



SYCRPC

IMPLEMENTABLE COMPREHENSIVE PLAN

COMMUNITY PROFILE

ABSTRACT

An analysis of cultural and natural resources, economic data, existing land use allocations, demographic and housing conditions, the transportation network, and community facility, services, and utilities for the Southern York County Region.

Contents

- 1. Introduction5**
- 2. Existing Land Use7**
 - Agricultural/Rural..... 7
 - Residential..... 9
 - Commercial 11
 - Industrial 14
 - Public/Semi-Public and Utilities 15
 - Private Recreation..... 15
 - Existing Land Use Allocations by Municipality 15
 - Adjoining Existing Land Use 18
- 3. Population Characteristics19**
 - Population Growth..... 19
 - Population Composition 22
- 4. Household Characteristics.....32**
 - Household Income 35
 - Household Characteristics Summary 36
 - Housing Characteristics..... 37
 - Housing Conditions 46
 - Housing Affordability and Fair Housing 56
 - Population and Housing Projections..... 67
- 5. The Local Economy82**
 - Agricultural Economy 83
 - Retail and Service Economy 87



Community Profile

Tourism	87
Labor Force Characteristics.....	89
The Local Economy Summary	98
6. Transportation	100
Transportation Network	100
Functional Classification	101
Traffic Volume.....	107
Traffic Safety	108
Bridges	114
Official Map Ordinance	121
Passenger Travel	123
Freight Corridors	123
Aviation	124
Active Transportation Planning	124
Existing Active Transportation Facilities	124
Bicycle and Pedestrian Level of Stress	125
Transportation Partners.....	127
7. Community Facilities and Services.....	133
Public Education.....	134
Police Protection.....	139
Fire Protection	144
Ambulance Service.....	149
Recreation.....	151
Greenways, Trails, and Links	157

Municipal Government	160
Shrewsbury Township.....	160
Shrewsbury Borough.....	161
Railroad Borough	163
Glen Rock Borough.....	164
New Freedom Borough.....	166
Utility Infrastructure	168
Sanitary Sewer Conveyance & Wastewater Treatment	168
Public Water Supply	169
8. Natural and Cultural Resources	171
Geology	171
Topography	175
Soils	175
Prime Agricultural Land.....	177
Soils with Severe Development Constraints	177
Groundwater	178
Watersheds	179
Natural Features	186
Historical Sketch.....	191
Archaeological Resources	195



Community Profile

1. Introduction

The Southern York County Regional Community Profile analyzes data from the U.S. Census Bureau, the York County Planning Commission's 2009 SYCR Comprehensive Plan, and the Realtor's Association of York and Adams County to identify existing conditions and trends as related to population growth, composition, and educational attainment; householder characteristics; housing stock characteristics; income and economic development; transportation characteristics; and community facilities and services.



Community Profile

This page is intentionally blank.

2. Existing Land Use

An inventory and analysis of existing land uses allows community leaders to identify and better understand land use patterns and development trends. The character of the existing land uses provides insight into the quantities and types of land uses desired by the public or have market demand. Over time, as with this comprehensive plan update, identifying and analyzing existing land uses also indicates how successful land use regulations have accomplished previously identified land use goals, such as preserving agricultural lands. The existing land use map and the Agricultural Security Areas and Conservation Easements maps provide valuable assistance in identifying future development areas.

The region's existing land uses were updated using information from the York County Tax Assessment records and reviewed by the Southern York County Regional Planning Commission. It is important to understand that the land uses depicted in Exhibit 2.1 Existing Land Use do not necessarily correspond with its recommended land use and zoning designations.

Agricultural/Rural

The agricultural/rural areas shown on the existing land use map comprise 67.7% of the Southern York County Region's land, down from 72% reported in the 2009 regional comprehensive plan. Significant agricultural activity remains in Shrewsbury Township and, to a lesser extent, in Railroad Borough. The region has successfully designated growth areas to protect agricultural and rural areas from intensive development. In addition, Shrewsbury Township and Railroad Borough have long-standing agricultural protection zoning, which has effectively limited the development in the agricultural and rural areas and created 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 large residential subdivisions and land development activities within their agricultural landscape. This agricultural activity and the region's undulating topography produce 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, woodlands are scattered throughout the region, with the highest concentration in the Township and Railroad Borough. These wooded areas provide an ideal habitat for wildlife to migrate to and throughout the landscape. The Township's rural landscape also has many historic stone, brick, and frame farmhouses. These homesteads create focal points amid the farm fields and provide residences for some Township citizenry. Often, these buildings have been preserved. Overall, the region possesses a productive and tidy rural agricultural landscape that provides and will continue to provide benefits.

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 the 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 250 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 restricting normal farming operations or structures.
2. A government in the agricultural security area must first approve the condemnation of farmland by the State Agricultural Lands Condemnation Approval Board to determine if alternative sites are available.
3. The York County Agricultural Land Preservation Board offers farmland preservation options 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.
4. Hazardous waste and low-level radioactive waste disposal areas cannot be sited within an ASA.

Each landowner decides if they want to participate in the Program. The farms that make up the 250-acre minimum do not have to be adjacent to one another or in the same municipality. The agricultural security area does not stop development or restrict farmers in any way; only zoning laws regulate how much and where land can be developed.

Shrewsbury Township's ASA was created in 1988 and boasted 6,898 acres of farmland enrolled in the program as of November 2007. Today, the region's ASA Program has 8,586 acres enrolled, an increase of nearly 24%. As shown in Exhibit 2.3 Agricultural Security Areas map, portions of the ASA extend into Railroad, Shrewsbury, and New Freedom Boroughs.

Agricultural & Open Space Conservation Easement Purchase Programs

York County Agricultural Land Preservation Board

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 remains his private property. The York County Agricultural Land Preservation Board was created in 1990 to develop a Conservation Easement Purchase Program to slow the decline of productive farmland in the County. Today, the program will pay participating landowners up to \$3,000 per acre of farmland enrolled in the program. Approximately 3,270 acres throughout the region are enrolled in the County's conservation easement purchase program. This is an increase from the 2,095 acres enrolled in the program as of December of 2007, which is nearly 56% over 15 years. Please see Exhibit 2.4 Agricultural Easements.

Farm and Natural Lands Trust (FNLТ)

The Farm and Natural Lands Trust is a York County 501C3 Organization dedicated to preserving agriculture and natural lands. FNLТ differs from the York County Agricultural Preservation Board in that it does not require the land to be productive farmland. Additionally, FNLТ typically requires a minimum of twenty (20) acres and provides a lump sum payment calculated on a case-by-case basis. There are 429 acres of farm and open space land within Shrewsbury Township enrolled in FNLТ's easement purchase program. Please see Exhibit 2.4 Agricultural Easements.

Residential

Residential (Single-Family and Two Family)

The Residential land use category, as depicted on the Existing Land Use Map, comprises approximately 24.5% of the region's land area, up from 21% as reported in 2009. It includes residential uses ranging from single-family detached dwellings (including mobile homes) to two-family dwellings, townhouses, or row houses. Single-family detached homes remain the most prevalent type of housing in the region.

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

The region has undergone substantial suburban-style growth over the last 60 years. Shrewsbury Borough, New Freedom Borough, and Shrewsbury Township are the largest contributors to suburban-style housing. Glen Rock and Railroad Borough have little suburban-style development, whereas suburban-style neighborhoods have substantially developed Shrewsbury and New Freedom Boroughs. These neighborhoods largely consist of single-family detached dwellings, curvilinear streets, and uniform lot and road design standards.

The older neighborhoods tend to have narrower street widths with rolled macadam curbs, while the new 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)



Figure 1- Large Lot Residential, Spruce Road, Shrewsbury Township

Community Profile

vehicles parked one behind the other. The newer neighborhoods have side yard setbacks that are a minimum of fifteen (15) feet. The older neighborhoods have side yard setbacks, which appear to be about a 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 linked to older traffic arteries throughout the region. In these areas, homes tend to be built on long, narrow lots with very few side yard setbacks. The homes are often located next to or within ten (10) feet of a street right-of-way. This configuration does not provide off-street parking within the front yard; therefore, on-street parking is abundant, as is parking from alleys to the rear. These areas are sometimes dotted with various 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, these neighborhoods have evolved into a grid street pattern in small areas of Glen Rock and New Freedom Borough. Typically, these older neighborhoods are also interspersed with 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 office space. Such uses rely on on-street parking, garages, and parking lots off alleys in the rear. In Glen Rock, it appears that the severe slopes in this area largely dictate building placement on property.



Figure 2- Row Homes, Waneta Street, New Freedom Borough

Residential (multi-family)

The multi-family land use category depicted on the Existing Land Use map encompasses less than 1% of the land area in the region; this was also the case in 2009 when the regional comprehensive plan was initially written. There are several examples of multi-family housing within the region. The larger of these include:

- Lutheran Retirement Village, located in the Township just south of Shrewsbury Borough, includes 141 well-maintained and designed independent living units for the elderly and disabled (60 apartment units and 81 cottages).

- Shrewsbury Courtyards I & II, located in Shrewsbury Borough, include 102 units for the elderly arranged within a rehabilitated wire cloth factory building. The building has a large, open-air courtyard and individual units lining the perimeter.
- The Mallard Glen townhouse condominiums are located within a renovated warehouse in Glen Rock Borough. Sixteen (16) units have front stoops with wrought iron porch rails and a unified lighting and painting scheme.
- The Lester Court townhouse complex includes fourteen (14) contemporary, three-story townhouses, with the first story devoted to garages. These townhouses are laid out around a cul-de-sac street.
- The Messina Townhouses on Messina Court off Church Street include eight (8) units in Shrewsbury Borough and fourteen (14) units in Shrewsbury Township.
- The Presidential Heights, located along Mt. Airy Road in Shrewsbury Township, is a mixed single-family and multi-family development.
- New Freedom Borough Apartments, located off Springwood Drive, is an affordable multi-family development.
- New Freedom View Condominiums, located off N 2nd Street, is a single-family development.
- Franklin Square, located on East Franklin Street in New Freedom Borough, is a multi-family complex with 62 townhomes for rent and 82 garden-style apartments.

Mobile Homes

The York County Tax Assessment data classifies privately owned mobile homes as single-family residential uses, whereas leased mobile homes in a mobile home park are classified as commercial.

Within the Southern York County Region, there are only two (2) mobile home parks 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, it is classified as a commercial site, according to the York County Assessment Office. Glen Brook has fewer than a dozen units along a stone driveway with off-street parking pads for most units. Setbacks are minimal, and there are no recreational facilities or screenings. 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, they can be purchased and shown as individual residential parcels on the Existing Land Use map. The units are set back about one car from the street with 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 located within a nicely wooded area of the Township.

Commercial

Various commercial uses have been identified as part of this existing land use analysis and depicted on the Existing Land Use map. The region's commercial uses range from uses that serve the immediate neighborhood to uses that serve a much larger regional market. Commercial uses encompass approximately 3.4% of the region's land uses, up from 3% according to the 2009 Existing Land Use analysis.

Community Profile

The largest commercial area within the region adjoins Exit 4 off Interstate 83 along the east side of Mt. Airy Road. Shrewsbury Commons is anchored by a Walmart supercenter with a nursery and garden center. The site exhibits contemporary design standards with improved parking lots, landscaped strips, loading areas, and outdoor storage. Several small commercial boutiques and services are also located in this shopping center. A significant grade change from the adjoining street separates the site from the view. It sits atop a hill and is effectively screened by this topographic change.



Figure 3 Messina Highlands Shopping Center, Mt. Airy Road, Shrewsbury Township

Similarly, the Messina Highlands shopping mall is immediately adjacent to Shrewsbury Commons on the west side of Mt. Airy Road. The Messina Highlands development includes two (2) freestanding structures comprised of restaurants, office space, an animal hospital, medical offices, and various service or retail-related storefronts. This site also exhibits grade changes and contemporary design standards like those of Shrewsbury Commons, discussed above.

The region's commercial core also includes the Shrewsbury Square Shopping Center, located along Mt. Airy Road north of East Forest Avenue (S.R. 0851) in Shrewsbury Borough. A Giant Food Store anchors this shopping center; several service and prepared food storefronts are scattered throughout.

A full complement of interchange-type commercial uses is located on the east side of Interstate 83 at the Exit 4 interchange.

The properties straddling Forest 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. Several locally oriented establishments have been sized to meet residents' needs.

The region's next largest commercial development area is in southern Shrewsbury Borough, which surrounds the Main Street and Constitution Avenue intersections. 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 a Goodwill Store, take-out restaurants, a national chain drug store, and several service establishments. This area is oriented to vehicle traffic along Main Street and Constitution Avenue. In addition to the stores and offices, there are several locally oriented restaurants, convenience stores, a cleaner, and a vehicle fueling station. Newer infill developments in this area have been constructed using contemporary design standards, including sidewalks and interior site landscaping; however, most commercial developments are older and lack such pedestrian-scale amenities.

Community Profile

The next form of commercial development involves the “downtown” areas within each of the Boroughs. Glen Rock, New Freedom, and Shrewsbury Borough exhibit traditional 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 vibrant, with considerable recent investment. Here, nicely restored historic structures are regularly intermixed with a complement of shade trees 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. The area contains several antique stores, offices, and second and third-story apartments.

The downtown area of Glen Rock Borough sits at the bottom of the hill along the Heritage Rail Trail County Park. Anchoring this area is a small, privately owned business district with individual uses and apartments. In addition, 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 is constrained by topographic features. All these uses are tucked into the sides of slopes that rise from downtown. In all, this creates a quaint bowl-like appearance within the area. While there are a few freestanding parking lots, parking associated with individual land uses appears to be at a premium. Aside from the Glen Rock Mill Inn, all 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 lost in many other communities.

New Freedom Borough’s downtown is located along East Main Street, extending from its intersection with the Heritage Rail Trail County Park. This area features a mix of residential and commercial properties, creating a diverse atmosphere. Along East Main Street, various mixed-use developments blend with the borough’s historic character. Retail shops, restaurants, and essential services are primarily concentrated near the rail trail, making it a hub for locals and visitors. The trail provides a route through the borough, connecting various points of interest and offering recreational opportunities such as walking, biking, and jogging. The presence of the rail trail enhances the downtown and contributes to its active atmosphere. In addition to the main thoroughfare, small pockets of commercial activity can be found along East Franklin Street and East High Street, particularly near the rail trail. These areas offer additional dining, shopping, and service options. Moreover, the downtown area is characterized by its well-preserved historic buildings, which add to the borough’s character. Efforts to maintain and restore these structures are ongoing, ensuring the area’s historical integrity is preserved for future generations. The New Freedom Train Station, a key landmark in the borough, offers historical train rides and a reminder of the borough’s railroad heritage.

Downtown Railroad is a historic village 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 Main Street in Shrewsbury Borough. In addition, several commercial businesses 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. Shrewsbury Borough and Shrewsbury Township provide the most commercial opportunities. However, each Borough has its own small, identifiable central business area. Local officials should nurture these uses with flexible design requirements that, over time, improve the streetscape.

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 on the east side of I-83, just south of Tolna Road, straddling Elm Road. A freestanding and separated industrial park was laid out, and only a few lots were developed. This area is nearly completely separated from adjoining residential uses by the Interstate; however, a portion of the industrial park abuts homes fronting Windy Hill Road.

Shrewsbury Borough has three (3) identifiable locations of industrial development. The first is Eyster Machine Shop, located off Clearview Drive. The second is an old, industrial cul-de-sac that straddles Onion Boulevard and includes a recycling facility with extensive outdoor storage. This area is located directly behind the commercial uses near the Market Square Shopping Center.

Within Glen Rock Borough, several industrial sites are 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. At one point, this site had access along the railroad; however, vehicular access is severely restricted today. Aside from Baumiller's and several small industrial services within the Borough, Glen Rock lacks Industrial activity.

New Freedom Borough's industrial development is concentrated along North Constitution Avenue and parallels the MA & PA Rail Line right-of-way. The industrial area is anchored by Mann & Park Lumber to the North and Storage Sense near the intersection of Reehling Road and North Constitution Avenue to the south. Pleasant Avenue connects North Second Street and North Constitution Avenue. There are two industrial uses on Pleasant Avenue: Sieling and Jones, a plywood supplier, and Eden Manufacturing, a tool manufacturer. The remainder of the development along Pleasant Avenue consists of single-family and multi-family residential homes.

In summary, the Southern York County Region has a dwindling base of industry that was largely developed before the adoption of zoning regulations. The relative lack of site design amenities on these sites makes it difficult for them to be 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.

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, the Southern School complex, including the elementary, middle, and senior high schools and District Offices. Several churches and cemeteries, the region's various parks, Post Offices, libraries, schools, sewage and water treatment plants, public parking lots, utility substations, youth clubs, retirement communities, railroad stations, playgrounds, PennDOT storage yards and municipal storage yards, and municipal offices all comprise this category. Each site has been individually mapped using the existing land use map. The Community Facilities, Parks and Recreation, and Public Utility Chapters contain a more detailed discussion of some of these uses.

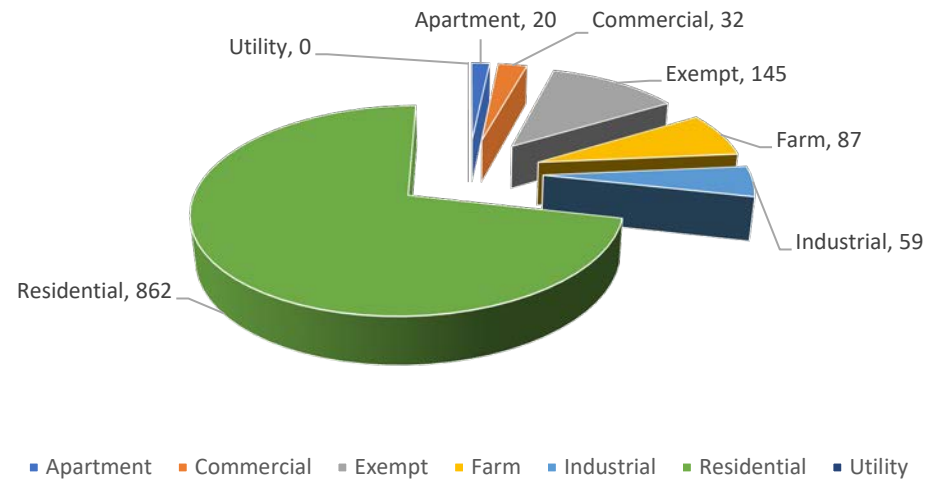
Private Recreation

Two (2) private recreation sites are in the region. One is the Bon Air Country Club on the east side of Country Club Road in Shrewsbury Township. This private recreational facility offers its members an 18-hole golf course, golf shop, and outdoor swimming pool. The other site is the Summit Grove Camp in New Freedom Borough and Shrewsbury Township. Summit Grove Camp is a non-profit Christian camp and retreat center that offers a variety of recreation facilities ranging from an outdoor swimming pool, athletic fields, and basketball/volleyball courts to a climbing wall, archery range, and frisbee golf.

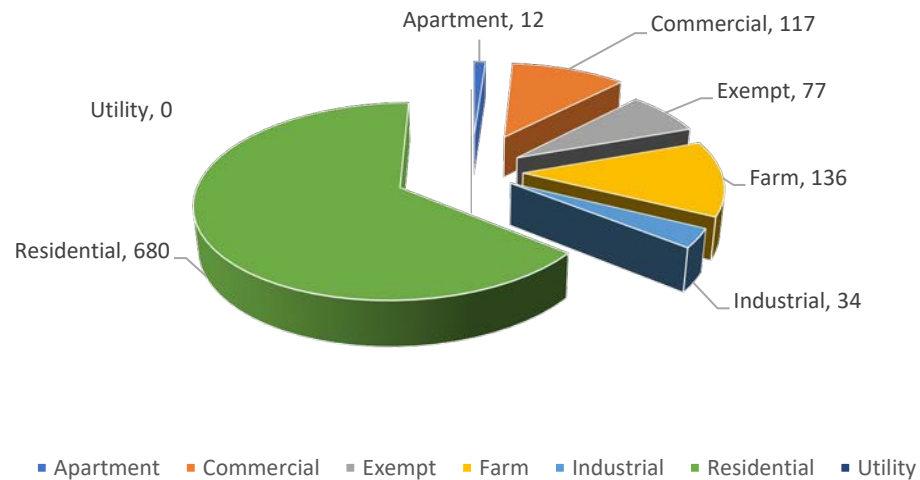
Existing Land Use Allocations by Municipality

The following charts detail the existing land use allocations by municipality.

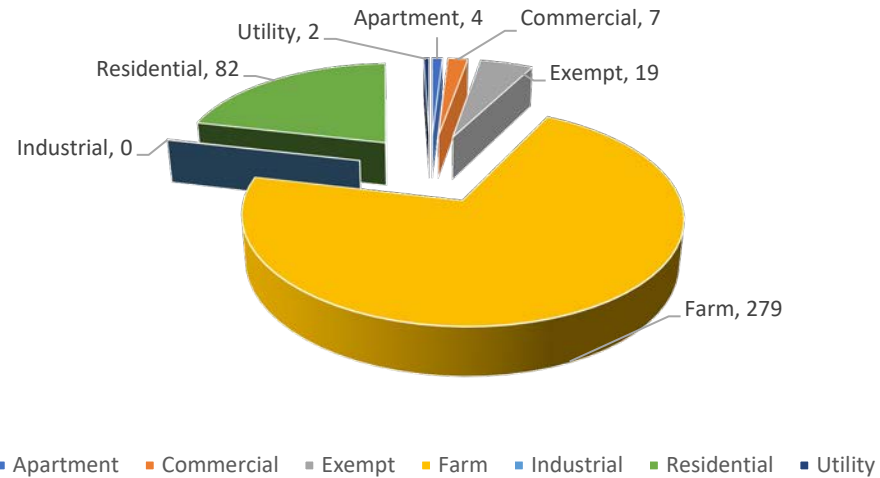
New Freedom Borough 2022 Existing Land Use in Acres



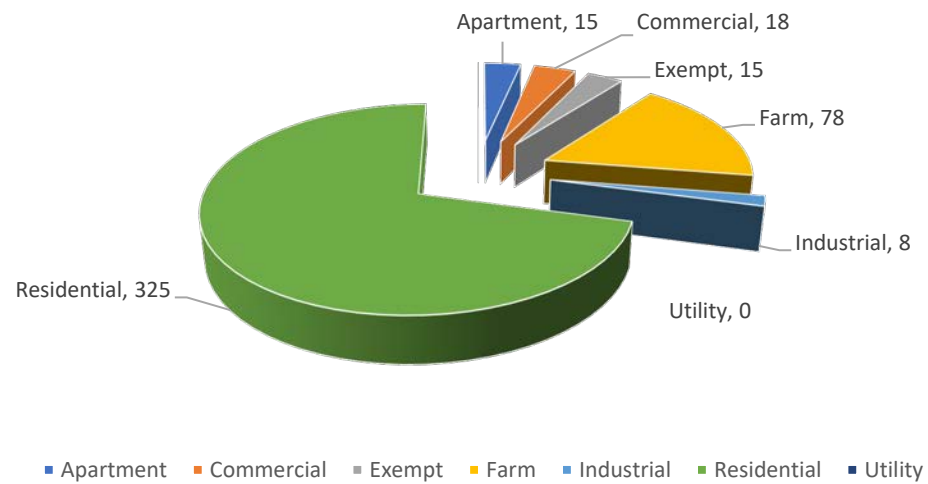
Shrewsbury Borough 2022 Existing Land Use in Acres



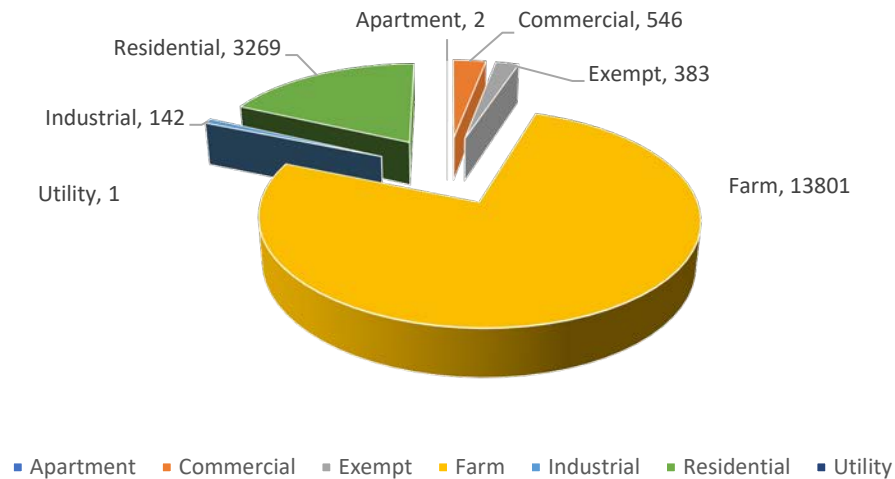
Railroad Borough 2022 Existing Land Use in Acres



Glen Rock Borough 2022 Existing Land Use in Acres



Shrewsbury Township 2022 Existing Land Use in Acres



As shown in the graphs above, the majority of Shrewsbury Township and Railroad Borough’s land use is agriculture. Whereas the majority of land use for Shrewsbury, Glen Rock, and New Freedom Boroughs is residential. However, each municipality within the Southern York County Region does have some amount of agriculture within its jurisdiction.

Adjoining Existing Land Use

Exhibit 2.2 Adjacent Municipal Existing Land Use identifies existing land uses for the Southern York County Region and beyond. The region is bordered by Codorus Township, Springfield Township, North Hopewell Township, and Hopewell Township. Much of the region is bordered by surrounding farmland and rural and low-density residential development.

SPRINGFIELD TOWNSHIP

NORTH HOPEWELL TOWNSHIP

CODORUS TOWNSHIP

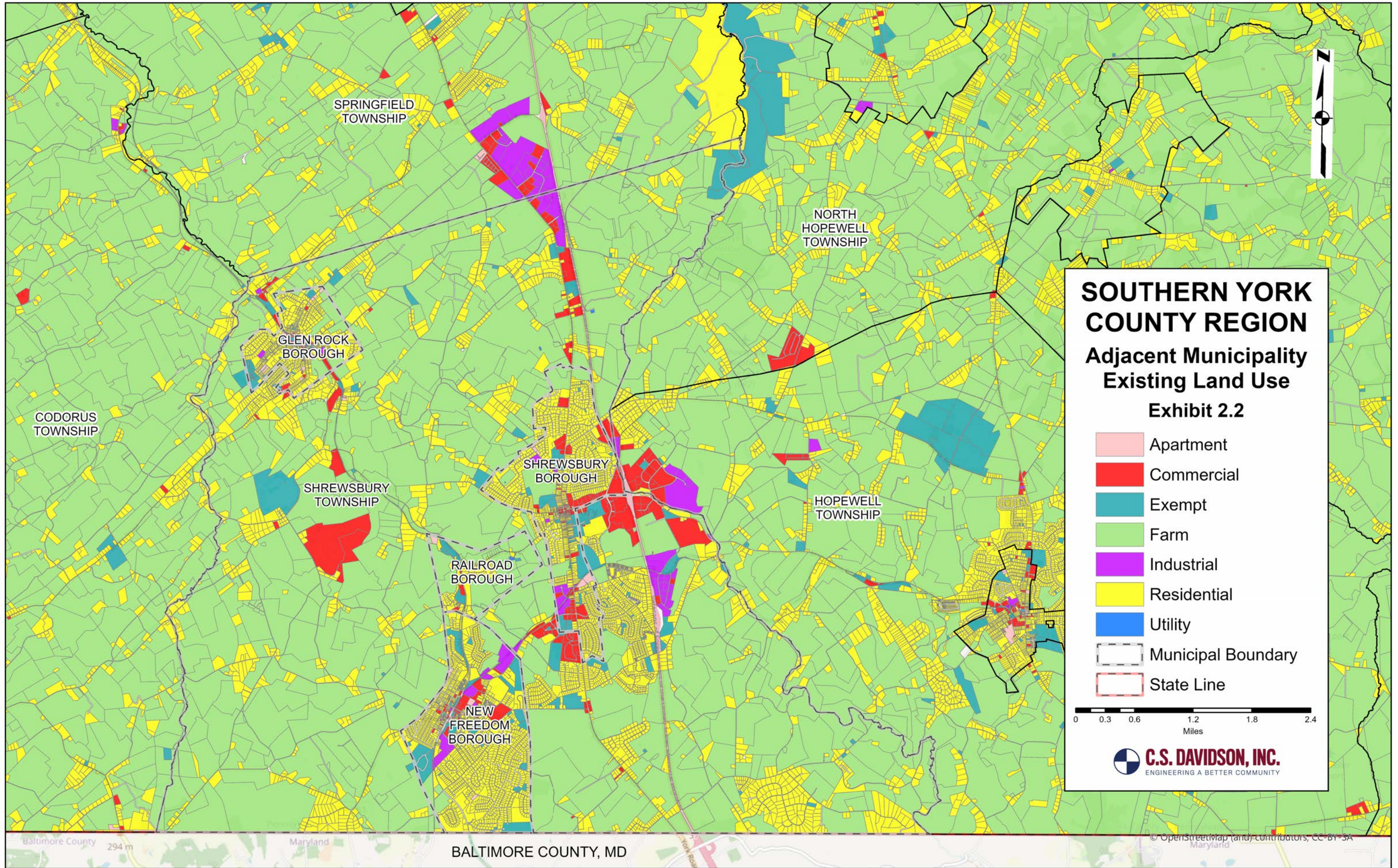
HOPEWELL TOWNSHIP

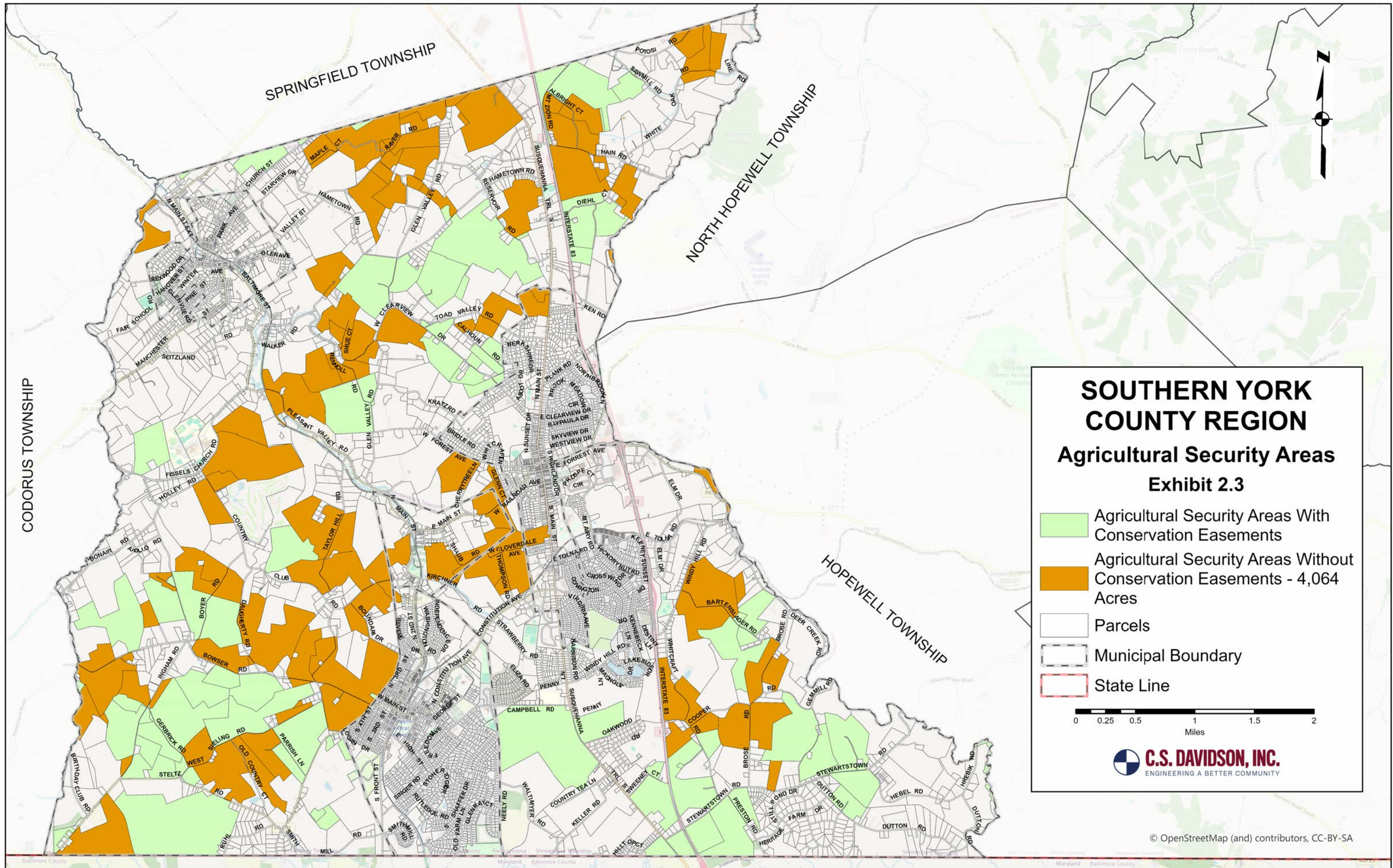
SOUTHERN YORK COUNTY REGION

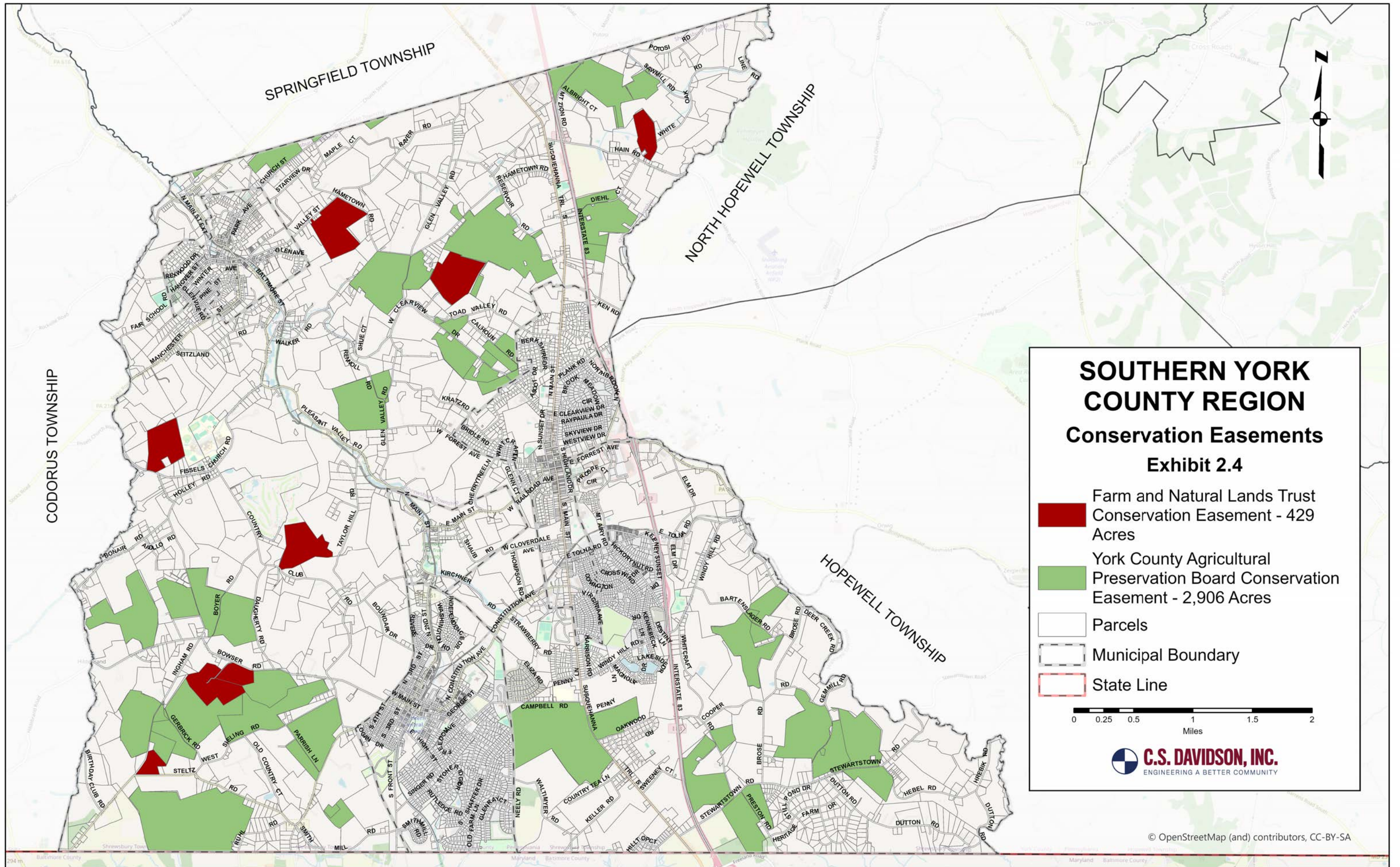
Existing Land Use Exhibit 2.1

- Apartment - 44 Acres
- Commercial - 720 Acres
- Exempt - 1,431 Acres
- Farm - 16,323 Acres
- Industrial - 321 Acres
- Residential - 5,018 Acres
- Utility - 6 Acres
- Municipal Boundary
- State Line



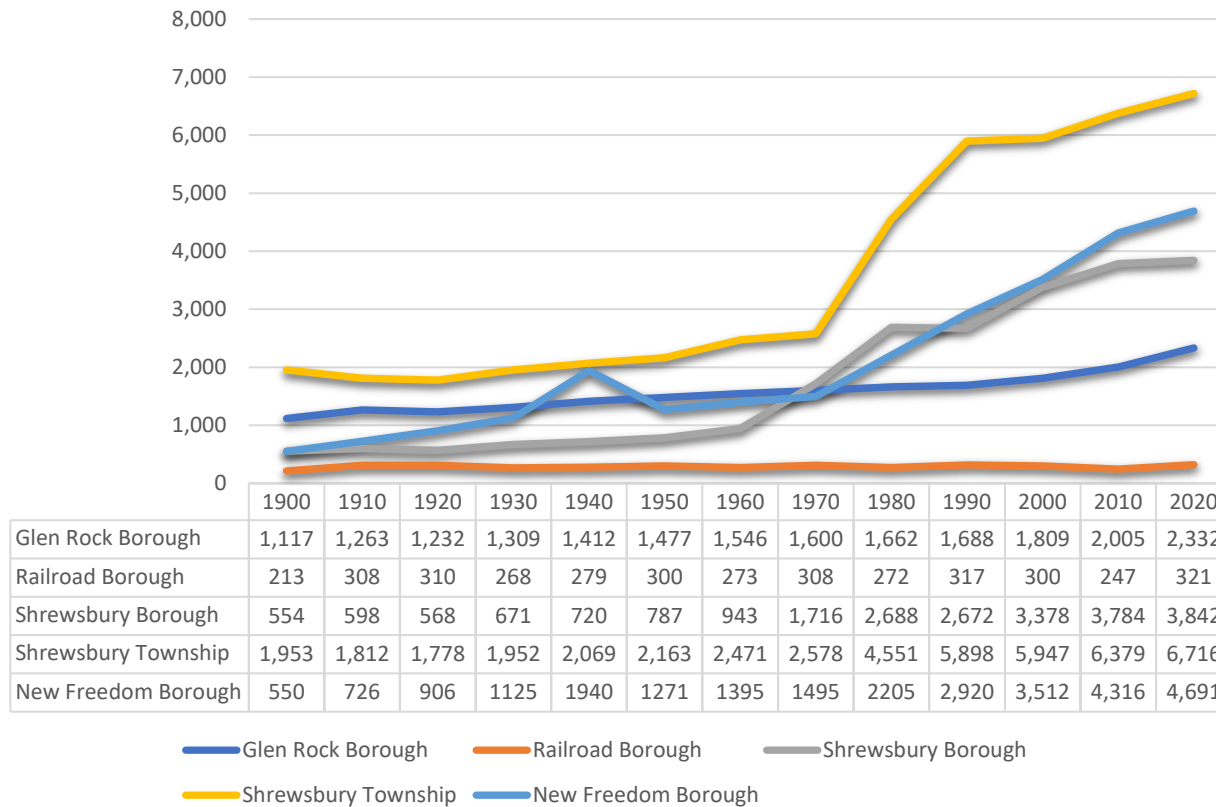






3. Population Characteristics

**Figure 1: Southern York County Region
Historic Population Growth
1900 - 2020**



Population Growth

Analyzing growth and composition trends of the Region's population helps local leaders to better understand the needs of existing and future residents.

Figure 1 depicts population counts from 1900 to 2020 for the Southern York County Region, except for New Freedom Borough. Archived population data for New Freedom Borough is not readily available pre-1990.

As shown, the Region grew relatively slowly until the 1960s. Growth within Shrewsbury Township, Shrewsbury Borough, and New Freedom Borough rose sharply between 1970 and 1990.

Additionally, the upward trend in Figure 1 suggests that, minus the presence of an outside disruption, growth is likely to continue throughout the Region.

Table 1: Population Growth Southern York County Region 2000 – 2020					
Municipality	2000 Population	2010 Population	% Change	2020 Population	% Change
Glen Rock Borough	1,809	2,005	10.8	2,332	16.3
Railroad Borough	300	247	(17.7)	321	30
Shrewsbury Borough	3,378	3,784	12.0	3,842	1.5
Shrewsbury Township	5,947	6,379	7.3	6,716	5.3
New Freedom Borough	3,512	4,316	22.9	4,691	8.7
SYC Region	14,946	16,731	11.9	17,902	7
York County	381,751	435,490	14.1	447,628	2.9
Source: U.S. Census Bureau					

As shown above in Table 1: Population Growth, the Region's population increased from 14,946 in 2000 to 17,902 in 2020, a nearly 20% increase. Much of the growth occurred in the early to mid-2000s in Shrewsbury Township and New Freedom Borough.

As with other areas of the County, State and Country, the Region's rate of population-increase cooled post-2010 from nearly 12% to 7%. However, both Glen Rock Borough and Railroad Borough experienced an increase in growth rates.

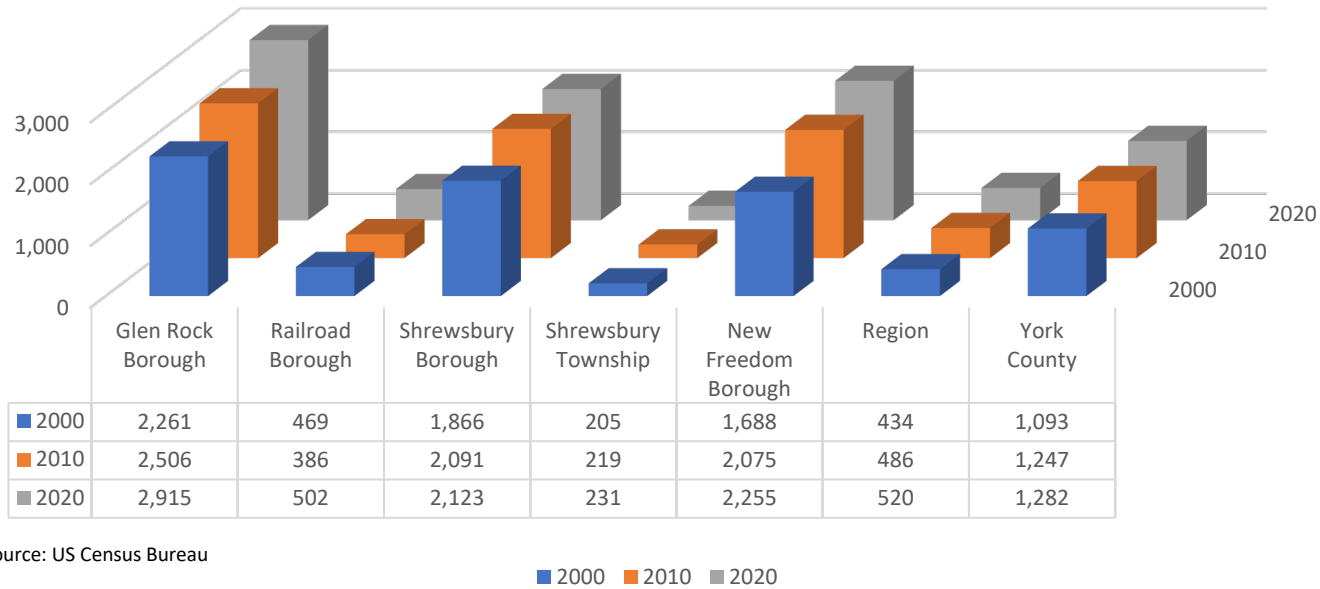
New Freedom Borough and Shrewsbury Borough saw the most significant slowing of growth in the Region. New Freedom Borough's growth rate decreased from 22.9% in 2010 to 8.7% in 2020; and Shrewsbury Borough's growth rate decreased from 12% in 2010 to 1.5% in 2020.

There are multiple factors that can be attributed to slowing growth, such as:

- Land use regulations limiting development and preserving agriculture and open space,
- Smaller family sizes and an aging population,
- Economic upheaval and uncertainty, and
- Limited area for additional growth.

All these factors are present to some degree within the Region and have contributed to a slowdown in growth.

Figure 2: Comparable Densities (people per square mile)



As one would expect, the Boroughs have significantly higher densities than the County and the Township. Glen Rock Borough saw the most significant increase in density compared with the increases seen throughout the remainder of the Region and the County. Growth within Shrewsbury Township was minimal, an indication that the Township's land use regulations are working to preserve farmland and open space.

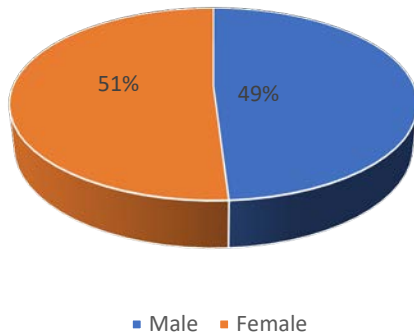
Population Composition

The following section discusses the Region's population composition in terms of gender, age distribution, race, and ethnicity.

Gender

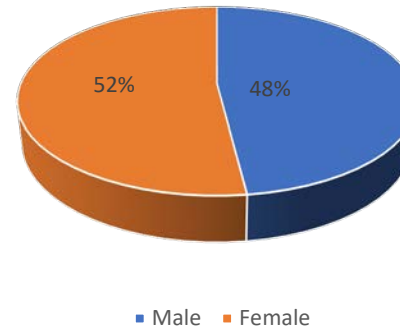
Figures 3 and 4 denote the gender split for the Region. As is typical for most developed countries with universal access to education and health care, females typically outweigh males by one to two percent. The exception is Shrewsbury Township, in which 2020 had more males than females, 50.7% and 49.3%, respectively.

Figure 3: Southern York County
Region - Gender, 2000



Source: US Census Bureau

Figure 4: Southern York County
Region - Gender, 2020



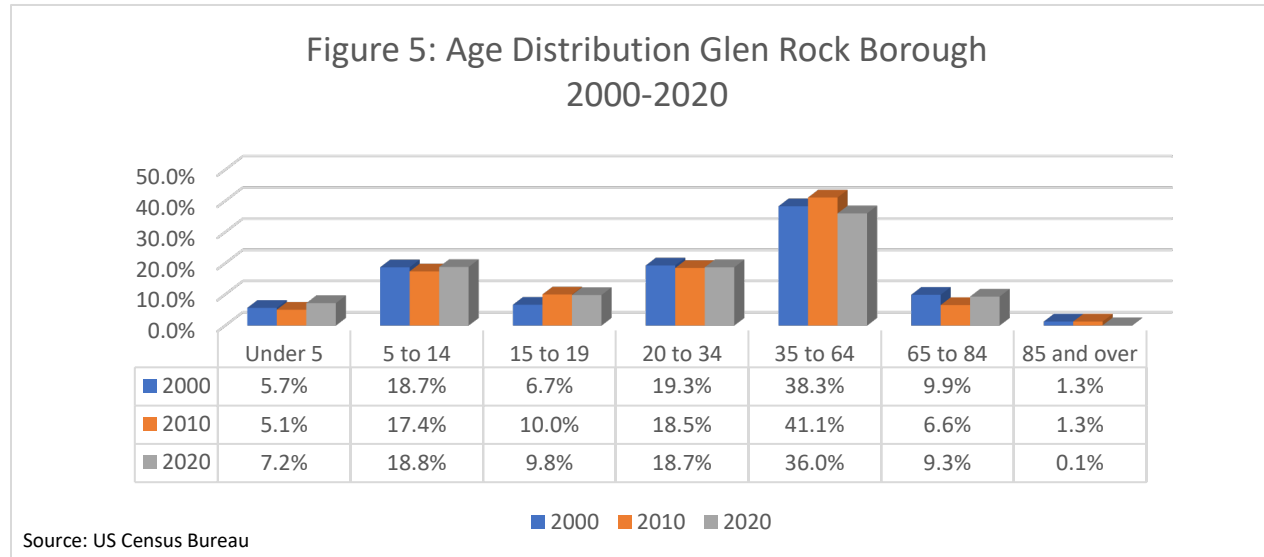
Source: US Census Bureau

Age Distribution Analyses

Figures 5 through 9 identify the percent change in age-cohort sizes between 2000 and 2020.

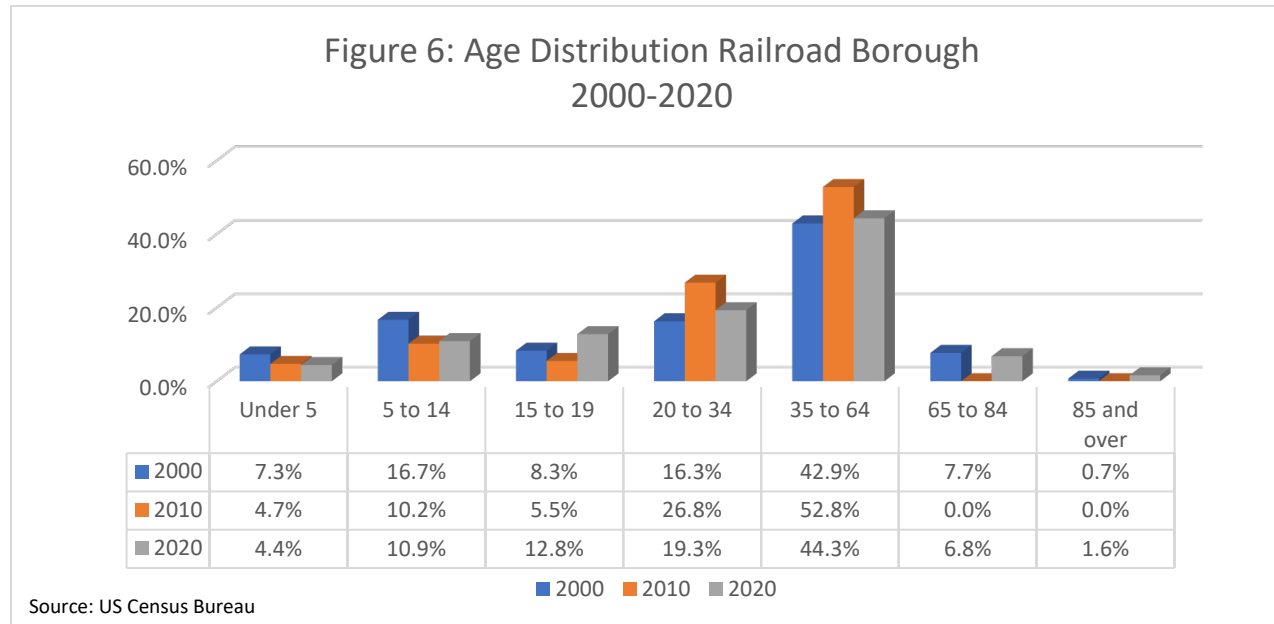
- ❖ Children and Teens – residents aged 19 years and younger.
- ❖ Adults – residents aged 20 years and older.
- ❖ Mature Adults – residents aged 65 to 85 years and older.
- ❖ Labor Force – residents between the ages of 15 to 64-years of age
- ❖ Young Labor Force – residents between the ages of 15 to 34-years of age

Age Distribution – Glen Rock Borough



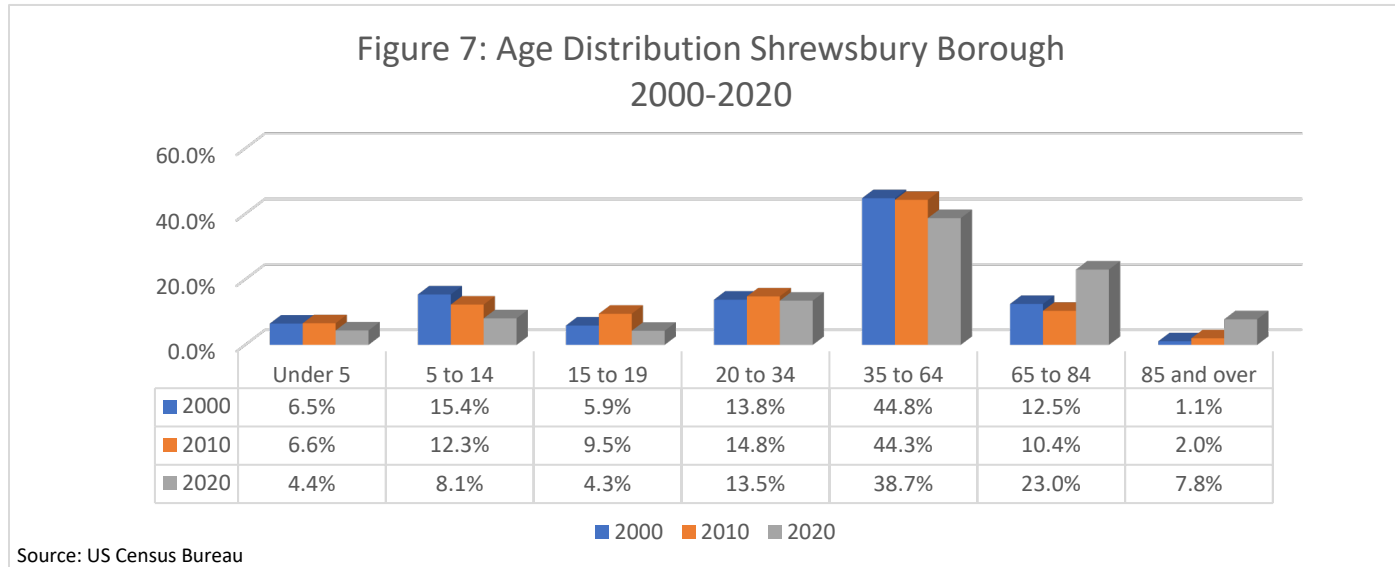
The age distribution analysis above details growth in the Borough's children and teens from 31.1% to 35.8% of the population. Conversely, adults aged 20 and older decreased from 68.8% to 64.1%. Glen Rock Borough's labor force remained stable at 64%, though the young labor force did increase from 26% to 28.5%.

Age Distribution – Railroad Borough



The age distribution analysis in Railroad Borough shows an overall decrease of 13% in the number of residents aged 19 years and under and a 6.5% increase in residents above the age of 19. Residents aged 65 and over remained stable at 8.4% between 2000 and 2020. The Borough's labor force fluctuated throughout the last two decades. In 2000, the Borough's labor force represented 67.5% of the population, increasing to 85.1% in 2010 and then decreasing to 76.4% in 2020. Interestingly, the Borough's young workforce aged 15-34 increased by nearly 25% between 2000 and 2010 and remained stable at 32% of the population.

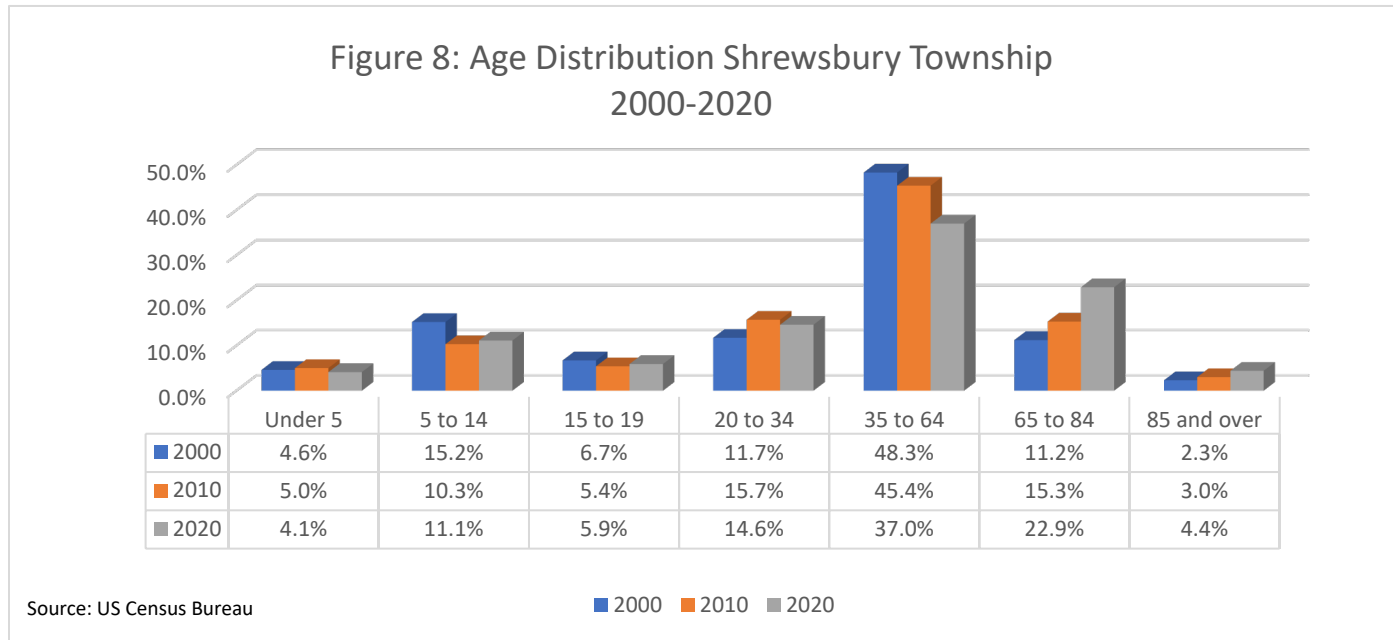
Age Distribution – Shrewsbury Borough



The age distribution analysis of Shrewsbury Borough shows a 39.5% decrease in residents under the age of twenty years and a 15% increase in the residents aged 20 years and older. Most remarkable is the Borough's 103.6% increase in population of mature adults aged 65 years and older, which grew by 103.6% and now represents nearly a third of the Borough's population. This can be attributed to the development of Shrewsbury Courtyard in Shrewsbury Borough and the Villages in Shrewsbury, which are in both Shrewsbury Borough and Shrewsbury Township.

The Borough's labor force, residents aged 15 to 64, represented 64.5% of the population in 2000. That share increased to 68.6% in 2010 and then decreased by 17.6% to 56.5% of the Borough's total population.

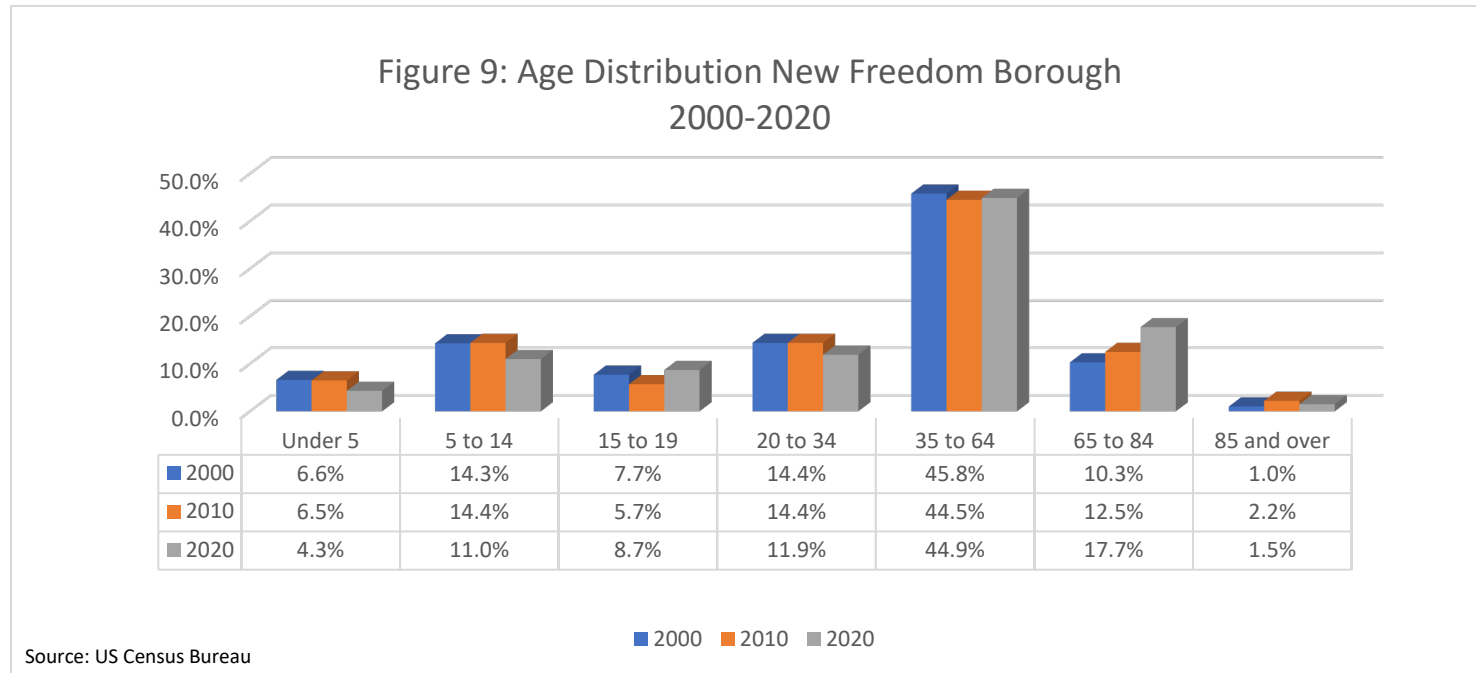
Age Distribution – Shrewsbury Township



The age distribution analysis for Shrewsbury Township details an aging population. In 2000, residents aged 19 years and younger represented just over a quarter (26.5%) of the population; however, in 2020, these age cohorts dropped to 21% of the population. Residents aged 20 years and older grew from 73.5% of the population to nearly 80% of the population, at 78.9% in 2020. Like its sister Borough, Shrewsbury Township's mature adult population increased by 102%.

The Township's labor force, those aged 15 to 64, decreased from 66.7% of the population to 57.5%. However, the Township's young labor force (15-34 years of age) increased from 18.4% to 20.5% in 2020.

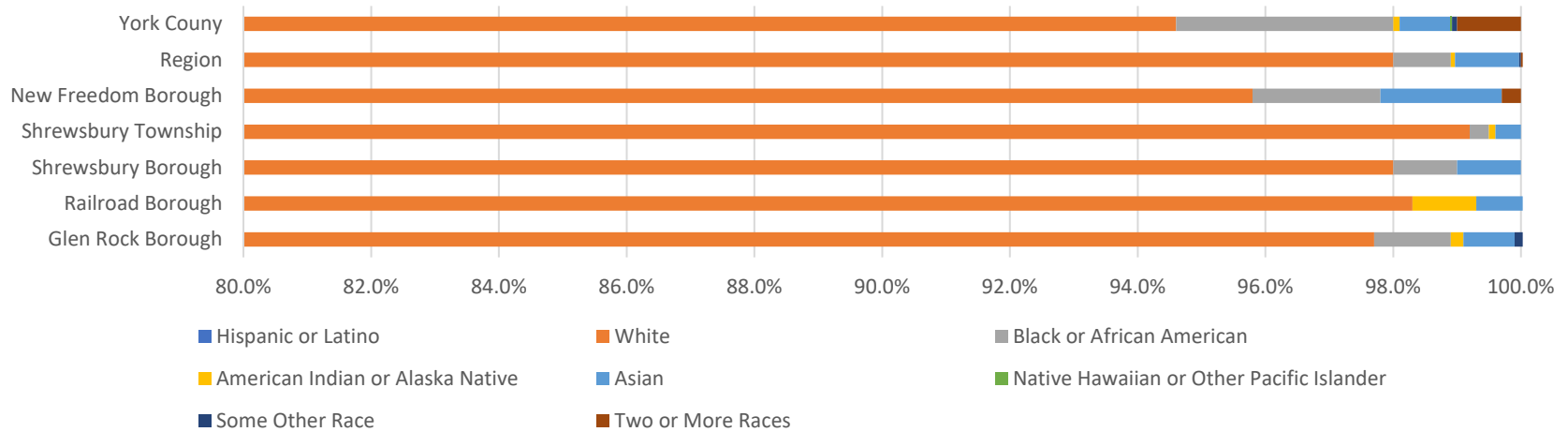
Age Distribution – New Freedom Borough



The age distribution analysis for New Freedom Borough, like much of the Region, details an aging population. The population of children and youth in the Borough remained relatively stable, with a slight decrease of 2.6%. The cohorts that comprise the Borough's adult population increased from 71.6% to 76%. The Borough's labor force has also remained relatively stable, with just a 2.4% decrease. Most notably, the Borough's cohorts, which comprise mature adults, increased by 70% from 11.3% of the total population to 19.2%.

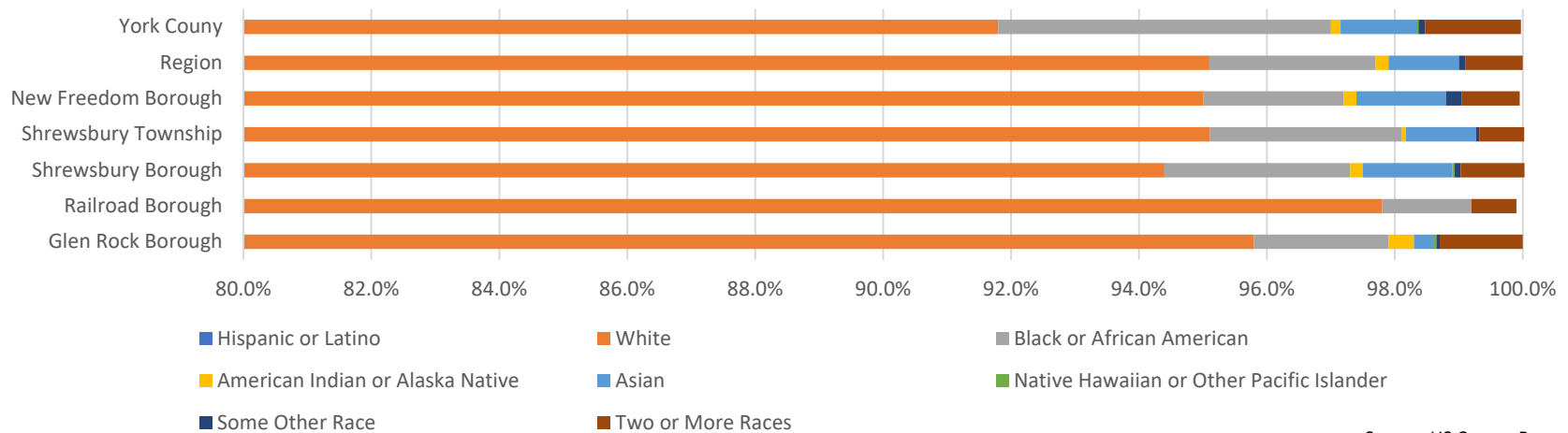
Race & Ethnicity

Figure 10: Population by Race, 2000



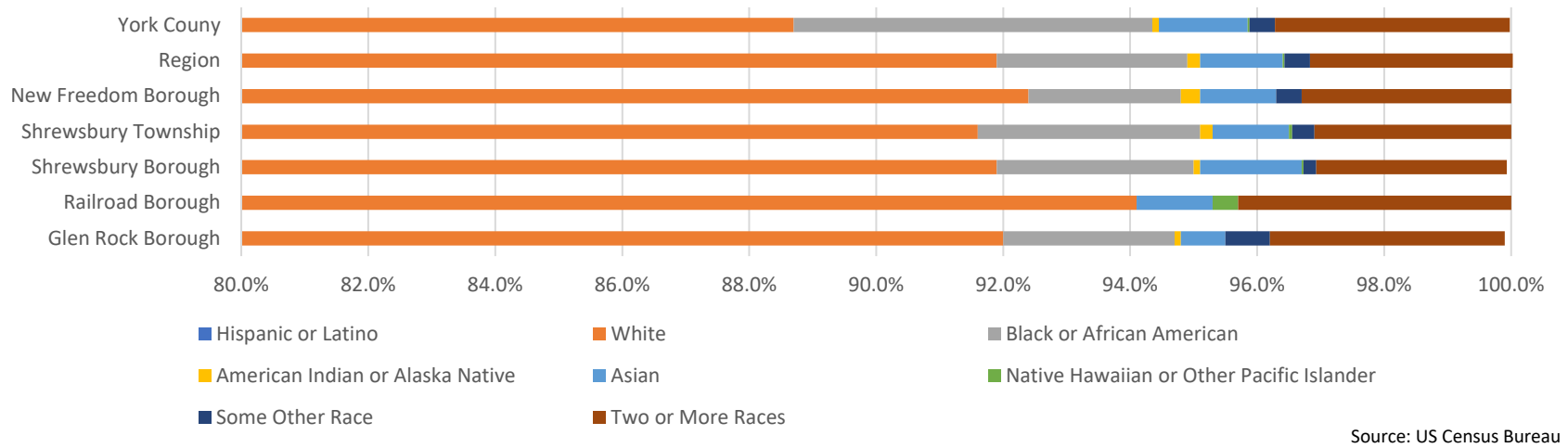
Source: US Census Bureau

Figure 11: Population by Race, 2010



Source: US Census Bureau

Figure 12: Population by Race, 2020

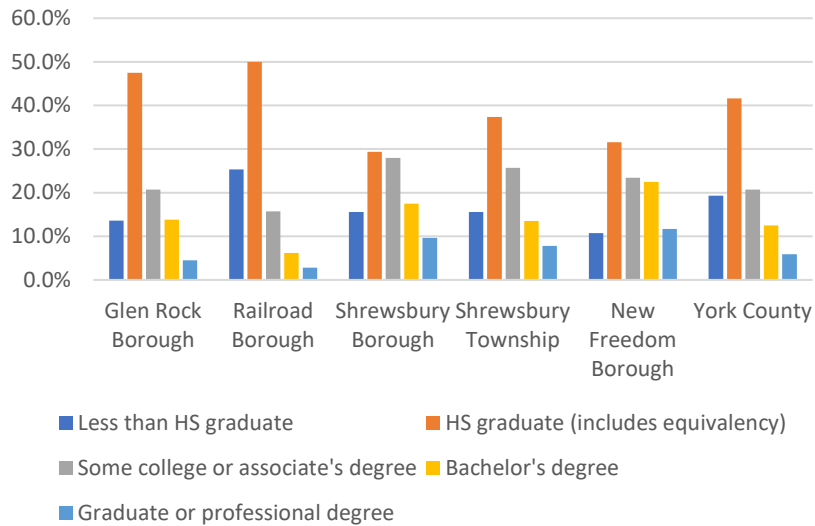


As with most of the country, populations across the board are diversifying, and the Southern York County Region is no exception. African Americans, Asians, and those identifying as mixed race have been steadily comprising a larger share of the Region’s population. In 2018, the US Census Bureau surmised that those members of the population identifying as “two or more races” would be the fastest-growing segment of the population; this is true for the Southern York County Region.

Educational Attainment

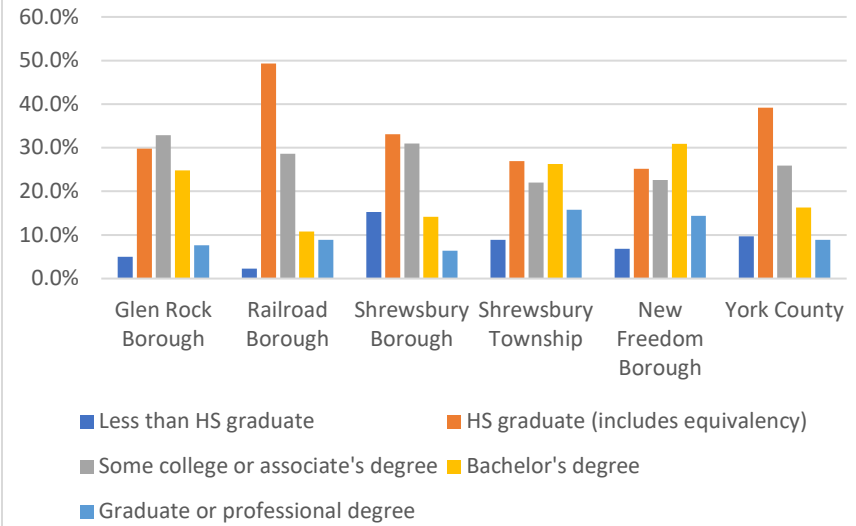
Figures 13 and 14 detail educational attainment for each municipality within the Region and the County. As one would expect, educational attainment has increased for most of the Region since 2000, while the segment of the population with a high school equivalency or less decreased throughout the Region.

Figure 13: Educational Attainment, 2000



Source: US Census Bureau

Figure 14: Educational Attainment, 2020



Source: US Census Bureau

Population Analysis Summary

The Southern York County Region continues to see growth; however, that growth is slower than what had been experienced in decades past. The Region's population is also aging. Shrewsbury Borough and Shrewsbury Township more than doubled their residents aged 65 years and older, which can be attributed to the two retirement communities in Shrewsbury Borough. The largest of the two, Spirit Trust Lutheran, is in both Shrewsbury Borough and Shrewsbury Township. Similarly, New Freedom Borough experienced a 70% increase in 65 years and older residents. Outside of Glen Rock Borough, the Region saw an overall decrease in the number of residents aged 19 years and younger.

The labor forces in Glen Rock, New Freedom, and Railroad Borough remained stable, with slight decreases. Shrewsbury Borough and Shrewsbury Township, on the other hand, saw more significant decreases in their overall labor force.

The Region's population continues to diversify, with the fastest-growing cohort being residents who identify as two or more races. The region's population is also more educated than it was twenty years ago.

4. Household Characteristics

Table 2 and Table 3 detail household characteristics for each municipality, the Region, and the County. The number of households throughout the Region increased, and the largest increases were seen in Shrewsbury Borough, Shrewsbury Township, and New Freedom Borough. The increases correspond with the County's established growth areas. Family households still comprise the majority of the Region's households, however, the number non-family households have increased their share of the total. The number of single-parent households increased in each municipality; however, Glen Rock Borough, Railroad Borough, and Shrewsbury Borough, each more than doubled the number of single-parent households within their respective jurisdictions.

Table 2: Households Characteristics, 2000

Municipality	Total HH	Family Households				Non-Family Households		
		Married Couple	% of Total	Male HOH	Female HOH	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
New Freedom Borough	1,296	909	70.1	295	92	219	16.9	45
Region	4,283	2,857	66.7	137	263	894	20.8	128
York County	148,288	87,066	58.7	5,347	13,448	34,556	23.3	7,871

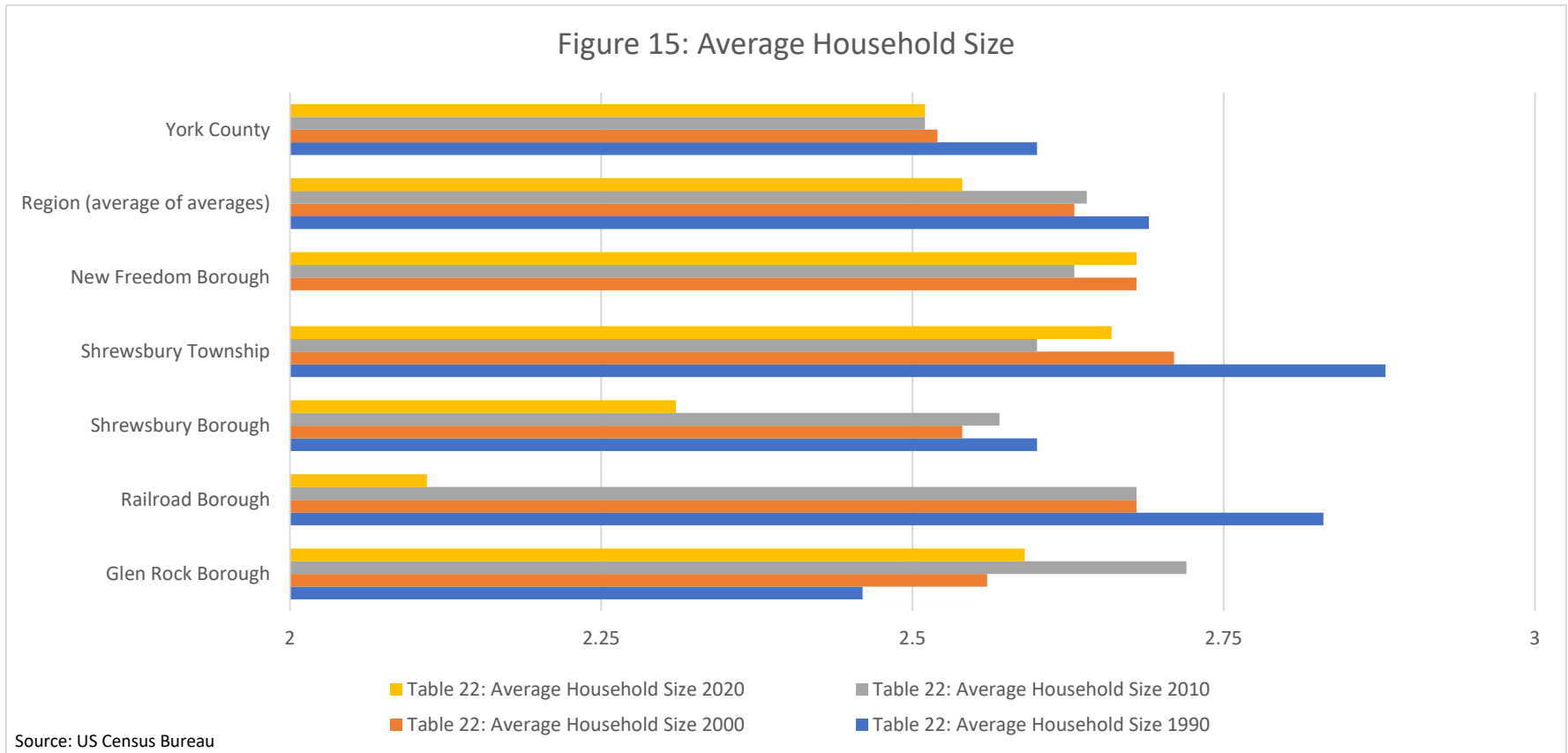
Source: U.S. Census Bureau

Table 3: Households Characteristics, 2020

Municipality	Total HH	Family Households				Non-Family Households		
		Married Couple	% of Total	Male HOH	Female HOH	One Person	% of total	2 or more persons
Glen Rock Borough	902	418	46.3	23	198	224	24.8	39
Railroad Borough	152	29	19.1	13	54	39	25.7	17
Shrewsbury Borough	1,621	841	51.9	136	118	437	27	89
Shrewsbury Township	2,519	1,603	63.6	129	148	503	20	136
New Freedom Borough	1,673	1,103	65.9	13	195	343	20.5	91
Region	6,867	3,994	58.2	314	713	1,546	22.5	372
York County	174,425	91,840	52.7	7,705	19,757	44,596	25.6	10,527

Source: U.S. Census Bureau

Average Household Size

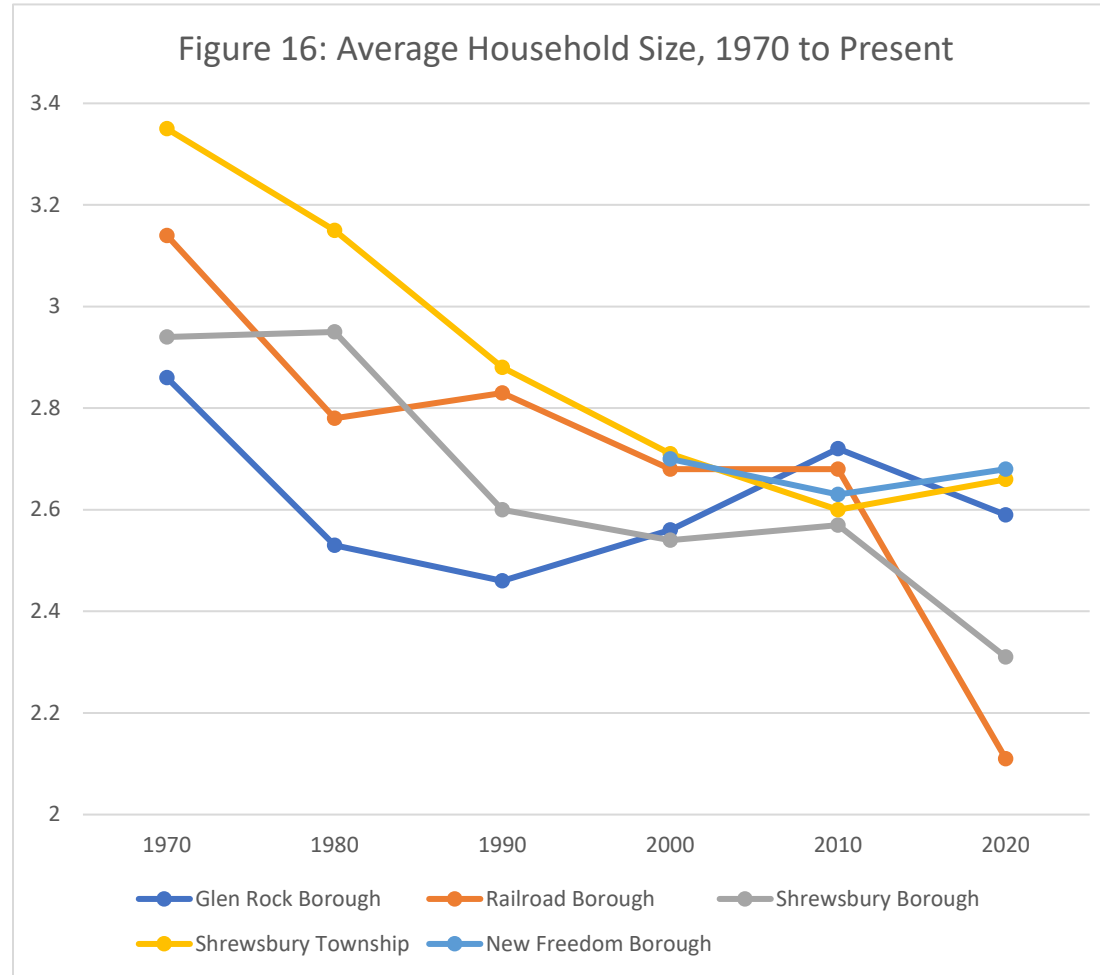


Average household size has been declining nationally over the last several decades. This has been occurring locally as well, however, as shown in Figure 15, the same is not true of every municipality in this Region. In 2020, Shrewsbury Township and New Freedom Borough saw an increase in average household size between 2010 and 2020; the other municipalities in the Region, as well as the Region itself and York County, have seen a decrease in average household size from 2010 to 2020, following the national trend.

The Region and County have historically seen similar average household sizes; in 2020, the Region had an average household size of 2.54, while the County had a slightly smaller average household size of 2.51.

Community Profile

Although this is a bit of a duplicate of the figure on page 17, it is interesting to note the decrease in household size over time.



Source: US Census Bureau

Table 4: Income, 2000 (based on 1999 data)

Municipality	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%
New Freedom Borough	\$24,828	\$66,458	\$70,319	93	2.7%
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

Table 5: Income, 2020

Municipality	Per Capita	Median Household	Median Family	Individuals Below Poverty	%
Glen Rock Borough	\$27,860	\$51,921	\$68,631	288	12.3%
Railroad Borough	\$38,699	\$57,500	\$62,250	30	9.3%
Shrewsbury Borough	\$38,715	\$82,820	\$99,107	142	3.8%
Shrewsbury Township	\$42,010	\$87,306	\$91,327	187	2.8%
New Freedom Borough	\$42,476	\$98,868	\$105,257	170	3.7%
Region	\$37,952	\$75,683	\$91,081	817	4.6%
York County	\$35,384	\$68,940	\$80,069	38,299	8.7%

Source: US Census Bureau

Household Income

Tables 4 and 5 detail income characteristics for each municipality, the Region, and the County for the years 2000 and 2020.

An analysis of key economic characteristics, such as per capita, median household, median family incomes, and poverty rates, can help determine quality of life and pinpoint community needs.

Glen Rock Borough had the slowest growth in household income at an increase of 26% between 2000 and 2020. Shrewsbury Township followed with an income increase of 50%. Railroad Borough's and New Freedom Borough's median household incomes experienced a 50% increase in income. Shrewsbury Borough saw the highest growth in median

household income at 66%.

The percentage of individuals living in poverty decreased by 0.9% in Shrewsbury Borough and by 1% in Shrewsbury Township. Conversely, the percentage of individuals living in poverty increased by 3.6% in Glen Rock Borough, by 4.6% in Railroad Borough, and by 1% in New Freedom Borough. Only Glen Rock and Railroad Borough have poverty rates higher than the County's 8.7%, 12.3%, and 9.3%, respectively.

Household Characteristics Summary

Households throughout the Region grew; however, growth in the total number of households was highest in Shrewsbury Borough, Shrewsbury Township, and New Freedom Borough. Household composition is also changing, family households still comprise most households within the Region, though that number has decreased as the number of non-family households has increased. Additionally, the number of married family households declined, while the number of single-parent households increased significantly.

The average population size decreased for Glen Rock Borough, Railroad Borough, and Shrewsbury Borough and increased in Shrewsbury Township and New Freedom Borough.

Household incomes have increased with inflation; Glen Rock Borough saw the lowest increase of 26%. Much of the Region saw incomes increase between 30% and 50% between 2000 and 2020, although Shrewsbury Borough's median household income increased by 72%. Poverty rates increased dramatically in Glen Rock Borough, Railroad Borough, and New Freedom Borough. Glen Rock Borough and Railroad Borough now have poverty rates higher than the County's rate of 8.7%. The increase in housing costs between 2000 and 2020 is the most likely culprit behind the Region's increasing poverty rates. See page 42 of this analysis for a more detailed discussion of income and housing costs.

Housing Characteristics

The following discussion reviews the Region's housing stock by type, age, condition, housing tenure, operating costs, vacancy, and value.

Housing Stock

Table 6: Regional Housing Stock, 2000

<i>Municipality</i>	Single-family detached	Single-family attached	Multi-family dwelling	Mobile Home	Boat, RV, Van, etc.	Total	%
Glen Rock Borough	459 (61.0%)	112 (14.9%)	182 (22.2%)	0 (0.0%)	0 (0.0%)	753	17
Railroad Borough	60 (51.7%)	21 (18.1%)	33 (28.4%)	2 (1.7%)	0 (0.0%)	116	2
Shrewsbury Borough	1,103 (80.6%)	50 (3.7%)	216 (15.8%)	0 (0.0%)	0 (0.0%)	1,369	31
Shrewsbury Township	1,893 (85.5%)	177 (8.0%)	27 (1.2%)	117 (1.2%)	0 (0.0%)	2,214	50
New Freedom Borough	1,134 (85.3%)	136 (10.2%)	60 (4.5%)	0 (0.0%)	0 (0.0%)	1,330	30
<i>Region</i>	<i>3,515 (79%)</i>	<i>360 (8%)</i>	<i>458 (10%)</i>	<i>119 (3%)</i>	<i>0</i>	<i>4,452</i>	<i>100</i>
<i>York County</i>	<i>156,720 (54%)</i>	<i>99,098 (34%)</i>	<i>23,755 (8%)</i>	<i>10,446 (4%)</i>	<i>66 (>1%)</i>	<i>290,115</i>	<i>-</i>

Source: US Census Bureau

Table 7: Regional Housing Stock, 2020

<i>Municipality</i>	Single-family detached	Single-family attached	Multi-family dwelling	Mobile Home	Boat, RV, Van, etc.	Total	%
Glen Rock Borough	443 (47.0%)	140 (14.9%)	358 (38.0%)	1 (0.1%)	0 (0.0%)	942	13
Railroad Borough	81 (50.0%)	19 (11.7%)	60 (37.0%)	2 (1.2%)	0 (0.0%)	162	2
Shrewsbury Borough	1,223 (75.4%)	104 (6.4%)	294 (18.1%)	0 (0.0%)	0 (0.0%)	1,621	23
Shrewsbury Township	2,119 (81.7%)	273 (10.5%)	137 (5.3%)	65 (2.5%)	0 (0.0%)	2,594	37
New Freedom Borough	1,528 (86.7%)	198 (11.2%)	37 (2.1%)	0 (0.0%)	0 (0.0%)	1,763	25
<i>Region</i>	<i>5,394 (76%)</i>	<i>734 (10%)</i>	<i>886 (13%)</i>	<i>68 (1%)</i>	<i>0 (0.0%)</i>	<i>7,082</i>	<i>100</i>
<i>York County</i>	<i>118,115 (64%)</i>	<i>31,000 (17%)</i>	<i>26,790 (14%)</i>	<i>8,860 (5%)</i>	<i>131 (>1%)</i>	<i>184,896</i>	<i>-</i>

Source: US Census Bureau

As detailed in the tables above, the single-family detached dwelling unit has been the Region's, traditional, primary housing type (76% as of 2020); the remainder of the housing types are single-family attached (SFA) dwellings (10%), mobile homes, and multi-family (MF) dwellings. Mobile homes represent just 1% of the total housing stock and nearly all are in Shrewsbury Township. Multi-family dwellings comprise 13% of the Region's housing, the majority of which are shared between Glen Rock Borough and Shrewsbury Borough.

Community Profile

Tables 6 and 7 compare, showing that between 2000 and 2020, single-family detached dwelling units and mobile homes decreased their market share, while single-family attached units and multi-family units increased their market share, indicating a housing market that is slowly diversifying.

Figures 17 and 18 detail the growth in housing units by type and decade for the Region and County between 2000 and 2020. The single-family detached dwelling (SFD) unit

has not only been the prominent dwelling type, but also comprised much of all new construction within the Region and the County.

Interestingly, a comparison of both tables reveals that the rate of growth in the Region outpaced growth in the County between 2000 and 2010. This could be an indication that the County's growth management plan is producing the desired results and focusing growth within planned growth areas.

It is also clear that the use of mobile homes has continued to decline. Mobile homes provide a needed source of affordable housing, and this planning process will include efforts to address the provision of affordable housing within the Region.

Figure 17: Comparative Housing Stock, Region

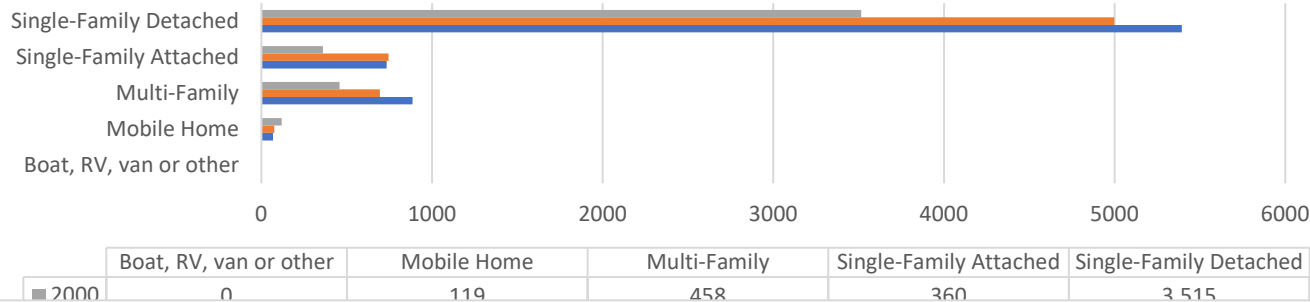
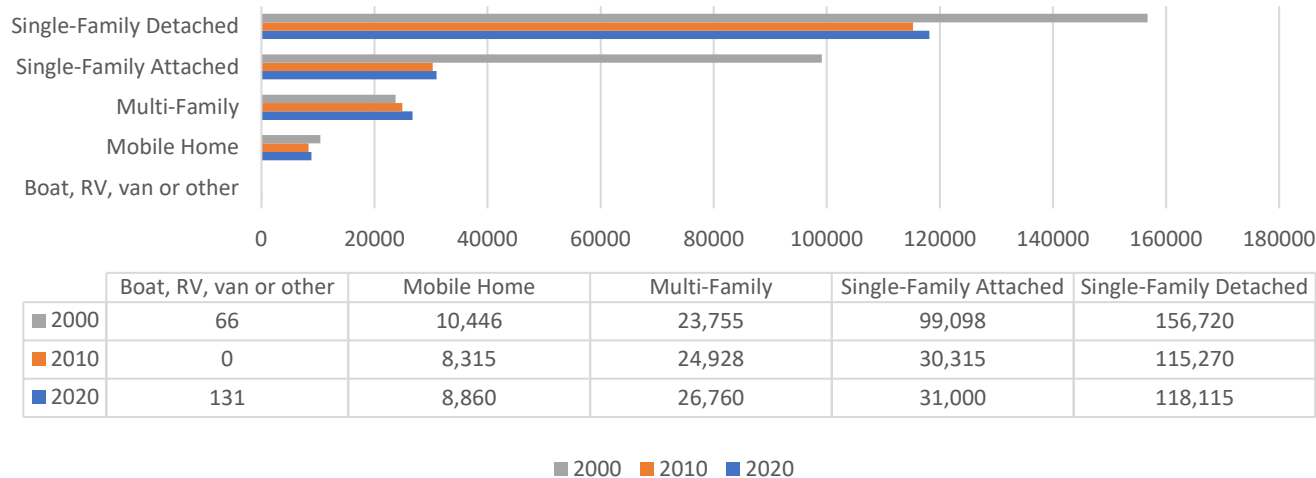


Figure 18: Comparative Housing Stock, York County



Housing Stock – Glen Rock Borough

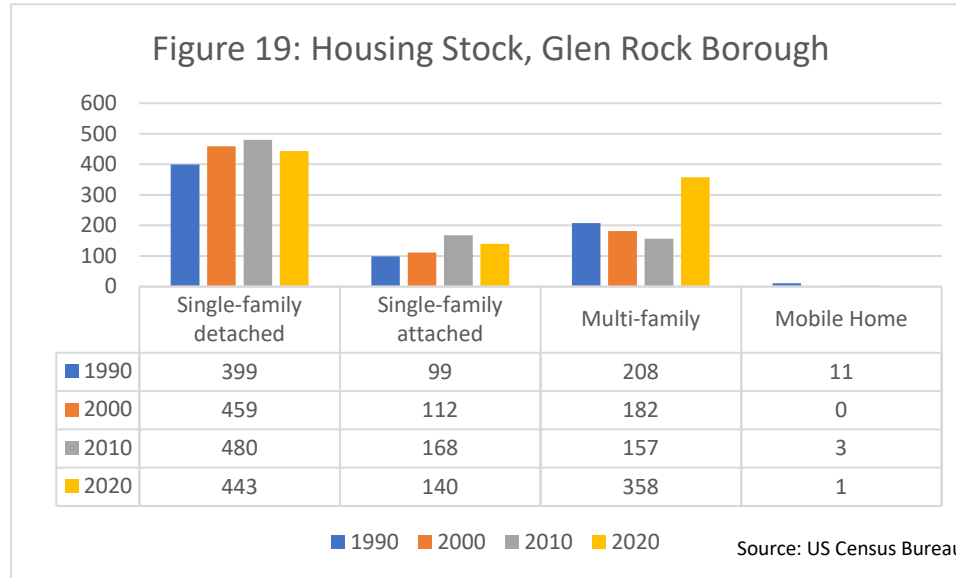
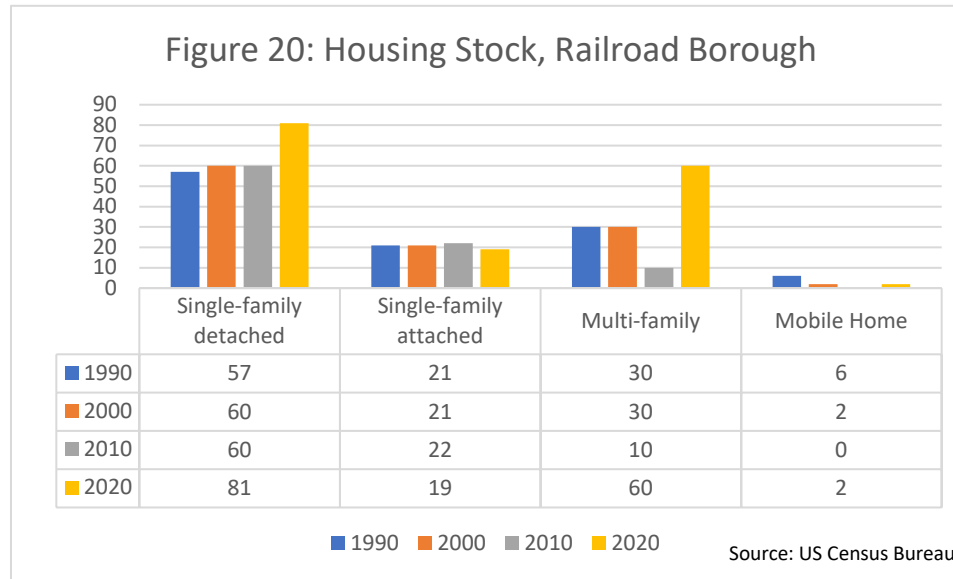


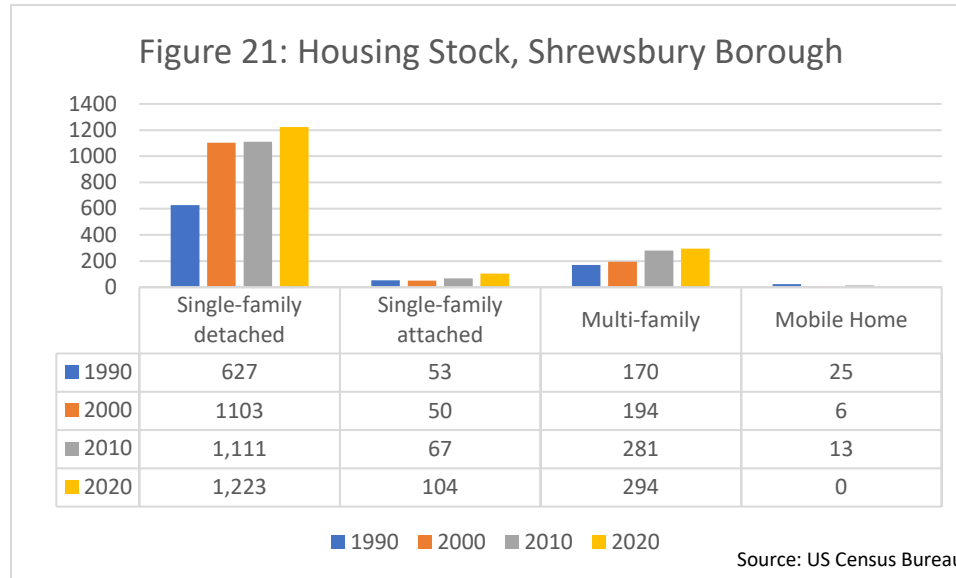
Figure 19 details the growth in Glen Rock Borough’s housing stock between 1990 and 2020. Single-family detached and multi-family units comprise much of the Borough’s housing stock. It appears growth in single-family housing peaked in 2010 and then fell slightly, as older, existing single-family units were transitioned into multi-family units. This correlates with the significant growth in multi-family units depicted in the 2020 Census.

Housing Stock – Railroad Borough



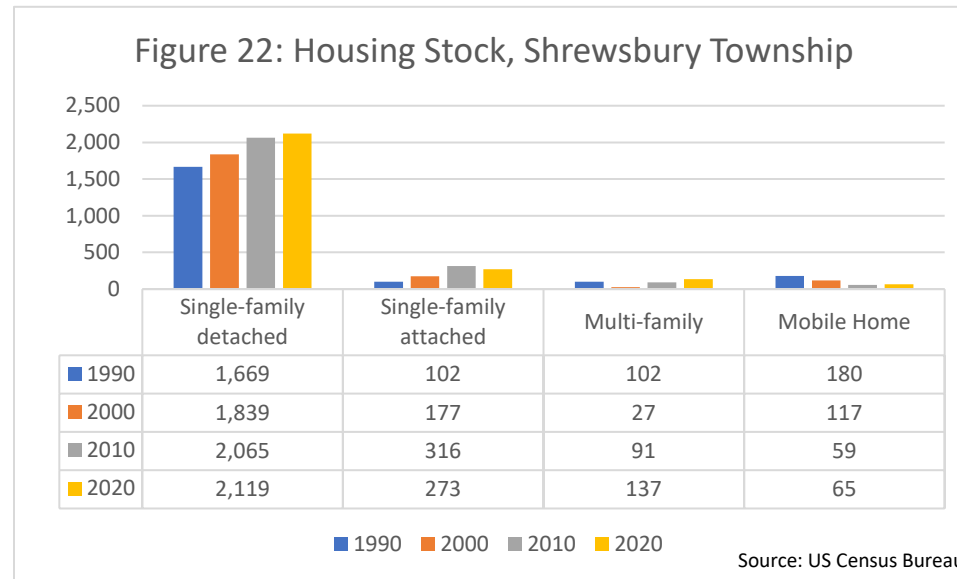
As shown in Figure 20, Railroad Borough had relatively little growth in housing between 1990 and 2010. However, between 2010 and 2020, the number of single-family detached units increased from 60 to 81 units, or 33%, and multi-family units increased from 10 to 60 units. The Borough did experience a loss of 20 multi-family units between 2000 and 2010.

Housing Stock – Shrewsbury Borough



Shrewsbury Borough experienced a nearly 76% increase in single-family detached dwellings between 1990 and 2000; however, that growth was significantly curtailed throughout the 2000s and then rebounded with an increase of 10% between 2010 and 2020. Multi-family dwellings in the Borough increased by 45% between 2000 and 2010, with growth dropping to 4.6% between 2010 and 2020.

Housing Stock – Shrewsbury Township



The SFD dwelling comprises nearly 82% of the Township’s housing stock, with increases of 10% and 12% in 2000 and 2010, respectively; however, by 2020, that growth slowed to 2.6%. The Township lost a significant number of MF dwellings in the 1990s, from 102 units down to 27 units, and then rebounded in the 2000s by more than 300%. Though the growth has slowed, the Township still experienced a 50% increase in MF units between 2010 and 2020.

Housing Stock – New Freedom Borough

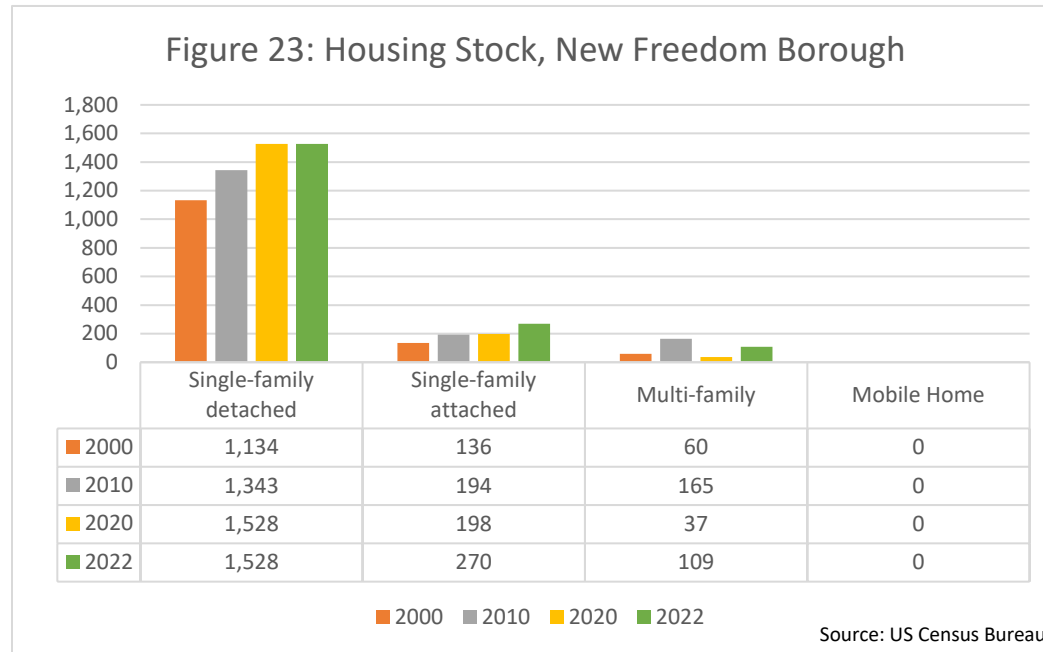
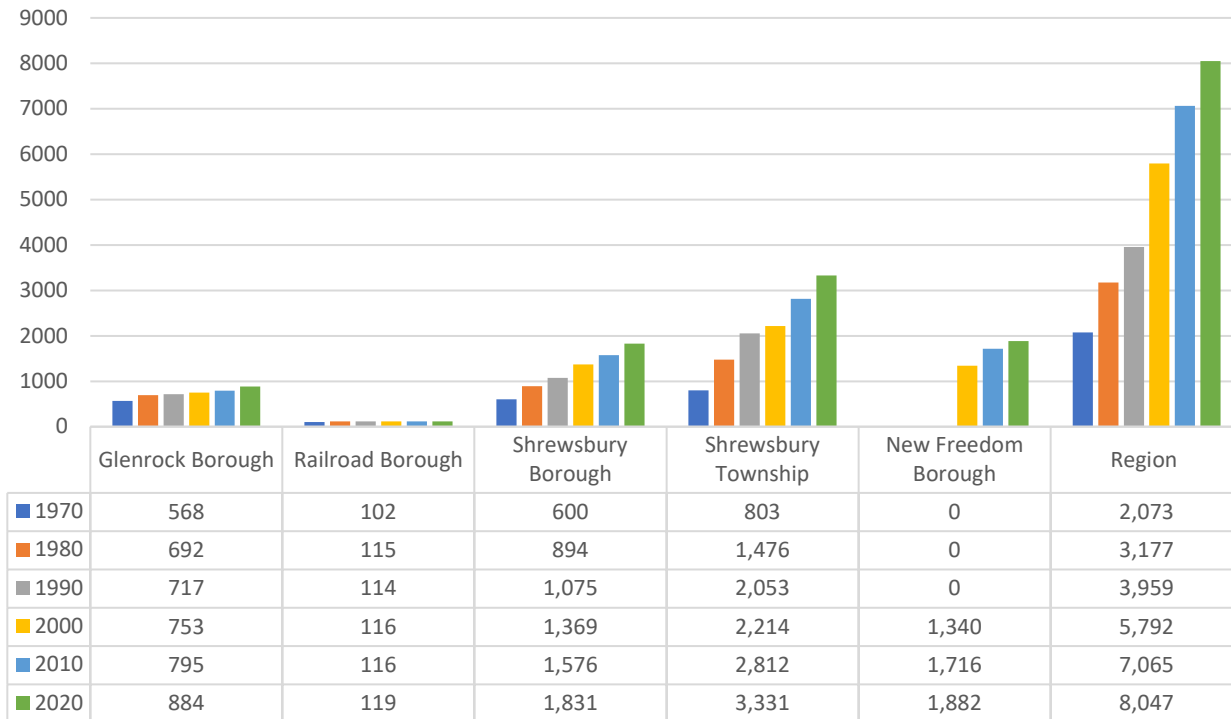


Figure 23 details growth in New Freedom Borough's housing stock since 2000¹. Like the Region, the number of SFD dwellings far outweighs any other dwelling unit type in the Borough. The Borough did see growth of nearly 34% in the number of SFA units between 2000 and 2010. Interestingly, MF units increased by 175%, from 60 to 165 in 2010, then decreased by 77.5% in 2020 to only 37 units. Though not noted by the census data, 144 new apartment units and townhouses, each shown in green in Figure 23, above, have been constructed since 2020. Additionally, another twenty (20) rental units are anticipated as part of a mixed-use retail/residential development, and there is the potential for a 37-unit single-family subdivision.

¹ Housing stock information is not readily available prior to the year 2000.

Figure 24: Housing Unit Growth 1970 to Present



Source: US Census Bureau

1970 1980 1990 2000 2010 2020

The figure above notes housing growth for each municipality and the Region from 1970 to the present. As with the Region's population, minus any outside interference, the Region's housing stock should continue to increase; however, that increase is likely to be at a slower rate than in the past.

Vacancy Rates

Vacancy rates in the vicinity of 2% are generally considered adequate to provide sufficient choice in the housing market to purchase homes. Vacancy rates in the vicinity of 5% are considered adequate to provide sufficient choice in the housing market for renters. The assumption from an overall standpoint is that a vacancy rate of around 7% should indicate sufficient housing choice across the tenure spectrum.

Table 8: Overall Vacancy Rates

Municipality	2010	2020
Glen Rock Borough	6.5%	6.5%
Railroad Borough	4.2%	8.3%
Shrewsbury Borough	4.7%	4.5%
Shrewsbury Township	4.0%	4.5%
New Freedom Borough	4.0%	2.8%
<i>Region</i>	4.5%	4.3%
York County	5.8%	5.1%

Source: US Census Bureau – DEC Redistricting Data (H1)

Vacancy for both owner-occupied and renter-occupied units is not yet available for the 2020 Census and the 5-Year American Community Survey estimates identify both the owner-occupied and renter vacancy rates as 0%, which is most likely not accurate.

According to Table 8, the Southern York County Region has had issues with a tight housing market since the 2000s and it appears this trend has continued.

New Freedom Borough is seeing the most significant demand for new housing with a 2.8% vacancy rate, however, as discussed earlier in this analysis. These numbers do not reflect the

recent construction of 144 townhouses and apartments within the Borough.

Housing Conditions

All community residents should be entitled to safe housing. A municipality may consider factors such as the age of the housing unit, complete kitchen and plumbing facilities, the number of persons per room, and the estimated value of the unit in estimating the extent of substandard housing.

Age of Housing

Table 9 details the age of the Region's housing. The majority of Glen Rock Borough's housing units (64%) and Railroad Borough's housing units (68%) were constructed prior to 1970, making them at a minimum of 50 years old. More than half of Railroad Borough's housing dates back to 1939 or earlier. Conversely, only about 30% or less of the housing stock in Shrewsbury Borough, Shrewsbury Township, and New Freedom Borough were constructed in 1969 or earlier.

Table 9: Year Structure Built

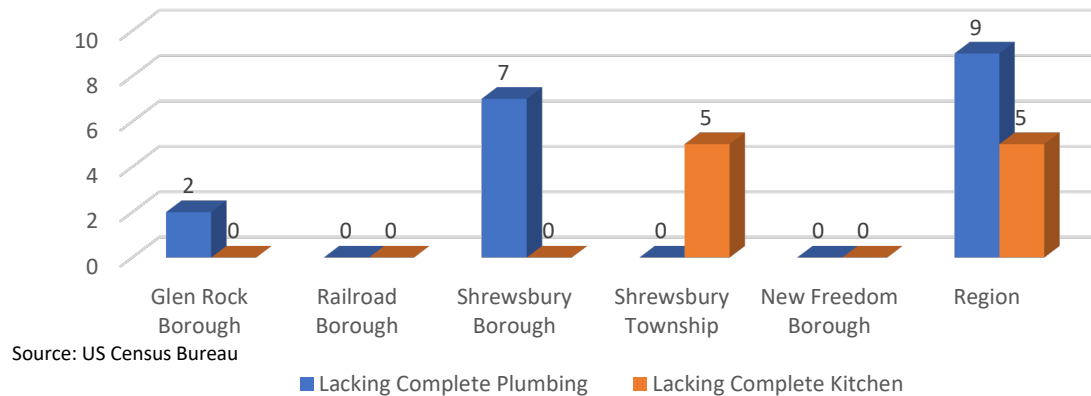
Years	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough
1939 or earlier	341	127	211	240	198
1940-1949	36	5	30	50	54
1950-1959	98	7	64	125	76
1960-1969	16	7	78	169	51
1970-1979	145	4	233	655	178
1980-1989	113	11	314	435	493
1990-1999	55	1	293	376	419
2000-2009	89	3	206	450	205
2010-2019	5	1	154	62	103
2020 or later	0	0	0	122	10
TOTAL	898	166	1,583	2,684	1,787

Source: US Census Bureau (Table B25034)

Community Profile

Most of Shrewsbury Borough, Shrewsbury Township, and New Freedom Borough's housing was constructed between 1970 and 2000. The entire Region (save for Railroad Borough) experienced an increase in the development of housing units in the 2000s. However, following the downturn in the housing market, very little new housing has been constructed in the Region since 2010.

Figure 25: Substandard Housing Data, 2000

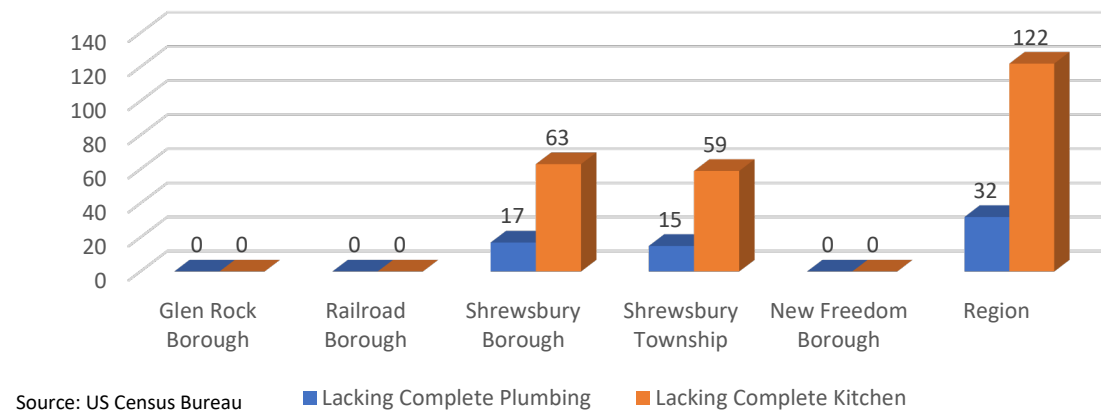


Figures 25 and 26 detail the units lacking complete plumbing or kitchen facilities between 2000 and 2020.

Interestingly, only nine (9) units lacked complete plumbing and five (5) units lacked a complete kitchen per the 2000 Census.

However, the 2020 Census reported an increase in these numbers: thirty-two (32) units lacking plumbing and 122 units lacking complete kitchen facilities, all of which are in Shrewsbury Borough and Shrewsbury Township. The most likely culprit is new home construction, not yet finalized at the point of data collection.

Figure 26: Substandard Housing Data, 2020



Overcrowding

In general, overcrowding is not an issue for the Southern York County Region.

Though relatively low at 1.6% in 2010 and 1.9% in 2020, Glen Rock Borough's percentage of units with more than one person in a bedroom may correlate to the increase in single-mother households and a growing population of children under 18 years of age.

Table 10: Overcrowding, 2010		
	Occupied Housing Units	More Than 1.01 Occupants Per Room
Glen Rock Borough	785	1.6%
Railroad Borough	115	0.0%
Shrewsbury Borough	1,480	0.0%
Shrewsbury Township	2,536	0.0%
New Freedom Borough	1,647	0.0%
Region	6,563	0.2%
York County	168,372	1.0%

Source: US Census Bureau - ACS 5-Year Estimates (S2501), 2010 DEC Redistricting Data (H1)

Table 11: Overcrowding, 2020		
	Occupied Housing Units	More Than 1.01 Occupants Per Room
Glen Rock Borough	819	1.9%
Railroad Borough	110	3.9%
Shrewsbury Borough	1,545	0.0%
Shrewsbury Township	2,653	0.0%
New Freedom Borough	1,830	0.0%
Region	6,957	0.3%
York County	177,553	1.3%

Source: US Census Bureau - ACS 5-Year Estimates (S2501), 2020 DEC Redistricting Data (H1)

The data may indicate an increasing number of single-mother households, doubling up in one- and two-bedroom units, due to issues with rental affordability.

Railroad Borough reported a 3.9% increase, up from 0% in 2010, in occupied housing units with more than 1.01 occupants per room. However, 3.9% of 110 households are 4 households with more than 1.01 persons per room. Additionally, given the low number of overall housing units, housing turnover, and limited new unit construction, this percentage could drop to zero again by 2030.

Housing Tenure

Figure 27: Housing Tenure, 2000

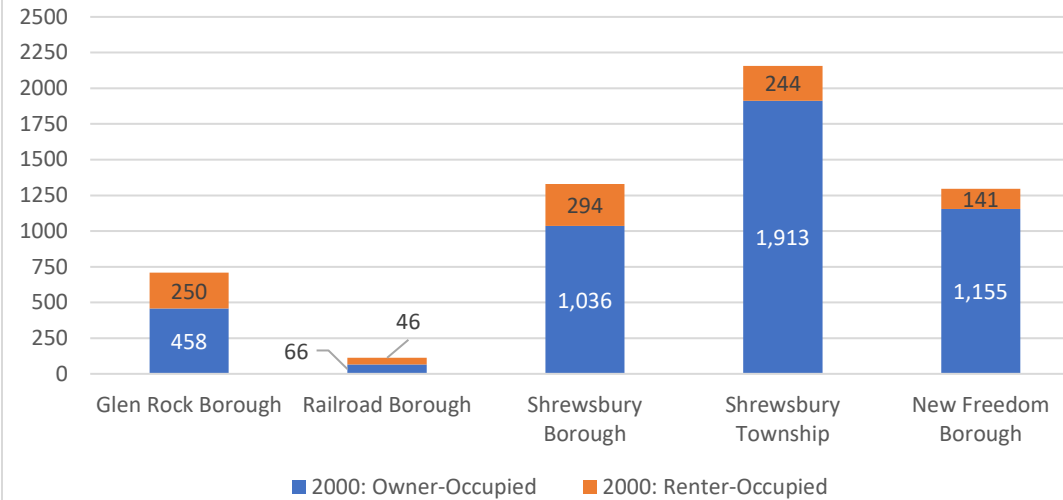
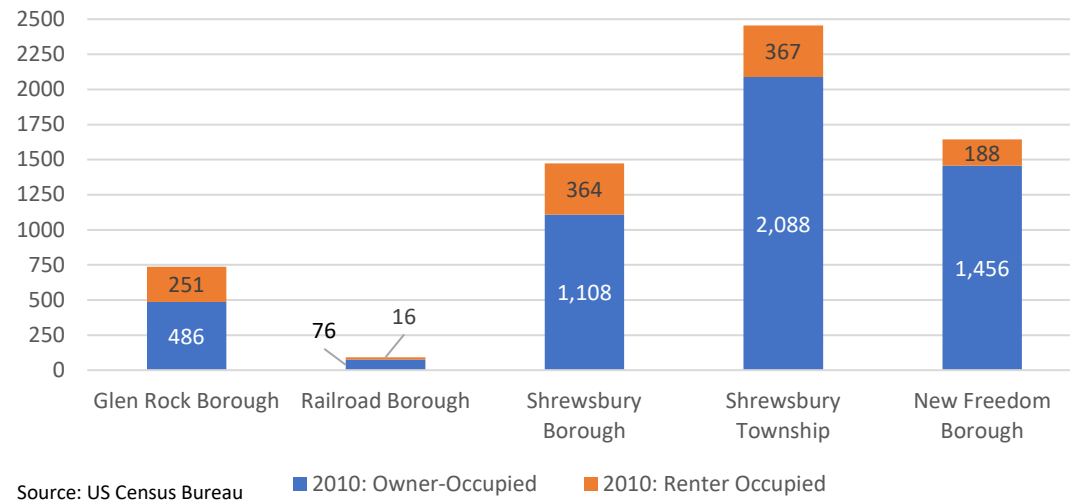
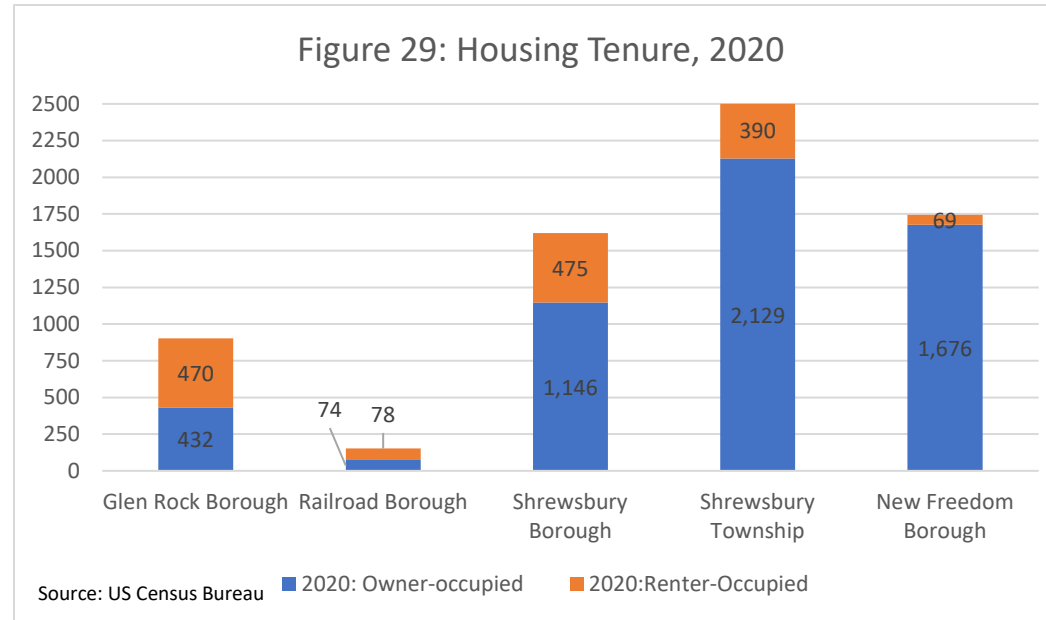


Figure 28: Housing Tenure, 2010



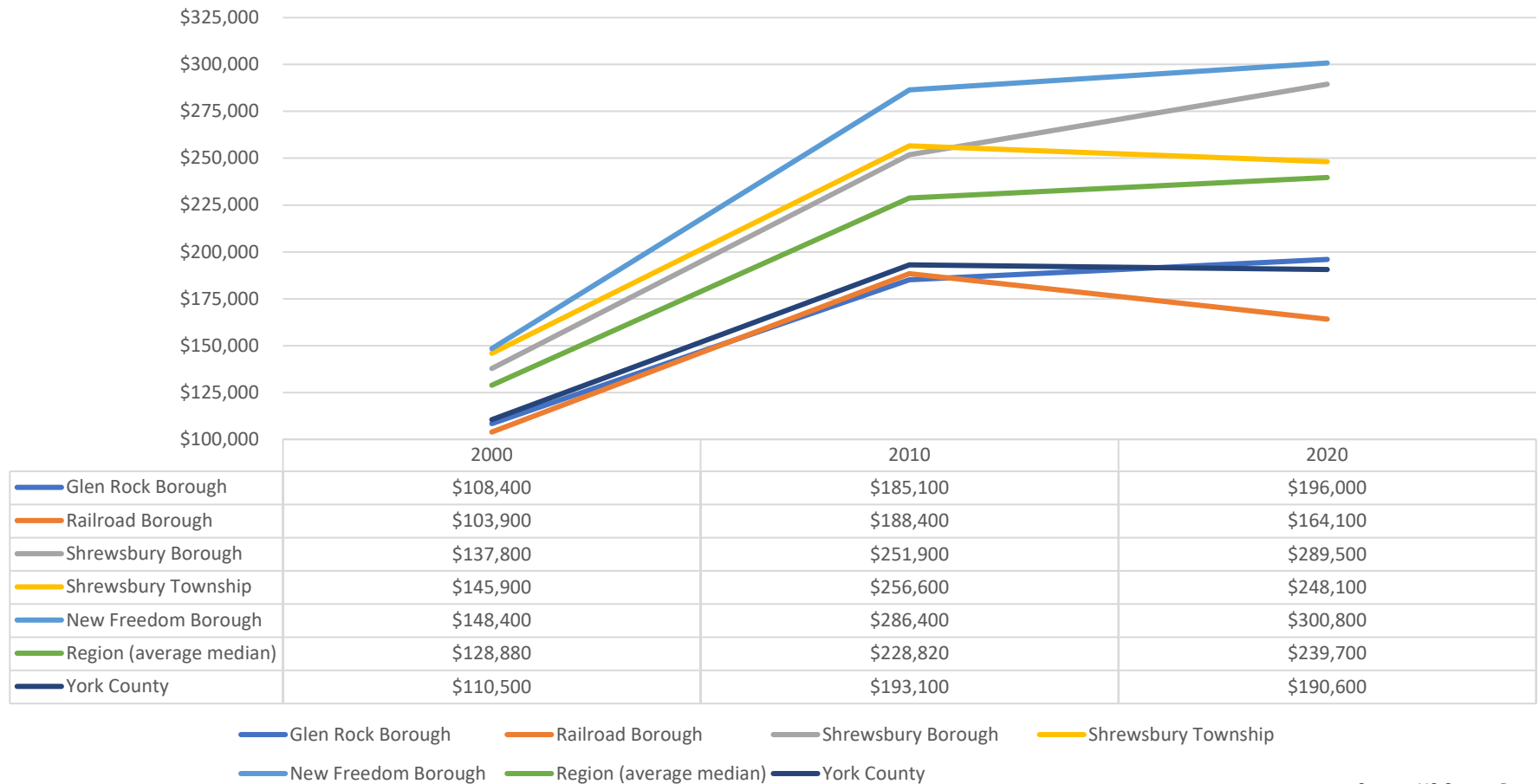


The share of renter-occupied housing in Glen Rock Borough remained steady between 34% to 38% between 1990 and 2010. However, between 2011 and 2020, renter-occupied units became the majority at 52%. As discussed in previous tables, renter-occupied housing within Railroad Borough fluctuated greatly. Renter-occupied housing in Shrewsbury Borough has been increasing slowly from 25% to 29%. Shrewsbury Township's amount of renter-occupied housing has remained relatively stable at 15% with a slight decrease to 12% in the 2000s. New Freedom Borough's renter-occupied housing held steady at 11% and then decreased to 4% between 2010 and 2020. Overall, the renter-occupied housing in the Region increased its market share from 17% to 21% between 2000 and 2020.

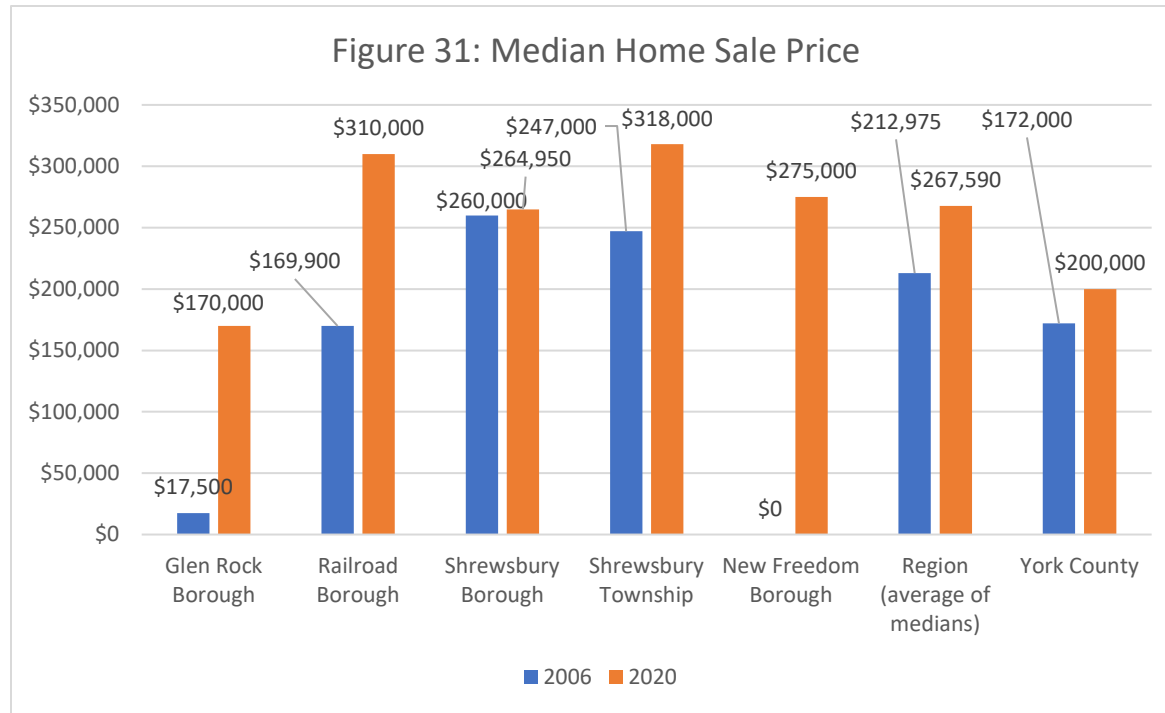
Community Profile

As shown in Figure 30 below, median housing values increased sharply between 2000 and 2010 during the inflated housing market. The 2008 housing market correction resulted in growth rates that were significantly cooled or even decreased, as is the case for Railroad Borough, Shrewsbury Township, and York County. Glen Rock Borough, New Freedom Borough, and Shrewsbury Borough saw increases in their housing values. Shrewsbury Borough's housing values increased by 14.9% between 2010-2020.

Figure 30: Median Housing Value (Owner Occupied)



Source: US Census Bureau



Source: Realtors Association of York and Adams Counties, Inc.

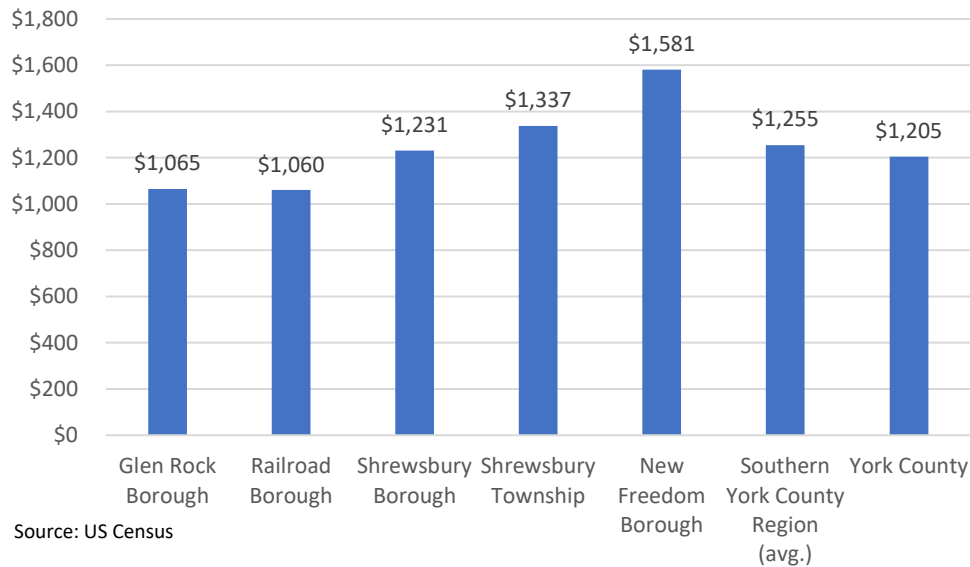
Figure 31 compares the median home sale price in each municipality, Region, and County from 2006 to 2020. The median home sale price has increased in each municipality and county.

The median home sale price in 2006 was \$260,000 in Shrewsbury Borough, while the lowest was \$17,500 in Glen Rock Borough.

In 2020, the median home sale price was in Shrewsbury Township at \$318,000, and the lowest was in Glen Rock Borough at \$170,000. Further, in 2020, Railroad Borough and Shrewsbury Township had a median home sale price greater than that of the Region, while Glen Rock Borough and Shrewsbury Borough had a median home sale price lower than that of the Region.

The general rule is that a family can afford up to three times their average income. Comparing the median family income found in Table 5 with the median home sale figures shown above indicates potential housing affordability issues within the Region. Shrewsbury Township and Railroad Borough had median home sale prices of \$318,000 and \$310,000, respectively, which are well beyond the recommended three times the median family income.

Figure 32: 2022 Median Monthly Housing Costs (Homeowners)



A review of the data presented in Figure 32 is informative in discussing affordability in the Region and the County.

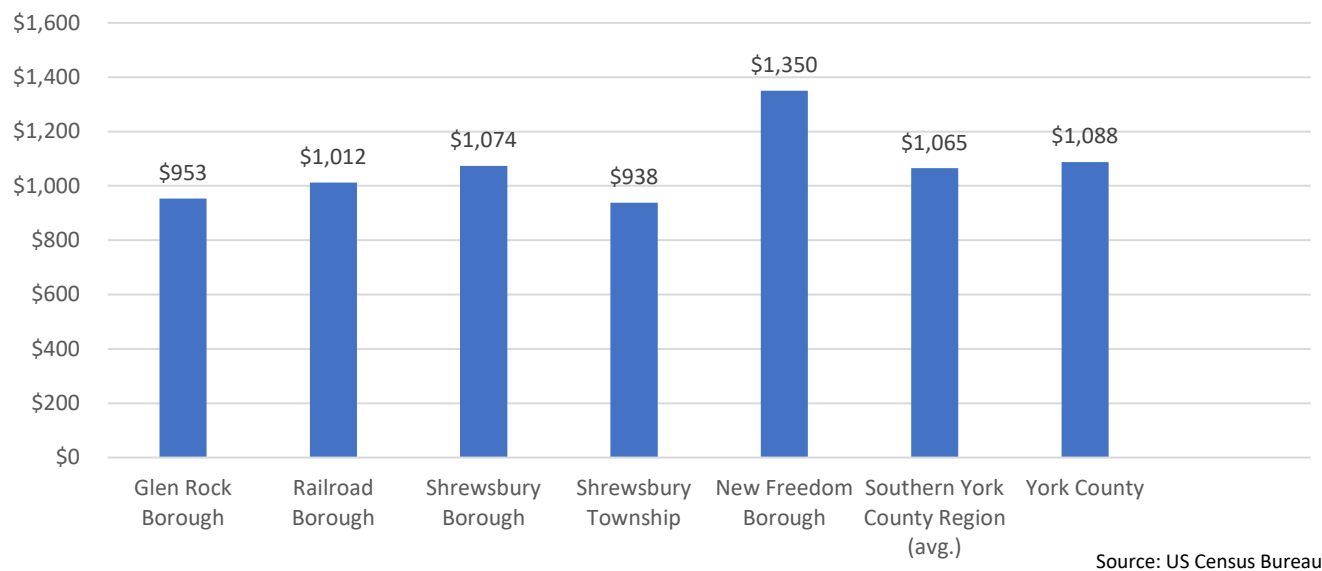
In 2022, housing costs peaked in New Freedom Borough and were the lowest in Railroad Borough. Median housing costs appeared to fluctuate between \$1,000 and \$1,600 throughout the Region.

Cost burdening is defined as a household paying more than 30% of their monthly income in housing costs. According to the U.S. Census Bureau, the municipalities within the Southern York County Region have the following percentage of total households (with a mortgage) paying 30% or more of their monthly income in housing costs:

- Glen Rock Borough – 18.2%
- New Freedom Borough – 25.2%
- Railroad Borough – 17.6%
- Shrewsbury Borough – 24.17%
- Shrewsbury Township – 25.9%

Interestingly, the majority of cost-burdened households in Shrewsbury Borough and Shrewsbury Township are those making \$75,000 or more per year. This study discusses Cost burdening in greater detail beginning on Page 61.

Figure 33: 2022 Median Monthly Housing Costs (Renters)



The cost of rental housing in a community is another measure of the provision of affordable housing. Figure 33 presents the median monthly housing costs for renters in the municipalities of the Region as well as York County.

In terms of affordability, renters in Glen Rock Borough, Railroad Borough, Shrewsbury Borough, and Shrewsbury Township all have median monthly costs below the average renter in the County. The Region’s average median monthly housing costs were slightly below that of the County’s, indicating overall renter affordability in the Region.

Additionally, renter-occupied households are typically more cost-burdened than owner-occupied households. Forty-seven percent of York County renter-occupied households are cost-burdened. The situation is similar in Southern York County, with 46% of the renter-occupied households being cost-burdened. Ninety percent of the cost-burdened renter-occupied households pay 35% or more in monthly housing expenses. See Page 61 for a more detailed discussion surrounding cost-burdened households.

Housing Characteristics Summary

The predominant housing type within the Region is the single-family detached housing type. As one may expect, the Boroughs have the lion's share of existing multi-family units. Additionally, the amount of multi-family housing in the Region nearly doubled from 458 units in 2000 to 886 units in 2020. The single-family detached housing unit represents 76% of the Region's housing, the remainder is comprised of single-family attached, multi-family, and mobile homes. Across the Region between 2000 and 2020, the number of single-family attached units doubled in quantity, and the number of multi-family units increased by 93%; however, the Region's supply of mobile homes decreased by nearly 43%.

Additionally, the impacts of the 2008 housing market crisis can be seen in the sharp drop off of single-family, detached home construction between 2000 and 2020. The Region's stock of single-family, detached structures grew by over 42% between 2000 and 2010, growth then slowing to 7.9% by 2020.

Diversifying the Region's housing stock to include different types of housing units that are 1. affordable to residents of all income levels; and 2. appropriate for residents of all ages and abilities will be a critical component of providing for the needs of existing and future residents. It will also be important to consider that while the Region is located within primary, secondary, and future growth areas for the County, the growth rate will be slower than initially projected in the 2009 Regional Comprehensive Plan.

Most of the Region's housing was constructed in the 1970s or after and is in very good condition. Owner-occupied units characterize most of the Region's housing stock, though the number of renter-occupied units is increasing. Housing values rose sharply in the 2000s, and the increase in housing value has since tapered and leveled off throughout the Region.

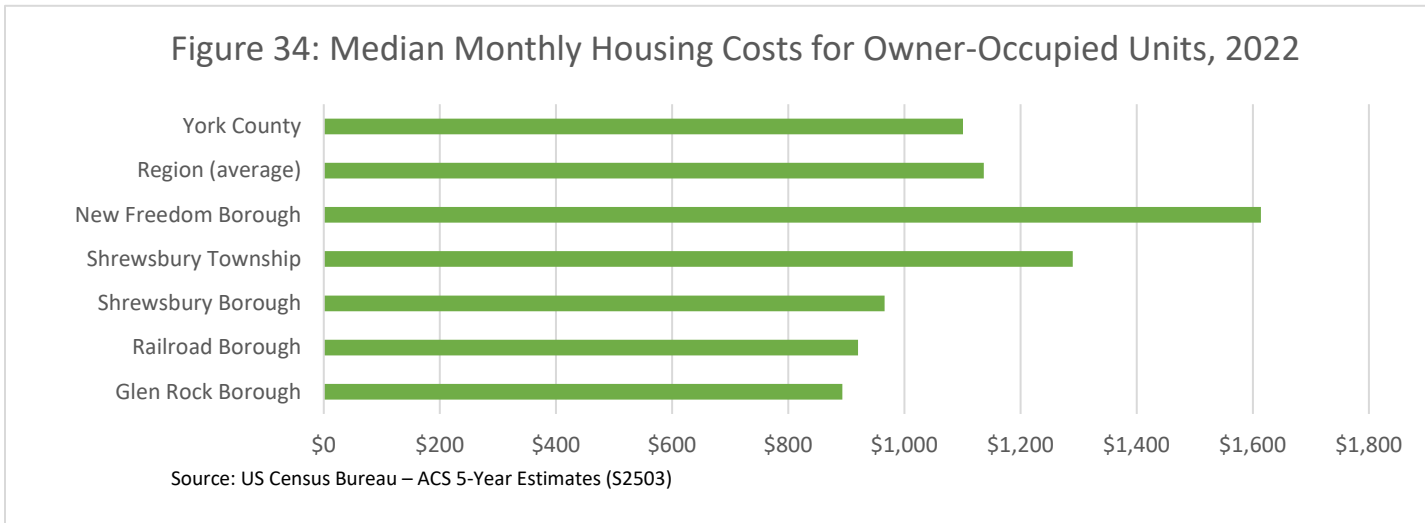
Housing Affordability and Fair Housing

Every municipality in Pennsylvania has a responsibility to provide for the diverse housing needs of current and future residents of all income levels, lifestyles, and abilities by planning for a wide mixture of housing types and densities. This responsibility is specified in the Pennsylvania Municipalities Planning Code (MPC). It reflects the “fair share” principles embodied in a history of Pennsylvania exclusionary zoning court decisions (2017 York County Housing & Community Development Plan).

Housing Affordability

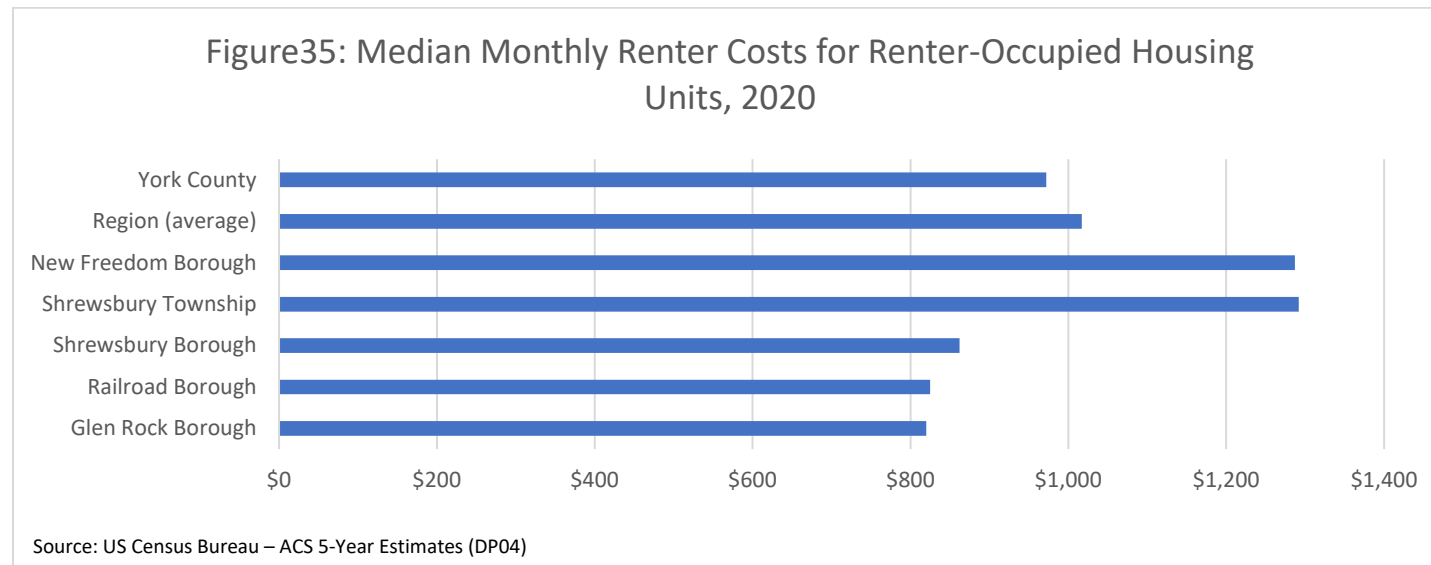
Access to affordable housing is an issue of increasing significance across the nation in all communities as the cost of housing outpaces income increases. The term “affordable housing” no longer refers to just low-income, subsidized housing projects or mobile home parks. A community's young adults, newly married couples, young families, and elderly are some examples of those who often need affordable housing opportunities.

Median Monthly Owner Costs



In general, owner costs are lower in the Boroughs than in Shrewsbury Township. The Region's exception is New Freedom Borough, with a median monthly owner cost of \$1,600, approximately 25% higher than Shrewsbury Township's median monthly owner cost of \$1,275. Glen Rock Borough, Shrewsbury Borough, and Railroad Borough all have Median Monthly Owner Costs of between \$800 and \$1,000 a month.

Median Monthly Renter Costs



As shown in Chart 35 above, Shrewsbury Township (\$1,292) and New Freedom Borough (\$1,287) have the highest renter owner costs of the Region. While the median monthly renter costs in Glen Rock Borough, New Freedom Borough, and Shrewsbury Borough are similar to the monthly owner-occupied costs at between \$800 and \$1,000.

Income and Housing Costs

Tables 12 through 17 detail median household income increases compared to median housing unit cost increases between 2000 and 2020.

The mid-2000's was a dynamic and uncertain time period for the US Economy. The US Housing Market was supercharged in the first half of the decade, and throughout the nation the value of housing units increased, near to and beyond 100%; and, in general incomes did not increase at the same pace as the increases seen in housing values.

Community Profile

The exceptions to this statement are the Region's older core Boroughs of Glen Rock, Railroad, and Shrewsbury, in which income increases kept pace with or exceeded the increases seen in housing value.

In general, older core communities with an aging housing stock were somewhat insulated from the inflated unit value increases felt in other areas of the County that had more opportunity for new residential housing construction.

That being said, the value of the housing stock within the Boroughs remains inflated. Value increases have decreased significantly and even reversed in Railroad Borough, but not enough to negate the impacts of the volatile housing market of the mid-2000's.

Table 12: Income and Housing Costs, Glen Rock Borough

	Median Household Income	Median Housing Unit Cost
2000	\$41,188	\$108,900
2010	\$75,833	\$185,100
% Change 2000 - 2010	84.1%	70.0%
2020	\$107,639	\$196,000
% Change 2010 - 2020	41.9%	5.9%
Source: US Census Bureau - ACS 5-Year Estimates (S2505), DEC Summary File 3 (DP3 and DP4)		

Table 13: Income and Housing Costs, Railroad Borough

	Median Household Income	Median Housing Unit Cost
2000	\$37,917	\$103,900
2010	\$88,594	\$188,400
% Change 2000 - 2010	133.7%	81.3%
2020	\$87,292	\$164,100
% Change 2010 - 2020	-1.5%	-12.9%
Source: US Census Bureau - ACS 5-Year Estimates (S2505), DEC Summary File 3 (DP3 and DP4)		

Community Profile

Table 14: Income and Housing Costs, Shrewsbury Borough

	Median Household Income	Median Housing Unit Cost
2000	\$49,983	\$138,100
2010	\$93,304	\$251,900
% Change 2000 - 2010	86.7%	82.4%
2020	\$120,441	\$289,500
% Change 2010 - 2020	29.1%	14.9%

Source: US Census Bureau - ACS 5-Year Estimates (S2505), DEC Summary File 3 (DP3 and DP4)

Tables 15, 16, and 17 detail the same analysis of income and housing cost increases for both Shrewsbury Township, New Freedom Borough, and York County. As shown, incomes in Shrewsbury Township, New Freedom Borough, and York County increased by 54.5%, 38.7%, and 67.7%, respectively, between 2000 and 2010. While the median housing unit cost increased, during that same time period, by 75.9%, 93%, and 74.8%, respectively. Housing value increases have since stabilized and are no longer outpacing income, that being said, housing costs remain inflated.

Table 15: Income and Housing Costs, Shrewsbury Township

	Median Household Income	Median Housing Unit Cost
2000	\$58,191	\$145,900
2010	\$89,926	\$256,600
% Change 2000 - 2010	54.5%	75.9%
2020	\$99,439	\$248,100
% Change 2010 - 2020	10.6%	-3.3%

Source: US Census Bureau - ACS 5-Year Estimates (S2505), DEC Summary File 3 (DP3 and DP4)

Table 16: Income and Housing Costs, New Freedom Borough

	Median Household Income	Median Housing Unit Cost
2000	\$66,458	\$148,400
2010	\$92,153	\$286,400
% Change 2000 - 2010	38.7%	93.0%
2020	\$113,359	\$300,800
% Change 2010 - 2020	23.0%	5.0%

Source: US Census Bureau - ACS 5-Year Estimates (S2505), DEC Summary File 3 (DP3 and DP4)

Table 17: Income and Housing Costs, York County

	Median Household Income	Median Housing Unit Cost
2000	\$45,268	\$110,500
2010	\$75,936	\$193,100
% Change 2000 - 2010	67.7%	74.8%
2020	\$92,208	\$190,600
% Change 2010 - 2020	21.4%	-1.3%
Source: US Census Bureau - ACS 5-Year Estimates (S2505), DEC Summary File 3 (DP3 and DP4)		

Cost Burdening

The conventional indicator of housing affordability is the percent of income spent on housing; housing expenditures (mortgage payments, home equity loans, homeowner's insurance, real estate taxes, and utilities) that exceed 30% of household income can indicate a housing affordability problem. These households may be cost-burdened, meaning their house is not truly affordable. People in this situation may be able to pay rent or the mortgage each month but must make cuts to other budget categories to keep a roof over their heads or may have very little savings. Those whose housing costs exceed 35% of their income are considered severely cost-burdened.

Table 18: Cost Burdened Households According to Tenure, Glen Rock Borough

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units
<i>Less than 20%</i>	44.0%	40.6%	32.9%	34.6%	43.3%	32.1%
<i>20% to 29%</i>	28.6%	30.3%	37.3%	24.0%	36.1%	7.9%
<i>30% or more</i>	27.4%	23.9%	29.2%	39.0%	19.4%	48.7%
<i>Not Computed</i>	0.0%	5.2%	0.6%	2.4%	1.2%	11.3%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Community Profile

Table 19: Cost Burdened Households According to Tenure, Railroad Borough

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units
<i>Less than 20%</i>	63.8%	60.7%	31.6%	31.3%	68.9%	15.4%
<i>20% to 29%</i>	19.2%	17.9%	39.5%	56.3%	16.2%	57.7%
<i>30% or more</i>	17.1%	21.4%	28.9%	12.5%	14.9%	26.9%
<i>Not Computed</i>	0.0%	0.0%	N/A	N/A	N/A	N/A

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Table 20: Cost Burdened Households According to Tenure, Shrewsbury Borough

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units
<i>Less than 20%</i>	45.1%	14.2%	26.7%	11.5%	57.5%	32.4%
<i>20% to 29%</i>	27.9%	35.9%	38.8%	18.4%	24.4%	20.6%
<i>30% or more</i>	27.0%	37.6%	34.5%	65.3%	17.3%	37.1%
<i>Not Computed</i>	N/A	12.2%	N/A	4.7%	0.8%	9.9%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Table 21: Cost Burdened Households According to Tenure, Shrewsbury Township

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter-Occupied Units
<i>Less than 20%</i>	52.1%	54.7%	53.3%	42.2%	56.8%	36.9%
<i>20% to 29%</i>	29.6%	7.4%	22.9%	19.9%	23.8%	18.2%
<i>30% or more</i>	18.0%	31.3%	22.9%	33.0%	18.9%	27.2%
<i>Not Computed</i>	0.4%	6.6%	0.7%	4.9%	0.5%	17.7%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Community Profile

Table 22: Cost Burdened Households According to Tenure, New Freedom Borough

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter- Occupied Units	Owner-Occupied Units	Renter-Occupied Units
Less than 20%	47.9%	65.5%	40.7%	33.0%	54.7%	0.0%
20% to 29%	32.1%	14.2%	28.4%	0.0%	20.8%	0.0%
30% or more	20.1%	20.3%	30.8%	57.4%	24.5%	100.0%
Not Computed	N/A	N/A	N/A	9.6%	N/A	N/A

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Table 23: Cost Burdened Households According to Tenure, Region (average)

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter- Occupied Units	Owner-Occupied Units	Renter-Occupied Units
Less than 20%	48.5%	40.4%	41.9%	29.6%	55.4%	31.1%
20% to 29%	29.6%	23.5%	29.4%	17.6%	23.9%	16.9%
30% or more	21.7%	29.4%	28.2%	47.8%	20.3%	40.6%
Not Computed	0.1%	6.7%	0.3%	5.0%	0.4%	11.4%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Table 24: Cost Burdened Households According to Tenure, York County

	2000		2010		2020	
	Owner-Occupied Units	Renter-Occupied Units	Owner-Occupied Units	Renter- Occupied Units	Owner-Occupied Units	Renter-Occupied Units
Less than 20%	53.7%	38.7%	42.6%	24.2%	54.9%	26.0%
20% to 29%	26.0%	25.3%	25.8%	24.0%	24.1%	23.6%
30% or more	19.7%	30.3%	31.0%	45.5%	20.3%	44.3%
Not Computed	0.5%	5.8%	0.5%	6.1%	0.6%	6.1%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2503)

Community Profile

Glen Rock Borough's percentage of owner-occupied households paying 30% or more remained stable between 27-29% but dropped in 2020 to 19.4%. Conversely, the percentage of cost-burdened renter-occupied households increased sharply between 2000 and 2020 at 63%. This correlates to the sharp increase in housing value felt throughout the County leading up to the 2008 housing market collapse. Nearly half of the Borough's renter-occupied households are cost-burdened at or above 30% of their monthly income. The rental market remains inflated, making rental affordability a significant concern in Glen Rock Borough.

Due to its relatively small housing stock, Railroad Borough's number of cost-burdened owner-occupied households has fluctuated between 15 and 30% over the last three decades, ranging from around 12 to 27%.

In Shrewsbury Borough, cost-burdened owner-occupied households decreased sharply between 2010 and 2020, from a high of 34.5% to a low of 17.3%. Additionally, the Borough's percentage of cost-burdened renter-occupied households declined sharply during the same period.

In Shrewsbury Township, the percentage of cost-burdened owner-occupied households increased from 18% in 2000 to 22.9% in 2010 and then dropped back to near the 2000 level at 18.9%. The percentage of cost-burdened renter-occupied households has remained relatively stable, hovering around 30% and dropping to 27% in 2020.

Similar to the remainder of the Southern York County Region, New Freedom Borough experienced a significant increase in the percentage of cost-burdened owner-occupied households between 2000 and 2010 from 20% to 30%; then as the overall housing market cooled, the percentage of cost-burdened owner-occupied households dropped to 24.5%. However, the percentage of cost-burdened renter-occupied households has increased sharply and was 100% as of the 2020 Census. While serious, the 2020 census numbers do not reflect the 72 new apartments and 72 new townhouses constructed since the census was completed. In addition, another twenty (20) rental units are being constructed as part of a mixed-use development.

Fair Housing

Many circumstances can limit a person's housing options, leading them to live in unsafe, insecure, or overcrowded situations. To protect communities from this, the Fair Housing Act was enacted and prohibits discrimination by direct providers of housing, such as landlords and real estate companies, as well as other entities whose discriminatory practices make housing unavailable to persons because of factors such as race, color, national origin, religion, sex, familial status (families with children under 18), or disability in the sale, rental, and or financing of dwellings.

The Indicators of Potential Disadvantage, discussed in greater detail below, identify "at risk" populations that affordable housing development could assist.

York County Indicators of Potential Disadvantage

Table 25 presents the indicators of potential disadvantages identified by the York County Housing and Community Development Plan. Table 26 compares the status of the Southern York County Region regarding the following indicators or metrics.

- Low Educational Attainment—More than 12% of all individuals over 25 years of age have less than a high school diploma.
- Elderly – More than 26% of individuals are over 65.
- Limited English Proficiency—More than 2% of households do not have someone over 14 who speaks English well.
- Minority Population – More than 12% do not identify as “white only.”
- Disabilities – More than 13% have a disability.
- Single Mothers – More than 11% are single, female-headed households.
- Lack of Vehicle Accessibility – More than 7% have no access to a vehicle.

Table 25: York County Indicators of Potential Disadvantage	
Low Educational Attainment	> 12%
Elderly	>16%
Limited English Proficiency	> 2%
Low Income	> 10%
Minority Population	> 12%
Disabilities	> 13%
Single Mothers	> 11%
Lack of Vehicle Accessibility	> 7%
<i>*Percentages reference the County average</i>	
<i>Source: 2017 York County Housing and Community Development Plan</i>	

Table 26: Southern York County Region Indicators of Potential Disadvantage						
	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region
Low Educational Attainment	5.0%	2.3%	15.2%	8.9%	6.7%	9.3%
Elderly	9.4%	8.4%	30.8%	27.3%	19.1%	23.2%
Limited English Proficiency	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Low Income	12.3%	9.3%	3.8%	2.8%	3.7%	4.6%
Minority Population	12.1%	9.0%	12.3%	10.6%	10.4%	11.1%
Disabilities	10.6%	8.1%	16.6%	11.2%	7.5%	11.3%
Single Mothers	22.0%	35.5%	7.3%	5.9%	11.2%	10.3%
Lack of Vehicle Accessibility	3.1%	2.5%	0.0%	0.6%	0.0%	0.7%
<i>Source: US Census Bureau - DEC Redistricting Data (P2), ACS 5-Year Estimates (S1501, S0101, S1701, S1810, S18101, S2501, S0801)</i>						

As shown in Table 26, the following Indicators of Potential Disadvantage exist within the Region but vary by municipality. The Southern York County Regional Indicators of Potential Disadvantage include:

- Low Educational Attainment –Shrewsbury Borough
- Elderly – Shrewsbury Borough, Shrewsbury Township, New Freedom Borough
- Low Income – Glen Rock Borough
- Minority Population – Glen Rock Borough and Shrewsbury Borough
- Disabilities – Shrewsbury Borough
- Single Mothers – Glen Rock Borough, Railroad Borough, New Freedom Borough
- Lack of Vehicle Accessibility – not an issue in the region

Additionally, the following indicators are close to the identified benchmark established by the County. Those indicators and their communities are shown below:

- Low Income – Railroad Borough
- Minority Population – Region
- Single Mothers – Region

The Region’s housing types, values, and tenure must be diverse to meet the needs of a diverse population and provide appropriate housing for all.

Housing Affordability and Fair Housing Summary

New Freedom Borough has the highest monthly owner-occupied costs in the Southern York County Region. The Borough’s monthly owners’ costs are even higher than the median monthly owner costs for York County. Monthly renter costs are the lowest in Glen Rock Borough and the highest in New Freedom Borough and Shrewsbury Township.

Throughout the 2000s and 2010s, the nation dealt with the impacts of the fast-paced housing market and its subsequent bust in 2008. In general, prior to the housing collapse, the cost of housing increased by, in some places, upwards of 100%. After the collapse, new housing growth stagnated throughout the 2010s. Housing costs began to stabilize but didn’t drop significantly, leaving much of the region’s housing at inflated values. The exceptions were Shrewsbury, Glen Rock, and Railroad Boroughs, with their older housing stock being fairly insulated from the impact of the inflated housing market.



Community Profile

Across the Region, the number of cost-burdened owner-occupied units has decreased from the highs experienced in 2010. However, the number of cost-burdened rental households is high throughout the Region, ranging from 26% in Railroad Borough to 100% in New Freedom Borough. Additional construction of affordable rental housing is a high-priority need for the Southern York County Region.

Finally, York County established eight (8) Indicators of Potential Disadvantage to identify the segments of the population most likely to experience housing discrimination. Benchmarks were set according to U.S. Census Data, enabling each community to better assess its own need for affordable housing and what segments of its population are most “at risk” for facing discrimination.

Of the eight (8) indicators, the Region possesses the following: Low Educational Attainment, Elderly, Low Income, Minority Populations, Disabilities, and Single Mothers. The Region’s 26% of individuals over 65 is its most common indicator of potential disadvantage. Shrewsbury Borough has the highest number of potential indicators, at four (4), and the lowest are Shrewsbury Township and Railroad Borough, which have one (1) indicator each.

The Region is nearing the benchmarks for both Minority Populations and Single Mothers, with less than a percent remaining between the 2020 level and the established benchmark.

Population and Housing Projections

Table 27 presents 2020 populations and population projections for the years 2030, 2040, and 2050 for the municipalities of the Southern York County Region and the Region itself. Two population projections were utilized: 1) the York County Planning Commission (YCPC, 2024), and 2) projections created by C.S. Davidson, Inc. utilizing the following Methodology. CSD's projections utilize the TREND function in Excel to project population growth based on 2000, 2010, and 2020 decennial census numbers and the 5-Year American Community Survey 2011 -2019 population data.

However, no matter the methodology, there is no way to truly predict the future. The best that can be done is to use the projections as a guide regarding land use, housing, community facilities, utility provisioning, transportation, and economic development planning and decision-making. Projections should be monitored periodically against the 5-Year Community Survey estimates.

Table 27: Population Projections										
	2020 Dec.	YCPC 2030	CSD 2030	2030 Average	YCPC 2040	CSD 2040	2040 Average	YCPC 2050	CSD 2050	2050 Average
Glen Rock Borough	2,121	2,286	2,282	2,284	2,412	2,517	2,465	2,560	2,752	2,656
Railroad Borough	256	234	281	258	213	306	260	194	331	263
Shrewsbury Borough	3,848	4,113	3,879	3,996	4,241	3,909	4,075	4,447	3,940	4,194
Shrewsbury Township	6,649	7,021	7,002	7,012	7,296	7,277	7,287	7,626	7,552	7,589
New Freedom Borough	4,877	5,598	5,081	5,340	6,143	5,430	5,787	6,789	5,779	6,284
Region	17,751	19,252	18,525	18,890	20,305	19,439	19,874	21,616	20,354	20,985
Sources: US Census Bureau – DEC Redistricting Data (P1), ACS 5-Year Estimates (DP05), York County Planning Commission.										



Community Profile

As shown, projections across the Region vary, but for the housing needs assessment, projections were averaged for 2030, 2040, and 2050. As shown, Glen Rock Borough is expected to increase by approximately 7.7% to 2,284 residents in 2030, then by 7.9% to 2,465 residents in 2040, and then by 7.7% in 2050 to end at 2,656 residents.

Railroad Borough's population is projected to increase by less than 1% each decade and 2.7% total by 2050, to 263 residents.

The population of Shrewsbury Borough is anticipated to increase by 3.8% to 3,996 residents in 2030, by 2.0% in 2040 to 4,075 residents, and then by 2.9% to 4,194 by 2050.

Shrewsbury Township's population is expected to increase by 5.5% in 2030 to 7,012 residents, 3.9% in 2040 to 7,287 residents, and 4.1% in 2050 to 7,589 residents.

New Freedom Borough's population is anticipated to increase by 9.5% in 2030 to 5,340, 8.4% in 2040 to 5,787, and 8.6% in 2050 to 6,284 residents.

The projections indicate that by 2050, the Region's fastest-growing communities will be New Freedom Borough and Glen Rock Borough, with 29% and 25% increases, respectively. Shrewsbury Township follows with a projected population increase of 14% by 2050. Shrewsbury Borough's 2050 population is projected to have increased by 9.0%. Railroad Borough is anticipated to experience the smallest overall population increase of 2.7% by 2050.

Housing Projections

Table 28: New Residential Construction Permits, 2011-2020 Southern York County Region										
	Glen Rock Borough		Railroad Borough		Shrewsbury Borough		Shrewsbury Township		New Freedom Borough	
Year	Permits	Cost	Permits	Cost	Permits	Cost	Permits	Cost	Permits	Cost
2011	0	\$0	0	0	16	\$2,890,351	46	\$10,547,164	5	\$240,000
2012	1	\$110,000	0	0	34	\$6,435,029	25	\$6,519,962	44	\$2,178,000
2013	2	\$295,750	0	0	9	\$1,671,826	12	\$3,121,225	2	\$481,963
2014	5	\$937,950	0	0	4	\$1,394,375	13	\$4,096,511	5	\$718,910
2015	6	\$1,197,510	0	0	3	\$590,395	4	\$599,605	22	\$3,894,842
2016	3	\$698,434	0	0	0	0	5	\$1,154,661	28	\$5,690,304
2017	0	0	0	0	7	\$1,674,475	3	0	4	\$857,307
2018	0	0	0	0	5	\$918,680	11	0	12	\$2,318,206
2019	0	0	0	0	3	\$940,508	23	\$4,968,050	7	\$1,091,555
2020	1	\$166,571	0	0	1	\$212,000	18	\$3,983,069	12	\$2,082,000
Total	18	\$3.4 Million	0	0	82	\$16.7 Million	160	\$34.6 Million	141	\$19 Million
Average	1.8	\$340,000	0	0	8.2	\$1,670,000	16	\$3,460,000	14.1	\$1,900,000
Source: York County Planning Commission, Building Permits York County, 1996-2020										

Table 28 analyzes the number of building permits issued by each Southern York County Region municipality. Averaging building permit issuance provides another metric to gauge potential housing unit increases according to past behavior in permit issuance. The municipalities, on average, issue the following number of new residential housing unit construction permits per year:

- Glen Rock Borough – 1.8 permits
- Railroad Borough – 0
- Shrewsbury Borough – 8.2
- Shrewsbury Township – 16
- New Freedom Borough – 14.1

The need for future housing units can be projected based on a review of past growth in housing supply. The average population projections from Table 27 were used to complete the housing projections in Tables 29 through 34 below. The following tables utilize the number of projected new residents for each municipality and divide that number by each municipality's average household size to determine the number of new housing units needed to accommodate the projected increases in population.

Table 29: Housing Projections, Glen Rock Borough				
	2020 Census	2030 Projection	2040 Projection	2050 Projection
Total Population	2,121	2,284	2,465	2,656
Population Increase		163 (7.6%)	181 (7.9%)	191 (7.7%)
Average Household Size	2.59			
Total NEW Housing Units Needed		63	70	74
Total Housing Units - 2020	876			
<i>Sources: US Census Bureau - DEC Redistricting Data (P1 and H1), ACS 5-Year Estimates (DP05 and S1101)</i>				

According to Table 29 above, Glen Rock Borough is projected to need 207 additional housing units by 2050. However, according to Table 28, the Borough only averages approval of 1.8 building permits per year, which would equate to roughly 48 additional units by 2050. To meet the additional need for housing units, the Borough will need to target areas for redevelopment of a higher density of residential housing proactively.

Table 30: Housing Projections, Railroad Borough				
	2020 Census	2030 Projection	2040 Projection	2050 Projection
Total Population	256	258	260	263
Population Increase		2 (3.1%)	2 (0.0%)	3 (10.6%)
Average Household Size	2.11			
Total NEW Housing Units Needed		1	1	1
Total Housing Units - 2020	120			
<i>Sources: US Census Bureau - DEC Redistricting Data (P1 and H1), ACS 5-Year Estimates (DP05 and S1101)</i>				

Railroad Borough will need approximately 3 additional housing units by the year 2050.

Table 31: Housing Projections, Shrewsbury Borough

	2020 Census	2030 Projection	2040 Projection	2050 Projection
Total Population	3,848	3,996	4,075	4,194
Population Increase		148 (3.7%)	79 (1.9%)	119 (2.9%)
Average Household Size	2.31			
Total NEW Housing Units Needed		64	34	52
Total Housing Units - 2020	1,617			

Sources: US Census Bureau - DEC Redistricting Data (P1 and H1), ACS 5-Year Estimates (DP05 and S1101)

Shrewsbury Borough is projected to need approximately 150 additional units by 2050. According to Table 28, the Borough averages approximately 8.2 residential building permits per year, which is sufficient to meet the overall housing need by 2050; however, 11 new units per year must be constructed to meet the anticipated need of 64 additional units by 2030.

Table 32: Housing Projections, Shrewsbury Township

	2020 Census	2030 Projection	2040 Projection	2050 Projection
Total Population	6,649	7,012	7,287	7,589
Population Increase		363 (5.5%)	275 (3.9%)	302 (4.3%)
Average Household Size	2.66			
Total NEW Housing Units Needed		136	103	114
Total Housing Units - 2020	2,777			

Sources: US Census Bureau - DEC Redistricting Data (P1 and H1), ACS 5-Year Estimates (DP05 and S1101)

Shrewsbury Township will need approximately 353 additional housing units by the year 2050. The anticipated population projections suggest that between 100 and 136 new housing units should be constructed each decade. According to Table 28, the Township averages 16 new housing units per year, which, if maintained, would meet the Township's anticipated demand for housing.

Table 33: Housing Projections, New Freedom Borough

	2020 Census	2030 Projection	2040 Projection	2050 Projection
Total Population	4,877	5,340	5,787	6,284
Population Increase		463 (9.5%)	447 (8.4%)	497 (8.6%)
Average Household Size	2.68			
Total NEW Housing Units Needed		173 (29)	167	185
Total Housing Units - 2020	1,882			

Sources: US Census Bureau - DEC Redistricting Data (P1 and H1), ACS 5-Year Estimates (DP05 and S1101)

According to Table 33, New Freedom Borough will need an additional 173 residential units by 2030; however, 144 single-family attached and multi-family units were recently constructed. Considering the newly constructed units, New Freedom Borough's projected housing need drops from 173 units to 29 additional units needed by 2030. Additionally, the Borough will need another 167 units by 2040. New Freedom averages a little over 14 new housing units constructed each year, which, if maintained, is sufficient to meet the projected housing need of 167 additional housing units by 2040. However, to meet the anticipated housing need of 185 additional units by 2050, the Borough must increase housing development from 14 new units to 18 units per year between 2040 and 2050.

Table 34: Housing Projections, Region

	2020 Census	2030 Projection	2040 Projection	2050 Projection
Total Population	17,751	19,541	20,866	20,995
Population Increase		1,790 (10.1%)	1,325 (6.8%)	129 (0.6%)
Average Household Size	2.47			
Total NEW Housing Units Needed		437	375	426
Total Housing Units - 2020	7,272			

Sources: US Census Bureau - DEC Redistricting Data (P1 and H1), ACS 5-Year Estimates (DP05 and S1101)

Overall, the Region is projected to need 1,094 new units by 2050.

Fair Share Housing Analysis

The analysis of housing issues indicates that the Southern York County Region has historically provided for mainly single-family dwellings. However, an increase in cost-burdened households, recent housing trends, and concerns over environmental sustainability indicate a demand for multi-family and single-family attached dwelling units.

The following fair share analysis comprises a three-tier test to determine whether the number of multi-family units provided is token or “de facto ” exclusionary.

- Tier 1 – Is the Region a logical area for population growth?
- Tier 2 – Is the Region a developed or developing community?
- Tier 3 – Is the amount of land available for multi-family development disproportionately small in relation to population growth pressure and present-level development?

Tier 1 – Is Southern York County in the path of growth? Yes.

The Region is on the path to growth, as discussed on pages 19 and 20 of the Community Profile. Southern York County has grown steadily since the 1970s and peaked in the mid-2000s. Growth is continuing slower, and the region is expected to grow by over 3,200 residents by 2050.

Tier 2 – Is the Region developing or developed? Yes.

Courts have held that a community is still developing until it is almost fully developed (i.e. 95% plus) and, therefore, is still obligated to provide its fair share of multi-family housing.

<u>Municipality</u>	<u>Developable Land</u>
Glen Rock Borough	62.84 acres or 12%
Railroad Borough	91 acres or 22%
Shrewsbury Borough	127 acres ² or 11%
New Freedom Borough	74 acres ³ or 8%
Shrewsbury Township	2,473 acres vacant or 13%

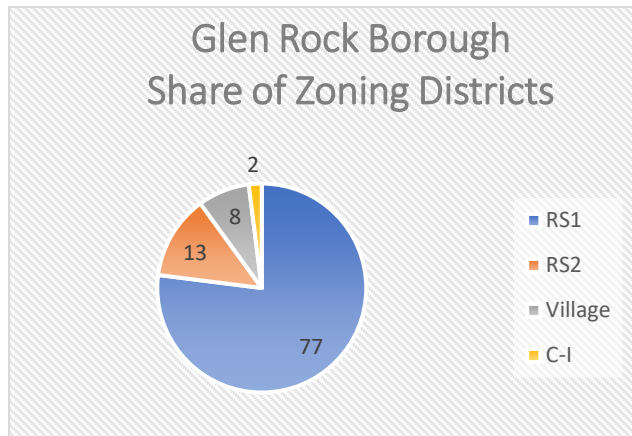
² 19 vacant;108 developable in RA

³ Includes farms at 305 Singer Road and 1001 Kirchner Road.

- Additionally, the courts have upheld 15% to 20% of multi-family units at build-out as satisfying fair share obligations.

<u>Municipality</u>	<u>% Multi-Family Housing</u>
Glen Rock Borough	38%
Railroad Borough	37%
Shrewsbury Borough	18%
New Freedom Borough	10% ⁴
Shrewsbury Township	5.3%
Region	13%

- Total Lands Available for Multi-family development
This approach to determining how much land within the Region is available for multi-family housing includes all lands designated for multi-family uses, including developed, developable, constrained, and protected lands. At least seven percent of the land should be designated for multi-family uses.



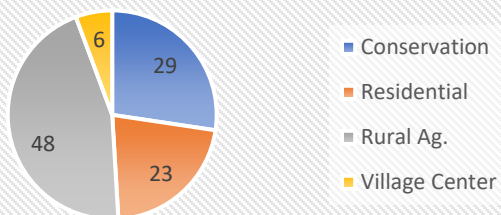
Glen Rock Borough

The Borough allows multi-family development in the RS1, RS2, and Village Zoning Districts, which account for approximately 98% of its total area.

⁴ Includes the 144 Berkentine units.

Community Profile

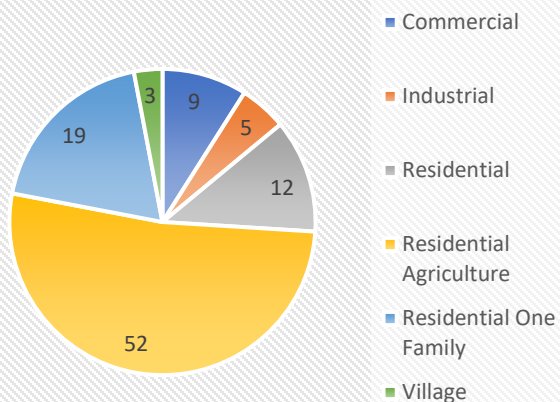
**Railroad Borough
Share of Zoning Districts**



Railroad Borough

The Borough allows multi-family development in the Residential and Village Center Zoning Districts, which account for approximately 29% of its total area.

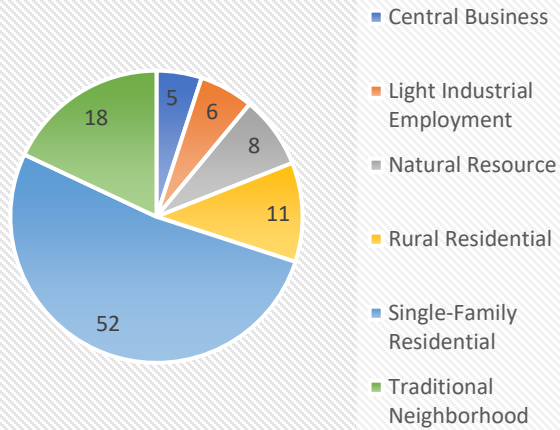
**Shrewsbury Borough
Share of Zoning Districts**



Shrewsbury Borough

Shrewsbury Borough allows multi-family in the Residential (R) and the Village Zoning Districts, which account for approximately 15% of the Borough's total area.

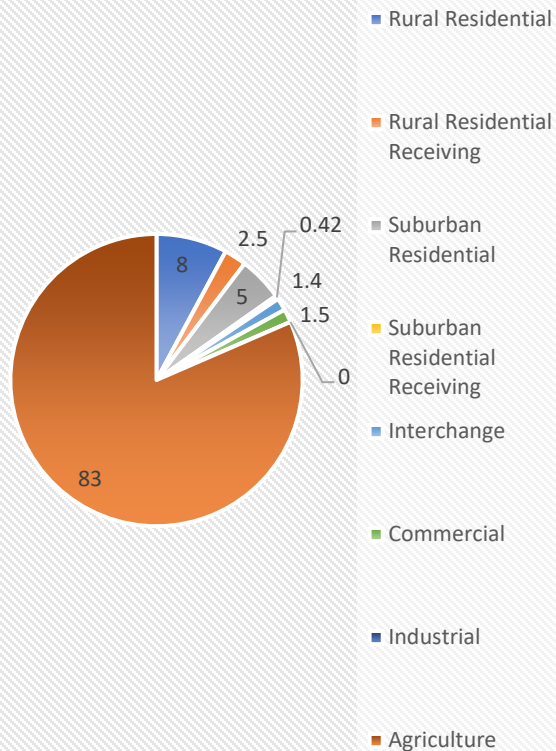
New Freedom Borough Share of Zoning Districts



New Freedom Borough

The Borough permits multi-family housing in the Rural Residential, Single Family Residential, Traditional Neighborhood, and Central Business Zoning Districts, which account for approximately 86% of the Borough's total area.

Shrewsbury Township Share of Zoning Districts



Shrewsbury Township

The Township allows the development of multi-family housing units in the Suburban Residential Zoning District (5.3%) and the Suburban Residential Receiving District (0.42%), which account for 5.72% of its area.

A total of 1300 acres is needed to reach the 7% minimum land area necessary for the Township to provide its fair share of multi-family housing.

Suburban Residential – 995 Acres at 5.3%

Suburban Residential Receiving – 70 acres at 0.40%

An additional 227 acres are needed to provide a fair share of multi-family housing.

Tier 3 – Is the amount of land available for multi-family development disproportionately small in relation to population growth pressure and present-level development?

According to the above analysis, the region is close to providing its fair share of multi-family housing. Shrewsbury Township needs to provide an additional 227 acres to support multi-family residential development and advocate for a housing mix that equates to 15% multi-family units at full buildout. New Freedom Borough should also strive for 15% multi-family units at full buildout.

Alternatively, Shrewsbury Township could allow the development of small multi-family units, also known as Middle Housing⁵ types within additional zoning districts.

⁵ Middle housing is a range of housing types represented by pedestrian-scale residential buildings, such as duplexes, triplexes, fourplexes, townhouses, and other small multifamily buildings. Middle housing types provide diverse and affordable options that fit the scale of existing residential neighborhoods.

**Table 35: 2021-2030
Projected Housing Demand,
Glen Rock Borough,
according to the current housing mix**

Total	207
SFD	118
	56.8%
SFA	35
	16.6%
MFD	55
	26.5%
MH	0
	0.1%

Source: US Census Bureau - DEC Summary File 3 (DP4),
ACS 5-Year Estimates (S2504)

**Table 36: 2021-2030
Projected Housing Demand,
Shrewsbury Borough,
according to the current housing mix**

Total	150
SFD	116
	77.1%
SFA	7
	4.9%
MFD	26
	17.7%
MH	1
	0.3%

Source: US Census Bureau - DEC Summary File 3 (DP4),
ACS 5-Year Estimates (S2504)

**Table 37: 2021-2030
Projected Housing Demand,
Railroad Borough,
according to the current housing mix**

Total	3
SFD	1
	55.0%
SFA	1
	18.2%
MFD	1
	25.8%
MH	0
	1.0%

Source: US Census Bureau - DEC Summary File 3 (DP4),
ACS 5-Year Estimates (S2504)

**Table 38: 2021-2030
Projected Housing Demand,
New Freedom Borough,
according to the current housing mix**

Total	381
SFD	282
	74.1%
SFA	50
	13.1%
MFD	33
	8.5%
MH	16
	4.3%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2504)

**Table 38 A: 2021-2030
Projected Housing Demand,
New Freedom Borough,
Fair Share Housing Mix**

Total	381
SFD	251
	67%
SFA	50
	13%
MFD	65
	17%
MH	15
	4%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2504)

**Table 39: 2021-2030
Projected Housing Demand,
Shrewsbury Township,
according to the current housing mix**

Total	353
SFD	261
	74%
SFA	46
	13%
MFD	32
	9%
MH	14
	4%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2504)

**Table 39 A: 2021-2030
Projected Housing Demand,
Shrewsbury Township,
Fair Share Housing Mix**

Total	353
SFD	237
	67%
SFA	47
	13%
MFD	54
	15%
MH	15
	4.3%

Source: US Census Bureau - DEC Summary File 3 (DP4), ACS 5-Year Estimates (S2504)

Housing Affordability and Fair Housing Summary

The Region's population is expected to increase from 17,751 in 2020 to 20,986 in 2050, an increase of just over 18%. Shrewsbury Borough, Shrewsbury Township, and New Freedom Borough comprise the region's anticipated growth.

The population projections were then used to identify each municipality's and region's future housing needs. The analysis identifies a potential regional housing need of 1,094 additional units. Housing unit projections were then compared to the average levels of permit issuance for new residential construction in each of the respective communities. The analysis determined that deliberate actions must be taken in Glen Rock Borough, Shrewsbury Borough, Railroad Borough, and New Freedom Borough to increase the density, diversity, and rate of new home construction. Shrewsbury Township must maintain its current level of housing development but increase the diversity of unit types to meet the projected demand.

Additionally, the fair share housing analysis determined that Shrewsbury Borough, Railroad Borough, and Glen Rock Borough should strive to maintain their current distribution or share of the different housing types. However, diversifying the housing stock in New Freedom Borough and Shrewsbury Township may take deliberate actions to encourage the development of single-family attached and multi-family units over the construction of new single-family detached units.

Finally, the Region's share of mature adults indicates a higher potential for housing discrimination within this population segment. Additionally, each municipality has different indicators of potential disadvantages, which should be considered when new housing is planned, financed, and constructed.



Community Profile

This page is intentionally blank.

5. The Local Economy

Southern York County owes much of its history and setting to the Region's strong agricultural base, which began gaining prominence once goods could be transported north via rail lines and south via the South Branch of the Codorus Creek. Manufacturing has also been another cornerstone of the region's economic development. The agricultural and manufacturing industries within the Region have declined over the last half-century as residential development encroached on farmland and the U.S. Economy began shifting to overseas-based manufacturing.

As alluded to above, various sectors comprise a local economy, and each sector represents a large grouping of companies with similar business activities, such as the extraction of natural resources and agriculture. Analyzing the economy by sector assists in identifying which areas are experiencing expansion or contraction.

- Primary sector companies are directly engaged in activities utilizing natural resources, such as mining and agriculture.
- Secondary sector companies produce goods derived from the products within the primary sector, including manufacturing.
- Tertiary sector companies provide services to businesses and consumers by selling goods manufactured by companies in the secondary sector, including retailers, entertainment firms, and financial organizations.
- Quaternary sector companies include those engaged in intellectual activities and pursuits, such as technological advancement and innovation.

The primary sector is considered a basic industry, while the secondary, tertiary, and quaternary sectors are considered non-basic industries. Basic industries produce 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 through taxation and employment. Primary sector industries are also known to generate secondary "spin-off" businesses and services and have what is known as a "multiplier" or ripple effect through the entire community.

The goal of any economic development strategy should be to grow and strengthen economic development generators within each sector. In addition, the 2010 Southern York Region Comprehensive Plan identified the following future economic development priorities which remain priorities in 2024:

- Agricultural Economy
- Infill Potential
- Rehabilitation and Adaptive Reuse
- Commercial Spin-Offs
- Tourism

Agricultural Economy

Table 41: York County Agricultural Cash Receipts, 2011

Commodities	Receipts
Field Crops	\$26,572,000
Vegetables and Potatoes	\$4,412,000
Fruit	\$12,235,000
Horticulture and Specialties	\$2,791,000
Crop Subtotal	\$46,010,000
Poultry and Livestock	\$117,911,000
Dairy	\$184,705,000
Animal Subtotal	\$302,616,000
Government Payments	\$2,709,000
Total Cash Receipts	\$351,335,000

Source: Penn State Cooperative Extension

Table 42: York County Market Value of Agricultural Products Sold, 2022

Commodities	Sales
Crops	\$178,329,000
Livestock, Poultry, and Products	\$210,238,00
Total	\$388,567,000

Source: 2017 Census of Agriculture York County Profile

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 in terms of the market value of agricultural products sold. Per the 2022 Census of Agriculture, land on farms⁶ in York County is estimated to comprise 243,980 acres, a decrease of 8,733 acres or 3%, when compared with 252,713 acres in 2012.

With 1,929 farms, York County ranks second in the State (Lancaster County is first). York County's land in farms comprises almost 3.5% of the State's total land in farms. The average size of a York County farm is 126 acres, slightly smaller than the State's average of 144 acres. In 2008, Shrewsbury Township ranked 10th in the County for the number of farms 50 acres or greater.

Table 41 to the left presents data compiled by the Penn State Cooperative Extension, summarizing the county's agricultural cash receipts for 2011.

The U.S. Department of Agriculture has since discontinued cash receipts by County; however, cash receipts by State each year are maintained by the USDA's Economic Research Service (ERS).

Table 42 identifies the market value of agricultural products sold in York County by broad category. When comparing this 2022 data to that of Table 41, York County has seen an increase in crop related sales and a decrease in animal product sales.

Township officials have committed to promoting and protecting agricultural operations as the backbone of the Township's economy. The discussion below regarding ingredients for successful farming was taken from the 2010 Southern York Region Comprehensive Plan and remains the foundation of successful farming.

⁶ The 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."

Ingredients for Successful Farming:

- Productive farm soils – Shrewsbury Township has extensive prime agricultural soils and soils of statewide importance 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 producing 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 retain significant agricultural activity.
- Freedom from adjacent conflicting residential uses – Commercial farm operations must 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 must be profitable for farmers to continue operating farms over the long run. To this end, farmers may benefit from a wider range of permissible farm occupations, 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 if implementing ordinances is substantially related to that goal. Not only is it necessary to severely limit the number of non-agricultural uses in an area intended to be preserved for agricultural use, but it is also necessary to ensure that such subdivision for non-agricultural 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 8,586 acres in the Township’s Agricultural Security Area. The benefits of enrollment are fully described on page 7 of this document. Farms that are enrolled in Agricultural Areas or are permanently preserved are shown in Exhibits 2.3 and 2.4.

Community Profile

- 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 concerns farmers because it could result in increased taxes on long-held properties, the effective agricultural protection zoning throughout much of the Township should minimize any increases if the reassessment is properly conducted. 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.

The Region's efforts to preserve farmland have been successful, as shown by the 3% loss of total farmland between 2012 and 2022 and the increase in cash receipts for total agricultural products sold.

Manufacturing and Industrial Economy

The Southern York County Region was once a strong manufacturing center. However, the loss of active rail service in the 1970s, along with other factors, altered the area's economic profile, as a number of industrial uses closed or relocated. While the Region's communities maintain a moderate industrial base and new industrial uses are located within the Township, most of the area's current employment opportunities are outside the Region.

Table 43: Characteristics of Industrial Parks in the Southern York County Region, 2017

Park	Location	Lots		Property Owner(s)	Zoned	Public Utilities
		#	Acreage			
New Freedom Business Park	New Freedom Borough	12	20	New Freedom Business Park LLC Crescent Industries Inc.	Light Industrial	Public water and sewer, electricity, gas
Northbrook Business Center	Shrewsbury Borough	3	4.5	Northbrook V Limited Northbrook V Limited Partner	Commercial	Public water and sewer, electricity, gas
Onion Boulevard	Shrewsbury Borough	8	24	Penn Mar Recycling Co, Marchineck Electrical Services, Inc. Susan L Hall PM & RW LLC Pegasus Unlimited Tamarack Four Bradley W Rehmeier	Industrial	Public water and sewer, electricity, gas
Chestnut Commerce Center	Shrewsbury Township	28	116	Pegasus Unlimited Space Leasing Inc. Matthews Baron Tec Fab Properties Poly Tech Properties LLC Tolna Road LLC Jo Bull LP Paige Properties LLC Lot 26 LLC Wajasa Properties LP	Commercial / Industrial	Public water and sewer, electricity, gas



Community Profile

McClain Farm Business Park	Shrewsbury Township	7	54	Shrewsbury Commons Joint Venture	Industrial	Public water and sewer, electricity, gas
Source: 2017 York County Business & Industrial Parks Directory						

The region has several business parks, including those in the York County Economic Alliance's 2017 York County Business & Industrial Parks Directory. The table above presents the industrial parks that fall within the municipalities of the Southern York County Region.

The Region's industrial parks have access to I-83 and limited access to public water and sewers.

Retail and Service Economy

The retail and Service sectors of a local economy serve the needs of residents and visitors to the area. Retail provides a base of visitors to the shops and stores, who are then more able to stimulate the economy on their visit. Tax revenue from retail services is also sent to local governments. These tax dollars can go to furthering community and economic development, local infrastructure, or other government tasks.

The service economy in an area helps small businesses and business owners make a living. These local businesses provide a nice face to the area, displaying positive community values and goals. Small businesses also provide jobs for residents. Services are available to visitors to the area, making it more attractive overall.

The Region offers residents a wide range of commercial uses, largely because of its strategic location along the well-traveled Susquehanna Trail and Interstate 83. Recent developments in retail, service, lodging, and restaurants have created a retail, service, and employment hub near 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. Recent commercial development on the east side of I-83 includes a Home Depot, Hampton Inn, and Cracker Barrel restaurant. Messina Plaza (along Mount Airy Road) and subsequent phases of Shrewsbury Commons and Stonebridge are in the planning and approval process.

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. Additional potential exists 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. Like antique dealers and the Amish farmers' market, niche retail could attract visitors from outside the region. Promotion of the Region's historic districts and sites may also encourage the interest of heritage tourists.

Trail Towns

Trail Towns programs use an integrated and asset-based economic development approach that considers each town's existing resources, character, and local businesses to develop a memorable and inviting trail experience for users, including residents and out-of-town visitors. Local Trail Towns include Glen Rock Borough, New Freedom Borough, and Railroad Borough. These areas are within the "York County Trail Towns Program" designated by the York County Economic Alliance, which aims to leverage the York Heritage Rail Trail as a platform and driver for economic development in towns located along or near the popular multi-use trail. This program comprises partnerships between the York County Department of Parks, the York County Rail Trail Authority, Explore York, and municipal partners, as well as various collaboration efforts with residents and local business owners.

Trail Town Program Goals:

1. Increasing Economic Vitality
 - a. Increase direct, indirect, and induced economic impact through trail user spending.
 - b. Retaining and expanding existing businesses and attracting new businesses
 - c. Support local and regional businesses by providing them with resources.
 - d. Support tourism in York County by promoting the Trail Towns as attractions and creating additional tourism products for Explore York to promote.
 - e. Support other YCEA economic development programs, such as its financing programs, Pathways to Prosperity, Downtown Inc.
2. Establishing a Sustainable Program
 - a. This programmatic goal involves creating long-term viability on multiple fronts, including but not limited to management, funding, local support, and environmental impacts.
3. Generating and maintaining effective engagement and outreach

Agritourism

The rural nature of Southern York County provides many opportunities for local agricultural areas to profit from local tourism. This provides tourists with more attractive living and visiting opportunities and helps local farmers and rural landowners increase and diversify revenue. Agritourism can bring more people to the area, increasing revenues for redevelopment throughout the region.

Labor Force Characteristics

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

Table 44: Labor Force Characteristics, Total Population 16 Years and Over, 2010

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Total 16 Years and Over	1,501	196	2,970	5,293	3,337	13,297	345,148
Population in Work Force	1,162	173	2,128	3,556	2,246	9,265	239,519
In Armed Forces	0	0	0	0	6	6	343
In Civilian Labor Force	1,162	173	2,128	3,556	2,240	9,259	239,176
Civilian Labor Force: Employed	1,126	159	1,951	3,324	2,181	8,741	215,887
Civilian Labor Force: Unemployed	36	14	177	232	59	518	23,289
Not in Labor Force	339	23	842	1,737	1,091	4,032	105,629

Source: US Census Bureau ACS 5-Year Estimates Data Profiles (DP03)

Table 44.1: Labor Force Characteristics, Total Population 16 Years and Over, 2020

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Total 16 Years and Over	1,709	271	3,339	5,601	3,894	14,814	360,718
Population in Work Force	1,283	203	1,815	3,068	2,393	8,762	237,353
In Armed Forces	0	0	0	0	0	0	300
In Civilian Labor Force	1,283	203	1,815	3,068	2,393	8,762	237,053
Civilian Labor Force: Employed	1,093	198	1,803	2,998	2,366	8,458	226,081
Civilian Labor Force: Unemployed	190	5	12	70	27	304	10,972
Not in Labor Force	426	68	1,524	2,533	1,501	6,052	123,365

Source: US Census Bureau ACS 5-Year Estimates Data Profiles (DP03)



Community Profile

As shown in Tables 44 and 44.1, the Region had 59% of its total 2020 population, age 16 years and over, in the civilian workforce, compared to 66% of the County's total population, age 16 years and over. Looking at each municipality individually, Glen Rock Borough and Railroad Borough have the highest percentage of their population, age 16 years and over, in the workforce at 75%; Shrewsbury Borough and Shrewsbury Township have the lowest percentage of the population age 16 years and over in the workforce at 54%. New Freedom Borough's workforce represents 61% of the total population.

Since 2010, Glen Rock Borough, Railroad Borough, and New Freedom Borough have seen an increase in the number of residents in the workforce. However, Shrewsbury Borough, Shrewsbury Township, the Region overall, and York County have seen a decrease in the number of residents in the workforce. Further, the number of unemployed residents has decreased across each municipality, the Region, and the County since 2010.

Please note that "not in the labor force" includes those who are retired and those who are disabled and unable to work.

Nearly 41% of the Region's population aged 16 years and over falls into the category of "not in the labor force", which is consistent with the region's aging population.

Table 45: Employed Civilian Population, Age 16 Years and Over, by Industry, 2010

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Agriculture, Forestry, Fishing, Mining	3	0	0	37	0	40	1,754
Construction	59	40	212	176	69	556	11,735
Manufacturing	150	12	204	41	269	1,036	32,279
Wholesale and Retail Trade	83	2	216	291	149	741	18,227
Transportation, Warehousing, Utilities	29	3	30	75	79	216	8,107
Information	21	0	28	40	19	108	2,610
Finance, Insurance, Real Estate, Rental, Leasing	62	8	120	217	222	629	9,203
Professional, Scientific, Management, Administrative, Waste Management	113	10	206	315	285	929	12,286
Educational, Health and Social Services	119	14	169	447	187	936	29,065
Arts, Entertainment, Recreation, Food Service Accommodation	20	0	66	118	73	277	7,063
Other Services (Not Public Administration)	22	7	25	25	58	137	7,120
Public Administration	22	4	66	95	44	231	8,419
Total in the Workforce	703	100	1,342	2,237	1,454	5,836	147,868

Source: US Census Bureau ACS 5-Year Estimates Subject Tables (S2404)

Table 45.1: Employed Civilian Population, Age 16 Years and Over, by Industry, 2020

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Agriculture, Forestry, Fishing, Mining	4	0	0	0	0	4	1,494
Construction	50	10	64	252	71	447	12,334
Manufacturing	91	20	209	311	97	728	30,506
Wholesale and Retail Trade	162	38	202	114	147	663	20,597
Transportation, Warehousing, Utilities	21	1	81	91	152	346	11,638
Information	0	5	0	24	31	60	2,128
Finance, Insurance, Real Estate, Rental, Leasing	69	3	98	257	214	641	10,716
Professional, Scientific, Management, Administrative, Waste Management	89	19	222	239	274	843	15,617
Educational, Health and Social Services	134	7	262	598	413	1,414	34,984
Arts, Entertainment, Recreation, Food Service Accommodation	45	10	24	36	54	169	6,609
Other Services (Not Public Administration)	27	3	21	43	47	141	7,100
Public Administration	50	11	162	132	260	615	10,238
Total in the Workforce	742	127	1,345	2,097	1,760	6,071	163,961

Source: US Census Bureau ACS 5-Year Estimates Subject Tables (S2404)

Tables 45 and 45.1 present civilian employees by industry. The total civilian workforce of the Region is 6,071, with the largest percentage (35%) comprised of Shrewsbury Township residents. Educational, Health, and Social Services have the most employees in the Region (23%), followed by the Professional, scientific, Management, Administrative, and Waste Management industries (14%) and manufacturing (12%).

Regarding individual municipalities, the highest percentage of workers in Shrewsbury Borough (19%), Shrewsbury Township (29%), and New Freedom Borough (23%) are employed in Educational, Health, and Social Services. The highest percentage of workers in Glen Rock Borough (22%) and Railroad Borough (30%) are employed in the Wholesale and Retail Trade industry. Glen Rock Borough is the only municipality in the Region with workers employed in Agriculture, Forestry, Fishing, and Mining (less than 1%).

Tables 46 and 46.1 detail the occupations concluded by employees within the industry sectors detailed in Tables 45 and 45.1.

Table 46: Southern York County Region Occupation, 2010

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Management, Business, and Financial Occupations	115 (10.2%)	14 (8.8%)	150 (7.7%)	518 (15.6%)	504 (23.1%)	1,301 (14.9%)	29,284 (13.6%)
Computer, Engineering, and Science Occupations	89 (7.9%)	10 (6.3%)	177 (9.1%)	291 (8.8%)	238 (10.9%)	805 (9.2%)	9,649 (4.5%)
Education, Legal, Community Service, Arts, and Media Occupations	80 (7.1%)	16 (10.1%)	119 (6.1%)	356 (10.7%)	260 (11.9%)	831 (9.5%)	20,133 (9.3%)
Healthcare Practitioners and Technical Occupations	45 (4.0%)	10 (6.3%)	123 (6.3%)	130 (3.9%)	137 (6.3%)	445 (5.1%)	12,912 (6.0%)
Service Occupations	173 (15.4%)	26 (16.4%)	371 (19.0%)	457 (13.7%)	298 (13.7%)	1,325 (15.2%)	33,525 (15.5%)
Sales and Office Occupations	315 (28.0%)	19 (11.9%)	528 (27.1%)	851 (25.6%)	448 (20.5%)	2,161 (24.7%)	52,645 (24.4%)
Natural Resources, Construction, and Maintenance Occupations	113 (10.0%)	43 (27.0%)	252 (12.9%)	403 (12.1%)	119 (5.5%)	930 (10.6%)	22,193 (10.3%)
Production, Transportation, and Material Moving Occupations	196 (17.4%)	21 (13.2%)	231 (11.8%)	318 (9.6%)	177 (8.1%)	943 (10.8%)	35,546 (16.4%)
Total Civilian Employed Population 16 Years and Over	1,126	159	1,951	3,324	2,181	8,741	215,887
Source: US Census Bureau - ACS 1-Year Estimates (S2401)							

Table 46. 1: Southern York County Region Occupation, 2020

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Management, Business, and Financial Occupations	112 (10.2%)	26 (13.1%)	375 (20.8%)	641 (21.4%)	370 (15.6%)	1,524 (18.0%)	32,729 (14.5%)
Computer, Engineering, and Science Occupations	146 (13.4%)	6 (3.0%)	101 (5.6%)	216 (7.2%)	152 (6.4%)	621 (7.3%)	12,550 (5.6%)
Education, Legal, Community Service, Arts, and Media Occupations	75 (6.9%)	15 (7.6%)	138 (7.7%)	180 (6.0%)	202 (8.5%)	610 (7.2%)	19,033 (8.4%)
Healthcare Practitioners and Technical Occupations	42 (3.8%)	11 (5.6%)	85 (4.7%)	239 (8.0%)	283 (11.9%)	660 (7.8%)	14,433 (6.4%)
Service Occupations	169 (15.5%)	21 (10.6%)	308 (17.1%)	468 (15.6%)	484 (20.5%)	1,450 (17.1%)	35,793 (15.8%)
Sales and Office Occupations	207 (18.9%)	88 (44.4%)	480 (26.6%)	692 (23.1%)	471 (20.0%)	1,938 (22.9%)	48,603 (21.5%)
Natural Resources, Construction, and Maintenance Occupations	96 (8.8%)	10 (5.1%)	81 (4.5%)	231 (7.7%)	69 (2.9%)	487 (5.8%)	20,888 (9.2%)
Production, Transportation, and Material Moving Occupations	246 (22.5%)	21 (10.6%)	235 (13.0%)	331 (11.0%)	335 (14.2%)	1,168 (13.9%)	42,052 (18.6%)
Total Civilian Employed Population 16 Years and Over	1,093	198	1,803	2,998	2,366	8,458	226,081
Source: US Census Bureau - ACS 5-Year Estimates (S2401)							

Regionally, occupations in the following fields increased between 2010 and 2020:

- Management, Business, and Financial Occupations
- Healthcare Practitioners and Technical Occupations
- Service Occupations

While the following fields decreased during the same period:

- Computer, Engineering, and Science Occupations
- Education, Legal, Community Service, Arts, and Media Occupations
- Sales and Office Occupations
- Natural Resources, Construction, and Maintenance Occupations
- Production, Transportation, and Material Moving Occupations

Another interesting factor to consider is where people work in terms of geography. The US Census collects data relevant to the place of work; 2020 facts are presented in Table 47 below. As shown in this table, most workers in the Southern York County Region commute within York County, and therefore within the State, for work.

Almost an equal number of Railroad Borough residents work in Pennsylvania (50.5%) as outside of the State (49.5%). Of the municipalities in the Region, Shrewsbury Township has the highest percentage of workers whose place of work was in York County (51.7%). Further, Glen Rock Borough has the highest percentage of workers whose place of work was outside of the County (8.0%).

Table 47: Place of Work, 2020

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	York County
Worked in State of Residence	59.2%	50.5%	47.8%	55.9%	46.3%	88.5%
Worked Outside State of Residence	40.8%	49.5%	52.2%	44.1%	53.7%	11.8%
Worked in County of Residence	51.3%	47.5%	43.0%	51.7%	44.4%	70.2%
Worked Outside County of Residence	8.0%	3.0%	4.8%	4.2%	1.9%	18.4%

Source: US Census Bureau ACS 5-Year Estimates Subject Tables (S0801)

Table 48: Travel Time to Work, 2020

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Less than 10 minutes	5.0%	17.6%	14.8%	13.3%	11.1%	12.4%	11.5%
10 to 14 minutes	22.0%	9.6%	2.3%	6.1%	5.3%	9.1%	13.2%
15 to 19 minutes	5.6%	8.5%	4.0%	9.0%	4.2%	6.3%	15.4%
20 to 24 minutes	7.9%	5.9%	0.0%	9.7%	4.2%	5.5%	14.7%
25 to 29 minutes	5.8%	5.9%	2.8%	9.3%	8.7%	6.5%	7.9%
30 to 34 minutes	7.9%	25.5%	23.9%	11.1%	16.5%	17.0%	11.7%
35 to 44 minutes	5.8%	6.4%	15.0%	11.9%	10.5%	9.9%	7.4%
45 to 59 minutes	19.5%	1.6%	20.6%	16.5%	21.9%	16.0%	8.5%
60 or more minutes	20.4%	19.1%	16.5%	13.1%	17.5%	17.3%	9.8%
Mean travel time (minutes)	33	31.2	36.9	31.3	37.2	33.9	27.2

Source: US Census Bureau ACS 5-Year Estimates Subject Tables (S0801)

As indicated in Table 48, over 60% of workers in the Region had a commute to work longer than 30 minutes. Of the municipalities in the Region, Shrewsbury Borough had the greatest percentage of resident commutes longer than 30 minutes (76%) while Railroad Borough and Shrewsbury Township have the smallest percentage of residents with a commute of over 30 minutes (53%).

Each municipality within the Region, as well as the Region itself, had a mean travel time greater than that of York County.

Table 49: Means of Transportation to Work, 2020

	Glen Rock Borough	Railroad Borough	Shrewsbury Borough	Shrewsbury Township	New Freedom Borough	Region	York County
Car, truck, or van	95.7%	93.4%	88.5%	88.6%	89.1%	91.1%	91.1%
Drove alone	73.1%	88.4%	78.3%	82.3%	84.3%	81.3%	83.0%
Carpooled	22.6%	5.1%	10.2%	6.2%	4.9%	9.8%	8.1%
Public transportation (excluding taxicab)	0.0%	0.0%	0.1%	0.0%	0.6%	0.1%	0.8%
Walked	0.3%	0.0%	0.0%	0.4%	0.1%	0.2%	1.4%
Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Taxicab, motorcycle, or other means	0.4%	1.5%	1.9%	2.4%	1.3%	1.5%	0.8%
Worked from home	3.6%	5.1%	9.5%	8.6%	8.9%	7.1%	5.8%

Source: US Census Bureau ACS 5-Year Estimates Subject Tables (S0801)

Table 49 shows how the Region's residents get to and from their jobs. As expressed, the majority of workers in the Region commute alone using a car, truck, or van. Compared with the County, more people within the Region carpool (9.8%) than those within the County do (8.1%). Further, on a municipal level, Glen Rock Borough (22.6%) and Shrewsbury Borough (10.2%) carpool more than both the Region as a whole and the County.

Very few workers in each municipality, the Region, and the County commute via public transportation. This is likely due to the lack of public transportation found in the area.

Compared to previous years, there has been an increase in the percentage of workers who work from home. In 2010, the percentage of workers in York County was 3.3% (US Census Bureau) and this number has since increased to 5.8%. Similar increases are seen in the Region and can be expected to continue.

The Local Economy Summary

The most significant finding of the Local Economy Analysis is that while agricultural land is being preserved in the Region, the total market value of crops sold is decreasing, indicating that the agriculture community is struggling to keep their operations financially viable.

The Region has access to several industrial parks, totaling 50 lots with existing vacancies on developed lots. The Region's labor force has grown across the board between 2010 and 2020. Additionally, unemployment figures decreased substantially in the region, except for Glen Rock Borough, whose unemployed civilian workforce increased from 339 to 426 between 2010 and 2020, or 25.7%.

The total employed civilian workforce of the Region is 6,071, with the largest percentage (35%) comprised of Shrewsbury Township residents. Concerning individual municipalities, the highest percentage of workers in Shrewsbury Borough (19%), Shrewsbury Township (29%), and New Freedom Borough (23%) are employed in Educational, Health, and Social Services. The highest percentage of workers in Glen Rock Borough (22%) and Railroad Borough (30%) are employed in the Wholesale and Retail Trade industry. The regions' occupations in Manufacturing, Business, and Financial Services, Healthcare Practitioners and Technical Services, and Services all increased, while the remainder of the occupations identified in Table 46.1 decreased.

Most workers still commute alone in a personal vehicle, though carpooling and working from home have increased in recent years.

Regional tourism remains a viable economic development strategy, and the development of the Trail Towns initiative and agritourism should be supported by the community and its land use regulations.

This page is intentionally blank.

6. Transportation

Transportation Network

The Southern York County Region comprises five (5) municipalities: Glen Rock Borough, Railroad Borough, New Freedom Borough, Shrewsbury Borough, and Shrewsbury Township. The Region is in southcentral York County, immediately north of the Pennsylvania/Maryland border.

The primary transportation corridors in the Southern York County Region are Interstate 83 and S.R. 3001 (Susquehanna Trail S through Main Street), both running longitudinally through the Region. Additional transportation assets include PA 616, connecting Glen Rock Borough, Railroad Borough, and Shrewsbury Township; PA 216, connecting Glen Rock Borough and Shrewsbury Township; PA 851, connecting all municipalities of the Region; and the Heritage Rail Trail County Park, colloquially referred to as the Rail Trail.

As York County’s transportation infrastructure continues to be affected by surrounding land uses, regional focus is shifting toward a diversified, multimodal transportation system that includes automobiles and transit users, bicyclists, and pedestrians. As capacity needs increase and the feasibility of immediate infrastructure expansion or reconstruction is challenged, transportation alternatives will be instrumental in creating a more efficient network.

Functional Classification

Functional classification of roadways refers to a system by which roads are described in terms of their utility. Theoretically, roads provide for two (2) separate functions. First, roads provide mobility, or the ability to go from one place to another. Second, roads provide a measure of access to adjoining properties. Transportation experts assert these two roadway characteristics determine a road's functional classification. Accordingly, roads that provide for greater mobility also yield reduced land access, and vice versa. This important relationship should always be considered when allocating future land uses along existing or planned roads.

PennDOT York County Functional Classification Matrix

Each year, traffic volume data displayed in PennDOT's Roadway Management System (RMS) is projected based on County or Functional Class Group. This provides the user with trends relative to a specific County. The factors are applied annually to the Department's Roadway Management System (RMS) to produce the current year's traffic volume estimate values.

York County's Functional Classification Matrix has two (2) major systems: the Federal Aid System and the Non-Federal Aid System. The classification factors under the Federal Aid System include:

- Interstate
- Other Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors

The Non-Federal Aid System includes:

- Minor Collectors
- Local

2022 Functional Classification and Design Standards

This update also included a comparison of the Region's 2010 Functional Classification and the York County 2022 Functional Classification Map. In general, both functional classification systems are quite similar. Each municipality may choose to elevate the classification of a roadway to meet its own needs; however, decreasing the classification is a conversation that should be had with the Southern York County Region Planning Commission to ensure that impacts to the regional network can be identified and evaluated.

Interstates and other freeways and expressways

Interstates and Freeways are both high-capacity, controlled-access highways designed for high-speed travel. Interstates are part of a national network connecting multiple states and may include tolls, while Freeways are typically toll-free and serve more localized urban and suburban areas. Both types of highways facilitate efficient travel with limited access points via ramps. I83 is defined as an Interstate.

Arterials

Arterials are intended to provide for a greater degree of mobility than land access. Hence, individual driveway intersections with arterials should occur infrequently. Arterials generally convey between 3,000 and 10,000 average daily trips (ADT) for distances greater than one (1) mile in rural areas. Arterials often connect urban centers with outlying communities and employment or shopping centers. Consequently, arterials are often primary mass transit routes that connect with "downtown" areas of nearby communities.

Major Collectors

Major collectors provide medium-length travel distances (generally less than one mile) and convey between 1,300 and 6,000 ADT in rural areas. Major collectors also provide land access to major land uses, such as regional shopping centers, large industrial parks, major subdivisions, and community-wide recreation facilities. Major collectors primarily serve motorists between local streets and community-wide activity centers or arterial roads.

Minor Collectors

Minor collectors provide equal amounts of mobility and land access. These streets can serve as the main circulation roads within large residential neighborhoods. Trip lengths tend to be shorter in "developed" neighborhoods, like that of a borough, due to the presence of nearby destinations or higher-order roads. The ADT of minor collectors in a rural area falls between 600 and 3,500.

Local Roads

Local roads are intended to provide immediate access to adjoining land uses. These roads are generally short and narrow and comprise the bulk of road area within urban setting developments and rural areas. Local roads are intended to only provide transportation within a particular neighborhood, or to one of the other road types already described. All the roads not previously classified as arterials or collectors are considered local roads. Local roads are classified as having less than 1,000 ADT.

The following is an updated functional classification for the Region according to the above comparison. Changes from the 2010 Regional Functional Classification have been noted.

Interstates:

- I-83 – Route No. 0083 (Shrewsbury Township)

Arterial Roadways:

- Susquehanna Trail – Route No. 3001 (Shrewsbury Township)
- Main Street – Route No. 3001 (Shrewsbury Borough)
- Forrest Avenue – Route No. 0851 (Shrewsbury Borough / Township)
- N Constitution Avenue – Route No. 3007 (New Freedom Borough / Railroad Borough) (Up from Major Collector in 2010)

Major Collector Roadways:

- Steltz Road – Route No. 0851 (Shrewsbury Township)
- N 2nd Street – Route No. 0851 (New Freedom Borough / Railroad Borough) (New addition, per 2020 County classification)
- E Forrest Avenue – Route No. 0851 (Shrewsbury Borough)
- W Forrest Avenue – Route No. 0851 (Shrewsbury Borough)
- Main Street East – Route No. 0851 (Railroad Borough)
- Main Street South – Route No. 0851 (Railroad Borough)
- W Railroad Avenue – Route No. 0851 (Shrewsbury Township)
- Park Avenue – Route No. 0851 (Shrewsbury Borough)
- Pleasant Valley Road – Route No. 0616 (Shrewsbury Township)
- N Main Street – Route No. 0616 (Railroad Borough)
- Main Street / Baltimore Street – Route No. 0616 (Glen Rock Borough)
- Manchester Street – Route No. 0216 (Glen Rock Borough / Shrewsbury Township)
- Glen Rock Road – Route No. 0216 (Glen Rock Borough)
- Campbell Road / E Main Street – Route No. 3002 (New Freedom Borough / Shrewsbury Township)
- Mt Airy Road – Route No. 2097 (Shrewsbury Borough / Township) (New addition, per 2020 County classification)
- Church Street – Route No. 3008 (Glen Rock Borough)
- Plank Road – Route No. 2074 (Shrewsbury Borough) (Up from Minor Collector in 2010)
- Rockville Road – Route No. 3012 (Per 2010 Regional Classification)

Minor Collector Roadways:

- Fissel's Church Road – Route No. 3015 (Shrewsbury Township) (New addition, per 2020 County classification)
- W Clearview Drive – Route No. 3006 (Shrewsbury Township)
- Clearview Drive – Route No. 3006 (Shrewsbury Township)
- Bowser Road – Route No. 3004 (Per 2010 Regional Classification)
- Windy Hill Road – Route No. 2078 (Per 2010 Regional Classification)

Local Roadways:

- All other roads

The region's functional classification can be seen in Exhibit 6.1 Functional Classification.

Road Design Standards

Tables 50 and 51 detail existing and proposed roadway design standards.

Table 50: 2010 Road Design Standards								
	Arterials		Major Collectors		Minor Collectors		Local Roads	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
# of Lanes and Width	5 x 12 ft	2 x 11 ft	2 x 12 ft	2 x 11 ft	2 x 11 ft	2 x 10 ft	2 x 11 ft	2 x 10 ft
Shoulders and Width	2 x 10 ft	2 x 8 ft	2 x 10 ft	2 x 8 ft	2 x 10 ft	2 x 4 ft	2 x 8 ft	2 x 4 ft
Border Areas and Width	2 x 20 ft	2 x 2 ft	2 x 20 ft	2 x 2 ft	2 x 20 ft	2 x 2 ft	2 x 8 ft	2 x 2 ft
Right-of-Way Width	126 ft	42 ft	84 ft	42 ft	86 ft	32 ft	54 ft	28 ft
Design Speed*	55 mph	40 mph	50 mph	40 mph	50 mph	40 mph	40 mph	40 mph
*Design speed is not the posted speed. Source: Southern York County Region 2010 Comprehensive Plan								

Table 51: 2023 Road Design Standards*

	Arterials		Major Collectors		Minor Collectors		Local Roads	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
# of Lanes and Width	6 x 12 ft	2 x 11 ft	2 x 12 ft	2 x 11 ft	2 x 11 ft	2 x 10 ft	2 x 11 ft	2 x 9 ft
Shoulders and Width	2 x 10 ft	2 x 8 ft	2 x 8 ft	2 x 4 ft	2 x 8 ft	2 x 4 ft	2 x 8 ft	2 x 2 ft
Design Speed**	55 mph	45 mph	55 mph	35 mph	35 mph	20 mph	30 mph	20 mph
<p>*Highlighted standards indicate a change from the Region's 2010 Comprehensive Plan.</p> <p>**Design speed is not the posted speed.</p> <p>Source: PennDOT Design Manual (Part 2) Highway Design, Publication 13M</p>								

Traffic Volume

The Southern York County Region Average Daily Traffic (ADT) volumes can be found in Exhibit 6.2 2022 Average Daily Traffic Volume identifies traffic volumes for the majority of the Region's arterials and major and minor collectors. The ADT information for the Region's roadways is also shown below:

Table 52: Traffic Volume			
State Route	Road Name	2010 ADT	2022 ADT
Route No. 0083	Interstate 83	N/A	40,000 – 47,000
Route No. 0216	Manchester Street	2,900 – 6,200	2,900 – 5,700
Route No. 0616	Main Street / Baltimore Street	3,200	2,400 – 4,100
Route No. 0616	Pleasant Valley Road	1,980 – 2,400	1,600 – 2,000
Route No. 0616	N Main Street	1,980	1,600
Route No. 0851	Forrest Avenue	9,600 – 12,700	3,200 – 16,000
Route No. 0851	E & S Main Street	3,500	5,700
Route No. 0851	Steltz Road	1,670	2,900
Route No. 0851	W Railroad Avenue	3,500	3,200
Route No. 0851	Park Avenue	N/A	1,900
Route No. 0851	N 2 nd Street	N/A	6,000
Route No. 2074	Plank Road	2,800	2,900
Route No. 2078	Windy Hill Road	870	1,800
Route No. 2097	Mt Airy Road	N/A	4,200
Route No. 3001	Main Street / Susquehanna Trail	N/A	6,600 – 9,300
Route No. 3002	Campbell Road	5,045	5,000 – 6,000

Route No. 3004	Bowser Road	700	1,500
Route No. 3006	W Clearview Drive	1,060	1,300 – 1,900
Route No. 3007	N Constitutional Avenue	6,300	6,000 – 9,100
Route No. 3008	Church Street	3,600	3,600
Route No. 3012	Rockville Road	220	250
Route No. 3015	Fissel's Church Road	N/A	2,600 – 3,400
Source: Southern York County Region 2010 Comprehensive Plan, 2022 PennDOT Traffic Volume Maps			

As one would expect, Interstate 83 (S.R. 0083), Main Street / Susquehanna Trail (S.R. 3001), and Forrest Avenue (S.R. 0851) are the highest-volume state roadways in the Region in 2022. Conversely, Rockville Road (S.R. 3012) is the lowest volume state roadway in the Region in 2022.

The information in Table 3 above is presented in greater detail on Exhibit 6.3 2010 – 2022 ADT Percent Change.

Traffic Safety

In addition to reducing congestion, traffic safety is another important consideration in the scheduling of roadway improvements. High accident locations result from factors such as inadequate road design, improper relationship between land use and road classification, improper speed limits, and driver frustration and/or error. This section describes traffic accident statistics within the Southern York County Region to gain a general understanding of their location and severity.

PennDOT's Pennsylvania Crash Information Tool (PCIT) provides crash information dating back to 2002. Table 53, below, identifies the total number of crashes by their severity for each municipality in the Southern York County Region between January 1, 2014, and December 31, 2023.

As shown, there were a total of 1,612 crashes in the Region over the 10-year period, averaging roughly 161 accidents per year. The regional high for the period was in 2018 with 184 accidents and the low was 140 accidents in 2020.

Of the Region's municipalities, Shrewsbury Township had the most crashes over the 10-year period, with 1,163 in total. Of the boroughs, Shrewsbury Borough had the most crashes over the 10-year period with 236 crashes; Shrewsbury Borough also had the most crashes in a single year of all the boroughs, with 35 crashes in 2017.

Table 53: All Crashes, Southern York County Region 2014 - 2023

Municipality	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Glen Rock Borough	7	7	6	14	9	7	7	8	4	1	70
New Freedom Borough	14	15	6	7	11	7	11	9	11	8	99
Railroad Borough	1	3	3	1	5	8	4	4	3	1	33
Shrewsbury Township	109	128	117	119	134	114	94	114	125	109	1163
Shrewsbury Borough	21	17	24	35	25	29	24	19	23	30	247
Region	<i>152</i>	<i>170</i>	<i>156</i>	<i>176</i>	<i>184</i>	<i>165</i>	<i>140</i>	<i>154</i>	<i>166</i>	<i>149</i>	<i>1,612</i>
York County	<i>4,415</i>	<i>4,756</i>	<i>4,702</i>	<i>4,798</i>	<i>4,795</i>	<i>4,560</i>	<i>3,978</i>	<i>4,550</i>	<i>4,364</i>	<i>4,533</i>	<i>45,453</i>
Source: PennDOT Crash Information Tool, 2023											

Table 54: Crashes by Severity, Southern York County Region 2014 - 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
All Crashes	152	170	156	176	184	165	140	154	166	149	1,612
Fatality	0	1	1	2	1	0	0	0	0	0	5
Injury	68	57	57	68	69	48	46	58	59	54	584
Property Damage	82	106	95	102	112	110	88	93	102	93	983
Source: PennDOT Crash Information Tool, 2023											

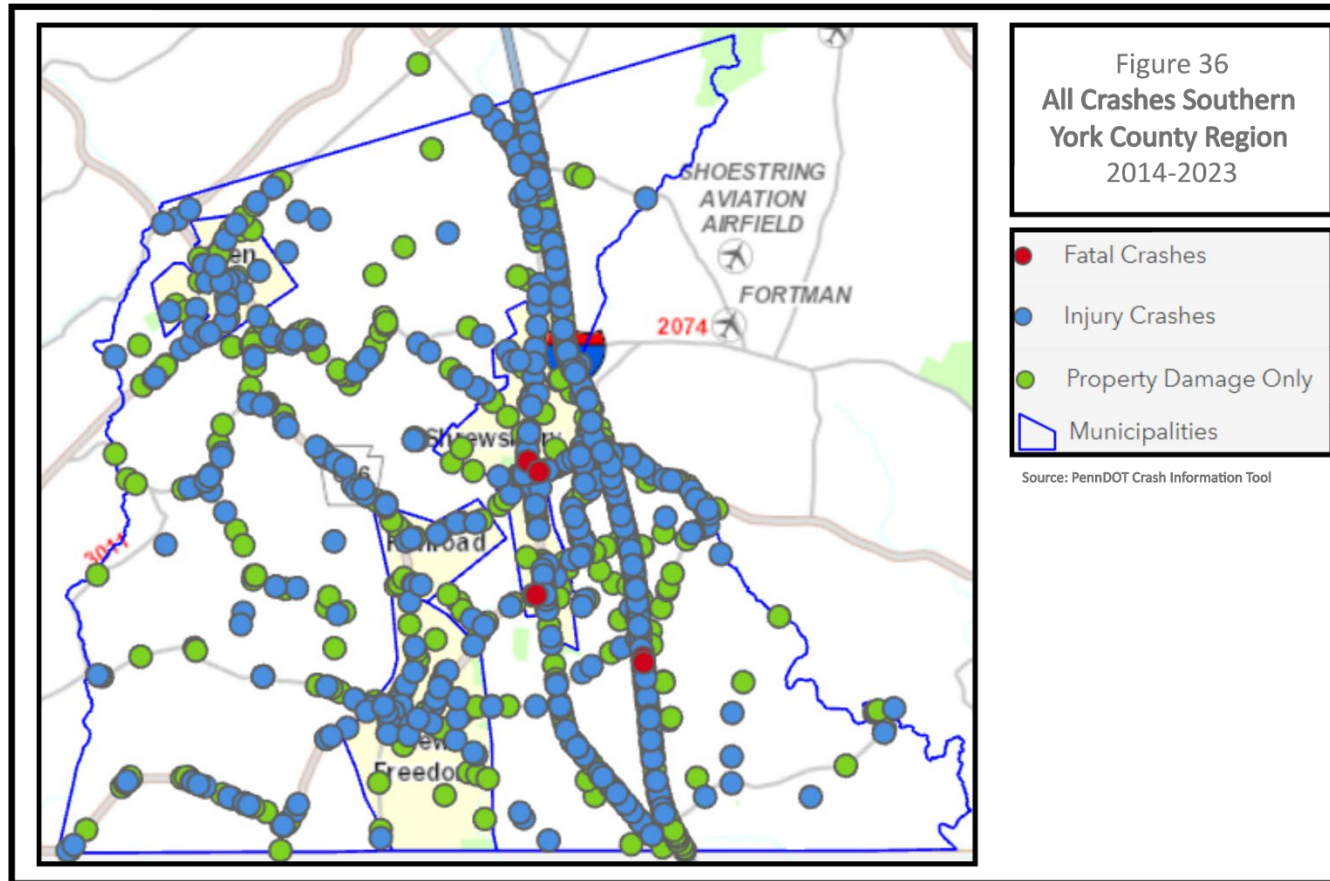


Table 55: Fatal Crashes, Southern York County Region 2014 - 2023

Municipality	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Glen Rock Borough	0	0	0	0	0	0	0	0	0	0	0
New Freedom Borough	0	0	0	0	0	0	0	0	0	0	0
Railroad Borough	0	0	0	0	0	0	0	0	0	0	0
Shrewsbury Township	0	0	0	1	1	0	0	0	0	0	2
Shrewsbury Borough	0	1	1	1	0	0	0	0	0	0	3
Source: PennDOT Crash Information Tool, 2023											

According to the PCIT, there have been five (5) fatal crashes within the Region since 2014. The fatalities occurred in both Shrewsbury Borough and Shrewsbury Township. Shrewsbury Borough is struggling with pedestrian mobility issues. The Borough's network of sidewalks is incomplete and does not meet current maintenance and ADA standards. These conditions force pedestrians and cyclists out into the street to continue walking on foot or riding a bicycle.

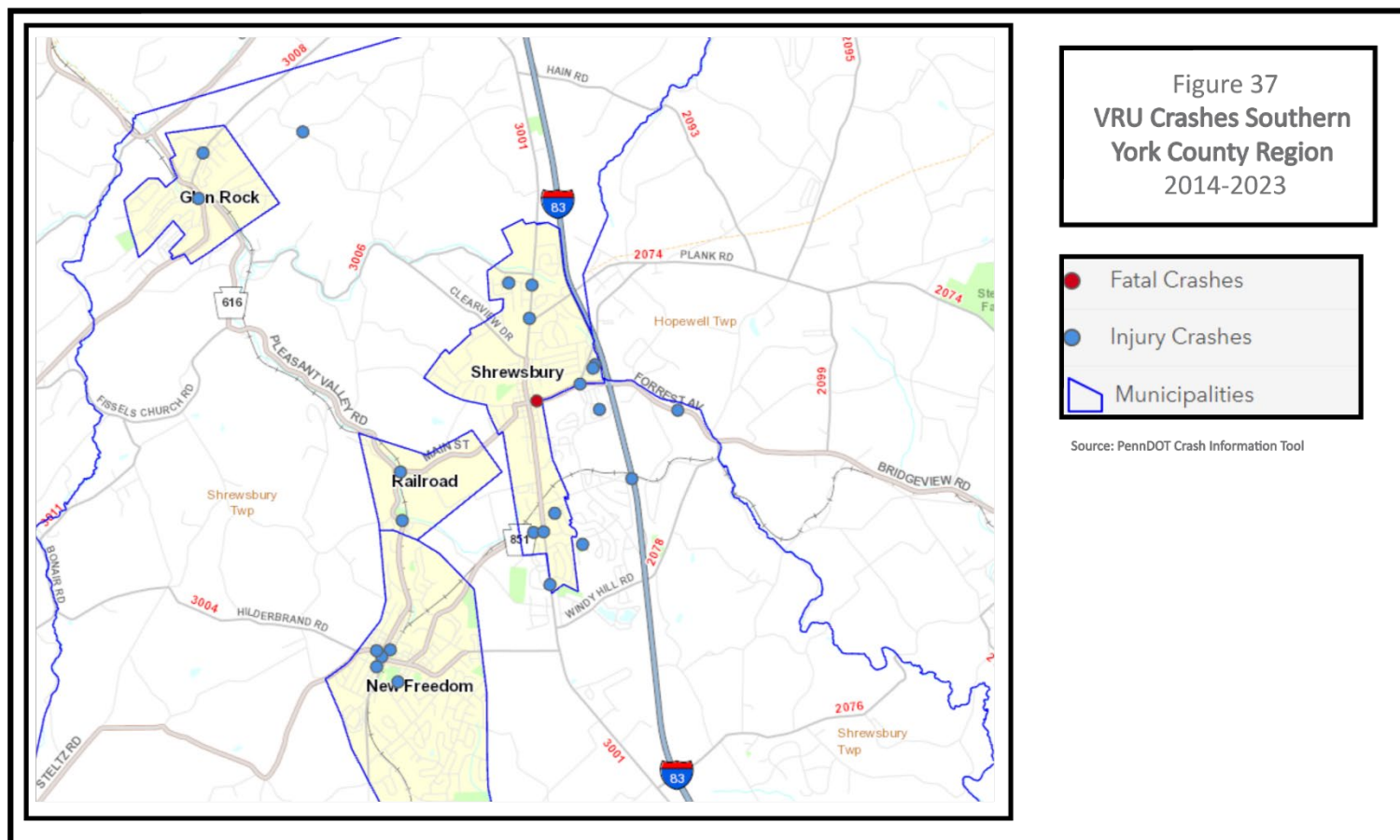
Of the five (5) fatal crashes identified, only one (1) involved a motor vehicle and a vulnerable road user. Vulnerable road users (VRUs) are pedestrians, pedestrian conveyance (wheelchair, scooter, skateboard, etc.), bicyclists (not including e-bikes), and other pedacyclists. In a crash, VRUs have little to no protection from crash forces.

As shown in Table 56 on page 108, in the ten-year period, there were 25 crashes involving vulnerable road users, one (1) of which was a fatal crash described in the previous table. The only years without a crash involving a VRU occurred in 2016 and 2022. Additionally, it is important to note that over a third (36%) of VRU crashes involved a cyclist.

Table 56: Crashes Involving Vulnerable Road Users, Southern York County Region 2014 - 2023

Municipality	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Glen Rock Borough	0	0	0	1	0	0	1	0	0	0	2
New Freedom Borough	1	1	0	0	1	0	1	0	0	1	5
Railroad Borough	0	1	0	0	0	0	0	0	0	1	2
Shrewsbury Township	0	1	0	0	0	2	0	2	0	0	5
Shrewsbury Borough	0	2	0	3	0	1	2	2	0	1	11
<i>Region</i>	<i>1</i>	<i>5</i>	<i>0</i>	<i>4</i>	<i>1</i>	<i>3</i>	<i>4</i>	<i>4</i>	<i>0</i>	<i>3</i>	<i>25</i>

Source: PennDOT Crash Information Tool, 2023



Bridges

There are numerous bridges located throughout the Southern York County Region spanning various creeks and their tributaries. Bridges vary from spans of over two-hundred and three feet (203') to ten (10') feet culvert crossings. Regardless of size, each crossing is a critical component of the transportation system. Bridge closures impact daily navigation and keeping these critical components of the transportation system in operation is a necessary high priority.

Bridge ownership varies between the local jurisdiction and the Commonwealth. The commonwealth is responsible for any bridge with a span of over eight (8') feet on a State Route. Local bridges are owned by the municipality.

The National Bridge Inspections Standards (NBIS), administered by the Federal Highway Administration and PennDOT, require inspections at a minimum of every two (2) years for any bridge with a span greater than twenty (20') feet. Smaller-span bridges still require safety inspections at regular intervals though not mandated by the federal or state governments.

York County conducts and funds NBIS-required bridge inspections on County-owned and municipal-owned bridges, however, the County is only financially responsible for maintenance and repairs to County-owned bridges.

The varied ownership responsibilities and inspection requirements and processes make it difficult to fully understand the local bridge inventory and responsible entities.

Additionally, the life span of a bridge (50 to 100 years, depending upon design) creates an issue in making sure that information is appropriately archived and shared. It is not uncommon for this information to be siloed within the brain matter of one particular long-term public works employee, with the information being passed down verbally or not at all.

The York County Board of Commissioners approved the York County Planning Commission to prepare a 10-year County Bridge Plan in 2010, which was recently updated in 2019. The purpose of this plan is to inform and guide the County Commissioners in funding decisions for the County-owned bridges; criteria were established to prioritize bridges based on mobility with regard to the County's roadway network.

Table 8 attempts to create a clearer understanding of the ownership and known maintenance needs of the bridge inventory within the Southern York County Region.

As shown, there are a total of two (2) York County-owned bridges in the Region: Bridge 38221 (Stewartstown Road Bridge) and Bridge 56073 (Valley Street Bridge). Both County-owned bridges are considered to be in good condition. Table 8 also identifies the four (4) Township-owned bridges located within the Region.

The following is a list of known bridges in the Southern York County Region and their known conditions.

Table 57: Bridges in the Southern York County Region

Bridge ID	Location / Structure Name	Municipality	Feature Intersected	Owner	Length	Condition	ADT	Recommended Maintenance Costs
37404	1.2 mi N of Maryland	Shrewsbury Township	Deer Creek Tributary	State Highway Agency	13 ft	Good	38,227	N/A
37405	1.3 mi N of Maryland	Shrewsbury Township	Deer Creek Tributary	State Highway Agency	14 ft	Good	38,227	N/A
37406	1 mi SE of Shrewsbury	Shrewsbury Township	T441; RR; Tulna Road	State Highway Agency	173 ft	Fair	38,227	N/A
37542	Borough of Glen Rock	Glen Rock Borough	S Branch Codorus Creek	State Highway Agency	45 ft	Poor	5,732	N/A
37604	0.5 mi NW of Railroad	Shrewsbury Township	Tributary S BR Codorus Creek	State Highway Agency	33 ft	Fair	2,058	N/A
37606	1 mi S of Glen Rock	Shrewsbury Township	S BR Codorus Creek	State Highway Agency	35 ft	Poor	2,058	N/A
37628	Railroad	Railroad Borough	Codorus Creek	State Highway Agency	10 ft	Fair	3,652	N/A
37817	3 mi E of Glen Rock	Shrewsbury Township	E BR Codorus Creek	State Highway Agency	18 ft	Fair	747	N/A
37829	New Freedom Borough	New Freedom Borough	Beetree Run	State Highway Agency	14 ft	Fair	5,454	N/A

Community Profile

37830	1 mi S Bonnair	Shrewsbury Township	Centerville Creek	State Highway Agency	11 ft	Fair	1,683	N/A
37831	1 mi W of New Freedom	Shrewsbury Township	Codorus Creek Tributary	State Highway Agency	10 ft	Good	1,683	N/A
37832	0.1 mi S of Glen Rock	Shrewsbury Township	S Branch Codorus Creek	State Highway Agency	78 ft	Fair	2,140	N/A
37833	Seitzland	Shrewsbury Township	Trout Run	State Highway Agency	20 ft	Poor	2,140	N/A
37834	1 mi SE of Glen Rock	Shrewsbury Township	Trout Run	State Highway Agency	23 ft	Fair	2,140	N/A
37835	1 mi E of Glen Rock	Shrewsbury Township	Trout Run	State Highway Agency	28 ft	Fair	2,073	N/A
37849	2 mi E of Glen Rock	Shrewsbury Township	Trout Run	State Highway Agency	10 ft	Poor	384	N/A
37850	2 mi E of Glen Rock	Shrewsbury Township	Codorus Creek Tributary	State Highway Agency	19 ft	Poor	384	N/A
38213	1 mi NE of Glen Rock	Shrewsbury Township	Rock Creek	Town or Township Highway Agency	29 ft	Fair	-	N/A
38214	0.3 SE of Glen Rock / S BR Codorus	Shrewsbury Township	S Branch Codorus Creek	Town or Township Highway Agency	34 ft	Fair	-	N/A
38215	1 S Glen Rock / RR / RD / CRK	Shrewsbury Township	Trout Run; N Cen RR	Town or Township	120 ft	Poor	-	N/A

Community Profile

				Highway Agency				
38219	T540; 5 Forks Road	Hopewell Township	Deer Creek	County Highway Agency	53 ft	Poor	-	N/A
38220	T542; Hrebik Road	Hopewell Township	Deer Creek	County Highway Agency	90 ft	Fair	-	N/A
38221	1.3 SW Stewartwn / Deer Cr	Shrewsbury Township	Deer Creek	County Highway Agency	90 ft	Good	-	N/A
38285	Argyle Avenue Rock Creek	Glen Rock Borough	Rock Creek	City, Municipal, Highway Agency or Borough	28 ft	Fair	-	N/A
38287	S Branch Codorus; Glen Rock Borough (Water Street)	Glen Rock Borough	South Branch Codorus Creek	County Highway Agency	42 ft	Fair	-	N/A
38291	New Freedom Borough / Abandoned RR (Singer Road)	New Freedom Borough	Abandoned RR; Beetree Tributary	County Highway Agency	70 ft	Fair	-	N/A
45815	1 mi NE of Shrewsbury	Shrewsbury Township	83 NB and SB	State Highway Agency	140 ft	Good	1,120	N/A
46897	2 mi E of Shrewsbury	Shrewsbury Township	I-83, SR 0083	State Highway Agency	203 ft	Good	845	N/A

Community Profile

46898	Over I-83	Shrewsbury Township	I-83, SR 0083	State Highway Agency	203 ft	Good	1,676	N/A
47043	1 mi NE of Shrewsbury	Shrewsbury Township	I-83, SR 0083	State Highway Agency	142 ft	Good	3,239	N/A
47586	Sheffer	Shrewsbury Township	Branch of Deer Creek	State Highway Agency	12 ft	Good	1,676	N/A
47627	2.5 Mile SW of Glen Rock	Shrewsbury / Codorus Townships	Centerville Creek	State Highway Agency	37 ft	Good	1,901	N/A
53533	1 Mi W of Glen Rock (Sticks Road)	Shrewsbury / Codorus Townships	Centerville Creek	State Highway Agency	66 ft	Good	2,943	N/A
54069	0.5 mi NW of Glen Rock	Shrewsbury Township	S Branch of Codorus Creek	State Highway Agency	73 ft	Good	1,607	N/A
56023	2 mi W of New Freedom	Shrewsbury Township	Swans Creek	State Highway Agency	29 ft	Good	2,250	N/A
56073	Valley Street, Glen Rock	Glen Rock Borough	S Branch Codorus Creek	County Highway Agency	35 ft	Good	-	N/A
56745	50' S of SR 616	Shrewsbury Township	S Branch Codorus Creek	Town or Township Highway Agency	23 ft	Fair	-	N/A
68361	0.7 mi E of Shrewsbury	Shrewsbury Township	SR 0851 EB & WB	State Highway Agency	134 ft	Good	18,092	N/A
68362	0.7 mi E of Shrewsbury	Shrewsbury Township	SR 0851 EB & WB	State Highway Agency	134 ft	Good	18,028	N/A

Community Profile

MP 37.94	New Freedom Borough	New Freedom Borough	York Heritage Rail Trail over a tributary to Codorus Creek	-	-	Poor	-	\$15,650
MP 40.03	66YCRT00MP4003	Shrewsbury Borough	York Heritage Rail Trail over Little Falls Creek	-	-	Critical	-	\$29,300
Bridge 104	T-542	Shrewsbury / Hopewell Township	Hrebik Road over Deer Creek	-	-	-	-	N/A
Bridge 105	T-544	Shrewsbury / Hopewell Township	Stewartstown Road over Deer Creek	-	-	-	-	N/A
Bridge 106	T-540	Shrewsbury / Hopewell Township	Five Forks Road over Deer Creek	-	-	-	-	N/A
MP42.46	-	Shrewsbury / Codorus Township	-	-	-	-	-	N/A
MP41.96	-	Shrewsbury / Codorus Township	-	-	-	-	-	N/A
Bridge 116	-	Glen Rock Borough	Water Street over South Branch Codorus Creek	-	-	-	-	N/A
MP41.66	-	Glen Rock Borough	York County HRT over Rock Creek	-	-	-	-	N/A

Community Profile

Bridge 114	-	Glen Rock Borough	Valley Street over South Branch Codorus	-	-	-	-	N/A
MP40.81	-	Shrewsbury Township	YCHRT / Walker Road / over Trout Run	-	-	-	-	N/A
MP40.39	-	Shrewsbury Township	YCHRT / over Route 616 / S Branch Codorus	-	-	-	-	N/A
MP40.03	-	Shrewsbury Township	YCHRT / Private Road / Little Falls Creek	-	-	-	-	N/A
MP38.93	-	Shrewsbury Township	YCHRT / SR 616 / S Branch Codorus Creek	-	-	-	-	N/A
MP38.59	-	Railroad Borough	YCHRT over Tributary to South Branch Codorus Creek	-	-	-	-	N/A
MP38.24	-	Railroad Borough	YCHRT / South Branch Codorus Creek	-	-	-	-	N/A
MP38.10	-	Railroad Borough	YCHRT / South Branch Codorus Creek	-	-	-	-	N/A
MP37.94	-	New Freedom Borough	YCHRT / unt South Branch Codorus Creek	-	-	-	-	N/A



Community Profile

Bridge 274	-	New Freedom Borough	Singer Road over YCHRT / unt Beetree Run	-	-	-	-	N/A
Source: PennDOT Bridge Condition Summary Report, C.S. Davidson, Inc.								

Official Map Ordinance

A Shrewsbury Township Official Map Ordinance Update was completed in 2022, preceding the 2024 update to the Southern York County Regional Comprehensive Plan. Both documents were updated accordingly to ensure consistency. The Region may want to consider adopting a regional official map ordinance.

Roadway and Transportation Improvements

Suggested transportation improvement projects and general roadway improvements include the following:

- Interstate 83 and PA Route 851 (Exit 4) Improvements
- Elm Drive Extension
- East Tolna Road Extension
- Windy Hill Road Realignment
- PA Route 616 & Fissels Church Road Intersection Improvement
- Adams Road Realignment
- Glen Rock By-Pass
- Bridge Improvements
- Shrewsbury Park & Ride Lot
- Potential Signalization at East Tolna Road and South Main Street in Shrewsbury Borough

Greenways, Trails, and Links

New to the Official Map Ordinance is a series of pedestrian and bicycle trails intended to connect the most heavily populated areas of the Region to existing recreation areas and the York County Heritage Rail Trail. These updates include the following:

- Elm Drive to Windy Hill Park
- Windy Hill Park to Strawberry Field Ball Park and along Windy Hill Road to Strawberry Field Ball Park

Community Profile

- Strawberry Field Ball Park to Miller Family Park
- Miller Family Park to Weatherfield Soccer Fields
- Weatherfield Soccer Fields to Marge Goodfellow Park and the York County Heritage Rail Trail
- York County Heritage Rail to Smith Mill Road

Future Trailhead Locations

The continued success of the Heritage Rail Trail and potential linkage utilizing the Stewartstown rail line will inevitably bring more trail users into the area. Two (2) additional trailhead and parking locations have been proposed for implementation should the need arise due to increased usage and overcrowding. The first trailhead is suggested to be north of Glen Rock Borough, east along the Heritage Rail Trail, and the other is to be located along Tolna Road, east of the underpass of I-83 along the Stewartstown rail line.



Community Profile

Passenger Travel

Amtrak

The National Railroad Passenger Corporation, Amtrak, is a passenger rail service that has been operating since the early 1970s. Amtrak works with several partners, including Allianz Global Assistance, Amtrak Vacations, eBags, Greyhound, and Amtrak Hotels & Cars across their 21,400 miles of routes.

Pennsylvania has twenty-three (23) Amtrak stations along with its own Amtrak route, the Pennsylvanian. Five (5) of PA's Amtrak stations are located within fifty (50) miles of the Southern York County Region:

- Mount Joy Station (~36 mi)
- Elizabethtown Station (~41 mi)
- Lancaster Station (~41 mi)
- Harrisburg Station (~43 mi)
- Middletown Station (~49 mi)

Greyhound

Greyhound is well known for its regularly scheduled passenger services; however, the company also provides a number of other services for its customers. Greyhound also offers charter packages for businesses, conventions, schools, and other groups at competitive rates. Amtrak passengers can use Greyhound to make connections to cities not served by Amtrak services by purchasing a ticket for the bus connection from Amtrak in conjunction with the purchase of their rail ticket. Passengers may also buy a bus ticket directly from Greyhound.

There is one (1) Greyhound bus stop in York County: the York Capitol Bus Stop.

BWI Rail Station

The BWI Airport Station is an intermodal passenger station in Linthicum, Maryland near Baltimore–Washington International Airport (BWI). It is served by Amtrak Northeast Corridor intercity trains, MARC Penn Line regional rail trains, and several local bus lines.

Freight Corridors

Trucks are the predominant mode of freight transportation in the Southern York County Region as well as across Pennsylvania. Planning for sufficient roadway capacity is one of the biggest challenges facing PennDOT, with trucks being one of many contributors to highway congestion while also serving as a critical transport mode. Within the Southern York County Region, there is only one freight corridor, Interstate 83, which is identified by PennDOT as a part of the Non-Primary Highway Freight System.



Community Profile

Aviation

Baltimore / Washington International Airport (BWI)

The BWI Marshall Airport is less than 54 miles from the Region, just south of Baltimore, MD.

Susquehanna Area Regional Airport Authority (SARAA)

Since 1998, the Susquehanna Area Regional Airport Authority (SARAA) has overseen ownership of the Harrisburg International Airport (HIA), located in Middletown. The HIA has served Central Pennsylvania for over 100 years.

As of 2023, the SARAA oversees the airport system of HIA, Capital City Airport (located in New Cumberland, York County), Franklin County Regional, and Gettysburg Regional Airports. The SARAA's airports are the closest aviation facilities to the Southern York County Region.

Philadelphia International Airport (PHL)

The Philadelphia International Airport is located approximately 100 miles from the Region.

Active Transportation Planning

Active transportation is locomotion powered by human energy, primarily walking and bicycling. Infrastructure investments in trails, sidewalks, traffic-calming, and public transit support active travel and increase routine physical activity, which improves health, environmental quality, and livability of communities. Further, walking, bicycling, and using transit should be safe and comfortable options for everyone.

York County's GOYORK 2045 is the current Active Transportation Plan for the entire county. The Plan is developed in a continuing, comprehensive, and cooperative process around a performance-based approach to transportation decision-making. This includes tracking performance measures, setting data-driven targets for each measure, and outlining a project selection process to help meet those targets.

The Southern York County Region does not have an Active Transportation Plan or ATP.

Existing Active Transportation Facilities

Heritage Rail Trail County Park

The York County Rail Trail Authority's Heritage Rail Trail County Park is operated and maintained by the York County Department of Parks and Recreation. The HRTCP extends more than twenty-one (21) miles, winding through much of the Southern York County Region. The trail is a 10-foot-wide compacted stone surface designed for hiking, bicycling, running, horseback riding, and winter sports such as cross-country skiing and snowshoeing.

Bicycle and Pedestrian Level of Stress

Level of Traffic Stress (LTS) analyses are data-driven evaluations of the stress level experienced by pedestrians and bicyclists according to roadway design, traffic volumes, and motor vehicle speeds. This model is used to quantify the user experience along and across the existing network of roadways and trails.

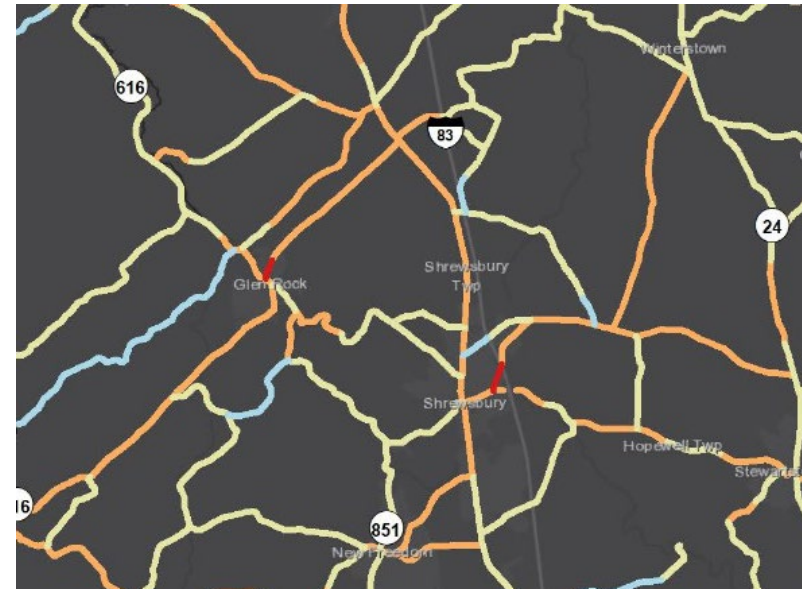
The York County Bicycle and Pedestrian Plan provides information relative to the stress levels of bicycles and pedestrians within the County and the Southern York County Region.

Bicycle Level of Stress

The York County Planning Commission scores roadway segments from one (1), being “comfortable,” to five (5), being “very stressful.” A bikeway network should consist of continuous level 1 and 2 segments and intersections to serve all types of people riding bicycles. Inputs used to determine the Region’s Bicycle Levels of Stress include posted speed, the presence and width of bikeways, traffic volumes, and the number of travel lanes.

According to the York County Planning Commission’s Level of Bike Stress Map for South Central York County (located below), the Region varies between slight to high-stress levels for cyclists. In the Southern York County Region, there are two (2) high-stress segments (seen in red), detailed below:

- S.R. 2097 (Mt. Airy Road) – Shrewsbury Borough / Township
- S.R. 3008 (Church Street) – Glen Rock Borough



Source: York County Bicycle and Pedestrian Plan

Pedestrian Level of Stress

To analyze Pedestrian Levels of Stress, road segments are scored on a scale from one (1), being “most comfortable,” to five (5), being “least comfortable.” The most comfortable walking environments for pedestrians (segments with a stress level of 1 or 2) tend to be located in urbanized areas with extensive sidewalk infrastructure and low-speed limits.

An analysis of the Southern York County Region should be conducted to determine Pedestrian Levels of Stress throughout the Region’s roadway system and identify areas for future infrastructure improvements. Inputs used to determine the Region’s Pedestrian Levels of Stress may include posted speed, presence of sidewalks or shoulders, and roadway width.

Walk Score

Walkable neighborhoods are one of the simplest and best solutions for the environment, health, and economy. Walk Score, launched in 2007, promotes walkable neighborhoods through walkability analyses and search tools. The organization’s flagship product is a large-scale, publicly accessible walkability index that assigns a numerical walkability score to any address. In addition to the Walk Score walkability index, Walk Score, the organization also provides a Transit Score and Bike Score, measuring the usefulness of public transit and bike infrastructure, respectively. Transit Score for the Southern York County Region is not readily available.

Walk Score		Description
90 – 100		Daily errands do not require a car.
70 – 89	Walker’s Paradise	Most errands can be accomplished on foot.
50 – 69	Very Walkable	Some errands can be accomplished on foot.
25 – 49	Somewhat Walkable	Most errands require a car.
0 – 24	Car-Dependent	Almost all errands require a car.
	Car-Dependent	

The Walk Score for the municipalities of the Southern York County Region is detailed below:

- Glen Rock Borough – 33
- New Freedom Borough – 49
- Railroad Borough – 4
- Shrewsbury Borough – 61
- Shrewsbury Township – 6

As shown in the Walk Scores above, the entire Southern York County Region generally has poor walkability. Shrewsbury Borough is the most walkable municipality in the Region, with a Walk Score of 61. However, the remaining four municipalities are considered to be car-dependent. Further, the lack of walkability throughout the Region is exacerbated in Railroad Borough and Shrewsbury Township, with Walk Scores of only 4 and 6, respectively.

Bike Score

Bike Score measures whether an area is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations, road connectivity, and the number of bike commuters. This data is measured on a scale from zero to one hundred based on four equally weighted components: (1) bike lanes, (2) hills, (3) destinations and road connectivity, and (4) bike commuting mode share. The Bike Score rating system is detailed below:

Bike Score		Description
90 – 100	Biker’s Paradise	Daily errands can be accomplished on a bike.
70 – 89	Very Bikeable	Biking is convenient for most trips.
50 – 69	Bikeable	Some bike infrastructure.
0 – 49	Somewhat Bikeable	Minimal bike infrastructure.

The Bike Score for the municipalities of the Southern York County Region is detailed below:

- Glen Rock Borough – 30
- New Freedom Borough – 51
- Railroad Borough – 25
- Shrewsbury Borough – 39
- Shrewsbury Township – 1

As shown by the Bike Scores above, the Region has minimal bike infrastructure. New Freedom Borough is the only municipality in the Region with the infrastructure and connectivity to be considered bikeable.

Transportation Partners

Southern York County School District Transportation System

The Southern York County School District offers students a bus transportation system across the sixty-six (66) mile district. The District Transportation System includes forty-three (43) vehicles that transport approximately 3,000 students to various district and non-public schools. Outside of the typical school day, service is provided for preschool students, educational field trips, athletic trips, activity buses, and special education classes.



Community Profile

York County Rail Trail Authority

The York County Rail Trail Authority was formed by volunteers under the direction of the York County Board of Commissioners. The Authority, incorporated under the Pennsylvania Municipal Authorities Act of 1945, is a political subdivision of the County of York. Created in 1990, the Authority's purpose is to identify linear corridors that offer opportunities for conversion into trails, assess the potential for development, and proceed with engineering and development of those corridors conducive to non-motorized transportation.

The Authority's level of involvement in a trail development project varies based on the project needs and can range from consulting to entire project management. Technical assistance is also available to municipalities, counties, and state departments regarding acquiring, holding, constructing, financing, improving, maintaining, operating, owning, or leasing trail corridors.

York Area Metropolitan Planning Organization (YAMPO)

PennDOT chartered the York Area Transportation Study in 1964 and is now called York Area Metropolitan Planning Organization, or YAMPO. YAMPO is the decision-making body for all transportation-related projects in York County that use federal funding. The staff consists of the YCPC Transportation Planning Division and PennDOT. YAMPO consists of three (3) committees: the Technical Committee, the Transit Committee, and the Coordinating Committee. These committees ensure that YCPC and PennDOT complete federally required planning tasks in a comprehensive, coordinated, and continuing work program.

Rabbittransit

Operated by the Susquehanna Regional Transportation Authority, Rabbittransit is York County's public transportation provider. The York bus system has sixteen (16) routes serving York City and its surrounding suburbs.

A Shared Ride Program is offered through Rabbittransit, which offers paratransit and free transportation for veterans.

York County's 2017 Transit Development Plan (TDP) made several recommendations regarding Rabbittransit. The Plan includes a brief overview of the Rabbittransit system and changes since the 2011 transit development plan and details eight (8) core recommendations, one of which is a circulator focused in the Shrewsbury area of the Southern York County Region.

York and Adams Counties recently collaborated in creating a Human Services Transportation Plan in which an inventory of needs for two distinct groups of transportation projects (projects formerly funded by Job Access and Reverse Commute (JARC) and projects formerly funded by Section 5310 and New Freedom grants) were identified. This plan identified outlying Paratransit trip concentrations as a part of the public transit inventory and needs analysis; Shrewsbury (including both the Borough and the Township) is identified as an area within Rabbittransit's gaps of service. The following recommendations were identified in the transportation plan.

- Coordinated vanpool programs for commuters
- Vanpool programs for senior citizens; organized by senior centers, etc.
- Commuter Express bus service serving urban and suburban locations
- Improved system to alert riders to the bus or paratransit vehicle's arrival
- Improved transit service between York and Hanover
- An inventory of human service agency-owned vehicles and common trips
- A conclusion to rabbittransit's policy on curb-to-curb vs. door-to-door paratransit service
- Driver re-training for consistency of service
- Partnerships between retail or medical facilities and rabbittransit to provide local shuttles regularly, working from a model with Giant Grocery in East York (Springettsbury Twp)
- Raising developers' awareness of the specific needs of paratransit users
- Design guidelines for medical facilities to provide for paratransit passengers and vehicles
- Bike share programs, especially in Job Access and Reverse Commute target areas
- Pedestrian network improvements in dense urban JARC target areas
- Pedestrian network improvements near employer facilities and industrial parks

Uber / Lyft / Taxi

Private transportation services are becoming increasingly popular in and around the Southern York County Region. Services such as Uber, Lyft, and several taxi services can be used at all times of the day, every day of the year.

York County Transportation Planning

York Area Metropolitan Planning Organization (YAMPO)

The York Area Metropolitan Planning Organization (YAMPO) is the decision-making body for all federally funded transportation-related projects in York County. The staff consists of the YCPC Transportation Planning Division and PennDOT. YAMPO's committees ensure that YCPC and PennDOT complete federally required planning tasks in a comprehensive, coordinated, and continuing work program. Three committees govern YAMPO: the Technical Committee, the Transit Committee, and the Coordinating Committee.



Community Profile

York County Freight Plan

The York Area Metropolitan Planning Organization (YAMPO) adopted the York County Freight Plan in 2023. The purpose of the plan is “to effectively integrate considerations of freight or goods movement with the transportation planning process and land use planning activities.” The Plan identifies 14 corridors in the freight network; one is in Springfield Township adjacent to the planning area (I-83/Susquehanna Trail/Seaks Run Road), another is located in Shrewsbury Township and Shrewsbury Borough (I-83/SR 851/Wolf Road/N. Main St).

FHWA established a National Highway Freight Network (NHFN) to direct federal resources and policies toward improved performance of highway portions of the U.S. transportation system. Four subsystem classifications are identified: Primary Highway Freight System (PHFS), Other Interstate portions not on the PHFS, Critical Urban Freight Corridors (CUFCs), and Critical Rural Freight Corridors (CRFCs). I-83 through Southern York County is identified as a non-primary highway freight system.

YAMPO Congestion Management System & Process

In 2005, the York Area Metropolitan Planning Organization (YAMPO) adopted a Congestion Management System (CMS). The Congestion Management Process is a systematic process for identifying congestion, implementing solutions, and evaluating the success of those strategies. In 2011, YAMPO modified the CMS to reflect changes in federal law and re-adopted it as the CMP. More recently, Moving Ahead for Progress in the 21st Century was adopted in July 2012.

The 2014 update of the CMP incorporates recent developments in data collection technology that enhance the identification and monitoring of congestion and travel throughout York County. YAMPO completed the York County Safety Project Evaluations report in 2022 to identify crash data from specific intersections and evaluate the impact of roadway improvements in reducing crashes.

Go York 2050 is currently being developed as the County’s Metropolitan Transportation Plan (MTP), a document required by the U.S. Department of Transportation for every region in the country. It will also be a part of the County’s Comprehensive Plan. As part of Go York 2050, the York County Planning Commission has created an online tool called the Current Conditions Atlas. This Atlas contains county-wide maps that include active transportation features, congestion levels, the freight network, and the functional classification of highways in the county.

Flooded Roadway Study

YAMPO and the York County Planning Commission also conducted a Flooded Roadway Study in 2018, which identified roadways in York County that historically have closed due to flooding events. The list included the following road segments in Glen Rock Borough, both of which experienced two separate flooding events in 2011, which necessitated 6-hour road closures.

- Baltimore Street (SR3006) between Water Street and Valley Street.
- Water Street between Main Street (SR0216) and Hanover Street.



Community Profile

YAMPO's Capital Improvements Plan (CIP)

The primary purpose of the Capital Improvements Plan (CIP) is to serve as a demonstration of financial constraint for future investments; the CIP ensures that YAMPO has the necessary revenue to construct the projects that will implement the goals and objectives outlined in the Metropolitan Transportation Plan (MTP). The CIP is a reference document for the MTP with the first four years of the plan being the Transportation Improvement Program (TIP), while the remaining 20 years are meant to show projects for illustrative purposes of what could be accomplished.

Transportation Improvement Program

The Transportation Improvement Program (TIP) identifies the highway and transit projects funded in the next four years. Although the TIP covers four years, all MPOs in Pennsylvania update it every two years. YAMPO also modifies the TIP at its regular meetings to reflect project changes.

YES2040

This study aims to examine existing and alternative scenario growth pattern impacts and then use that information to guide planning, policy, and investment decisions in the future. A section on York County's transportation network is included to assess the impacts of transportation aspects on development; this includes assessing the existing service areas by road classification, transit, rail, airports, interchanges, bicycle routes, and trails in York County.

GoYork 2045 Plan

The 2021-2045 Metropolitan Transportation Plan for York County, GoYork 2045, was adopted by YAMPO (York Area Metropolitan Planning Organization) on June 24, 2021. The purpose of this Plan is to develop a coordinated effort to implement transportation improvements that attempt to achieve York County's future goals, which are supported by public consensus on its physical, social, economic, and institutional environments.

Transportation Summary

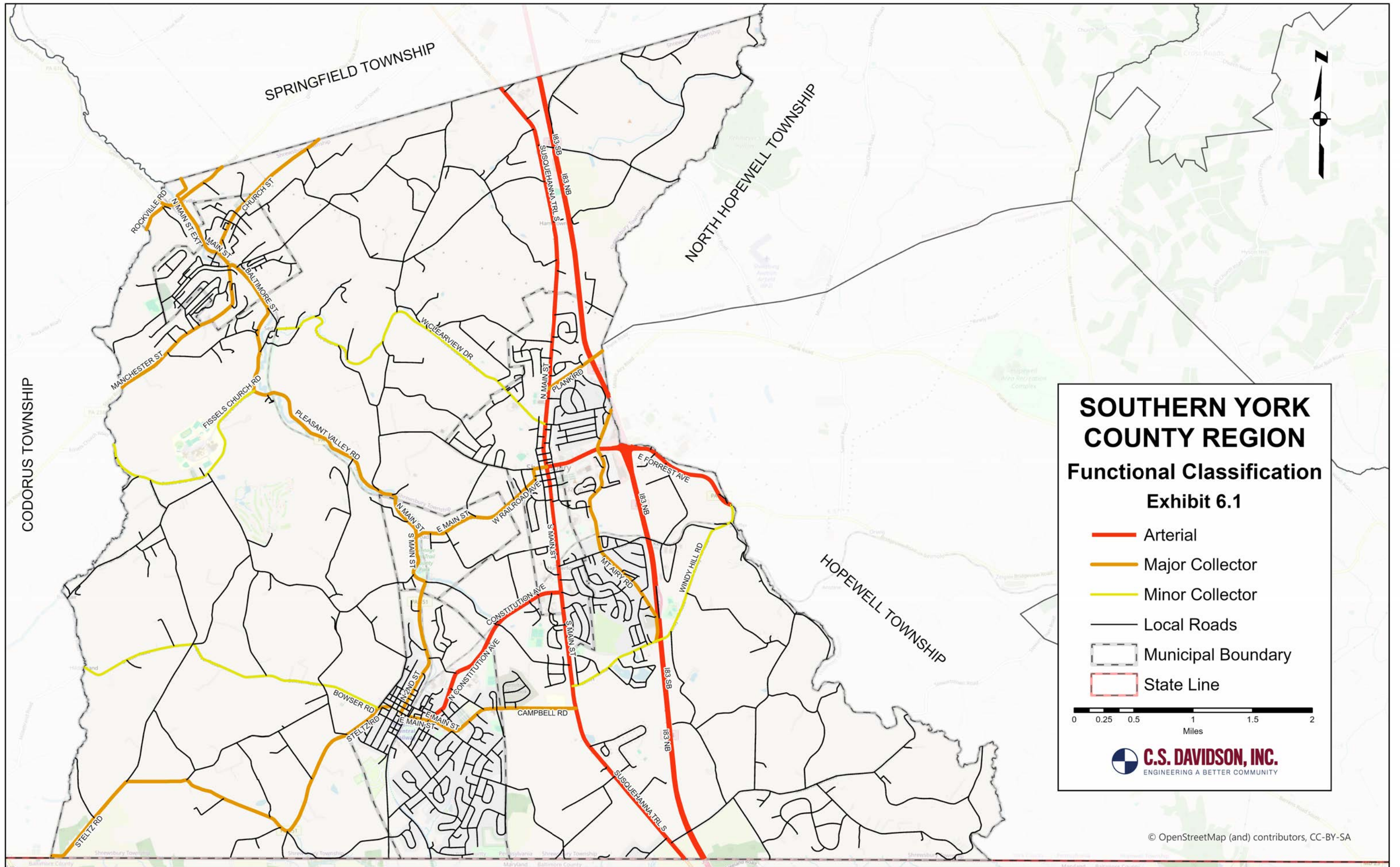
The primary transportation corridors in the Southern York County Region are Interstate 83 and S.R. 3001 (Susquehanna Trail S through Main Street), both running longitudinally through the Region. Additional transportation assets include PA 616, connecting Glen Rock Borough, Railroad Borough, and Shrewsbury Township; PA 216, connecting Glen Rock Borough and Shrewsbury Township; PA 851, connecting all municipalities of the Region; and the Heritage Rail Trail County Park, colloquially referred to as the Rail Trail. The Region is further connected through passenger travel, aviation, and active transportation facilities.

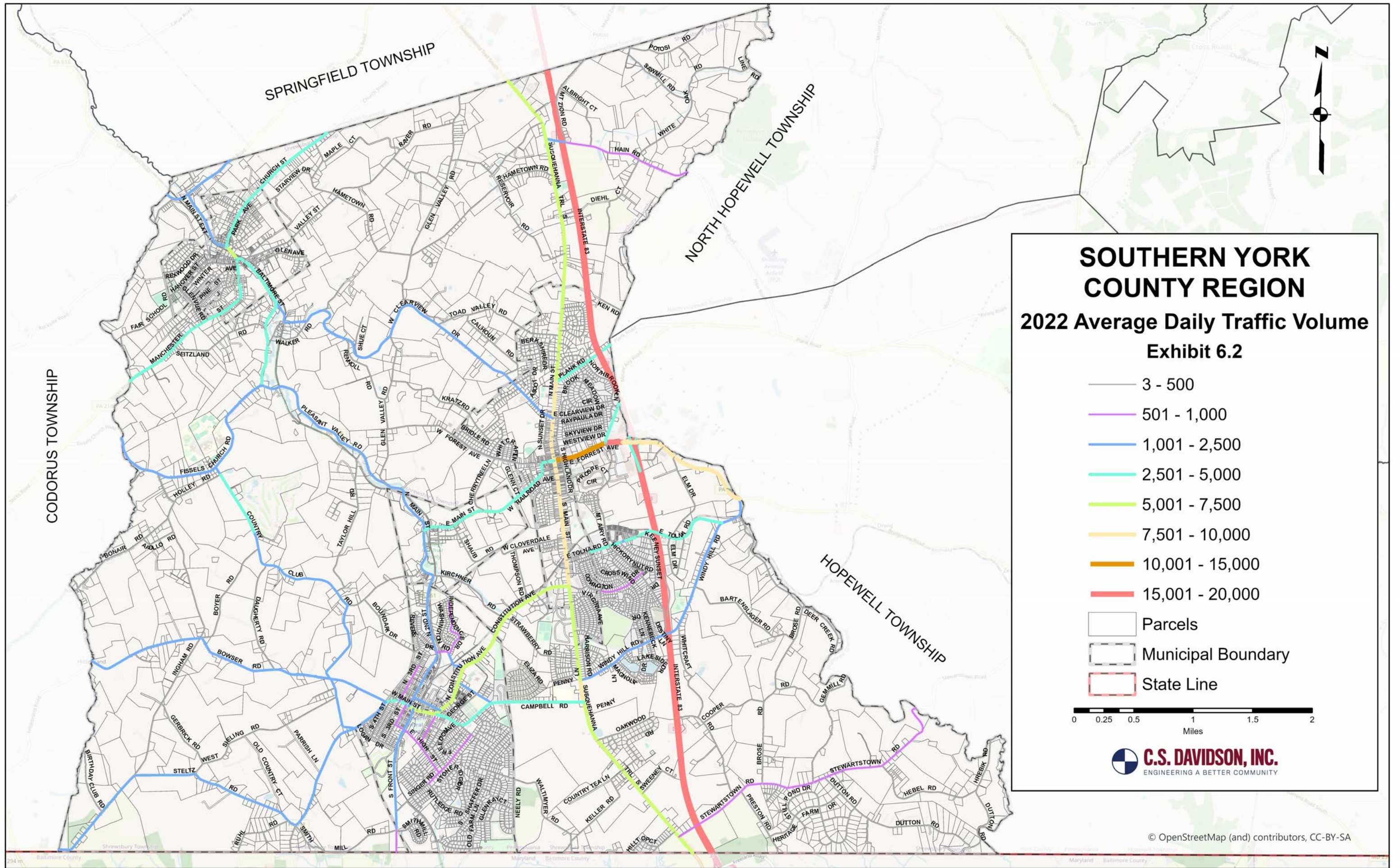
A comparison of the Region’s 2010 Functional Classification and the York County 2022 Functional Classification Map shows that, in general, both functional classification systems are quite similar, with only five (5) changes suggested. Average Daily Traffic volumes saw a similar trend; only five (5) roadway segments in the Region have seen an increase in their annual average daily traffic since 2010.

Between January 2012 and December 2021, there were 1,586 crashes in the Region, averaging roughly 159 accidents per year. Of the Region’s municipalities, Shrewsbury Township had the most crashes over the 10-year time period, with 1,134 in total. Of the boroughs, Shrewsbury Borough had the most crashes over the 10-year time period, with 236 crashes. Since 2012, there have been five (5) fatal crashes, resulting in seven (7) fatalities. Twenty-eight (28) of the crashes involved a Vulnerable Road User (VRU).

A Shrewsbury Township Official Map Ordinance update was completed in 2022, preceding the 2024 update to the Southern York County Regional Comprehensive Plan. The update identified nine (9) roadway and transportation improvements, six (6) greenways, trails, and links updates, and two (2) additional trailhead and/or parking locations.

The Southern York County Region does not currently have an Active Transportation Plan or ATP.



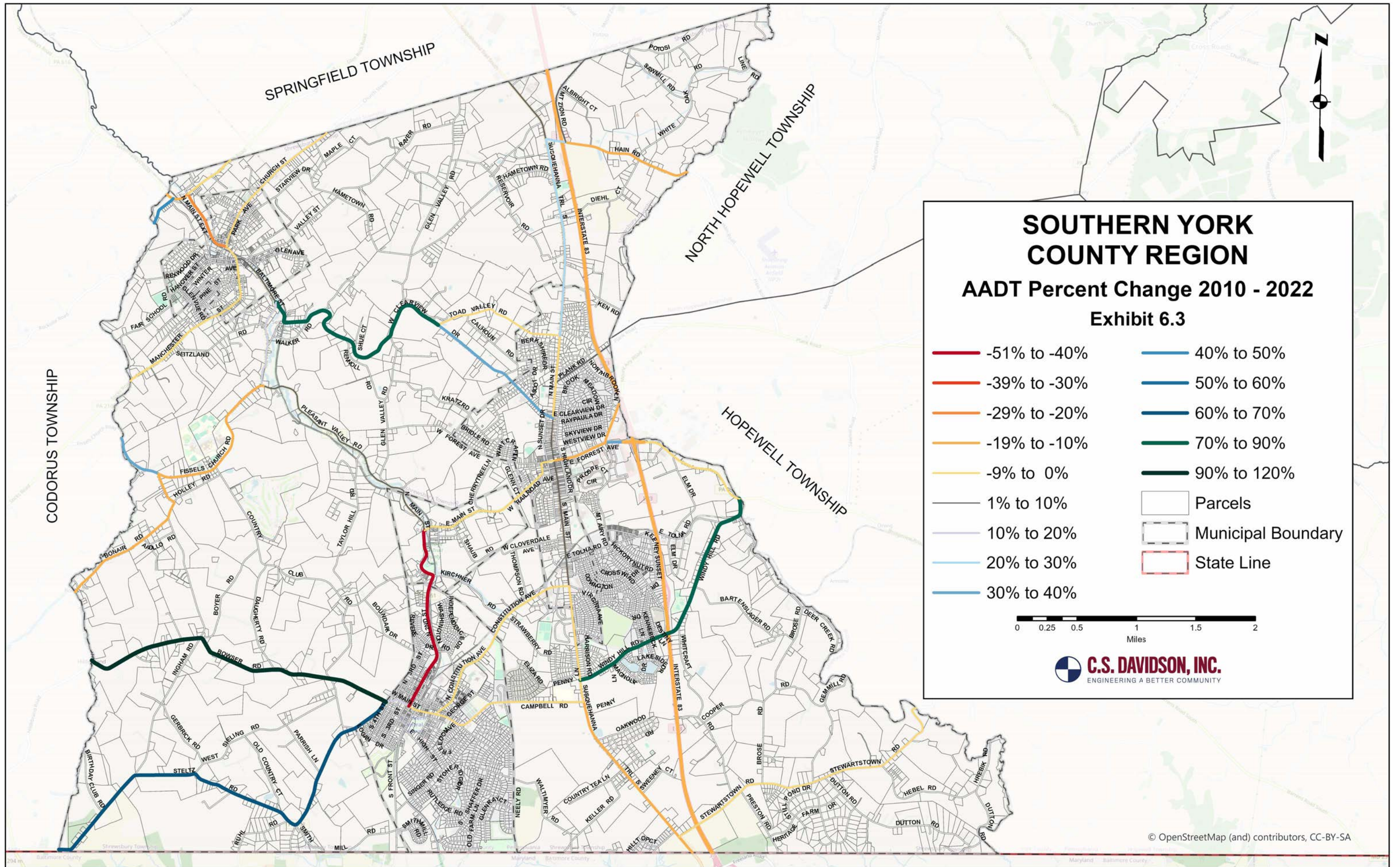


SOUTHERN YORK COUNTY REGION

2022 Average Daily Traffic Volume Exhibit 6.2

- 3 - 500
 - 501 - 1,000
 - 1,001 - 2,500
 - 2,501 - 5,000
 - 5,001 - 7,500
 - 7,501 - 10,000
 - 10,001 - 15,000
 - 15,001 - 20,000
 - Parcels
 - Municipal Boundary
 - State Line
- 0 0.25 0.5 1 1.5 2
Miles





7. Community Facilities and Services

Community facilities and public services are indicators of a community's livability. Properly maintained community facilities and quality public services serve residents by protecting their welfare and promoting their social, cultural, and physical well-being. Community facilities and public services are key to achieving appealing and organized future development.

Generally, community facilities and public services include public schools, police and fire protection, and recreational facilities. While the quality and quantity of services provided are of prime concern to the community's existing residents, they are of equal importance to prospective residents and businesses that may be considering locating within the Township.

The purpose of this section is to inventory and analyze the existing community facilities within the Southern York County Region concerning their adequacy or level of service, which can directly influence development. This data will then be used for the Region's Community Facilities Plan.

Community facilities and services can often prove quite expensive. Therefore, it should be recognized that, through coordination among agencies and with adjacent municipalities, the cooperative provision of community facilities can often be arranged with mutual benefits.

Public Education

A high-quality education is a widely held objective for most of our society. Historically, school districts have forecast short-term future demands for school facilities, enabling them to program additional building expansion, construction, consolidations, and closures to meet forecasted demands. School district planning can have a direct effect on, as well as be affected by, the land use activities within an area. For instance, new or expanded schools may generate increased nearby residential development, and school closures may contribute to the de-population of communities. At the same time, long-range municipal land use planning may designate new growth areas at some distance from existing or planned school facilities. These issues underlie the importance of coordinating school district and municipal comprehensive planning processes to ensure that existing and future schools and planned community growth occur hand-in-hand.

The Southern York County School District serves the Southern York County Region, which also includes neighboring Codorus Township and a portion of Hopewell Township.

The following grade format has been used since the 1998-99 school year:

Elementary School	K - 6
Middle School	7 – 8
High School	9 – 12

In addition to the usual academic curricula, the School District provides facilities, programs, and services for its special needs students.

There are a total of six (6) schools within the Southern York County School District:

- Friendship Elementary – Codorus Township.
- Shrewsbury Elementary – Shrewsbury Borough; Shrewsbury Township.
- Southern Elementary – Shrewsbury Township.
- Southern Middle – Shrewsbury Township.

- Susquehannock High – Shrewsbury Township; and
- Southern York Digital Academy – Not Applicable.

The following describes the service areas for the respective elementary schools:

- Friendship Elementary – Codorus Township, Glen Rock Borough, New Freedom Borough, and northwest Shrewsbury Township
- Shrewsbury Elementary – New Freedom Borough, Railroad Borough, and central Shrewsbury Township
- Southern Elementary – Shrewsbury Borough and southeast Shrewsbury Township

Friendship Elementary and Shrewsbury Elementary each consist of one (1) school building, located on the east and west sides of the district, respectively. Southern Elementary, Southern Middle, Susquehannock High, and the District’s Warriors Stadium are located at the district’s central campus in Shrewsbury Township.

Table 58 below details each school within the Southern York County School District.

Table 58: Southern York County School District Sites				
School Name	Year Built	Renovation Dates	Site Size (acres)	Grades Housed
Friendship Elementary	1958	1990	22	K – 6
Shrewsbury Elementary	1998	N/A	37	K – 6
Southern Elementary	1972	1999	93.5*	K – 6
Southern Middle	1967	1999	93.5*	7 – 8
Susquehannock High	1952	1958, 1975, 1987, 2002	93.5*	9 – 12

*Located at one site
Source: C.S. Davidson, Inc.

Table 59: Southern York County School District Enrollment

School Name	2006-07 Enrollment	2021-22 Enrollment	% Change in Enrollment
Friendship Elementary	420	404	-3.8%
Shrewsbury Elementary	615	497	-19.2%
Southern Elementary	597	527	-11.7%
Southern Middle	494	470	-4.9%
Susquehannock High	1,128	964	-14.5%
<i>Total (All Schools)</i>	<i>3,254</i>	<i>2,862</i>	<i>-12.1%</i>

Source:

In addition to the five (5) sites identified above, the School District recently created the Southern York Digital Academy. The Digital Academy is a cyber charter school that provides a digital educational option to any student within the district.

As shown in the table, enrollment district-wide has decreased since 2006/2007.

In addition to the COVID-19 Pandemic, which decreased enrollment for schools across the U.S., the Southern York School District likely saw a decrease in school enrollment due to the Region's aging population. The percentage of the Region's population 18 years and under has continued to decrease since the year 2000, from 29.2% to 25.2% in 2020.

Capacity

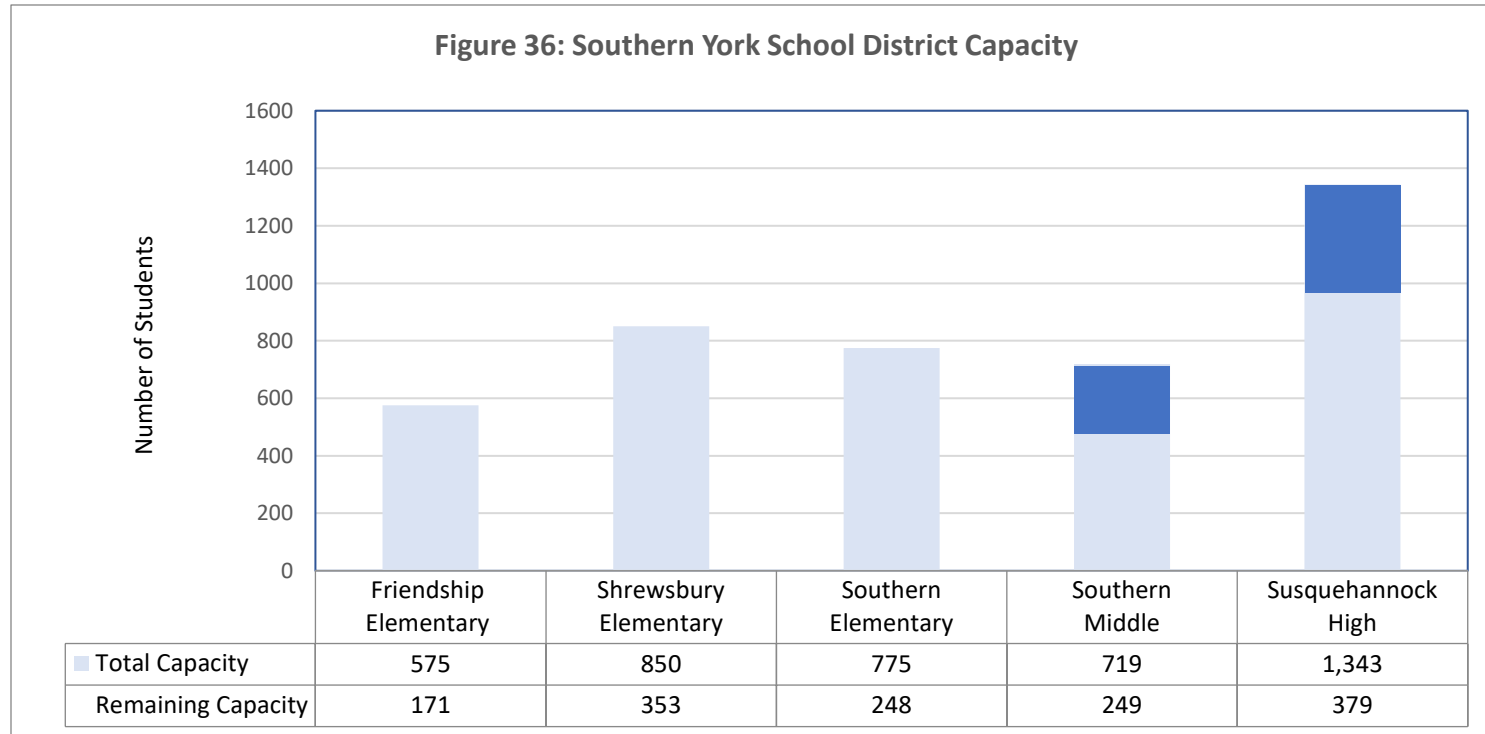


Figure 36 details enrollment and capacity for each of the district’s facilities. As shown, each of the five (5) facilities is currently operating below capacity.

Overall, the Southern School District was at 67.2% capacity during the 2021-2022 school year.

Currently, the District has the capacity to hold 4,262 students. With an average of 1.94 children per family across the U.S., according to the U.S. Census Bureau, this sets the district’s service capacity at 2,196 families. The total remaining capacity for the School District is 722 additional families.

As outlined in the Housing Affordability and Fair Housing sections, the Southern York County Region is projected to need 725 new housing units by 2030 to fulfill the needs of its growing population. The district may need to explore additional student capacity post-2030.

Future School District Development

Since 1960, Shrewsbury Borough and Township have experienced substantial growth. While the Borough's population has begun to level off, the Township has additional growth potential. Shrewsbury Township has and intends to continue to direct the bulk of its future growth adjacent to Glen Rock, New Freedom, Shrewsbury, and Railroad Boroughs and discourage growth in the more rural parts of the Township. Thus, any future school sites should be directed to be in close proximity to the Region's population centers to best serve area students.

The School District owns approximately 200 acres of "greenfield" property in Shrewsbury Township, adjacent to New Freedom Borough. Currently, there is no planned use of this site. The site has been placed on the Township's Official Map Ordinance to ensure the property, regardless of ownership, remains within the public domain.

There is no anticipated major building construction at any of the existing school sites for the short-term future.

Police Protection

Police Protection is an obvious public service that benefits residents and businesses. The traditional role of the police involves three (3) functions: law enforcement, maintaining order, and community service. Law enforcement involves the application of legal sanctions, usually arrest, to persons who injure or deprive others of life or property. Maintaining order involves the handling of disputes, or of behavior that threatens to produce disputes. The third aspect of the police function, and the one most likely to occupy the major portion of an officer's time, varies from community to community according to tradition and local ordinances. These activities include such tasks as traffic control, rescue operations, animal control, and ambulance and first-aid services.

Police protection in the Southern York County Region is provided by a mix of Regional and State police coverage. In addition, all emergency police calls are dispatched through the York County "911" Communications Center. Exhibit 7.1 identifies police coverage throughout the region.

Southern York Regional Police Department

The Southern York Regional Police Department (SYRPD) provides full services to Shrewsbury, New Freedom, and Stewartstown Boroughs; full-time School Resource Officer services are provided to the Southern York County and Southeastern School Districts. Limited police services are also provided to Railroad Borough. In 2024, Glen Rock Borough placed a cap on the services provided to the Borough by SYRPD and no longer has representation on the SYRP Commission.

Police services are provided via an intergovernmental agreement and administered by the Southern York Regional Police Commission. The commission currently comprises two (2) members each from Shrewsbury Borough, New Freedom Borough, and Stewartstown Borough.

The Department is presently housed at 47 E High Street in the Borough of New Freedom.

The SYRPD consists of six (6) divisions: Patrol, Bike Patrol, Criminal Investigation, Motorcycle, Special Services, and K-9.

The Patrol Division is the backbone of the police department. The Patrol Division is responsible for providing 24-hour police protection to those areas covered by the SYRPD; all calls for service, crimes in progress, crime reporting, and general motor, and foot patrols are handled by the Patrol Division. In addition, each of the patrol units is equipped with in-vehicle computers, as well as other types of police equipment that allows the officers to provide modern police service to the public.



Community Profile

Training is one of the police department's most important functions besides providing police service; officers attend over 4,000 hours of police training annually as a group. SYRPD also provides fingerprinting, accident reports, local agency background checks, prescription drug disposal, and a safe exchange zone.

The SYRPD Chief of Police will be retiring within the next several years and leadership succession is an ongoing conversation with the commission. Additionally, Glen Rock Borough will be capping its service subscription at \$300,000 per year, due to rising service costs. New Freedom Borough reported an 11% increase in its policing budget. These changes were captured in a revised Intergovernmental Agreement executed in 2024.

Pennsylvania State Police

The Pennsylvania State Police serves many municipalities within York County. Specifically, within the Southern York County Region, it offers principal coverage for Shrewsbury Township. Upon request, service is provided to Glen Rock, New Freedom, Railroad, and Shrewsbury Boroughs.

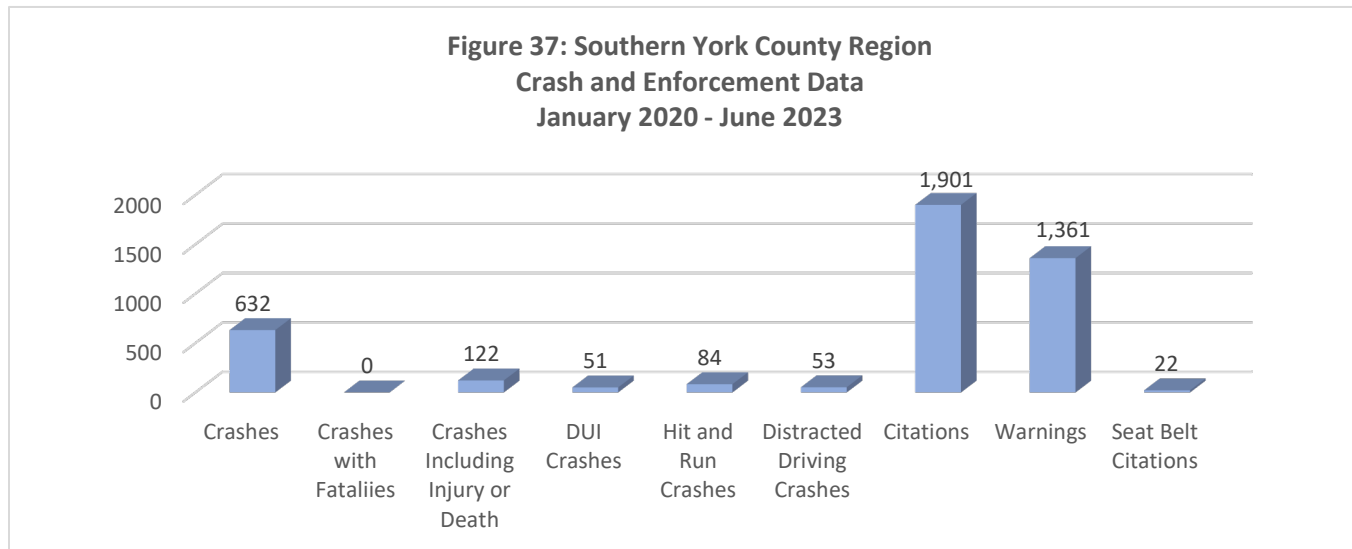
Within the Southern York County Region, manpower assignments generally provide for one (1) or two (2) vehicles with one (1) officer per vehicle during daytime and evening shifts. Overnight, there is usually one (1) vehicle with two (2) officers on patrol. These patrol assignments are subject to ongoing adjustment depending upon the number of officers available for patrol versus those who are appearing in court or responding to some "special" circumstance. Manpower needs are assessed regularly by the Pennsylvania State Police Department, using a complex equation that considers demographics, geography, crime patterns, statistics, and other factors.

Emergency response times generally do not exceed ten (10) minutes for emergency calls. Other local police departments, as well as the local fire and ambulance companies, cooperate highly. The Loganville station, from which the State Police operate, is modern and fully equipped.

The State Police appear to have the necessary manpower and resources to adequately serve the Region's needs in the near term. As they did in 2009, the State Police continue to urge residents to assist police efforts by being vigilant and observant and reporting suspicious behavior and activities when encountered.

State Police Regional Data

The Pennsylvania State Police offer a Community Access to Information Dashboard (CAID), which can be found by accessing their website at <https://reports.py.pa.gov/psp/powerbiui>. Figure 37, below, identifies crash and enforcement data for the entire Southern York County Region from January 2020 through June 2023.

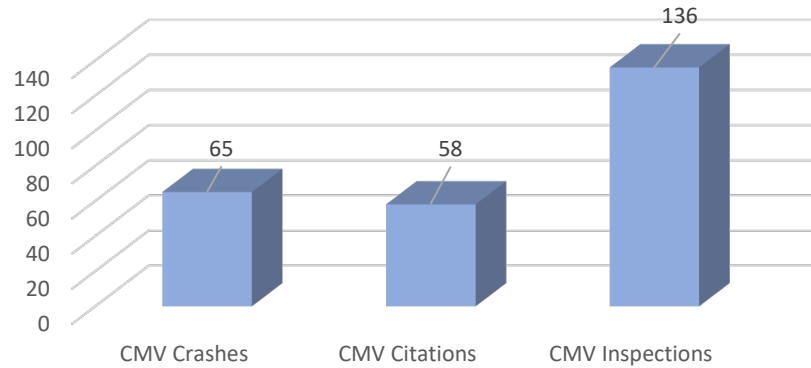


Overall, crashes in the Region range from month to month, with the average being 15.1 crashes per month. The peak was October 2022, with 27 crashes. Out of the 632 total crashes, 122 (19.3%) included an injury or death.

The top five (5) common crash-cause factors included:

- Driving Too Fast for Conditions (94)
- Other Improper Driving Actions (41)
- Affected By Physical Condition (35)
- Careless Passing or Lane Change (27)
- Deer in Roadway (26)

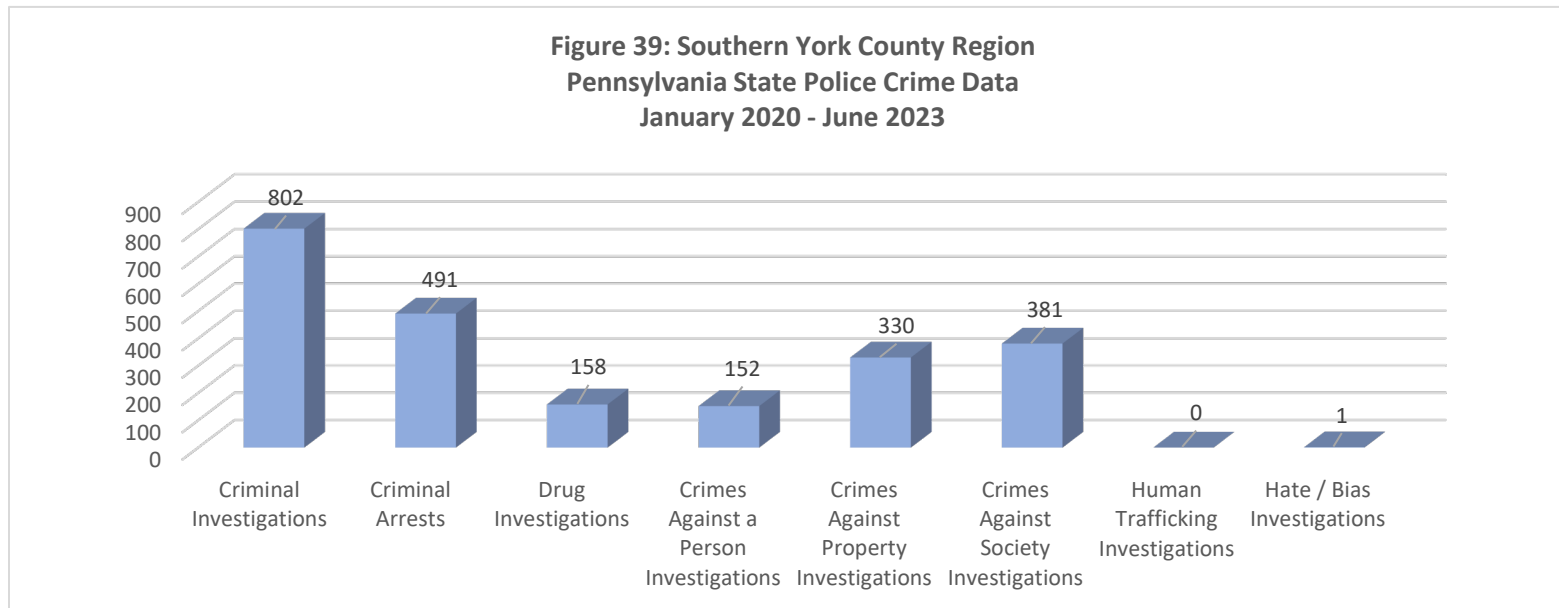
**Figure 38: Southern York County Crash and Enforcement Data
January 2020 - June 2023**



Relevant Commercial Motor Vehicle (CMV) information is identified for the Region in Figure 38 above. Commercial Motor Vehicle crashes peaked in September of 2022, with a total of five (5) crashes in the month. The citations and inspections both peaked in April of 2023, with a peak in August 2021 for citations as well.

Community Profile

The CAID also provides data pertaining to Criminal Investigations, Criminal Arrests, and Drug Investigations. Figure 39 further details specific types of crime data tracked for the Region from January 2020 through June 2023, with the criteria defined below.



- Crimes Against a Person Offenses: Robbery, Sex Offences, Kidnapping, Homicide, Assault, Trespass, and Other
- Crimes Against Property Offenses: Burglary, Theft, Fraud / Forgery, Arson, and Other
- Crimes Against Society Offenses: DUI, Drug Offences, Firearm / Weapon, Crime of Nuisance, Pornography / Prostitution, Gambling Offenses, Megan's Law Violations, and Other
- Hate / Bias Offenses: Race, Ethnicity, or Ancestry, Religion, Sexual Orientation, Disability, Gender Identity, Gender

Future Regional Police Protection

As previously noted, Glen Rock, Railroad, and Shrewsbury Boroughs currently support and subscribe to the services of the Southern Regional Police Department. Presently, Shrewsbury Township continues to use the Pennsylvania State Police for primary police services. For the foreseeable future, Shrewsbury Township does not propose to acquire regional police protection.

Fire Protection

Fire protection is a basic public safety service that is important to the Region. Obviously, fire prevention is intended to minimize the loss of life and property due to fire and related hazards. The level of fire protection a community offers also affects the rate at which area residents and business owners must pay for fire insurance. Three (3) separate fire companies have first-call responsibilities within the Southern York County Region and other adjoining municipalities. Exhibit 7.2 Fire Service Area depicts these respective service areas. In addition to being responsible for their primary service areas, these companies provide reciprocal mutual aid assistance to each other and to other surrounding companies as needed. Likewise, neighboring volunteer fire companies (Loganville, North Hopewell, and Eureka) provide mutual aid assistance to the Region. Mutual aid assistance enables neighboring fire departments to supplement manpower and equipment and thereby respond more effectively to multiple or major calls.

The following table summarizes the first-due fire protection services within the Region.

Table 60: Summary of Fire Protection Services

	Fire Company		
	Glen Rock Hose & Ladder	Rose No. 1	Shrewsbury Volunteer Fire Company
First Due Areas Within the Region		New Freedom Borough, Shrewsbury Township, Railroad Borough	Shrewsbury Borough, Shrewsbury Township (including I-83), Railroad Borough (north of Spruce Road)
Station Locations Within the Region	15 – 17 Hanover Street Glen Rock Borough	200 E Main Street New Freedom Borough	21 W Forrest Avenue Shrewsbury Borough
No. of Members	94	67	58
Listing of Major Firefighting Equipment	Service 59 Engine 59 -1 Tanker 59 Boat 59	Engine 58-1: 2007 Seagrave Engine 58-2: 1995 KME Truck 58: 2000 E-One Car 58	Heavy Rescue 61: 2003 Spartan Engine 61-1: 2007 Spartan Engine 61-2: 1994 Spartan Brush 61: 2001 Ford Super Duty F-450
Source: C.S. Davidson, Inc.			

Across South Central Pennsylvania, volunteer fire departments are experiencing increasing call volumes and decreasing financial resources. Each of the municipalities within the Southern York County Region participates in financial incentives to encourage volunteer participation, including a \$500 earned income tax credit and a 100% refund of municipal property taxes. In addition, each municipality has a fire equipment /firehouse tax, which varies from 0.07 to 0.4 mills. The mix of funding and incentives have led to an increase in volunteers in Shrewsbury Borough.

Figure 39
Rose No. 1 Volunteer Fire Department

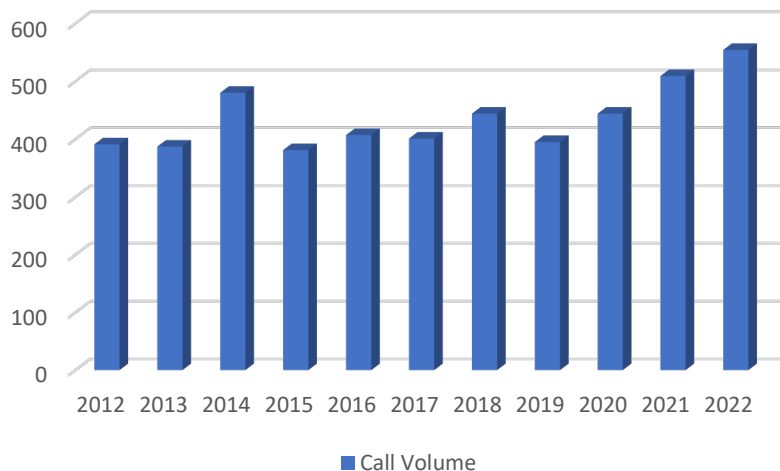
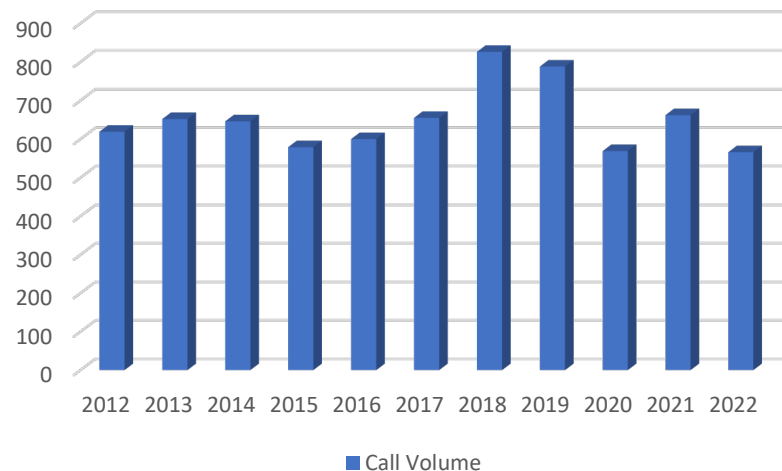


Figure 40
Shrewsbury Volunteer Fire Department



The region is currently in the process of conducting a Peer-to-Peer Review of Fire Protection Services. Though the study has yet to be finalized it has identified the following issues and concerns:

- **Water Shortages for Fire Fighting Activities** - Firefighting activities require a water source, either from a hydrant, a dry hydrant, or a pond, lake, or stream. Dry hydrants are essentially pumps connecting to a pond or lake in which water can be accessed. The identification of ponds and streams within the Township is critical to ensuring appropriate access to water for firefighting activities. Additionally, due to small line sizes, certain hydrants are better suited to filling the tanker truck than others. Much of this information is institutional and known by active members of the various volunteer fire companies, but not formally identified.
- **Limitations of Local Roads**—Height, width, and weight limits on roadways, tunnels, and bridges can result in detours that impact response times and/or damage apparatus.

Community Profile

- Angle of Approach/Departure – Due to the increasing sizes of fire apparatus, specifically the length of the truck or tanker, certain roadways are impassible and require a detour because of their vertical curvature.
- Private Accesses – Private access drives, specifically those with a bridge or culvert, which are not routinely inspected or maintained, create a significant danger to volunteers and apparatus should the private access point fail.
- Creation of a Regional Fire Company with paid staff.
- Creation of a Regional Comprehensive Community Risk Reduction Plan
- A New Regional Fire and EMS Station in partnership with the Region’s Fire and EMS services as well as Loganville and Jacobus Boroughs. A potential location could be at the intersection of the Susquehanna Trail and State Route 0216 because of its central location, access to Interstate I-83, and availability of land.
- A Lack of Volunteers - A trend that has continued since the adoption of the 2000 Plan is declining manpower (volunteers) and increasing call volume. Fire companies are finding it much more difficult to recruit volunteers, partially due to the time commitment and increased training requirements mandated by national standards. This is a major concern as the population of the Region continues to increase and more land becomes developed. Another serious issue facing fire companies in the Region is that fundraising has become inefficient. The cost of running fundraising events has increased, thus making it harder to maintain a good profit margin. Simultaneously, the prices of equipment have risen tremendously; today, the cost to outfit a firefighter is nearly \$9,000/person (according to the International Association of Fire Chiefs).

Looking to the future, the fire companies identified the need for the following initiatives to be given consideration as support for their efforts:

- With the increased call volume each year, hiring a regional staff to organize operations could prove to be beneficial.
- Financial incentives, such as tax breaks, pension plans, or gas vouchers, to aid in the recruitment and retention of volunteer firefighters need to be developed and supported by the served municipalities. At some point, consideration may need to be given to having some paid firefighters.

- Shrewsbury Volunteer Fire Department could use a Chase Vehicle to supplement ambulance coverage provided by Rose Ambulance. This was completed in 2024.

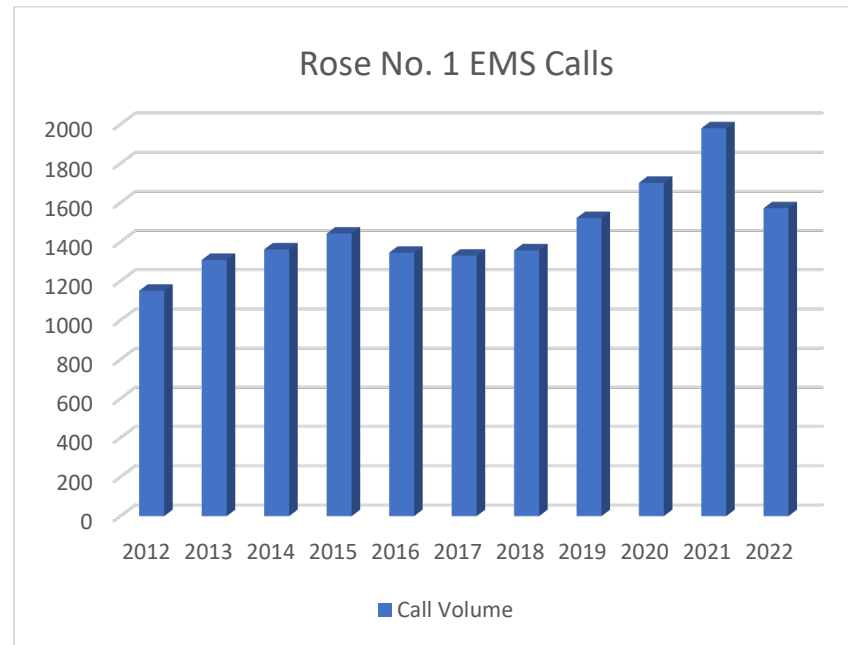
Ambulance Service

Ambulance service is an obvious lifesaving benefit. Emergency ambulance service involves picking up patients at the scene of an accident or other medical emergency and transporting them to local medical care facilities for treatment, i.e. paratransit.

The Southern York County Region is served by two (2) ambulance companies whose facilities and service areas are illustrated in Exhibit 7.3 Ambulance Service Area. The Glen Rock Ambulance Company provides service to Glen Rock Borough, the northern part of Shrewsbury Township, and parts of adjacent municipalities. The Rose of New Freedom Ambulance Company provides service to Railroad and Shrewsbury Boroughs, the southern part of Shrewsbury Township, and all or parts of adjacent municipalities.

The following table summarizes ambulance service within the Region.

Table 61: Summary of Ambulance Services		
	Ambulance Company	
	Glen Rock Ambulance Club	Rose No. 1
First Due Areas Within the Region	Glen Rock Borough, Shrewsbury Township	New Freedom Borough, Shrewsbury Township, Railroad Borough
Station Location Within the Region	59 Water Street Glen Rock Borough	200 E Main Street New Freedom Borough
No. of Members		
Major Equipment	59-1: 2015 Chevrolet 4x4 Medix Ambulance 59-1: 2003 Chevrolet PL Custom Ambulance 59-2: 2006 GMC Braun EMS Car 59: 2004 Chevrolet Suburban	Ambulance / MICU 58-1 Ambulance / MICU 58-2
Source: C.S. Davidson, Inc.		



Response time is an important indicator of emergency service effectiveness. York County operates a 911 Central Emergency Communication Dispatch System. Under established guidelines, the first-due ambulance company must have a vehicle on the street within six (6) minutes of the initial call. If the first-due ambulance cannot meet its six (6)-minute deadline, the second-due ambulance is dispatched.

As can be seen from the above table and graphs, the Glen Rock Ambulance Club calls have been steadily increasing since 2003, most likely due to residential growth in the service area. Rose of New Freedom saw a steady incline of ambulance responses through 2021 and, in the past year, have seen a slight decline.

Ambulance companies share many of the same concerns that volunteer fire companies have regarding access to trained professionals and adequate funding. Ambulance companies typically operate utilizing income from annual membership fees and insurance company reimbursements. However, insurance company reimbursements are sent directly to the insured and not the EMS organization, and an increasing number of reimbursements are not sent along to the actual provider of the service.

An August 2023 study from the Pennsylvania Governor’s Center for Local Government Services by Jessica Barto titled *Emergency Medical Services Study* aimed to better understand these services in South York County, PA. This study analyzed local municipalities’ contributions to the local EEMS (Emergency Medical Services) organizations.

Recommendations of the Emergency Medical Services Study (2023)

1. Merge of Rose Ambulance and Glen Rock EMS to one entity. This will increase response time and provide financial benefits.
2. Internal studies to plan ambulance crew shifts more efficiently.
3. EMT-A providers up to full status.
4. Glen Rock to set up a training center to host free classes.
5. Increases in pay to \$18/hour for EMTs (Emergency Medical Technicians), and \$27/hour for Paramedics with the addition of an EMT-A role at \$21/hour.
6. Institution of 0.5 mil real estate tax to contribute to EMS specifically.

Recreation

Quality of life is an essential factor in attracting and retaining both citizens and businesses. Parks and recreation opportunities help to define a community’s quality of life.

Below is a complete inventory of the Region’s existing recreational facilities and Exhibit 7.4 Recreation, Trails, and Greenways details the location of each facility within the region.

Table 62: Southern York County Region Recreation Facilities				
Park	Acres	Municipality	Characteristics/ Facilities	Park Type
Glen Rock Park - 5400 Fair School Road	11.98	Glen Rock Borough	Walking paths, playground, basketball and tennis courts, restroom facilities, dog park, athletic fields (baseball, basketball, and tennis), 60-person pavilion	Community Park
Marge Goodfellow Park – School Alley	8.39	New Freedom Borough	Athletic fields, tennis courts, basketball courts, playground equipment	Community Park

Community Profile

Arlington Ernst Park – 1999 Orwig Road	19.0	New Freedom Borough	Walking trails, picnic areas	Community Park
Wethersfield Soccer Fields – 8287 Miller Park Drive	22.24	New Freedom Borough	Soccer fields	Community Park
Smith Woods – 150 E Main Street	4.6	New Freedom Borough	Picnic/barbecue area	Neighborhood Park
Veterans Memorial Park* – 72 N Shaffer Drive	3.86	New Freedom Borough	Baseball field, concession stand, picnic pavilion	Neighborhood Park
The Coop Baseball Field* – 72 N Coop Road	3.86	New Freedom Borough	Softball diamond, pavilion, exercise stations	Neighborhood Park
Freedom Green Intersection of Main Street and Front Street	0.67	New Freedom Borough	Benches, pavilion	Neighborhood Park
Quail Ridge Along Heritage Rail Trail (at Orwig Road)	1.95	New Freedom Borough	Picnic tables	Neighborhood Park
Bunker Hill (Joan Davis Community Park) Bunker Hill Court	1.38	New Freedom Borough	Playground facilities, volleyball net	Pocket Park
Railroad Park 85-99 S Main Street	5.39	Railroad Borough	Ball fields, playground, walking trail, pavilion	Neighborhood Park
Charles Sweeny Memorial Park 21-99 Playground Avenue	8.0	Shrewsbury Borough	Baseball field, basketball court, Ga-Ga Pit, pickleball court, sand pit, pavilion	Neighborhood Park

Community Profile

Hametown Park 12341 Susquehanna Trail S	4.5	Shrewsbury Township	Soccer field, baseball field, sand volleyball court, playground, pavilion, picnic tables	Community Park*
Miller Family Park 8287 Miller Park Drive	22.24	Shrewsbury Township	All-purpose fields (3), sand volleyball courts (2), walking trails, pavilion	Community Park
Windy Hill Park 1118 Windy Hill Road	12.52	Shrewsbury Township	Baseball fields (3), youth and tot playground, gravel walking trails	Community Park
Strawberry Field Ball Park 20 Lennon Lane	8.36	Shrewsbury Township	Baseball field, play area, nature trail	Neighborhood Park
99 Strassburg Circle	1.85	Shrewsbury Township	Open grass area	Pocket Park
Winchester Park 19 Winchester Road	0.45	Shrewsbury Township	Tot playground, half-court basketball court, picnic tables	Pocket Park
Fielding Manor Neighborhood Park – Fielding Court	0.83	Shrewsbury Township	Open grass area	Pocket Park
Total (19)	142.44 Acres			

There are various leagues that utilize the region's athletic fields, which include the Southern York County Warriors, Mason Dixon Soccer, and Warrior Lacrosse. Field scheduling is currently managed by a volunteer. The Peer-to-Peer Recreational Programming and Regionalization Study for New Freedom Borough and Shrewsbury Township provides a complete list of organizations utilizing the Region's athletic fields and can be found in this document's appendix.

Shrewsbury Township is negotiating to purchase an additional 13 acres from the farm adjoining Miller Park. The sale of the land will be completed in 2025.

Level of Service

There are no nationally accepted standards for determining the ideal level of service (LOS) for parks, indoor recreation, athletic fields, trails, and other related facilities. The last set of national guidelines published by the National Recreation and Park Association (NRPA) in 1996 encouraged communities to develop their own LOS standards rather than rely on any national standards.⁷

Instead, there exists a suite of common metrics with which to choose to gauge a municipality's parks and recreation LOS.

The choice of which metrics to use depends upon the character, size, and type of jurisdiction providing those services.

The common metrics used to gauge parks and recreation levels of service include:

- Acres per capita
- Facilities per capita
- Building square footage per capita
- Access distance/time (bike, ped, car, transit)
- Quality of facilities and experience
- Operating expenditure per acre managed
- Operating expenditures per capita
- Revenue per capita
- Revenue as a percentage of operating costs

The metrics most appropriate for the region to utilize in setting a baseline of parks and recreation level of service are most likely to be acres per capita, access distance/time, quality of experience, and operating expenditures per capita.

Acres Per Capita

The “acres of parkland per one thousand (1,000) residents” metric is the most common technique for determining whether a community has enough land dedicated to recreation. This is also known as the “Acreage LOS”. There is no standard Acreage LOS; rather, communities use this as a benchmark to maintain this standard over time.

⁷ David Barth, PHD, AICP. “Alternatives for Determining Parks and Recreation Level of Service” American Planning Association, PAS Memo May/June 2016.

Community Profile

It is important to note that Acreage LOS does not speak toward the equitable distribution of recreation areas. The most common equation used is ten (10) acres per one thousand (1,000) residents with a regional population of 17,902 this would equate to a total need of 179 acres of dedicated recreation space. According to the table above, the region has a total of 142.4 acres of recreation area which is approximately 37 acres short of the recommended acres per capita.

Access Distance/Time within a 10-Minute Walk

The Access LOS is expressed as the distance, or amount of time, a resident or visitor must travel to a park or facility. As with the Acreage LOS, there is no accepted standard, however, the PA Statewide Comprehensive Outdoor Recreation Plan promotes a “Recreation for All” concept.

Recreation for All prioritizes creating greater opportunities for close-to-home recreation, within a ten (10)-minute walk. Additionally, PA’s Department of Conservation and Natural Resources (DCNR) has prioritized grant funding for recreation projects that will increase access to local recreation within a ten (10)-minute walk.

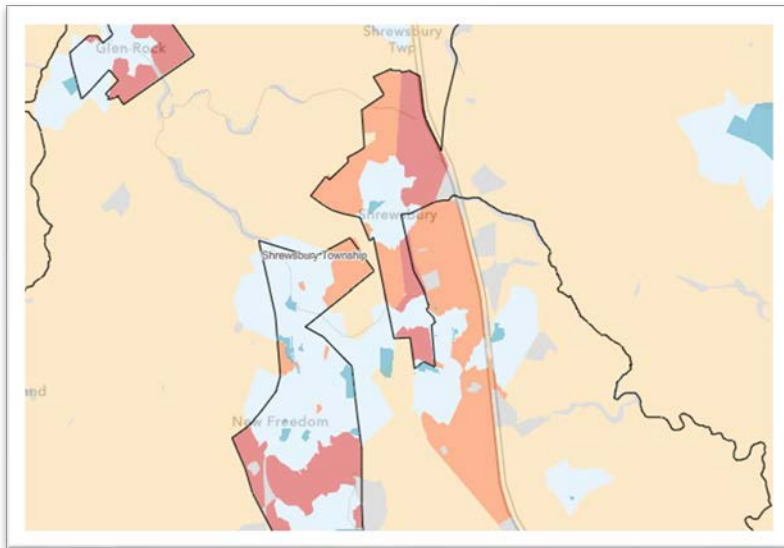


Figure 41 10-Minute Walk to Recreation, Southern York County Region, DCNR Outdoor Recreation Access in Pennsylvania

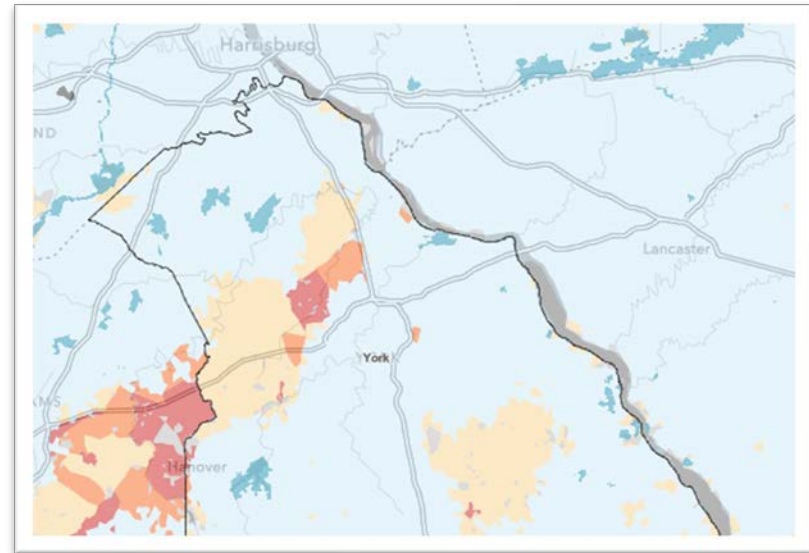


Figure 42 10-Minute Drive to Trails, York County, DCNR Outdoor Recreation Access in Pennsylvania

Operating Expenditures per Acre Managed

Operating expenditures include all costs to provide parks and recreation services to the community, including personnel salaries, benefits, utilities, equipment, and materials. Operating expenses vary widely between communities due to differences in parks and recreation facility standards, types of equipment, repair and replacement schedules, types and topography of parkland, degree of maintenance required, levels of use, and other variables.

Quality of Facilities and Experience

Quality LOS standards measure whether parks and recreation facilities meet the design and maintenance criteria established by the local community. Even though a community may be meeting its acreage, facilities, and access LOS standards, it may not be meeting residents' needs if it provides poorly designed or maintained facilities.

Very few communities have established Quality LOS standards for their parks and recreation facilities. Again, each community should develop its quality criteria based on community values and priorities. Typical Quality LOS criteria may include the quality of construction materials, the frequency of maintenance, safety inspections, aesthetics, multimodal access, cleanliness, or others.

The Region has not identified any qualitative or quantitative metrics with which to track facility conditions and user experience. However, a community survey was conducted as part of the New Freedom Borough and Shrewsbury Township Peer-to-Peer Recreation Survey, relevant resident feedback regarding the provision of recreation services has been provided below.

Top five (5) recreation activities:

- Walking
- Hiking
- Biking
- Soccer
- Playground

Top three (3) program areas:

- Adult Activities
- Special Events
- Concerts

Greenways, Trails, and Links

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features and link nature reserves, parks, cultural features, and historic sites with each other and with population areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding, or other forms of recreation or transportation. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife. (Benefits of Trails and Greenways, The Trails and Greenways Clearing House, Washington DC, www.trailsandgreenways.org).

Trails and greenways positively impact communities by providing the following benefits:

- Preserving and creating open space
- Encouraging physical fitness
- Creating new opportunities for outdoor recreation and non-motorized transportation
- Strengthening local economies
- Protecting the environment
- Preserving culturally and historically valuable areas

Existing Greenways and Trails

- York County Heritage Rail Trail

In 1990, York County purchased the 18-mile Northern Central Railroad corridor right-of-way between the City of York and New Freedom Borough and established the York County Heritage Rail Trail Authority, responsible for the construction and operation of the York County Heritage Rail Trail. This public trail, now completed, passes through the center of Shrewsbury Township. The trail is an extension of a rail trail in Maryland and continues from the Pennsylvania border to Ashland, north of Baltimore.

- Stewartstown Railroad Company

The Stewartstown Railroad Company maintains a 7.2-mile length of track between Stewartstown and New Freedom Borough. While the train currently stops at Tolna Road, the tracks continue into New Freedom Borough.

Proposed Trails

The Shrewsbury Township Official Map Ordinance has identified a series of pedestrian and bicycle trails intended to connect the region's most heavily populated areas to existing recreation areas and the York County Heritage Rail Trail. Those segments are as follows, and as shown in Exhibit 7.4 Recreation, Trails, and Greenways.

- Elm Drive to Windy Hill Park
- Windy Hill Park to Strawberry Field Ball Park and along Windy Hill Road to Strawberry Field Ball Park
- Strawberry Field Ball Park to Miller Family Park
- Miller Family Park to Weatherfield Soccer Fields
- Weatherfield Soccer Fields to Marge Goodfellow Park and the York County Heritage Rail Trail
- York County Heritage Rail to Smith Mill Road

Proposed Greenways

- Potosi Road Greenway, Springfield Township

As shown on the Springfield Township Official Map Ordinance, Potosi Road could provide reasonably direct access to Spring Valley County Park by designating a greenway along Potosi Road and Park Road. The relatively undeveloped area would connect to the Glen Valley Road Greenway via the upper reaches of Seaks Run.

- Glen Valley Road Greenway

As shown on the Springfield Township Official Map Ordinance, Exit No. 8 of Interstate 83 is located approximately midway between Spring Valley County Park to the east, and the York County Heritage Rail Trail to the west. The Glen Valley Road Greenway will provide a means of circulation between these county facilities. It extends South into Shrewsbury Township and connects Glen Rock Borough to the Glen Valley Road Greenway and, ultimately, Spring Valley County Park.

- Sawmill Road/ White Oak Road Greenway

As shown on the Shrewsbury Township Official Map Ordinance, Sawmill Road and White Oak Road also provide access to Spring Valley County Park in Shrewsbury Township. The Sawmill Road/White Oak Road Greenway will connect to the Potosi Road Greenway and provide a looped greenway back to Spring Valley County Park along with the East Branch of the Codorus Creek.

Future Trailhead Locations

Finally, the continued success of the Heritage Rail Trail and potential linkage utilizing the Stewartstown rail line will inevitably bring more trail users into the area. Two additional trailhead and/or parking locations have been proposed for implementation should the need arise due to increased usage and overcrowding. One (1) trailhead is suggested to be located north of Glen Rock Borough, east along the Heritage Rail Trail, and the other is to be located along Tolna Road, east of the underpass of I-83 along the Stewartstown rail line.

Proposed Recreation Expansions

- Southern York Recreation Complex Expansion

The Southern York Recreation Complex Master Plan, dated 2002, suggests expanding the existing complex, and therefore, Parcel # 45-BI-0002. Approximately 13.5 acres of land situated between the existing park complex and Strawberry Road (T-410) is designated on the Official Map Ordinance as potential site for the proposed future expansion.

- Windy Hill Park Expansion

The following parcels have been identified for a potential expansion of the recreation facilities at Windy Hill Park:

- 45-BJ-0032.A – 1028 Windy Hill Road
- 45-BJ-0031 – 978 Windy Hill Road
- 45-BJ-0029 – 944 Windy Hill Road

- Southern York County School District, 195 Acres on Bowser Road

This parcel is a large undeveloped tract currently owned by the Southern York County School District. The Township has identified parcel # 45-BI-0150 on the Official Map Ordinance for preservation and open space purposes.



Community Profile

Municipal Government

This section provides a description of the local government structure and function in the Region’s five (5) municipalities. The role of local officials, boards, commissions, authorities, committees, and staff are set forth to provide an understanding of the hierarchy of local decision-making, input into these decisions, and the role of citizen involvement.

Shrewsbury Township

The Township’s administrative offices are located at 12341 Susquehanna Trail S, Glen Rock, PA 17327.

Township Government

- Board of Supervisors – Is responsible for all legislative and financial functions of the Township. The five (5) members, elected at-large to serve staggered, six (6)-year terms, meet the first Wednesday of each month at 7:00 p.m. The meetings are advertised and open to the public.
- Zoning Hearing Board – Acts on special exceptions, variances, and interpretations of the Zoning Ordinance. The four (4) member, Board of Supervisors-appointed body, which serves staggered, three (3)-year terms, meets on an as-needed basis. The meetings are advertised and open to the public.

Township Administration

The Township employs the following administrative staff as of 2025.

<u>Full-Time</u>	<u>Part-Time</u>	<u>Contractual</u>
Manager	Administrative Assistant	Seasonal Employee (Snow Plowing) (2)
Administrative Assistant		Solicitor (3)
Planning & Zoning Administrator		Engineer
Maintenance Department Supervisor		Sewage Enforcement Officer
Maintenance Department Laborer (6)		Auditor
Parks and Facilities Maintenance		Building Permit Officer
Emergency Management Coordinator		Zoning Officer
Codes & Enforcement Officer		

Commissions and Committees

- Planning Commission – Advises Board of Supervisors on proposed comprehensive plans, zoning ordinances, map and text amendments, and conditional uses; administers subdivision and land development ordinance. The six (6) member Commission, appointed by the Board of Supervisors, meets on the third Wednesday of each month at 7:00 p.m. The meetings are advertised and open to the public.

Taxes

Shrewsbury Township residents pay the following real estate taxes:

- General Purpose Real Estate Tax – 0.074 mills
- Fire Equipment / Firehouse Tax – 0.46 mills
- Fire Hydrant Assessment – 0.095 mills
- EMS Tax – 0.33 mills

Shrewsbury Borough

The Borough's administrative offices are located at 35 W Railroad Avenue, Shrewsbury, PA 17361.

Borough Government

- Mayor – Serves as chief executive of the Borough and is elected by the general public to a four (4) year term.
- Borough Council – Is responsible for all legislative and financial functions of the Borough. The seven (7) members, elected at-large to serve staggered, four (4) year terms, meet the second Wednesday of each month at 7:00 p.m. The meetings are advertised and open to the public.
- Zoning Hearing Board – Acts on special exceptions, variances, and interpretation of the Zoning Ordinance. The five (5) member, Council-appointed body serves staggered, three (3) year terms and meets the second Thursday of each month at 7:30 p.m., as necessary. The meetings are advertised and open to the public.

Borough Administration

The Borough employs the following administrative staff as of 2023.

Full-Time

Public Works Superintendent
Public Works (4)
Secretary / Treasurer
Assistant Secretary

Contractual

Solicitor
Zoning Hearing Board Solicitor
Engineer
Tax Collector
Auditor
Building Code Inspector
Zoning Officer
Emergency Management Coordinator

Commissions, Boards, Authorities, and Committees

- Planning Commission – Advises Council on proposed comprehensive plans, zoning ordinances, map and text amendments, and conditional uses; administers subdivision and land development ordinance. The five (5) member, Council-appointed Commission meets on the fourth Monday of each month at 7:00 p.m. The meetings are advertised and open to the public.
- Municipal Authority – Is responsible for financing and/or operating specific public works projects without the direct action of the Borough. The five (5) member Authority meets the fourth Wednesday of each month at 7:00 p.m. The meetings are advertised and open to the public.
- Vacancy Board – Is a special purpose board established to appoint a Commissioner when a vacancy occurs in an elected office of the Borough. The Vacancy Board consists of the Borough Council and one (1) Board-appointed registered elector. Meetings are held as needed, as vacancies are failed to be filled after thirty (30) days.
- Borough Committees:
 - Water & Sewer
 - Public Roads & Lighting
 - Public Safety, Welfare, & Personnel
 - Public Lands, Building, & Finance
 - Subdivisions, Land Development, & Zoning

Community Profile

- Retirement Committee: Trustee's Pension
- York Adams Tax Bureau
- Emergency Management Representatives
- Vacancy Board
- Civil Service: Police
- Police Pension Committee
- Taxpayers Bill of Rights
- Open Records
- Traffic and Access Control

Taxes

Shrewsbury Borough residents pay the following real estate taxes:

- General Purpose Real Estate Tax – 1.7 mills
- Fire Equipment/Firehouse Tax – 0.42 mills

Railroad Borough

The Borough's administrative offices are located at 2 E Main Street, Railroad, PA 17355.

Borough Government

- Mayor – Serves as chief executive of the Borough and is elected by the general public to a four (4) year term.
- Borough Council – Is responsible for all legislative and financial functions of the Borough. The five (5) members, elected at-large to serve staggered, four (4) year terms, meet the third Tuesday of each month at 7:30 p.m. The meetings are advertised and open to the public.
- Zoning Hearing Board – Acts on special exceptions, variances, and interpretations of the Zoning Ordinance. The three (3) member, Council-appointed body serves staggered, three (3) year terms and meets on an as-needed basis. The meetings are advertised and open to the public.

Borough Administration

The Borough employs the following administrative staff as of 2023:



Community Profile

Full-Time

Manager
Secretary / Treasurer
Emergency Management Coordinator

Contractual

Solicitor (2)
Engineer
Sewage Enforcement Officer
Tax Collector
Building Permit
Zoning Officer

Commissions

- Planning Commission – Advises Council on proposed comprehensive plans, zoning ordinances, map and text amendments, and conditional uses; administers subdivision and land development ordinance. The four (4) member, Council-appointed body serves staggered, three (3) year terms and meets on an as-needed basis. The meetings are advertised and open to the public.

Taxes

Railroad Borough residents pay the following real estate taxes:

- General Purpose Real Estate Tax – 0.69 mills

Glen Rock Borough

The Borough's administrative offices are located at 1 Manchester Street, Glen Rock, PA 17327.

Borough Government

- Mayor – Serves as chief executive of the Borough and is elected by the public to a four (4) year term.
- Borough Council – Is responsible for all legislative and financial functions of the Borough. The seven (7) members, elected at-large to serve staggered, four (4) year terms, meet the third Wednesday of each month at 7:00 p.m. The meetings are advertised and open to the public.
- Zoning Hearing Board – Acts on special exceptions, variances, and interpretations of the Zoning Ordinance. The three (3) member, Council-appointed body serves staggered, three (3) year terms and meets on an as-needed basis. The meetings are advertised and open to the public.



Community Profile

Borough Administration

The Borough employs the following administrative staff as of 2023:

Full-Time

Manager
Secretary / Treasurer
Emergency Management Coordinator
Public Works / Roadmaster

Contractual

Solicitor (2)
Engineer
Sewage Enforcement Officer
Tax Collector
Building Permit / Zoning Officer

Commissions, Boards, and Authorities

- Planning Commission - Advises Council on proposed comprehensive plans, zoning ordinances, map and text amendments, and conditional uses; administers subdivision and land development ordinance. The five (5) member, Council-appointed meets on the second Tuesday of each month at 7:30 p.m., as needed. The meetings are advertised and open to the public.
- Recreation Board – Acts on park and recreation-related issues. The five (5) members of this Board serve staggered, three (3) year terms and meet on the third Tuesday of each month at 6:30 p.m. The meetings are advertised and open to the public.
- Sewer and Water Authority – Is responsible for all functions of the Authorities. The seven (7) members of this Authority serve staggered, five (5) year terms and meet on the second Wednesday of each month.

The Shrewsbury Township Official Map Ordinance identifies land for a public works facility expansion in the Township for the Borough.

Taxes

Glen Rock Borough residents pay the following real estate taxes:

- General Purpose Real Estate Tax – 3.45 mills
- Fire Equipment / Firehouse Tax – 0.1 mills



Community Profile

New Freedom Borough

The Borough’s administrative offices are located at 49 E High Street, New Freedom, PA 17349.

Borough Government

- Mayor – Serves as chief executive of the Borough and is elected by the general public to a four (4) year term.
- Borough Council – Is responsible for all legislative and financial functions of the Borough. The seven (7) members, elected at-large to serve staggered, four (4) year terms, meet the second Monday of each month at 6:30 p.m. The meetings are advertised and open to the public.
- Zoning Hearing Board – Acts on special exceptions, variances, and interpretations of the Zoning Ordinance. The three (3) member, Council-appointed body serves staggered, three (3) year terms and meets the fourth Monday of each month at 6:00 p.m. The meetings are advertised and open to the public.

Borough Administration

The Borough employs the following administrative staff as of 2023:

<u>Full-Time</u>	<u>Part-Time</u>	<u>Contractual</u>
Manager	Treasurer	Solicitor
Secretary		Engineer (3)
Building Permit / Zoning Officer		Auditor
Billing Clerk		

Commissions

- Planning Commission – Advises Council on proposed comprehensive plans, zoning ordinances, map and text amendments, and conditional uses; administers subdivision and land development ordinance. The five (5) member, Council-appointed meets on the third Monday of each month at 6:00 p.m. The meetings are advertised and open to the public.

Taxes

New Freedom Borough residents pay the following real estate taxes:

Community Profile

- General Purpose Real Estate Tax – 2.3 mills
- Fire Equipment / Firehouse Tax – 0.28 mills
- EMS Tax – 0.20 mills

Southern York County Region

- Southern York County Regional Planning Commission – Prepares planning studies and advises the participating municipal governing bodies on a variety of planning-related issues. The participating municipalities presently include Shrewsbury Township and the Boroughs of Shrewsbury, Railroad, Glen Rock, and New Freedom. A representative of each municipality, appointed by their respective governing body, serves on the Commission. The Regional Planning Commission meets annually on the first Tuesday in December at 7:00 p.m. or as needed.
- Southern Police Commission – Provides police services to four (4) full-participating Boroughs: Shrewsbury, Glen Rock, New Freedom, and Stewartstown; as well as one (1) contracted Borough: Railroad. The Commission is comprised of two (2) Borough-appointed representatives from each of the full-participating municipalities. The Commission meets on the first Wednesday of each month at 7:00 p.m. The meetings are advertised and open to the public.
- Southern York County Regional Recreation Commission – The Southern York County Regional Recreation Commission was established as a joint effort between Shrewsbury Township and New Freedom Borough with funding provided by PA's Department of Conservation and Natural Resources (DCNR). The organization provides recreational programs and activities for the community in Southern York County. They offer a variety of programs, including sports leagues, fitness classes, and special events. The commission also manages local parks and facilities, making them available for community use and reservations.

Utility Infrastructure

Other Utilities

Aside from the public sewer and water utilities described earlier in this section, several other utility lines, such as electric, telephone, gas, and cable pass through the Southern York County Region. Many of the rights-of-way (ROW) associated with these utilities have distinct implications for future land use. This Plan only maps major utility lines. Potential land developers and residents should call the PA One Call System at 800-242-1776 to contact representatives of the various utility companies with regard to any proposed projects. The locations of the ROWs are plotted on Exhibit 7.5 Utilities Map.

It is also noted that cellular phone towers are located throughout the Region, some of which include co-located antennas for multiple phone carriers. Southern Region municipalities should promote the use of co-located towers so that a lesser number of towers will be required to offer blanket coverage.

Potential land developers and residents should use the PA One Call System at 800-242-1776 to contact representatives of the various utility companies with regard to any proposed projects. New Freedom Borough and Shrewsbury Township regulate the development and placement of communication facilities and towers, including requirements to co-locate facilities when possible. The Boroughs of Glen Rock, Shrewsbury, or Railroad Borough do not appear to regulate communications facilities.

Sanitary Sewer Conveyance & Wastewater Treatment

There are several public wastewater conveyance and treatment systems within the Southern York County Region.

- The Glen Rock Sewer and Water Authorities
- New Freedom Borough
- The Shrewsbury Borough Authority

The region began considering the creation of a centralized sanitary sewer system in the early 1960's. The discussions led to the creation of an intergovernmental agreement between New Freedom Borough and Shrewsbury Borough; and the construction of a wastewater treatment plant in Railroad Borough. The intergovernmental agreement divided the system's capacity between the two boroughs with a split of 39% to New Freedom Borough and 61% to Shrewsbury Borough.

Shrewsbury Borough has established a separate agreement with Shrewsbury Township to assign a portion of their capacity to developed areas of the Township, such as Russet Farms and Strawberry Fields.

The intergovernmental agreement has not been updated since its execution in the late 1960's or early 1970's. Elected officials of both municipalities have made several suggested changes, such as:

- Updating the split to reflect additional municipal participants, i.e. Railroad Borough, Shrewsbury Township, and Hopewell Township

Both Shrewsbury Township and Hopewell Township have identified an additional 1,400 EDUs that will require a \$5 million wastewater treatment plant upgrade.

All those not connected to one of the above-noted systems utilize an on-lot disposal system (OLDS).

Public Water Supply

Residents of Southern York County receive public water service from one of four groups: Glen Rock Borough Water Authority, Railroad Borough Water Works, Shrewsbury Borough Municipal Water Works, and York Water Company.

The Glen Rock Borough Water Authority has two storage tanks as part of its water distribution system: a 300,000-gallon storage tank and a 600,000-gallon storage tank. In 2022, drinking water was tested for 73 contaminants, but only 13 were found. Each of these 13 contaminants was below the acceptable level.

Shrewsbury Borough Municipal Water Works consists of nine wells and four storage tanks. The water system produces over 300,000 gallons of water per day with over 1.3 million gallons of water storage. The water system serves Shrewsbury Borough and portions of Shrewsbury Township with over 1800 connections.

New Freedom Borough's public water system sources its water from four local wells and supplements this supply with treated surface water from Codorus Creek, provided by the York Water Company. The water system is maintained by the Department of Public Works, which ensures the quality and safety of the drinking water through regular monitoring and testing to meet EPA and PA DEP standards. The water is tested for a wide range of contaminants to ensure compliance with all required standards.

York Water Company supplies over 200,000 people with over 20 million gallons of water per day. They have been making great strides to expand their influence in the region. Recent acquisitions include Conewago Industrial Park in 2022, which is York Water's first in Lancaster County. A significant spread of customer base has also been seen in Franklin County in 2021 and 2022. York Water now provides services to 55 municipalities in York, Franklin, and Adams counties, but executives ensure that these acquisitions and sprawl of responsibilities will not hinder past clients.

Community Facilities and Services Summary

The Southern York County Region is served by the Southern York County School District, which was at 67.2% capacity during the 2021-2022 school year. No major building construction is anticipated at any of the existing school sites in the short term; however, the district may need to explore additional student capacity post-2030.

Police protection in the Southern York County Region is provided by a mix of the Southern York Regional Police Department and the PA State Police. Three (3) fire companies have first-call responsibilities within the Southern York County Region: Glen Rock Hose & Ladder, Rose No. 1, and Shrewsbury Volunteer Fire Company. Emergency medical services (EMS) are provided by two (2) ambulance companies, the Glen Rock Ambulance Club and Rose No. 1.

Recreation and open space are essential in the Southern York County Region. Nineteen (19) recreation facilities, totaling 142.44 acres, are currently in the region, and additional recreational land is planned for purchase. Further, to complement the existing York County Heritage Rail Trail and the Stewartstown Railroad Company Railway, six (6) trail expansions, three (3) greenway expansions, and three (3) recreation expansions have been proposed.

Each of the Region's municipalities is governed by a variety of bodies, including government, administration, boards, commissions, and committees. Many of these governing bodies are similar across the Region.

SPRINGFIELD TOWNSHIP

NORTH HOPEWELL TOWNSHIP

CODORUS TOWNSHIP

HOPEWELL TOWNSHIP

SOUTHERN YORK COUNTY REGION

Police Coverage Exhibit 7.1

-  Police Station
-  State Police
-  Southern York Regional Police Department
-  Parcels
-  Municipal Boundary
-  State Line



SPRINGFIELD TOWNSHIP

NORTH HOPEWELL TOWNSHIP








CODORUS TOWNSHIP

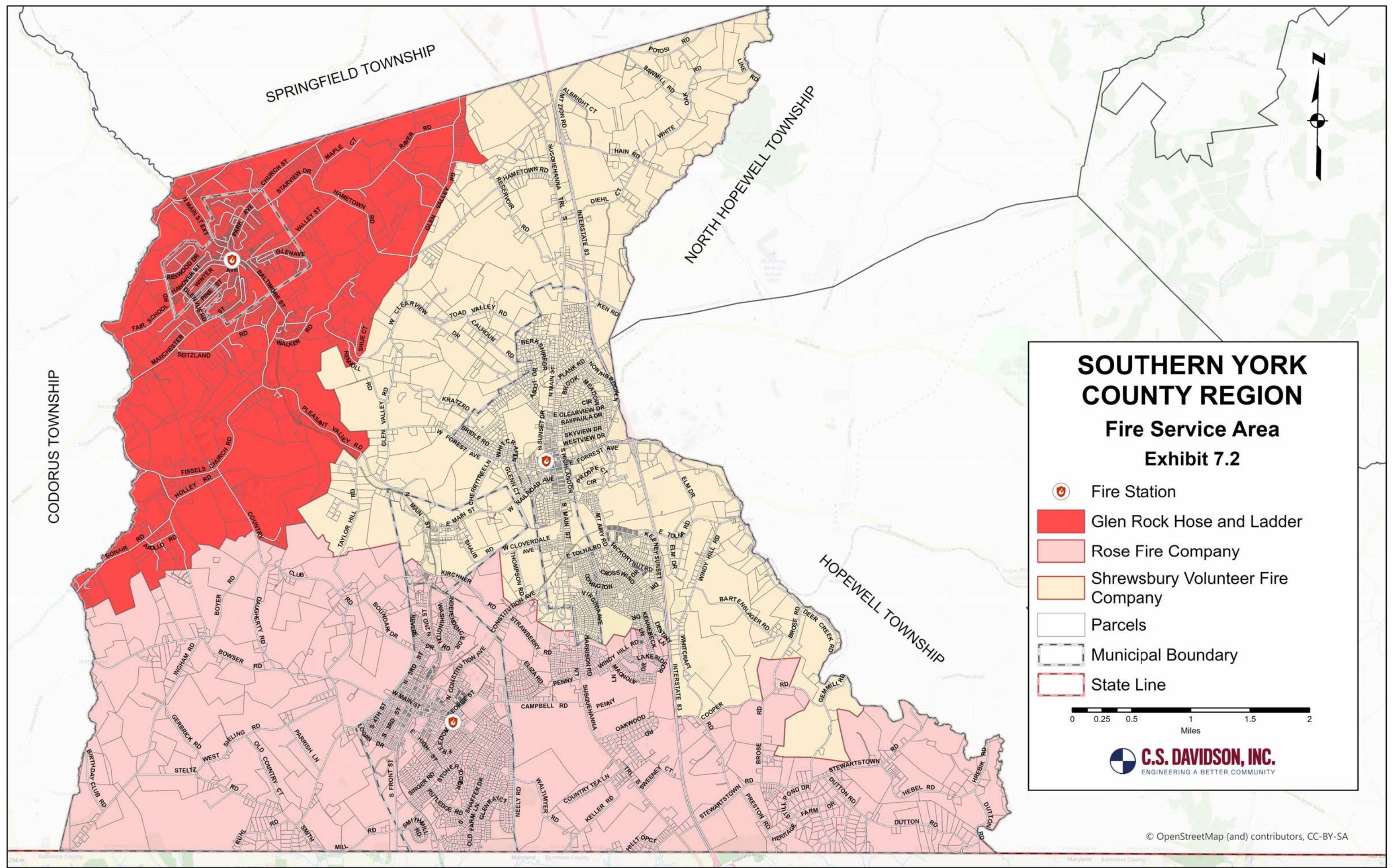
HOPEWELL TOWNSHIP

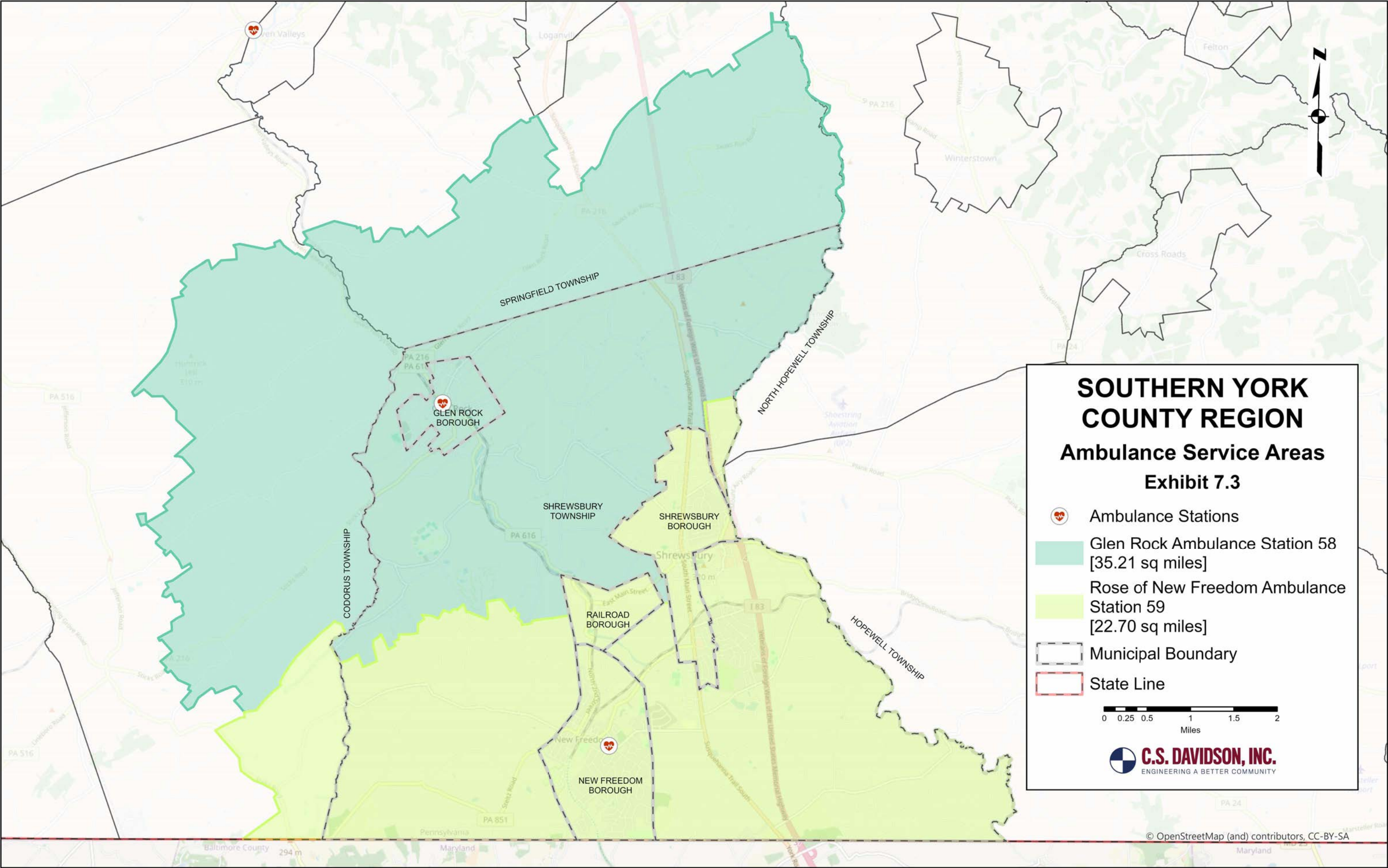
SOUTHERN YORK COUNTY REGION

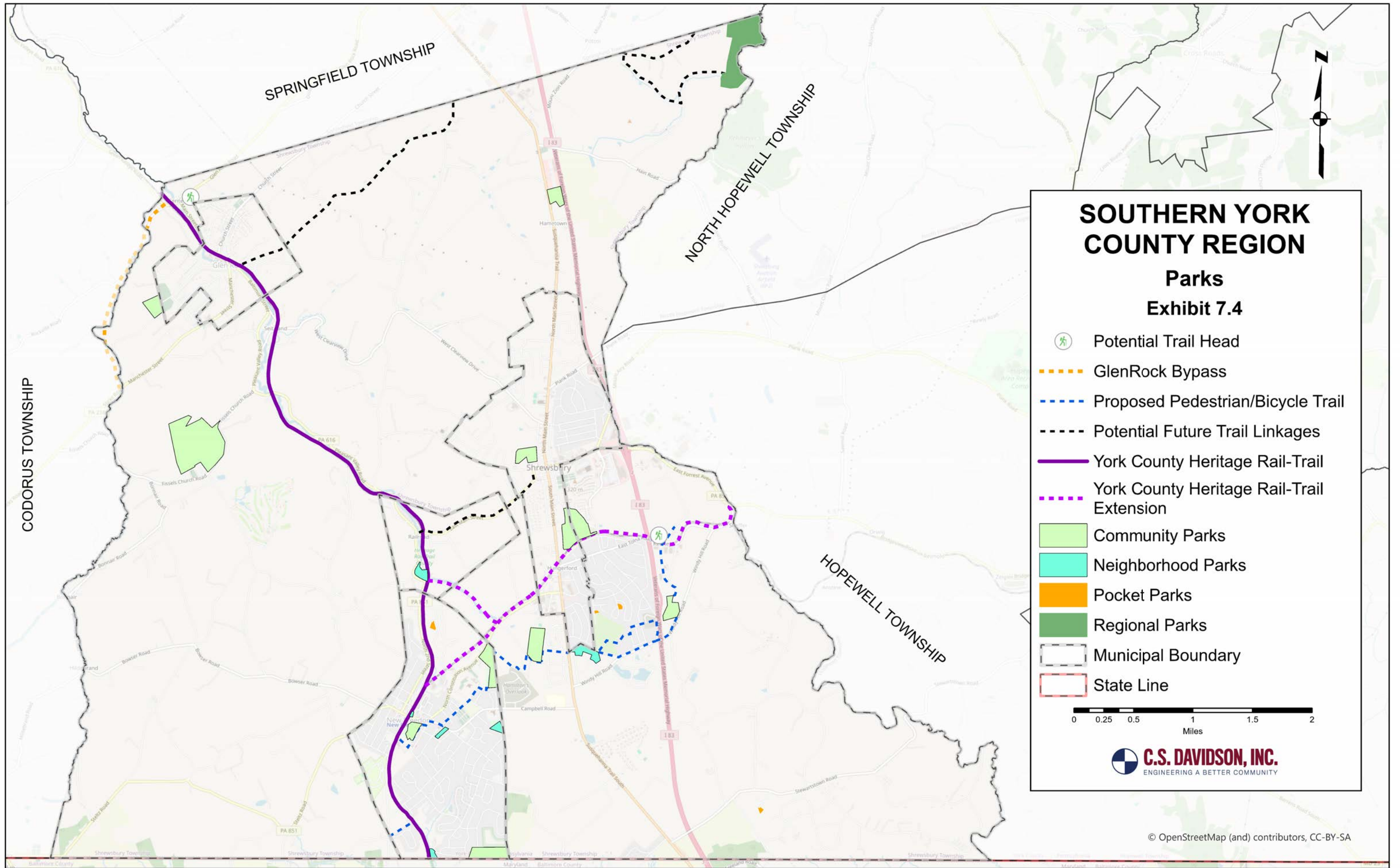
Fire Service Area

Exhibit 7.2

-  Fire Station
-  Glen Rock Hose and Ladder
-  Rose Fire Company
-  Shrewsbury Volunteer Fire Company
-  Parcels
-  Municipal Boundary
-  State Line







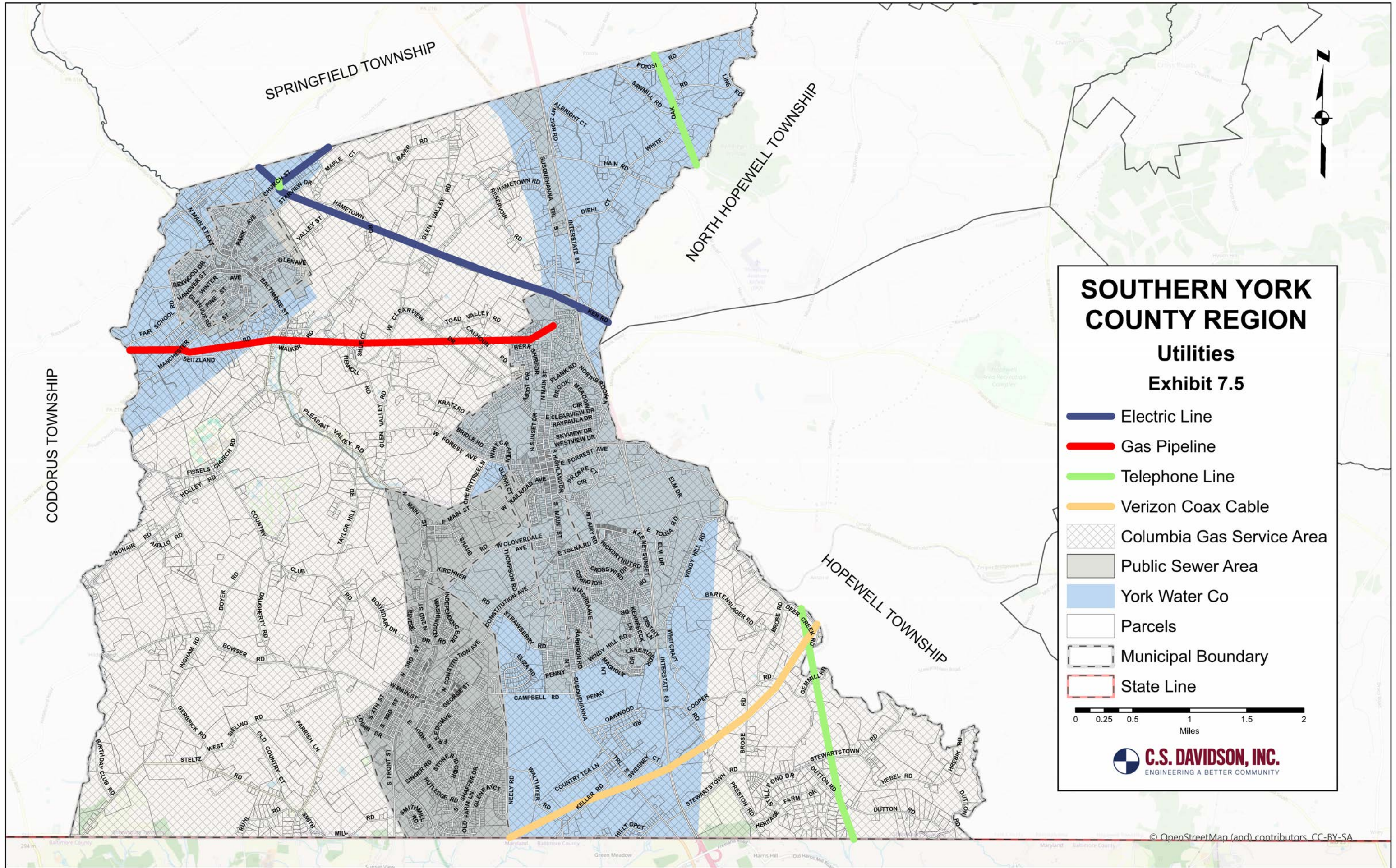
SOUTHERN YORK COUNTY REGION

Parks Exhibit 7.4

- Potential Trail Head
- GlenRock Bypass
- Proposed Pedestrian/Bicycle Trail
- Potential Future Trail Linkages
- York County Heritage Rail-Trail
- York County Heritage Rail-Trail Extension
- Community Parks
- Neighborhood Parks
- Pocket Parks
- Regional Parks
- Municipal Boundary
- State Line

0 0.25 0.5 1 1.5 2
Miles





SOUTHERN YORK COUNTY REGION

Utilities Exhibit 7.5

- Electric Line
- Gas Pipeline
- Telephone Line
- Verizon Coax Cable
- Columbia Gas Service Area
- Public Sewer Area
- York Water Co
- Parcels
- Municipal Boundary
- State Line

0 0.25 0.5 1 1.5 2
Miles

C.S. DAVIDSON, INC.
ENGINEERING A BETTER COMMUNITY

8. Natural and Cultural Resources

The bulk of this chapter was pulled directly from the Region's 2010 Comprehensive Plan and updated as necessary. This chapter will describe and map the Southern York County Region's natural and cultural resources. The natural resources component will focus on topography, geology, soils, surface waters, and important plant and wildlife habitats.

Cultural resources will include a discussion of historical and archaeological sites. This information will be useful in allocating future land uses within the Region, formulating policies, and implementing measures that protect these natural and cultural resources.

Geology

An area's geology is important in determining the environment's surficial shape. Throughout the ages, underlying rock is subjected to natural weathering forces that chemically and physically erode its original shape. The physical properties of underlying rock determine its strength and suitability to support development, including the ease of excavation and ability to support the foundations of various structural types.

Geologic Formations

Exhibit 8.1 Geologic Formations illustrates the geologic conditions within the Region. All geologic formations in the Region were formed during the Lower Paleozoic Era, which occurred 430 to 570 million years ago. Within the Southern York County Region, the primary types of bedrock underlying the surface are schists, which were metamorphosed from shale. The Wissahickon Formation underlies the entire Region. This geologic formation comprises schists with thin southwest to northeast layers of metavolcanics. In the west-central part of Shrewsbury Township, a single Diabase dike dissects the underlying geology, cutting through the schist and metavolcanic rocks that it traverses.

Schist is a metamorphic rock of igneous or sedimentary origin, with a mineral structure arrangement highly foliated and platy in appearance. In the Southern Region, the schists are course to fine grained; sparkling, gray, greenish-gray, or bluish green in color, and the dominant minerals are albite, chlorite, muscovite, and quartz.

The term "schistosity" refers to the splitting property of schist rocks in which thin layers readily flake from the foliated rock. Characteristically, the schist formations are moderately resistant to erosive forces and produce a topography typified by an undulating landscape with parallel ridges and valleys that, in turn, control and influence the drainage system. Hilltops are rounded, and side slopes are steep. Because of its general mixture of agriculture and forest growth, a schist landscape offers varied scenery among many viewsheds. Such as those found in New Freedom, Shrewsbury, and Railroad Boroughs. The metavolcanics, which are less resistant to erosion than the schists, are found chiefly in the west-central part of the Region, which is characterized by the highest elevations.

Following is a brief discussion of the components of the Wissahickon formation found in the Southern Region, as well as the Diabase dike. These features are depicted in Exhibit 8.1.

Wissahickon Formation - albite-chlorite schists

Albite schist (was1) - This schist is a coarse-grained gray to greenish-gray albite schist spangled with muscovite and containing chlorite, garnet, and quartz. Garnet is found in much of the schist and has rims of chlorite that resulted from a change in the conditions of metamorphism during which the garnet was replaced by chlorite. Was1 is in the southeastern corner of the Region.

Albite-chlorite schist (was3) - This is a bluish-green schist containing muscovite and quartz. Although the grain size varies, it tends to be coarse-grained in the Southern Region. This type of schist covers most of the Region.

Chlorite-muscovite schist (was4) - This is a bluish-green schist containing quartz. It is fine-grained and has a shiny appearance. It is in several diagonal bands, extending southwest to northeast throughout the Region. Although was4 is enfolded with the was3 albite-chlorite schist, the Geology map shows a generalized separation of the two (2) rocks.

Quartzite (wq) - Quartzite is fine-grained and white. It does, however, contain some blue or milky quartz grains and muscovite. Quartzite is enfolded with albite-chlorite and chlorite-muscovite schist and meets metabasalt. The map shows a generalized separation of the rocks, with the quartzite shown in three (3) narrow bands in the Region, extending southwest to northeast.

Wissahickon Formation - metavolcanics

Meta basalt - Meta basalt is a green schistose rock composed of albite, uraltic hornblende, and epidote. It also contains veins of quartz and epidote. It occupies areas of the albite-chlorite schist facies and is usually in a valley. The Meta basalt weathers readily to rusty porous blocks often used by farmers to make stone walls.

Conestoga Limestone - The Conestoga Limestone in this area of the County has weathered a deep soil full of small residual quartz fragments. The exposed rock is a dark blue impure limestone with some thin black slate and limestone conglomerate. Only two (2) small areas of the region (in the northern part of Glen Rock) are underlain by Conestoga Limestone.

Diabase Dike

The diabase of the dike, which traverses the west-central part of Shrewsbury Township, is a fine to medium-grained dark gray to black rock. However, rounded buff-colored granular sand boulders are formed due to weathering, and these eventually weather to red clay. Dikes may appear as rocky outcrops of boulders or small ridges. The main components are grayish-green plagioclase, andesine, labradorite, and green augite. Other minerals that may be present in lesser amounts include magnetite, apatite, and quartz.

Table 1, on the following page, shows the relationship between the region's geology and four (4) important land use planning considerations. Porosity and permeability, ease of excavation, foundation stability, and groundwater availability are integral to the planning of land use activities. This table is intended for reference use only and can be utilized to determine typical characteristics of formation types.

The *porosity* and *permeability* of a geologic formation refers to how quickly and easily water, air, and other substances pass through the rock. A classification of low means the rock is impermeable. A moderate classification refers to a permeability of less than 14 feet per day, while high permeability means that substances may pass through the rock between 14 and 847 feet per day. The *ease of excavation* refers to how pliable the rock is when moving or drilling it. The classifications range from easy to difficult. *Foundation* stability can be classified as good, fair, or poor. Good foundation *stability* means that the bearing capacity of the rock is sufficient for the heaviest classes of construction, except when located on intensely fractured zones or solution openings. Fair foundation stability is determined by the water table's location, type of rock composition, and weathering depth. Poor foundation stability means that foundations must be artificially stabilized to allow sufficient bearing capacity for construction.

Community Profile

Table 1 Geologic Formation Characteristics					
Formation Name (Composition)	Map Symbol(s)	Porosity & Permeability	Ease of Excavation	Foundation Stability	Groundwater
DIABASE FORMATION (Occurs in PA primarily as dikes & sheets; the dikes are generally 5-100 feet thick & the sheets much thicker; in most places, the rock is dark grey to black, dense & very fine grained; consists of 90-95% labradorite & augite.)		Joint openings provide a very low secondary porosity; low permeability.	Difficult; large boulders are a special problem; slow drilling rate.	Good; should be excavated to sound material.	Median yield is 5 gpm; yields are usually obtained from the fractured, weathered zone at the top of bedrock; water levels show strong seasonal influence.
WISSAHICKON FORMATION <u>albite-chlorite schist</u> (Typically a phyllite, composed chiefly of quartz, feldspar, muscovite, & chlorite; estimated thickness is 8,000 to 10,000 feet.)		Joint & cleavage openings provide low secondary porosity; low permeability.	Moderately easy; difficult in un-weathered rock; moderate drilling rate	Good; should be excavated to sound material.	Median yield is 20 gpm; highest yield can be obtained from fractured, weathered zone at the top of bedrock; water levels show strong seasonal influence; water is usually soft & of good quality; iron can sometimes be a problem
WISSAHICKON FORMATION <u>meta volcanics</u> (Altered basaltic flows, green, schistose; estimated thickness is 8,000 to 10,000 feet.)		Joint & cleavage openings provide low secondary porosity; low permeability.	Moderately easy; difficult in un-weathered rock; moderate drilling rate.	Good; should be excavated to sound material.	Median yield is 20 gpm; highest yield can be obtained from fractured, weathered zone at the top of bedrock; water levels show strong seasonal influence; water is usually soft & of good quality; iron can sometimes be a problem

Unique Geologic Features

The geology of an area is responsible for its natural landscape. Unique geologic formations can produce scenic vistas and places of special interest that provide recreational, scientific, and educational opportunities. As such, these areas deserve special consideration and protection. Only one such feature, a cave, was in the Region. This is the Railroad Rockhouse Cave in Shrewsbury Township, depicted on Exhibit 8.7.

Railroad Rock House

Railroad Rock House appears to occur at the contact of schist and meta basalt. The cavity extends along a small fold in wavy discontinuous layers of rock. Garnets rimmed with chlorite are common in much of this formation. This rock house or cliff shelter is located 1.5 miles south of Glen Rock and an equal distance northeast of Railroad. The entrance, 22 feet wide and 11 feet high, is a conspicuously arched opening in a cliff about 75 yards east of the highway along the South Branch of Codorus Creek. From the entrance a passage eight to 11 feet high and 12 to 20 feet wide extends northeast for 15 feet. Here there is a small alcove on the left and the passage turns east-west for 20 feet. The passage is narrowest at the far end. At this point a tiny crevice at floor level and a shelf high on the wall extend five feet farther

The Southern York County Region does not possess any known mineral resources. However, the Region's geology has produced abundant pastoral and rugged settings of high scenic value. Fortunately, these scenic settings often coincide with other important natural features (e.g., natural habitats, steep slopes, farmlands, and open spaces). The regulatory mechanisms used to protect these specific natural resources can also be used to protect the Region's scenic landscapes.

Topography

The Southern York County Region is in the Pigeon Province and is characterized by gentle to moderately rolling terrain with hills and valleys. As a result of prolonged erosion, much of its former plateau-like appearance has been modified to slopes and gently rounded hills. As shown on Exhibit 8.2 Topography, elevations range from approximately 560 feet in the Region's stream valleys to 1,036 feet above sea level, and slopes range from 0% to over 25%. Most of the Region's steep sloped areas can be found in and around Glen Rock and Railroad Boroughs and in the west-central part of Shrewsbury Township.

Soils

The following table lists the soil types found within the Southern York County Region, together with their slopes and level of drainage. The location of each soil type is shown on Exhibit 8.3 Soils.

Table 2
Southern York Region Soils

Soil Symbol	Soil Name	% Slope	Drainage
Ba	Baile Silt Loam	0-3%	Poorly drained
CeB, CeC	Chester Silt Loam	3-15%	Well drained
Cm	Codorus Silt Loam	0-3%	Moderately well drained
GbB, GbC, GbD	Glenelg Channery Silt Loam	3-25%	Well drained
GdA, GdB	Glenville Silt Loam	0-8%	Moderately well drained
He	Hatboro Silt Loam	0-3%	Poorly drained
MOB, MOC, MOD, MOE, MRF, MPD	Mt. Airy & Manor Soils	3-25%	Somewhat excessively drained
UdB, UfC	Urban Land	0-15%	N.A.

The constant weathering of geologic formations produces various soil types as seen in Exhibit 8.3 Soils. The capabilities and constraints exhibited by these soils are related to the geologic characteristics of the underlying rock and the local climatic conditions. Soil analysis is essential to planning for future land uses, which are best located on soils that are suitable and have complementary characteristics for specific land uses.

The Southern York County Region is dominated by the Manor-Chester-Glenelg soil group. This soil group is typically characterized by level to very steep, well-drained soils located on broad ridgetops and side slopes. The illustration below depicts the typical pattern of soils and underlying geologic material in this soil group.

The region's limited number of soil types reflects the single geologic formation that underlies the area.

Prime Agricultural Land

The most prevalent land use activity within the Region is agriculture. A major consideration of any soil analysis is identifying prime agricultural land. According to the Pennsylvania Municipalities Planning Code (MPC), Act 247 as amended, prime agricultural land is "land used for agricultural purposes that contains soils of the first, second or third class as defined by the United States Department of Agriculture (USDA) natural resource and conservation services county soil survey." USDA describes prime agricultural land as "the land that is best suited for producing food, feed, forage, fiber and oilseed crops." It possesses the soil quality, growing season, and water supply needed to produce a sustained high yield of crops economically when it is treated and managed using acceptable farming methods. Prime farmlands are rich in chemical nutrients, have good permeability to air and water with few rocks, are well-drained but resistant to erosion, and have flat topography. Prime farmlands produce the highest yields with minimal inputs of energy and economic resources and farming them results in the least damage to the environment. The USDA encourages all levels of government and private individuals to effectively use these valuable resources to meet the nation's food and fiber needs.

Exhibit 8.4 Prime Agricultural Land shows that half of the Region's land area is comprised of Class 2 soils and about another quarter is made up of Class 3 soils, which are in the township's southern and eastern parts.

Unfortunately, the soils most suitable for agricultural purposes are also those most suited for development, creating competition between these uses for the prime soils. This can result in the loss and fragmentation of the most productive farmlands without appropriate land use controls in place. In 2002, the Township enacted effective agricultural protection zoning, which prohibited development lots in the Agricultural District from being located on prime agricultural land unless the area was wooded and borders on a public road or the parent parcel consists entirely of prime agricultural land. If a parcel consists entirely of prime agricultural land, a maximum of three dwelling lots is permitted, depending on the size of the parcel. Although Railroad Borough has also implemented agricultural protection zoning, its provisions do not restrict development from being located on prime agricultural land.

The 2024 Regional Comprehensive Plan will continue to protect prime agricultural land in areas designated as Rural from conversion to other uses through appropriate planning and zoning.

Soils with Severe Development Constraints

Exhibit 8.5 identifies areas of soil that may be unsuitable for the development of buildings and on-lot sewer disposal systems. Building development constraints can include a wide range of soil characteristics, including steep slopes, wetness, depth to bedrock, frost action, shrink-swell, low strength and cohesiveness, and flooding. Other soil-related constraints become important if on-site sewage disposal systems are contemplated. Constraints associated with the installation and operation of these systems include steep slopes, wetness, flooding, slow percolation rates, poor filtration characteristics, and high secondary porosity due to the presence of fractures and solution channels. It is

important to identify and map those soils that possess building development and on-site sewage disposal constraints so that future land uses can be kept away from these environmentally sensitive areas.

These areas are mostly concentrated in the Region's steep-sloped and flood-prone areas. Very often, soils that are unsuitable for development are also unsuitable for on-lot sewage disposal systems. Severe soil constraints can sometimes be overcome by design; however, generally, future development should avoid soils with severe constraints to minimize environmental degradation and the threat to public health, safety and welfare.

Future planning should avoid development in areas with severe soil constraints or be accompanied by strict site standards in local implementing ordinances.

Groundwater

Geology is also a primary determinant of groundwater quality and quantity, as shown in the foregoing table. Groundwater is surface water that has seeped into and is contained by underground geological formations called aquifers. Water stored in aquifers is sometimes released to the surface through springs or can be pumped to the surface through wells. Groundwater aquifers are part of an interconnected network that includes surface waters, such as streams, ponds, wetlands, and lakes. Aquifers regulate the levels and flow rates of these surface waters by collecting and retaining water reaching the ground and gradually releasing it during dry periods.

Some of the primary geological determinants of groundwater quality and quantity are the type, structure, permeability, porosity, and chemical composition of the bedrock formations present in the area. An understanding of local groundwater conditions is necessary to (1) plan for future public sewer and water needs, (2) allocate future land uses to protect important groundwater recharge areas, and (3) protect existing and potential future groundwater sources from contamination. Certain rock types and structures convey water better and yield more abundant water than others. A typical household with three (3) family members requires an average flow of 0.2 to 0.4 gallons per minute (gpm) with a peak rate of producing good groundwater yields for on-lot water wells at a median rate of 20 gpm, but fair to poor yields for public water systems.

The purity of groundwater depends on the soil and rock's ability to filter contaminants from the water and on how much minerals in them dissolve in water. A wide variety of existing and potential land uses and activities can adversely affect groundwater quality. Higher yielding aquifers tend to be more vulnerable to contamination because of greater geologic porosity and permeability. While the inherent quality of the Region's groundwater is good, there is some incidence of groundwater contamination in on-lot wells scattered throughout the Township. This contamination is likely due to malfunctioning on-lot sewage disposal systems, and manure, fertilizer, and sludge application to soils.

Although wellhead protection for individual water supplies is a sound goal, the safeguarding of public groundwater sources is particularly important. This requires the delineation or identification of protected zones around public wells, within which certain existing and potential

future land uses and activities should be modified, whether through regulatory or voluntary measures, or a combination of both. One type of protective action could be the adoption of a municipal wellhead protection overlay zone. Shrewsbury Borough has a Wellhead Protection Plan Program that includes wellhead protection zones to protect the wells that supply the Borough's public water supply system. Some of the Borough's wells are in Shrewsbury Township, and the Township has likewise adopted a wellhead protection overlay zone. It is important that these provisions be enforced. New Freedom Borough has adopted wellhead protection enforcement language.

Groundwater quantity and quality should be protected through appropriate planning and the modification of land uses and activities that could adversely affect this resource. Established wellhead protection overlay zones in Shrewsbury Borough and Shrewsbury Township should be enforced.

Watersheds

The way in which water moves through our environment has implications for land use planning. First, rivers, streams, creeks, runs, and their floodplains present hazards to development. Second, land areas adjacent to surface waters offer high quality habitat, conservation, and recreational opportunities. Finally, the drainage basin within which surface waters flow is a basic geographic unit used to plan and design sanitary and storm sewers; systems that can make use of gravity-fed lines can reduce the costs of these types of utilities.

Drainage Basins

A drainage basin consists of the streams and associated floodplains that dispose of surface water from that area. Ridge lines separate drainage basins. Most of the water draining from the Southern York County Region flows into the Susquehanna River, while a small amount flows into the Big Gunpowder Falls River, which flows into northern Maryland. Both of these larger watersheds flow into the Chesapeake Bay. The region's major and minor drainage basins are identified in Exhibit 8.6 Watersheds. It is important to note that the watersheds serve as a public water supply source. Thus, effective management of these areas through conservation and protection measures is critical. Further, the PA Fish and Boat Commission classifies the streams listed below as streams that support naturally reproducing trout populations, often referred to as native trout streams. To sustain the native trout populations, the streams must be protected.

Native Trout Streams:

- Deer Creek Watershed: Deer Creek
- East Branch Codorus Watershed: East Branch Codorus Creek
- South Branch Codorus Watershed: Centerville Creek, South Branch Codorus Creek, Trout Run, and an Unnamed Tributary to South Branch Codorus Creek (Shaffer Hollows)

South Branch Codorus Creek is the largest drainage basin in the Region. This creek and its tributaries drain all of Glen Rock, New Freedom, and Railroad Boroughs, the western half of Shrewsbury Borough, and about two-thirds of Shrewsbury Township to the northwest. Most of the water

flows directly into the South Branch; however, some flows into Centerville Creek, Trout Run, and Glen Rock Valley Creek. Water from the South Branch Codorus Creek drainage basin flows north and east to the Susquehanna River.

East Branch Codorus Creek drains the far northeastern corner of the Region. Water from this drainage basin also flows north and east to the Susquehanna River.

Deer Creek and its tributaries drain the eastern half of Shrewsbury Borough and the southeastern portion of the Township. Water from this drainage basin flows southeast to the Susquehanna River.

Gunpowder River and its tributaries drain the southernmost portion of Shrewsbury Township. Water from this drainage basin flows south into Maryland and the Chesapeake Bay.

Special Protection Waters

The Federal Water Pollution Control Act of 1972 was passed to "restore and maintain the chemical, physical and biological integrity of the Nation's waters." To implement Federal mandate, the Pennsylvania Department of Environmental Protection (PA DEP) passed the Pennsylvania Clean Streams Law and designated some 12,500 miles of rivers and streams as "special protection water," including Exceptional Value (EV) Waters and High Quality (HQ) Waters. These areas include streams or watersheds that have excellent water and environmental or other features that require special water quality protection. Classifications can vary within the same stream, depending on the stream reach, and are occasionally reevaluated and changed by the Pennsylvania Environmental Quality Board.

Both EV and HQ Waters exist within the Southern York County Region. The PA DEP has identified an Unnamed Tributary South Branch Codorus Creek in the central part of the Region, locally referred to as Shaffer's Hollow, as EV Waters and the East Branch Codorus Creek and its associated watershed in the northeastern corner of the Region as HQ Waters. See Exhibit 8.6, Watersheds.

Benefits of Special Protection Waters

- Recreational values
- Fisheries protection
- Aesthetic/Visual
- Health and welfare

The Unnamed Tributary South Branch Codorus Creek is one (1) of two (2) areas in the County designated as EV Waters, the highest level of protection afforded in the State. This designation is only accorded to those bodies of water that meet the most stringent chemical and biological criteria set forth by PA DEP. Within EV Waters, only discharges of equal or better ambient water quality are permitted.

The East Branch of Codorus Creek is one (1) of nine (9) areas in the County identified as HQ Waters. These waters are to be protected in the condition they existed in when designated; water quality can only be lowered if a discharge is a result of necessary social and economic development, and all existing uses of the stream are protected. The East Branch of Codorus Creek is more specifically classified as a HQ - Cold Water Fishery (CWF). The CWF designation applies to streams that provide for the sustinment of fish, flora and fauna that are indigenous to cold water habitats. In addition, a section of the East Branch Codorus Creek, between the confluence of Rehmeier Hollow Run north to just past the Township line, has been identified by the PA Fish and Boat Commission as a stream with naturally reproducing trout.

In 2004, Shrewsbury Township filed petitions with the PA DEP Environmental Quality Board to upgrade Deer Creek and Little Falls to either HQ or EV Waters. It does not appear that these designations were approved.

The PA DEP provides a measure of protection to Exceptional Value and High-Quality Waters by regulating the discharge of wastewater and other point sources of pollution. However, non-point source pollution, such as agricultural and other types of runoff, is only partially regulated. Under Pennsylvania law, regulating land uses and activities that generate non-point source pollution is a municipal function. To avoid degradation of the Unnamed Tributary South Branch Codorus Creek and the East Branch Codorus Creek, as well as further degradation of the Region's other streams, existing and potential future land uses and activities must be scrutinized.

Local measures that could be adopted to provide water quality protection for the Region's streams include adopting a riparian protection partnership program involving the Region's municipalities, the County Conservation District, Penn State Cooperative Extension, Trout Unlimited, private landowners, and others. This program might consist of a mix of educational, assistance, and regulatory measures to promote surface water quality protection to implement the following water quality protection measures:

- Riparian buffers
- Streambank stabilization
- Streamside fencing
- Filter strips
- Conservation plans
- Development setbacks
- Limitations on land uses

Shrewsbury Township incorporated "Critical Environmental Areas" provisions into its Zoning Ordinance to protect sensitive or fragile environmental areas from man-related disturbance or alteration. This includes protecting all watercourses in the Township. New Freedom Borough created a Natural Resource District, which contains similar zoning provisions to protect steep slopes, wetlands, tree cover, and streams.

Local officials should develop a public/private partnership to protect stream water quality using a combination of educational, assistance, and regulatory measures.

Glen Rock and Railroad Boroughs should adopt "Critical Environmental Areas" provisions, such as stream buffers and steep slope provisions, that protect watercourses and other natural features.

Wetlands

Wetlands are regularly inundated or saturated long enough to produce vegetation associated with swamps, bogs, and marshes. While regulatory agencies use several definitions of wetlands, all require the presence of hydrophytic plants (plants that grow in wet soils), hydric (wet and anaerobic) soils, and water at or near the surface at some point during the growing season.

All wetlands have value, although their value is highly variable. Wetlands support an abundance and diversity of life unrivaled by most types of environments. Wetlands provide the following benefits:

- Provide food and habitats for an abundance of animal life.
- Are breeding, spawning, feeding, cover, and nursery areas for fish.
- Are important nesting, migrating, and wintering areas for waterfowl.
- Act as natural storage areas during floods and storms.
- Act as groundwater recharge areas, particularly during droughts.
- Purify ground and surface waters by assimilating pollutants.

Wetlands within the Region have been identified using the U.S. Department of the Interior's National Wetlands Inventory derived from high altitude aerial photograph interpretation of surficial features commonly associated with wetlands. This inventory tends to identify the larger wetland areas only. These include a combination of scattered palustrine and riverine wetlands. Palustrine wetlands are ponds and small lakes, while riverine wetlands are associated with rivers, streams, runs, creeks, and brooks. Exhibit 8.7 Natural Features identifies these wetland areas.

A variety of laws have been passed to protect wetlands. Infill and development in larger wetlands are now regulated by the U.S. Environmental Protection Agency (EPA) and subject to both State and Federal permitting processes. Careful local planning, education, and the incorporation of protective standards into local subdivision and land development ordinances could extend further protection to the Region's smaller wetlands, as well as to land areas immediately surrounding wetlands. A requirement for an Environmental Impact Assessment (EIA) prior to any subdivision approval could identify potential adverse impacts, opportunities and mitigating measures intended to protect the resource. Such additional protection would further enhance the many benefits wetlands provide to the Region.

Such environmental protection measures could include:

- Modifications to road maintenance (e.g., salt and U.S. Environmental Protection Agency de-icing chemicals).
- Homeowner education (e.g., application of yard (EPA) and subject to both State and chemicals). Federal permitting processes.
- Development setbacks. planning, education, and incorporation.
- Limitations on land uses.
- Filter strips. subdivision and land development.
- Environmental Impact Assessment.

Shrewsbury Township has designated wetlands as one of its "critical environmental areas" and enacted provisions within its Zoning Ordinance to protect this resource. Similarly, New Freedom Borough has also enacted regulations to protect wetlands.

Municipal officials should consider the adoption of various measures to protect the Region's wetlands, including modified road maintenance standards, an EIA requirement, land use and development limitations, and a homeowner educational program.

Floodplain Protection

A floodplain is an area of land adjoining a water source, such as a river or stream, which is subject periodically to partial or complete inundation by the water source. The floodplain consists of the floodway and the flood way fringe. The floodway is the stream channel plus an additional area that must be kept free of encroachments to avoid an increase in flood heights. The floodway fringe is the remaining portion of the floodplain within which encroachments must be limited.

Flooding can result in the loss of life and property, health and safety hazards and significant public expenditures for flood protection and relief. Floodplains also often contain valuable prime farmlands and wildlife habitats. Floodplain protection safeguards the public health, safety, and welfare, while protecting natural resource values.

Benefits of Floodplain Protection

- Protection of life, health and safety.
- Protection of property.
- Protection against surface water pollution.
- Protection against soil, crop, and wildlife habitat loss.
- Reduces/eliminates the need for public expenditures.

The Federal Emergency Management Agency (FEMA) has identified flood hazard areas within the Region. Local governments that regulate development and fill within flood hazard areas qualify to participate in the Federal Flood Insurance Program. Shrewsbury Borough and New Freedom Borough have no identified areas of special flood hazard; however, flood hazard areas have been identified for the Region's other three (3) municipalities, all of which are participants in the Federal Program.

Federal floodplain mapping denotes estimated 100-year floodplain boundaries, areas where flooding will likely occur once in 100 years. These areas are identified on the Natural Features Map (Exhibit 8.7). Alluvial soils may also be used to identify additional areas subject to periodic inundation. The 2002 Soil Survey for the County identifies two (2) alluvial soil types for the Region-Codorus Silt Loam (Cm) and Hatboro Silt Loam (He). The delineation of alluvial soils generally provides wider floodplains than those identified by FEMA; this is an option for increased protection against flooding for the Region's municipalities. The Region's alluvial soils have been depicted on the Natural Features Map (Exhibit 8.7) as wetlands.

Railroad Borough also entered the Program in 1979. According to the Flood Insurance Rate Map prepared for the Borough, lands along the South Branch of Codorus Creek and one of its tributaries are minimally flood-prone. The Borough has adopted a Floodplain Management Ordinance that applies to the areas designated on the Flood Insurance Rate Map.

Glen Rock Borough, which entered the Program in 1981, has also adopted a Floodplain Management Ordinance that applies to its special flood hazard areas identified on its Flood Insurance Rate Map. These areas include lands along the South Branch of Codorus Creek, Glen Rock Valley Run, and another tributary of Codorus Creek. Shrewsbury Township also entered the Program in 1981. It has adopted floodplain regulations as part of its Zoning Ordinance that are applicable to special flood hazard areas as identified on its Flood Insurance Rate Map. These areas include lands along the South and East Branches of Codorus Creek and its tributaries, lands along Deer Creek and its tributaries, and lands along tributaries to the Gunpowder River.

Glen Rock Borough, Railroad Borough, and Shrewsbury Township should consider the use of alluvial soils to augment their flood hazard boundaries.

Glen Rock Borough, Railroad Borough, and Shrewsbury Township should continue to apply their flood hazard map and regulations to any proposed development or fill within its identified flood hazard areas.

Stormwater Management

One of the most frequently described planning problems is the impact from stormwater runoff. As an area develops, the patterns, volume and velocities of stormwater runoff are likely to change. These changes can create severe impacts on downstream properties that were not anticipated by area inhabitants. Stormwater runoff can and should be managed. The benefits of stormwater management are summarized in the adjacent inset.

Benefits of Stormwater Management

- Reduces off-site and downstream flooding.
- Reduces soil erosion and loss.
- Protects surface water quality.

Pennsylvania Stormwater Management Act 167, which is administered by PA DEP, requires all Pennsylvania counties to prepare and adopt stormwater management plans for each drainage basin within the County. The plans are to provide for uniform standards and criteria throughout a drainage basin for the management of stormwater.

For purposes of Act 167, there are four (4) watersheds in the Region: South Branch Codorus Creek, East Branch Codorus Creek, Deer Creek, and Gunpowder River. To date, only the South Branch Codorus Creek watershed has a completed Act 167 Plan; an update to this Plan are underway. Phase I of a Stormwater Management Plan for the East Branch Codorus Creek watershed, which only includes the northeastern corner of Shrewsbury Township, has been completed by the York County Planning Commission (YCPC). Phase II was initiated in early 2008. At present, there is no scheduled date to initiate Act 167 planning for the Deer Creek and Gunpowder River Watersheds, as the portion of these watersheds that falls within York County is relatively small.

Each municipality has adopted a Stormwater Management Ordinance to implement the current South Branch Codorus Stormwater Management Plan. Revisions to these Ordinances may be needed upon completion of updated the Plan. In addition, when Plans for the remaining watersheds in the Region are completed, all municipalities will need to review and adjust their stormwater management provisions based on the recommendations of the applicable Act 167 Stormwater Management Plan(s).

Regarding the South Branch Codorus Creek watershed, which encompasses all or part of all the municipalities in the Region, the Plan recommends different post-development peak flows in various subbasins of the watershed. While the Plan allows much of the region's agricultural landscape to have post-development peak flows of 100% that of pre-development conditions, areas around Glen Rock are limited to an 80% release rate. The most limited post-development release rates within the Region occur between "downtown" Shrewsbury and Railroad Boroughs and an area of northeast Shrewsbury Township extending from Hametown to Glen Rock Borough; here, post-development flow rates cannot exceed 70% pre-development peak flows. The Plan's Best Management Practices (BMP's) maintain surface and groundwater quality and control stormwater flows. Such practices, summarized in the following table, emphasize natural over structural solutions wherever possible and are based on the ability of the soil and vegetation to filter pollutants and promote groundwater recharge.

Storm Water Management BMP Measures

- Minimize impervious surface areas.
- Utilize pervious surfaces, such as porous pavement and gravel.

- Minimize directly connected impervious areas and direct impervious area runoff to pervious areas, such as roof downspouts, driveways to lawns, parking areas to lawns, or grassed swales.
- Preserve natural wooded cover, riparian vegetation, and drainage ways on-site.
- Minimize the potential for concentrating pollutants in stormwater runoff by: · utilizing grass swales, filter strips, and infiltration trenches where applicable.
- Eliminate the opportunity for pollutants to mix with stormwater runoff by street sweeping, covering and diking chemical storage areas, and regularly removing sediment from drainage systems.
- Direct outfall locations of detention basins through an effective riparian buffer that dissipates flow and removes harmful pollutants.

To maintain surface and groundwater quality, all of the Region's municipalities should consider incorporating Best Management Practices (BMPs) into their stormwater management regulations, emphasizing natural over structural solutions wherever possible. Such BMPs are known as “Low-Impact Development” BMPs. Currently, New Freedom Borough and Shrewsbury Township provide provisions for the installation of low-impact development BMPs.

All municipalities should review and adjust their stormwater management provisions based on the recommendations of the applicable Act 167 Stormwater Management Plan(s) and changing NPDES requirements for small municipal separate storm sewer systems (MS4).

Municipal Separate Storm Sewer System (MS4) Program

The MS4 Program is enforced and administered by the Environmental Protection Agency (EPA) and the PA Department of Environmental Protection (DEP) and is part of the National Pollutant Discharge Elimination System (NPDES). The program requires PA municipalities to obtain a permit to discharge stormwater into local waterways. The permit regulates non-stormwater discharges into local rivers and streams.

The MS4 Program requires the permit holder to administer an inspection and educational program to identify, eliminate, and prevent non-stormwater discharges. The Southern York County region has not yet been designated as a small MS4 Community. Should this occur, consideration should be given to regionalizing MS4 Program administration and activities.

Natural Features

Natural Areas

Deer Creek Woods is a state-significant site located in the southeast corner of the Township near Deer Creek. It consists of a successional hardwood forest with a canopy dominated by big-tooth aspen and lesser amounts of hickory and red maple. The forest supports a low-quality occurrence of umbrella magnolia, a PA Threatened plant species. Although there are no immediate threats to this occurrence, maintaining forest cover will help the plant population persist at this site.

Community Profile

Seitzland Marsh is a highly significant local site along Trout Run in the north central portion of Shrewsbury Township. Consisting of neglected marsh on a gradually sloping seepy floodplain, it is dominated by tussock sedge. In addition to being a good habitat for reptiles and amphibians, this site represents the largest sedge (grassy) marsh in York County.

Shaffer's Hollow is a medium ranking locally significant site of rich mesic forest. Located in a stream ravine along a tributary of the South Branch of Codorus Creek in the central portion of Shrewsbury Township, the site supports a high diversity of plant and animal species. The canopy is dominated by tulip poplar, with lesser amounts of white ash, red oak, and flowering dogwood, while the shrub layer is dominated by spicebush and witch hazel. The exceptionally rich herb layer consists of dozens of species, several of which are found at only one or two other sites in the County. Further, this site is an excellent habitat for migrating and nesting bird species. Preventing further disturbance to the forested condition of this site will help maintain the rich diversity found here.

Rare and endangered plant and animal species must be preserved and protected from indiscriminate development by using development review procedures to conserve habitats in which these species occur. A requirement for an Environmental Impact Assessment (EIA) prior to any subdivision or land development approval could identify potential adverse impacts and opportunities and mitigating measures intended to protect these areas. Shrewsbury Township requires an EIA to be submitted with all subdivision and land development plans.

Natural Areas Protection Measures

- Create buffer zones to protect significant habitats.
- Modifications to road maintenance (e.g. snow and ice removal; salt and de-icing chemicals).
- Limitations on land use.
- Homeowner education (e.g. application of yard chemicals/removing plants).
- Environmental Impact Assessment (EIA).

Township officials should consider adopting various measures to protect the Region's natural areas, including buffer zones, modified road maintenance standards, an EIA requirement, land use and development limitations, and a homeowner educational program.

Information for this section was obtained from the Natural Areas Inventory component of the York County Comprehensive Plan, a document compiled and written by the Pennsylvania Science Office of the Nature Conservancy in 1996 and updated in 2004. This document draws heavily from the Pennsylvania Natural Diversity Inventory (PNDI) database. This agency conducts an ongoing process that cumulatively updates and refines data regarding rare, threatened, and endangered species and natural features/areas of the highest quality. This inventory uses some 800 sources of information to map, describe, and disseminate facts about important natural features.

The PNDI does not release detailed site-specific information about significant natural features for general exposure to the public. This protects the feature from people who become curious and attempt to locate and collect such features. Instead, PNDI provides generalized locations of known or historic natural feature occurrences.

Using PNDI's criteria, the Natural Areas Inventory identified one (1) site within Shrewsbury Township (Deer Creek Woods) as a Statewide significant natural habitat. In addition, two (2) other areas in the Township (Seitzland Marsh and Shaffer's Hollow) were identified as locally significant sites. (See Exhibit 8.7). Sites of statewide importance support species of special concern or exemplary natural communities; sites of local importance provide locally significant habitat and may be suitable for environmental education, parks, or nature preserves.

The Western PA Conservancy will update the York County NAI as part of a four-county Natural Heritage Inventory initiative (with Adams, Cumberland, and Franklin Counties).

Woodlands

Woodlands comprise approximately 20% of the land area within the Southern York County Region. While most of the Region's woodlands are scattered across the Township, there is a concentration in the steeper-sloped areas of the Township's west-central portion, along the major stream corridors. Areas of significant woodland cover are identified on the Natural Features Map (Exhibit 8.7).

Recent amendments to the Pennsylvania Municipalities Planning Code (PA MPC) specifically enable local governments to protect significant woodland areas by preventing extensive development in those areas and/or engaging development review procedures that conserve these important natural features. Three (3) municipalities in the Region, New Freedom Borough, Shrewsbury Borough, and Shrewsbury Township, have adopted regulations to protect woodlands to varying degrees.

Benefits of Woodlands Protection

- Slows erosion by stabilizing steep slopes and stream banks through extensive root systems.
- Aids in stormwater management and replenishment of aquifers by promoting groundwater recharge.
- Aids in purifying groundwater by filtering runoff and reducing sediment wash caused by erosion.
- Provides important wildlife habitat areas, particularly when large, unbroken areas of forest cover or linkages to other blocks of woodland can be maintained.
- It offers excellent passive recreation opportunities like hiking, horseback riding, photography, hunting, and camping.
- It helps reduce the level of air pollution by absorbing airborne pollutants and producing beneficial carbon dioxide.

Shrewsbury Borough requires that at least 15% of existing trees in proposed subdivisions or land developments be maintained or replaced. Shrewsbury Township, on the other hand, requires the preservation of trees, which includes partially or completely wooded areas; isolated

clusters of native, overstory trees, and individual, isolated, native, overstory trees of a designated size in all proposed subdivisions and land developments. In the case of large parcels, where land is proposed to be subdivided or developed for structures on "wooded" lots 20,000 square feet or larger, a building envelope not exceeding 14,000 contiguous square feet must be designated. All woodlands outside the building envelope shall be classified as a "Tree Preservation Area" and maintained as woodland. On "wooded" lots of less than 20,000 square feet, a minimum of 20% of a residential lot must be retained as woodland, and a minimum of 15% of commercial, institutional, and industrial lots must be retained as woodland. Furthermore, Shrewsbury Township's Zoning Ordinance requires that lands located within a Critical Environmental Area (lakes, ponds, watercourses, springs, seeps, 100-year floodplains, wetlands, buffer areas, and steep slopes) be maintained in forest or other vegetation. New Freedom Borough expressly forbids clear-cutting of existing trees and requires existing wooded areas, trees with a diameter of 6" or greater, and all proposed wooded areas or individual trees for removal to be shown on the land development plan.

The Glen Rock and Railroad Boroughs should consider adopting protective measures for woodlands, while Shrewsbury Borough and New Freedom Borough should consider improving their existing provisions. Provisions such as limiting the removal of trees adjacent to streams, in steeply sloped areas, and in or adjacent to identified Natural Areas should be considered. In addition, developers and woodlot managers should be encouraged to maintain established wildlife corridors through linkages to other wooded areas.

Woodland Protection Measures

- Tree removal setbacks adjacent to streams.
- Tree removal limitations in steep-sloped areas and in and near Natural Areas.
- Maintenance of wildlife corridors.

The PA MPC amendments also added provisions whereby municipalities must permit forestry activities, including but not limited to timber harvesting, as a use by-right in all zoning districts to encourage maintenance and management of forested or wooded land as a sound and economically viable land use. Although forestry activities must be permitted by right, municipalities can enact regulations to promote good forest stewardship, protect the rights of adjoining property owners, and minimize the potential for adverse environmental impacts. The Penn State School of Forest Resources has developed "Pennsylvania Model Forestry Regulations," intended to address the needs and concerns of residents, forestry landowners, and the forest industry. Shrewsbury Township is the only municipality in the Region that sets forth provisions to regulate forestry activities in its Zoning Ordinance.

Municipal officials, as applicable, should consider the adoption of zoning, subdivision, and land development standards limiting the removal of trees in sensitive areas and encouraging the preservation of wildlife corridors.

Where applicable, municipal officials should review the Pennsylvania Model Forestry Regulations and consult with professional foresters in the development of, or revision of, any provisions regulating forestry activities.

Big Trees of Pennsylvania

When assessing an area's natural features, trees warrant special consideration. Apart from their obvious aesthetic appeal, trees offer practical benefits such as shade from solar radiation, wind reduction, noise abatement, air pollution mitigation, and an environment for wildlife. However, the trees discussed in this section transcend a simple summation of attributes. They are a natural phenomenon and should be protected as such.

Big Trees of Pennsylvania, compiled by a Pennsylvania Bureau of Forestry-sponsored committee, is a registry reserved for the largest member of every species of tree found in Pennsylvania. When assessing the size of a tree, Big Trees of Pennsylvania measure the circumference of the trunk, the height of the tree, and the average crown spread. Using these criteria, one (1) tree in the Southern York County Region was judged to be the largest of their species. (See Natural Features Map- Exhibit 8.7).

A Yellow buckeye (*Aesculus octandra*) on the east side of Country Club Road in Shrewsbury Township, approximately one-half (1/2) mile south of Susquehannock High School, was officially recognized in 1988. This specimen is a towering 80 feet tall, with a circumference of 17 3/4 feet.

Although this tree is located on private property, the Township should ensure that future development does not threaten the visual characteristics of this tree or its underground root system. Champion trees such as this, the elite of their species, often have endured through several centuries. Insensitive road development or other improvements should not jeopardize such an accomplishment. The tree and surrounding area could be added to the Township's official map ordinance.

Focus Areas and Greenways

The Open Space and Greenways Plan component of the York County Comprehensive Plan identifies focus areas and greenways that highlight large, connected, and contiguous areas where open space conservation would have the highest value. Features that were considered in the focus area delineations include unique features/scenic geology, natural areas, named streams, lakes, reservoirs, prime agricultural soils, 100-year floodplains, steep slopes (> 25 %), wetlands, forested areas, important birding areas, wellhead protection areas, and hydric soils. Greenways, on the other hand, follow streams and creeks; they are areas rich in natural resources and deemed important in terms of conservation.

Regarding the Southern York County Region, a small portion of Central County/East Branch Codorus and Reservoir Parks Focus Area extends into Shrewsbury Township. The East Branch Codorus, a high-quality cold-water fishery, forms the spine of the focus area. Other important features include woodlands, wetlands, 100-year floodplains, prime agricultural soils, and protected lands within Spring Valley County Park. (See Natural Features Map- Exhibit 8.7).

Also, the Codorus Creek South Branch - Southern Greenway, which begins near Glen Rock Borough near the Heritage Rail Trail County Park and extends southward to the Maryland line, is partially in Shrewsbury Township. It runs along the Codorus Creek South Branch, a trout-stocked stream that includes the adjacent floodplains and wetlands. (See Natural Features Map- Exhibit 8.7).

Township officials should continue to enforce the critical environmental area provisions in its Zoning Ordinance and consider requiring the protection of the focus area and greenway to be addressed as part of any Environmental Impact Assessment (EIA), when applicable.

Important Plant and Wildlife Habitats

As an area is converted from its natural to man-made state, the delicate balance of the local ecosystem is often disrupted. This imbalance degrades or strains the environment's ability to support varied forms of plant and animal species. Consequently, species become threatened or endangered.

State and Federal agencies have become increasingly concerned about protecting local natural habitats as a means of protecting wildlife diversity. The protection of these habitats can also provide benefits. For these reasons, all levels of government and other conservation-oriented groups have become involved in protecting these habitats.

Benefits of Habitat Protection

- Protection of plant and wildlife diversity.
- Protection of threatened and endangered species.
- Protection of woodlands and linear corridors.
- Provision of passive recreation opportunities.

Historical Sketch

The Southern York County Region possesses a rich historical heritage. Within the Region, each municipality has its own unique history, which has contributed to the historic evolution of the Region and that of York County. The following is a brief description of the historic development of each municipality within the Region.

Shrewsbury Township was one of the first townships established west of the Susquehanna River. Created by the General Assembly in 1739, it originally included all the area that is now Shrewsbury, Hopewell, and Springfield Townships. The earliest settlers were English and Scots-Irish, who were attracted to the area because of the excellence of the soil. A further attraction was the Potocas Trail, running north to south, providing access for the movement of goods and crops in and out of the area. Many early inhabitants of the southern part of the Township settled there on Maryland land grants, and there were many boundary disputes before the Mason-Dixon line's establishment in 1767. The English and Scots-Irish began to leave the area in the early 1740s and were replaced by an influx of German settlers. The vast majority of the

Community Profile

Township's residents, until recently, have been farmers. The Township's population, stable until the 1970s, has surged since the completion of I-83, and the continuing migration of Baltimore County, Maryland, residents to the area.

Shrewsbury Borough developed as a center of activity along the old Baltimore and York Turnpike, earlier known as the Joppa Road and Potocas Trail. Originally laid out in 1794, the community during its early development was known as Strasburg, which is the German name for "a village by the road." In 1834, the village was incorporated as Shrewsbury Borough. By this date, the community had evolved into the commercial center of southern York County. The Borough's population remained stable for decades until the completion of I-83 brought an influx of new residents to the area, which continues. Today, Shrewsbury Borough has various commercial enterprises but may be considered primarily a bedroom community.

New Freedom Borough, founded in 1866 and named for the ideal of liberty and opportunity that characterized the post-Civil War era, emerged during significant economic growth in the region driven by railroad expansion. Initially a tiny agricultural community, it quickly developed into a hub for commerce and industry, benefiting from its strategic location along the rail line. The arrival of the Northern Central Railway in the 19th century played a crucial role in shaping the borough's development, fostering population and economic growth. New Freedom's charming downtown features a variety of historic buildings that reflect its rich architectural heritage, and today, the borough is known for its vibrant community spirit and preservation efforts that honor its historical roots.

Glen Rock Borough traces its roots to the construction of the Northern Central Railroad, which soon attracted industry to the growing community. Located along the south branch of Codorus Creek, the Borough supported a wide variety of early industries, including woolen, flour, and sawmills; an iron foundry; and cigar, carriage, harness, and rope factories. Industry and commerce were in the center of town, while residential development clustered around it into the surrounding hills. The Borough was officially incorporated in 1859. The loss of rail service in the 1970s and the lack of good access to major roads adversely impacted the Borough's economy. Today, Glen Rock's population remains stable.

Railroad Borough, nestled in the hills that surround it along the South Branch of Codorus Creek, was since 1792 the site of various mills, including grist mills, a bark mill, a flax mill, and a brick mill, as well as a successful tannery, furniture company, and other early businesses. From the completion of the Northern Central Railway through the community in 1838, the Railroad was also, for many years, an important freight depot. The Borough was officially incorporated in 1871. Today, Railroad is a small stable community of residents and a few small businesses.

Historical Sites

The cultural heritage of the Southern York County Region is evident in the many older individual buildings, structures, and sites throughout the Region. Local officials and residents recognize the value of conservation, rehabilitation, restoration, and adaptive reuse of these historic features as a means of providing a glimpse into the Region's important past. Additionally, historic preservation can provide educational opportunities

regarding historic life and architectural styles. Well-maintained historic sites and areas can create a sense of unique identity and stimulate civic pride, economic vitality, and tourism opportunities.

To identify the locations and significance of historic resources within the Region, comprehensive surveys undertaken by Historic York, Inc., were utilized. The surveys provide information on all historic sites 50 years of age or older and include descriptive data such as significance, level of historic integrity, and condition. Glen Rock, Railroad, and Shrewsbury Boroughs were originally surveyed in the early 1980s, followed by a resurvey in 1998. Shrewsbury Township was surveyed in 1987 and this is the most recent data available. Regarding the surveys, it was noted that each of the Boroughs retained their historic integrity and 19th century streetscape.

Since the completion of the original surveys by Historic York, Inc., eight (8) individual sites have been listed on the National Register, and one (1) site has been determined to be eligible for the National Register. These sites are described in the table below.

Table 4 National Register Listed/Eligible Sites				
Municipality	Site	General Location	Listed/Eligible	Date
Glen Rock Borough	Liberty Manufacturing Co.	47 Baltimore Street	Eligible	12/7/1990
Shrewsbury Borough	Shrewsbury Railroad Station	Stewartstown Railroad (Main Street)	Listed	5/4/1995
Shrewsbury Township	Bridge 182 & 42, Northern Central Railway	SR 616, .6 miles of Seitzland	Listed	5/4/1995
Shrewsbury Township	Bridge 634, Northern Central Railway	400' sw of SR 616, nw of Taylor Hill Road	Listed	5/4/1995
Shrewsbury Township	Deer Creek Bridge, Stewartstown Railroad	S of SR 851 , near Deer Creak Road	Listed	5/4/1995
Shrewsbury Township	Stone Arch Road Bridge, Stewartstown Railroad	Stewartstown Railroad tracks over Stone Arch Road	Listed	5/4/1995
Shrewsbury Township	Fissels School	Fissels Road @ Susquehannock High School	Listed	10/24/1997
New Freedom Borough	New Freedom Borough Train Station	117 North Front Street	Listed	03/29/1979

In addition, there are three (3) National Register Historic Districts within the Region. These include the Glen Rock Borough Historic District (listed 1997), Railroad Borough Historic District (listed 1984), and Shrewsbury Borough Historic District (listed 1984).; all of which are depicted on the Cultural Facilities Map. Listing on the National Register, the nation's inventory of historic resources, confers tax advantages for income-

producing properties and other benefits but does not restrict property owners. Listing is dependent upon the majority approval of landowners within a proposed area.

While not listed on the National Historic Register, the Freedom Green Park is a passive community park accessible to all abilities and age groups. The park is a historical landmark located in the center of Historical Downtown New Freedom, at the intersection of Main Street and Railroad Avenue. The property is owned by the New Freedom Borough and is being developed jointly by the Borough and New Freedom Heritage Inc. The New Freedom Heritage Museum is located on the northwest corner of the Freedom Green property. It celebrated its Grand Opening on February 4, 2012. This Museum serves to present New Freedom's History and preserve some of the town's valuable artifacts.

The PA MPC requires that municipal zoning ordinances contain provisions to protect historic resources. However, none of the Region's municipalities has any specific historic preservation measures in place. Shrewsbury Township's Subdivision and Land Development Ordinance (2005) states that the owner/developer shall contact PHMC to verify any historical features of historical significance existing on the site. If historical significance is documented, the Township may require the subdivision or land development plan to be reviewed by PHMC. Glen Rock and Railroad Boroughs have a general provision in their Subdivision and Land Development Ordinance that all historic features shall be maintained/preserved based on Borough determination.

Act 167, the Historic District Act (1961), enables local governments to regulate the alteration, restoration, demolition, or erection of structures within designated local historic districts. Such districts should consist of an area with a significant concentration of historic structures as identified by an inventory and might overlap or entirely include National Register Districts. Proposed local historic districts must be approved by the PHMC and a Historic Architectural Review Board (HARB) must be established to provide guidance to governing body decisions on proposed actions within these areas.

Municipalities following this path should then adopt local historic preservation ordinances that contain suitable historical review standards addressing proposed demolitions, alterations, and removals of structures, as well as assuring the architectural and historic compatibility of new development with the existing character of the district.

In municipalities where an Act 167 historic district is not feasible, a historic overlay zoning district should be considered. The overlay could include individual sites, as well as clusters of sites, provided that the historic resources were documented and identified on a map or in a report such as the inventory included in this Plan. Common historic overlay district provisions include requirements that new buildings be similar in type and scale to existing buildings and that setbacks replicate the existing building line, plus incentives to discourage demolition. Consideration should be given to establishing a historic district commission or committee to advise the governing body on these matters. Other opportunities for the protection of historic structures include the adoption of incentives in both the zoning and subdivision and land development ordinances for the adaptive reuse of buildings rather than their demolition.

To address the requirements of the PA MPC and the Region's goal of promoting the protection and adaptive reuse of historic structures as alternatives to major alteration that eliminates historic features or demolition, interested municipalities could pursue the creation of a local historic protection district. This could involve the establishment of a HARB or a Historic District Commission/Committee and the adoption of local historic preservation ordinances with suitable historic review standards.

Communities interested in promoting the protection of historic structures should also consider the adoption of zoning and subdivision and land development standards that create incentives for the adaptive reuse of historic buildings rather than their demolition.

Archaeological Resources

Like historic sites, archaeological resources provide a glimpse into an area's distant past. Prehistoric archaeology refers to times before local historic records were kept, or prehistoric times. Archaeological resources can provide valuable artifacts and remains, or information that can help identify, date, and understand cultures. Many times, archaeological sites are surveyed merely to verify the presence of a culture at that location, rather than to protect an area or gather artifacts. Such sites might then provide interesting themes for local conservation areas.

Cultural Periods

There are numerous recorded prehistoric and historic American Indian sites in York County. Thus, it ranks among the richest archaeological areas in the eastern United States. These numerous sites represent all cultural periods. A site is defined as any place of aboriginal use. A site may be a village, a camp, a quarry for obtaining stone for tools, a rock shelter, a burial site, butchering, or kill sites, etc.

Paleo-Indian sites are the rarest type known in Pennsylvania, numbering only around 230 for the entire State. Many of these sites consist of isolated surface finds of distinctive fluted projectile points that characterize Paleo-Indian populations. These sites represent the evidence of the first human inhabitants and date before 8000 B.C.

The Archaic period, lasting in this area from about 8000 B.C. to 1000 B.C., is a period of population increase and diversification in response to changing environmental conditions. Knowledge of the distribution and form of Archaic sites in this heavily populated area is important to understanding changing adaptations. Many varieties of chipped-stone tools, axes, grinding stones, millers, pestles, and steatite bowls characterize this period. Archaic sites are common throughout York County.

Sites from the Woodland period (1000 B.C.-A.D. 1550) are likely to occur within York County. These sites, which represent settled village life, are often confined to settings that provide more open ground, such as floodplains and some hilltops. Several phases of sociopolitical development can be documented at various sites in York County. Village sites contain a wide variety of archaeological remains and are the most useful for examining prehistoric social organization. For this reason, they are usually determined eligible for the National Register of Historic Places. Historic archaeological sites from the period of European-Indian contact, including village sites, are also likely to exist in the County.

Community Profile

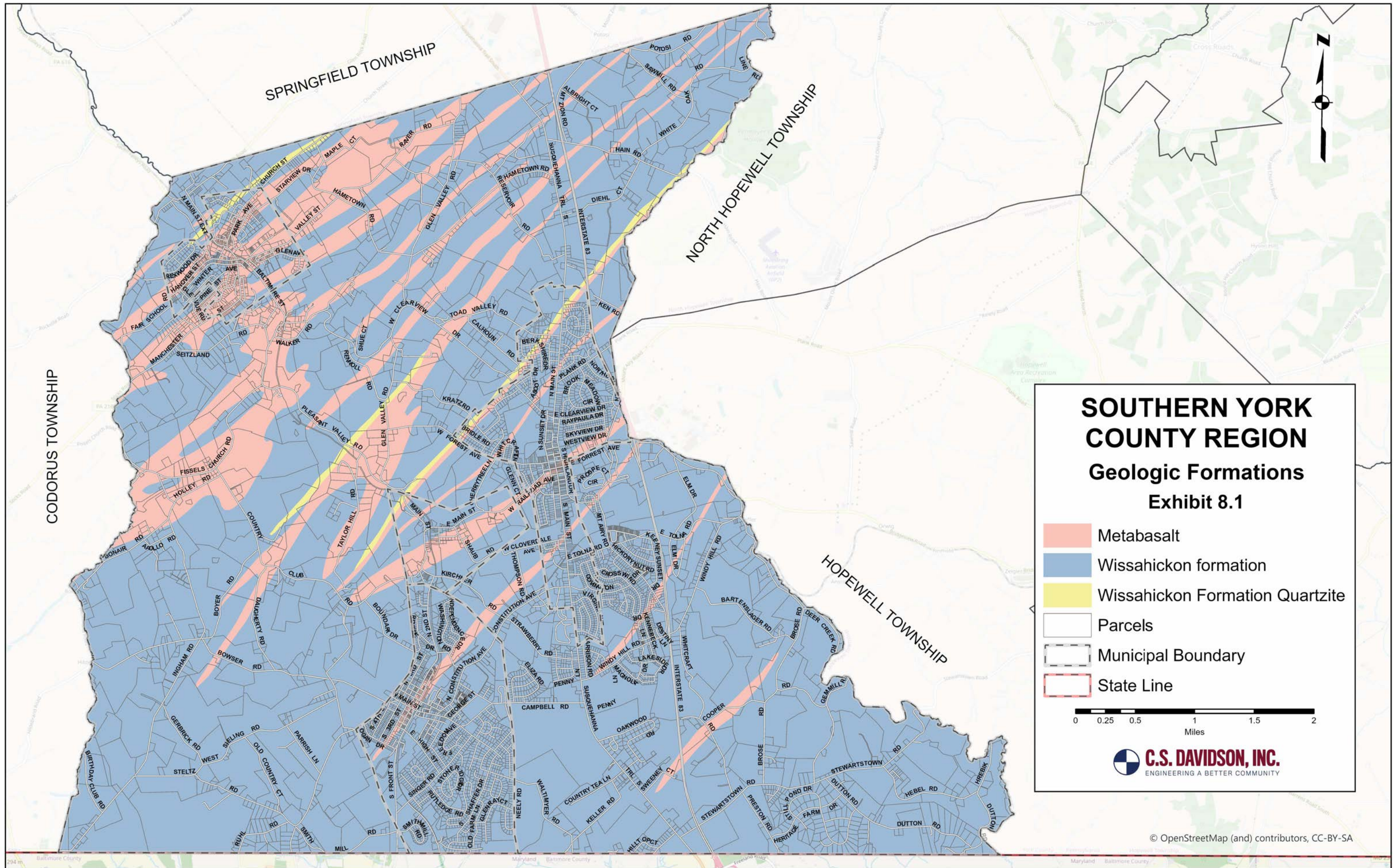
The determination of areas of high probability for the presence of prehistoric archaeological sites is based on a comparison of the topographic setting of the recorded archaeological sites to the general topography. Extensive research showed that the location of prehistoric sites is closely related to several environmental variables. Flat ground, abundance of wildlife, converging streams, springheads, saddles, floodplains, swamps, and water in general (including streams that are extinct today) are the most crucial factors.

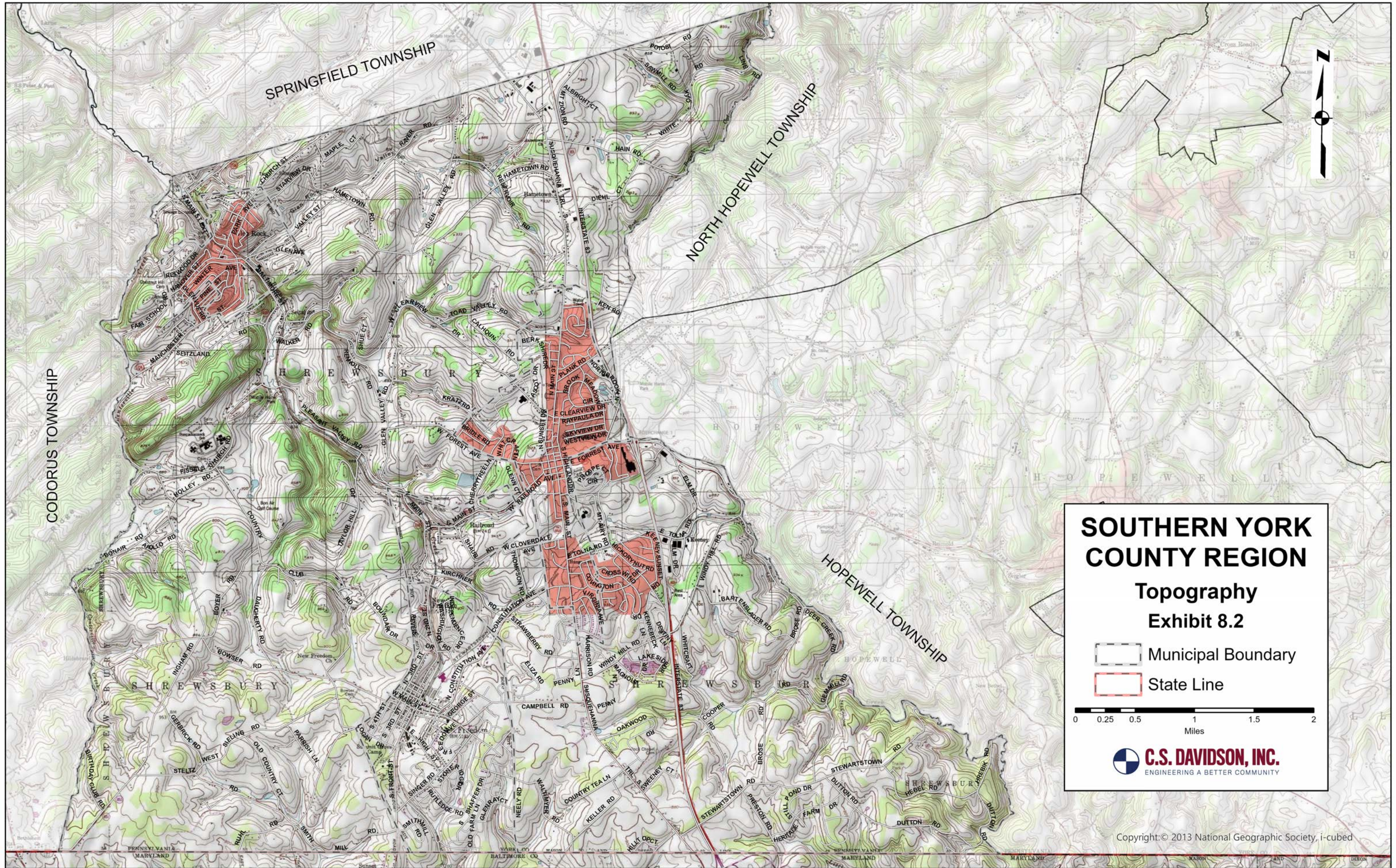
There are no recorded prehistoric or historic American Indian sites within the Southern York County Region. This is probably due to the region's largely upland topography and the lack of archaeological investigations in the area. However, the PHMC has identified areas of suspected archaeological significance that may someday yield artifacts. These areas are depicted on the Cultural Features Map.

The Region's municipalities currently have no provisions requiring a Phase I archaeological survey to be undertaken for proposed subdivisions and land developments in areas of suspected archaeological significance. Such a requirement would help ensure that any area artifacts that may exist are not inadvertently destroyed, damaged, or removed from the site in an unauthorized manner during the development process. Pennsylvania Law authorizes municipalities to require such a survey.

Local officials could consider adopting revisions to their subdivision and land development ordinances that would require Phase I archaeological surveys of proposed development sites in areas of suspected archeological significance.



- End.





SOUTHERN YORK COUNTY REGION

Topography Exhibit 8.2

-  Municipal Boundary
-  State Line



SPRINGFIELD TOWNSHIP

NORTH HOPEWELL TOWNSHIP

CODORUS TOWNSHIP

HOPEWELL TOWNSHIP

SOUTHERN YORK COUNTY REGION

Soils Exhibit 8.3

- Baile Silt Loam
- Chester Silt Loam
- Codorus Silt Loam
- Glenelg Channery Silt Loam
- Glenville Silt Loam
- Hatboro Silt Loam
- Mt. Airy and Manor Soils
- Urban Land - Mt. Airy Complex
- Urban Land - Chester Complex
- Parcels
- Municipal Boundary
- State Line



SPRINGFIELD TOWNSHIP


NORTH HOPEWELL TOWNSHIP

CODORUS TOWNSHIP

HOPEWELL TOWNSHIP

SOUTHERN YORK COUNTY REGION

Prime Farmland Exhibit 8.4

-  Prime Farmland
-  Parcels
-  Municipal Boundary
-  State Line



© OpenStreetMap (and) contributors, CC-BY-SA



