land for parking area in vicinity of E. Pennsylvania Avenue	On-going	Borough Council, EDC	YCPC, YCEDC, PADCED, USDA
Enhance parking areas in the Borough	On-going	Borough Council, EDC, Landowners	YCPC, PADCED
Identify route/acquire land as necessary for Ma and Pa Greenway	Short to Mid Range	Borough Council, Rail Trail Steering Committee	YCPC, PADCNR, PADOT, York Co. Rail Trail Authority, York Twp.
Construct sidewalk on E. George Street	Mid Range	Borough Council	YCPC, PADOT, PADCED, PADCNR, USDA
Calm traffic on Main Street, George Street, Elm Avenue, Broad Street and Philadelphia Street	Mid Range	Borough Council, Regional Transportation Committee	YCPC, PADOT, PADCED, PADCNR
Construct sidewalk on Maple Street to ballfield	Mid Range	Borough Council	YCPC, USDA
Construct sidewalk from Main St. to Borough park	Mid Range	Borough Council	YCPC, USDA
Coordinate with York Township re: future use of Windsor Cigar property	Short Range	Borough Council, EDC	YCEDC, York Twp.
Main Street and George Street streetscape enhancements	Mid to Long Range	Borough Council, EDC	YCPC, PADCED, PADCNR, PADOT
Encourage additional residence-serving commercial development in or near the Borough	Mid to Long Range	Borough Council, EDC	Landowner, YCEDC, York Township
Investigate opportunities to improve sight distance at intersections of Pennsylvania Avenue and Water Street with Main Street	Mid to Long Range	Borough Council, Landowners	PADOT
Historic preservation of church and other downtown properties	Mid to Long Range	Borough Council, Historical Commission	PHMC, Historic York
Look at creating parks and recreational options in the Borough when the opportunity arises.	Long Range	Borough Council, EDC	YCPC, PADCNR, PADOT, PADCED
Straighten dogleg on George St. at Mason Avenue	Long Range	Borough Council	YCPC, PADOT, PADCED, PADCNR
Repair bridges at Mason Avenue and Church Street	Long Range	Borough Council	YCPC, USDA
Finish gabion construction from current location to west end of town	On-going	Borough Council	DEP, YCPC
Work with fire and ambulance on enhancing services	On-going	Borough Council	
Connect Borough park with Rail Trail	Mid Range	Borough Council	DCNR, YCPC
Improve Yoe ball field	Short to Mid Range	Borough Council, Parks & Rec Board	
Continue to update Yoe Park for citizen recreation use	On-going	Borough Council, Parks & Rec Board	
Redesign curve for traffic and storm water issues on Orchard/Broad	Mid Range	Borough Council	
Construct sidewalk on Elm and Walnut Streets from 4 <sup>th</sup> Street to Borough Line	Mid Range	Borough Council	YCPC, USDA
Construct sidewalk on West George	Mid Range	Borough Council	YCPC, USDA

## **KEY IMPLEMENTATION TOOLS**

Descriptions of planning tools which can be used to implement this plan are found in Appendix 7.

## **GRANT PROGRAMS FOR IMPLEMENTATION**

Some projects can be funded solely through local funding sources, but many will require grant or loan assistance from state and federal agencies. Appendix 6 contains a list of a number of programs available to help implement the projects identified in this Plan. The programs are grouped by type of initiative, such as Economic Development or Infrastructure/Transportation.

## **AFTERWORD**

The collection of background data and the public participation process enabled the Steering Committee to identify regional issues, linkages and assets and formulate a vision and goals and objectives. Policies are discussed in the chapters regarding the future land use and housing plan, design considerations, transportation and circulation plan, community facilities plan, plan for the reliable supply of water, historic resources preservation, natural resources protection plan, energy conservation and economic development plan.

Now is the time for action to implement the plan, using the action plan as a guide. The action plan discusses the first implementation steps, how the Boroughs should continue to cooperate and the specific projects to tackle. The success of this planning process will be measured by how well the Boroughs work together and individually in the future to accomplish projects and assure that Dallastown, Red Lion and Yoe will remain very desirable communities in which to live, with an enhanced quality of life.