

INTRODUCTION AND PLANNING IMPLICATIONS

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

Background Items covered in this chapter are:

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

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

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

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

REGIONAL SETTING AND ADJACENT AND COUNTY PLANNING

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

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

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

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

Windsor Township

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

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

York Township

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

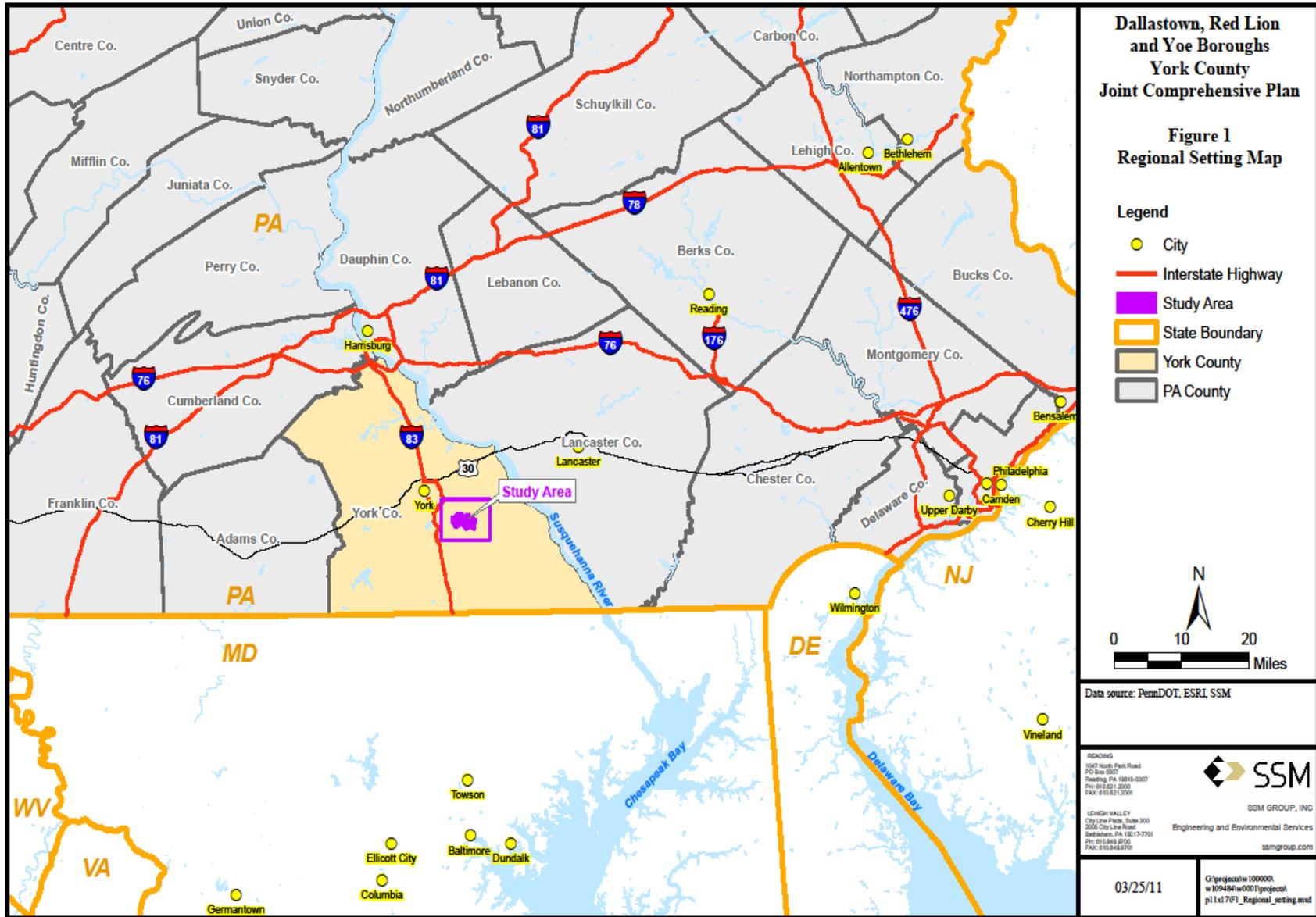
York Township borders Red Lion Borough on the west. The existing and proposed land uses between the two borders are generally compatible, except along West Broadway, where a commercial area in York adjoins a predominantly residential area in Red Lion. The majority of the adjoining area in York Township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

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

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

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

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



The York County Comprehensive Plan

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

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

Table 1 - Benefits of Growth Boundaries

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

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

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

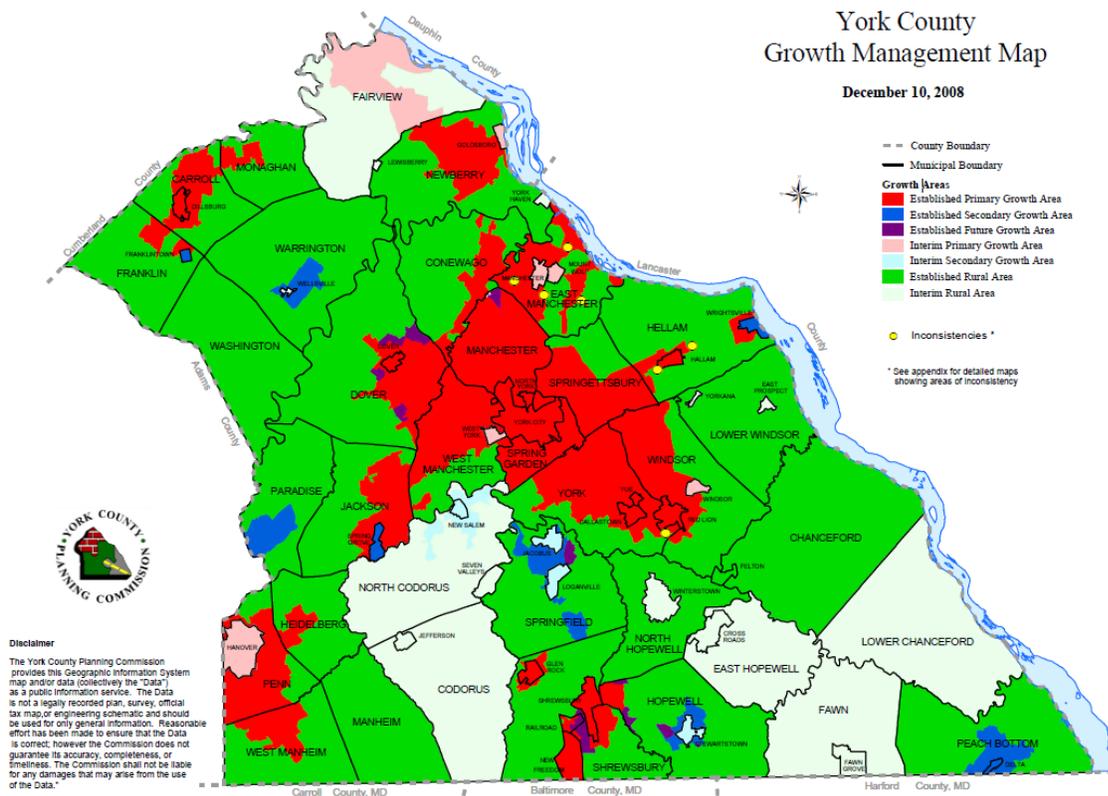
- ✓ Existing developed areas;
- ✓ Existing public water and sewer service areas;
- ✓ Existing municipal zoning delineations;
- ✓ Natural features such as watershed protection areas, steep slopes, floodplains, and wetland areas;
- ✓ Farms preserved with agricultural conservation easements.

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

Figure 2

**York County
Growth Management Map**

December 10, 2008



Disclaimer
 The York County Planning Commission provides this Geographic Information System map and/or data (collectively the "Data") as a public information service. The Data is not a legally recorded plan, survey, official tax map or engineering schematic and should be used for only general information. Reasonable effort has been made to ensure that the Data is correct; however the Commission does not guarantee its accuracy, completeness, or timeliness. The Commission shall not be liable for any damages that may arise from the use of the Data.

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

POPULATION, HOUSING AND BUILDING ACTIVITY

The following tables present data regarding the population, housing stock and building activity in the Boroughs.

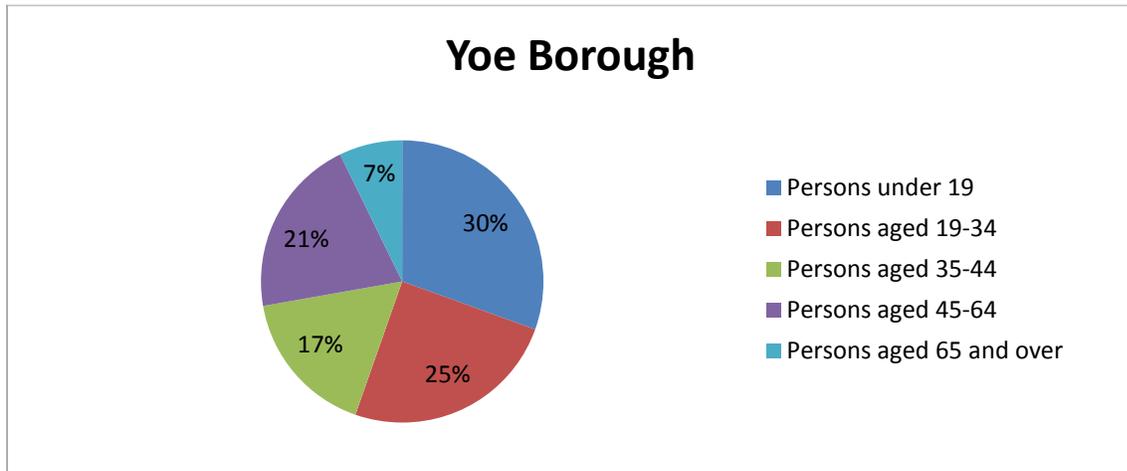
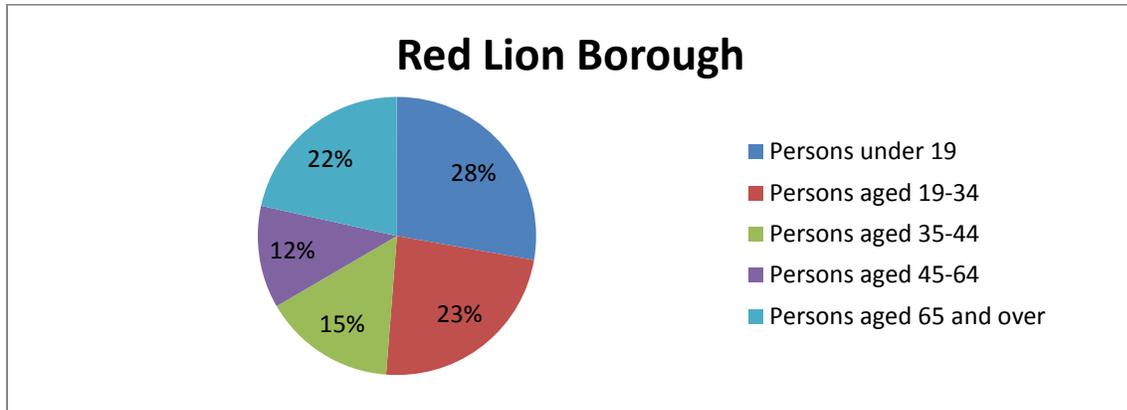
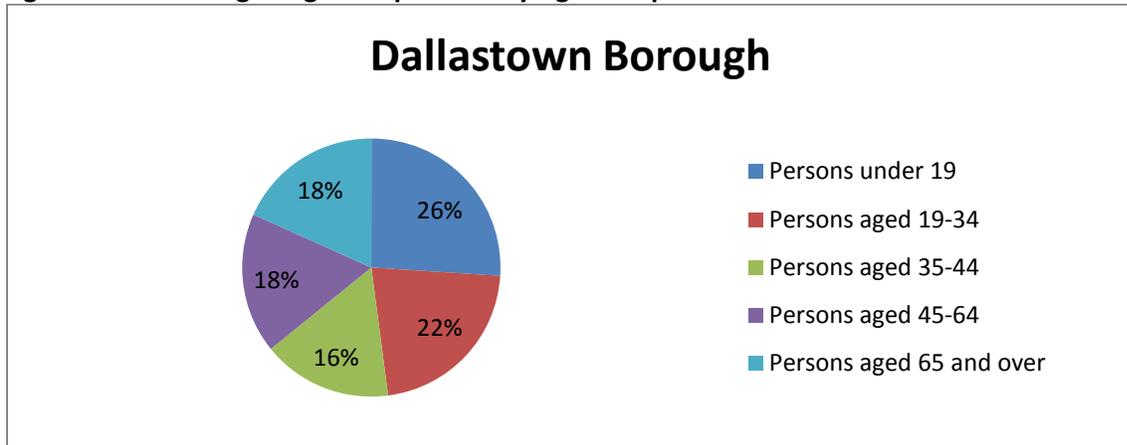
Table 2 - Demographic Highlights 2000 - Tri-Borough Region

2000	Dallastown Borough		Red Lion Borough		Yoe Borough	
Total Population	4,087		6,149		1,022	
Total Households	1,622		2,575		437	
Total Families	1,027		1,645		250	
<i>Racial Composition</i>						
White	3,972	97.2%	5,972	97.1%	965	94.4%
African-American	32	.8%	37	.6%	13	1.3%
Hispanic (of any race)	73	1.8%	56	.9%	17	1.7%
Asian and Pacific Islander	14	.3%	25	0.4%	6	0.6%
Other, including mixed racial composition	16	0.4%	20	0.3%	8	0.8%
<i>Household Characteristics</i>						
Average number of persons	2.36		2.37		2.34	
Married-couple households	752	46.4%	1,205	46.8%	167	38.2%
Total households with children under 18	558	34%	528	21%	82	19%
Female-headed households	203	13%	312	12%	66	15%
Single persons	484	29.8%	762	29.6%	137	31.4%
Persons over 65 living alone	201	12.4%	282	11%	28	6.4%
<i>Age Characteristics</i>						
Median age	36.5		34.2		31.4	
Persons under 19	1,064	26.1%	1,708	27.8%	312	30.4%
Persons aged 19-34	894	21.9%	1,443	23.4%	254	24.8%
Persons aged 35-44	664	16.2%	943	15.3%	172	16.8%
Persons aged 45-64	718	18%	731	12%	210	21%
Persons aged 65 and over	747	18.3%	1,324	21.6%	74	7.2%
<i>Income Characteristics</i>						
Median household income	\$37,500		\$35,828		\$34,211	
Median family income	\$44,500		\$41,850		\$40,833	
Per capita income	\$18,249		\$17,723		\$16,795	
Households below poverty ¹ line		8.70%		10.4%		11.7%

Source: U.S. Census Bureau

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

Figure 3 - Tri-Borough Region Population by Age Group - 2000



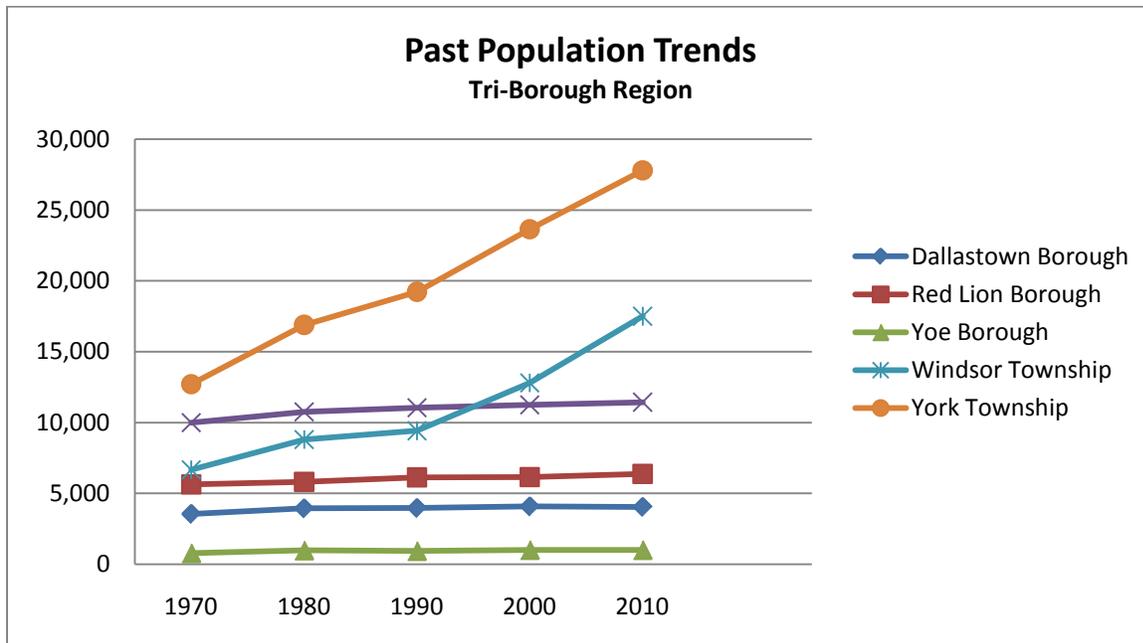
The following observations can be made based on Table 2.

- Residents of the Region were predominantly white, ranging from 94.4% in Yoe to 97.2% in Dallastown. For York County as a whole, 93.8% were white.
- The average number of persons per household was relatively small, ranging from 2.34 in Yoe to 2.37 in Red Lion. For York County the number was 2.52.
- The predominant form of household is married couple, ranging from 38.2% in Yoe to 46.8% in Red Lion.
- Households with children under 18 ranged from 19% in Yoe to 34% in Dallastown. For York County, the percentage was 34.9%.
- Female-headed households ranged from 12% in Red Lion to 15% in Yoe. For York County, the figure was 9%.
- Single persons ranged from 29.6% in Red Lion to 31.4% in Yoe. For York County, the percentage was 23.3%.
- Persons over 65 living alone ranged from 6.4% in Yoe to 12.4% in Dallastown to 11.0% in Red Lion. Persons aged 65 and over ranged from 18.3% in Dallastown to 21.6% in Red Lion to 7.2% in Yoe. For York County as a whole, 13.4% of the population was aged 65 and over.
- Median age ranged from 31.4 in Yoe to 36.5 in Dallastown. For York County as a whole, the median age was 37.8.
- Median household income ranged from \$34,211 in Yoe to \$37,500 in Dallastown. For York County, the figure was \$45,268.
- Households below poverty line ranged from 8.7% in Dallastown to 11.7% in Yoe. For York County the figure was 4.6%.

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

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

Source: U.S. Census Bureau, YCPC



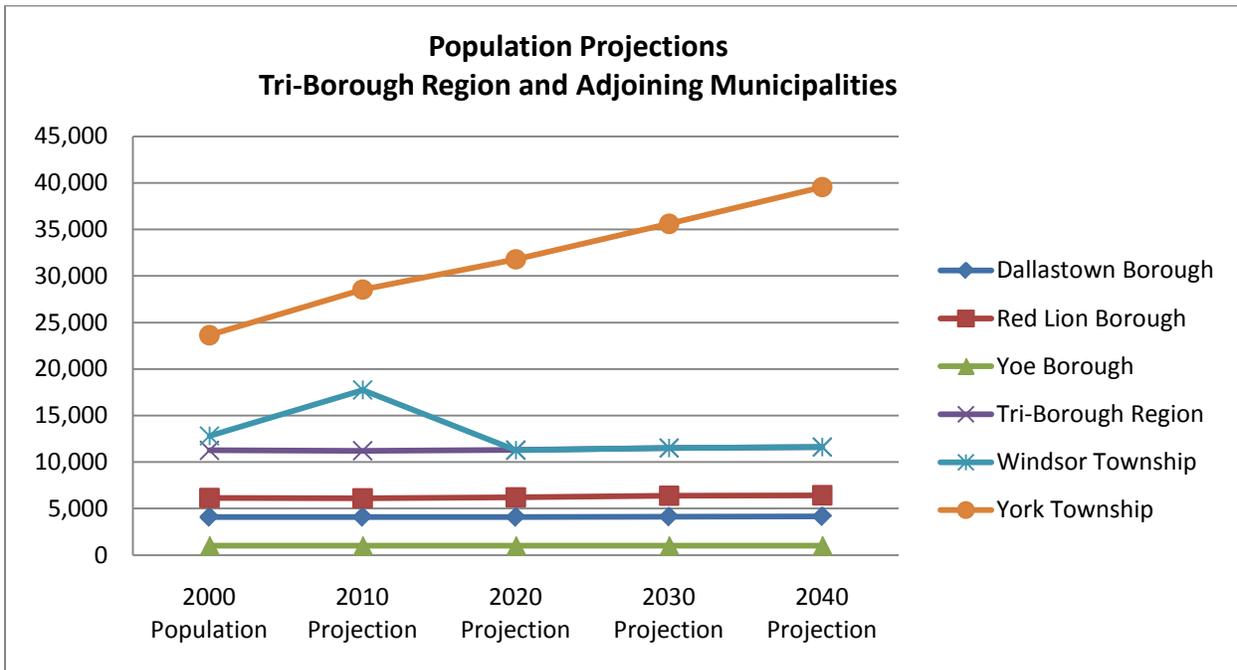
Dallastown experienced its largest increase from 1970 to 1980, 389. Its population increased by 25 from 1980 to 1990, increased by 113 from 1990 to 2000 and decreased by 38 from 2000 to 2010. Red Lion's population increased each decade, by 179 from 1970 to 1980, by 306 from 1980 to 1990, by 19 from 1990 to 2000 and by 224 from 2000 to 2010. Yoe, like Dallastown, had its biggest increase from 1970 to 1980, 200. The population declined from 1980 to 1990, then increased by 75 from 1990 to 2000. The population of Yoe declined by 4 from 2000 to 2010. The entire Region increased by 1,445 (14.5%) from 1970 to 2010.

Both Windsor and York Townships grew substantially each decade from 1970 to 2010. Combined, they grew 25,918 (133.7%) over 40 years. Growth in the Townships is projected by the York County Planning Commission to be 31,807 from 2000 to 2040.

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

<u>Municipality</u>	<u>2000 Population</u>	<u>2010 Projection</u>	<u>2020 Projection</u>	<u>2030 Projection</u>	<u>2040 Projection</u>
Dallastown Borough	4,087	4,092	4,081	4,128	4,163
Red Lion Borough	6,149	6,116	6,200	6,378	6,428
Yoe Borough	1,022	1,008	1,010	1,007	1,021
Tri-Borough Region	11,258	11,216	11,291	11,513	11,612
Windsor Township	12,807	17,750	11,281	11,513	11,612
York Township	23,637	28,536	31,780	35,603	39,556

Source: York County Planning Commission



Dallastown and Yoe were projected to decrease by small amounts in population from 2000 until 2020, and then increase by small amounts from 2020 to 2040, Dallastown increasing by 82 (2%) from 2020 to 2040 and Yoe increasing by 11 (1%) from 2020 to 2040. Red Lion was projected to decrease slightly by 2010 and then start increasing, by 312 (5%) from 2010 to 2040. The feasibility of that increase will

depend upon the residential conversion policies of the Borough in the Future, the intensity of development of the few vacant residential parcels in the Borough, and the extent of residential redevelopment and adaptive reuse projects which occur.

On the other hand, Windsor and York Townships, which surround the Boroughs, are expected to continue to experience substantial population growth each decade. Windsor Township is projected to grow by 15,888 (125%) from 2000 to 2040. York Township is projected to grow by 15,919 (67%) in the same period. This represents an additional 31,807 people in the Townships by 2040.

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

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

Table 5
Housing Characteristics - 2000, Tri-Borough Municipalities

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

Source: U.S. Census Bureau

Figure 4

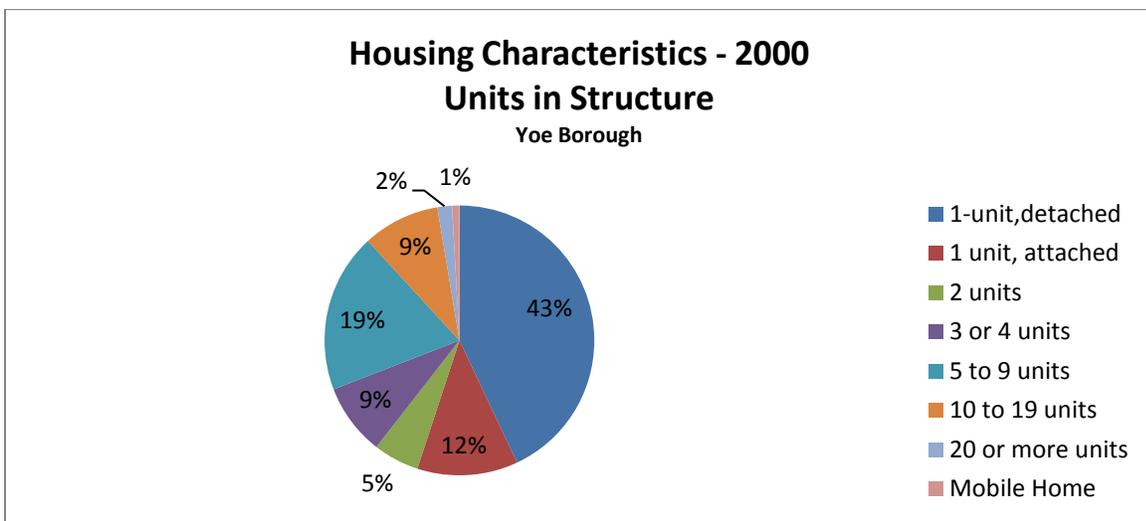
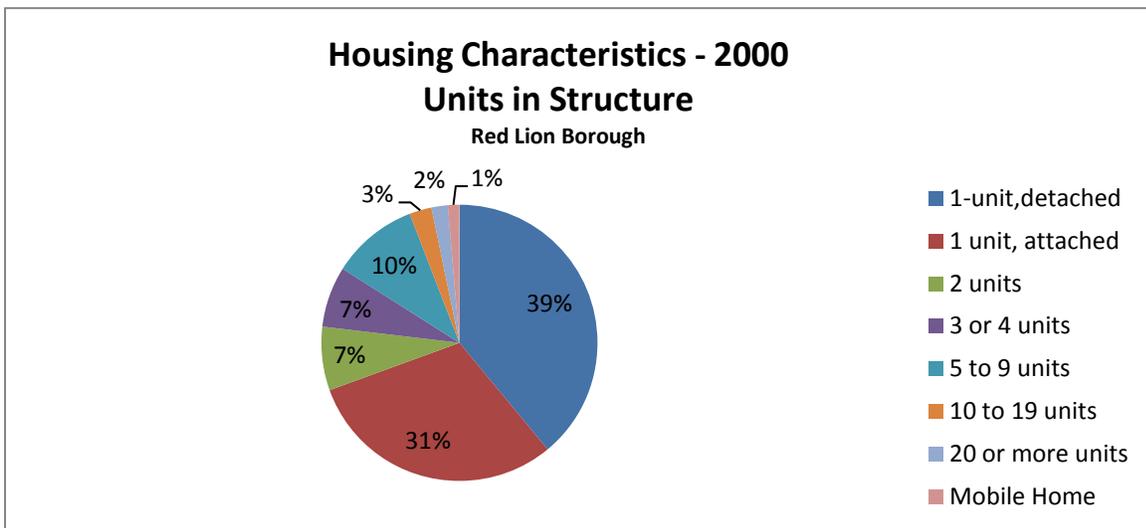
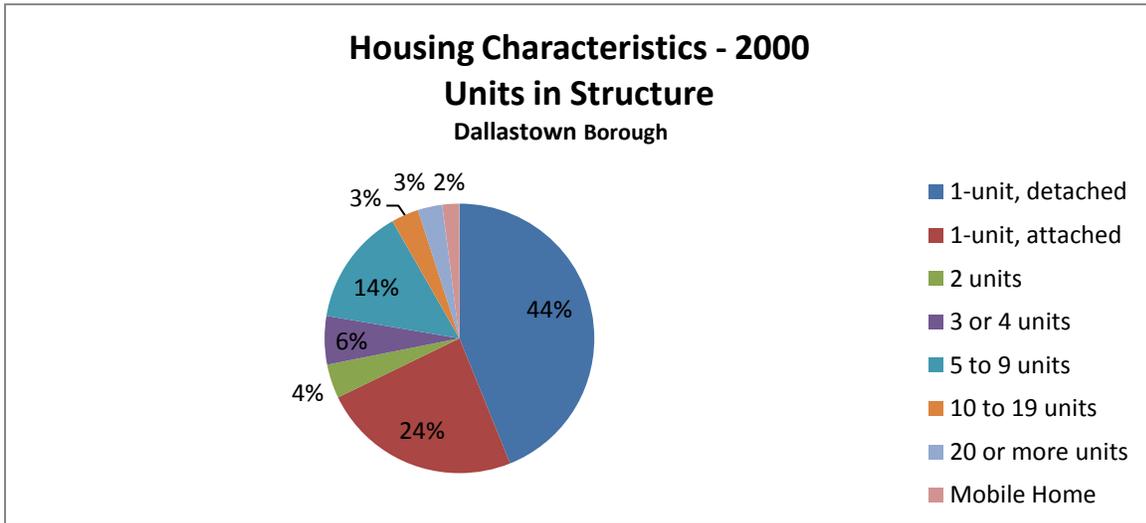
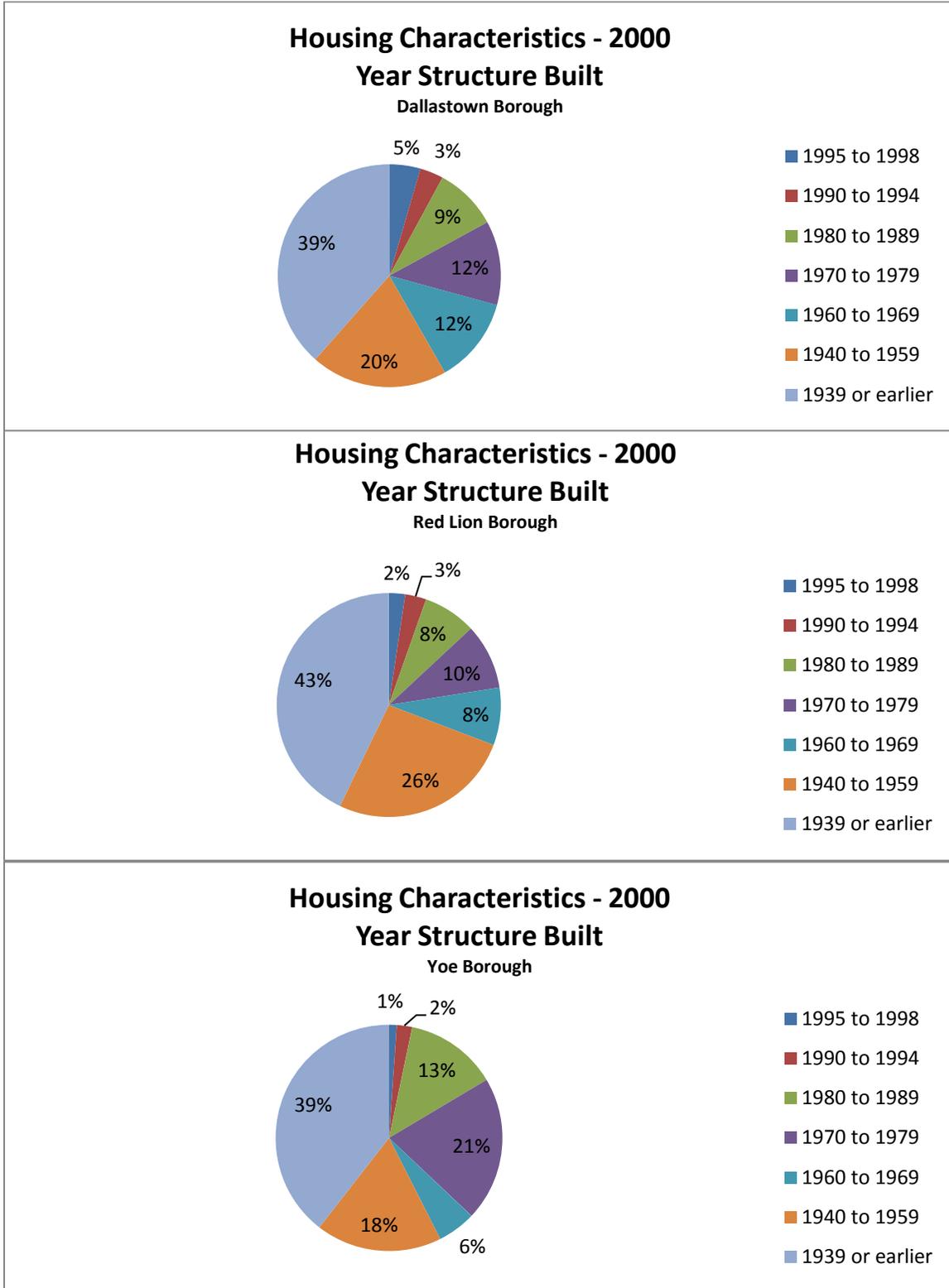


Figure 5



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

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

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

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

Source: York County Building Permit Data, YCPC

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

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

Source: YCPC

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

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

Source: YCPC

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

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

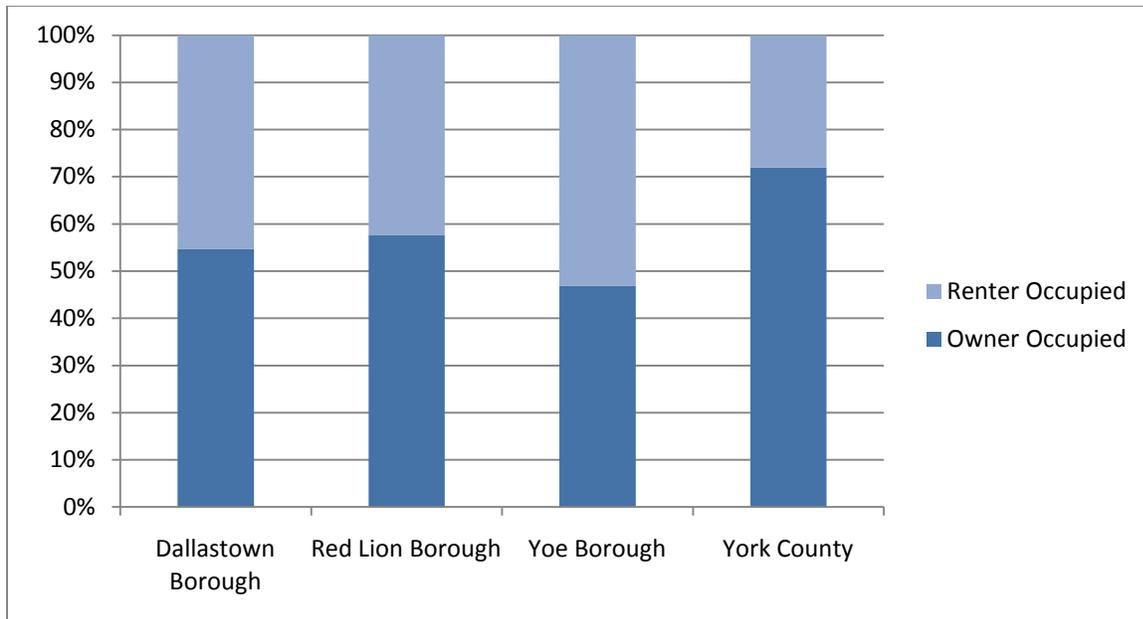
**Table 9
Housing Characteristics
Tri-Borough Municipalities and York County
Year 2000**

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

Source: U.S. Census Bureau, YCPC

2010 Census data indicate 1,725 housing units in Dallastown, an increase of 18 from 2000; 2,804 housing units in Red Lion, an increase of 75 from 2000; and 458 housing units in Yoe, an increase of 2 from 2000.

**Figure 6
Owner-Renter Characteristics
Tri-Borough Municipalities and York County
Year 2000**



The three Boroughs in the Region had smaller average persons per household than the County as a whole. They also had much higher percentages of renter-occupied units than the County as a whole. In 2000, York City had the highest percentage of renter-occupied units in the County, 59.3%. Yoe was next highest, with 53.1% of its units renter-occupied. Hanover Borough was third highest with 47.5% of its units renter-occupied, followed by Dallastown, with 45.3% of its units renter occupied.

HISTORIES OF THE MUNICIPALITIES

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

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

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

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

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

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

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

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

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

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



Former Cigar Building

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

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

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

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



Former Cigar Building

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

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



Former Cigar Buildings in Red Lion

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

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

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

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

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

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

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

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

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

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

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

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

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

HISTORIC RESOURCES

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

There are two resources on the National Register:

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

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

121 First Ave., Red Lion

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



Red Lion Borough Historic District

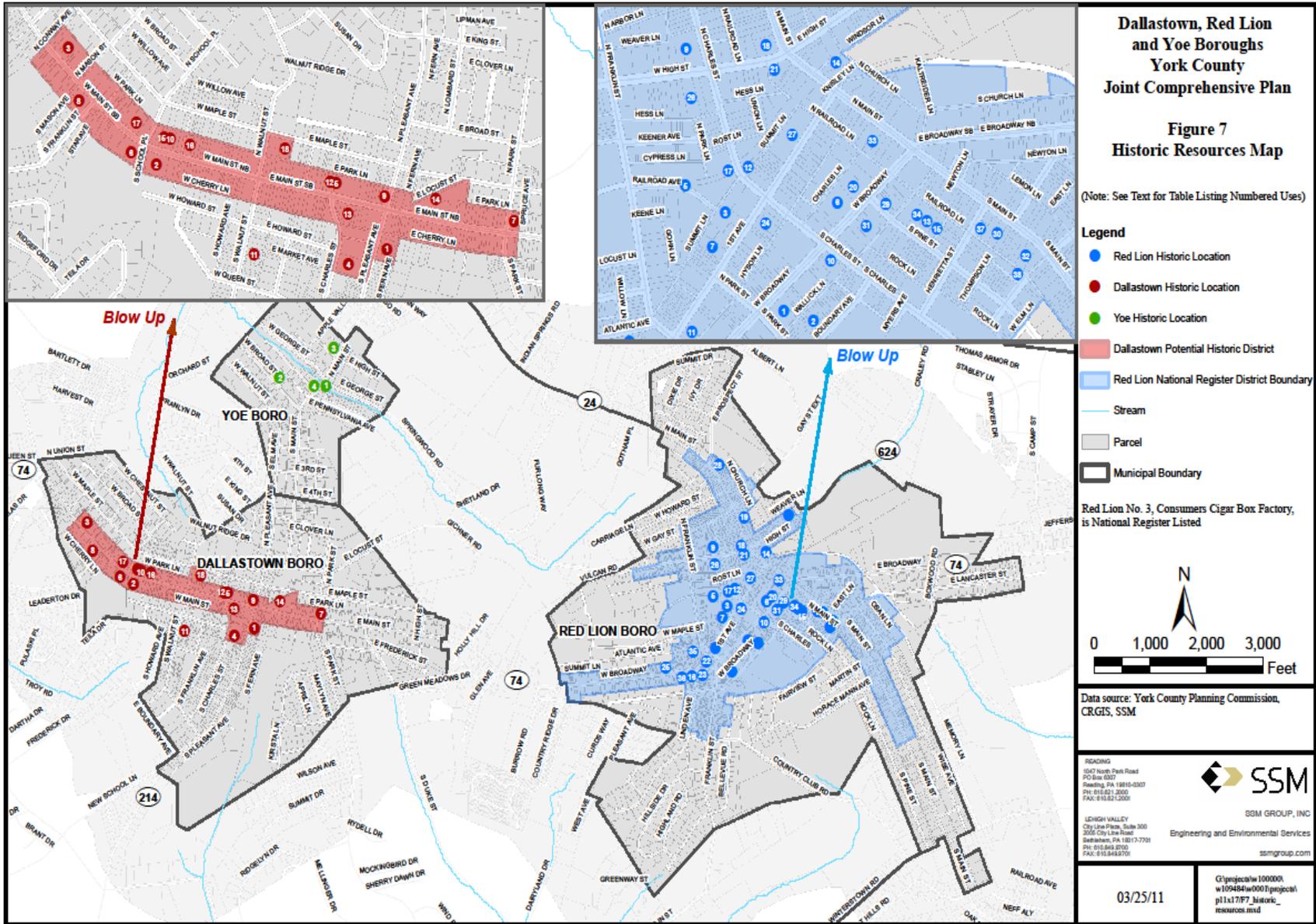
(added 2000 - **York County** - #00000847)

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

(2600 acres, 1482 buildings, 2 structures)

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

Dallastown has an eligible, but not listed, historic district. It also has an eligible building, the Minnich House at 157 E. Main Street. Red Lion also has an eligible building, the Spangler House at 12 High Street. Yoe does not have an identified historic district, nor an eligible building.



Dallastown

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



Hollinger House in Dallastown



Smith-Fritzu's Property in Dallastown

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



Herzog Property in Dallastown



Minnich House in Dallastown, Eligible

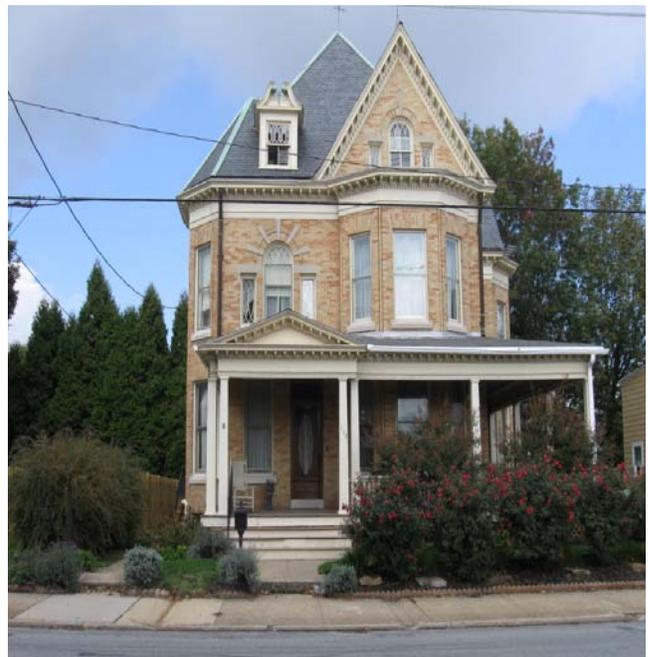
Table 10 - Dallastown Borough Historic Sites

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

Source: PA CRGIS



St. Joseph Parochial School in Dallastown



Peters House in Dallastown

Red Lion

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

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

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



Old Post Office in Red Lion

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



Uffelman Property in Red Lion

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

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

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



Spangler House in Red Lion, Eligible



Opera House Apartments in Red Lion, adaptively reused

Table 11 - Red Lion Borough Historic Sites

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

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

SOURCE: PA CRGIS

Yoe

Yoe does not have many identified historic resources. The Evangelical Church has been adaptively reused as a dwelling. Two other dwellings have been identified. The church at Main and George has a stream running under it. A determination should be made as to whether National Register status should be pursued for the Church to facilitate restoration, necessary because of stream erosion.

A number of attractive, older dwellings are located in the vicinity of North Main Street, and it is desirable to retain or regain single family dwelling status for those dwellings and to encourage their upkeep.

Table 12 - Yoe Borough Historic Sites

Map ID	Address	Historic Name	Year Built
1	Main & George St	Church	1888
2	107 Broad St	Evangelical Church	1894
3	17 W. High Street	Kohler House	1880
4	48 N Main Street	Taylor House	1880

Source: PA CRGIS



The Evangelical Church Building in Yoe adaptively reused



Taylor House in Yoe

COMMUNITY FACILITIES

Police Protection and Crime Data

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

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

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

Table 13 - YARPD Municipalities

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

Source: YARPD 2008 & 2009 Annual Report

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

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

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

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

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

Source: YARPD

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

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

Source: YARPD

Dallastown had a significant increase in robbery from 2008 to 2009. There were 2 reported robberies in 2008 and 9 in 2009. Theft decreased substantially from 2008 to 2009 for both Dallastown and Red Lion while Yoe Borough stayed the same. Under the category of car theft, Red Lion increased from 3 car thefts to 10, more than triple the amount while Dallastown decreased from 8 to 3.

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

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

Source: YARPD

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

AMBULANCE PROTECTION SERVICES

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

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

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

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



Red Lion Area Ambulance

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

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

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



Yoe Fire Co. Rescue & Ambulance

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

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

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

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

FIRE PROTECTION SERVICES

The fire companies located in the Region are listed below.

Table 17 - Fire Protection Services in the Region

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

Leo Fire Company

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

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



Leo Fire Company

Dallastown Rescue Fire Company No. 1

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



Dallastown Rescue Fire Company

Yoe Fire and Rescue

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

YORK COUNTY EMERGENCY SERVICES

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

Table 18 - York County Emergency Services

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

Water Supply

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

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

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

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

RED LION MUNICIPAL AUTHORITY CURRENT SYSTEM STATUS

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

Sewage Treatment and Disposal

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

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

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

	Permitted Flow (MGD)	Avg. Flow Received (MGD)	Remaining Flow Capacity (MGD)	Permitted Organic Capacity (lbs/day)	Avg. Organic Load (lbs/day)	Remaining Organic Capacity (lbs/day)	Remaining EDU Capacity
Greater York Region							
Springettsbury Township WWTP	15	10	5	31,275	11,125	20,100	15,000

Source: York County Comprehensive Plan

Given the built-out nature of the Boroughs, there will not be major increases in capacity necessary to be reserved at the treatment plant. Approximately 60 dwellings in Colonial Heights could be added to the sewer system in the future.

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

SCHOOLS AND LIBRARIES

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

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

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



Charles Street School



Dallastown Area Middle School



Dallastown Area Senior High School

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



Mazie Gabel Elementary School



Red Lion Area Junior High School



Red Lion Area Senior High

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

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



Pleasant View Elementary School

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

Table 19 - Schools in the Region

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

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

LIBRARY

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

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

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

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

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

The Village Library, located at 35 C North Main Street, Jacobus, PA, can serve Yoe Borough.



Kaltreider-Benfer Library

PUBLIC PARKS

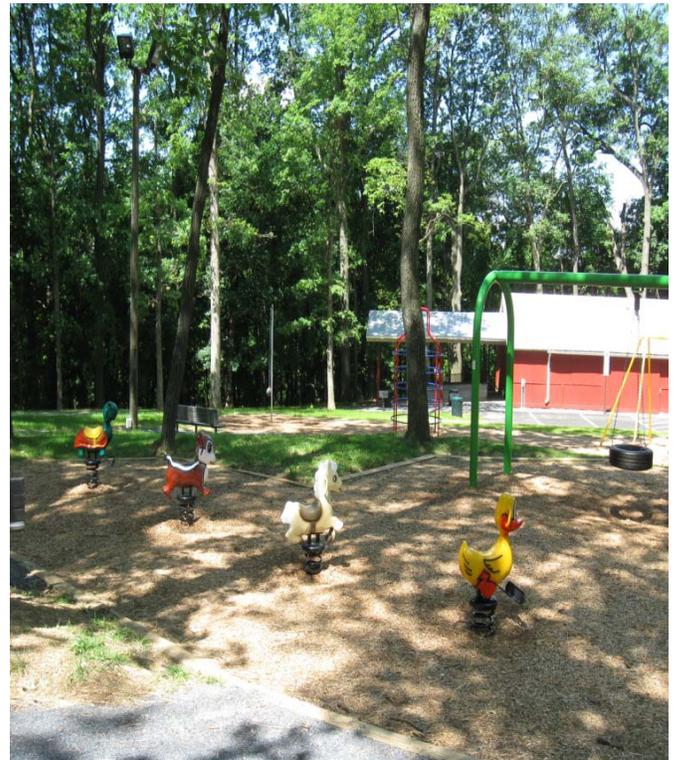
The following municipal recreation facilities are available in the Boroughs. Comparison of existing park acreage to national standards and proposed park facilities are discussed in Chapter 9, the Community Facilities Plan.

Table 20 - Parks in the Region

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



Yoe Ballfield



Yoe Park



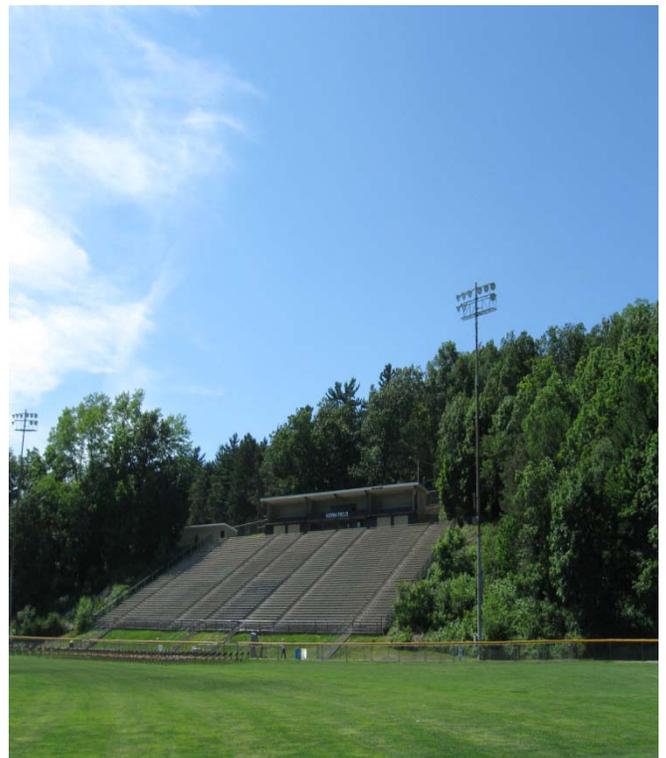
Dallastown Community Park



Nitchkey Field



Fairmount Park



Horn Field at Red Lion Area High School

HEALTH CARE FACILITIES

Hospitals

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

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

Ambulatory Surgery Centers

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

Licensed Nursing Facilities

- The Dallastown Nursing Center and Victorian Villa Personal Care Home is located on East Main Street in Dallastown. It provides nursing care, rehabilitative services, assisted living and respite care.
- Manor Care Health Services - Has a West Queen Street, Dallastown address, but the facilities themselves are located in York Township. Extended-stay nursing is provided to seniors with varying levels of disabilities.

TAX RATES IN THE REGION

Millage within the Region is as follows:

<u>Municipality</u>	<u>Municipal</u>	<u>School</u>
Dallastown	1.65	22.26
Red Lion	4.20	22.0597
Yoe	3.455	22.26

Source: Rock Commercial Real Estate, 2011

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

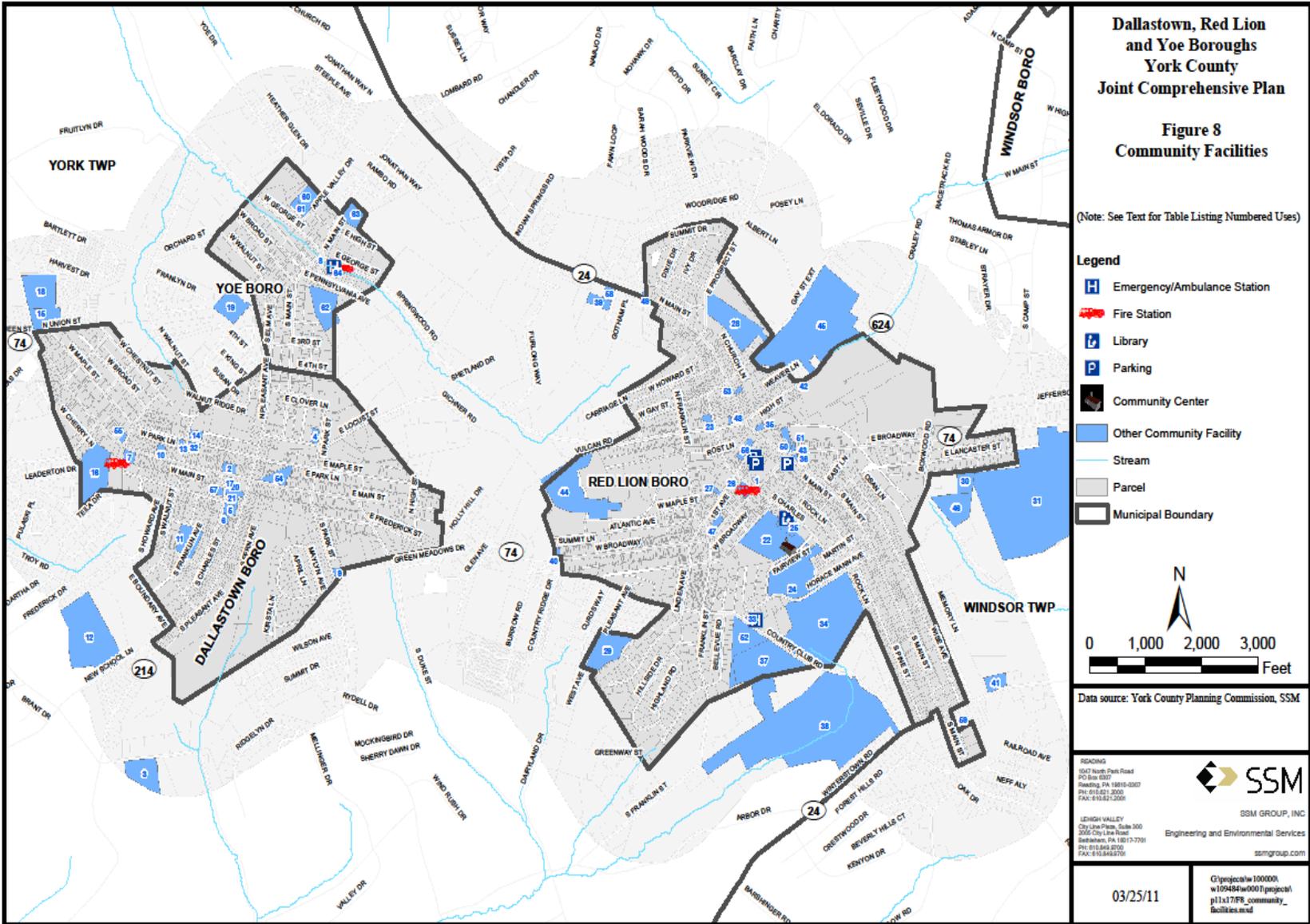
Among the 16 school districts, the Dallastown Area School District is third highest and the Red Lion Area fourth highest. York City is highest at 29.54. Northeastern is second highest, at 23.28.

Community Facilities Map

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

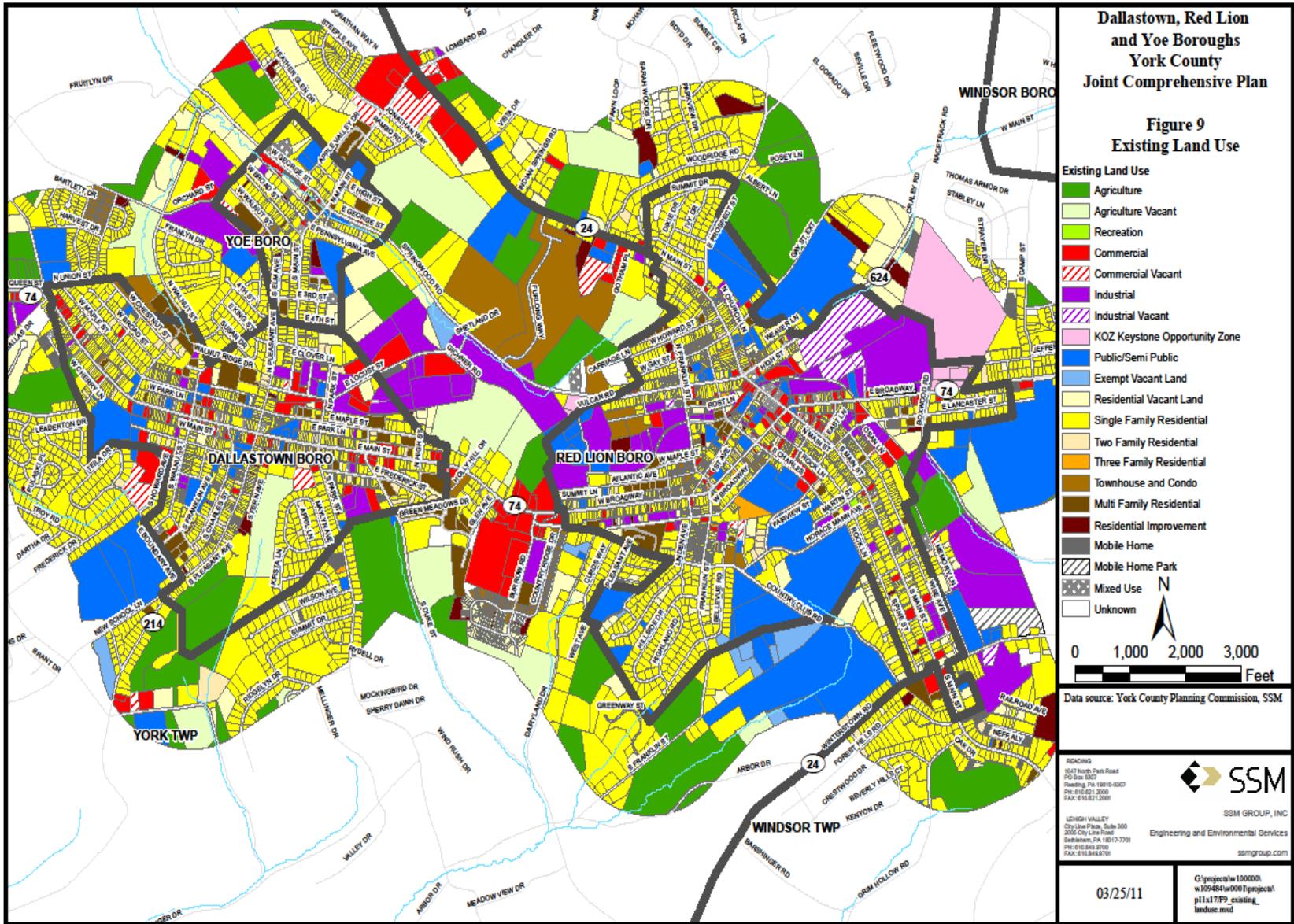
Table 21 - Community Facilities

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



EXISTING LAND USE AND ZONING

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



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

Table 22 - Tri-Borough Region Existing Land Use

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

Road is not included

¹Totals more than 100% due to rounding

All three Boroughs are predominantly residential, and Single Family Residential is the predominant residential category. 46.3% of the Boroughs' land is Single Family Residential. 5.1% is Multiple Family Residential (apartments), and 2.3% is Townhouse and Condo. Even though Single Family Residential is the predominant category in existing land use, there are substantial percentages of rental units in all the Boroughs because of the greater density of development of multiple family and townhouse/condo development and the fact that single family dwellings can be rented. 2.6% of the acreage is devoted to Two Family Residential and 0.5% to Three Family Residential.

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

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

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

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

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

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

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

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



Single Family Detached



Multi-Family



Commercial



Industrial

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

FUTURE DEVELOPMENT OPPORTUNITIES

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

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

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

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

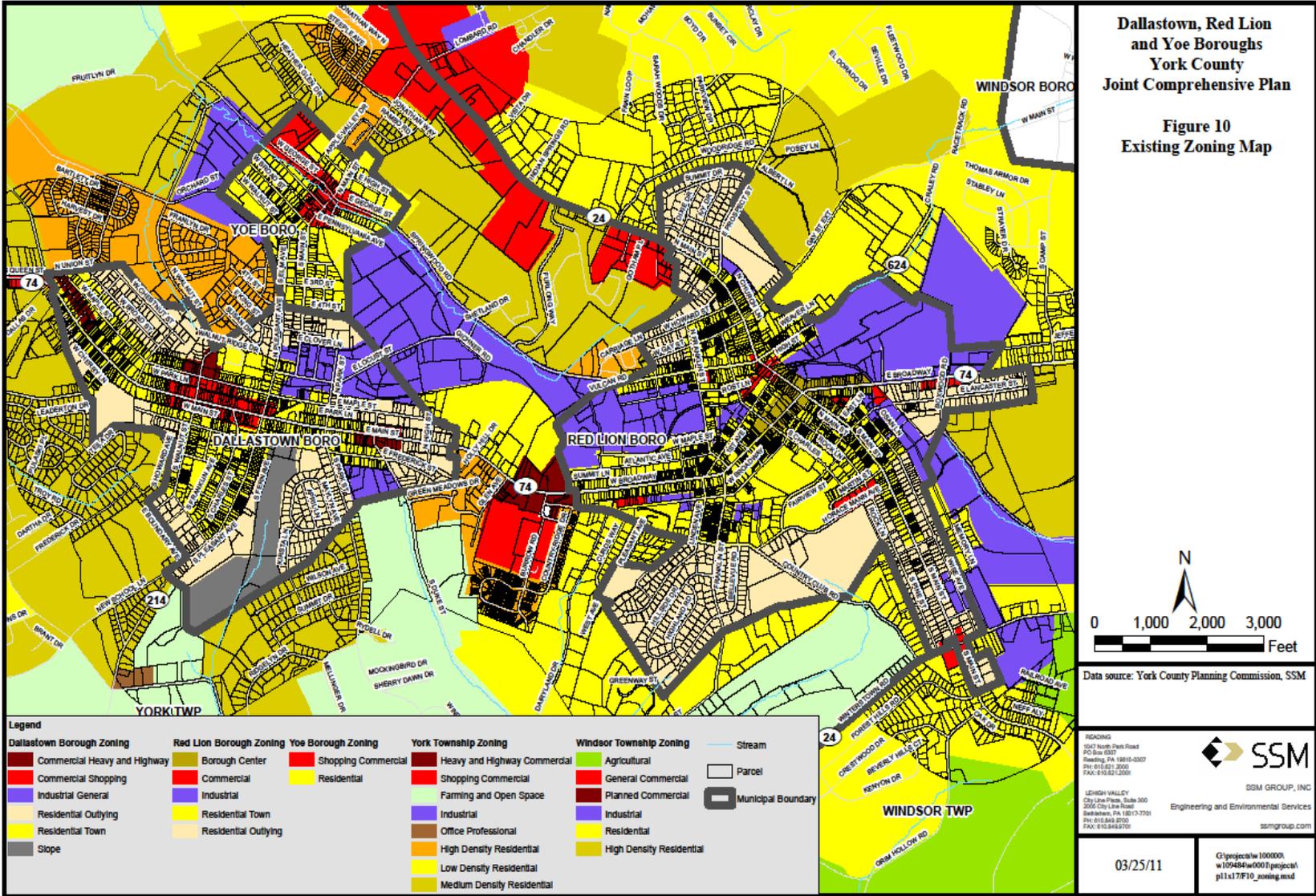
EXISTING ZONING

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

YOE

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

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



DALLASTOWN

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

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

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

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

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

RED LION

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

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

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

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

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

TRANSPORTATION

Regional Road System

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

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

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

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

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

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

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

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

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

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

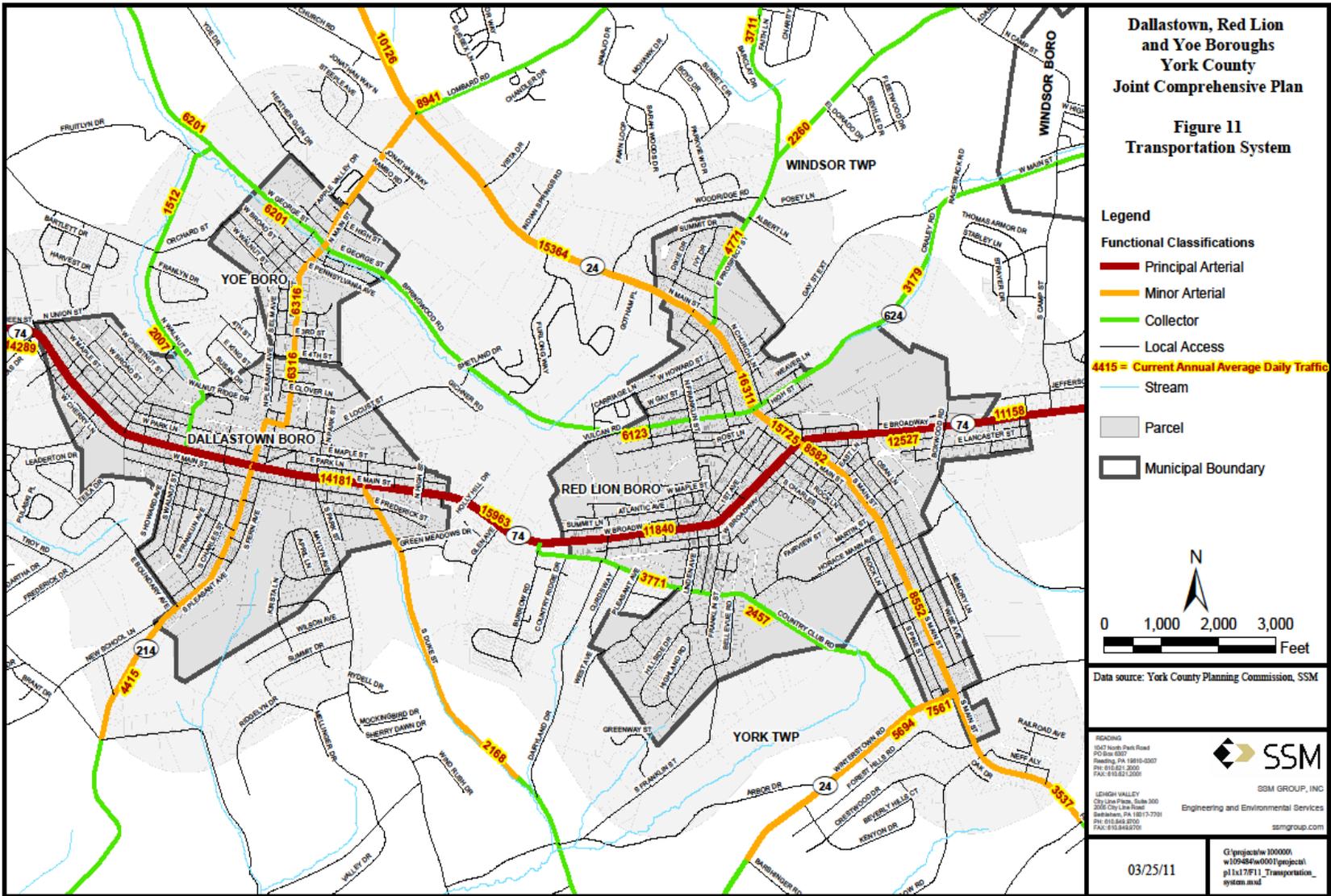
The PA Routes 24 and 74 Corridors are currently the most important transportation corridors within the Tri-Borough Region. PA Route 24 is the highest volume road through the Region, up to 16,311 annual average daily traffic, but Route 74 is not far behind, at 14,181.

EXISTING ROADWAY CLASSIFICATION

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

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

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



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

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

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

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

Local Access Streets: all other streets.

TRAFFIC VOLUMES

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

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

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

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

ALTERNATIVE FORMS OF TRANSPORTATION

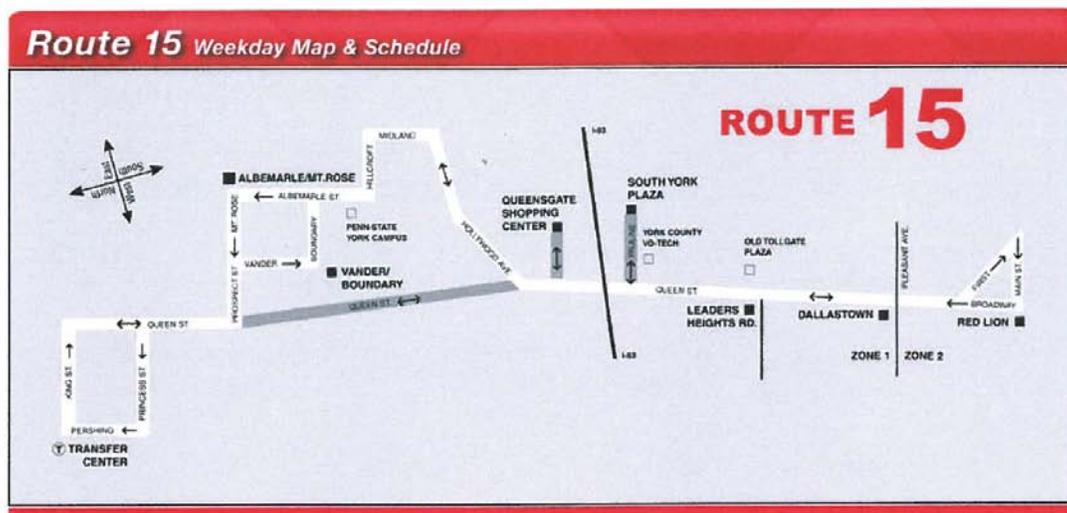
In a plan for circulation, it is necessary to not only address vehicular traffic but other modes such as bicycle, pedestrian, and transit.

Bus Service

Currently, the only fixed route service through the Region is provided by Rabbitransit. Based in York City, Rabbitransit serves York and its surrounding suburbs. Route 15 serves Dallastown and Red Lion. The route map and schedule follow.

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

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



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

The Red Lion bus company provides private charter service.

Rail Service

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

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

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

Passenger Rail Service

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

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

Aviation Services

Airport service is not available in the three Boroughs.

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

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

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

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

Pedestrian Circulation

Sidewalk Systems

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

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

Red Lion Mile

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

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

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

Ma and Pa Greenway (Rail Trail Project)

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

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

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

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

COMMUTING TO WORK

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

Table 23 - Commuting to Work

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

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

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

Source: U.S. Census Bureau

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

ECONOMIC DATA

Esri Marketplace Data

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

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

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

The summary of spending patterns is as follows:

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

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

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

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

Esri Tapestry Segmentation Data

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

Tapestry Segmentation Area Profile by ESRI

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

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

Descriptions of the segments are as follows:

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

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

ECONOMIC CENSUS DATA

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

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

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

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

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals.
N: Not available or not comparable.

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

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

2000 Census Data

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

Table 25 - Labor Force

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

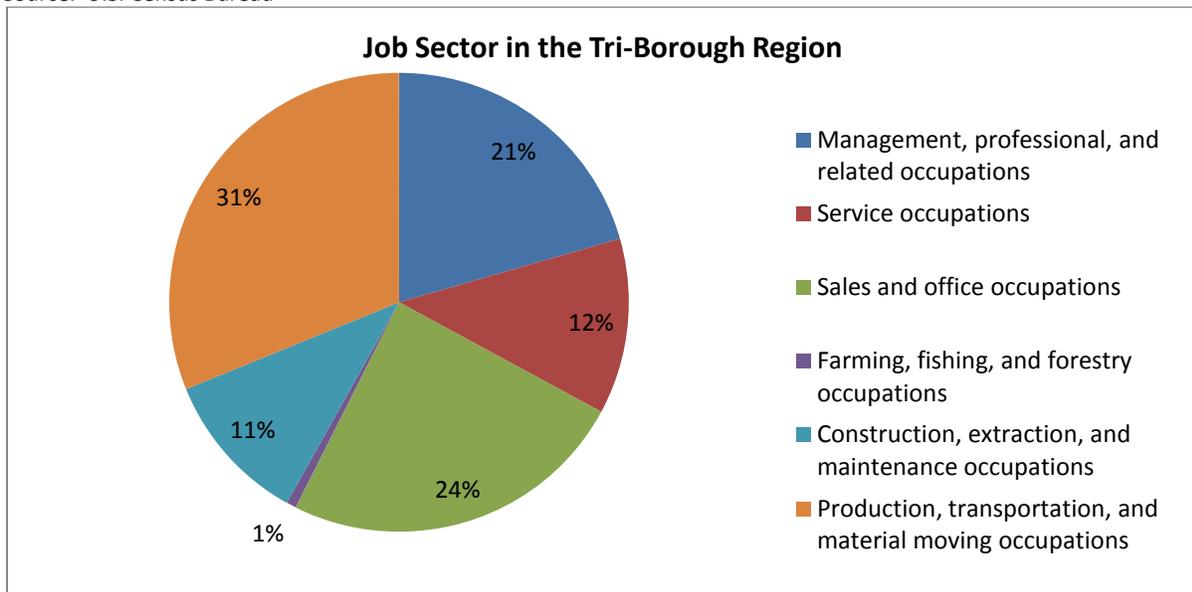
Source: U.S. Census Bureau

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

Table 26 - Job Sector in the Region

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

Source: U.S. Census Bureau



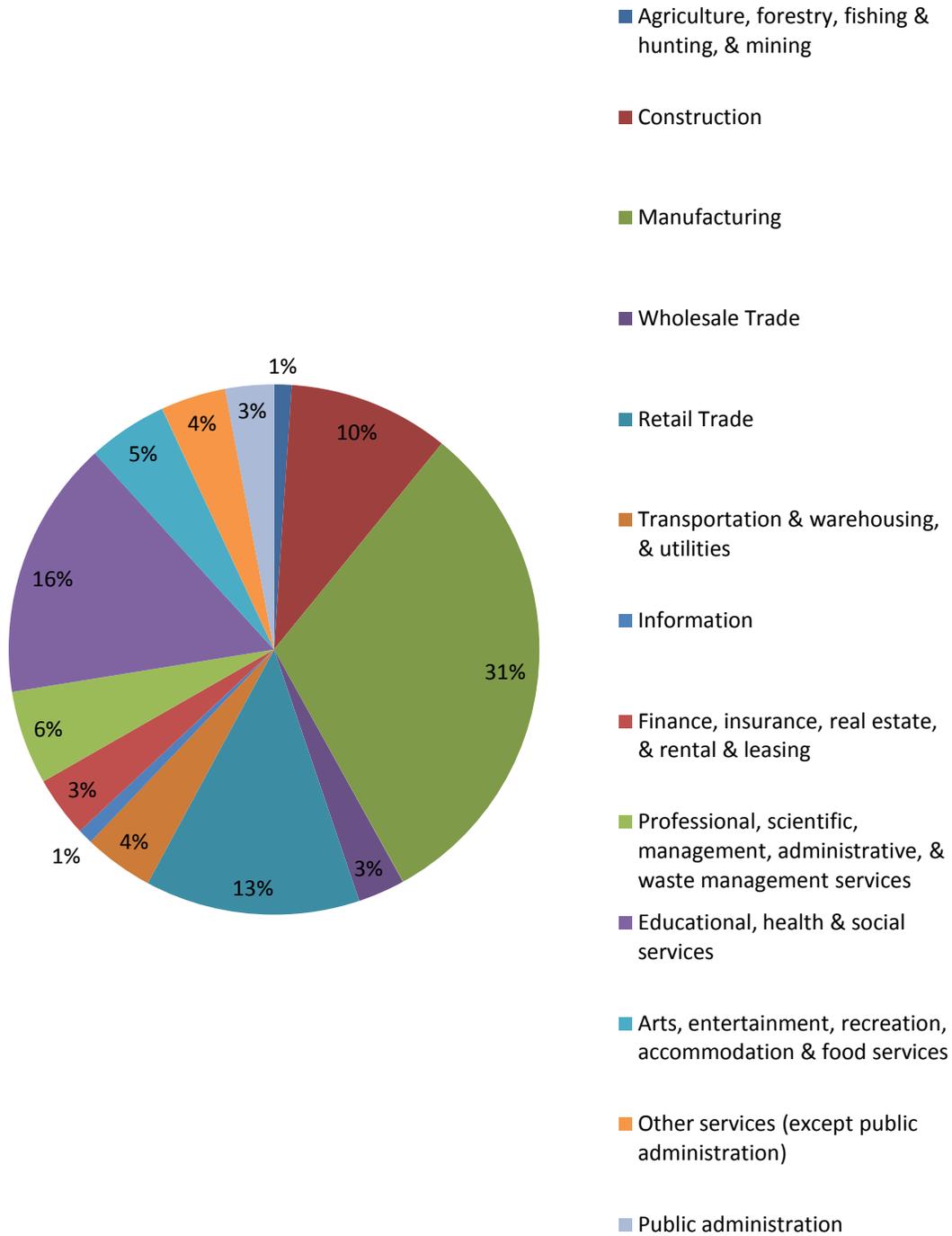
The Industry Sector analyzes data on people that are 16 years or older and classifies establishments according to the North American Industry Classification System (NAICS). The category “manufacturing jobs” included 31.1% of employed workers. “Education, health and safety” included 15.8% and “retail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

Table 27 - Industry Sector

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

Source: U.S. Census Bureau

Figure 12 - Industry Sector - Tri-Borough Region



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

Table 28 - Class of Worker

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

Source: U.S. Census Bureau

TOP EMPLOYERS

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

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

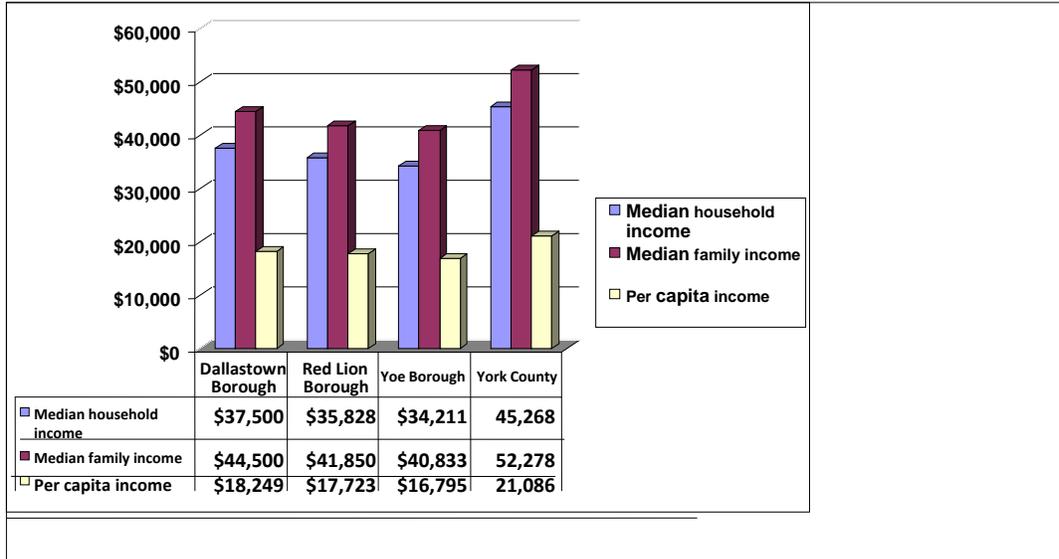
Table 30 - Additional Top Employers in Tri-Borough Region

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

INCOME DATA

Table 31 - 1999 Income for the Boroughs and York County

Source: U.S. Census Bureau



Source: U.S. Census Bureau

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

2005 - 2009 AMERICAN COMMUNITY SURVEY

Profiles of the three Boroughs from the American Community Survey are provided below. Previously in this Chapter we provided 2000 Census data covering many of the same characteristics. Much of the 2000 Census data came from the 2000 Census long form, and was one point in time data. The 2005-2009 American Survey data provided in the profile and in Appendices 11, 12 and 13 are estimated average numbers over the period 2005 to 2009 obtained from samples from the American Community Survey (ACS). From the data in the Appendices, it is obvious there can be substantial margins of error for the ACS data. This is because the absolute numbers in the data are not large for the Tri-Boro Region.

Limited 2010 Census data is available for the Region. Earlier, we have provided total population and total housing counts for the Boroughs. Numbers for these two characteristics differ between the Census and ACS, as shown below:

	Dallastown	Red Lion	Yoe
2010 Census Population	4,049	6,373	1,018
ACS Population	4,068	6,065	905
2010 Census Housing Units	1,725	2,804	458
ACS Housing Units	1,802	2,600	437

For the persons stated above, we have not combined 2000 and 2010 Census and ACS data in the same tables, nor performed direct comparison between the 2000 Census and 2005-2009 ACS data.

It appears there have not been major changes in the profiles of the Boroughs during the last decade. ACS data suggests that the median age in Red Lion has decreased while that of Yoe has increased. Housing burden (those paying more than 30% of income for housing) may have increased throughout the Region. Median household income may have increased, particularly in Dallastown and Red Lion, as well as the percentage of workers considered management, professional and related occupations (particularly in Dallastown and Red Lion). High percentages of rental housing and the age of the housing stock remain concerns.

Dallastown Borough, Pennsylvania

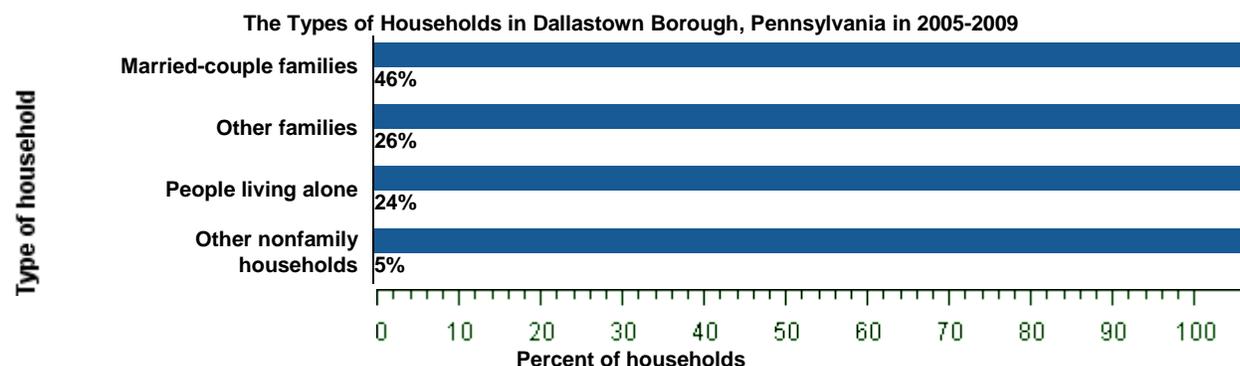
Population and Housing Narrative Profile: 2005-2009

Data Set: 2005-2009 American Community Survey 5-Year Estimates

Survey: American Community Survey

HOUSEHOLDS AND FAMILIES: In 2005-2009 there were 1,700 households in Dallastown Borough. The average household size was 2.4 people.

Families made up 72 percent of the households in Dallastown Borough. This figure includes both married-couple families (46 percent) and other families (26 percent). Nonfamily households made up 28 percent of all households in Dallastown Borough. Most of the nonfamily households were people living alone, but some were composed of people living in households in which no one was related to the householder.

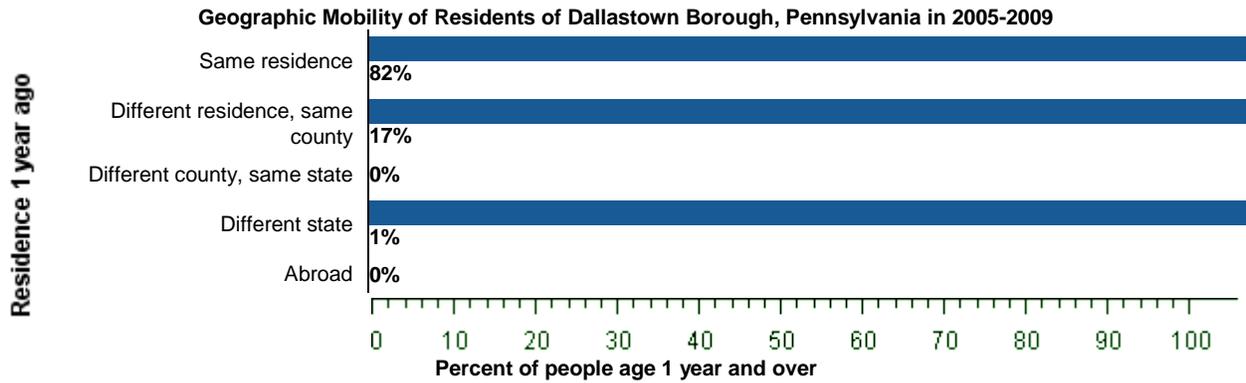


Source: American Community Survey, 2005-2009

NATIVITY AND LANGUAGE: Three percent of the people living in Dallastown Borough in 2005-2009 were foreign born. Ninety-seven percent was native, including 79 percent who were born in Pennsylvania.

Among people at least five years old living in Dallastown Borough in 2005-2009, 3 percent spoke a language other than English at home. Of those speaking a language other than English at home, 9 percent spoke Spanish and 91 percent spoke some other language; 40 percent reported that they did not speak English "very well."

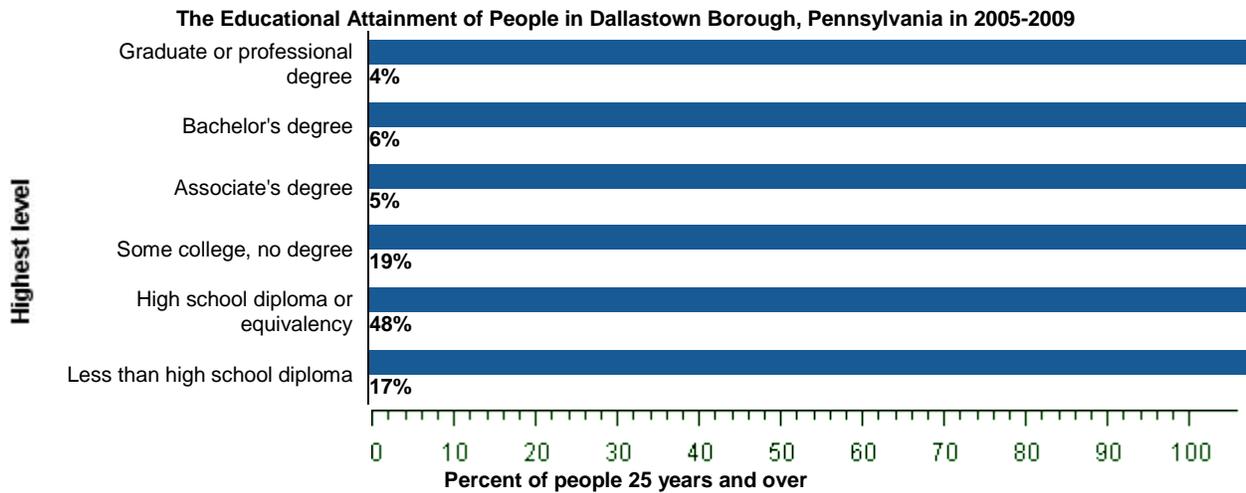
GEOGRAPHIC MOBILITY: In 2005-2009, 82 percent of the people at least one year old living in Dallastown Borough were living in the same residence one year earlier; 17 percent had moved during the past year from another residence in the same county, less than 0.5 percent from another county in the same state, 1 percent from another state, and less than 0.5 percent from abroad.



Source: American Community Survey, 2005-2009

EDUCATION: In 2005-2009, 83 percent of people 25 years and over had at least graduated from high school and 10 percent had a bachelor's degree or higher. Seventeen percent were dropouts; they were not enrolled in school and had not graduated from high school.

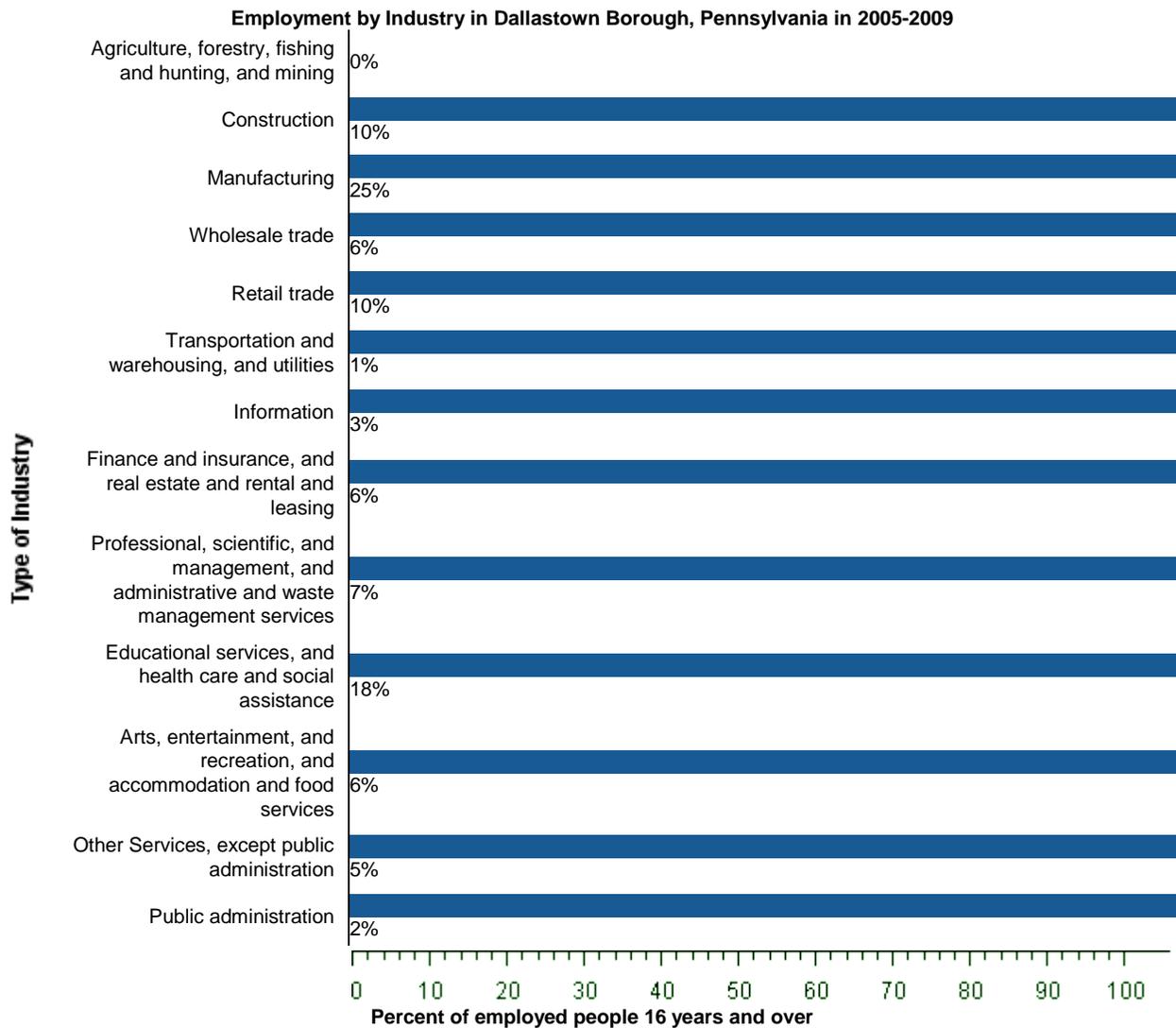
The total school enrollment in Dallastown Borough was 880 in 2005-2009. Nursery school and kindergarten enrollment was 110 and elementary or high school enrollment was 570 children. College or graduate school enrollment was 200.



Source: American Community Survey, 2005-2009

DISABILITY: In Dallastown Borough, among people at least five years old in 2005-2009, percent reported a disability. The likelihood of having a disability varied by age - from percent of people 5 to 15 years old, to percent of people 16 to 64 years old, and to percent of those 65 and older.

INDUSTRIES: In 2005-2009, for the employed population 16 years and older, the leading industries in Dallastown Borough were Manufacturing, 25 percent, and Educational services, and health care, and social assistance, 18 percent.



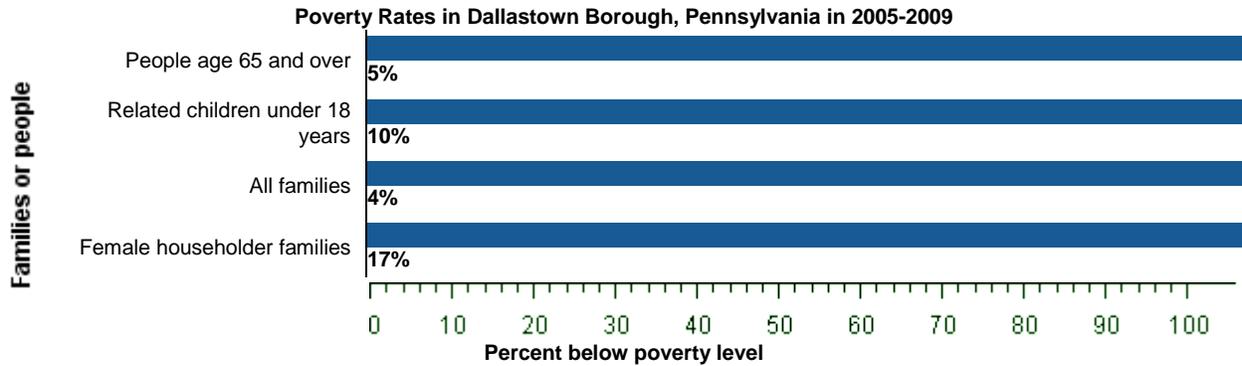
Source: American Community Survey, 2005-2009

OCCUPATIONS AND TYPE OF EMPLOYER: Among the most common occupations were: Management, professional, and related occupations, 29 percent; Production, transportation, and material moving occupations, 26 percent; Sales and office occupations, 18 percent; Service occupations, 14 percent; and Construction, extraction, maintenance, and repair occupations, 13 percent. Eighty-seven percent of the people employed were Private wage and salary workers; 7 percent was Federal, state, or local government workers; and 6 percent was Self-employed in own not incorporated business workers.

TRAVEL TO WORK: Eighty-four percent of Dallastown Borough workers drove to work alone in 2005-2009, 9 percent carpooled, less than 0.5 percent took public transportation, and 5 percent used other means. The remaining 2 percent worked at home. Among those who commuted to work, it took them on average 20.9 minutes to get to work.

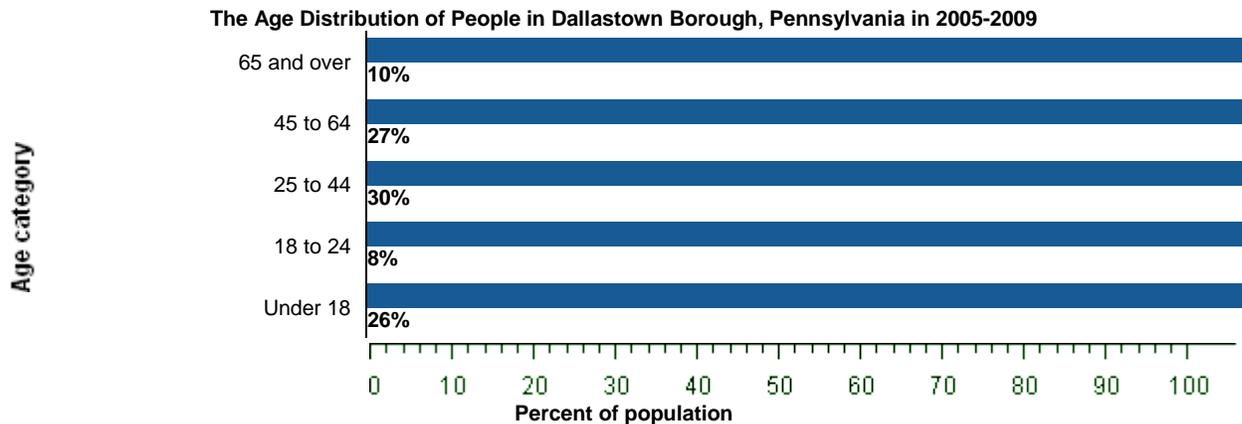
INCOME: The median income of households in Dallastown Borough was \$47,627. Eighty-seven percent of the households received earnings and 15 percent received retirement income other than Social Security. Twenty percent of the households received Social Security. The average income from Social Security was \$11,741. These income sources are not mutually exclusive; that is, some households received income from more than one source.

POVERTY AND PARTICIPATION IN GOVERNMENT PROGRAMS: In 2005-2009, 7 percent of people were in poverty. Ten percent of related children under 18 were below the poverty level, compared with 5 percent of people 65 years old and over. Four percent of all families and 17 percent of families with a female householder and no husband present had incomes below the poverty level.



Source: American Community Survey, 2005-2009

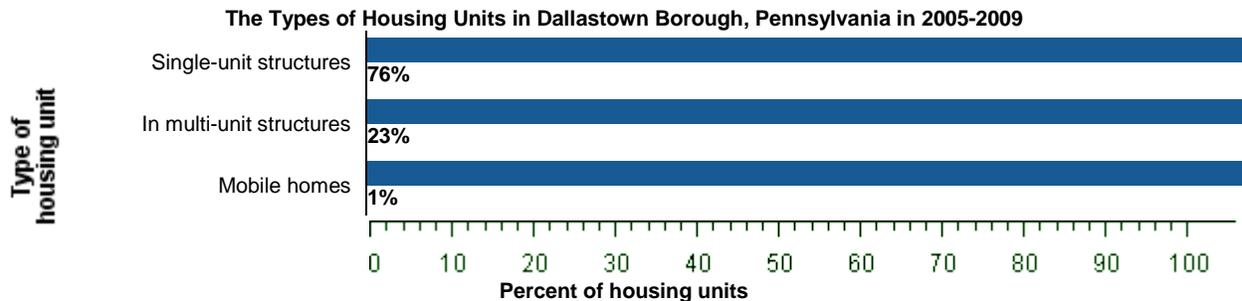
POPULATION OF Dallastown Borough: In 2005-2009, Dallastown Borough had a total population of 4,100 (50 percent) females and 2,000 (50 percent) males. The median age was 36.9 years. Twenty-six percent of the population was under 18 years and 10 percent was 65 years and older.



Source: American Community Survey, 2005-2009

For people reporting one race alone, 97 percent was White; less than 0.5 percent was Black or African American; less than 0.5 percent was American Indian and Alaska Native; less than 0.5 percent was Asian; less than 0.5 percent was Native Hawaiian and Other Pacific Islander, and less than 0.5 percent was Some other race. Three percent reported Two or more races. Less than 0.5 percent of the people in Dallastown Borough was Hispanic. Ninety-seven percent of the people in Dallastown Borough was White non-Hispanic. People of Hispanic origin may be of any race.

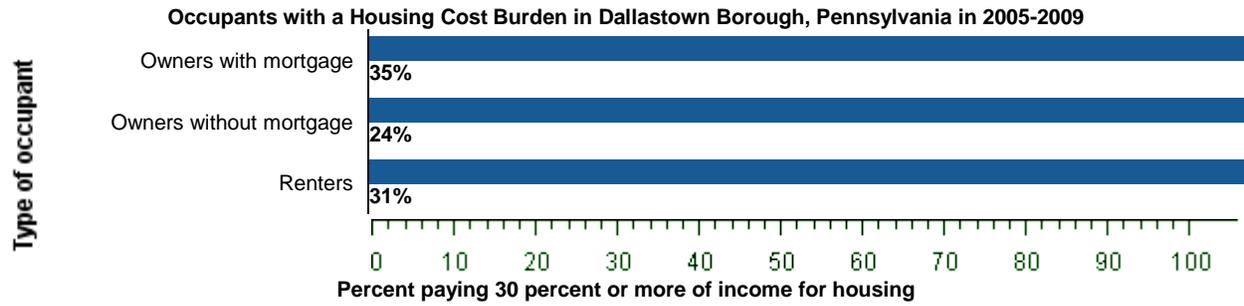
HOUSING CHARACTERISTICS: In 2005-2009, Dallastown Borough had a total of 1,800 housing units, 8 percent of which were vacant. Of the total housing units, 76 percent was in single-unit structures, 23 percent was in multi-unit structures, and 1 percent was mobile homes. Nine percent of the housing units were built since 1990.



Source: American Community Survey, 2005-2009

OCCUPIED HOUSING UNIT CHARACTERISTICS: In 2005-2009, Dallastown Borough had 1,700 occupied housing units - 930 (56 percent) owner occupied and 720 (44 percent) renter occupied. One percent of the households did not have telephone service and 4 percent of the households did not have access to a car, truck, or van for private use. Multi Vehicle households were not rare. Twenty-six percent had two vehicles and another 26 percent had three or more.

HOUSING COSTS: The median monthly housing costs for mortgaged owners was \$1,186, nonmortgaged owners \$433, and renters \$739. Thirty-five percent of owners with mortgages, 24 percent of owners without mortgages, and 31 percent of renters in Dallastown Borough spent 30 percent or more of household income on housing.



Source: American Community Survey, 2005-2009

Yoe Borough, Pennsylvania

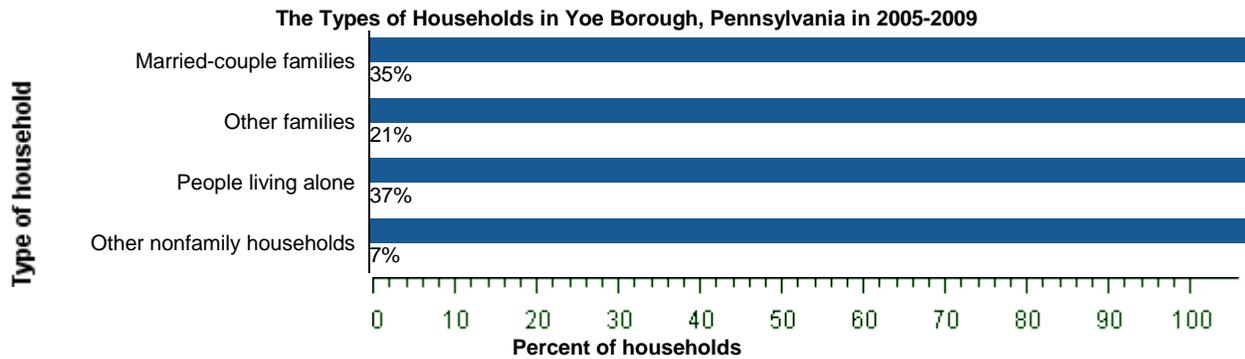
Population and Housing Narrative Profile: 2005-2009

Data Set: 2005-2009 American Community Survey 5-Year Estimates

Survey: American Community Survey

HOUSEHOLDS AND FAMILIES: In 2005-2009 there were 410 households in Yoe Borough. The average household size was 2.2 people.

Families made up 56 percent of the households in Yoe Borough. This figure includes both married-couple families (35 percent) and other families (21 percent). Nonfamily households made up 44 percent of all households in Yoe Borough. Most of the nonfamily households were people living alone, but some were composed of people living in households in which no one was related to the householder.

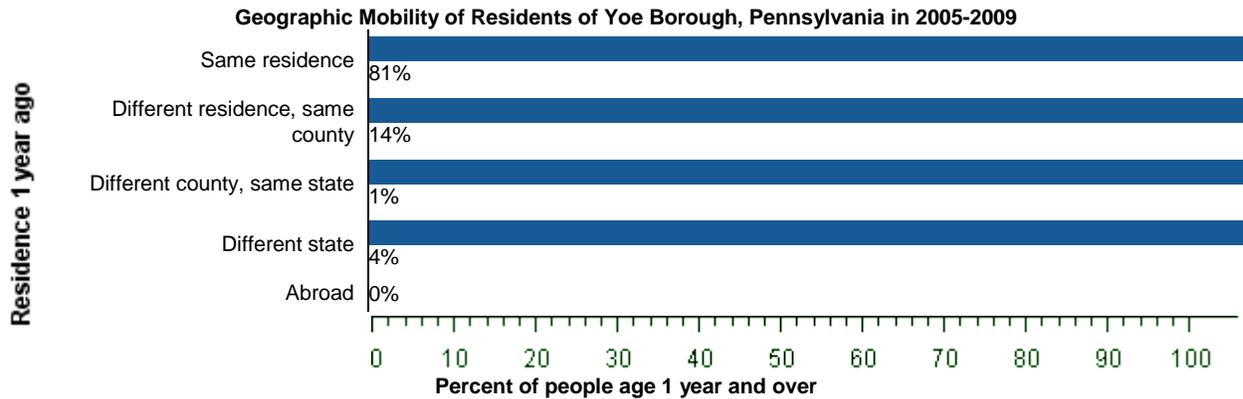


Source: American Community Survey, 2005-2009

NATIVITY AND LANGUAGE: Two percent of the people living in Yoe Borough in 2005-2009 were foreign born. Ninety-eight percent was native, including 71 percent who were born in Pennsylvania.

Among people at least five years old living in Yoe Borough in 2005-2009, 3 percent spoke a language other than English at home. Of those speaking a language other than English at home, 76 percent spoke Spanish and 24 percent spoke some other language; 67 percent reported that they did not speak English "very well."

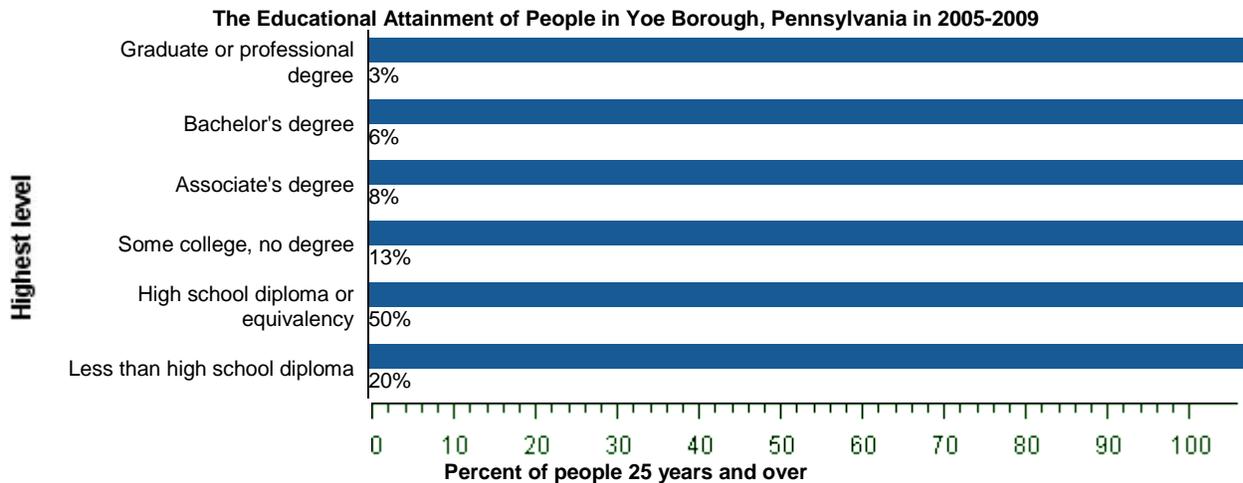
GEOGRAPHIC MOBILITY: In 2005-2009, 81 percent of the people at least one year old living in Yoe Borough were living in the same residence one year earlier; 14 percent had moved during the past year from another residence in the same county, 1 percent from another county in the same state, 4 percent from another state, and less than 0.5 percent from abroad.



Source: American Community Survey, 2005-2009

EDUCATION: In 2005-2009, 80 percent of people 25 years and over had at least graduated from high school and 9 percent had a bachelor's degree or higher. Twenty percent were dropouts; they were not enrolled in school and had not graduated from high school.

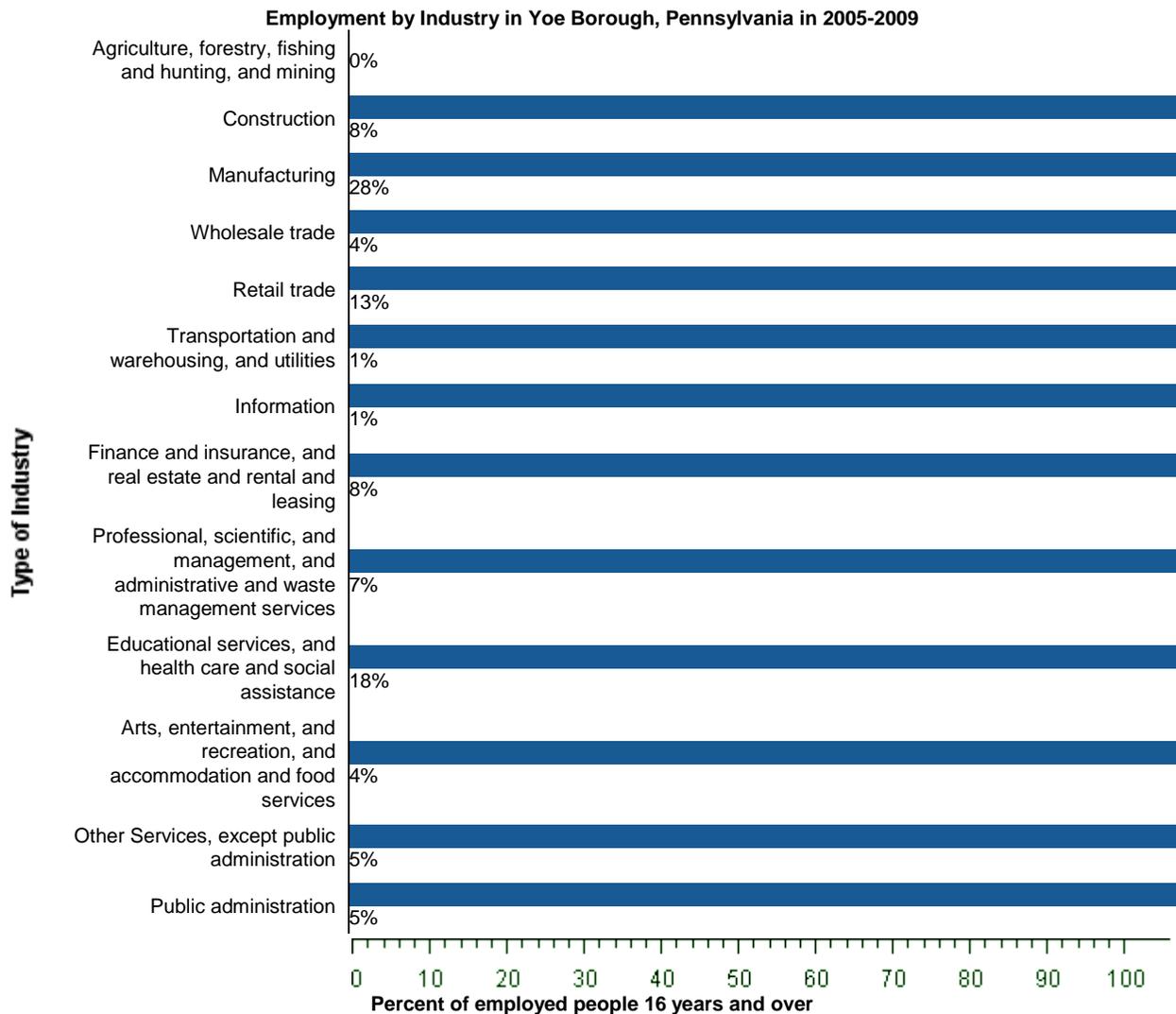
The total school enrollment in Yoe Borough was 170 in 2005-2009. Nursery school and kindergarten enrollment was 14 and elementary or high school enrollment was 130 children. College or graduate school enrollment was 27.



Source: American Community Survey, 2005-2009

DISABILITY: In Yoe Borough, among people at least five years old in 2005-2009, percent reported a disability. The likelihood of having a disability varied by age - from percent of people 5 to 15 years old, to percent of people 16 to 64 years old, and to percent of those 65 and older.

INDUSTRIES: In 2005-2009, for the employed population 16 years and older, the leading industries in Yoe Borough were Manufacturing, 28 percent, and Educational services, and health care, and social assistance, 18 percent.



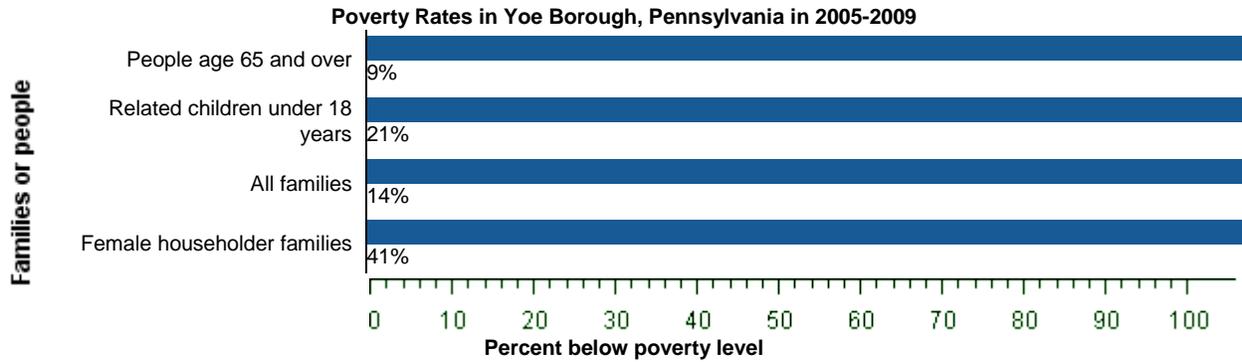
Source: American Community Survey, 2005-2009

OCCUPATIONS AND TYPE OF EMPLOYER: Among the most common occupations were: Sales and office occupations, 27 percent; Production, transportation, and material moving occupations, 26 percent; Management, professional, and related occupations, 21 percent; Service occupations, 15 percent; and Construction, extraction, maintenance, and repair occupations, 10 percent. Eighty-five percent of the people employed were Private wage and salary workers; 9 percent was Federal, state, or local government workers; and 6 percent was Self-employed in own not incorporated business workers.

TRAVEL TO WORK: Eighty-two percent of Yoe Borough workers drove to work alone in 2005-2009, 11 percent carpoolled, less than 0.5 percent took public transportation, and 7 percent used other means. The remaining less than 0.5 percent worked at home. Among those who commuted to work, it took them on average 24.8 minutes to get to work.

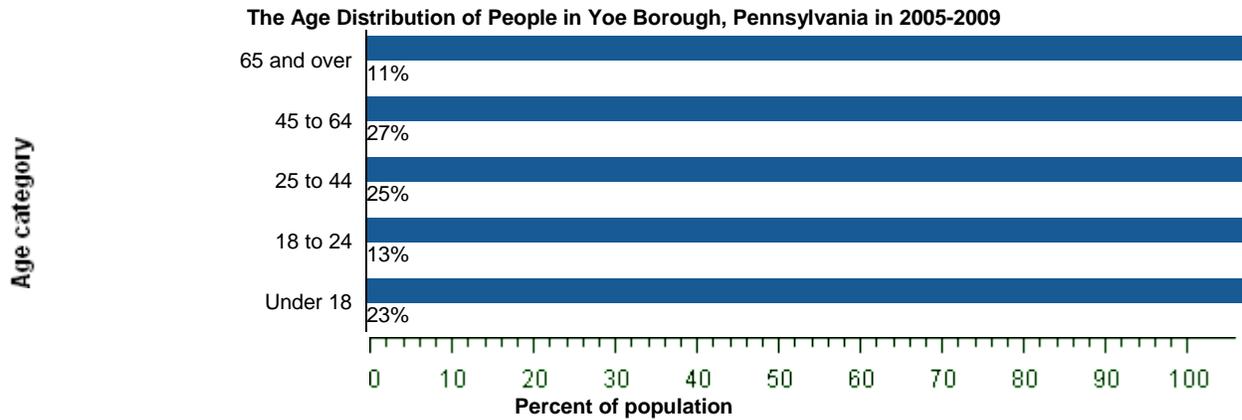
INCOME: The median income of households in Yoe Borough was \$38,906. Eighty-two percent of the households received earnings and 11 percent received retirement income other than Social Security. Twenty-nine percent of the households received Social Security. The average income from Social Security was \$12,977. These income sources are not mutually exclusive; that is, some households received income from more than one source.

POVERTY AND PARTICIPATION IN GOVERNMENT PROGRAMS: In 2005-2009, 12 percent of people were in poverty. Twenty-one percent of related children under 18 were below the poverty level, compared with 9 percent of people 65 years old and over. Fourteen percent of all families and 41 percent of families with a female householder and no husband present had incomes below the poverty level.



Source: American Community Survey, 2005-2009

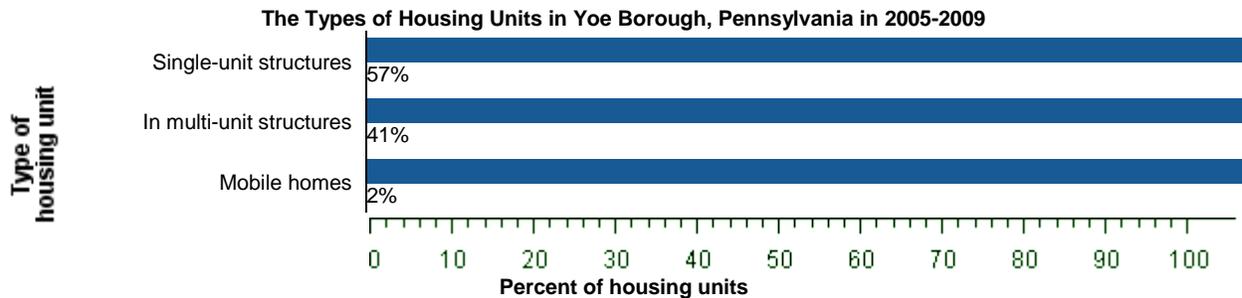
POPULATION OF Yoe Borough: In 2005-2009, Yoe Borough had a total population of 910 - 480 (53 percent) females and 420 (47 percent) males. The median age was 36.6 years. Twenty-three percent of the population was under 18 years and 11 percent was 65 years and older.



Source: American Community Survey, 2005-2009

For people reporting one race alone, 91 percent was White; 5 percent was Black or African American; less than 0.5 percent was American Indian and Alaska Native; less than 0.5 percent was Asian; less than 0.5 percent was Native Hawaiian and Other Pacific Islander, and 2 percent was Some other race. Two percent reported Two or more races. Three percent of the people in Yoe Borough was Hispanic. Eighty-eight percent of the people in Yoe Borough was White non-Hispanic. People of Hispanic origin may be of any race.

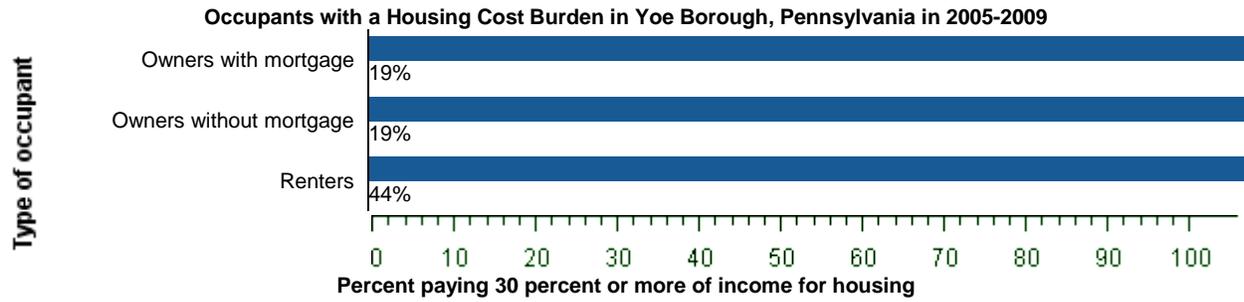
HOUSING CHARACTERISTICS: In 2005-2009, Yoe Borough had a total of 440 housing units, 7 percent of which were vacant. Of the total housing units, 57 percent was in single-unit structures, 41 percent was in multi-unit structures, and 2 percent was mobile homes. Three percent of the housing units were built since 1990.



Source: American Community Survey, 2005-2009

OCCUPIED HOUSING UNIT CHARACTERISTICS: In 2005-2009, Yoe Borough had 410 occupied housing units - 200 (49 percent) owner occupied and 210 (51 percent) renter occupied. Six percent of the households did not have telephone service and 10 percent of the households did not have access to a car, truck, or van for private use. Twenty-eight percent had two vehicles and another 15 percent had three or more.

HOUSING COSTS: The median monthly housing costs for mortgaged owners was \$1,151, nonmortgaged owners \$491, and renters \$616. Nineteen percent of owners with mortgages, 19 percent of owners without mortgages, and 44 percent of renters in Yoe Borough spent 30 percent or more of household income on housing.



Source: American Community Survey, 2005-2009

Red Lion Borough, Pennsylvania

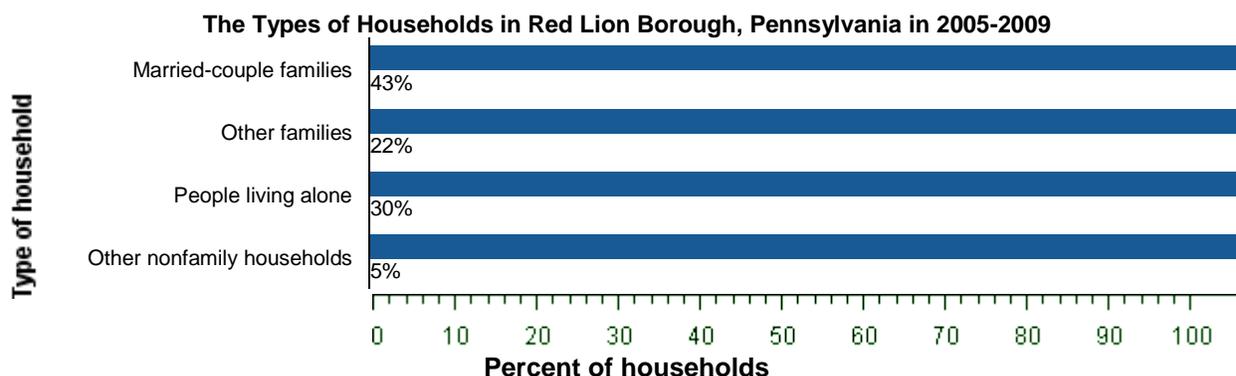
Population and Housing Narrative Profile: 2005-2009

Data Set: 2005-2009 American Community Survey 5-Year Estimates

Survey: American Community Survey

HOUSEHOLDS AND FAMILIES: In 2005-2009 there were 2,500 households in Red Lion Borough. The average household size was 2.5 people.

Families made up 65 percent of the households in Red Lion Borough. This figure includes both married-couple families (43 percent) and other families (22 percent). Nonfamily households made up 35 percent of all households in Red Lion Borough. Most of the nonfamily households were people living alone, but some were composed of people living in households in which no one was related to the householder.

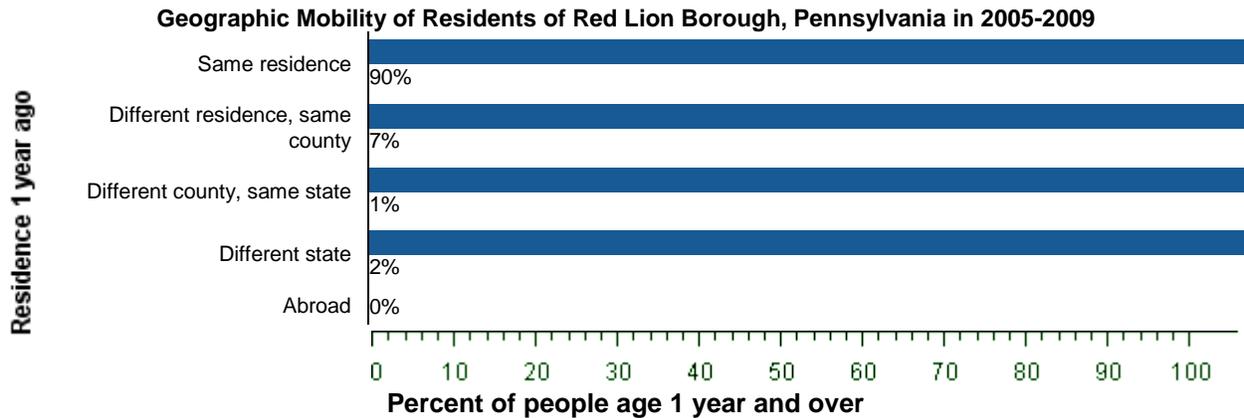


Source: American Community Survey, 2005-2009

NATIVITY AND LANGUAGE: One percent of the people living in Red Lion Borough in 2005-2009 were foreign born. Ninety-nine percent was native, including 84 percent who were born in Pennsylvania.

Among people at least five years old living in Red Lion Borough in 2005-2009, 2 percent spoke a language other than English at home. Of those speaking a language other than English at home, 61 percent spoke Spanish and 39 percent spoke some other language; 30 percent reported that they did not speak English "very well."

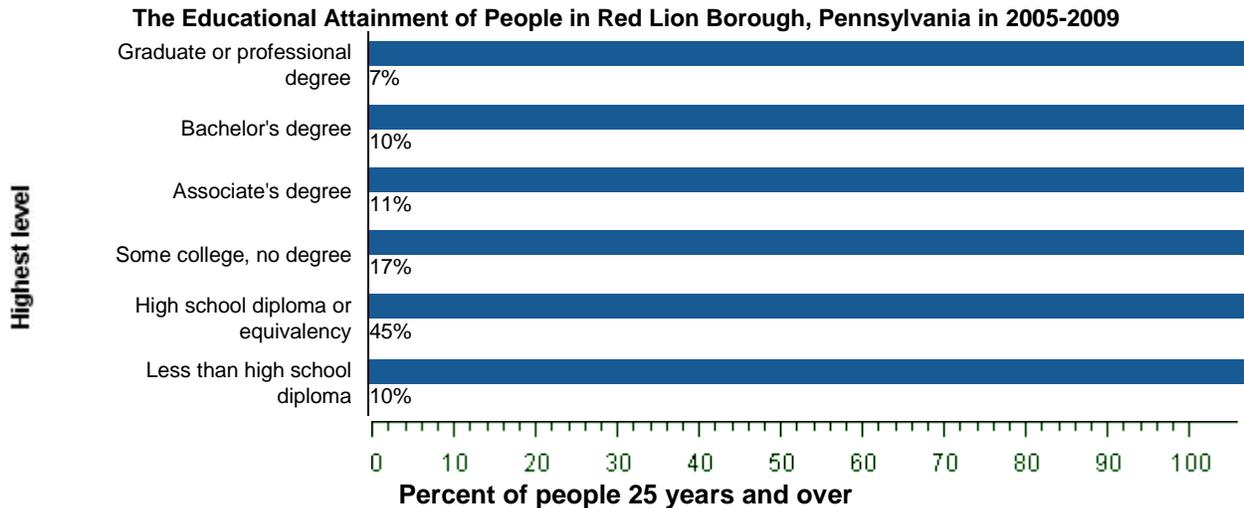
GEOGRAPHIC MOBILITY: In 2005-2009, 90 percent of the people at least one year old living in Red Lion Borough were living in the same residence one year earlier; 7 percent had moved during the past year from another residence in the same county, 1 percent from another county in the same state, 2 percent from another state, and less than 0.5 percent from abroad.



Source: American Community Survey, 2005-2009

EDUCATION: In 2005-2009, 90 percent of people 25 years and over had at least graduated from high school and 17 percent had a bachelor's degree or higher. Ten percent were dropouts; they were not enrolled in school and had not graduated from high school.

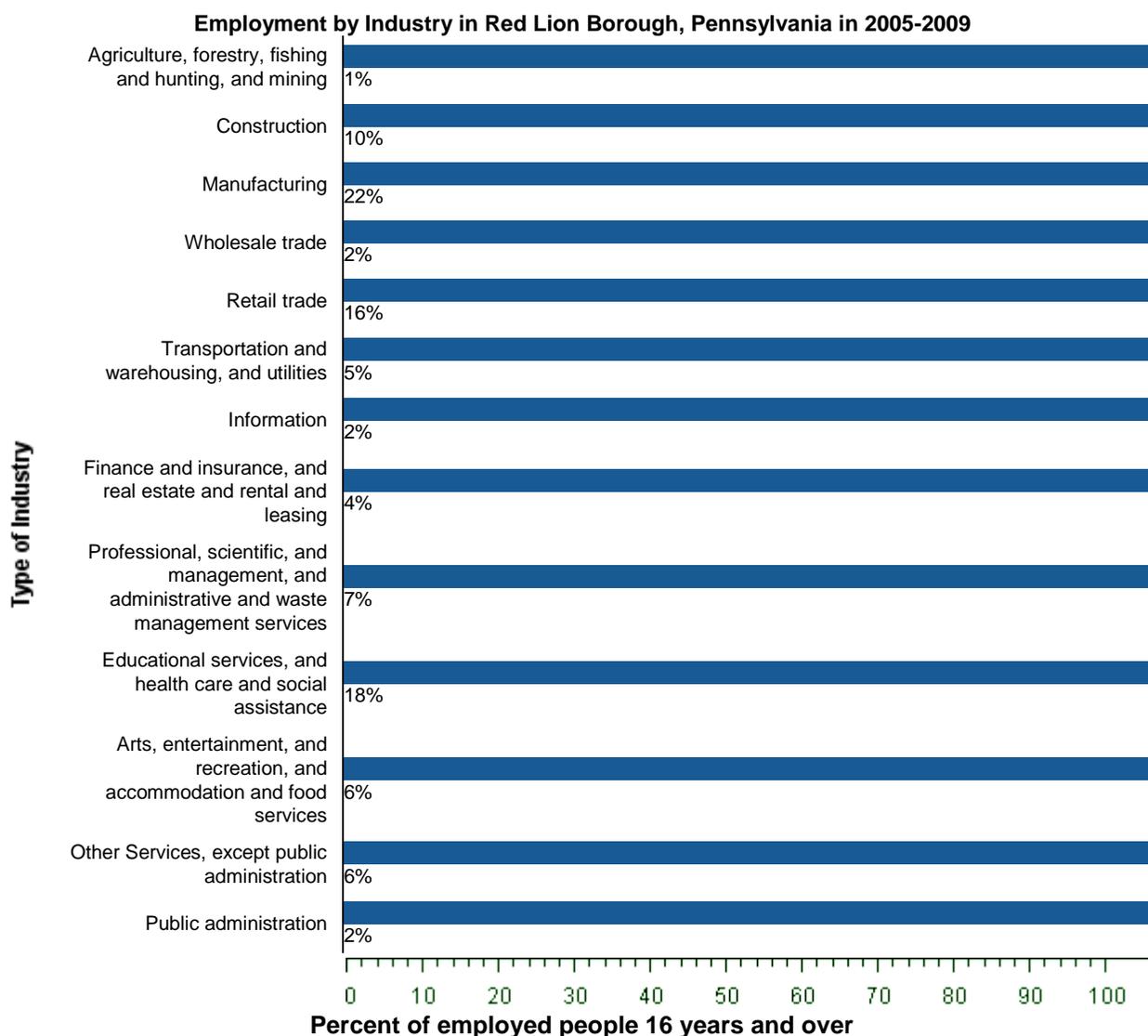
The total school enrollment in Red Lion Borough was 1,600 in 2005-2009. Nursery school and kindergarten enrollment was 350 and elementary or high school enrollment was 950 children. College or graduate school enrollment was 260.



Source: American Community Survey, 2005-2009

DISABILITY: In Red Lion Borough, among people at least five years old in 2005-2009, percent reported a disability. The likelihood of having a disability varied by age - from percent of people 5 to 15 years old, to percent of people 16 to 64 years old, and to percent of those 65 and older.

INDUSTRIES: In 2005-2009, for the employed population 16 years and older, the leading industries in Red Lion Borough were Manufacturing, 22 percent, and Educational services, and health care, and social assistance, 18 percent.



Source: American Community Survey, 2005-2009

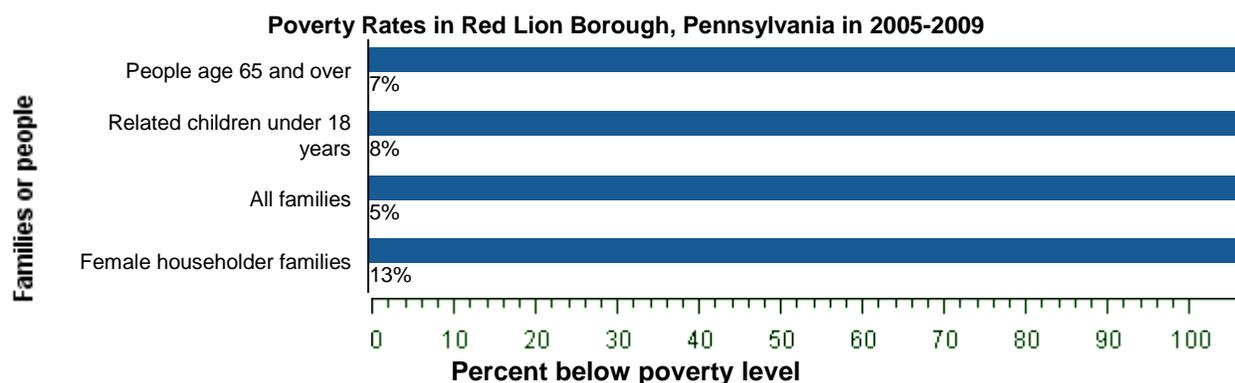
OCCUPATIONS AND TYPE OF EMPLOYER: Among the most common occupations were: Management, professional, and related occupations, 26 percent; Production, transportation, and material moving occupations, 24 percent; Sales and office occupations, 21 percent; Construction, extraction, maintenance, and repair occupations, 14 percent; and Service occupations, 14 percent. Eighty-nine percent of the people employed were Private wage and salary workers; 8 percent was Federal, state, or local government workers; and 3 percent was Self-employed in own not incorporated business workers.

TRAVEL TO WORK: Eighty-four percent of Red Lion Borough workers drove to work alone in 2005-2009, 7 percent carpoolled, 1 percent took public transportation, and 6 percent used other means. The remaining 1 percent worked at home. Among those who commuted to work, it took them on average 26.1 minutes to get to work.

INCOME: The median income of households in Red Lion Borough was \$47,904. Eighty-five percent of the households received earnings and 10 percent received retirement income other than Social Security. Twenty-one percent of the households received Social Security. The average income from Social

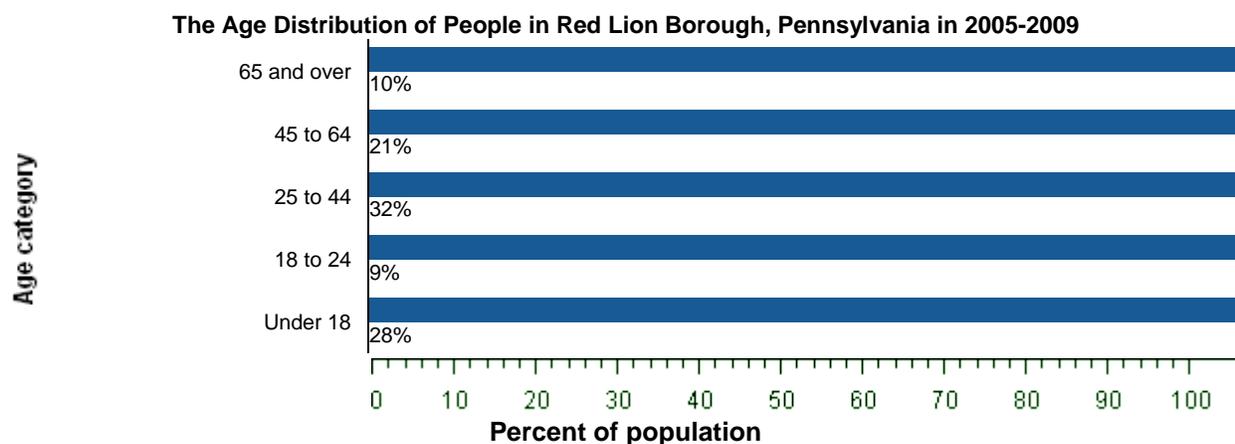
Security was \$14,829. These income sources are not mutually exclusive; that is, some households received income from more than one source.

POVERTY AND PARTICIPATION IN GOVERNMENT PROGRAMS: In 2005-2009, 7 percent of people were in poverty. Eight percent of related children under 18 were below the poverty level, compared with 7 percent of people 65 years old and over. Five percent of all families and 13 percent of families with a female householder and no husband present had incomes below the poverty level.



Source: American Community Survey, 2005-2009

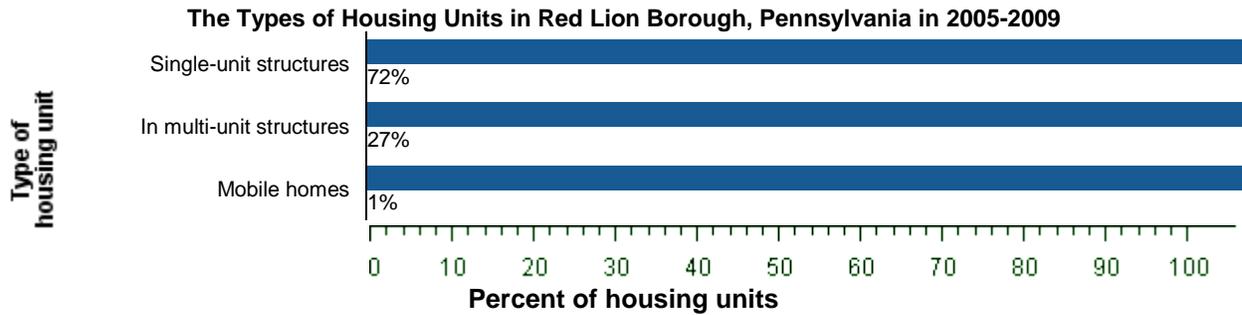
POPULATION OF Red Lion Borough: In 2005-2009, Red Lion Borough had a total population of 6,100 - 3,000 (49 percent) females and 3,100 (51 percent) males. The median age was 31 years. Twenty-eight percent of the population was under 18 years and 10 percent was 65 years and older.



Source: American Community Survey, 2005-2009

For people reporting one race alone, 97 percent was White; 1 percent was Black or African American; less than 0.5 percent was American Indian and Alaska Native; 1 percent was Asian; less than 0.5 percent was Native Hawaiian and Other Pacific Islander, and less than 0.5 percent was Some other race. Less than 0.5 percent reported Two or more races. One percent of the people in Red Lion Borough was Hispanic. Ninety-seven percent of the people in Red Lion Borough was White non-Hispanic. People of Hispanic origin may be of any race.

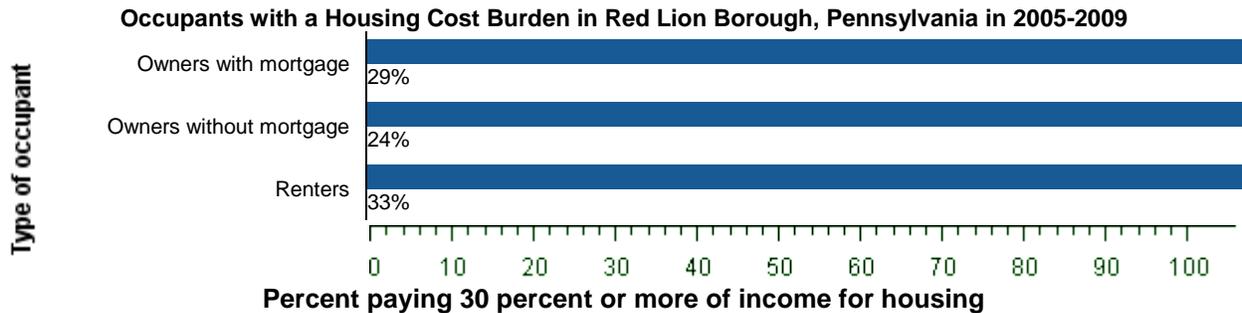
HOUSING CHARACTERISTICS: In 2005-2009, Red Lion Borough had a total of 2,600 housing units, 6 percent of which were vacant. Of the total housing units, 72 percent was in single-unit structures, 27 percent was in multi-unit structures, and 1 percent was mobile homes. Four percent of the housing units were built since 1990.



Source: American Community Survey, 2005-2009

OCCUPIED HOUSING UNIT CHARACTERISTICS: In 2005-2009, Red Lion Borough had 2,500 occupied housing units - 1,400 (57 percent) owner occupied and 1,100 (43 percent) renter occupied. Five percent of the households did not have telephone service and 7 percent of the households did not have access to a car, truck, or van for private use. Multi Vehicle households were not rare. Forty-one percent had two vehicles and another 14 percent had three or more.

HOUSING COSTS: The median monthly housing costs for mortgaged owners was \$1,176, nonmortgaged owners \$439, and renters \$703. Twenty-nine percent of owners with mortgages, 24 percent of owners without mortgages, and 33 percent of renters in Red Lion Borough spent 30 percent or more of household income on housing.



Source: American Community Survey, 2005-2009