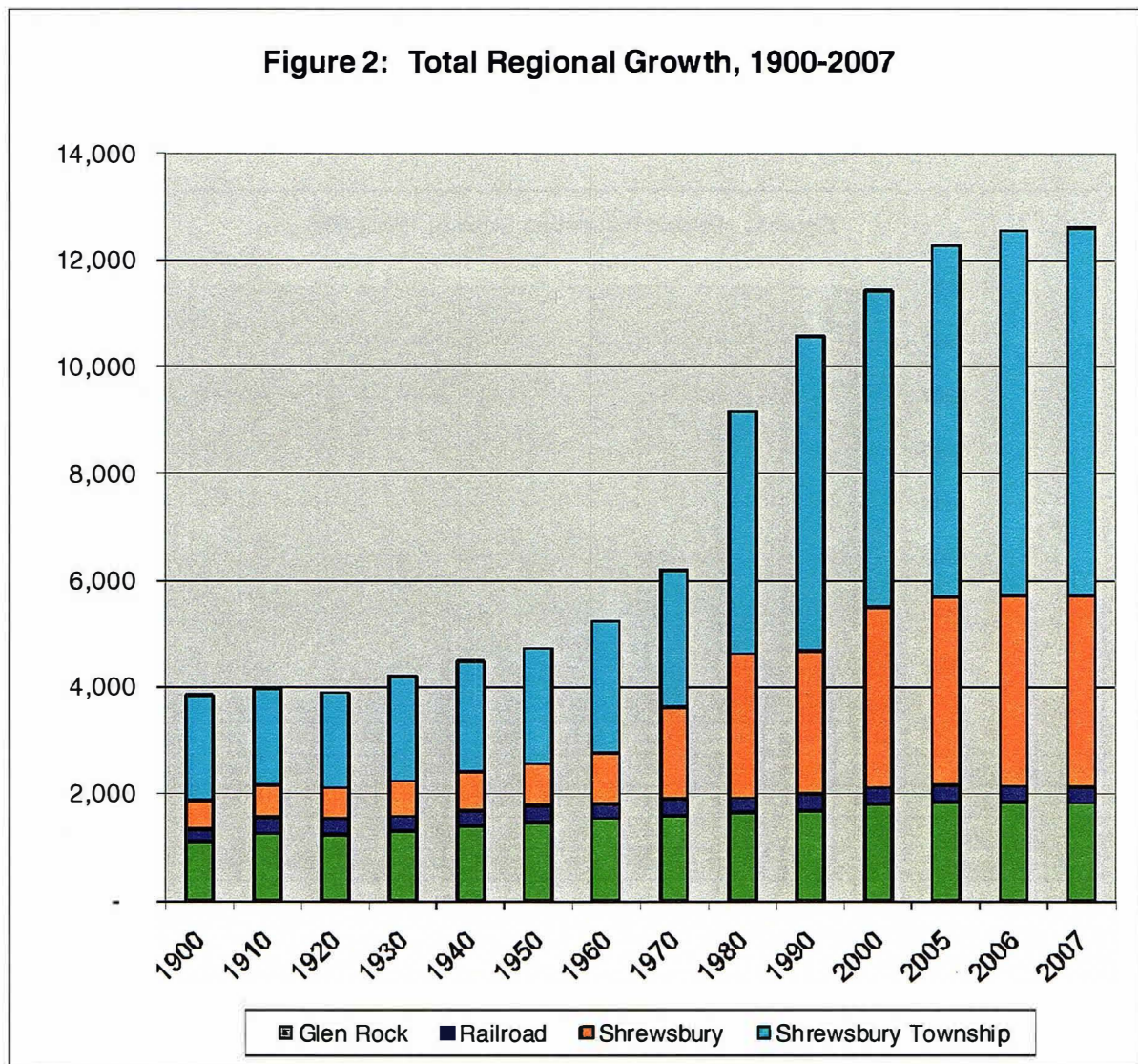


Shrewsbury Borough (shown in **orange**) has experienced the most noticeable growth in the most recent decades, while Railroad Borough (shown in **navy blue**) has exhibited the least variable amount of change over time.

Regional Population Growth

In addition to considering each municipality's historic population growth, it is interesting to look at the Region as a whole. Figure 2, below, helps one to visualize the communities in which the bulk of the Region's historic growth has occurred.

As shown, for all decades since 1900, Shrewsbury Township has represented the largest portion of the Region's population and Railroad Borough the smallest. Shrewsbury Borough has demonstrated the most variation over the 106-year period for which data is presented.



In addition, it is useful to compare recent historic growth rates among the Region's municipalities. This can provide insight into regional factors that are affecting local growth trends. The following table (Table 1) shows the net increase in persons and percent changes in growth from 1950 to 2000 for each of the Region's municipalities. The data is based on the decennial US Census.

Table 5			
Regional Growth Rates, 1950-2000			
Municipality	Net Change (number of persons)	Percentage Change	Average Growth per Decade (1950-2000)
Glen Rock Borough	332	22.5%	3.2%
Railroad Borough	-	-	0.7%
Shrewsbury Borough	2,591	329.2%	27.2%
Shrewsbury Township	3,784	174.9%	20%
Region	6,707	141.9%	15.7%
York County	179,014	88.3%	10.9%

Source: US Census Bureau

As indicated in the table above, between 1950 and 2000, Shrewsbury Township had the most significant net change in population (+3,784) and the second highest percent change in population (174.9%), while Shrewsbury Borough exhibited the highest percent change (329.2%) over the same period.

Looking at the statistics for the Region, the Region has demonstrated a higher percent change (141.9%) for the 50 year period higher than that of York County, and the Region has outpaced the County as a whole in terms of the average growth per decade.

2007 Population Estimates

The US Census Bureau releases municipal population estimates each July for the year prior. Table 6 presents that 2007 population estimates for the municipalities in the Region.

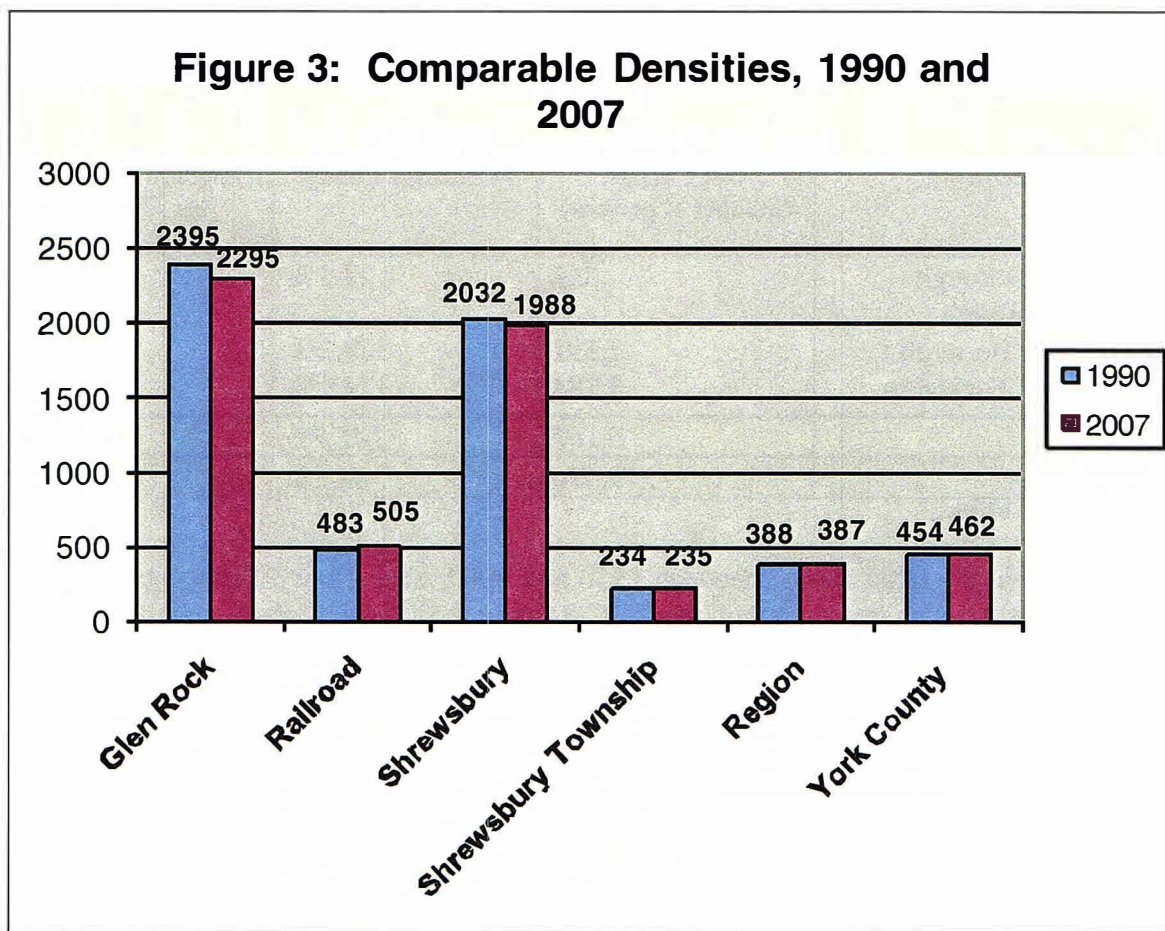
Table 6	
2007 Population Estimates for the Region	
Glen Rock Borough	1,836
Railroad Borough	303
Shrewsbury Borough	3,579
Shrewsbury Township	6,898
Region	12,616

Source: US Census Bureau

Population Density

Population density is another interesting aspect to study. Density is expressed as the number of persons per square mile and is calculated using the following formula: population density = total population/area (mi²). Figure 3 (Comparable Densities, 1990

and 2007) depicts the relative densities for each of the Region's municipalities, the Region as a whole and York County. Density is calculated by using the 2007 population estimates. 1990 population densities are included for comparison.



Source: US Census Bureau

Figure 3 shows that Railroad Borough is the only municipality in the Region for which the population density decreased from 1990 to 2007. It is no surprise that the Region's Boroughs exhibit greater densities than does the Township and the County as a whole.

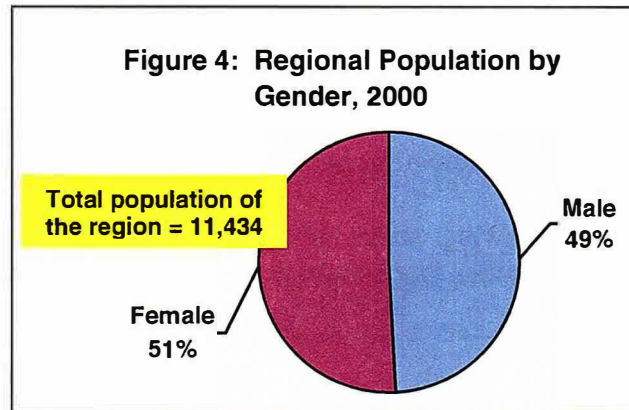
B. DEMOGRAPHIC DATA

In addition to the total numbers of residents and the density at which they are distributed throughout the Region, it is important to consider other characteristics of the Southern York County Region's population. These demographic elements have important bearing upon the types and quantities of public services that may be needed. This section details some of the important demographic data for the Region.

POPULATION BY GENDER

Figure 4 shows the distribution of gender in the region. It comes as little surprise that there is almost an even split of males and females.

Looking at the Region by municipality, that almost even distribution of males and females remains consistent, as shown in Table 7. Shrewsbury Borough has the largest gap between males and females with 48% and 52%, respectively.



Source: US Census Bureau

Table 7: Population by Gender, 2000					
	Total Persons	Total Females	(%)	Total Males	(%)
Glen Rock Borough	1,809	907	50.1%	902	49.9%
Railroad Borough	300	151	50.3%	149	49.7%
Shrewsbury Borough	3,378	1,755	52%	1,623	48%
Shrewsbury Township	5,947	2,994	50.3%	2,953	49.7%
<i>Region</i>	<i>11,434</i>	<i>5,807</i>	<i>50.8%</i>	<i>5,627</i>	<i>49.2%</i>
<i>York County</i>	<i>381,751</i>	<i>194,084</i>	<i>50.8%</i>	<i>187,667</i>	<i>49.2%</i>

Comparison to 1990 data shows little variation. For 1990, the Region was 51.2% female and 48.8% male. Railroad Borough had the largest gap between males and females with 43.5% and 56.5% respectively. Not unlike Census 2000, the 1990 data shows that the Region and York County are very similar in the percentages by gender.

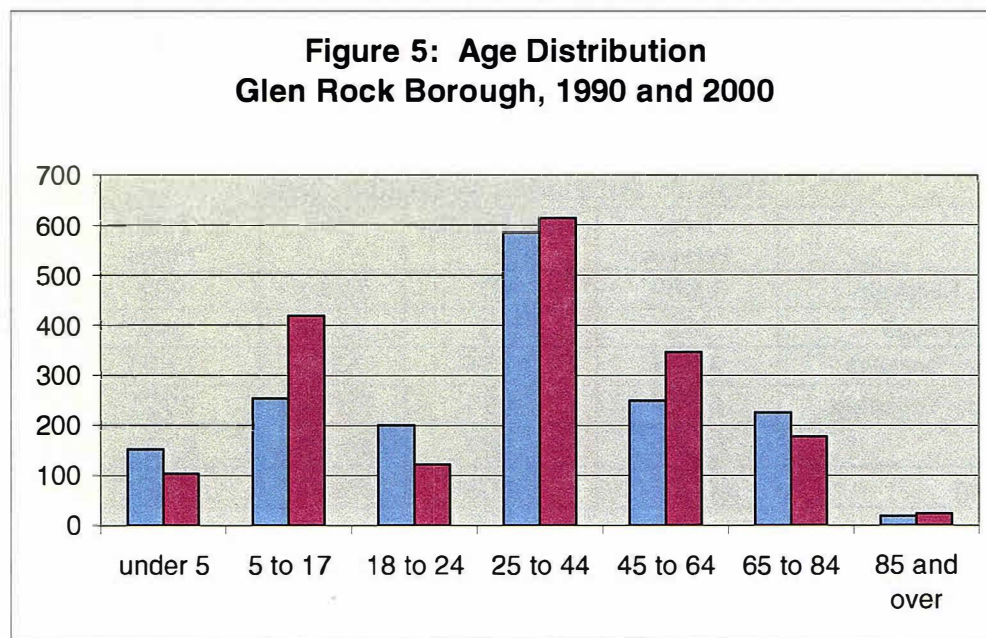
POPULATION BY AGE

A variety of age groups necessitates a variety of public service needs that should be specifically addressed. Age composition data has long been recognized as supplying the elements for school and recreational planning and analyses. Projections of age composition are especially important in determining long range facility needs and land requirements for those school and recreational sites. Age data is also valuable in defining stages of the life cycle that, in turn, are used in studies to gauge activity patterns, household moving behavior, housing and various community facilities and services.

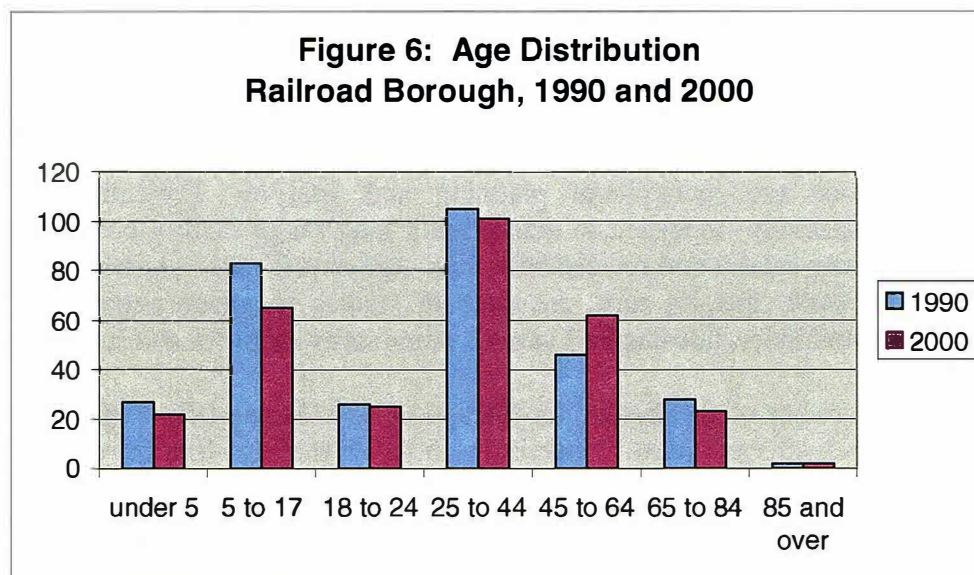
For example, the number of children under the age of five (5) can help to predict future elementary school classroom space. Those in the 5 to 17 year age bracket comprise the school-aged population and have increasing needs in terms of recreation sites and services. The segments of the population included in the 18 to 64 age bracket generally comprise the workforce. The 18-24 year olds may be entering higher education or the labor force and often rely on the rental housing market. This segment of the population is typically more mobile.

Those in the 25-44 year-old segment comprise the younger labor force and tend to be the households with children. The more mature labor force, those aged 45-64 tend to be more settled, less mobile, and at the height of their earning potential. Those over 65 years and over 85 years old, too, have differing demands for health and public transit services and for special recreation service needs.

The following series of figures presents comparative age distribution data for the municipalities that comprise the Southern York County Region.

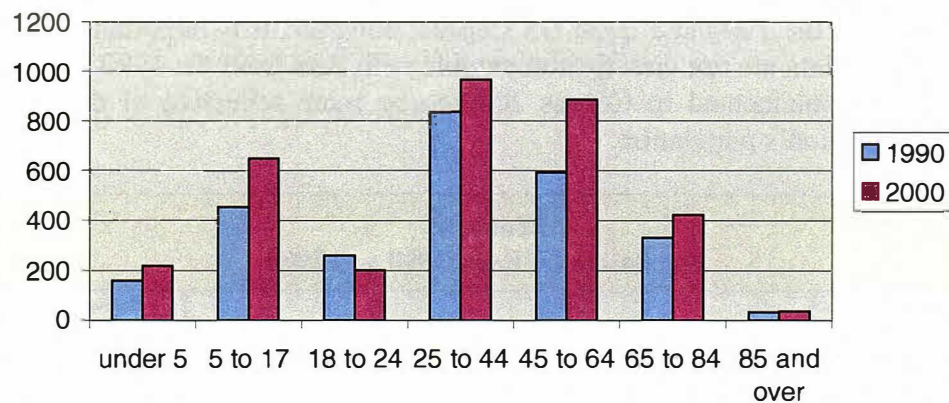


Source: US Census Bureau



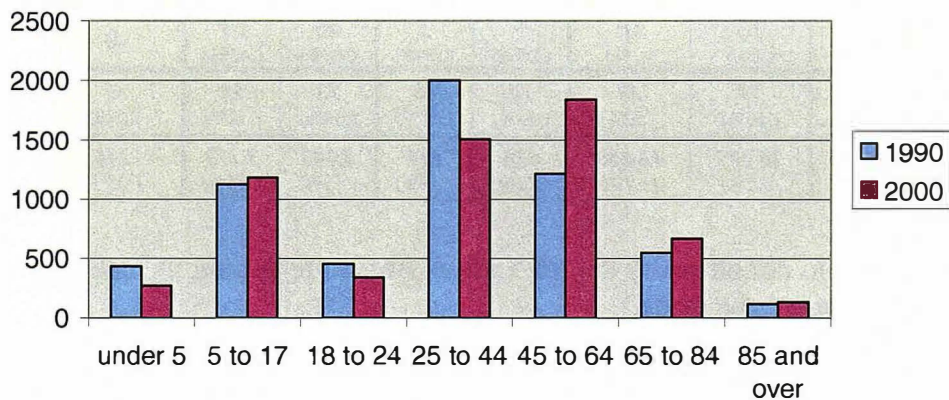
Source: US Census Bureau

**Figure 7: Age Distribution
Shrewsbury Borough, 1990 and 2000**



Source: US Census Bureau

**Figure 8: Age Distribution
Shrewsbury Township, 1990 and 2000**



Source: US Census Bureau

As shown above, in all four (4) figures, the age bracket with the highest number of residents is the 25-44 year olds, however the total number in that age bracket decreased in Shrewsbury Township from 1990 to 2000 by almost 33%. All four (4) charts also show an increase in the 45-64 year old bracket. Shrewsbury Borough was the only municipality in the region to show an increase in those under 5 years of age.

OTHER DEMOGRAPHIC DATA

Other data elements help to describe the demographic composition of the Region. Such data include racial composition, household statistics and education attainment. The following tables illustrate this set of data.

Race

Race, as defined by the US Census Bureau, is “a self-identification data item in which respondents can choose the race or races with which they most closely identify.” Table 8 presents data from the 1990 and 2000 US Census, however, it is important to note that Census 2000 race data are not directly comparable with data from the 1990 Census. New guidelines were implemented in Census 2000 to be more reflective of the increasing diversity of the Nation’s population.

Table 8
Population by Race, 1990 and 2000

Area	White		Black or African American		American Indian or Alaska Native*		Asian*		Native Hawaiian or other Pacific Islander*	Some other race		Two or more races*
	1990	2000	1990	2000	1990	2000	1990	2000	2000	1990	2000	2000
Glen Rock Borough	1,670 (98.9%)	1,774 (99.4%)	0	18 (1.1%)	8 (.5%)	3 (.2%)	8 (.5%)	6 (.3%)	1 (.05%)	1 (.06%)	0	7 (0.4%)
Railroad Borough	317 (100%)	289 (96.3%)	0	5 (1.7%)	0	0	0	0	0	0	0	0
Shrewsbury Borough	2,633 (98.5%)	3,293 (92.1%)	4 (.14%)	27 (.8%)	1 (.03%)	5 (.15%)	25 (.9%)	26 (.8%)	5 (.14%)	9 (.33%)	9 (.27%)	13 (.38%)
Shrewsbury Township	5,821 (98.7%)	5,859 (85.8%)	15 (.6%)	18 (.3%)	5 (.08%)	2 (.03%)	40 (.68%)	27 (.45%)	0	17 (.29%)	12 (.2%)	29 (.49%)
Region	10,441 (98.7%)	11,215 (98.1%)	19 (.18%)	68 (.59%)	14 (.13%)	10 (.87%)	73 (.69%)	59 (.52%)	6 (.05%)	27 (.23%)	21 (.18%)	49 (.42%)
York County	323,339 (95.2%)	354,103 (92.6%)	10,985 (3.2%)	14,095 (3.7%)	416 (.12%)	679 (.18%)	2,103 (.62%)	3,273 (.86%)	116 (.03%)	2,731 (.8%)	5,297 (1.4%)	4,188 (1.1%)

Source: US Census Bureau

Given the changes in definition by the US Census Bureau regarding the category of race, there are several notes to be made.

- The 1990 Census presents data for “American Indian, Eskimo or Aleut” while Census 2000 indicates the category as “American Indian or Alaska Native (which includes Eskimo and Aleut).”
- The 1990 Census combines “Asian or Pacific Islander” while Census 2000 has separate categories of “Asian” and “Native Hawaiian or other Pacific Islander.”
- Census 2000 also lists “Two or More Races” while 1990 Census lists just “Some Other Race.”

Household Statistics

Other demographic data that informs this Plan is household data. Table 9 shows household composition data.

Table 9 Households by Type, 2000								
	Total HH	Family Households				Non-Family Households		
		Married Couple	% of Total	Male HOH (no wife)	Female HOH (no husband)	One Person	% of total	2 or more persons
Glen Rock Borough	703	379	53.9%	40	85	166	23.6%	29
Railroad Borough	111	62	55.9%	2	11	32	28.8%	4
Shrewsbury Borough	1,281	856	66.8%	28	52	321	25%	24
Shrewsbury Township	2,188	1,560	71.3%	67	115	375	17.1%	71
Region	4,283	2,857	66.7%	137	263	894	20.8%	128
York County	148,288	87,066	58.7%	5347	13,448	34,556	23.3%	7,871

Comparison to 1990 Census indicates the following:

- The total number of households in the Region increased by just over 12% (462 households).
- The total number of married couple family households decreased almost 3% from 1990 to 2000.
- The total number of one-person households increased 25.6% during the same period.

Educational Attainment

Table 10, below, presents the educational attainment data for the municipalities that comprise the Region, the Region as a whole and York County. Shrewsbury Borough has the lowest percentage of those 25 years and older *whose highest level of education completed is high school*, however, Shrewsbury Borough also has the highest percentage of those with four (4) plus years of college. Data presented in this table does not include those who have completed some college, just those completing at least four (4) years.

Table 10 Educational Attainment, 2000					
	Population 25 years and over: Total	Population 25 years and over; HS graduate (includes equivalency) as highest level of educational attainment		Population 25 years and over; with 4+ years of college	
Glen Rock Borough	1,161	551	47%	212	18%
Railroad Borough	178	89	50%	16	9%
Shrewsbury Borough	2,290	673	29%	620	27%
Shrewsbury Township	4,146	1,550	37%	882	21%
Region	7,775	2,863	37%	1,730	22%
York County	259,040	107,689	42%	47,604	18%

Source: US Census Bureau

Income

Another interesting facet of demography is income. Table 11 presents income data – per capita, median household and median family income, as well as poverty information. The data is from Census 2000, based upon 1999 figures. (**Note, the **average** per capita, median household and median family income is presented for the Region).

Table 11					
Income, 2000					
Based on 1999 data	Per Capita	Median Household	Median Family	Individuals Below Poverty	
Glen Rock Borough	\$19,076	\$41,188	\$50,865	156	8.7%
Railroad Borough	\$16,709	\$37,917	\$47,813	14	4.7%
Shrewsbury Borough	\$20,292	\$49,983	\$57,358	162	4.7%
Shrewsbury Township	\$24,841	\$58,191	\$65,966	217	3.8%
Region**	\$20,230	\$55,501	\$46,820	549	4.9%
York County	\$21,086	\$45,268	\$52,278	25,269	6.7%

Source: US Census Bureau

Data shows that Shrewsbury Township has the highest per capita, median household and median family income in the Region. Glen Rock Borough has the highest percentage of individuals below poverty. While the Region's average per capita income is below that of York County, the average median household and average median family incomes both exceed the County's.

C. POPULATION PROJECTIONS

Population projections are another important element to discuss. Projections are important to the future allocation of land use and the delivery of services. They are a building block that will be used repeatedly to forecast future land use and service needs. Consequently, great care must be exercised to assure that these figures represent the best guess as to how the Region will grow.

To start, it is imperative to understand that no population projection can accurately forecast all of the factors that might cause a particular rate of growth. Instead, historical trends are analyzed and compared with current conditions to see how accurately they predict recent data. The most accurate method is then used to project future conditions. Typically, projections rely upon extrapolations of past growth rates. However, these methods of projection may not be particularly reliable for boroughs with limited remaining buildable land as they sometimes can overestimate the amount of growth that is probable or possible.

The following presents five (5) sets of population projections that have been developed by various methods. Each is discussed and evaluated below. Please note that all utilize historic population data from 1950 to 2000.

○ **Method 1 – Arithmetic Extrapolation for Each Municipality**

The arithmetic extrapolation method forecasts growth for each municipality based on the same numeric increases as in the past.

In specific, it was estimated that an average of 1,391 new residents was added or will be added to the Region in each decade between 1950 and 2000. The same net increase was then added to the 2000 population figure, yielding the adjacent 2010 and 2020 projections. See Table 12.

Table 12 Arithmetic Extrapolation Population Projections				
Municipality	2000	2007 Estimate	2010	2020
Glen Rock Borough	1,809	1,836	1,875	1,941
Railroad Borough	300	303	300	300
Shrewsbury Borough	3,378	3,579	3,896	4,414
Shrewsbury Township	5,947	6,898	6,704	7,461
Region	11,434	12,616	12,775	14,116

○ **Method 2 – Geometric Extrapolation for Each Municipality**

This method analyzed the percentage of growth or decline for each municipality since 1950. It was determined that the region grows by an average of about 20% each decade.

This technique assumes that each municipality will experience future growth at an average rate similar to that experienced in the past. These rates were then used to forecast growth individually for each municipality and added together to arrive at a projection for the growth of the Region. See Table 13.

Table 13 Geometric Extrapolation Population Projections				
Municipality	2000	2007 Estimate	2010	2020
Glen Rock Borough	1,809	1,836	1,881	1,956
Railroad Borough	300	303	303	306
Shrewsbury Borough	3,378	3,579	4,628	6,340
Shrewsbury Township	5,947	6,898	7,433	9,291
Region	11,434	12,616	14,245	17,893

○ **Method 3 – Arithmetic Regional Shift-Share**

This method of population projection employs both arithmetic extrapolation and shift-share techniques. Specifically, the Region, on average, has gained 1,341 new residents per decade since 1950.

As shown in Table 14, extrapolating this figure to 2010 and 2020 yields a projected regional population of 12,775 and 14,116 respectively. These 2010 and 2020 figures were then allocated among municipalities according to their respective shares of the 2000 regional population.

Table 14 Arithmetic Regional Shift-Share Population Projections				
Municipality	2000	2007 Estimate	2010	2020
Glen Rock Borough	1,809	1,836	2,018	2,230
Railroad Borough	300	303	332	367
Shrewsbury Borough	3,378	3,579	3,769	4,164
Shrewsbury Township	5,947	6,898	6,656	7,355
Region	11,434	12,616	12,775	14,116

○ **Method 4 – Geometric Regional Shift-Share**

This method employs geometric extrapolation and shift-share projection techniques. Specifically, the Region on average has grown at an average of 20% per decade since 1950.

Extrapolating this rate of growth to 2010 and 2020 yields projected regional populations that were then allocated among municipalities according to their respective shares of the 2000 regional population. See Table 15.

Table 15 Geometric Regional Shift-Share Population Projections				
Municipality	2000	2007 Estimate	2010	2020
Glen Rock Borough	1,809	1,836	2,168	2,602
Railroad Borough	300	303	357	428
Shrewsbury Borough	3,378	3,579	4,048	4,857
Shrewsbury Township	5,947	6,898	7,149	8,579
Region	11,434	12,616	13,722	16,466

○ **Method 5 - York County**

This method forecasts growth based upon cohort-survival (births minus deaths) and past migration trends for the County as a whole.

The County projection was then disaggregated by municipality using changes in growth rates experienced by municipalities between 1950-2000 and projected forward. The resulting projections were then adjusted as appropriate to yield municipal-level projections. The Region's projection is the sum of the population projections of the municipalities in the Region. See Table 16.

Table 16 YCPC Population Projections				
Municipality	2000	2007 Estimate	2010	2020
Glen Rock Borough	1,809	1,836	1,905	1,947
Railroad Borough	300	303	310	317
Shrewsbury Borough	3,378	3,579	3,922	4,466
Shrewsbury Township	5,947	6,898	7,253	8,559
Region	11,434	12,616	13,390	15,289

○ **Method 6 – Building Permit Trends**

This method looks at residential building permit trends for each municipality over the past ten (10) years (1998-2007). The average number of permits issued per year for each municipality was calculated and used to project the population. This technique assumes that each municipality will experience future growth

Table 17 10 Year Building Permit Trend Population Projections				
Municipality	2000	2007 Estimate	2010	2020
Glen Rock Borough	1,809	1,836	2,027	2,245
Railroad Borough	300	303	303	306
Shrewsbury Borough	3,378	3,579	3,922	4,466
Shrewsbury Township	5,947	6,898	7,253	8,559
Region	11,434	12,616	13,505	15,576

at an average rate similar to that experienced in the past. The projections for each municipality were added together to arrive at a projection for the Region. The results of this analysis are shown in Table 17.

Overview of Projection Methods

The population projections resulting from each of the six (6) projection methods, along with the Region's recent historical growth pattern, have been plotted for comparison purposes on Figure 9. From this Figure, the existing growth curve, as well as the projected growth curves, for the Region can be visualized.

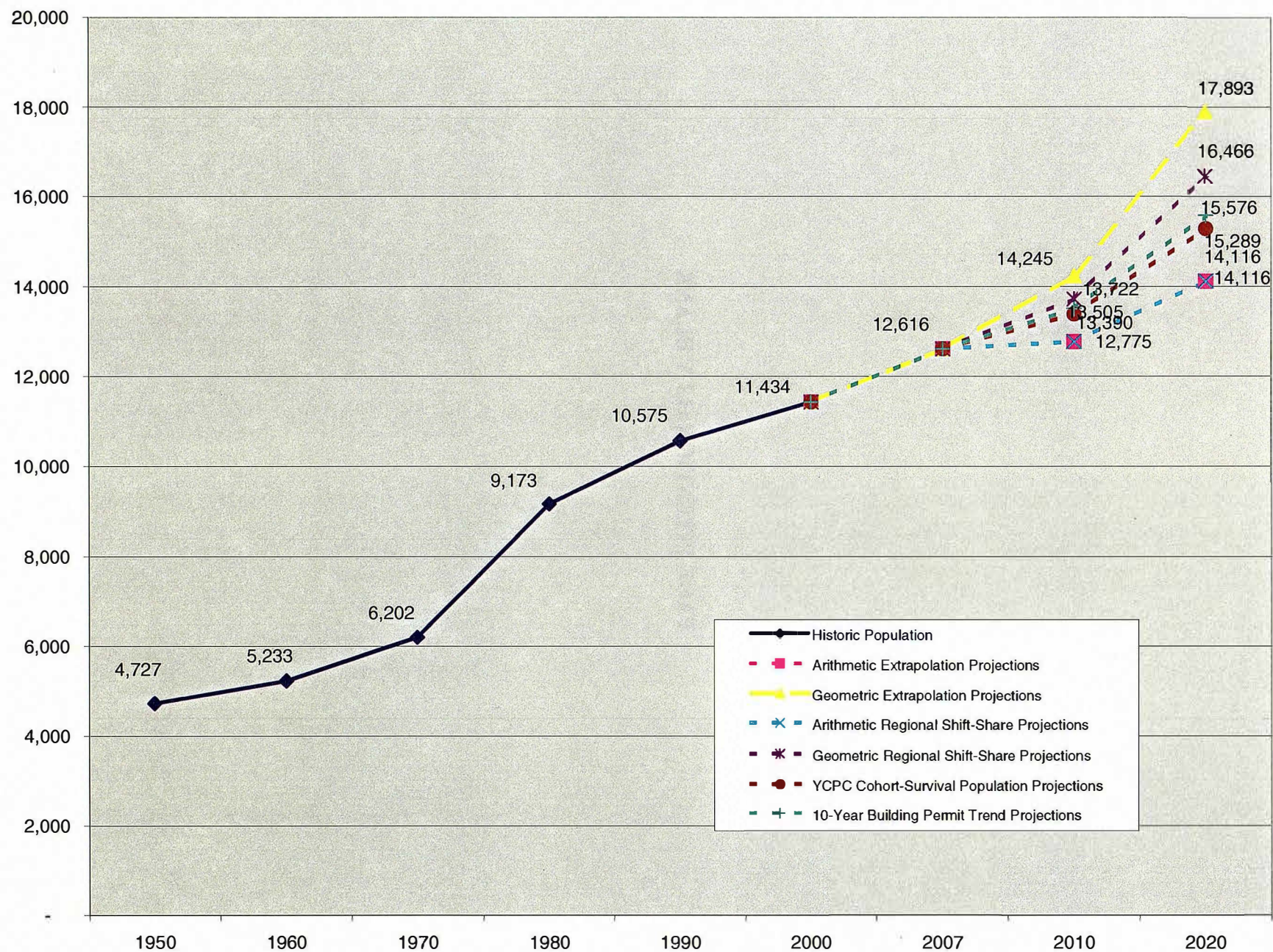
Review and evaluation of the preceding projection techniques indicates that Method 2, Geometric Extrapolation, concludes the highest 2010 and 2020 population projections for the Region. Method 5, York County Cohort Survival, yielded the most conservative figures for population growth in 2010 and 2020. **Of the methodologies presented above, Municipal Officials feel that Method 6, Ten (10) Year Building Permit Trend, yields the most realistic projected population for the municipalities and the Region (13,505 in 2010 and 15,576 in 2020).** These figures will be used to project housing need in Chapter V.

Summary

This chapter has presented a lot of data. The historic population section presents the number of people, while the demographic data presents some of the characteristics of the population. The final section of this chapter considers the future, by presenting various population projection techniques.

Looking forward, the next chapter will look at the Region's housing, in terms of availability, condition and affordability. Subsequent chapters will focus on other issues of the Region, including, but not limited to, the local economy, adjacent planning efforts and community facilities.

Figure 9: Regional Population Trends and Population Projections, 1950-2020



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V. HOUSING ANALYSIS



Housing is a fundamental human need. An inventory of existing housing, including the rate of housing growth and characteristics of the existing housing stock, is important in determining current unmet housing needs as well as in forecasting future housing needs. Data included in this chapter will consider housing type, condition, occupancy and affordability. The chapter concludes with housing projections.

A. HOUSING STOCK

The composition of a community's housing stock indicates the extent to which it is providing for a range of housing options. The following table and graphs illustrate the number and percentage of existing housing units by type.

Table 18 Regional Housing Stock, 2000							
	Single-family detached	Single-family attached	Multi-family dwelling	Mobile Home	Boat, RV, Van, etc.	Total	%
Glen Rock Borough	459	112	182	0	0	753	17%
Railroad Borough	60	21	33	2	0	116	2%
Shrewsbury Borough	1,103	50	216	0	0	1,369	31%
Shrewsbury Township	1,893	177	27	117	0	2,214	50%
Region	3,515 (79%)	360 (8%)	458 (10%)	119 (3%)	0	4,452	100%
York County	156,720 (54%)	99,098 (34%)	23,755 (8%)	10,446 (4%)	66 (>1%)	290,115	

Source: US Census Bureau

Based upon the data in Table 18, the Region has more single-family detached dwellings than any other housing type. The same statement is true for each municipality that comprises the Region.

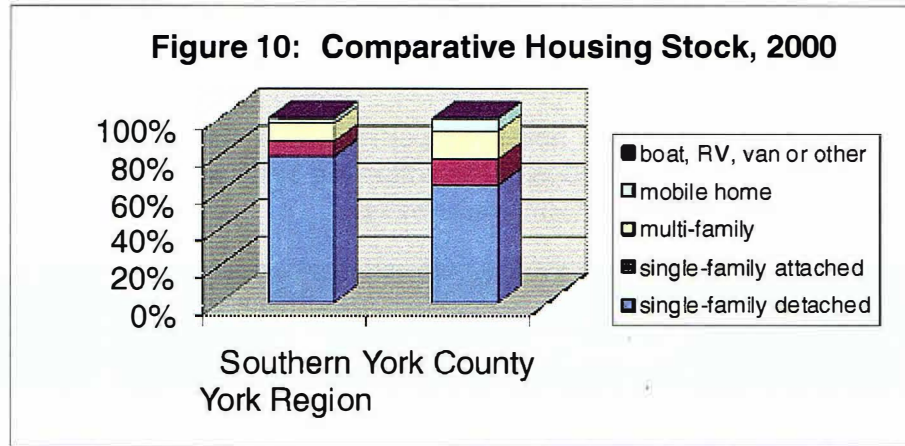
The Region has a higher percentage of single-family attached dwellings (41%) than does the County as a whole (54%). It is very interesting to note that the Region has shown a slight increase in the percentage of single-family attached dwelling units since 1990. In 1990, 7% of the regional housing stock was single family attached and in 2000 that percentage increased to 8% of the regional housing stock. Note that single-family attached dwellings include townhomes, double homes or housing attached to nonresidential structures.

Multi-family dwellings (structures containing 2 or more housing units which include apartment complexes and conversion apartments) constitute 10% of the Region's housing stock but 8% of the County's total housing stock. This represents a decrease from 1990 (12% multi-family dwellings).

In 2000, mobile homes comprised only about 3% of the Region's total housing stock. This is a decrease from 1990 when mobile homes accounted for approximately 5% of the Region's housing stock.

The following figures visually depict comparative housing stock data.

Figure 10, below, shows graphically the composition of the housing stock in the Region as compared to York County.

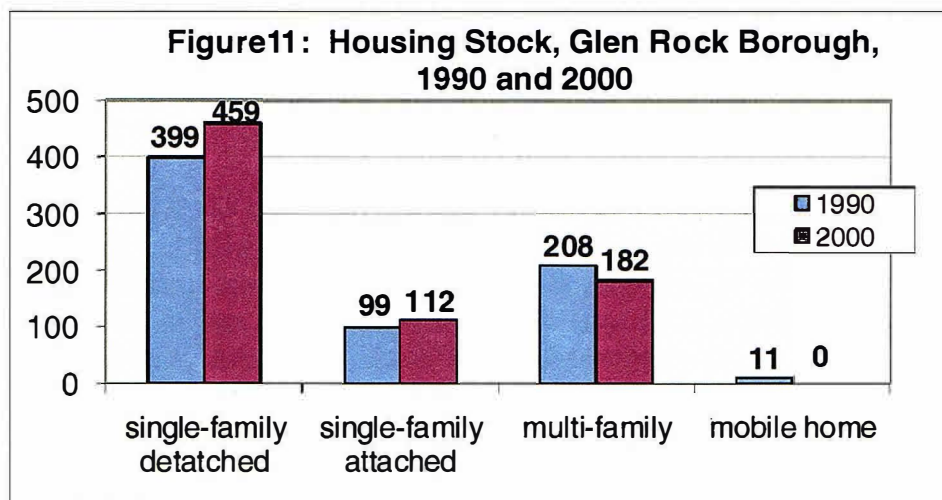


Source: US Census Bureau

Each municipality's individual housing stock is also interesting to analyze. The following series of figures considers each municipality separately, comparing Census 2000 data with 1990 data.



Glen Rock Borough



Source: US Census Bureau

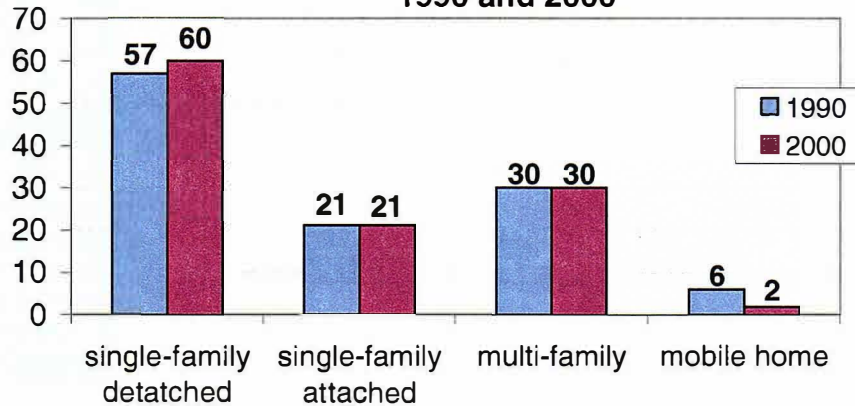
As shown, Glen Rock Borough had a 15% increase in single-family attached dwellings from 1990 to 2000.

The Borough also showed a 12.5% decrease in the number of multi-family units.



Railroad Borough

Figure 12: Housing Stock, Railroad Borough, 1990 and 2000



Source: US Census Bureau

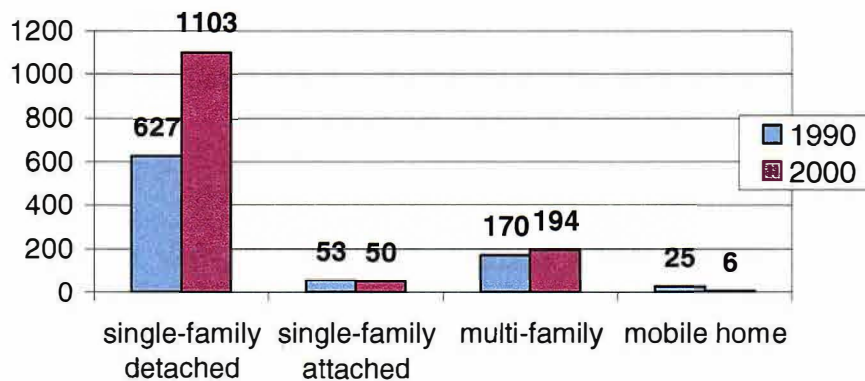
As shown, Railroad Borough's housing stock remained largely unchanged from 1990 to 2000.

The Borough had a slight increase in the number of single-family detached dwellings, which represented about a 5% increase.



Shrewsbury Borough

Figure 13: Housing Stock, Shrewsbury Borough, 1990 and 2000



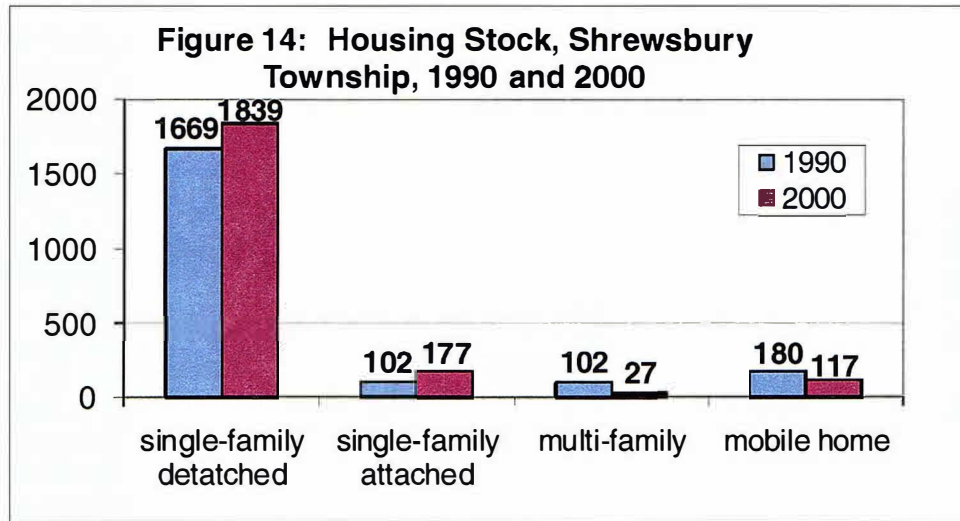
Source: US Census Bureau and Shrewsbury Borough

Shrewsbury Borough's housing stock is largely single-family detached dwellings, increasing 76% between 1990 and 2000.

The Borough had 25 mobile home units in 1990 and no mobile home units in 2000.



Shrewsbury Township



Source: US Census Bureau

Shrewsbury Township data shows a 74% increase in single-family attached dwellings between 1990 and 2000.

The Township's number of multi-family dwelling units decreased between 1990 and 2000 by that same percentage (74%).

Review of the Region's housing stock shows that there is significant variation among the Region's municipalities in terms of existing housing types. Railroad and Glen Rock Boroughs have the broadest mix of housing types. It is safe to say that this mix is reflective of the time period in which these units were built. This statement is supported further in this Chapter with the discussion of data relevant to the year structures were built.

The housing stock of Shrewsbury Borough and Shrewsbury Township, however, is comprised predominantly of single-family detached units. This could be explained by recent housing development trends and will be explored in more detail in subsequent sections of this chapter.

Residential Building Permit History

Table 19, below, presents the residential building permit data for the Region, as submitted to the York County Planning Commission for the period 1996 to 2007. As shown, single-family dwellings comprise the majority of the residential building permits issued.

Table 19 Regional Residential Building Permits, 1996-2007									
	single family	mobile home	double wide	modular	duplex	townhouse	condo	apartment	TOTAL
1996	32	1	0	1	0	0	0	0	34
1997	23	2	1	1	0	0	0	0	27
1998	42	0	1	7	0	0	0	0	50
1999	37	2	0	1	0	0	0	0	40
2000	35	0	1	0	0	24	0	0	60

Table 19 Regional Residential Building Permits, 1996-2007									
	single family	mobile home	double wide	modular	duplex	townhouse	condo	apartment	TOTAL
2001	37	0	0	2	0	52	0	55	146
2002	45	2	0	1	22	24	6	0	100
2003	45	1	0	1	14	6	4	0	71
2004	81	0	0	1	10	12	0	0	104
2005	51	0	0	0	0	47	0	0	98
2006	55	0	0	2	0	0	0	0	57
2007	54	0	0	2	0	0	0	0	56
Total	537	8	3	19	46	165	10	55	843

Source: Building permit data submitted to the YCPC by municipalities

It is also informative to note some highlights of the municipal-level data for the same period.

- Shrewsbury Township had the most, with a total of 517 residential building permits for the period 1996-2007; 56% were for single-family homes.
- Railroad Borough submitted only one (1) residential building permit during the time period.

In summary, the Southern York County Region has historically provided a wide range of housing types for its residents. In recent decades, however, much of the new construction has been single-family detached residences. In order for the Region to continue to be able to offer affordable housing opportunities to residents of all income levels, it should set a goal to maintain a variety of housing types.

➤ *The municipalities should strive to maintain a variety of housing types for the Region's residents.*

B. HOUSING CONDITION

Many factors should be considered in the discussion of housing condition. Much of the data that can be analyzed to determine housing condition is from the US Census. The following presents information related to plumbing and kitchen facilities, year structure was built, persons per room, and lower quartile information for rent and housing value.

Substandard Housing

As important as the diversity of housing types is the condition of the housing. All residents of a community should be entitled to safe housing. Safe housing is reflected in estimates of substandard housing. The US Census Bureau defines substandard as lacking some or all plumbing facilities.

Table 20 presents the data on the issues relevant to substandard housing. As per the data presented in Table 20, a very small percentage of the Region's housing stock is substandard. Less than one half of one percent of the housing lacks either completing plumbing or kitchen facilities. The Region is lower than the County's percentage of each.

Table 20 Substandard Housing Data, 2000		
Area	Percent Housing Lacking Complete Facilities	
	Plumbing	Kitchen
Glen Rock Borough	.3%	0
Railroad Borough	0	1.7%
Shrewsbury Borough	.9%	.4%
Shrewsbury Township	0	.2%
Region	.31%	.26%
York County	.65%	.79%

Source: US Census Bureau

Year Structure Built

Another interesting component in the discussion of housing condition is the age of the unit. Table 21, below, presents data regarding the year the structure was built.

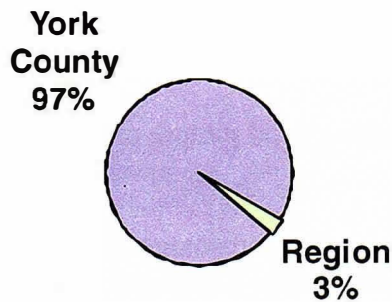
Table 21 Year Structure Built				
	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township
1939 or earlier	329	65	276	331
1940-1949	72	4	36	68
1950-1959	104	7	114	108
1960-1969	48	5	108	216
1970-1979	90	19	289	691
1980-1989	38	7	213	480
1990-1994	37	5	212	201
1995-1998	31	4	107	93
1999-2000	4	0	14	26
TOTAL housing units	753	116	1,369	2,214

Source: US Census Bureau

Per Table 21 above, Glen Rock and Railroad Boroughs show most of their homes built prior to 1960, while Shrewsbury Borough and Shrewsbury Township have had more residential building activity in the more recent years.

Figure 15 presents comparative data for the Region and the County. The percentage of the Region's homes built prior to 1940 is also highlighted.

Figure 15: Total Housing Units, Region and York County, 2000



The Southern York County Region comprises 3% of the County's total housing units.

- 22% of the Region's housing units were built prior to 1940.

Source: US Census Bureau

Persons Per Room

The number of persons per room in a housing unit is used as an index of crowding. A unit with more than one (1) person per room is considered overcrowded. Census 2000 reports the data for owner-occupied and renter-occupied housing units.

- The Region has 4,452 total occupied housing units. 0.49% of the owner-occupied housing units are "overcrowded," while 4.3% of the renter-occupied housing units meet those criteria.
- York County, with 156,720 total occupied housing units, had 0.64% overcrowded owner-occupied housing units and 2.98% overcrowded rental units.
- The Region exceeds the County in the percentage of rental units that are overcrowded but the County has a higher percentage of owner-occupied housing units that are overcrowded.

Lower Quartile Measurements

Data regarding the value of the lower quartile of owner-occupied housing units is another indicator of housing condition. As defined by the US Census Bureau, "*median divides the distribution into two equal parts: one half of the cases falling below the median and one half above the median. Quartiles divide the distribution into four equal parts. Median and quartile calculations are rounded to the nearest whole dollar. Upper and lower quartiles can be used to note large rent differences among geographic areas.*"

Looking at the lower quartile value of owner-occupied housing units value for the municipal level and the entire Region, Railroad Borough has the lowest lower value quartile for owner occupied units at \$84,200 and Shrewsbury Borough had the highest with \$117,700. The lower value quartile for the County, per Census 2000, is \$86,300. The average for the Region is \$101,250.

Lower quartile information is also available for renter-occupied units. Per Census 2000, Shrewsbury Township had the lowest lower contract rent quartile at \$272 and Glen Rock Borough the highest at \$416. The lower contract rent quartile for York County was between those figures at \$352.

Summary Of Housing Condition

Review of the various data presented above gives a good picture of the housing condition in the Region.

- ➔ The Region is below York County in the percentage of housing that lacks complete kitchen and plumbing facilities. Both the Region and the County are below 1% of households lacking complete facilities.
- ➔ The Boroughs of Glen rock and Railroad have a larger percentage of older housing stock (constructed prior to 1960) while Shrewsbury Borough and Shrewsbury Township have more housing stock built post-1970.
- ➔ Less than one-half of one percent of the Region's owner-occupied housing is overcrowded. Just over 4% of the Region's renter-occupied housing is overcrowded.
- ➔ The Region's average lower value quartile for owner-occupied units is above the County's and the lower value quartile for rent is below the County's.

➤ *Glen Rock, Railroad and Shrewsbury Boroughs should provide incentives for the improvement of residential properties through existing funding programs and innovative planning and zoning.*

C. HOUSING OCCUPANCY

The characteristics of those persons who occupy the Region's housing stock influence both the demand for and cost of housing in various ways. Data regarding average household size, tenure/occupancy and vacancy rates are presented in this section.

Average Household Size

Average household size has been declining nationally, over the past decades. This is true locally, as well. Table 22 presents the average household size data from the US Census Bureau, 1990 and 2000. (Note: The average household size for the Region was calculated as the average of the averages for municipalities that comprise the Region).

Table 22		
Average Household Size, 1990 and 2000		
	1990	2000
Glen Rock Borough	2.46	2.56
Railroad Borough	2.83	2.68
Shrewsbury Borough	2.60	2.54
Shrewsbury Township	2.88	2.71
<i>Region (average of averages)</i>	<i>2.69</i>	<i>2.62</i>
<i>York County</i>	<i>2.60</i>	<i>2.52</i>

Source: US Census Bureau

As shown, all of the municipalities in the Region, except for Glen Rock Borough, have demonstrated a decline in the average household size. The County's average household size also decreased from 1990 to 2000. For information, looking back further, the County's average household size in 1970 was 3.03 persons.

Housing Tenure

A look at housing tenure can reveal the extent to which communities are meeting the needs of residents of a variety of income levels and housing needs. Table 23 presents the comparative housing tenure data for 1990 and 2000.

Table 23 Housing Tenure, 1990 and 2000				
	1990		2000	
	Owner-Occupied	Renter-Occupied	Owner-Occupied	Renter-Occupied
Glen Rock Borough	62%	38%	65%	35%
Railroad Borough	63%	37%	48%	52%
Shrewsbury Borough	77%	23%	78%	22%
Shrewsbury Township	85%	15%	88%	12%
Region	79%	21%	80%	20%
York County	74%	26%	76%	24%

Source: US Census Bureau

As shown on the table above, Railroad Borough exhibited the greatest change in the distribution of owners and renters between 1990 and 2000. It is also the only municipality in the Region that has a higher percentage of renter-occupied housing units than owner-occupied units. The Borough should develop incentives to increase owner occupancy and consider restricting the conversion of existing dwellings to apartments. The Region as a whole demonstrated very little variation between the 1990 and 2000 housing tenure figures. The same statement is true for York County.

Vacancy Rate

Vacancy rates are another good indicator of the existence of a housing surplus or shortage. As defined by the US Census Bureau, homeowner vacancy rate is the proportion of the homeowner-housing inventory that is vacant 'for sale only.' The renter vacancy rate is the proportion of the rental-inventory that is vacant for rent.' Homeowner and rental vacancy rates are presented in the following table.

Table 24 Vacancy Rates, 1990 and 2000				
	1990		2000	
	Owner	Renter	Owner	Renter
Glen Rock Borough	0.9%	4.4%	2.4%	7.7%
Railroad Borough	-	2.4%	6.9%	-
Shrewsbury Borough	2.4%	4.8%	1.2%	-
Shrewsbury Township	.5%	4.2%	1.2%	4.3%
Region	1.3%	4.2%	1.4%	3.7%
York County	1.2%	5.6%	1.8%	7.2%

Source: data from US Census Bureau, computed by YCPC

As shown, both the Region and the County have experienced changes in the vacancy rates from 1990 and 2000. The Region's homeowner vacancy rate increased very slightly while the rental vacancy rates decreased. York County's homeowner and rental vacancy rates both increased from 1990.

Vacancy rates in the vicinity of 2% are considered adequate to provide sufficient choice in the housing market for the purchase of homes. That said, in 2000, there seems to be adequate choice in the housing market for purchase of homes in Glen Rock and Railroad Boroughs. In contrast, the housing market in Shrewsbury Borough and Township is constrained with very few homes for sale. This could suggest a high demand for homes in Shrewsbury Borough and Township that has not been substantially diminished by the increased residential development in those municipalities. Railroad Borough shows the highest rate of homeowner vacancy at almost 7%, which is a significant increase from 0% in 1990.

Vacancy rates in the vicinity of 5% are considered adequate for providing sufficient choice in the housing market for those who rent their homes. Shrewsbury Township comes close to meeting that standard at 4.3% rental vacancy rate. Railroad and Shrewsbury Boroughs, in 2000, show 0% renter vacancy rates and Glen Rock Borough indicates an elevation in the rental vacancy rates from 1990-2000.

In summary, the Region's homeowner vacancy rate is close but slightly lower than the County's. The Region's rental vacancy rate is noticeably lower than the County's.

Summary Of Housing Occupancy

This section has presented a lot of data that can be used to examine housing status. Based on data from the US Census Bureau, it can be said that the average household size of the municipalities in the Region have fluctuated between 1990 and 2000 and that the Region's average is higher than that of the County. The Region has a higher rate of homeownership than does the County. The Region also has lower homeowner and rental vacancy rates than York County as a whole.

D. HOUSING AFFORDABILITY

Every municipality in the Commonwealth of Pennsylvania has a responsibility to provide for the diverse housing needs for all income levels by planning and zoning for a wide mix of housing types and densities. This responsibility is specified in the *Pennsylvania Municipalities Planning Code* (MPC) and reflects the “fair share” principles embodied in a line of Pennsylvania exclusionary zoning court decisions.

Access to affordable housing is an issue of increasing significance in many communities, as incomes do not always keep pace with the cost of housing. “Affordable housing” once referred only to low-income, subsidized housing projects or mobile home parks. Currently, it is not unlikely to have a community’s young adults, newly married couples, young families and seniors in need of affordable housing opportunities. The US Department of Housing and Urban Development defines “affordable” housing as that requiring 30% or less of gross income.

Median Household Costs As A Percentage Of Household Income

Review of this data from the US Census Bureau is informative in the discussion of the affordability of housing in the Region.

Comparing data from 1990 and 2000, Glen Rock and Shrewsbury Borough’s median housing costs as a percentage of household income has increased. During the same period, Railroad Borough and Shrewsbury Township experienced a decrease.

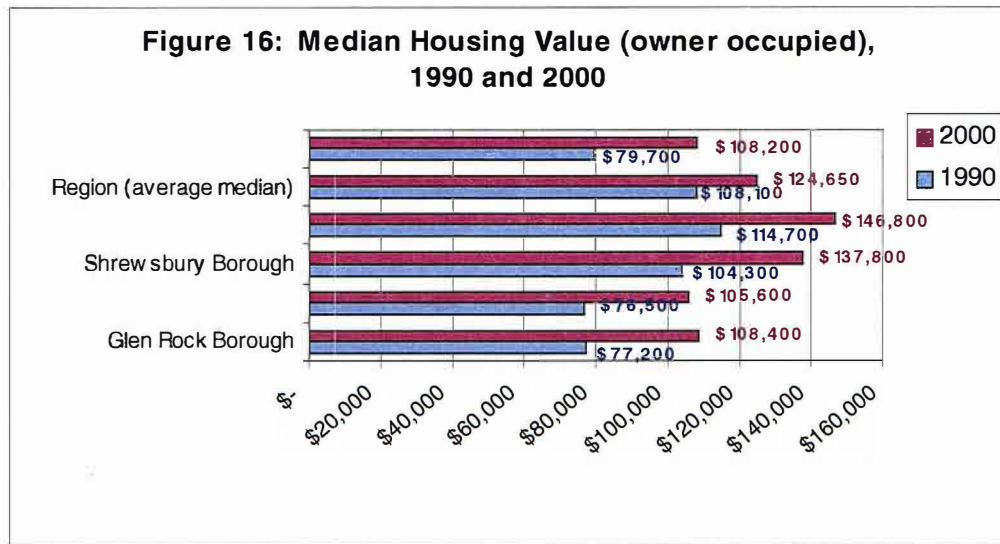
Table 25 Median Housing Costs as Percentage of Household Income, 1990 and 2000			
	1990	2000	
Glen Rock Borough	18.5%	21.5%	
Railroad Borough	21.4%	17%	
Shrewsbury Borough	18.9%	21.8%	
Shrewsbury Township	20.6%	19.3%	
Region*(average of medians)	19.2%	19.9%	
York County	18.4%	18.9%	

Source: US Census Bureau

The Regional figure is the average of the median housing costs as a percentage of household income for each municipality that comprises the Region. At 19.9% in 2000, it exceeds the median for York County, indicating that the households in the Region pay a slightly higher proportion of their income for housing than do County households as a whole.

Housing Value

A specific way to measure housing affordability within the Region is to compare municipal housing values with one another and with York County as a whole. The data presented in Figure 16 is from the US Census Bureau. **Value**, as defined by the US Census Bureau, is “the *respondent’s estimate of how much the property (house and lot, mobile home and lot or condominium unit) would sell for if it were for sale.*” The Region’s median housing value is calculated by the average of the medians. (Note: The median divides the total frequency distribution into two (2) equal parts, one-half of the cases fall below the median and one-half of the cases exceed the median).



Source: US Census Bureau

It is no surprise that the median housing values for each municipality, the Region and the County have increased from 1990 to 2000. The most notable increase was in the median housing values in Glen Rock Borough, which increased 40.4% in the ten (10) year period. Railroad Borough had slightly less of an increase at 38%. The County's median housing value increased 38.5% during the same period.

It does bear repeating that the median housing value is based upon the Census respondent's estimate of how much their property would sell for if it were for sale. Data regarding actual home sale prices, in particular the average sale price, informs this discussion as follows.

Home Sales Statistics

The Realtors Association of York and Adams Counties (RAYAC) compiles home sales statistics for both counties. Data is presented by school district, as well as by municipality. The Southern School District is comprised of the municipalities of the Southern York County Planning Region, as well as Codorus Township and New Freedom Borough. Table 8 presents the median home sale price information for 2006.

- As shown in Table 26, Shrewsbury Borough had the highest median sale price of the municipalities in the Region.
- The median home sale prices for 2006 for each municipality, except for Railroad Borough, the Region and the Southern School District are all greater than the County's median home sale price.

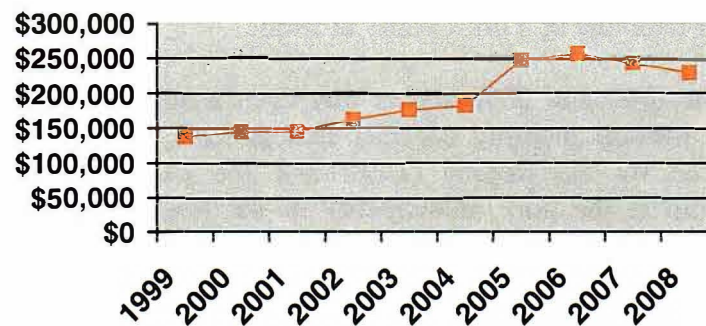
Table 26
Median Home Sale Price, 2006

	Median home sale price
Glen Rock	\$175,000
Railroad	\$169,900
Shrewsbury Borough	\$260,000
Shrewsbury Township	\$247,000
REGION (average of medians)	\$212,975
Southern School District	\$257,000
York County	\$172,000

Source: RAYAC

Historical data regarding the *median* sale price is available from 1999, by school district. Figure 17 presents the data for the Southern School District. The sharpest increase in the median home sale price occurred between 2004 and 2005 when the percent change in the median home sale price was nearly 36%. The highest median home sale price was in 2006 (\$257,400).

Figure 17: Median Home Sale Price, Southern School District, 1999-2008



NOTE: The Southern School District includes Codorus Township and New Freedom Borough, in addition to the four (4) municipalities that comprise the Southern York County Planning Region.

Source: RAYAC

Comparison to York County shows that for 2008, the median sale price for a home in York County was \$164,900, which is much lower than the average sale price for a home in the Southern School District (\$229,000). Over the entire period, 1999-2008, the median home sale price increased 57.2% for York County and 65.9% for the Southern School District, indicating the cost of housing in the Region, which is contained in the Southern School District, has increased more than the County as a whole.

Rental Housing Costs

The cost of rental housing in a community is another measure of the provision of affordable housing. Table 27 presents the median monthly contract rents for the municipalities that comprise the Region, as well as for the County. For clarification, contract rent is defined by the US Census Bureau as the amount of monthly rent agreed to, or contracted for, regardless of any utilities, fees, furnishings, meals or services that may be included. It is interesting to note that between 1990 and 2000, with the exception of Shrewsbury Township, the median monthly contract rent rose for each municipality in the Region and for York County. The Region's contract rent was calculated by the average of the medians and it, too, rose from 1990 to 2000.

Table 27		
Median Monthly Contract Rent		
1990 and 2000		
	1990	2000
Glen Rock Borough	\$322	\$488
Railroad Borough	\$275	\$338
Shrewsbury Borough	\$323	\$410
Shrewsbury Township	\$419	\$388
REGION (average of medians)	\$357	\$406
York County	\$329	\$436

Source: US Census Bureau

In terms of affordability, Railroad Borough, Shrewsbury Borough and Shrewsbury Township all have median monthly contract rents below the County's median monthly contract rent. The average median monthly contract rent or the Region as a whole is \$406, which is lower than that of York County at \$436.

Comparison between 1990 and 2000 shows that Glen Rock Borough had the highest percent increase in median monthly contract rent at 52%, which is higher than the increases experienced by the Region (14%) and the County as a whole (33%). Shrewsbury Township is the only municipality in the Region for which the median monthly contract rent decreased (-7%) during the same period.

Summary Of Housing Affordability

This section looks at many aspects of housing affordability and presents data from a variety of sources, mainly the US Census.

- ➔ Households in the Region pay a slightly higher proportion of their income for housing than do County households as a whole.
- ➔ The average median housing value (US Census) for a home in the Region is higher than the County.
- ➔ Per RAYAC, in 2006, the average median home sale value for the Region is \$212,975.
- ➔ Median monthly contract rent for the Region is slightly below the County's median monthly contract rent.

The data in this housing affordability section suggests that much of the owner-occupied housing constructed in the Region has been in the higher-income range and that median home values and average home sale prices have continued to rise in the recent past. Median contract rents in the Region's Boroughs have risen, while Shrewsbury Township's have decreased.

➤ *Encourage the provision of a range of affordable housing opportunities by ensuring that zoning permits a variety of housing types and densities.*

E. HOUSING PROJECTIONS

To most accurately predict the need for future housing, it is necessary to correlate projected population growth with changes in average household size. To do so, each municipality's trend in household size was charted between 1970 and 2000, then extrapolated, using the geometric extrapolation method, to the years 2010 and 2020. This results in a continuing reduction in average household size throughout the Region, as shown in the following table (Table 28).

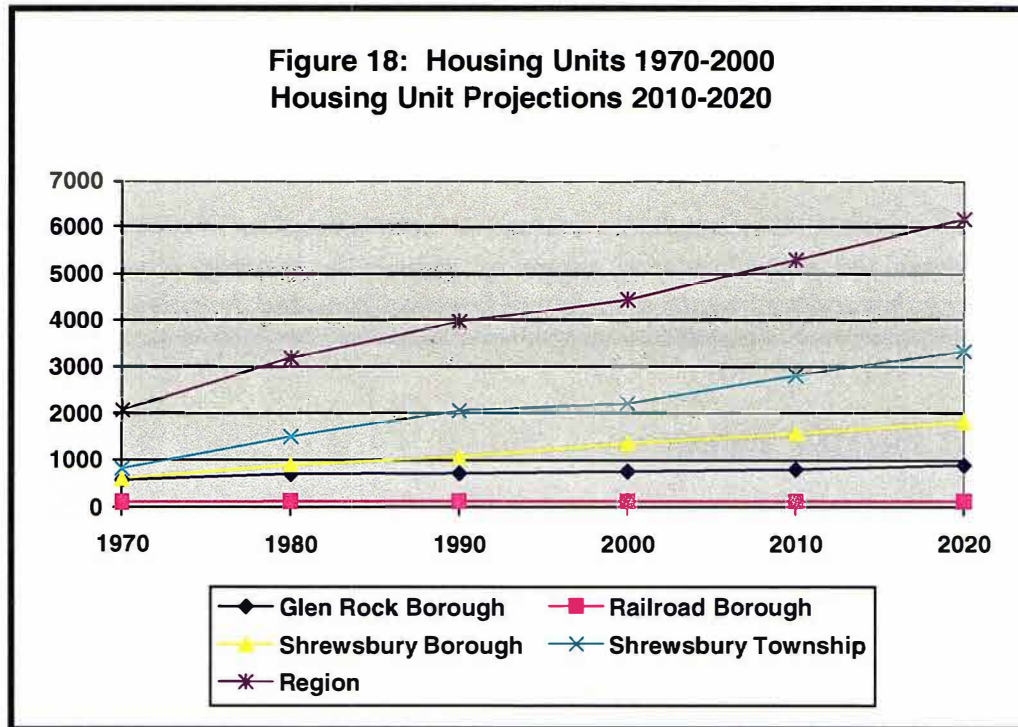
Table 28 Existing and Projected Average Household Size						
	Actual				Projected	
	1970	1980	1990	2000	2010	2020
Glen Rock Borough	2.86	2.53	2.46	2.56	2.55	2.54
Railroad Borough	3.14	2.78	2.83	2.68	2.63	2.58
Shrewsbury Borough	2.94	2.95	2.60	2.54	2.49	2.44
Shrewsbury Township	3.35	3.15	2.88	2.71	2.64	2.57
<i>Region (average of averages)</i>	<i>3.07</i>	<i>2.85</i>	<i>2.69</i>	<i>2.62</i>	<i>2.58</i>	<i>2.53</i>

Source: US Census and YCPC (projections)

Next, each municipality's year 2010 and 2020 population projection, as determined in Chapter IV, was divided by its projected average household size to yield the projected number of housing units (see Table 29 and Figure 18). The number of housing units in the Region, as a whole, is expected to increase from 4,452 in 2000 to 5,299 in 2010 and to 6,165 in 2020. This represents ten (10) year increases of 19% and 16% respectively.

Table 29 Existing and Projected Housing Units						
	Actual				Projected	
	1970	1980	1990	2000	2010	2020
Glen Rock Borough	568	692	717	753	795	884
Railroad Borough	102	115	114	116	116	119
Shrewsbury Borough	600	894	1,075	1,369	1,576	1,831
Shrewsbury Township	803	1,476	2,053	2,214	2,812	3,331
<i>Region</i>	<i>2,073</i>	<i>3,177</i>	<i>3,959</i>	<i>4,452</i>	<i>5,299</i>	<i>6,165</i>

Source: US Census and YCPC (projections)



F. HOUSING NEED

While the Region's population has been growing at an average rate of 23.8% per decade since 1970, the Region's housing has been growing at a rate of 30.1% per decade, largely because of declining average household sizes. For this reason, part of the need for new housing units is to accommodate not just new, but also existing residents in smaller households.

To determine the number of additional dwelling units needed in 2010, municipal building permit data for 2000-2007 was reviewed to obtain the number of dwelling units that have been built since 2000. Those numbers were then added to the total number of dwelling units reported in the 2000 Census for each municipality to yield the current total number of existing housing units. Subtracting the number of existing housing units from the projected number, results in the number of new housing units that will be needed to accommodate future residents (*for the 2020 need, it is assumed that the projected need for 2010 was met*). The table below demonstrates the housing need calculation.

**Table 30
Housing Need 2010 & 2020**

	Total Housing Units 2000	New Housing Units 2000- 2007	Total Housing Units 2007	Projected Housing Units 2010	New Housing Units Needed By 2010	Projected Housing Units 2020	New Housing Units Needed 2010- 2020
Glen Rock Borough	753	74	827	827*	0	884	57
Railroad Borough	116	0	116	116	0	119	3
Shrewsbury Borough	1,369	183	1,552	1,576	24	1,831	255
Shrewsbury Township	2,214	435	2,649	2,812	163	3,331	519
Region	4,452	692	5,144	5,331	187	6,165	834

*For Glen Rock Borough, the number of housing units existing in 2007 exceeds the projected housing units (795), thus the number shown in the 2010 projected column reflects the 2007 existing units. Source: US Census, Municipal Building Permit Data and YCPC

When taking into consideration the number of dwelling units for which building permits have been issued since the 2000 Census, Glen Rock Borough has already exceeded the number of dwellings needed to accommodate its projected population to the year 2010. As a result, the projected number of housing units for Glen Rock in 2010 (795) was replaced by the 2007 housing units figure in the above table. For the Region as a whole, 187 new housing units will be needed by 2010, plus an additional 834 units will be needed by 2020, for a total of 1,021 new housing units. For 2010 and 2020, the majority of the responsibility for providing new housing units is borne by Shrewsbury Township. With regard to the Boroughs, Shrewsbury Borough is projected to provide the most new housing units.

G. HOUSING MIX

The 2000 Comprehensive Plan set forth a goal of maintaining the Region's 1990 housing mix through the year 2010. Based on the 2000 Census data, the Region's housing mix varied slightly from the 1990 recommended mix in all categories (see Table 31). However, when adding in the housing units from 2000-2007 per building permit data, the percentage of single-family detached dwellings was on target with the recommended mix, while the percentage of single-family attached, multi-family and mobile home units continued to vary from the goal. For 2006, the largest deviation is in the percentage of single-family attached dwellings, which exceeds the goal by four percent (4%).

**Table 31
Regional Housing Mix (number/percent)**

	1990	2000	2007
Single-Family Detached Dwelling	3,833 / 76%	3,515 / 79%	3,927 / 76%
Single-Family Attached Dwelling	336 / 7%	360 / 8%	571 / 11%
Multi-Family Dwelling	616 / 12%	458 / 10%	523 / 10%
Mobile Home	229 (5%)	119 / 3%	123 / 3%

Source: US Census and Municipal Building Permit Data

Considering the escalating price of housing throughout the Region, the 2007 housing mix, depicted in Table 31, represents a more desirable goal for the future. As compared to the 2000 Plan goal, it encourages a higher percentage of single-family attached dwellings that will provide increased opportunities for lower income households to become homeowners, while only slightly decreasing the percentage of multi-family dwellings and mobile homes. Although this mix is recommended for the Region, as stated previously in this Chapter, each municipality should strive to maintain a mix of dwelling types.

➤ *Strive to maintain the Region's 2007 housing mix to assure the continued provision of a variety of housing types and opportunities for existing and future residents of the Region.*

VI. THE LOCAL ECONOMY



The health of an area's economy has an obvious major impact on the overall welfare of the community. A healthy economy provides not only needed goods and services, but employment opportunities and tax revenues that pay for public facilities and services. There are a number of measures of the health of the economy, among them the employment rate, the tax base, and the diversity of the local economy.

A. ECONOMIC SECTORS

Various economic sectors may make up a community's local economy. Basic industries are those producing goods for export outside the community. These industries are considered the economic lifeblood of communities as they sustain the flow of money into the community. Traditionally, manufacturing and the extractive industries, including agriculture, have made up the majority of basic industries. Basic industries also tend to generate secondary "spin-off" businesses and services and have what is known as a "multiplier" or ripple effect through the entire community.

Non-basic industries are usually commercial uses, such as wholesale and retail sales, services, and other related areas serving primarily the local market. Such businesses supplement the local economy and serve the needs of the community.

AGRICULTURE

Agriculture is the leading industry in the Commonwealth of Pennsylvania. It also continues to be an important part of the economy of York County, which ranks fifth in the State with regard to market value of agricultural products sold.

Per the 2002 Census of Agriculture, land in farms in York County is estimated to comprise 285,336 acres, or 49% of the County's total land area.

The 2002 Census of Agriculture defines a farm as *"any place from which \$1,000 or more of agricultural products were produced or sold, or normally would have been sold during a census year."*

General information regarding the US Census of Agriculture:

- The Census of Agriculture is conducted by the United States Department of Agriculture (USDA), National Agricultural Statistics Service (NASS) in years ending in "2" and "7"
- The definition of "farm" has changed several times over the years, so direct comparisons of figures from Census to Census can be difficult.

Source: USDA, NASS

While the 2002 census collected data for multiple operators for a single farm, the concept of the principal operator or senior partner was maintained. The reporting unit for the agriculture census has always been the individual agricultural operation, i.e., the

farm or ranch. Census results are based on data obtained from individual farm operators about their respective farms.

With 2,550 farms, York County ranks second in the State (Lancaster County is first). York County's land in farms comprises almost 4% of the State's total land in farms. The average size of a York County farm is 111 acres, slightly smaller than the State's average of 133 acres. The total hired farm labor payroll in the County, for 2002, was \$12,443,000.

In 2000, just over 78% of York County's farmland was harvested cropland. The table to the right, presenting data compiled by the Penn State Cooperative Extension, summarizes the County's agricultural cash receipts for 2005.

In addition to providing an abundance of farm products, agriculture supports a wide range of food processing and other support industries. Potato chips and other snack foods, baked goods, canned and frozen vegetables, ice cream and other dairy products are among those processed in York County.

Table 32 Agricultural Cash Receipts, 2005	
Commodities	Receipts
Field Crops	\$34,026,000
Vegetables and Potatoes	\$8,170,000
Fruit	\$5,454,000
Horticulture and Specialties	\$12,989,000
Crop Subtotal	\$62,218,000
Poultry and Livestock	\$61,349,000
Dairy	\$31,119,000
Animal Subtotal	\$92,468,000
Government Payments	\$3,442,000
Total Cash Receipts	\$158,128,000

Source: Penn State Cooperative Extension

York County's Comprehensive Plan states: *"York County is committed to agricultural preservation efforts not only as a means to control the unplanned spread of development and maintain natural breaks between development areas, but also to ensure agriculture's long-term contribution to the economy of the County."*

York County ranks highly among other Pennsylvania counties in a number of specific agricultural areas:

- 1st in wheat and soybean production
- 2nd for barley production
- 3rd in peach production and in sheep/lamb inventory
- 5th in apple production
- 6th in egg production and in hogs/pigs inventory
- 8th in potato production and in cattle/calves inventory

Source: Penn State Cooperative Extension

Agriculture also generates substantial taxes that benefit local residents. A 1995 Penn State study found that farms and other types of open land could actually subsidize local government by generating more in property taxes than they demand in services. Two (2) townships in southcentral Pennsylvania were included in

the study. Their findings showed that farm and open land required only six (6) cents worth of services for every dollar raised. A similar 2002 *Cost of Community Services* study conducted by the South Central Assembly for Effective Governance related

specifically to Shrewsbury Township. The findings stated that for every dollar of revenue generated from farm and open space uses in the Township, 17 cents was spent providing services to those lands.

Agriculture is Shrewsbury Township's top industry. The Township has a large number of sizeable active farms that produce primarily grain crops, including soybeans, corn and wheat. The Township enjoys good local and regional agricultural markets, as well as favorable climate and topography.

The continued success of farming in the Region is dependent on several factors, as indicated in the *Ingredients for Successful Farming*. Township officials have committed to promoting and protecting agricultural operations as the backbone of the Township's economy.

Shrewsbury Township represents a part of a significant agricultural area that includes most of southern York County and the northern part of Carroll and Harford Counties in Maryland (and northern Baltimore County, to a degree). This important agricultural community supports farm-related agricultural enterprises which, in order to be maintained, rely on the adequate number of farms in order to provide the necessary volume of business. Therefore, it is important that Shrewsbury Township, as an integral part of this overall agricultural region, preserve its agricultural land in order to assist in supporting agricultural-related services.

Shrewsbury Township contains approximately 18,310 acres; of that over 15,000 or 78% consists of prime soils (Class 1, 2, and 3). In contrast, 55% of York County as a whole is comprised of Class 1, 2, and 3 soils. Even this is deceptive, in that most of the developed townships tend to be those with the highest percentage of quality agricultural soils. The only townships with a higher percentage of Class 1, 2, and 3 soils than Shrewsbury Township are Manchester and West Manchester, where most of the agricultural land has already been developed.

This is not unique to York County. In the State of Pennsylvania, most of the high quality soils are located in the southeastern quadrant of the State, yet it is the counties located in that quadrant that are experiencing development pressures and loss of agricultural lands. Much of the State of Pennsylvania, however, is experiencing just the opposite -- little population growth and, in some cases, losses in population.

Preserved and Protected Land in the Southern York County Region

- Agricultural Security Area – **4,453 acres**
- York County Agricultural Land Preserve Board conservation easements – **2,095 acres**
- Farm and Natural Lands Trust conservation easements – **155 acres**



Ingredients for Successful Farming

- ✓ ***Productive farm soils*** - Shrewsbury Township has extensive prime soils and soils of Statewide importance, comprising about 78% of the Township's land area, as compared with 55% for the County as a whole. Because prime soils are more buildable than other soils, they are subject to greater development pressure and hence are more vulnerable.
- ✓ ***Critical mass*** - The trend in agriculture today is toward larger farms as farmers compete in international markets. At the same time, there is a greater focus in some areas on the production of higher value crops, which can be raised on less land. Commercial farming operations of all sizes need to be part of a large critical mass of farmland that will assure the continued presence of area farm suppliers and processors in the future. The subdivision of land into parcels larger than needed for a home site, but too small to effectively farm, increases the price of land, making it prohibitive for farmers to purchase land. Areas characterized by scattered sprawl type development and "farmettes" rarely are able to retain any significant agricultural activity.
- ✓ ***Freedom from adjacent conflicting residential uses*** - Commercial farm operations need to be able to operate free from residential uses and the nuisance complaints, traffic and vandalism they can generate. Such pressures lead to a cycle of farmland conversion, rather than reinvestment in farm operations. The Southern York County Region has been and will continue to be under considerable development pressure, which must be carefully directed away from farming areas.
- ✓ ***Profitability*** - Agriculture needs to be profitable for farmers to continue farm operations over the long run. To this end, farmers may benefit from a wider range of permissible farm occupations and farm-related businesses, and the possible creation of local outlets or farmer's markets for locally grown produce.
- ✓ ***Effective agricultural zoning*** - Shrewsbury Township has long recognized the importance of local agriculture to the local economy and in 1976 adopted a Comprehensive Plan and effective agricultural zoning providing substantial protection to the Township's farmland base. Farmland preservation has been affirmed through the State court system as a legitimate governmental goal as long as implementing ordinances are substantially related to that goal. Not only is it necessary to severely limit the number of nonagricultural uses in an area intended to be preserved for agricultural use, it is also necessary to ensure that such subdivision for nonagricultural uses occurs on small lots, leaving a

large residual tract for agricultural uses. Large-lot subdivisions should be prohibited.

- ✓ ***Agricultural Security Area*** - Shrewsbury Township farmers have demonstrated their long-term commitment to the future of farming by voluntarily enrolling **4,453** acres in the Township's Agricultural Security Area. Benefits of enrollment are fully described in *Chapter VII Existing Land Use*. Farms, which are enrolled in Agricultural Areas or are permanently preserved, are shown on the Agricultural Land Protection Map.
- ✓ ***Clean and Green farm tax deferral*** - This is another incentive program for continued agricultural use. Farmers may voluntarily enroll in this State program administered by the County, which provides a tax reduction for as long as the property remains in farm use. If the property is developed, back taxes for up to seven (7) years are due. While the current Countywide reassessment process is of concern to farmers because it could result in increased taxes on long-held properties, the existing effective agricultural protection zoning throughout much of the Township should minimize any increases if the reassessment is properly conducted. Any Township farmers who don't already participate should be encouraged to enroll in the Clean and Green program, to further reduce the possibility of increased taxes.
- ✓ **Shrewsbury Township's Conservation Fund** – Shrewsbury Township's Conservation Fund is a non-profit effort to preserve the prime farmland and valuable open spaces of Shrewsbury Township. Contributions to the fund are converted directly into education and cooperation with other private and public land preservation organizations. The long-term goal is to accumulate enough money to participate in the purchase of development easements and transferable development rights.

INDUSTRY

The Southern York County Region was once a strong manufacturing center of the County, with Glen Rock Borough second only to York City in industrial prominence. The loss of active rail service in the 1970s, along with other factors, altered the economic profile of the area as a number of industrial uses closed or relocated out of the area. While the Region's communities maintain a moderate industrial base and new industrial uses have located within the Township, most of the area's current employment opportunities are located outside of the Region, with many residents commuting to the Baltimore metropolitan area or the York urban area for work.

The 2004-2005 York County Directory of Industry and Technology is a useful resource. Compiled by the York County Economic Development Corporation, it serves as an inventory of local businesses, as well as a resource to those outside the community who may be seeking customer or supplier relationships with local companies. Table 33, below, summarizes the data specific to the Southern York County region.

Table 33
Industrial Uses and Employees, 2004-2005

Municipality	Industrial Uses	Full Time Employees	Part Time Employees	Total
Glen Rock Borough	6	31	2	33
Railroad Borough	0	0	0	0
Shrewsbury Borough	6	134	8	142
Shrewsbury Township	5	119	3	122
Region	17	284	13	297

Source: 2004-2005 York County Directory of Industry and Technology

Table 34, below, shows the variety of manufacturing activities and industrial uses in the Southern York County Region, as listed in the 2004-2005 York County Directory of Industry and Technology.

Table 34
Industrial Employers, 2004-2005

Industry	Municipality	# Employees	Year Estab.	Product
Al's Printing	Shrewsbury Township	2	1970	Print shop
Authentic Wood Floors	Glen Rock Borough	5	1987	Flooring, hardwood
Automotive of York	Shrewsbury Borough	2FT 7PT	1975	Machine shop
Baumiller Machine Company	Glen Rock Borough	3	1968	Production machining
Bel Stewart Connectors	Shrewsbury Township	105	1987	Modular connectors
Coax, Inc.	Glen Rock Borough	10	1990	Electronic circuits
Diesel Pro, Inc.	Glen Rock Borough	3 FT 2PT	1985	Diesel fuel injector systems
Hoover Design and Manufacturing	Shrewsbury Twp	6 FT 1 PT	1989	Tool and dye and custom machines
Keystone Rubber Corporation	Shrewsbury Twp	5 FT 2 PT	1964	Dog bones and custom fabricating
Lumi Trak, Inc.	Shrewsbury Twp	11	1995	Lighting equipment
Power Printing	Shrewsbury Township	2	1987	Commercial printing
RCR Machine, Inc.	Glen Rock Borough	7	1989	General machine work

Table 34
Industrial Employers, 2004-2005

Industry	Municipality	# Employees	Year Estab.	Product
Rehmeyer Precision Millwork	Shrewsbury Borough	10 FT 1 PT	1974	Kitchen cabinets, countertop, millwork
SODICO (Southern Diecasters, Inc.)	Shrewsbury Twp	95	1970	Aluminum and zinc diecasting
Technical Fabrication, Inc	Shrewsbury Township	7	1986	Electronic components, wire/cable assemblies
Tooling Technologies	Shrewsbury Borough	8	1997	Engineering services, drafting services
Weichert Machining	Glen Rock Borough	3	1990	Tool and die shop

Source: 2004-2005 York County Directory of Industry and Technology

The Southern York County Region has several business parks, as included in the York County Economic Development Corporation's 2007 York County Industrial Park Directory. See the table below.

Table 35
Characteristics of Industrial Parks in Southern York County, 2007

Park	Location	Lots		Public Utilities	Access
		Planned/occupied	Acreage		
Chestnut Commerce Center	Exit 4 on Tolna Road in Shrewsbury Township	48/7	94 acres	Public water and sewer, electricity, gas	I-83
Exit 2 Industrial Park	Susquehanna Trail at Exit 8 in Springfield and Shrewsbury Townships	20/18	23 acres	Public water and sewer, electricity, gas	I-83
McClain Farm Business Park	Exit 4, I-83; east on 851	7/?	52.6 acres	Public water, and sewer, electricity, gas	I-83

Table 35 Characteristics of Industrial Parks in Southern York County, 2007					
Park	Location	Lots		Public Utilities	Access
		Planned/ occupied	Acreage		
Northbrook Commercial Center	Exit 4, I-83	14/13	31 acres	Public water and sewer, electricity, gas	I-83
Shrewsbury Commerce Center	Exit 4, I-83	14/?	28 acres	Public water and sewer, gas, electricity	I-83
Stonebridge Business Park	Exit 4, I-83	19/13	200+ acres	Public water and sewer, gas, electricity	I-83

Source: 2007 York County Industrial Park Directory, YCEDC

All of the Region's industrial parks have access to I-83 and limited public water and sewer. These amenities are highly desirable for industry.

COMMERCE

The Region offers a wide range of commercial uses to residents, largely because of its strategic location along the well-traveled Susquehanna Trail and Interstate 83. There has been some recent development of retail, lodging and restaurants in the Region, particularly in the vicinity of I-83.

At Exit 4, Shrewsbury Commons, anchored by a large Wal-Mart store is fully occupied. Two (2) additional strip commercial areas and one (1) out parcel subsequently followed the initial plan. Also at Exit 4, is Shrewsbury Square, which includes a Giant Food Store and other retail and restaurants. On the east side of I-83, recent commercial development includes a Home Depot, Hampton Inn, and Cracker Barrel restaurant.

In the planning and approval process are Messina Plaza (along Mount Airy Road) and subsequent phases of Shrewsbury Commons and Stonebridge.

It is important to note that Shrewsbury Township amended its Zoning Ordinance regarding the south side of SR 851, changing the zoning classification from commercial and industrial to mixed commercial/industrial.

TOURISM

The economic impact of tourism in the Region is also worthy of discussion. The previous Comprehensive Plan included in its discussion of commerce, the recent trend regarding the development of lodging and restaurants along the York County Heritage Rail Trail that passes through Shrewsbury Township and Glen Rock, Railroad and New

Freedom Boroughs. There is additional potential for the continued development of similar specialty commercial uses along the Trail. Recent studies by the Rails to Trails Conservancy and the Pennsylvania Department of Conservation and Natural Resources would support the economic viability of trail towns. Restoration and reuse of the Northern Central Railroad (NCR) line for tourism and commerce, such as the former dinner train, is another possibility.

The previous Plan also discussed Glen Rock Borough's interest in encouraging and promoting the performing arts. Niche retail, like antiques dealers and the Amish farmers' market could become an attraction to bring visitors from outside the Region. Promotion of the Region's historic districts and sites may also encourage the interest of heritage tourists.

B. LABOR FORCE CHARACTERISTICS

Information on the various labor force characteristics is available at the municipal level, as well as at the County level, and presented in the tables that follow. Municipal totals are combined for the Region totals.

Table 36 Labor Force Characteristics, Total Population 16 years and over, 2000							
	Total 16 yrs and over	Pop in work- force	In armed forces	In civilian labor force	Civilian labor force: employed	Civilian labor force: unemployed	Not in labor force
Glen Rock Borough	1,338	1,003	2	1,001	970	31	335
Railroad Borough	213	169	0	169	160	9	44
Shrewsbury Borough	2,562	1,580	0	1,580	1,556	24	982
Shrewsbury Township	4,653	3,084	0	3,084	3,047	37	1,569
Region	8,782	5,836	2	5,834	5,733	101	2,930
York County	298,226	203,496	233	203,263	195,962	7,301	94,730

Source: US Census Bureau

Based on the statistics presented in the above table, 66% of the Region's total population, age 16 years and over, is in the workforce; 99.9% in the civilian workforce. 68% of the County's total population, age 16 years and over, is in the workforce. Looking at each municipality individually, Railroad Borough has the highest percentage of its population age 16 years and over in the workforce (79%); Shrewsbury Borough has the lowest percentage of the population age 16 years and over in the workforce (62%). Please note that "not in labor force" includes those who are retired and those who are disabled and not able to work.

Table 37
Employed Civilian Population, Age 16 years and over, by Industry, 2000

	Ag, forestry, fishing, mining	Construction	Manufacturing	Wholesale and retail trade	Transportation, warehousing, utilities	Information	Finance, insurance, real estate, rental, leasing	Professional, scientific, mgmt, administrative, waste mgmt.	Educational, health and social service	Arts, entertainment, recreation, food service accommodation	Other services (not public administration)	Public administration	TOTAL IN THE WORKFORCE
Glen Rock	9	90	211	163	53	35	64	54	158	74	44	15	970
Railroad	0	16	56	30	7	1	5	8	24	3	9	1	160
Shrewsbury Borough	0	81	273	324	93	58	128	119	250	91	72	67	1,556
Shrewsbury Township	24	278	617	391	136	162	199	256	525	134	196	129	3,047
Region	33	465	1,157	908	289	256	396	437	957	302	321	212	5,733
York County	2,159	14,131	46,865	32,637	10,274	4,425	10,364	13,728	32,778	11,775	8,989	7,837	195,962

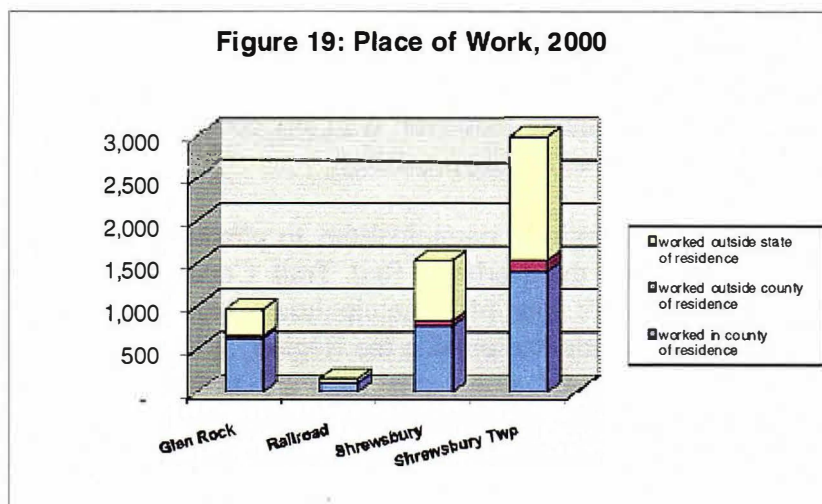
Source: US Census Bureau

The above table shows civilian employees by industry. The total employed civilian workforce of the Region is 5,733, with the largest percentage (53%) comprised of Shrewsbury Township residents. Manufacturing is the industry that has the most employees in the Region (20%), followed by educational, health and social services (17%) and wholesale and retail trade (16%).

With regard to individual municipalities, the highest percentage of workers in Shrewsbury Township (20%), Glen Rock Borough (22%), and Railroad Borough (35%) are employed in manufacturing. The highest percentage of workers in Shrewsbury Borough (21%) is employed in the wholesale and retail trade industry. With regard to educational, health and social services, 16% of Glen Rock Borough, 15% of Railroad Borough, 16% of Shrewsbury Borough, and 17% of Shrewsbury Township workers are employed in this industry. Shrewsbury Township and Glen Rock Borough are the only municipalities in the Region with workers employed in agriculture, forestry, fishing and mining (less than 1%).

C. WORKPLACE COUNTY AND STATE OF RESIDENCE

Another interesting factor to consider is where, in terms of geography, people work. The US Census collects data relevant to place of work; Census 2000 facts are presented in Figure 19. As shown in this chart, 48% of the workers living in Shrewsbury Township work outside of Pennsylvania.



Source: US Census Bureau

Almost an equal number of Shrewsbury Township residents work in York County (47%). Railroad Borough has the highest percentage of workers whose place of work was in York County (69%). 44% of the workers in the Region are employed outside their state of residence (Pennsylvania).

D. FUTURE ECONOMIC DEVELOPMENT POTENTIAL

The Southern York County Region as a whole enjoys a healthy economy centered on agriculture, and also provides for a variety of other industrial and commercial uses offering employment to area residents and tax revenues for public services. It is the Region's desire to continue to protect its *agricultural economy* through a variety of measures intended to preserve the farmland base, direct non-agricultural development to appropriate locations, reduce adjacent conflicting uses for farmers and promote the profitability of farming. The Region also desires to provide for a variety of other industrial and commercial uses at appropriate locations.

There is significant *infill potential* in existing commercial and business parks within Shrewsbury Township and Glen Rock and Shrewsbury Boroughs, as well as more limited infill potential in established commercial and industrial areas within some of the Region's municipalities, including currently vacant storefronts. However, some areas lack proper zoning or adequate infrastructure, which are vital attributes to encourage infill.

There is also great potential for *rehabilitation and adaptive reuse* of former industrial buildings in Glen Rock and Railroad Boroughs to either industrial or commercial uses, although access and parking problems will first need to be overcome. Of all the Region's municipalities, the need for economic revitalization within Glen Rock Borough seems greatest. Recent trends within Railroad and Shrewsbury Boroughs toward the rehabilitation and improvement of private properties in general have set the stage for attracting additional economic investment.

In all of the Region's Boroughs, there is the potential for the **conversion** of residential structures to tourist-oriented businesses, professional offices or other low-impact commercial uses when such uses are permitted. However, with any conversion, the new use must meet local parking, signage and other zoning provisions.

One possible direction for the Region's municipalities to pursue is further **commercial spin-offs** from the presence of the Heritage Rail Trail County Park, which passes through three (3) of the Region's four (4) municipalities. This trail is used by large numbers of people from both inside and outside the Region. Additional lodging and sit-down restaurants at suitable points along this trail are two (2) possible types of businesses that could meet with success. Such businesses should especially be encouraged to rehabilitate and adaptively reusing existing unutilized buildings. Glen Rock Borough has a particular interest in encouraging and promoting the performing arts and would like to attract artists, as well as those who enjoy the arts, to the community.

Tourism may also impact the Region's economy. Expansion of the Region's niche retail, which currently includes antiques dealers and the Amish farmers' market, can continue to draw visitors from the outside. Restoration and reuse of the NCR line for tourist related use could attract additional visitors to the area, while promotion of historic districts/sites throughout the Region may encourage the interest of heritage tourists.

Another strategy for maintaining the health of the local economy is to utilize what is known as **import substitution** to determine what goods and services the Region could produce or provide for which people now go elsewhere. This strategy seeks to retain more economic activity within the local community by curtailing the leakage of consumer dollars out of the community. For instance, there is a perceived need in some of the Region's municipalities for restaurants and other neighborhood-based businesses within walking distance of existing neighborhoods. Township residents could be encouraged to provide these goods and services, or outside businesses could be targeted to locate within the Region's designated growth area or at specific sites.

In November 1996, the Southern York County Regional Planning Commission completed a *Commercial and Industrial Land Use Study*, which, among other purposes, identified **factors that influence business location decisions** and recommended various marketing strategies. The Study concluded that the primary factors considered when seeking a desirable industrial or commercial site include: (1) accessibility to or from major roads and highways; (2) availability of public water and sewer; (3) visibility; and (4) lower taxes. Existing structures are more likely to be utilized through conversion or adaptive reuse if the structure offers appropriate amenities and is adaptable to new uses. The potential use of tax abatement and other incentives is also discussed. Finally, the Study resulted in the creation of a digital geographic property database of parcels currently zoned for commercial and industrial use. This information should be compiled in a marketing instrument, which can be distributed to potential economic development prospects for the Region.

With regard to economic development, municipalities should consider consulting with the York County Industrial Development Authority and/or the York County Economic Development Corporation. These organizations can assist the Region with identifying the areas that have the greatest economic development potential, targeting desirable businesses, and attracting new businesses.

Another entity that can be of assistance to the Region is the Community Action Team (CAT) of the PA Department of Community and Economic Development (DCED). Governor Edward Rendell created CAT to become engaged with communities to develop priority “impact” projects through planning, technical and financial assistance and implementation. According to CAT, “impact” projects are different for each community. A small project in a rural area may have tremendous impact on that community, while the same project will have minimal impact in a larger town or city. The CAT definition of “impact” is, “a community- changing revitalization project that includes multiple components, and uses a variety of local, state, federal and private investment sources.” CAT is available to assist communities in every step of the process from developing a plan for an impact project, to identifying public and private resources on the local, State and Federal level, and through to implementation.

Each CAT project will have a primary point-of-contact, known as a Strategic Investment Officer (SIO). The SIO is assigned to work with the community to assess their plans, determine impact and readiness, identify project needs, and develop timelines. These goals are accomplished through meetings with all community stakeholders, including elected officials, private investors, community groups, civic groups and individuals that have a role in the community’s revitalization.

Once the “impact” project has been identified and information gathered, the SIO reviews options for funding. All non-state sources, private and public, are outlined, with state funds being the last dollars put into a project. CAT works with other DCED departments, as well as other agencies, to determine eligibility of each component and what assistance programs are available to reach the community’s goals.

On the following page is a summary of the economic development recommendations that resulted from this Chapter.

- Continue to support the Region's agricultural economy by retaining effective agricultural zoning and promoting the profitability of farming.
- Promote infill in established village, commercial and industrial areas, as well as business parks through appropriate zoning and provision of infrastructure by each municipality.
- Actively encourage the rehabilitation and adaptive reuse of former industrial buildings in Glen Rock Borough through zoning and other programs that provide incentives and address site problems. This process, however, could be impacted by the Borough's FEMA floodplain designation, which was recently changed from Category C to Category D.
- Actively promote the establishment of lodging and fine restaurant facilities at appropriate locations along the Heritage Rail Trail County Park through zoning and marketing strategies.
- A marketing instrument should be compiled which presents the result of the *Commercial and Industrial Land Use Study* for prospective land use development.
- Consult with the York County Industrial Development Corporation, York County Economic Development Corporation, and/or PA DCED Community Action Team for planning, technical, and financial assistance related to economic development projects.



VII. EXISTING LAND USE

One very important element of this Plan is the inventorying of existing land uses. The historical identification of land use activities provides periodic gauging of development trends within the Region. The character of the existing land uses provides insight to the quantities and types of land uses that are desired by the public or have particular market demand. Also, the Existing Land Use Map, together with the Agricultural Land Protection Map, provide valuable assistance in the identification of future development areas.

To provide an update to the Region's existing land use inventory, several sources and information were used. First, the York County Assessment records were incorporated into a geographic information system (GIS) plot by the York County Planning Commission. Then, this information was reviewed by the Southern York County Regional Planning Commission. Results of these efforts are described below and depicted on the accompanying *Existing Land Use Map*. It is important to understand that the land uses depicted on the Existing Land Use Map do not necessarily correspond with its recommended land use and zoning designations.

A. AGRICULTURE / RURAL

The Agricultural/Rural areas shown on the Existing Land Use Map comprise 72% of the land in the Southern York County Region. Significant agricultural activity remains in Shrewsbury Township and, to a lesser extent, in Railroad Borough. The Region has successfully designated growth areas in an effort to protect agricultural and rural areas from intensive development. In addition, Shrewsbury Township and Railroad Borough both have long-standing agricultural protection zoning which has been effective in limiting the amount of development in the agricultural and rural areas and creating a critical mass for concentrations of farm operations. While there is some interspersed of large, rural lots, the Township and Borough have generally been spared of large residential subdivision and land development activities within their agricultural landscape. This agricultural activity, combined with the undulating topography described in the Natural Features chapter, produces a scenic and protected view of local farming operations.



Most of the farmland in the Region is used for cropland, primarily corn, soybean, and other grains, while a lesser amount is used for raising livestock. The most intensive cultivation occurs in flatter landscapes, and contour strip farming has been used on the rolling hills. Given this undulating topography, there are also woodlands scattered throughout the Township and Borough. In all, the

Region possesses a productive and tidy agricultural landscape that provides and will continue to provide benefits within the Region.. These wooded areas provide ideal habitat for wildlife to migrate throughout the landscape. Within the Township's rural landscape, there are also many historic stone, brick and frame farmhouses. These homesteads create focal points amid the farm fields and provide residences for some of the Township citizenry. Often these



buildings have been preserved. In all, the Region possesses a productive and tidy rural agricultural landscape that provides and will continue to provide benefits within the Region.

PA AGRICULTURAL SECURITY AREA PROGRAM

Act 43 of the Commonwealth of Pennsylvania was passed in 1981 to allow municipalities to establish Agricultural Security Areas (ASA) to promote more permanent and viable farming operations over the long run by strengthening the farming community's sense of security in land use and right to farm. Individual landowners petition the Township to create an ASA. Each parcel must be at least ten (10) acres in size and the entire ASA must be at least 500 acres. By establishing an ASA, farmers who want to farm benefit as follows:

1. The Township Supervisors agree to support agriculture by not passing local ordinances that restrict normal farming operations or structures;
2. The condemnation of farmland by a government in the agricultural security area must first be approved by the State Agricultural Lands Condemnation Approval Board to determine if alternative sites are available for condemnation;
3. The farmland preservation options offered by the York County Agricultural Lands Preservation Board are available to qualified farm owners in an agricultural security area. For example, only a farm owner in an agricultural security area may be eligible to receive cash for permanently preserving the farm with a conservation easement; and,
4. Hazardous waste and low-level radioactive waste disposal areas cannot be sited.

Each landowner decides if they want to participate in the Program. The farms that make up the 500-acre minimum do not have to be adjacent to one another and do not have to be in the same municipality. The agricultural security area does not stop development nor restrict farmers in any way; only zoning laws regulate how much and where land can be developed (see also discussion of agriculture under *Chapter VI, The Local Economy*).

In 1988, an ASA was created in Shrewsbury Township. According to the PA Department of Agriculture, the ASA included approximately 6,898 acres as of November 2007. Portions of the ASA extend into Railroad, Shrewsbury, and New Freedom Boroughs. The ASA is shown on the *Preserved/Protected Areas Map*.

PA AGRICULTURAL CONSERVATION EASEMENT PURCHASE PROGRAM

The Agricultural Conservation Easement Purchase Program (3 P.S. 914.1 et. seq.), authorized by the Agricultural Security Area Act, was established in 1988, to strengthen Pennsylvania's agricultural economy and protect prime farmland. It enables the State and county governments to purchase conservation easements from owners of quality farmland. Through this Program, the farmer sells the right to develop his land for non-agricultural purposes, but the land itself continues to be his private property. In February of 1990, the York County Commissioners created the York County Agricultural Land Preservation Board to develop a Conservation Easement Purchase Program to slow the decline of productive farmland in the County. The Program received certification in August of 1990 and the County budgeted funding to match the State's allocation for the Program. As of December, 2007, approximately 2,095 acres had been permanently preserved through this Program in Shrewsbury Township. An additional 155 acres had been permanently preserved by donation of conservation easements to the Farm & Natural Lands Trust of York County. Lands preserved through conservation easements are shown on the *Preserved/Protected Areas Map*.

B. RESIDENTIAL (Single-Family and Two Family)

The Residential land use category, as depicted on the *Existing Land Use Map*, comprises approximately 21% of the Region's land area. It includes residential uses ranging from single-family detached dwellings (including mobile homes) to two family dwellings and townhouses or row houses. Single-family detached homes, however, are most prevalent in the Region. (Multi-family residential uses are discussed in Section C.)

Shrewsbury Township has an abundance of rural residences which are either freestanding lots subdivided from original farms or farmsteads that are part of active farming. These sites tend to be very large with spacious yards and large setbacks. In this area, there are no "neighborhood" amenities, such as curbs and sidewalks. Rural residences range from very large preserved historic resources through moderate suburban housing and even to affordable, freestanding mobile homes. There are a few large-lot subdivisions along the southern border straddling the Maryland line.

Clearly, the Region has undergone substantial suburban-style growth over the last 40 to 50 years. The largest contributors to suburban-style housing have been Shrewsbury Borough and Shrewsbury Township. Glen Rock and Railroad Boroughs have little suburban-style development. A large percentage of Shrewsbury Boroughs entire land area has been consumed by suburban-style neighborhoods. These neighborhoods, largely consist of single-family detached dwellings, curvilinear streets and fairly uniform lot and road design standards. In addition, Shrewsbury Township has devoted planned growth areas that are principally located south and east of Shrewsbury Borough for extensions of neighborhoods located within the Borough. It would appear that all municipalities share similar design standards as it is difficult to distinguish municipal boundaries within these neighborhoods.

The older neighborhoods tend to have narrower street widths with rolled macadam curb while the newer neighborhoods have wider streets with concrete slant curbs. Generally, the suburban-style units provide for on-site parking with front yard setbacks to accommodate about two (2) vehicles parked one behind the other. The new neighborhoods have side yard setbacks that are a minimum of 15 feet. The older neighborhoods have side yard setbacks which appear to be about ten (10) foot minimum. Another small, modest suburban-style neighborhood is located southwest of Glen Rock Borough, in the hills overlooking the town. There is very little use of sidewalks within any of the suburban neighborhoods.

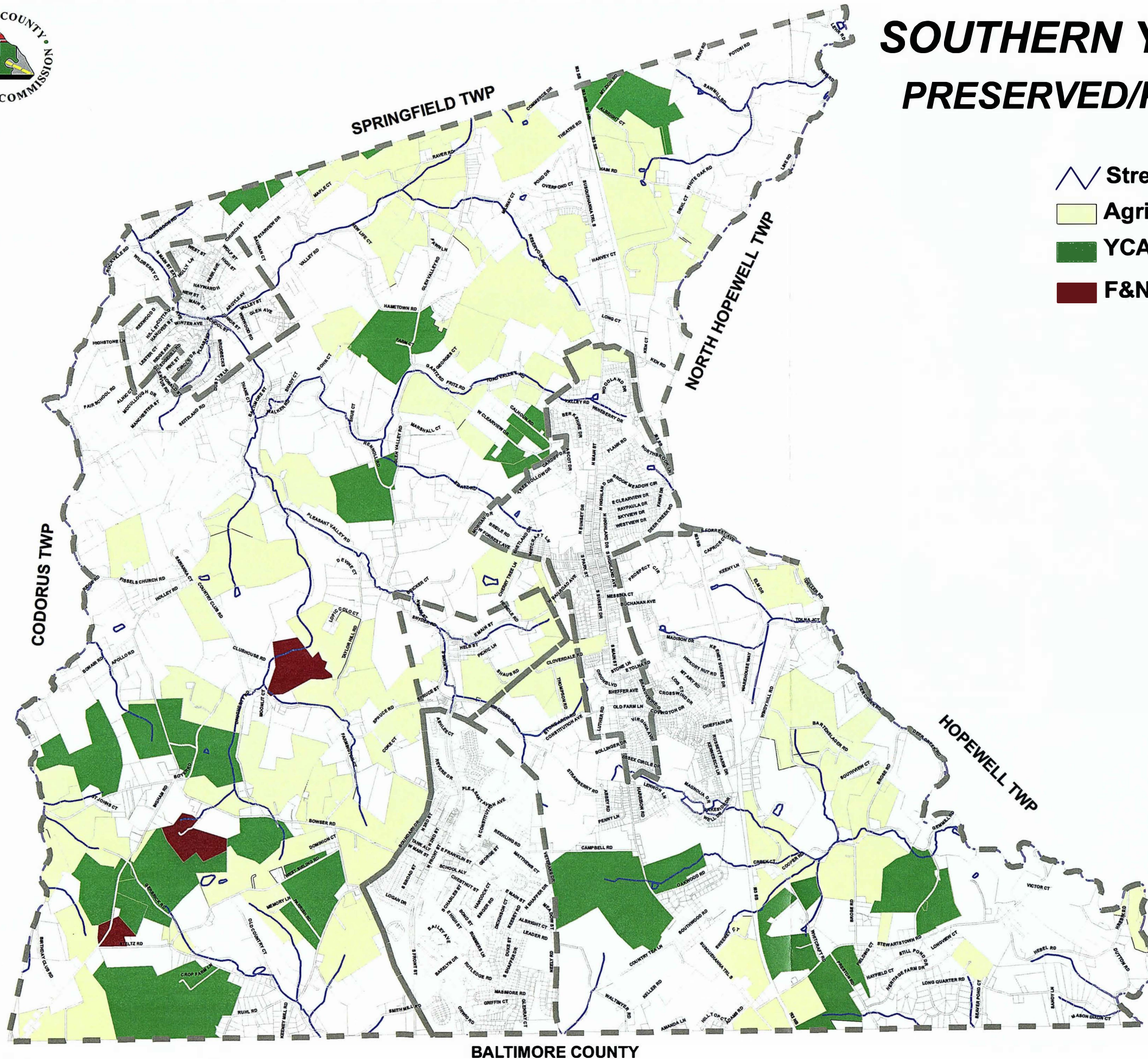
The next category of residential development is the older neighborhoods within the Boroughs. Here, historical development patterns have created more urban-type neighborhoods that are linked to older traffic arteries throughout the Region. In these areas, homes tend to be built on long and narrow lots with very little side yard setbacks. In many cases, the homes are located next to or within ten (10) feet of a street right-of-way. This configuration does not provide for off-street parking within the front yard; therefore, the use of on-street parking is abundant as is parking off of alleys to the rear. In some cases, these areas are dotted with a variety of dwelling types (single family detached, two family and row dwellings). These older neighborhoods tend to be laid out in a linear orientation to the adjoining roads, however, in small areas of Glen Rock Borough, these neighborhoods have evolved into a grid street pattern. Typically, these oldest neighborhoods are also interspersed with a mixture of commercial and civic uses. In some cases, these neighborhoods also have sidewalks. Some of these older homes have been converted into multi-family use, retail space, and/or office space. Such uses rely on on-street parking and also on garages and parking lots off of alleys in the rear. In Glen Rock, it appears that the severe slopes in this area largely dictate building placement on property.

C. RESIDENTIAL (Multi-Family)

As previously discussed in the Housing chapter, the Southern York County Region has a limited supply of multi-family housing units. The Multi-Family land use category depicted on the *Existing Land Use Map* encompasses less than 1% of the land area in the Region. The more recent suburban-style developments have largely over-shadowed newer forms of multi-family housing, particularly within Shrewsbury Borough and Township. Nonetheless, there are several nice examples of multi-family housing within the Region. The larger of these include: (1) the Lutheran Retirement Village, located in the Township just south of Shrewsbury Borough, which includes 141 independent living units for the elderly and disabled (60 apartment units and 81 cottages) that are well maintained and designed; (2) the Shrewsbury Courtyards I and II, located in Shrewsbury Borough, which includes 102 units for the elderly that have been arranged within a rehabilitated wirecloth factory building, with a large, open-air courtyard and individual units lining the perimeter; and (3) the Mallard



SOUTHERN YORK COUNTY REGION PRESERVED/PROTECTED AREAS MAP



- Streams
- Agricultural Security Area
- YCALPB Conservation Easements
- F&NLT Conservation Easements



0 2,000 4,000 6,000 8,000 10,000
Feet

0 0.5 1 1.5 2
Miles

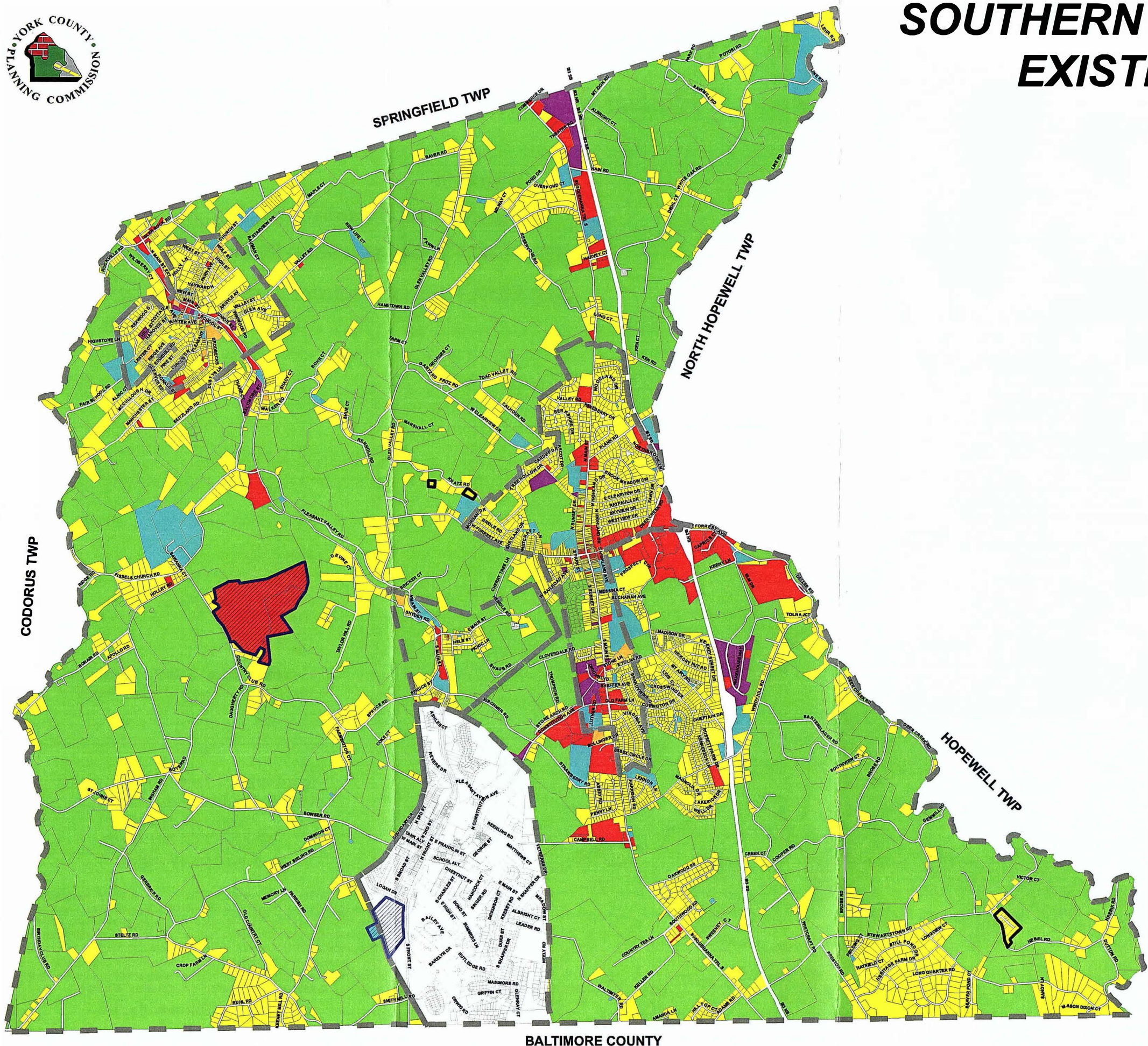
York County Planning Commission
28 E. Market Street, 3rd Floor
York, PA 17401
Phone: 717-771-9870
Fax: 717-771-9511

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Map and Data Revised on Jan. 2009

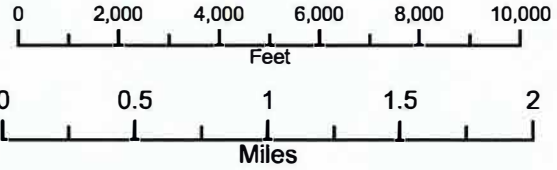


SOUTHERN YORK COUNTY REGION EXISTING LAND USE MAP



Land Use

- Agriculture/Rural
- Residential
- Multi-Family
- Commercial
- Industrial
- Public/Semi-Public
- Utility
- Mobile Home Park
- Private Recreation



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Map and Data Revised on Jan. 2009

Glen townhouse condominiums located within a renovated warehouse in Glen Rock Borough, which includes 16 units having front stoops with wrought iron porch rails and a unified lighting and painting scheme.



Shrewsbury Courtyards



Mallard Glen

Within Glen Rock Borough, the Lester Court townhouse complex includes 14 contemporary, three-story townhouses with the first story devoted to garages. These townhouses are laid out around a cul-de-sac street. Other multi-family developments include the Messina Townhouses (8 units Shrewsbury Borough and 14 units Shrewsbury Township), located on Messina Court off Church Street, and Presidential Heights, a mixed single family and multi-family development located along Mt. Airy Road.



Lester Court

D. MOBILE HOME PARKS

According to York County Tax Assessment data, mobile home parks are classified as single family residential uses when mobile home park lots are under individual ownership and as commercial when the mobile home lots are leased. Thus, mobile home parks are shown as an overlay on the *Existing Land Use Map* and their acreages are included in those respective categories.

Within the Southern York County Region, there are only two (2) mobile home parks, both of which are located in Shrewsbury Township. The first is the Glen Brook Mobile Home Park along Glen Brook Court, between Glen Rock and Railroad Boroughs. This is a typical mobile home park where the mobile home lots are leased, thus is classified as a commercial site according to the York County Assessment Office. Glen Brook has ~~13~~ about five (5) units along a stone driveway with off-street parking pads for most units. Setbacks are minimal and there are no recreational facilities or screening. The other mobile home park is along Blue Jay Court in the extreme southeast corner of the Township. Here, the individual mobile home lots have been subdivided, thus can be purchased and are shown as individual residential parcels on the Existing Land Use Map. The units are set back about one car length from the street with fairly wide streets and curbs. The units appear to have about 50 feet between them and vary in size and age. This site is very well kept and it is located within a nicely wooded area of the Township. (*The Woodland Acres Mobile Home Park, listed in the 2000 Plan, has since been closed.*)

E. COMMERCIAL

A variety of commercial uses have been identified as part of this effort. Each of these has been specifically mapped and enumerated on the accompanying *Existing Land Use Map*. These commercial enterprises range from uses that serve the immediate neighborhood where located to uses that serve a much larger regional market and encompass approximately 3% of the Region's land area.

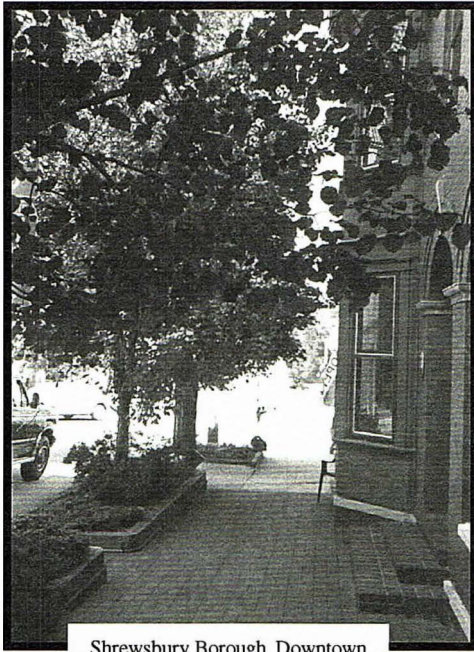
Clearly, the largest commercial area located within the Region adjoins Exit 1 of Interstate 83. Here, Shrewsbury Commons is anchored by a Wal-Mart supercenter, with a nursery and garden center. The site exhibits contemporary design standards with improved parking lots, landscaped strips, loading areas, and some outdoor storage. A number of small commercial boutiques and services are also located in this shopping center. The site is separated from view by a significant grade change from the adjoining street. It sits atop a hill and is effectively screened by this topographic change. It would appear that this complex substantially drew from those customers who used to shop at the K-Mart/Giant center that is located just to the west along Forrest Avenue off the interchange. Both the K-Mart and Giant grocery store are now closed at this location; the only store that remains is a CVS drug store. Now, Shrewsbury Commons, together with the new Shrewsbury Square Shopping Center on Mount Airy Road, which accommodates a new and larger Giant grocery store, plus several small stores and businesses including the area's only Starbucks Coffee Shop, act as the Region's commercial center. Like Shrewsbury Commons, the Shrewsbury Square Shopping Center has landscaping strips and improved parking and loading areas. These new shopping centers are described as having more amenities to attract shoppers from a larger region.

On the east side of Interstate 83 at this interchange is located a full complement of interchange-type commercial uses. Here, vehicle fueling and service facilities abound. In addition, those properties straddling Forrest Avenue between the interchange and downtown Shrewsbury Borough have been largely commercially developed. These sites take full advantage of the increased traffic from the interchange to the Region. Here, are located a number of locally-oriented establishments which have been sized to meet the needs of local residents.

The next largest area of commercial development within the Region is located in southern Shrewsbury Borough. Here, the Market Square Shopping Center seems to have replaced the downtown area of the Borough as the main retail activity center for local goods and services. Here, a community-based shopping center has a variety of stores and offices, including the Goodwill, a beverage distributor, and a fitness facility. This site is entirely oriented to vehicle traffic traveling along Main Street and Constitution Avenue. In addition to the stores and offices, there are also a number of locally oriented restaurants, a convenience store, a cleaner, and a filling station. Overall, the site and has been improved with some landscape materials.

Directly across Main Street to the west are located a number of freestanding highway-oriented commercial uses. All of these combined uses create a commercial locale that serves the Region's many residents who pass by within their automobiles.

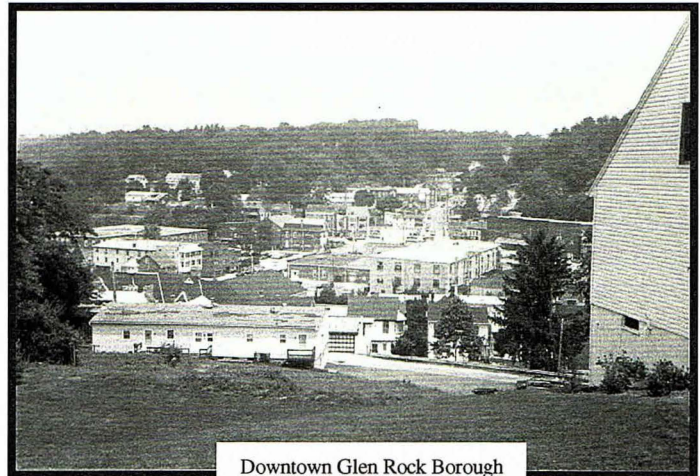
The next form of commercial development involves the “downtown” areas within each of the Boroughs. Both Shrewsbury Borough and Glen Rock Borough exhibit traditional downtown



Shrewsbury Borough Downtown

central business district areas; however, downtown Shrewsbury has fewer retail businesses and consists primarily of homes, offices and small antique shops. Shrewsbury Borough's downtown area appears to be very vibrant with considerable recent investment. Here, nicely restored historic structures are intermixed with a complement of shade trees at regular intervals to provide a pleasant, pedestrian experience. Sidewalks separate buildings from the adjoining cartway. Traffic in this area is heavy, however, the intersection of Forrest Avenue and Main Street is signalized. Parking is provided both on the street and behind the buildings that directly abut the street. In all, the area contains a number of antique stores, offices and second- and third-story apartments.

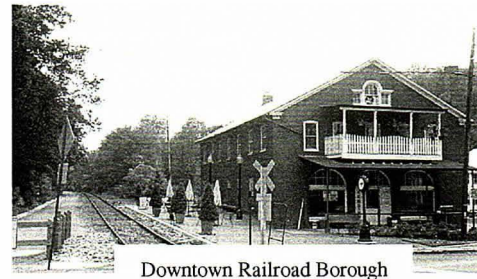
The downtown area of Glen Rock Borough sits at the bottom of the hill along Heritage Rail Trail County Park. Anchoring this area is a small, privately owned business district with individual uses and apartments. In addition, the Glen Rock Mill Inn, a renovated 1832 feed and flour mill with many original features preserved, offers a unique dining and lodging experience for residents and visitors. It provides a very nice focal point to this area. Like in other areas of Glen Rock Borough, the



Downtown Glen Rock Borough

downtown is constrained by topographic features. All of these uses are tucked into the sides of slopes which rise up from the downtown area. In all, this creates a quaint bowl-like appearance within the downtown area. While there are a number of freestanding parking lots, it appears that parking associated with individual land uses is at a premium. Aside from the Glen Rock Mill Inn, it would appear that all of the uses within Glen Rock are oriented to local customers. Fortunately, the Heritage Rail Trail County Park traverses the downtown area and can provide additional opportunities for users of that facility. Downtown Glen Rock exhibits a charm that has been lost in many other communities.

Downtown Railroad is an historic village that is much smaller than the other areas described in this Plan. Main Street and the Heritage Rail Trail County Park provide the only commercial focal point. Nonetheless, the downtown area has developed into a nice, peaceful stop along the Trail with a restaurant, a Post Office, a bed and breakfast, and the Municipal Office.



The final commercial category can best be described as highway oriented uses. Most of these uses are oriented along the Susquehanna Trail in Shrewsbury Township and along Main Street in Shrewsbury Borough. In addition, there are a number of commercial businesses that are located along Main Street Extended and Glen Rock Road just northwest of Glen Rock Borough. These uses exhibit varying design standards with most relying on vehicular movements. Sites have independent curb cuts and signage that compete for drivers' attention.

In summary, the Region has a surprising level of commercial uses and activity. Clearly, Shrewsbury Borough and Shrewsbury Township provide the most commercial opportunities. However, each of the Boroughs has its own small, identifiable central business area. Local officials should nurture these uses with flexible design requirements that, over time, provide for an improved streetscape.

F. INDUSTRIAL

Only about one percent (1%) of the Region's land area is presently used for industrial uses. Whereas, Shrewsbury Borough and Shrewsbury Township contain the lion's share of the Region's commercial uses, Shrewsbury Township contains the most industry. Shrewsbury Township's industrial uses are concentrated in two (2) identifiable areas. First, the north-central portion of the Township located between the Susquehanna Trail and I-83, north of Hain Road, has a mixture of industrial and heavy commercial uses. This area appears to have evolved into an industrial site over time. The Township's second location is located along the east side of I-83, just south of Tolna Road straddling Elm Road. Here, a freestanding and separated industrial park appears to have been laid out with only a few lots developed. Fortunately, this area is completely separated from adjoining residential uses by the Interstate. It would appear, however, that a new portion of this industrial park will abut homes fronting on Windy Hill Road. This new industrial park exhibits more contemporary suburban-style design features.

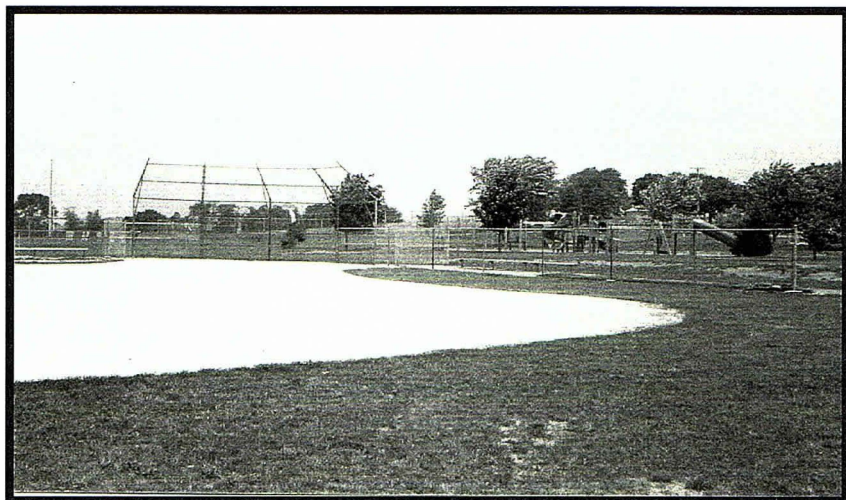
Shrewsbury Borough has three (3) identifiable locations of industrial development. The first is Eyster Machine Shop, located off of Clearview Drive. The second is an old, industrial cul-de-sac which straddles Onion Boulevard. This area is comprised of industries with pre-cast concrete and extensive outdoor storage. This area is located directly behind the commercial uses that are in the vicinity of the Market Square Shopping Center. Brookview Industrial Circle, off of Plank and Mt. Airy Roads, has a milk distribution plant, the magistrate's office and vacant sites.

Within Glen Rock Borough, there are a number of industrial sites listed. However, most of these sites are abandoned warehouses with no active operations. The exception to this is the Baumiller factory located between Glen Avenue and the Heritage Rail Trail County Park. This site, at one point, had access along the railroad; however today, vehicular access is severely restricted. Aside from Baumiller's and several small industrial services within the Borough, Glen Rock is devoid of industrial activity.

In summary, the Southern York County Region has a dwindling base of industry that was largely developed prior to the adoption of zoning regulations. The relative lack of site design amenities on these sites makes them difficult neighbors when abutting residential land uses. Each of the Region's municipalities will need to develop suitable buffering and screening techniques that can be applied to existing industries as they propose expansion or some other form of improvement.

G. PUBLIC/SEMI-PUBLIC AND UTILITIES

Over 100 public/semi-public and utility land uses have been identified and mapped on the *Existing Land Use Map*. These uses accommodate approximately three percent (3%) of the land in the Region and range in size from very small sewage pump stations to the largest, which is the Southern School complex, including the elementary, middle and senior high schools and District Office. A number of churches and cemeteries, the Region's various parks, Post Offices, libraries, schools, sewage and water treatment plants, public parking lots, utility sub-stations, youth clubs, retirement communities, railroad stations, playgrounds, PennDOT storage yards and municipal storage yards, and municipal offices all comprise this category. Each of these sites has been individually mapped on the *Existing Land Use Map*. The Community Facilities, Parks and Recreation, and Public Utilities Chapters contain a more detailed discussion of some of these uses.

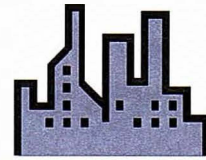


H. PRIVATE RECREATION

There are two (2) private recreation sites located in the Region and they are shown as an overlay on the *Existing Land Use Map*. One is the Bon Air Country Club, located on the east side of Country Club Road in Shrewsbury Township. This is a private recreational facility that offers an 18-hole golf course, golf shop, and outdoor swimming pool to its members. The other site is the Summit Grove Camp. Although predominantly located in New Freedom Borough on the west side of Front Street South, a small portion of the site does extend into Shrewsbury Township. Summit Grove Camp is a non-profit Christian camp and retreat center that offers a variety of recreational facilities ranging from an outdoor swimming pool, athletic fields, and basketball/volleyball courts to a climbing wall, archery range, and frisbee golf course.

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VIII. ADJACENT AND REGIONAL PLANNING



The preparation of a comprehensive plan should always consider and, if possible, complement the existing and proposed planning policies in effect in adjoining communities. The highest level of consideration could include a cooperative planning effort of several adjoining municipalities such as that of this Regional study. Such effort will assure the compatibility of existing and planned land use activities of municipalities within the Region, as well as seek compatibility with existing and planned land uses on the periphery of the Region. Such effort can also lead to a regional allocation of land uses that include a multi-municipal system for the delivery of public services.

Following is a brief discussion of the existing and planned land uses for each municipality bordering the Southern York County Region. Two (2) maps are provided; one depicting existing land uses and the other depicting generalized zoning classifications in the Region and adjacent municipalities. *Existing land use coverage, however, was not available for Baltimore County, Maryland, which borders the Region to the south.* As can be seen from the Southern Region and Adjacent Zoning Map, a variety of land uses are permitted proximate to the Region's boundary; but the majority of land is zoned for agricultural and conservation uses. Also included in this Chapter is a discussion of the York County Comprehensive Plan and its growth management policies for the Region, plus a copy of the York County Growth Management Map.

A. SPRINGFIELD TOWNSHIP

Springfield Township adjoins the Region along Shrewsbury Township's northern border. The Township adopted an updated Comprehensive Plan and new Zoning Ordinance on January 27, 1996. The Zoning Ordinance has been amended several times with the most recent revision being enacted in 2006.

Existing land uses along the border primarily consist of agriculture and low density residential. Some industrial and commercial development, however, has occurred in the central portion proximate to Interstate 83 and the Susquehanna Trail. Similar land uses dot the landscape on the Shrewsbury Township side of the boundary.

The *Future Land Use Plan component* of the *Comprehensive Plan* proposes the area forming Shrewsbury Township's northern border primarily as agricultural for future use. This designation is premised upon the presence of existing agricultural activity and to plan for its continuation. However, there are two (2) small areas designated as conservation near the eastern and western corners of the border. In addition, a small portion of the bordering land, between Interstate 83 and the Susquehanna Trail, is proposed for industrial use. The Township's Zoning Map mirrors the Future Land Use Plan with agricultural, conservation and industrial zoning classifications. Sliding scale agricultural protection zoning is used in the agricultural and conservation zones.

B. NORTH HOPEWELL TOWNSHIP

North Hopewell Township adjoins the Region beginning at the easternmost part of the northern border, and extends south for approximately one-third of Shrewsbury Township's eastern border. The Township adopted a new Comprehensive Plan on December 30, 2003, and amended its Zoning Ordinance (originally adopted August 14, 1990) in October of 2004 to implement the Plan. A few minor amendments have been enacted since 2004 with the most recent being 2007.

Along the border, existing land uses presently consist of Spring Valley County Park, north of the intersection of Brillstick and Line Roads, and a mix of agriculture and scattered site low density residential uses south of the intersection. A cluster of residential development has occurred in the southwestern corner. The existing land use pattern in the adjacent portion of Shrewsbury Township is similar.

The *Future Land Use Plan component* of the *Comprehensive Plan* designates the lands bordering Shrewsbury Township as agricultural beginning at the northern boundary and extending southward to Hain Road. South of Hain Road adjoining lands are designated as conservation for future use, except for the extreme southwest corner of the Township, which is proposed as residential. The *North Hopewell Township Zoning Map* shows zoning classifications of agriculture, conservation and residential that reflect the future land use classifications in name and location. Sliding scale agricultural protection zoning is used in the agricultural and conservation zones. Within the residential zone, single-family dwellings require a minimum lot size of one (1) acre, unless serviced by public water and/or sewer. If serviced by both utilities, the minimum lot size reduces to 10,000 square feet.

C. HOPEWELL TOWNSHIP

Hopewell Township adjoins Shrewsbury Township for the remainder of its eastern border and also borders the east central portion of Shrewsbury Borough. The Township adopted an update to its Comprehensive Plan on July 5, 2007. Its Zoning Ordinance, originally adopted on June 20, 1974, has been amended numerous times with the last amendment dated 2007. Some amendments have been substantial, while others have been minor in nature.

Residential development has occurred in the northeastern corner of the Township proximate to Plank Road, while a mix of commercial and industrial development is prevalent, just to the south, in the vicinity of Interstate 83 and State Route 851. The remainder of the bordering lands is predominantly being used for agriculture with some low density residential development intermingled. Adjacent existing land uses in Shrewsbury Township and Shrewsbury Borough are comparable.

Along the border, the *Future Land Use Plan component* of the *Comprehensive Plan 2007 Update* proposes the northeastern corner of the Township as residential, while lands adjacent to Interstate 83 and State Route 851 are designated as industrial, commercial, and commercial-industrial. Southward, adjacent to Deer Creek, lands are proposed as open space residential north of Five Forks Road, agricultural between Five Forks and Gemmill Roads, and conservation south of Gemmill Road. The *Hopewell Township Zoning Map* shows