

Wrightsville Borough Comprehensive Plan



ACKNOWLEDGEMENTS

Mayor Neil Habecker

Borough Council

Thomas Groft, Council President

Janelle Hobbs, Council VP

Ed Sipes, Councilman

Gregory Scritchfield

Crystal Bolton

Alan Nelson

Secretary

Melissa B. Wirls

Borough Engineer

C.S. Davidson, Inc.

Borough Solicitor

Blakely, Yost, Bupp & Rausch

Comprehensive Plan Steering Committee

Art Mann

Kim Lentz

Phil Lehman

Eric White

Don Gillett

Dave Foulk

Pat Estel

Mike McElwain

Damian Wissler

Eric Snowadzski

Sue Myers

Pat Smith

Wayne Smith

Brian Lyle

Consultant

C.S. Davidson, Inc.

YCPC Liaison

Pam Shellenberger, AICP

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Table of Contents

	Page
Executive Summary	1
Community Vision	2
Community Development Goals and Policy Objectives	2
Planning Process and Municipalities Planning Code	4
York County Comprehensive Plan	5
Area Regional Relationship	6
Plan Components	7
Action Plan for Implementation	11
PART 1. COMMUNITY PROFILE	
Chapter 1. Regional Location and History	25
Regional Location	25
History	26
Historic Resources	27
Development Trends	33
Chapter 2. Population and Demographics.....	35
Population	35
Population Characteristics	36
Population Projections and 2008 Population Estimate.....	41
Chapter 3. Housing	43
Housing Statistics	44
Housing Occupancy and Vacancy	45
Housing Condition	46
Cost of Housing	48
Housing Projections	49
Chapter 4. Economic Profile	51
Earnings from Employment	51
Employment Characteristics	52
Place of Work and Commuting Patterns	53
Economic Resources	55
Businesses in Wrightsville Borough	57

Wrightsville Borough Comprehensive Plan Update

Tourism Resources	58
Chapter 5. Natural Features	63
Physiography	63
Topography	63
Geology	64
Climate	64
Soils	65
Hydrology	67
Vegetation and Wildlife	69
Unique Features and Areas	69
Chapter 6. Land Use.....	73
Community Character and Development Patterns	73
Historical Development Patterns and Trends.....	73
Current Allocation of Land Uses	77
Land Use Regulations	82
Chapter 7. Community Facilities and Public Services	83
Schools and Educational Facilities	83
Health Facilities	84
Churches	84
Other Community Facilities and Services.....	85
Public Safety	85
Public Utilities Wrightsville Municipal Authority	86
Other Utilities and Public Services	87
Chapter 8. Transportation.....	89
Street and Road Network	89
Commuting	92
Other Transportation Services	93
Pedestrian Facilities.....	93
Parking Facilities	94
Chapter 9. Recreation and Open Space	95
Open Space	95
Greenways	96
Types of Recreational Facilities	97

Wrightsville Borough Comprehensive Plan Update

Existing Recreational Facilities 101
Recreation Organizations, Programs and Activities 108

PART 2. GROWTH MANAGEMENT PLAN

Chapter 10. Future Land Use, Housing and Resource Protection Plan..... 115

Future Land Use Plan 115
Existing and Future Land Use 115
Future Land Use Map..... 119
Housing Plan120
Housing and Residential Development 120
Single-Family Housing Opportunities 121
Multi-Family and Mixed-use Housing Opportunities 123
Other Housing Opportunities 125
Historic, Cultural and Natural Resources Protection Plan..... 126
Plan for the Protection and Preservation Historic and Cultural Resources 127
Natural and Environmental Resources Protection and Conservation Plan 131
Plan for the Conservation of Energy 132
Land Use Planning Tools and Development Regulations 132
Revitalization Programs 136

Chapter 11. Community Facilities and Services Plan 143

Facilities Planning 143
Capital Improvements Program 144
Official Map 145
Facilities and Services Provided Local Government..... 146
Facilities and Services Provided Other Governmental and Non-governmental Agencies and Authorities 153
Assistance Programs 156

Chapter 12. Transportation Plan 159

Roadway Planning and Improvements 159
Pedestrian Network163
Parking 169
Public Transit and Commuting 173
York County Long Range Transportation Plan..... 173

Chapter 13. Economic Development Plan 179
Encouraging Commercial Development 179
Tourism 183
Commercial and Industrial Development..... 186
Business Development, Retention and Recruitment 187
Chapter 14. Recreation Plan193
Public Participation193
Local Recreation and Open Space – Issues and Opportunities 194
Other Opportunities 201
Recreation Organizations, Programs, and Activities 202
Assistance Programs 204

PHOTO CREDITS*

Cover Photos ... clockwise from top left – View of Susquehanna River from Walnut Street, Wrightsville Chapter of the American War Mothers monument at South 7th Street and Hellam Street, 2nd and Hellam Streets, baseball game at Field #4, Commons Park
Borough Hall 28
View of Veterans Memorial Bridge and old bridge piers from Commons Park29
Wrightsville Interpretive Panel at Veterans Memorial Bridge 32
Monument in Constitution Square, North Fourth Street32
View of Hellam Street looking west from Veterans Memorial Bridge 57
John Wright Store and Restaurant 58
Wrightsville, Inc. 58
Susquehanna & Tidewater Canal State Marker, South Front Street 59
Commons Park 101
Riverfront Park103
Wrightsville Field #4 104
Wrightsville Memorial Park 104
Streetscape Improvements, West Reading Borough, Berks County, Pennsylvania 148
Streetscape Amenities, Augusta GA 149
Sidewalk paving and lighting, Cumberland MD 150
Bus Stop, Cumberland MD 150
View of utility lines over Walnut Street152
Wayfinding Sign, Center City District Philadelphia, Pennsylvania 168

Wrightsville Borough Comprehensive Plan Update

Street Sign, Cumberland, Maryland.....169
Streetscape amenities, Cumberland, Maryland 169
Off-street Parking lot, Lancaster, Pennsylvania 171
View of Veterans Memorial Bridge from Commons Park 194
Commons Park195
Veterans Memorial Bridge, Western Approach 196
Riverfront Park197
Riverfront Park197
Wrightsville Field #4 198
Wrightsville Memorial Park/Wrightsville Elementary School 199

* Unless otherwise noted, all photos courtesy C.S. Davidson, Inc.

LIST OF TABLES AND CHARTS

Table 2.1 Historic Population 33
Chart 2.1 Historic Population: Wrightsville Borough and Hellam Township..... 36
Table 2.2 Population by Households: Change 1990 – 2000 37
Table 2.3 Year Householder Moved into Unit: Wrightsville Borough..... 37
Table 2.4 Age: Percent Change 1990 – 2000 38
Chart 2.2 Population Pyramid: Wrightsville Borough, 2000 38
Chart 2.3 Population by Race and Hispanic Origin: Wrightsville Borough and York
County, 2000 39
Table 2.5 Population by Gender: 2000 39
Chart 2.4 Population by Gender: Wrightsville Borough..... 39
Table 2.6 Educational Attainment: Percent Change 1990-200040
Chart 2.5 Educational Attainment: Wrightsville, Persons over 25 Years of Age, 2000..40
Table 2.7 1999 Income Statistics 41
Table 2.8 Population Projections: Wrightsville Borough.....42
Chart 2.6 Population Projections: Wrightsville Borough.....42
Table 3.1 Housing Units by Housing Type in 2000 44
Chart 3.1 Housing Units by Housing Type in 2000 44
Table 3.2 Housing Units by Housing Types: Change 1990- 2000 45
Table 3.3 Housing Units by Occupancy and Vacancy Rate: Wrightsville45
Chart 3.2 Housing Occupancy: Wrightsville Borough, 2000 46

Wrightsville Borough Comprehensive Plan Update

Table 3.4 Year Structure Built	47
Chart 3.3 Year Structure Built: Wrightsville Borough	47
Table 3.5 Occupants per Room: Wrightsville Borough	47
Table 3.6 Housing Values and Costs: Owner Occupied.....	48
Table 3.7 Housing Costs: Renter Occupied	48
Chart 3.4 Cost Burdened Households, 2000	49
Table 3.8 Projected Housing Needs	50
Table 3.9 Household and Family Size, 2000	50
Table 3.10 Number of New Dwellings Issued Building Permits	50
Chart 4.1 Median Earnings for Persons with Year-Round Employment, 2000	51
Table 4.1 Labor Force and Employment Status in 2000	52
Table 4.2 Occupations for Employed Persons: Change 1990 - 2000	53
Chart 4.2 Occupation for Employed Civilian Population in Wrightsville, 2000/1990 ...	53
Table 4.3 Place of Work: Change 1990 - 2000	54
Chart 4.3 Place of Work, 2000	54
Table 4.4 Means of Transportation to Work, 2000	55
Table 4.5 Travel Time to Work, 2000	55
Table 5.1 Average Temperatures and Precipitation for Wrightsville Borough.....	64
Chart 5.1 Average Temperatures for Wrightsville Borough	65
Table 5.2 Soils Occurring within Wrightsville Borough	66
Table 5.3 Rivers, Creeks and Streams.....	67
Table 6.1 Wrightsville Borough Land Use Characteristics 1974 Comprehensive Plan.	74
Table 6.2 Dwelling Units, 1974 Comprehensive Plan	75
Chart 6.1 Wrightsville Borough Land Use in Acres, 1974 Comprehensive Plan.....	75
Table 6.4 Existing Land Use Allocation, 2009	77
Chart 6.2 Existing Land Use Allocation (acres), 2009	78
Chart 6.3 Residential/Nonresidential Land Use Allocation, Acres, 1974 Comprehensive Plan and 2009 York County Tax Assessment Data	78
Table 6.5 Hellam Township Land Use, 2001	81
Table 7.1 Wrightsville Churches	84
Table 9.1 Recreational Facilities	102
Figure 10.1 Elements of Form-Based Codes	136

Wrightsville Borough Comprehensive Plan Update

LIST OF MAPS

Map Name	Following Page
Location Map	22
Slopes and Contours Map	62
Soils Map	64
Water Resource Map	66
Existing Land Use Map	74
Community Facilities and Transportation Map	in pocket at inside back cover
Future Land Use Map	in pocket at inside back cover

APPENDIX A. Citizen Survey

APPENDIX B. List of Abbreviations and Acronyms

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EXECUTIVE SUMMARY

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Executive Summary

This Comprehensive Plan Update has been prepared to provide direction and guidance for managing and directing future growth, development and preservation efforts of Wrightsville Borough. Through the implementation of this Comprehensive Plan, Wrightsville will be able to continue to maintain its small town character.

The Wrightsville Borough Comprehensive Plan was originally adopted in 1974, guiding development of the Borough through the past 37 years. However, since that Plan was adopted much has changed in Wrightsville and eastern York County. Wrightsville has evolved from a manufacturing and employment center to primarily a bedroom community over the past few decades. During the process of deciding to prepare an updated Comprehensive Plan, Wrightsville Borough leaders looked back over the past few decades at what has changed in the Borough and larger region, and identified specific development influences and critical issues that presently impact the Borough and will affect it over the next 10 to 20 years.

Since the 1980's, the growth of the area around the Borough has been the consequence of continued out-migration from the metropolitan York City and Lancaster City areas, as well as from Maryland, resulting in a population increase of 3.9 percent between 2000 and 2010. In addition to anticipated population growth in eastern York County, U.S. Route 30 corridor development influences are expected to continue to create growth pressures that will be felt in Wrightsville and the surrounding areas.

Critical issues facing Wrightsville that need to be addressed in this updated Comprehensive Plan include among other things inadequate development ordinances, through-traffic, the limited amount of vacant land with redevelopment potential, off-street parking downtown, local employment opportunities, and pedestrian improvements.

Wrightsville will continue to grow and experience change over the next 20 years. How this is guided will be critical to whether the quality of life in the Borough improves or not. Comprehensive Planning helps the community adapt and prepare for these changes and directs the future of the community in a positive way. Perhaps more importantly, it enables local officials and residents to make more informed and strategic decisions about public and private investments based on careful analysis. The Comprehensive Plan assembles in one place the community's desires and vision for the future.

Comprehensive planning is the result of months of work by community members who have a strong sense of belonging to their place and want to see growth and change take place in a way that is most advantageous for the community as a whole. The Comprehensive Plan Committee (CPC), appointed by Council, has been responsible for the administration and coordination of the creation of the Comprehensive Plan Update. This Comprehensive Plan sets the stage for growth and development in Wrightsville Borough by:

1. Setting forth a vision for the Borough, followed by goals and policy objectives to reach that vision.
2. Compiling and mapping factors that describe the existing state of the Borough, including natural features, population, housing, community facilities, etc.

3. Analyzing the existing state of the Borough and larger region against the vision, goals, and objective to devise a future plan for the Borough.
4. Stating specific actions that should be undertaken to implement the Comprehensive Plan and reach the vision, goals, and objectives.

If this Plan is to guide future decisions, it must be referred to whenever Borough Council considers a decision that affects the use of land, the provision of public services, and the investment of municipal capital. The intent of the Plan is to provide specific recommendations and guidance so that it can be a useful tool in every day decision making.

Comprehensive planning does not end with the adoption of a plan; it requires periodic evaluation to keep ahead of changing demographics, changes in the economy, and capacity of public infrastructure. The Plan must also be reviewed, and revised if necessary, to reflect changes in community goals and the Plan's policy objectives, strategies, and implementation program. In addition to periodic review, the Pennsylvania Municipalities Planning Code requires reviewing Comprehensive Plans at least every 10 years, and updating if necessary.

The initial step of the Comprehensive Plan was to establish a Comprehensive Plan Committee to coordinate the planning process and provide guidance and direction. In addition to invaluable input by the Plan Committee, two public meetings were held and a Community Survey was distributed to determine important issues and general feelings, thoughts, and attitudes of the citizens. The survey was designed to determine the major issues and opinions on specific topics within Wrightsville. By having a better understanding of what residents' value or feel strongly about, a more detailed and useful Plan was developed. Appendix A shows the actual survey form and the tabulated results.

COMMUNITY VISION

The Comprehensive Plan Committee set out to create a vision that articulated the values of the citizens and the positive culture of Wrightsville Borough.

"An inviting historic river town with a strong and active sense of community."

COMMUNITY DEVELOPMENT GOALS AND POLICY OBJECTIVES

Local goals, objectives and policies represent an important part of the Plan document. Community development goals and objectives are a required section of any zoning ordinance; you must have them to implement any type of a zoning program. They are developed primarily on the basis of the issues and opportunities, and needs and assumptions made about the future during the information and inventory and goal setting phases of this planning initiative.

Developers and even municipal officials will often dismiss the Plan's community development goals and objectives as meaningless rhetoric or idealistic jargon. While it may be true that some statements of goals and objectives may be too idealistic and/or altruistic, the importance cannot be overstated. In addition to being a statutory requirement, they are not only supposed to guide the policy decisions made in the development of the plan, but also may be closely examined by the courts for intent should land use decisions be challenged.

As change, or growth, is inevitable, but not inevitably harmful, this Plan should be used to help ensure that the location, timing and amount of that growth reflect the qualities and values adhered to by the residents of Wrightsville. This Comprehensive Plan attempts to accomplish that by addressing four broad purposes:

There are several factors affecting the Borough that is the driving force behind this comprehensive planning effort:

- To invigorate the community by creating a vision for the future which include livable neighborhoods and a vibrant economy.
- To develop feasible strategies to achieve the vision and meet identified community needs
- The desire to preserve the historic character of Wrightsville
- To create a place that people “drive to not through.”
- Wrightsville’s position along the Susquehanna River and as a “River Town.”

These broad goals were then expanded into goals representing the various components of the Comprehensive Plan:

The following Goals Tactics were established by the CPC based on the goals and policy statements in the Wrightsville Borough 1974 Comprehensive Plan, the background information compiled as part of this planning process and public comment.

The Goals are broad statements on what the Borough should strive for with regard to specific issue. The Tactics are concepts on how the specific Goals can be accomplished.

Residential Development Goal and Tactics

To preserve pleasant small-town atmosphere while maintaining a variety of housing types.

Commercial Development Goal and Objectives

To promote commercial development.

Community Facilities Goal and Objectives

To provide adequate community facilities and services.

Resource Protection Goal and Objectives

Preserve and protect the natural, cultural and historical resources of the Borough.

Transportation and Accessibility Goal and Objectives

To improve the vehicle and circulation system in facilitating welcoming, safe and convenient movement between land use areas.

Pride and Identity Goal and Objectives

To advance the Borough by encouraging a sense of community pride and identity.

Cooperation Goal and Objectives

To advance the cause of cooperation in the development of Wrightsville.

Developing a desirable and acceptable course of growth is probably the most important, yet most difficult task facing Wrightsville Borough. The Borough Council has recognized this need by authorizing the preparation of a comprehensive plan and should therefore establish development policies that guide the Borough into the future.

Development in the Wrightsville area should be coordinated, diverse and sustainable.

Coordination should be pursued by:

1. Encourage ongoing communication and coordination between the Borough, Hellam Township, York County, and state, federal and nonprofit agencies and organizations on projects and issues of mutual concern.

Diversity should be pursued through encouraging:

1. A suitable balance of residential and non-residential uses that meet residential and economic development needs.
2. Access to adequate and affordable housing opportunities for current and future residents.

Sustainability should be pursued by:

1. Preserving and protecting the historic resources of Wrightsville that defines the unique character of the Borough
2. Promoting development design that is in harmony with surrounding built and natural environments and encourages community interaction.
3. Encouraging the use of alternative energy technologies that is compatible with the character of the community surroundings.
4. Maintaining public safety and community services that ensure a high quality of life in the community.
5. Promoting access and mobility for people and goods through an effective network of roads, streets, transit service, and bike/pedestrian facilities

For reasons of size, Wrightsville cannot expect to become an independent community, but must rely on other areas within and beyond eastern York County for some of its necessary services such as libraries, public transportation and major medical facilities. However, Wrightsville can develop a degree of autonomy by virtue of the important residential and service functions the Borough currently serves. These functions include the provision of neighborhood services such as the elementary school, water and sewer utilities, and shopping, and the provision of homes for families, commuters and retirees. The community should try to maintain the functional balance it presently holds. This could be accomplished by:

1. Actively promoting the unique assets of Wrightsville as a highly desirable place to live, work, and operate a business.
2. Encouraging mixed-use development that includes residential, neighborhood-commercial, civic, and recreational uses.

The responsibility for formulating general policy lies with Borough Council. To develop specific policies, a detailed analysis of existing conditions and trends together with the

residents' wishes must be considered. Once established, the development policy will form the basis for the plan, and sets the pattern for future growth and change in the Borough.

PLANNING PROCESS AND MUNICIPALITIES PLANNING CODE

The Pennsylvania Municipalities Planning Code (MPC) is the state law that provides municipalities with the authority to perform community and land use planning. It also sets forth specific ways in which comprehensive plans must be completed, including items that must be included and those that may be included. The plan must fully comply with Article III of the MPC, which requires that all comprehensive plans include the following basic elements:

- a statement of objectives regarding future development;
- a plan for land use;
- a plan to meet the housing needs of both current residents and anticipated future residents;
- a plan for the movement of people and goods, which may address the local road network, parking facilities, pedestrian and bicycle trail systems, and public transportation facilities;
- a plan for community facilities and services, which may address public and private education, recreation, municipal buildings, fire and police services, libraries, hospitals, water supply and distribution, sewerage and solid waste management, storm drainage, and utilities;
- a statement regarding the interrelationships among the various plan components;
- a discussion of short-range and long-range strategies for the implementation of the plan objectives;
- a statement indicating that existing and proposed development in the region is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities;
- a plan for the protection of natural and historic resources; and
- a plan for the reliable supply of water.

Although it does provide the foundation for ordinances and regulations, a Comprehensive Plan does not have the force of law. However, legal challenges against ordinances which are consistent with an adopted comprehensive plan are more difficult to mount.

YORK COUNTY COMPREHENSIVE PLAN¹

The York County Comprehensive Plan provides the overall direction for growth, conservation, and other land use policies throughout York County. The County Comprehensive Plan consists of a set of documents, or elements, that include: Hazard

¹ YORK COUNTY COMPREHENSIVE PLAN, York County Planning Commission
September, 1997, as amended January 31, 2001, April 3, 2002, June 18, 2003, October 27, 2004, December 13, 2006

Mitigation Plan (2008), Open Space and Greenways (2006), Environmental Resources Inventory (2004), Agricultural Preservation (2000, updated 2008), Growth Trends (1995, updated 2008), Community Facilities (1995, updated 2006), Housing and Community Development (1996, updated 2010), York County Long Range Transportation Plan 2009-2035 (2009), Natural Areas Inventory (1996, updated 2006), Economic Development Plan (2010), Integrated Water Resources Plan (2011), and Growth Management Plan (1997, updated 2002, 2003, 2006, 2008, and 2011). The Borough's comprehensive planning effort has attempted to maintain consistency with all components of the York County Comprehensive Plan. In addition, the Borough of Wrightsville has opted into the York County Hazard Mitigation Plan, and is an established Secondary Growth Area in the County's Growth Management Plan.

The York County Comprehensive Plan, initially adopted in June 1992, is based on guidelines established in an earlier "*Policy Plan*." The objective of that Policy Plan was to develop a vision of York County's future, and then to develop goals and objectives for achieving that vision. The County Comprehensive Plan is intended to coordinate land use planning throughout the County, and sets forth the following three primary goals:

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

The Borough of Wrightsville should consider consistency with the County Plan when prioritizing future projects.

AREA REGIONAL RELATIONSHIP

This Comprehensive Plan Update has been prepared to be compatible with the recently adopted Hellam Township Comprehensive Plan, the York County Comprehensive Plan, and the PA Municipalities Planning Code, Act 247, as amended.

Since Wrightsville is surrounded by Hellam Township on three sides, it is essential that the Borough Council work closely with its counterparts in the Township on issues impacting both municipalities, such as land use, transportation, the provision of services, economic development and protection of the natural environment. The Existing Land Use Map shows the consistency of land uses across municipal boundaries, which can help stabilize land values and minimize the likelihood of future conflicts between residents or the municipalities themselves. The planning efforts of Wrightsville and neighboring Hellam Township were compared for general consistency and compatibility.

In 2003, Borough Council adopted a Resolution designating Wrightsville as an Established Secondary Growth Area in the Growth Management Plan component of the York County Comprehensive Plan. According to the York County Growth Management Plan, "*the purpose of growth areas is to establish "boundaries" which separate areas that are appropriate for more urbanized uses and the extension of services and utilities, from areas intended for rural and resource uses. Growth areas typically include lands appropriate for future urban and suburban development requiring a full range of public services and facilities such as public sewer and water, police, fire, and schools, and would include residential, industrial, commercial, institutional, and recreational uses. A*

concentrated pattern of development within growth areas is not meant to imply high density, but rather a full range of land uses and services.” The Borough’s Future Land Use Plan and other elements in this Comprehensive Plan are consistent with the Established Secondary Growth Area designation.

Additional relationships exist between the Borough of Wrightsville and non-governmental agencies and quasi-public entities. The Borough must continue to support its public and private partners through cooperation and collaboration, including but not limited to, Rivertownes PA USA; Wrightsville Recreation Commission, Wrightsville Municipal Authority, Historic Wrightsville, Inc., Susquehanna Gateway Heritage Area, York County Economic Development Corporation, PennDOT, and YAMPO.

PLAN COMPONENTS

INTERRELATIONSHIP OF PLAN COMPONENTS

The individual components and chapters comprising the Wrightsville Borough Comprehensive Plan will work together to guide the future growth and development of the Borough, and to fulfill the vision set forth in this Plan. To meet the needs of the community, a variety of housing and businesses must be provided while maintaining the historical and cultural integrity of the Borough. The compatibility between commercial and residential areas is connected to the pedestrian and vehicular circulation network. Providing adequate community facilities and services accommodates existing and future residents and businesses. Therefore, the various components of this Plan have been carefully interrelated with each other, and maintain consistency with the York County Comprehensive Plan and the requirements in the PA MPC.

COMMUNITY PROFILE

The Community Profile is comprised of nine chapters of background data and analysis completed as part of the information and inventory phase, which outline the features in Wrightsville that make it what it is today. Population and housing characteristics enable the municipality to draw conclusions as to who lives in the Borough, where they live, and the type of growth that should be anticipated in the future. Understanding the existing land use and knowing the constraints of the natural features allows the municipality to better understand what types of land uses are more prevalent and where growth may and can occur in the future. An analysis of the public utilities; community facilities, including recreation and open space; and transportation network offers a comprehensive look into how the past facilities expanded to meet local needs. An inventory of economic resources reveals the range of goods and services available to Borough residents.

GROWTH MANAGEMENT PLAN

The Growth Management Plan is comprised of five specific plans that are intended to manage the resources of the Borough in addressing current issues and meeting future needs. The Plans are based on the data contained in the Community Profile, community input from the Comprehensive Plan Committee, Citizens’ Surveys and Public meetings. The five chapters in the Growth Management Plan are: Future Land Use, Housing and Resource Protection Plan; Community Facilities and Services Plan; Transportation Plan;

Economic Development Plan; and Recreation and Open Space Plan. These strategic components are designed to be implemented in a cooperative and coordinated approach.

Each plan presents the goals and policy objectives established by the Comprehensive Plan Committee, and strategy recommendations that should be implemented to achieve the goals and objectives. This is the heart and soul of the Comprehensive Plan, suggesting a path to guide Wrightsville's future through the 21st century.

- Goals are broadly stated yet focused on a particular area of importance to the future of Wrightsville.
- Policy Objectives suggest a general course of action or objective toward which the Borough should work to achieve the goals.
- Strategy recommendations identify specific, realistic actions that can be implemented to accomplish a specific goal.

Future Land Use, Housing and Resource Protection Plan

The Future Land Use, Housing and Resource Protection Plan presents a variety of tools the local government can use in directing growth and development to maintain the cherished small-town character of the Borough into the future.

The most powerful and important tools for land use planning, and controlling the character of development, are the zoning and subdivision and land development ordinances. Should the Borough decide to adopt its first zoning ordinance, several practical options are provided that maintain compatibility and variety of land uses. Land use regulations should not be designed to solely control development, they should also enable and encourage the type of development the Borough would prefer to see. The diversity of housing opportunities and affordability is emphasized in order to reasonably permit multi-family apartments and condominiums. In addition, the mixing of residential and commercial uses within the same building and on the same block should be encouraged in both its historical context as well as an unfolding trend in revitalization. Additional techniques for providing growth opportunities in a Borough with very little undeveloped land such as accessory dwelling units, infill, adaptive reuse, and live-work units are discussed in detail. The Land Use element also includes the Future Land Use Map, which identifies land use areas and how those areas are best suited for development, growth, revitalization, and preservation. The Future Land Use Map should be consulted when establishing zoning districts.

Wrightsville Borough has a high concentration of historic buildings that continue to contribute to its recognition on the National Register of Historic Places. The preservation of the many historic houses can be accomplished through the use of an Historic Overlay Zone as part of a zoning ordinance. Recommendations for adopting and implementing sensible building design guidelines that maintain the existing small town character such as those used in form-based codes for both new buildings and building additions and expansions are presented. Additionally, suggestions for streamlining the development review and permitting process and increasing flexibility in development controls are included.

In addition to the Borough government, not for profit entities through the State's Main Street and/or Elm Street Programs can help in Borough revitalization. These Programs, as well as establishing a façade improvements program to encourage property maintenance, are discussed.

All the recommendations in the Future Land Use, Housing and Resource Protection Plan have been established to help retain the small town community character and traditional land use patterns of Wrightsville Borough.

Community Facilities and Public Services Plan

The Community Facilities and Public Services Plan component focuses on a variety of community facilities and services and the policies and actions that will drive future decisions about location, programming, design, and construction. Community facilities in Wrightsville include services and infrastructure provided by the Borough, Wrightsville Municipal Authority, Eastern York School District, private utilities, nonprofit organizations, the state and federal governments, and the County of York and include schools, recreation areas, police and fire protection, public water and sewer service, solid waste collection and recycling, municipal offices, and senior citizen's center.

The Borough government has the greatest responsibility in providing services to the residents and property owners in the Borough. Therefore, this element of the Growth Management Plan emphasizes how the Borough can improve existing services and offers several suggestions for new programs.

Improving the effectiveness of the Borough's code enforcement activities that maintains the quality of housing and other buildings in the Borough could be accomplished through amending Property Maintenance Ordinances and establishing a Codes Enforcement Program, as well as keeping an inventory of nuisance properties.

Described in detail are two tools available to all municipalities in Pennsylvania that should be used for implementing the Comprehensive Plan: an Official Map Ordinance and a Capital Improvements Program; both of which direct public expenditures for Borough-wide improvements. In addition, developing a strategic downtown revitalization as well as a plan for installing streetscape amenities, including the planting of shade trees, and the planning of gateway improvements that are consistent with and coordinated to other initiatives are emphasized. Consistent with further planning efforts, establishing regulations to improve the Borough's Gateways at 2nd & Hellam Streets and 9th & Hellam Streets are recommended.

Other topics discussed in the Community Facilities and Services plan include incentives to facilitate property improvements and support for maintaining and expanding public safety and services such as the Senior Center and library. Also discussed are long-term initiatives the Borough could consider with regard to investigating the prospect for relocating Hellam Street utility lines and exploring the potential for a public electric utility.

Transportation Plan

The Transportation Plan emphasizes three interrelated issues of traffic calming, the pedestrian network and parking opportunities, serving as the framework that helps

connect land use and transportation planning. The Borough is not able on its own to institute changes to the street network. The Transportation Plan recommends working with County and State transportation organizations and agencies, as well as adjacent municipalities and developers, to plan and program regional roadway improvements such as traffic calming infrastructure.

As a densely built community, the Borough is a place where people tend to walk. A variety of techniques and enhancements for encouraging walking as well as bicycling in the Borough are presented, including identifying ways to expand the network of sidewalks and crosswalks and establish bicycle lanes and paths that encourage bicycling for commuting and recreation. Additionally, providing a “right-of-access” for the Mason-Dixon Trail through the Borough is discussed, as well as establishing a wayfinding program that guides visitors to major destinations in the Borough.

Regulations and options for providing off-street and on-street parking that can maintain and increase the vitality of the downtown business area, as well as the provision of handicap accessible parking, are thoroughly described. Also discussed is the need to support public transportation and commuting alternatives that reduce the number of daily vehicle trips into and out of the Borough.

Economic Development Plan

The Economic Development Plan describes opportunities for attracting, retaining and expanding local businesses, including types of commercial activities appropriate for the Borough. How adopting a zoning ordinance and updating the subdivision and land development ordinance can encourage development by providing a level of certainty and predictability in the development process is discussed.

Recommendations include establishing regulations that enable commercial activity such as a downtown mixed use area and permitting home occupations and live-work spaces, as well as the development of niche retail businesses and the support of local economic assets and resources.

The economic potential of heritage and ecological tourism, and cooperation with local, County and regional organizations to promote these opportunities in the Borough is emphasized. Also discussed is conducting a market analysis to gather information on attracting more retail traffic and customers.

Recreation and Open Space Plan

The Recreation and Open Space Plan identifies the issues and constraints facing the various Borough parks, recreational facilities and open space areas, as well as opportunities. These issues and opportunities include safety and accessibility, marketing and promotion, and maintenance and capital improvements. Among the opportunities discussed in the Recreation and Open Space Plan are developing the Lime Kilns site as tourism opportunity, providing “right-of-access” for Mason-Dixon Trail through the Borough, and promoting Riverfront Park Improvements including as an entertainment venue, boating/hiking, camping.

Action Plan for Implementation

The Action Plan for Implementation, set up as a matrix, is developed as a tool for those individuals or groups who will be responsible for implementation of various prioritized actions and monitoring the success and impacts of implementation. It is expected that the Action Plan will be updated, modified and augmented as strategies and action steps are completed.

The Action Plan for Implementation Matrix identifies actions to be utilized in implementing the many land use, housing, transportation, historic preservation, community facilities and services, economic development and recreation and open space strategies discussed in the Growth Management Plan. Included with the recommended strategic actions in the matrix are:

- Responsibility - The agency, department, or entity that should be in charge of initiating the action and possible implementation partners;
- Priority - The relative priority for implementing the action based on short, intermediate, and long-term or ongoing timeframes; and
- Indicator - One or more indicator outcomes that provide a benchmark for meeting the implementation schedule.

As described above, the Wrightsville Borough Comprehensive Plan is composed of a variety of interrelated components designed to be strategically implemented in a cooperative and coordinated approach; therefore, many of the strategic actions in this Implementation Plan can be used to achieve multiple goals. Though not specifically identified in the strategies outlined here, the Commonwealth of Pennsylvania, through many of its departments, including, but not limited to, Transportation, Community and Economic Development, and Conservation and Natural Resources, in addition to various York County, U.S. Government and not-for-profit agencies and organizations, can provide a variety of financial and technical assistance.

IMPLEMENTATION MATRIX

The Implementation Matrix contained in this section outlines a menu of recommended strategies and actions that support the goals of the Borough of Wrightsville Comprehensive Plan. The priority rating used in the matrix is short-term (1-5 years); intermediate (6-10 years); long-term (more than 10 years); and Ongoing.

Implementation Matrix

The priority rating: short-term (1-5 years); intermediate (6-10 years); long-term (more than 10 years); and Ongoing

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
GOAL 1: To preserve pleasant small-town atmosphere while maintaining a variety of housing types				
1. Follow Future Land Use Map when establishing zoning districts	Borough Council	Short-term	Adopted Zoning Ordinance	Ch 10
2. Incorporate infill development techniques and accessory dwelling units as method for providing additional and affordable housing opportunities into zoning ordinance while maintaining existing character of Borough	Borough Council	Short-term	Adopted Zoning Ordinance	Ch 10
3. Develop regulations to control the conversion of single-family dwellings, permit multi-family apartments and condominiums and enable the adaptive reuse of underutilized buildings	Borough Council	Short-term	New or amended regulations adopted	Ch 10
4. Enable and encourage residential/commercial mixed use such as housing above businesses and live-work units	Borough Council	Short-term	Adopted Zoning Ordinance	Ch 10
5. Encourage the preservation of historic single-family houses through the use of an Historic Overlay Zoning District	Borough Council	Short-term	Adopted Zoning Ordinance	Ch 10
6. Establish land use regulations for controlling the character of development, including but not limited to limits on the height of buildings	Borough Council	Short-term	Regulations adopted	Ch 10
7. Adopt a zoning ordinance that maintains compatibility and variety of land uses in the Borough	Borough Council and Engineer	Short-term	Adopted Zoning Ordinance	Ch 10
8. Streamline development review and permitting process by utilizing techniques such as ordinance codification or creating a Unified Development Ordinance, and increase	Borough Administration and Staff	Ongoing	Improved regulations established	Ch 10 Ch 11

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
flexibility in development controls, while maintaining limits to controls				
9. Facilitate maintaining and improving the quality of housing and other buildings in the Borough through Property Maintenance Ordinances and establishing a Codes Enforcement Program that improves code enforcement	Borough Administration and Staff	Ongoing	Reduction in number of codes violations	Ch 11
GOAL 2: Preserve and protect the natural, cultural and historical resources of the Borough				
1. Encourage the design of new buildings to maintain the historical, small town character of Borough	Borough Administration and Staff	Ongoing	Distinctive small town appearance maintained	Ch 10
2. Adopt Historic Overlay Zoning as part of zoning ordinance	Borough Council	Short-term	Ordinance adopted	Ch 10
3. Adopt and implement building design guidelines to ensure that new commercial uses, particularly those in the downtown area, are compatible with the existing small town character of the Borough.	Borough Council and Borough Engineer, Advisory Committee	Intermediate	Guidelines adopted	Ch 10
4. Explore Main Street and/or Elm Street Programs,	Borough Administration	Short	Meeting with PA Downtown Center	Ch 10
5. Follow Main Street Approach to revitalization and organizing volunteers	Borough Administration, Citizen Committee	Intermediate	Downtown Revitalization Strategy established	Ch 10
6. Establish a façade improvements program as an incentive	Borough Administration;	Intermediate	Program guidelines	Ch 10

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
to encourage property owners to maintain their buildings	Main Street Manager; Advisory Committee		established	
7. Maintain an inventory of nuisance properties as part of Code Enforcement Program and a tool for improving the quality of life in neighborhoods	Borough Administration and Staff	Ongoing	Inventory created	Ch 11
8. Amend Signs and Billboards Ordinance or include provisions for signs and billboards in a zoning ordinance to improve visual appeal of Borough streets	Borough Administration	Short-term	Amended ordinance	Ch 11
9. Develop Lime Kilns site as tourism opportunity	Borough Administration	Intermediate	Plan for site developed.	Ch 14
GOAL 3: To provide adequate community facilities and services				
1. Establish Capital Improvements Program to direct public expenditures for Borough-wide improvements	Borough Administration, Municipal Authority, Police Department, Fire Department	Short-term	CIP implemented	Ch 11
2. Adopt Official Map as a tool for implementing Comprehensive Plan	Borough Administration, Engineer, planning consultant	Intermediate	Official Map Ordinance adopted	Ch 11
3. Explore incentives such as tax abatements as way to facilitate property improvements	Borough Administration, Main Street Manager, Advisory	Intermediate	Meeting with county and state agencies	Ch 11

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
	Committee			
4. Develop a plan for installing a variety of streetscape amenities in historical residential neighborhoods and mixed use areas that emphasizes the Borough as a distinct place	Borough Administration, Main Street Manager, Advisory Committee	Long-term	Streetscape improvements strategy created	Ch 11
5. Plant more native species of shade trees in public areas and open spaces throughout Borough	Borough Administration, Shade Tree Committee	Intermediate	Shade-tree committee formed	Ch 11
6. Develop a strategic downtown revitalization plan	Borough Administration, Main Street Manager, Advisory Committee	Short-term	Advisory Committee formed	Ch 11
7. Investigate the different techniques that can be utilized to relocate utility lines underground or in rear alleys along Hellam Street	Borough Administration/ Engineer, Municipal Auth.	Long-term	Meeting among responsible entities to discuss	Ch 11
8. Evaluate the potential to expand Police Department to provide a greater regional presence	Borough Council, Wrightsville PD, neighboring Police Departments	Long-term	Memorandum of Agreement w/ adjacent municipalities and/or Police Departments	Ch 11
9. Explore what it would take to establish public electric utility in the Borough	Borough Administration; Wrightsville Municipal	Long-term	Meeting with Pennsylvania Municipal Electric	Ch 11

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
	Authority		Association	
10. Continue to support the Wrightsville Fire Department and the Municipal Authority in providing important services to the community	Borough Council, citizens	Ongoing	Continued provision of services	Ch 11
11. Express annual support for Eastern Area Senior Center	Borough Council	Ongoing	Letter of support	Ch 11
12. Advocate for bus access to Kreutz Creek Library	Borough Council	Short-term	Letter to rabbittransit	Ch 11
13. Provide “right-of-access” for Mason-Dixon Trail through Borough	Borough Administration, WRC, Mason Dixon Trail	Short-term	Trail markings and wayfinding installed	Ch 12, Ch 14
14. Consider improvements to Commons Park that include wayfinding signage and an accessible trail, as well as increasing promotional activities.	Borough Administration, WRC	Short-term	Wayfinding and trail installed; website updated	Ch 14
15. Add landscaping and signage to Veterans Memorial Bridge Approach	Borough Administration, volunteers	Short-term	Wayfinding and trail installed; website updated	Ch 14
16. Promote Riverfront Park Improvements including as an entertainment venue, boating/hiking, camping	Borough Administration, WRC, Rivertownes, Susquehanna Gateway Heritage Area	Ongoing	Promotional plan and/or material produced	Ch 14
17. Work with Municipal Authority to prepare a Master Plan for Wrightsville Field #4 (Vine Street Fields)	Borough Administration, Municipal	Short-term	Decision to collaborate on Master Plan	Ch 14

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
	Authority			
18. Discuss a long-term agreement with the Eastern York School District maintaining the Wrightsville Memorial Park as a recreational facility accessible to local residents.	Borough Administration, EYSD	Short-term	Agreement to discuss long-term agreement	Ch 14
19. Prioritize “opportunities” identified in Recreation and Open Space Plan for further evaluation including the preparation of Parks and Recreation Capital Improvements Programs, cost of capital improvements, responsibility for operations and long-term maintenance, creation and promotion of special events, and financial and technical assistance.	Borough Council, WRC,	Short-term	Prioritization completed	Ch 14
20. Amend SALDO to include provision for the dedication or recreation land and fees in lieu of such dedication.	Borough Council	Short-term	SALDO amendments	Ch 14
GOAL 4: To improve the vehicle and circulation system in facilitating welcoming, safe and convenient movement between land uses.				
1. Adopt and/or amend regulations to improve appearance of Borough’s Gateways	Administration,	Short-term	Improvements plan created	Ch 11
2. Install welcome signage at 2 nd & Hellam Streets and 9 th & Hellam Streets	Rivertownes, Susquehanna Gateway Heritage Area, YAMPO, PennDOT	Short-term	Signs installed	Ch 11
3. Regularly review and update a five year pavement management plan based on Streets Condition Assessment Plan.	Borough Administration, Engineer	Ongoing	Five-year plan reviewed and updated	Ch 12

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
4. Advocate to YAMPO and PennDOT for installation of traffic calming techniques that address traffic and pedestrian safety issues at 2nd & Hellam Streets	Administration, YAMPO, PennDOT	Long-term	Practical improvements identified	Ch 12
5. Develop an adequate and safe network of sidewalks to encourage walking by installing sidewalks where needed	Borough Administration	Ongoing	Sidewalk gaps identified	Ch 12
6. Amend SALDO for improving and expanding sidewalks and crosswalks that enhance pedestrian circulation and safety	Administration, Engineer	Short-term	SALDO amended	Ch 12
7. Explore establishing bicycle lanes and paths to encourage and promote bicycling for commuting and recreation	Borough Administration, Mason-Dixon Trail, York Cycling Club, PennDOT	Short-term	Opportunities identified	Ch 12
8. Consider adopting Official Map to implement pedestrian facility improvement projects, including completion of the Borough's sidewalk network, installation of crosswalks at key intersections and appropriate mid-block locations, and developing bicycle and pedestrian trails that link to existing or proposed trails.	Borough Administration/Eng ineer, planning consultant	Intermediate	Official Map Ordinance adopted	Ch 12
9. Establish wayfinding program to guide motorists, bicyclists and pedestrians to major cultural, recreational and commercial destinations in the Borough	Administration, Rivertownes, Susquehanna Gateway Heritage Area, YAMPO, PennDOT	Intermediate	Program guidelines established	Ch 12
10. Explore options for expanding off-street as well as on-street Parking opportunities in the Borough to maintain and increase the vitality of the downtown business area.	Borough Administration	Short-term	Additional parking opportunities	Ch 12

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
			identified	
11. Develop regulations for the provision of off-street handicap accessible parking and explore establishing an on-street handicap parking permit program	Borough Administration	Short-term	Regulations adopted and program guidelines established	Ch 12
12. Support the use of public transportation and other alternatives available to commuters in order to reduce the number of daily vehicle trips into and out of the Borough	Borough Administration	Ongoing	Increased use of buses and carpooling	Ch 12
GOAL 5: To promote commercial development.				
1. Adopt zoning ordinance, and amend subdivision and land development ordinance to encourage commercial and industrial development through certainty and predictability in the development process	Borough Administration	Short-term	Zoning Ord. adopted, SALDO amended	Ch 13
2. Establish Mixed Use area along Hellam Street and S Front Street as shown on Future Land Use Map	Borough Council, Engineer, planning consultant	Short-term	Zoning Ord. adopted	Ch 13
3. Permit home occupations and live-work spaces to encourage additional economic diversity and vitality	Borough Council, Engineer, planning consultant	Short-term	Zoning Ord. adopted	Ch 13
4. Actively participate with local, county and regional organizations to promote and further develop Heritage Tourism and Eco-tourism opportunities in the Borough	Council, Wrightsville, Inc., Rivertownes, Susquehanna Gateway Heritage	Ongoing	Tourism program for Wrightsville created	Ch 13

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
	Area, YCEDC			
5. Encourage the development of niche retail and other commercial business uses including but not limited to a farmers’ market and more restaurants	Administration	Ongoing	Increased interest in Borough by specialty retailers	Ch 13
6. Address the issue of commercial parking in the downtown area to support established and new business operations	Borough Council, Engineer	Short-term	Additional parking opportunities identified	Ch 13
7. Direct economic development activities to appropriate areas based on the intensity of the use	Borough Administration, staff	Short-term	Reduction of land use conflicts	Ch 13 p 71
8. Support local vendors, assets and resources, and encourage buying locally sourced products and services	Borough Council residents, business owners	Ongoing	Increase local economic activity	Ch 13 p 71
9. Explore ways to attract more retail traffic and customers, including performing a market analysis	Borough Council, consultant	Intermediate	Council authorize retail market analysis conducted	Ch 13 p 72
GOAL 6: To advance the Borough by encouraging a sense of community pride and identity.				
1. Establish annual public recognition of exceptionally maintained properties	Borough Council, citizens committee	Short-term	Committee formed	Ch 11
2. Support Wrightsville Recreation Commission and appoint members with interest in recreational activities.	Borough Council	Ongoing	Continued functioning of WRC	Ch 14

STRATEGY	RESPONSIBILITY - ENTITY	PRIORITY	INDICATOR	CHAPTER/ PAGE
GOAL 7: To advance the cause of cooperation in the development of Wrightsville				
1. Cooperate with local property owners to improve appearance of Borough’s gateways	Council, property owners, regional, county and state organizations	Long-term	Improvements plan created	Ch 11
2. Plan gateway improvements that are consistent with and coordinated to other initiatives, including, but not limited to, the bridge lighting proposal and the Rivertownes Heritage Development Strategy	Council, property owners, regional, county and state organizations	Long-term	Improvements plan created	Ch 11
3. Support public and private partners through cooperation and collaboration, including but not limited to, Rivertownes PA USA; Wrightsville Recreation Commission, Wrightsville Municipal Authority, Historic Wrightsville, Inc., Susquehanna Gateway Heritage Area, County of York, York County Economic Development Corporation, PennDOT, YAMPO.	Borough Council, residents, property owners and businesses of Wrightsville	Ongoing	Comprehensive, revitalization and economic development plans being implemented	Throughout Growth Management Plan
4. Solicit cooperation from county and state transportation organizations and agencies as well as adjacent municipalities and developers to plan and program regional roadway improvements	Borough Council, YAMPO, PennDOT, Hellam Township, Lancaster County, Columbia Borough	Intermediate	Regional roadway improvements in York County and Lancaster County Long Range Transportation Plans	Ch 12

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Part 1. Community Profile

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Chapter 1. Regional Location and History

Reviewing Wrightsville’s history and its setting within the larger region helps us to reveal and examine the historical background and development occurring within the area, as well as provides a view of the development within a regional context. This will present the community with an understanding of the various factors involved in its development and will enable it to assess the consequences of development trends.

REGIONAL LOCATION

Wrightsville is located in eastern York County along the western shore of the Susquehanna River, and surrounded on the north, west and south by Hellam Township. The Borough is within the Piedmont Lowland Section, also known as the Hanover-York Valley, of the Piedmont Province of York County, which runs in a northeast-southwest line from Wrightsville Borough to Hanover Borough. This area of York County is relatively flat in nature as it rises above the Susquehanna River rising to an elevation of 390 above sea level more than 150 above the Susquehanna River.

Eastern York County is strongly influenced by the regional highway system. The road network within the Borough is adequate to serve the community, and the area is well connected to the broader state and interstate highway system via U.S. Route 30. PA Route 462, Hellam Street, is the Borough’s main transportation artery, traveling east to west. Route 462 was Route 30 until the highway was constructed in the 1970s between York City and Lancaster City. Prior to that, it was known as the Lincoln Highway. This has promoted commuting patterns in which people live within the Borough but work in York City or Lancaster City metro areas. In addition, PA Route 624, Front Street, runs between Wrightsville and Red Lion, connecting the Borough with southeastern York County.

In addition to being within a daily commute to the cities of York and Lancaster, Wrightsville is readily accessible, via Interstate 83, to Harrisburg to the north and Baltimore to the south. Many of the major cities along the east coast of the United States are within one day’s drive.

City	Distance in Miles
Columbia Borough	2
York City	9
Lancaster City	11
Harrisburg	26
Baltimore MD	48
Philadelphia	69
Washington DC	79
New York City	143
Pittsburgh	185

The Borough is situated within the York-Hanover Metropolitan Statistical Area and the York-Hanover-Gettysburg Combined Statistical Area as defined by the U.S. Department of Commerce, Economics and Statistics Administration, U.S. Census Bureau, with a population in excess of 500,000. Although a rural character still prevails in the general

vicinity of Wrightsville, more than 50 million people live within 250 miles of the Borough in what is known as the Megalopolis, a conurbation of metropolitan areas along the Atlantic Seaboard stretching from Richmond, Virginia to Portland, Maine. The economic and social influences of the entire middle Atlantic region have gradually filtered down to Wrightsville. Easy access to the urban areas of York and Lancaster Counties, the quiet and tranquility of a small town set within an agricultural area, along with a relatively affordable cost of living are a few reasons new residents continue relocating to South Central Pennsylvania and, Wrightsville Borough and Hellam Township.

HISTORY

Historical Development from the Wrightsville Comprehensive Plan 1974

In 1726, three Quakers petitioned for and obtained land grants for several hundred acres of land on both banks of the Susquehanna River. One of these men was John Wright whose grant included several hundred acres, northward from Kreutz Creek, then an unnamed stream, to about 200 yards beyond the present bridge site on the west side of the river.

Some seven years later, Wright applied for and was granted the right to operate a ferry at this location. With the availability of a river crossing, the westward movement of settlers followed. Not all the settlers passed through and beyond, for after finding the countryside pleasant and the soils fertile, many remained.

With an increase in population, the demands imposed upon government necessitated the creation of a seat of government closer to this expanding population. Wrightsville became part of York County, which was formed in response to this expansion. Carved out of Lancaster County, York County was incorporated in 1749.

Wrightsville was not laid out in an orderly fashion until 1811 when two towns were created: Wrightsville proper and Westphalia.

The town of Wrightsville was laid out by William Wright, a descendant of the founder, and originally contained 101 town lots situated between Hellam Street and Lime Kiln Alley, and the River and Fourth Street. The town Square was located between Front and Second Streets and between Hellam and Locust Streets. Public ground belonging to the lot owners exclusively, was located at the corner of Front and Walnut Streets. Due to the growth within the community, "Wrightsville Continued" was added on about 1813 by William Wright. This portion was located to the north of Lime Kiln Alley. Later, Samuel Miller added "Wrightsville Extended," lying west of Fourth Street between Hellam Street and Locust Street.

Susannah Houston, a daughter of John Wright, was instrumental in developing the town of Westphalia. The town, located to the south of Hellam Street, contained a total of 96 lots. It too was laid out in 1811.

Lots in both Wrightsville and Westphalia were sold by a sort of lottery, at a uniform price. The choice was determined by the shake of a hat.

The two towns existed virtually as one and the same for a period of 23 years. They incorporated into one borough on April 11, 1834.

At that time the total taxable population was about 500 and the total number of dwellings amounted to between 50 and 60 houses.

Civil War, from ExplorePAHistory.com

In June, 1863, the Civil War came to Wrightsville when Confederate General John B. Gordon's Georgia Brigade marched from York on June 28 to Wrightsville in order to secure the Columbia-Wrightsville Bridge over the Susquehanna River. The Union militia defending the bridge, under the command of Colonel Frick, blew up a mined span of the bridge. When the explosion failed to disable the bridge, he ordered the entire wooden structure torched to keep the enemy from seizing it. The fire eventually spread into Wrightsville, where Confederate soldiers helped citizens of the Borough prevent the town from burning.

York County and Hellam Township History

The earliest known inhabitants in what is today York County were the Susquehannock Indians. The Susquehannock, formerly part of the Iroquois League of the Five Nations, had at least two villages in the area in the 17th Century. In 1700, The Susquehannock Indians sold their lands along the Susquehanna River to William Penn. Prior to 1749 all of York County was a part of Lancaster County.

The first European settlers to the area were mainly Germans from the Palatinate region of western Germany, English and Scots-Irish, with others coming from Wales, Switzerland and France.

HISTORIC RESOURCES

This section provides a brief inventory and summary of the most historic resources in the Borough of Wrightsville. Additional information on historic sites can be found in the section on Tourism in Chapter 4, Economic Characteristics, of this Community Profile.

National Register of Historic Places

The following information on properties on the National Register of Historic Places was compiled from the National Register of Historic Places and the Pennsylvania Historic and Museum Commission websites.

Wrightsville Historic District

The Wrightsville Historic District is comprised of an assemblage of approximately 380, mostly 19th Century, buildings located in an irregularly shaped area bounded by the Susquehanna River, Vine Street, Fourth Street, and Willow Street. About 350 of these buildings are significant and contributing to the District; and 30 are intrusions. The architectural styles date from before or after the Civil War. Pre-Civil War architecture ranges from simple vernacular frame workers houses to larger Georgian or Federal style brick and stone, as well as some of the oldest industrial buildings. Post-Civil War styles are the more ornate Italianate and later Queen Anne style houses. In 1983, the Wrightsville Historic District was listed on the National Register of Historic Places. The

source of the information below is from the original National Register of Historic Places nomination document filed in 1982.

The majority of houses that line the streets in Wrightsville are small, frame houses in a vernacular style without noticeable cornices and metal, raised seam roofs. These houses are typically 2 1/2 stories tall, 2 to 4 bays wide, asymmetrical window pattern and a shed-roofed rear addition. Many of these houses have a front porch with some a side porch on the rear addition.

More substantial brick or stone houses are found along Front, Hellam, and Locust Streets, with a few dating from as early as the 1790's. They are primarily in the Georgian or Federal style, 2 1/2 stories, and are generally in the 2 or 3 bay townhouse form, although there are a few large 5 bay structures. Many of these Georgian/Federal houses have corbelled brick cornices and gable rake boards.

Following the Civil War the dominant style of the Borough's middle-upper class housing is Italianate, with its heavy, bracketed wooden cornices, and arched windows topped by lintels or window hoods. Mansard, Shingle Style and Queen Anne styles of architecture also appeared in the second half of the 19th century.

Wrightsville's 19th century industrial architecture is primarily brick on fieldstone foundations, rectangular buildings less than 3 1/2 stories in height. The trapezoidal buildings of the Wrightsville Hardware Company



Complex on Water Street were an exception to the typical rectangular building shape because of the railroad right-of-way. The Hardware Complex was also a large frame industrial building, with tall, narrow windows. Many of Wrightsville's 19th and early 20th century industrial buildings have been demolished or dramatically altered.

“Wrightsville's significance rests on four areas — transportation, industry, architecture, and military. (1) As a transportation center, Wrightsville was an early Susquehanna River crossing point, and was the eastern terminus of the Monocacy Road. Wrightsville also served as the northern terminus of the Susquehanna and Tidewater canal and as the eastern terminus of the York and Wrightsville Railroad. (2) Wrightsville's waterfront began to develop as an industrial area soon after the openings of the Susquehanna and Tidewater Canal and York and Wrightsville Railroad in 1840. Preeminent among the town's early industries were lumber and metals, with quarrying and lime-burning also playing an important role. (3) Architecturally, Wrightsville shows the only concentration in York County of corbelled brick cornice work and window labels on residential buildings. These motifs occur frequently east of the Susquehanna, and in Wrightsville, but are uncommon in the rest of York County. Wrightsville also has York County's only sizeable stock of mid-late 19th century workers' housing, as well as examples of most 19th century architectural styles. (4) Wrightsville's military significance stems from its role in the Civil War. On June 28, 1863, a skirmish between confederate forces and

Pennsylvania Militia occurred in the Borough, during which the militia retreated across the mile-long wooden bridge over the Susquehanna and burned it. Thus Wrightsville became the point farthest east that Confederate forces would reach during the war.”

Other Historic Resources

Veterans Memorial Bridge (Old Columbia-Wrightsville Bridge)

Five bridges have spanned the Susquehanna River between Wrightsville and Columbia since the first covered bridge was erected in 1814. Three of the five were covered bridges. Prior to bridges, two ferries moved people and goods across the Susquehanna River between Lancaster and York Counties in the 18th and early 19th centuries.

The first bridge across the Susquehanna River between Wrightsville and Columbia was constructed between 1812 and 1814. At 5,960 feet, the stone and wood bridge, with twin covered carriageways, was considered the longest covered bridge in the world when built. The bridge was destroyed by high water and ice during a storm in the winter of 1832.

The second bridge was also a covered bridge and was built a little downstream from the first bridge in 1832 on the piers that can still be seen north of the current Veterans Memorial Bridge. This new bridge was also constructed of stone and wood and included a carriageway, railway, walkway, and towpaths for the canal. On June 28, 1863, the retreating Union Army intentionally burned the bridge to thwart the advancing Confederate troops during the Civil War.

The third bridge was built in 1868 on the same piers as the previous bridge. The stone, wood and steel bridge, which provided a carriageway, railway and walkway, was destroyed by a hurricane on September 30, 1896.

The fourth bridge, which took less than one month to construct, was built in 1897 to carry a single railroad track for the Pennsylvania Railroad and a two-lane roadway for automobiles. The steel truss bridge made of 200-foot (61 m) long prefabricated sections, was built on the piers of earlier bridges. In the early 1960s, the railroad bridge was dismantled as truck traffic increased and rail traffic decreased. These earlier structures also went by the name Columbia-Wrightsville Bridge.



The fifth and extant Columbia-Wrightsville Bridge, officially the Veterans Memorial Bridge, and once called the Lancaster-York Inter-County Bridge, is a reinforced concrete arch bridge that spans the Susquehanna River between Columbia and Wrightsville. It carries PA Route 462, formerly US Route 30 (Old Lincoln Highway) between Lancaster County and York County. Constructed by the Wiley-Mason Construction Company in 1929 and 1930, the bridge was dedicated on Armistice Day 1930, whence the name

Veterans Memorial Bridge. It was constructed to replace the automobile traffic of an adjacent older steel bridge, immediately north of the Veterans Memorial Bridge.

The open-spandrel arch bridge has a total length of 6,657.5 feet and a deck width of 38.1 feet, with the length of its largest span at 185.0 feet. The existing bridge was listed as a National Historic Civil Engineering Landmark in 1984 and on the National Register of Historic Places on June 22, 1988. It is believed to be the longest concrete arch bridge in the world. This bridge is known by several different names including Old Columbia-Wrightsville Bridge, Columbia-Wrightsville Lincoln Highway Bridge, and Susquehanna River Bridge. In 2008, the Veterans Memorial Bridge had an average daily traffic count of more than 11,000 vehicles.

In 1972, the Wright's Ferry Bridge was constructed for US Route 30 to bypass Wrightsville and Columbia It is constructed of reinforced concrete and steel and has 46 equal sections on 45 piers, with a divided two-lane roadway.

Susquehanna and Tidewater Canal

The Susquehanna and Tidewater Canal was chartered in 1835, construction began in 1836 and was opened in 1840. The canal was completed in 1845, allowing travel between Wrightsville, York County, and Havre de Grace, Maryland, along the west side of the Susquehanna River. Operations on the canal ended around 1900, and it was completely closed by 1920.

The S&T Canal replaced the Susquehanna Canal on the east bank, which only went from the Chesapeake Bay to the Pennsylvania line. Though most active around 1870, it started to decline after 1855. The canal lowered boats filled with coal, lumber, grain and iron 233 feet through 28 locks. At one time, there was a weigh lock at York Furnace where boats paid a toll and several other locks on the York County side of the Susquehanna River. Today, all that remains are remnants of the canal bed and preserved Locks 12 and 15, both in Lower Chanceford Township. The Susquehanna and Tidewater Canal Company operated the waterway until 1872, when operations were taken over by the Philadelphia and Reading Railroad. The canal ceased operations in 1896 after it was extensively damaged by a storm. (From the National Register of Historic Places. Portions are from the original nomination document.)

In Wrightsville, a short section of the S&T Canal bed can be found in Riverfront Park.

Historic Markers, Interpretive Panels and Monuments

Since 1946, the Pennsylvania Historical and Museum Commission (PHMC) has administered a program of historical markers to capture the memory of people, places, and events that have affected the lives of Pennsylvanians over the centuries since William Penn founded his Commonwealth.

More than 2,000 cast aluminum markers tell the stories of Native Americans and settlers, government and politics, athletes, entertainers, artists, struggles for freedom and equality, factories and businesses, and a multitude of other topics. Several such markers are located within or near Wrightsville Borough.

Wrightsville Borough contains a number of other markers identifying sites of historical significance.

Susquehanna and Tidewater Canal

This PHMC Roadside Marker located on Front Street at Orange Street, was dedicated on April 02, 1948.

“Chartered by Pennsylvania, 1835; run by the canal company, 1840 - 1872, and the Reading Railroad till 1894. Followed the river for 45 miles below Columbia.”

Susquehanna Canal (Missing State Marker)

This missing PHMC Roadside Marker was located on Long Level Rd. (PA 624), 0.1 miles S of Wrightsville. It was dedicated on April 05, 1948.

“Lock masonry, just below the bridge, and part of the old channel mark the north end of the canal, which met the State-owned canal at Columbia. Until 1863, the river-bridge had a towpath for mules; later, tugboats pulled canal craft across.”

Gettysburg Campaign

The PHMC Roadside Marker, located on Hellam Street (Lincoln Highway) at the Veterans Memorial Bridge, was dedicated November 12, 1947.

“Confederate troops, sent from York by Gen. Early to cross the river and march on Harrisburg, reached here June 28, 1863. U.S. militia withdrew, firing the bridge and barring any Southern advance beyond the river.”

Springettsbury Manor - State Marker

On Front Street, PA 624, at Orange St., 0.1 miles S of Wrightsville. Dedicated Monday, November 20, 1950.

”Established by warrant of June, 1772; resurveyed in 1768. Extending from the Susquehanna to about 18 mi. west, and about 3 mi. on each side of this highway, it was the largest reserved estate of the Penns’ in Pennsylvania.”

The Susquehanna and Tidewater Canal – State Marker

“Before the hydroelectric companies built dams on the river in the late nineteenth and early twentieth centuries, the lower reaches of the Susquehanna were shallow, rocky, and virtually un-navigable. In the 1830s, Baltimore merchants campaigned for funding to build a canal from Wrightsville, Pennsylvania, to Havre de Grace, Maryland. In 1840, construction of the Susquehanna and Tidewater Canal was completed. The canal paralleled the Susquehanna. It was 50 feet wide and approximately 6 feet . . .”

Susquehanna River Water Trail – Interpretive Panel

On Maple Street, 0.1 miles east of S. Front Street.

Lower Section - York Haven to Safe Harbor PFBC Wrightsville Access. “The Susquehanna River is an American treasure reflecting the places and people of the Pennsylvania heartland. Enjoy your trip on the Susquehanna River Water Trail - an integral part of the Chesapeake Bay Gateways and Susquehanna River Greenway networks. The Susquehanna Greenway is a land and water based recreational corridor of open space and scenic byways. The Chesapeake Bay Gateways Network is a partnership system of . . .”



Wrightsville

This Rivertownes PA USA interpretive panel was erected by Civil War Trails on Hellam Street (Lincoln Highway), on the approach to the Veterans Memorial Bridge.

The inscription on the panel provides an historical sketch of the Borough. There is also a birds-eye drawing of the Borough as it looked in 1896, in addition to several old photographs.

American Legion Monument

This granite obelisk is incised on all four sides and is located behind the American Legion Post on 2nd and Hellam Streets.

(Side 1 inscription): Greater love hath no man than this: That he lay down his life for a friend. (Side 2 inscription): Honoring the men and women of this community who served our country in all wars. (Side 3 inscription): To those who served our country in time of war for the freedom of all men everywhere. They gave their today for our tomorrow. (Side 4 inscription): Dedicated to the everlasting memory of those who sacrificed their lives on the altar of freedom in all wars.

Constitution Square

Three separate memorials are combined at one location in the median on North Fourth Street at Hellam Street.

The 1861 – 1865 bronze plaque is flanked above by two civil war era cannon. The memorial commemorates the farthest point east reached by the Confederate Army during the Civil War.

“These guns presented by U.S. Government mark Wrightsville as the farthest point east reached by the confederate forces June 28, 1863 during the Civil War. Dedicated by Post No. 270 G.A.R. July 4, 1900 Replaced by Wrightsville Rotary Club 1954”



The Flame of Freedom memorial is a stylized lantern representing an eternal flame in dedication of all who have served in the military. An inscribed plaque is mounted on a stone pillar topped by the Flame of Freedom.

“Dedicated to those who served to keep alive the flames of freedom. Erected in observance of the 50th anniversary of the American Legion by Post 469 Wrightsville, Penna. on May 30, 1969”

U.S.S. Maine Memorial is a small bronze plaque located north of the previous two memorials commemorates the sinking of the Battleship Maine during the Spanish American War.

“In Memoriam U.S.S. Maine Destroyed in Havana Harbor February 15, 1898. This tablet is cast from metal recovered from the U.S.S. Maine”

Wrightsville Chapter of the American War Mothers monument at South 7th Street and Hellam Street is dedicated in honor the young men from Wrightsville who served during the “World War.”

War Veterans monument in Riverfront Park. The masonry monument located on S. Front Street north of Lemon Street is dedicated to the residents of the Borough of Wrightsville that served in World War I, Work War II, Korean War, Vietnam War, and the Gulf War.

DEVELOPMENT TRENDS

Most development within Wrightsville consists of low density residential and small retail and service businesses serving the Borough and Hellam Township. However, the current Donsco foundry and County Line Quarry have played a role in the Borough’s development history and will be discussed in more detail in later chapters.

Many factors influencing development in Wrightsville have their origins in other areas. Therefore, it is important to recognize the relationship the Borough has to Columbia Borough and Lancaster County, the Greater York area, and the developed portions of surrounding Hellam Township. All these areas exert a significant influence, especially in the areas of employment, social, retail and recreational activities that are not readily available within the Borough. With its small town community character, relatively low real estate and housing prices combined with the ease of commuting greater distances, Wrightsville and Hellam Township have become attractive as rural “bedroom” type communities. The extent to which this growth and pressure will increase depends on the current and future development policies of the Borough, and the challenge of this comprehensive planning effort.

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Chapter 2. Population

A critical component of the comprehensive plan process is the analysis of population. While knowing the number of people living within the Borough is important, it is also vital to study the other characteristics of the population. Much of the data for this analysis comes from the U.S. Census Bureau and the decennial census. In 2011, very little 2010 Census data was available. Therefore, most data used in this Comprehensive Plan Update is from the 2000 U.S. Census, the 2005 - 2009 America Community Survey, and the most recent estimates available for specific data. The method used by the U.S. Census Bureau to collect, compile and define demographic data has changed for some data between 1990 and 2000. Where specific demographic and population data is inconsistent between decennial censuses, it will be noted as such. There are times when tables may show differing totals for a specific data. The decennial census collects 100% data and also samples.

POPULATION²

Historic Population

As shown in Table 2.1, the Borough experienced a more than 10% decrease in population between 1970 and 1980, a very slight increase during the 1980s, a 7.2% loss during the 1990s, and another small increase between 2000 and 2010. The population estimates presented at the end of this Chapter indicate the population gain and loss trend is expected to continue.

Table 2.1. Historic Population

	1970	1980	1990	2000	2010	Change 1970- 2010	Percent Change 1970- 2010
Wrightsville Borough	2,668	2,365	2,396	2,223	2,310	-358	-13.4%
Change		-303	31	-173	87		
Percent Change		-11.4%	1.3%	-7.2%	3.9%		
Hellam Township	3,158	4,507	5,123	5,930	6,043	2,885	91.4%
Change		1,349	1,423	807	113		
Percent Change		42.7%	31.6%	15.8%	1.9%		
York County	272,603	312,963	339,574	381,751	434,972	162,369	59.6%
Change		40,360	26,611	42,177	53,221		
Percent Change		15.0%	8.5%	12.0%	13.9%		

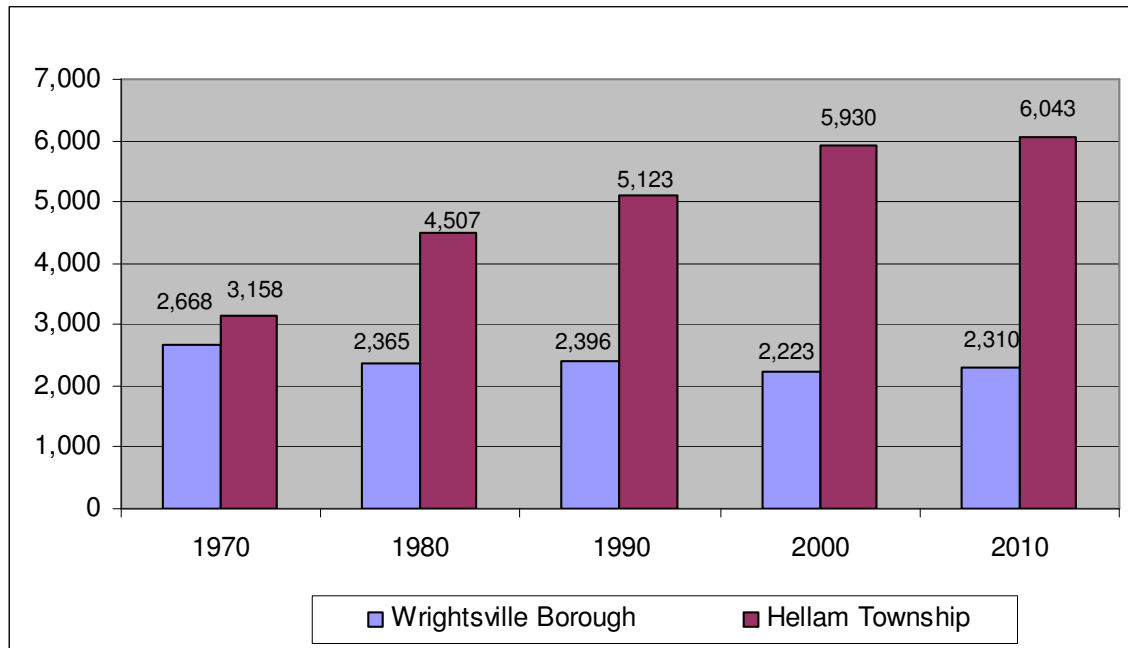
Hellam Township grew at a double digit rate for the 30 years between 1970 2000. Between 2000 and 2010, the Township continued to grow only at a much slower pace. In the 40 years between 1970 and 2010, the Township's population nearly doubled.

Chart 2.1 graphically shows historic population for Wrightsville Borough and Hellam Township. In 1970, the Borough and the Township had similar populations. However,

² All figures from U.S. Census Bureau unless otherwise noted.

since then, Wrightsville’s population fluctuated while Hellam Township’s population steadily increased.

Chart 2.1. Historic Population: Wrightsville Borough and Hellam Township



* Estimate

The following paragraph on Population Development Trends is from the Borough’s 1974 Comprehensive Plan:

“Wrightsville’s growth from 1834 has been the most interesting. A 66 year period from 1834 (population approximately 500) to 1900 (population 2,266) produced the Borough’s greatest growth, an increase of 1,766 individuals. However, at this point, instead of gradually increasing to its present population of 2,668 it not only leveled off but began to decrease. From 1900 to 1920 the population dropped from 2,266 to 1,943, a loss of 323 people. In 1920, the population was once again on the rise, but this growth pattern did not continue. In fact, from 1930 to 1950, Wrightsville’s population decreased by some 143 people. The 1950’s and 1960’s proved to be Wrightsville’s years of re-growth, gaining 564 residents. This brought the Borough’s 1970 census figures to a total of 2,668. Of the Borough’s 2,668 residents, seven (7) or less than ½ percent are nonwhites.”

POPULATION CHARACTERISTICS

The U.S. Census provides data other than just population totals. Some of this other data can be useful for analyzing the population and its needs.

Households³

³ The Census Bureau defines “household” as “all the people who occupy a housing unit as their usual place of residence.” This definition includes individuals who live alone as well as any combination of people who may reside together. “Family” is a type of household defined as “two or more people who reside together and who are related by birth, marriage, or adoption.”

Table 2.2 shows the number and types of households in Wrightsville Borough and Hellam Township and the change between 1990 and 2000. Although there was only a 1% increase in total households in Wrightsville between 1990 and 2000, the number of female headed households and non-family households increased 16% and 18%, respectively. While the total number of family households and married-couple households in the Borough declined during the period the same categories increased in Hellam Township. All types of households increased in the Township between 1990 and 2000 with the greatest increase exhibited by female headed households.

Table 2.2. Population by Households: Change 1990-2000

	Wrightsville			Hellam Township		
	1990	2000	Change	1990	2000	Change
Total households	947	955	1 %	1,986	2395	21%
Family households	660	606	-8%	1,478	1727	17%
Married-couple	538	440	-18%	1,310	1484	13%
female householder	89	106	16%	111	156	41%
Non-family households	287	349	18%	508	668	32%
living alone	237	292	19%	414	517	25%
over 65 years	123	109	-11%	158	181	15%
Persons per household	2.52	2.33	-8%	2.56	2.46	-4%
Persons per family		2.86			2.87	

Table 2.3 shows the year a householder moved into the dwelling according to the 1990 and 2000 U.S. Censuses. In 1990, 27% of householders lived in their house for more than 30 years, remaining at the same level ten years later in 2000. In 2000, 53% of all householders lived in their dwelling less than 10 years, which again is equivalent to the 53% of householders that lived in their dwelling less than 10 years in 1990.

Table 2.3. Year Householder Moved Into Unit: Wrightsville Borough

1990	Number	Percent	2000	Number	Percent
Total Occupied Housing Units	938	100	Total Occupied Housing Units	955	100
1989 to March 1990	111	11.8	1999 to March 2000	109	11.4
1985 to 1988	268	28.6	1995 to 1998	245	25.7
1980 to 1984	123	13.1	1990 to 1994	149	15.6
1970 to 1979	183	19.5	1980 to 1989	193	20.2
1960 to 1969	110	11.7	1970 to 1979	89	9.3
1959 or earlier	143	15.2	1969 or earlier	170	17.8

Population by Age

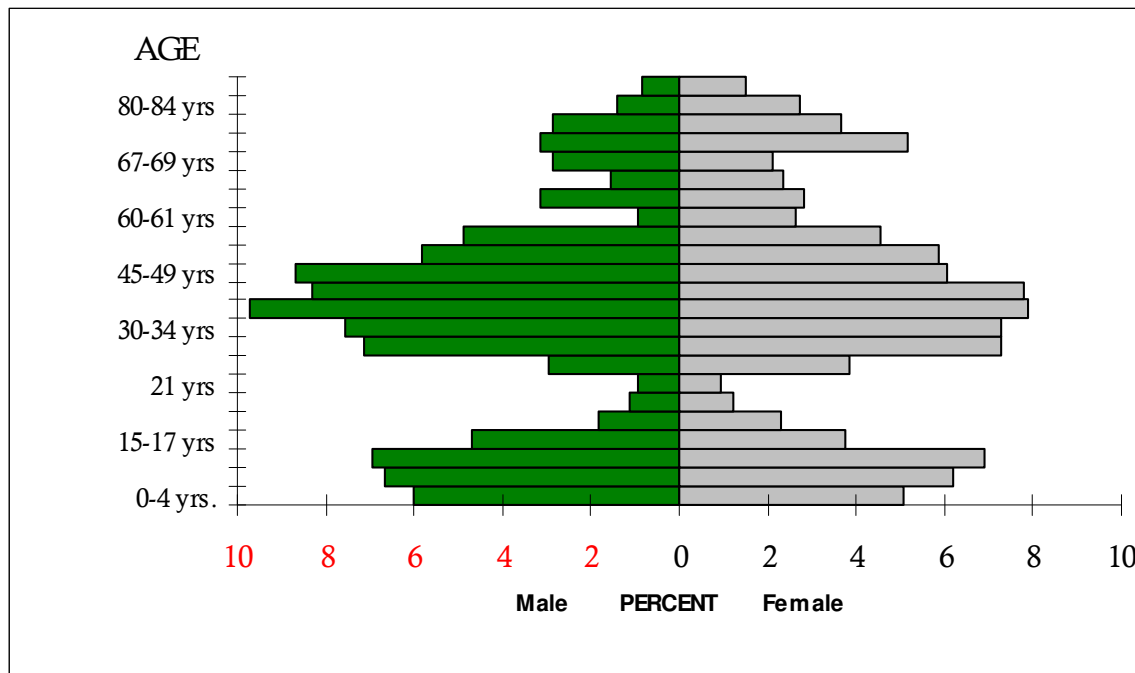
The population by age is useful for estimating the impacts and requirements of various segments of the population. Table 2.4 shows the population within each of the standard age groups for Wrightsville, Hellam Township and York County, in addition to the percent change between 1990 and 2000. Only two age categories experienced increases in Wrightsville between 1990 and 2000; the number of persons between the ages of 45 and 54 increased 15%, and persons between 65 and 74 increased 6%. The number of persons over the age of 65 increased 2% during the 1990s. In comparison, Hellam

Township witnessed a 104% increase in persons over the age of 85 between 1990 and 2000, and the number of 45 to 54 year olds increased 60% during the same period. The only age group in which Wrightsville, Hellam Township and York County all saw decline was for 18 to 24 year olds. Another category all three municipalities saw a similar change was the increase in the median age. Wrightsville, Hellam Township and York County are getting older.

Table 2.4. Age: Percent Change 1990 to 2000

	Wrightsville			Hellam Twp			York County		
	1990	2000	Change	1990	2000	Change	1990	2000	Change
Total	2396	2223	-7%	5123	5930	16%	339574	381751	12%
Under 18	567	514	-9%	1191	1460	23%	82264	93983	14%
18 to 24	211	169	-20%	393	313	-20%	32468	28773	-11%
25 to 44	769	699	-9%	1807	1864	3%	112225	115701	3%
45 to 54	254	293	15%	647	1036	60%	37174	55704	50%
55 to 59	138	105	-24%	275	353	28%	15575	20284	30%
60 to 64	127	106	-17%	254	285	12%	15425	15734	2%
65 to 74	182	192	6%	372	446	20%	25986	26972	4%
75 to 84	120	119	-1%	156	216	39%	13964	18413	32%
85 and over	28	26	-7%	28	57	104%	4493	6107	36%
65 and over	330	337	2%	556	719	29%	44443	51492	16%
Median Age	34.5	37.6		35.9	40.2		34.5	37.8	

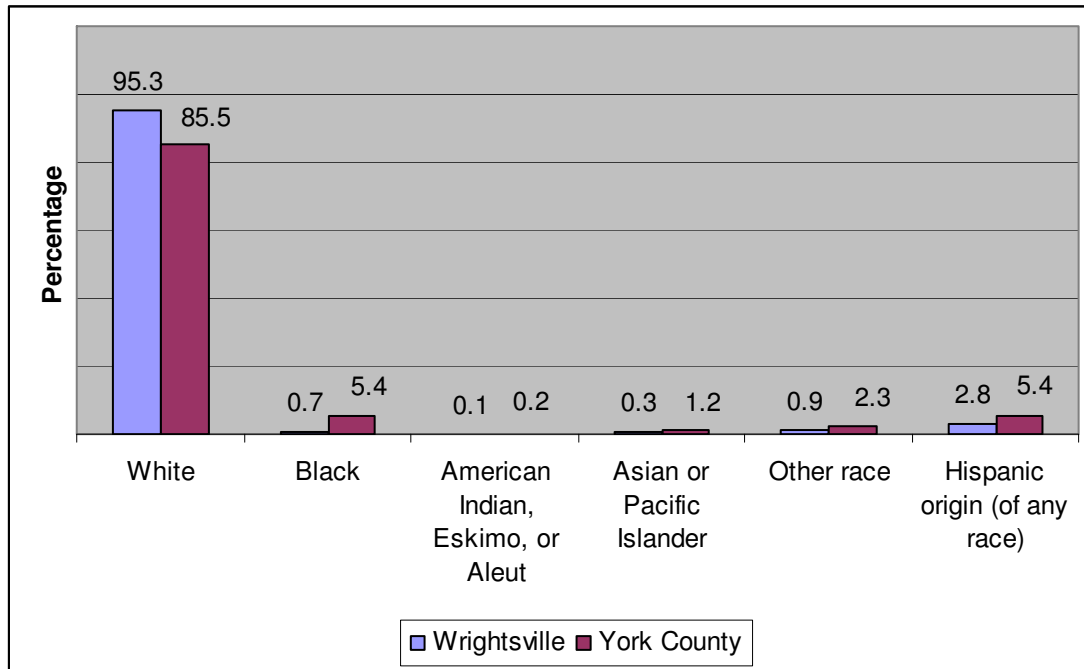
Chart 2.2 Population Pyramid: Wrightsville Borough, 2000



Racial and Hispanic Composition

Table 2.3 shows the percent of racial and ethnic composition in Wrightsville and York County in 2010. The Borough experienced an increase in racial and ethnic diversity between 2000 and 2010; the percent of the Borough’s white population decreased from 97.6% in 2000 to 95.3% in 2010. In 2000, just over 2% of the residents of Wrightsville claimed to be of Hispanic origin, increasing to nearly 3% in 2010.

Chart 2.3. Percent Population by Race and Hispanic Origin: 2010, Wrightsville Borough and York County



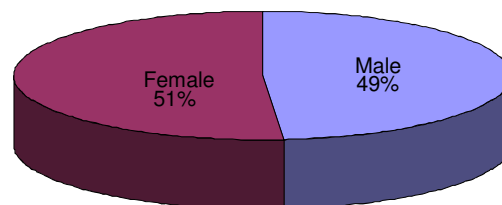
Gender

The percentage of the population of each gender is shown in Table 2.5 and Chart 2.4. As shown, the genders were roughly equal in 2000, with slightly more females than males in Wrightsville. In 1990, the male and female population in the Borough was statistically equal.

Table 2.5. Population by Gender, 2000

	Wrightsville Borough
Total Population	2224
Male	1,082
Male %	49%
Female	1142
Female %	51%

Chart 2.4 Population by Gender:
Wrightsville Borough, 2000



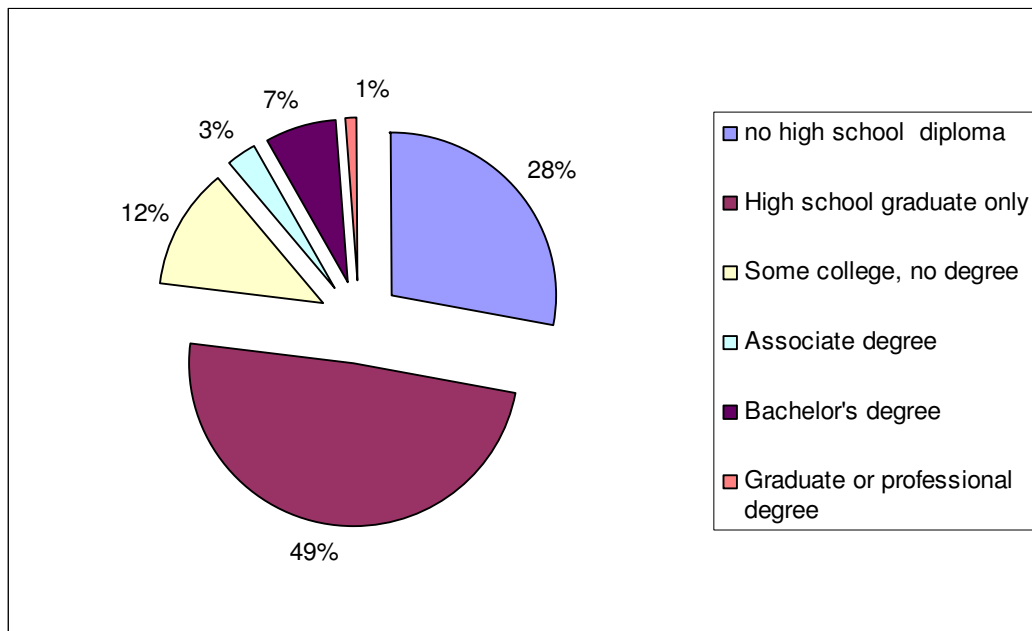
Educational Characteristics

Table 2.6 shows the level of educational attainment of persons over 25 years of age in the Borough, Hellam Township and York County in 1990 and 2000, and the percent change between those years. Between 1990 and 2000, the percent of Borough residents with a high school diploma or higher degree increased 10% from 62% to 72%, which is similar to the increase in persons with a high school diploma or higher degree exhibited in Hellam Township and all York County.

Table 2.6. Educational Attainment: Percent Change 1990 – 2000

		Persons over 25	no high school diploma	High school graduate	Some college, no degree	Associate degree	Bachelor's degree	Graduate or professional degree	Percent high school graduate or higher	Percent bachelor's degree or higher
Wrightsville Borough	1990	1,669	642	726	174	35	86	6	62%	6%
	2000	1,470	406	716	181	44	103	20	72%	8%
	change	-12%	-37%	-1%	4%	26%	20%	233%		
Hellam Township	1990	3,495	981	1,475	448	140	338	113	72%	13%
	2000	4,366	836	1,804	623	306	563	234	81%	18%
	change	25%	-15%	22%	39%	119%	67%	107%		
York County	1990	225,121	61,266	93,793	27,765	11,025	21,391	9,881	73%	14%
	2000	259,040	49,994	107,689	38,918	14,835	32,295	15,309	81%	18%
	change	15%	-18%	15%	40%	35%	51%	55%		

Chart 2.5. Educational Attainment, Wrightsville Borough, Persons over 25 Years of Age, 2000



Income⁴ Characteristics

Table 2.7. 1999 Income Statistics

		per capita Income	Median household income	Median family income	Individuals below poverty level:	Percent individuals below poverty level
Wrightsville Borough	1990	\$12,916.00	\$26,967.00	\$32,149.00	178	7%
	2000	\$18,711.00	\$37,379.00	\$47,083.00	129	6%
	% change	45%	39%	46%	-28%	
Hellam Township	1990	\$15,477.00	\$34,733.00	\$37,473.00	263	5%
	2000	\$22,345.00	\$49,750.00	\$55,700.00	342	6%
	% change	44%	43%	49%	30%	
York County	1990	\$14,544.00	\$32,605.00	\$37,590.00	21,203	6%
	2000	\$21,086.00	\$45,268.00	\$52,278.00	25,269	7%
	% change	45%	39%	39%	19%	

Table 2.7 compares several types of income and the poverty status of individuals between Wrightsville, Hellam Township and York County, and the percent these characteristics changed between 1990 and 2000. Between 1990 and 2000 all categories of income increased in Wrightsville, as well as Hellam Township and York County. However, unlike Hellam Township and York County, the number of persons living below the poverty level in the Borough decreased between 1990 and 2000.

Density

Population density is expressed in terms of persons per square mile and takes into account the population of a municipality and its land area. The population density helps to add some perspective to the raw population numbers by showing how spread out the people are within a geographical area. The Borough of Wrightsville occupies 0.63 square miles of land area. The Borough’s population density in 2000 was 3,529 people per square mile; less than the density of 3,878 people per square mile in 1990. In 2010, the population density increased to 3,666 people per square mile.

POPULATION PROJECTIONS, 2020 TO 2040

With fluctuating growth rates, as shown in Table 2.1, it can be difficult to predict future population growth rates. No population projection can accurately forecast all of the factors that might cause a particular rate of growth, but it is essential to attempt to quantify how large the population will be in the future to ensure that accommodations are made in the land use ordinances and with planned infrastructure to serve the existing and

⁴ Income is money earned from all sources between any two points in time. The US Census tracks several different types of incomes including median and per capita, for all people 15 years old and over. Median family income and median household income are based on the distribution of the total number of families, including those with no income, with half the families having incomes above the median, and the other with families having incomes below the median. Household income is the sum of money income received in the calendar year by all households, including family households, people living alone, and non-family households. Per capita income is the mean money income received computed for every man, woman, and child in a geographic area, derived by dividing the total income in a geographic area by the total population in that area. Note -- income is not collected for people under 15 years old even though those people are included in the denominator of per capita income. U.S. Census Bureau

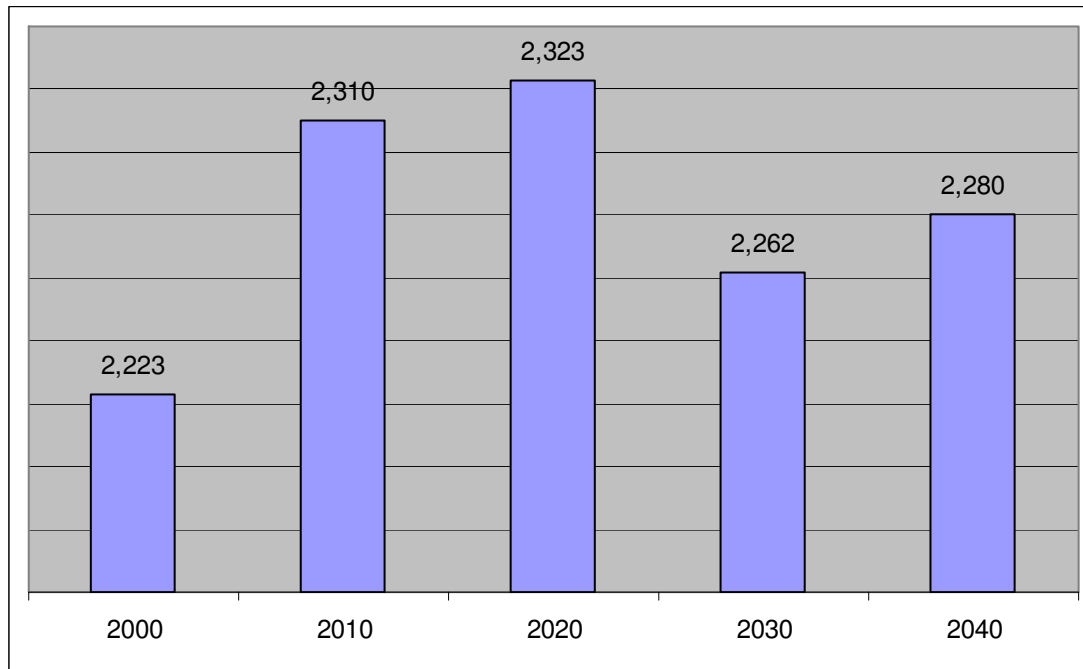
future residents. The Population Projections presented in Table 2.8 and Chart 2.6 are calculated by the York County Planning Commission.

Table 2.8. Population Projections (2000 and 2010 are actual counts)

Municipality	2000	2010	2020	2030	2040
	Census	Census	Projection	Projection	Projection
Wrightsville Borough	2,223	2,310	2,323	2,262	2,280
% change from previous decade		3.1%	0.6%	-2.6%	0.8%
% change from 2000			4.5%	1.8%	2.6%
Hellam Township	5,930	6,043	6,789	7,678	8,144
% change from previous decade		1.9%	9.9%	13.1%	6.1%
% change from 2000			14.5%	29.5%	37.3%
York County	381,765	434,972	484,909	528,024	573,797
% change from previous decade		13.9%	9.7%	8.9%	8.7%
% change from 2000			27.0%	38.3%	50.3%

Source: US Census, YCPC.

Chart 2.6. Population Projections: Wrightsville (2000 and 2010 are actual counts)



Source: US Census, YCPC.

In 2009, the estimated population for Wrightsville was 2,243, with a projected 2010 population of 2,288. However, the 2010 Census revealed that Wrightsville’s population was 2,310, exceeding the earlier projection. Therefore, the population projections, as shown in Table 2.8 and Chart 2.6, will need to be modified.

Chapter 3. Housing

The composition of a community's housing stock indicates the extent to which a range of housing options are being provided for its residents. This Chapter includes an inventory of existing housing, including the rate of housing growth and characteristics of the housing stock, as well as projections of future growth. The information provided is intended to assist in the decision-making process, to aid in determining unmet housing needs, and in forecasting future housing needs.

The growth pattern of Wrightsville has been greatly affected by the area's location relative to major population centers and the connecting highway system. In addition, the provision of community and public services, such as water and sewerage, schools, shopping, and recreation has played a role in how and at what density the Borough's housing developed.

Past Housing Trends and Conditions (from Wrightsville Comprehensive Plan 1974)

"In a period from 1950 to 1970, Wrightsville's population increased by 564 residents. Naturally, within this same time span, housing units jumped from 690 in 1950 to 898 in 1970, an increase of 208 dwelling units. This growth occurred at a rate of approximately 10 new housing units per year, with the greater portion of those dwelling units residential single-family, which in 1970 accounted for 80% of the Borough's total dwelling units.

Historically, Wrightsville Borough's housing stock has always been characterized by a majority of owner-occupied units. In 1950, approximately 65% of the Borough's dwelling units were owner occupied. Throughout the 1950's this apparent trend continued bringing the 1960 percentage of owner-occupied units to 70% of the Borough's total dwelling units. Finally, the 1970 Census reported that 74% of Wrightsville's housing units are owner-occupied. The above figures represented the relatively non-transient nature of Wrightsville Borough's residents.

Of the 898 dwelling units in Wrightsville in 1970, 713 of these were single-family structures, 165 were in multiple-family structures and 20 were mobile homes.

Wrightsville's municipal water and sewer systems were accessible to nearly all structures in 1974. However, a surprising 10% of the Borough's dwelling units still lacked one (1) or more plumbing facilities.

The U.S. Census classifies dwelling units with 1.01 or more persons per room as having crowded conditions. Overcrowded units have the tendency to promote unsafe or unhealthy conditions for occupants. In 1950, Wrightsville possessed 43 units of this type; and in 1970, 44.

In a 20 year period, 1950 to 1970, the Borough's housing values almost doubled and rental prices tripled. The greater part of those increases though may have been attributed to inflation and the increasing cost of living."

HOUSING STATISTICS⁵

Unless otherwise noted, all housing statistics are provided by the U.S. Census 2000. Due to rounding, percentages may not add to 100.

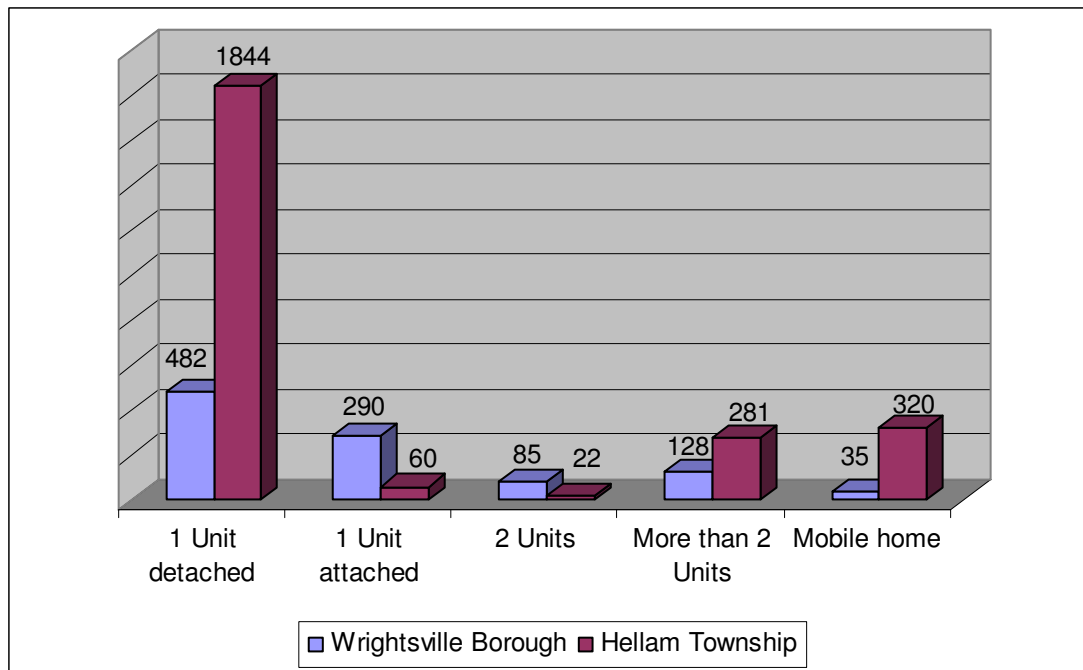
⁵ Note the U.S. Census figures may not be consistent with York County Tax Assessment data.

Tables 3.1 compares the number and percent of housing units by structure in Wrightsville, Hellam Township and York County in 2000, and Chart 3.1 shows the number of housing units in the Borough and Hellam Township. Table 3.2 presents changes in the quantity of dwelling units for the three municipalities between 1990 and 2000.

Table 3.1. Housing Units by Housing Type in 2000

Units in Structure	Wrightsville Borough		Hellam Township		York County	
	Count	Percent	Count	Percent	Count	Percent
Total Housing Units (%)	1,020	100%	2,527	100%	156,720	100%
1 Unit detached	482	47.3	1,844	73	99,098	63.2
1 Unit attached	290	28.4	60	2.4	22,076	14.1
2 Units	85	8.3	22	0.9	7,024	4.5
More than 2 Units	128	12.5	281	11.5	18,010	11.5
Mobile home	35	3.4	320	12.7	10,446	6.7
Boat, RV, Van, etc.	0	0	0	0	66	<0.001

Chart 3.1. Housing Units by Housing Type in 2000



As would be expected for a borough, Wrightsville had a greater percent of single-family attached and multiple-family housing units than Hellam Township. However, the percent of housing units in structures with more than 2 units was similar in Wrightsville Borough and Hellam Township.

Table 3.2. Housing Units by Housing Type: Change 1990 - 2000

		Total housing units	1-unit detached	1-unit attached	2 to 4 units	5 to 9 units	10 or more units	Mobile home, trailer, or other
Wrightsville Borough	1990	987	459	277	139	31	0	81
	2000	1020	482	290	182	31	0	35
	change	3.3%	5.0%	4.7%	30.9%	NC	0.0%	-56.8%
Hellam Township	1990	2,101	1,560	60	66	58	2	355
	2000	2,527	1,844	60	79	207	17	320
	change	20.3%	18.2%	NC	19.7%	256.9%	750.0%	-9.9%
York County	1990	134,761	82,306	17,226	12,896	4,794	5,578	11,961
	2000	156,720	99,098	22,076	13,670	4,941	6,423	10,512
	change	16.3%	20.4%	28.2%	6.0%	3.1%	15.1%	-12.1%

Between 1990 and 2000, Wrightsville saw a 3% increase in the total number of housing units even while the Borough's population fell by more than 7%. The number of housing units increased in Hellam Township proportional to its population increase during the same period. The largest increase in the type of housing units for both Wrightsville and Hellam Township during the 1990s was in multiple-family dwellings.

HOUSING OCCUPANCY AND VACANCY

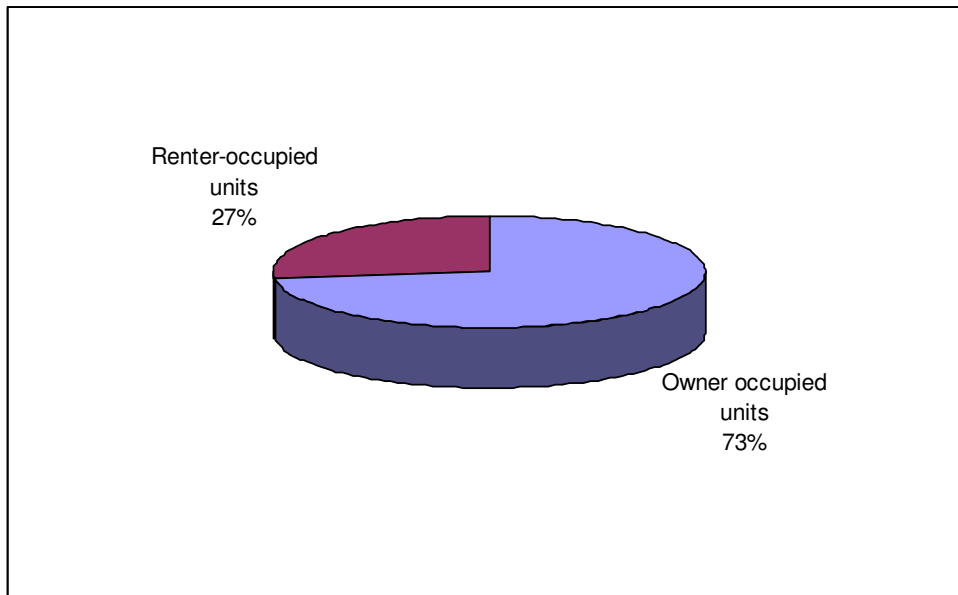
Housing occupancy looks at the housing unit tenure, which is defined as the status of a housing unit being owned or rented by the primary occupant(s). Table 3.3 and Chart 3.2 show that in 1990 and 2000, 73% of the occupied housing units in the Borough were owner occupied, and 27% were renter occupied. While the number of owner-occupied and renter-occupied housing units increased between 1990 and 2000, the percent of vacant units also increased in that time period.

Table 3.3. Housing Units by Occupancy and Vacancy Rate: Wrightsville

Occupied Units	1990	2000
Total Housing Units	983	1,009
Occupied Housing Units	947	955
Owner occupied units	694	698
Percent Owner-occupied units	73%	73%
Homeowner vacancy rate (percent)	0.4%	1.6%
Renter-occupied units	253	257
Percent Renter-occupied units	27%	27%
Rental vacancy rate (percent)	5.2%	6.5%
Vacant Units	36	54
Percent Vacant	3.7%	5.4%

Vacancy rates can indicate how easily someone who wants to move into the area can find suitable housing. According to the U.S. Department of Housing and Urban Development, vacancy rates of 2% for owner occupied units and 5% for renter occupied units are considered adequate to provide sufficient choice for those looking for housing. Though Table 3.3 shows that in 2000 the vacancy rate for owner occupied housing units was 1.6%, increasing from 0.4% in 1990, it was still below the level needed to provide an adequate supply of owner-occupied housing units in the Borough.

Chart 3.2. Housing Occupancy: Wrightsville Borough, 2000



HOUSING CONDITIONS

Several factors can be used to examine housing conditions such as the lack of plumbing and kitchen facilities, the year the structure was built and the number of persons per room.

Kitchen and Plumbing Facilities.

According to the US Census, a unit has complete kitchen facilities when it has all of the following: (1) an installed sink with piped water, (2) a range, cook top and convection or microwave oven, or cook stove, and (3) a refrigerator. All kitchen facilities must be located in the structure, but they need not be in the same room. Portable cooking equipment is not considered a range or cook stove. An ice box is not considered to be a refrigerator. Complete plumbing facilities include hot and cold piped water, a flush toilet, and a bathtub or shower. All three facilities must be located inside the house, apartment, or mobile home, but not necessarily in the same room. Housing units are classified as lacking complete plumbing facilities when any of the three facilities are not present.

In York County in 2000, more than 99% of all housing units had complete kitchen and plumbing facilities. The percentages in Wrightsville were 100% for kitchen facilities and 99.97% for complete plumbing facilities (only 4 housing units lacked complete plumbing).

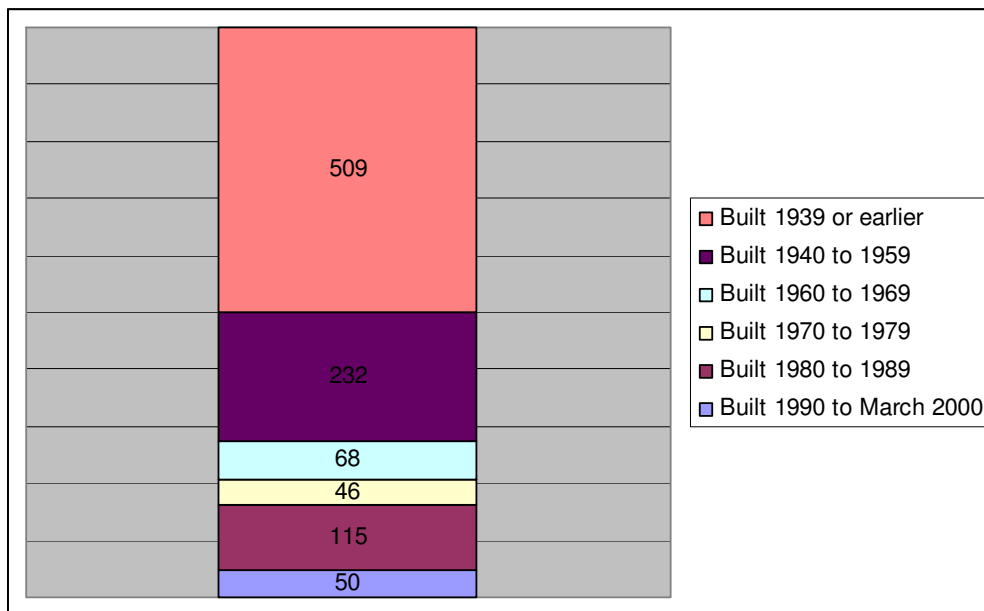
Housing Age.

In 2000, more than 70% of all houses in Wrightsville were in excess of 40 years old; having been built prior to 1960, with 1940 the median year a house was built in the Borough. Table 3.4 shows that the greatest growth in housing construction was in the 1980s, when 10% of the housing stock was constructed.

Table 3.4. Year Structure Built

	Wrightsville Borough	Hellam Township	York County
Total:	1020	2527	156,720
Built 1999 to March 2000	6	107	3,307
Built 1995 to 1998	22	123	10,386
Built 1990 to 1994	22	390	13,808
Built 1980 to 1989	115	489	21,089
Built 1970 to 1979	46	423	24,418
Built 1960 to 1969	68	215	15,408
Built 1940 to 1959	232	309	30,625
Built 1939 or earlier	509	471	37,679
Median year built	1940	1976	1967

Chart 3.3. Year Structure Built, Wrightsville Borough



Persons per Room

Another look at housing in the Borough would include the number of persons per room, which is how the U.S. Census Bureau determines if housing units are overcrowded. As can be seen in Table 3.5, the number of units with more than 1 person per room decreased by more than 1/3 between 1990 and 2000.

Table 3.5. Occupants per Room: Wrightsville Borough

Units with over 1 person per room 1990	16
Units with over 1 person per room 2000	10

COST OF HOUSING

Table 3.6 shows that median home value in Wrightsville in 2000 was significantly lower than in Hellam Township or York County. Newer homes generally have higher values than older homes and, as noted previously, the median age of housing in Wrightsville is older than Hellam Township and York County. The purchase price for a home is a different measure than the median value. The purchase price of a home is the actual amount for which a property sells; whereas, the median value of a house is the midpoint of all property assessments when arranged in order according to value. Many times the purchase price for property is higher than its actual assessed value, whether new or pre-existing.

Median monthly owner costs, which include among other things, the sum of payments for mortgages, home equity loans, real estate taxes, homeowners/renters insurance, and utilities, for the Borough increased similarly to the home values between 1990 and 2000. However, the median gross rent as shown in Table 3.7 increased at a lower rate than owner costs in the same period.

Table 3.6. Housing Values and Costs: Owner Occupied

		Total Owner-occupied Housing Units	Median home value	Median monthly owner costs (with mortgage)	Households with owner costs more than 30% income	Households with owner costs more than 30% income
Wrightsville Borough	1990	598	\$56,000	\$595	118	19.7%
	2000	620	\$81,300	\$871	52	8.4%
	change	3.7%	45.2%	46.4%	-55.9%	
Hellam Township	1990	1,157	\$81,300	\$727	198	17.1%
	2000	1,495	\$114,800	\$1,053	312	20.9%
	change	29.2%	41.2%	44.8%	57.6%	
York County	1990	76,413	\$79,700	\$680	9,591	12.6%
	2000	95,054	\$110,500	\$1,033	18,692	19.7%
	change	24.4%	38.6%	51.9%	94.9%	

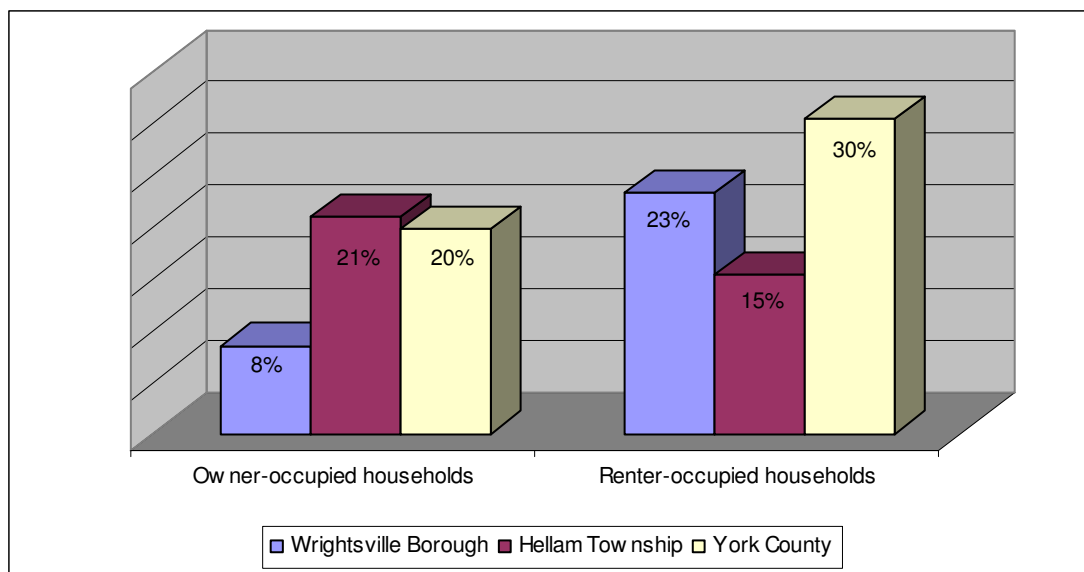
Table 3.7. Housing Costs: Renter Occupied

		Total Renter-occupied Housing Units	Median Gross Rent	Households with gross rent more than 30% of income	Households with gross rent more than 30% of income
Wrightsville Borough	1990	238	\$390	69	29.0%
	2000	267	\$487	62	23.2%
	change	12.2%	24.9%	-10.2%	
Hellam Township	1990	289	\$418	49	17.0%
	2000	392	\$688	60	15.3%
	change	35.6%	64.6%	22.4%	
York County	1990	31,712	\$409	9,960	31.4%
	2000	34,577	\$531	10,476	30.3%
	change	9.0%	29.8%	5.2%	

Cost Burden. Although the overall housing costs for homeowners in Wrightsville appear to be affordable and are more affordable than the County average; true affordability is measured against a household's ability to pay for a mortgage or rental costs. According to the U.S. Census, a household is considered to be cost burdened if it is paying more than 30% of its household income for housing. A person or household is considered to be severely cost burdened if it's paying more than 50% of its income for housing. As shown in Table 3.6, in 2000 Hellam Township and York County had a substantially greater percentage of homeowners with housing costs greater than 30% of income than Wrightsville.

As shown in Table 3.7, the number of renter households with gross rental costs more than 30% of income has decreased since 1990, but remains higher than Hellam Township.

Chart 3.4. Cost-Burdened Households, 2000



HOUSING PROJECTIONS

Based on the population projections performed in Chapter 2, Population, the approximate number of new dwelling units that will be needed to provide housing for the anticipated population growth can be determined. This is performed by dividing the projected population by the average household size as measured by the 2000 Census. The results of this computation are shown in Table 3.8.

The change in the average number of persons per household and per family is shown in Table 3.9 below. In 2000, the average household size was lower in the Borough than for both Hellam Township and York County.

These projections are based on the 2000 Census. The projected number of housing units needed by 2010 is less than the actual number of housing units identified in the 2000 Census (1,020 units). Table 3.10 shows that 5 new dwelling units were built between 2000 and 2009 adding to the 1,020 housing units in 2000. According to this projection, no new housing units need to be constructed in Wrightsville until after 2030. However, this contradicts the findings in Table 3.3, Housing Units by Occupancy and Vacancy

Rate, Wrightsville, depicting that with the low rate of vacancy for owner-occupied housing units there is not an adequate supply for persons interested in purchasing a home in Wrightsville.

Table 3.8. Projected Housing Needs

	Average Household Size (2000)	2000	2010	2020	2030
		Census	Census	Projection	Projection
Wrightsville Borough	2.33				
Population		2,223	2,310	2,323	2,262
Required Dwellings		1,020*	991	997	971
Change from previous decade			-29	6	-16
Change from 2000			-29	-23	-49
% Change from 2000					-4.8%

Source: 2000 US Census, 2010 US Census, YCPC. * Actual number of housing units in 2000

Table 3.9. Household and Family Size, 2000

		Persons per household	Persons per family
Wrightsville Borough	1990	2.52	3.02
	2000	2.33	2.86
	Change	-7.6%	-5.3%
Hellam Township	1990	2.56	2.90
	2000	2.46	2.87
	Change	-3.9%	-1.0%
York County	1990	2.60	3.03
	2000	2.52	2.98
	Change	-0.03%	-1.65%

Table 3.10. Number of Building Permits Issued for New Dwellings, 2000 to 2009

Municipality	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Wrightsville Borough	2	0	0	0	0	1	0	0	1	1	5
Hellam Township	34	13	23	20	16	18	23	11	9	3	170

Source: York County Planning Commission

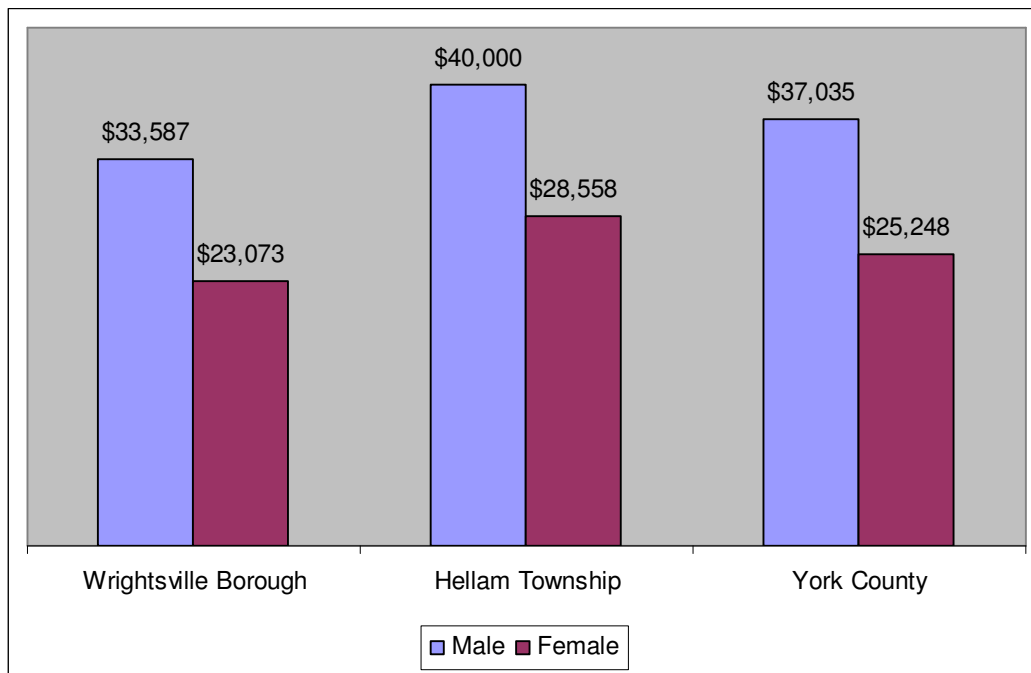
Chapter 4. Economic Profile⁶

In order to plan for future growth, an understanding of the existing local economic situation, as well as past trends, is important. This Chapter will present employment characteristics, such as labor force, occupations, place of work and commuting patterns, an inventory of economic development agencies, employers, and describe other resources that comprise the local economy. This information will provide a base for developing an economic development strategy for Wrightsville.

EARNINGS FROM EMPLOYMENT

As can be seen in Chart 4.1, the median earnings for both male and female workers in Wrightsville Borough were lower than Hellam Township and York County. This was also evident in Table 2.7, 1999 Income Statistics, in Chapter 2, Population, which showed how both the median household income and median family incomes in Wrightsville Borough were lower than in Hellam Township and York County in 2000.

Chart 4.1. Median Earnings for persons with year round employment, 2000



⁶ All data in this Chapter is derived from the one or more of the following: 1990 and 2000 U.S. Census Tables - DP-3 Profile of Selected Economic Characteristics; P26. Place of Work for Workers 16 Years and Over-State and County Level; P27. Place of Work for Workers 16 Years and Over--Place Level; P28. Place of Work for Workers 16 Years and Over--MSA/PMSA Level; P30. Means of Transportation to Work for Workers 16 Years and Over; P31. Travel Time to Work for Workers 16 Years and Over; P32. Travel Time to Work by Means of Transportation to Work for Workers 16 Years and Over Who Did Not Work at Home; P33. Aggregate Travel Time to Work (In Minutes) by Travel Time to Work by Means of Transportation to Work for Workers 16 Years and Over Who Did Not Work at Home; P29. Place of Work for Workers 16 Years and Over--Minor Civil Division Level for 12 Selected States; SF-3 Data Set. For more information on how the U.S. Census Bureau collects and tabulates data go to: www.census.gov.

EMPLOYMENT CHARACTERISTICS

According to the U.S. Census Bureau, the civilian labor force comprises all civilians 16 years of age and over classified as employed or unemployed. The data in this Chapter is derived from the 1990 and 2000 U.S. Census. Totals will occasionally be different from table to table due to the data set from which the statistics are derived.

Civilian Labor Force

As shown in Table 4.1, in 2000, a total of 1,206 persons over the age of 16 were in the civilian labor force in Wrightsville, or 54% of the Borough's total population. In July 2000, the unemployment rate for Wrightsville was 4.3%. The most recent unemployment data available for Wrightsville is from July 2008, when the unemployment rate was 7.9%. In 2000, York County had an unemployment rate of 3.6%, increasing to 4.9% in July 2008. In January 2010, according to the U.S. Bureau of Labor Statistics, York County's rate was 9.6%. The unemployment rate represents the number unemployed as a percent of the labor force. An unemployment rate of about 4% - 6% is considered "healthy."

Table 4.1. Labor Force and Employment Status in 2000

	Wrightsville Borough	Hellam Township	York County
Total Persons over Age 16:	1,715	4,795	298,226
In civilian labor force	1,206	3,315	203,496
Unemployed	52	97	7,301
Percent Unemployed	4.3	2.0	3.6

Occupations⁷

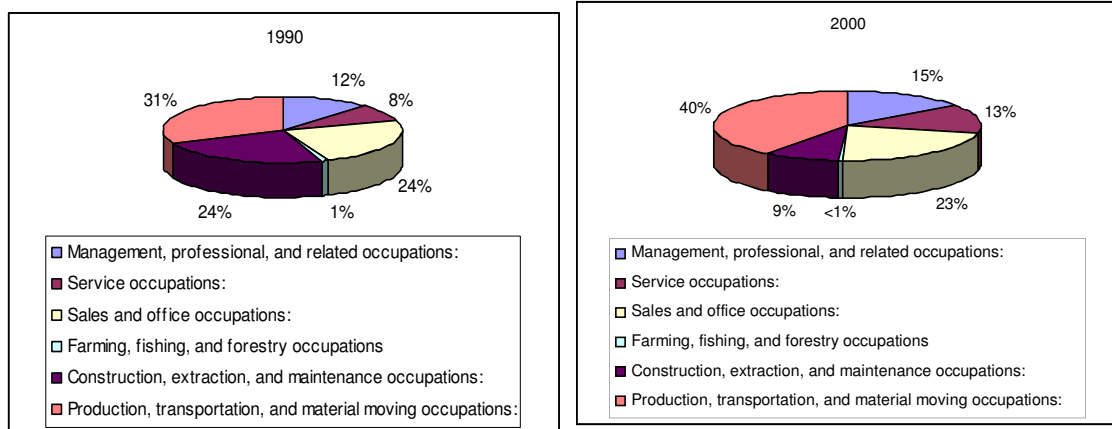
Table 4.2 shows the occupations held by the employed population in Wrightsville in 2000, and changes from 1990. Just as the population in the Borough decreased between 1990 and 2000, the size of the civilian labor force also decreased during that decade, but at a greater rate than the overall population. The percent of the Borough's civilian labor force employed in management, professional and related occupations increased from 12% in 1990 to 15% in 2000, corresponding to the increase in the percentage of residents with a college degree. The greatest change in occupations in Wrightsville between 1990 and 2000 occurred in construction and mining type jobs, decreasing nearly 70%, from almost 24% of the employed workforce to less than 9%. On the other hand service occupations increased 45% during the 1990s from 8% of the labor force in 1990 to more than 13% in 2000.

⁷ Occupation describes the kind of work the person does on the job. For employed people, the data refer to the person's job during the reference week. For those who worked at two or more jobs, the data refer to the job at which the person worked the greatest number of hours. The 1990 census identified 13 occupations. In 2000, this was reduced to 6. In order to conduct a comparison, 1990 Census occupational sectors were combined to equate to the sectors used in the 2000 Census. Executive, administrative, and managerial; Professional specialty; and Technicians and related support occupations were combined to match Management, professional, and related occupations. Sales; and Administrative support occupations, including clerical equal Sales and office occupations. Private household; Protective service; and Service occupations were combined as Service occupations. The Precision production, craft, and repair occupations sector was renamed Construction, extraction, and maintenance occupations in 2000. Machine operators, assemblers, and inspectors; Transportation and material moving occupations; and Handlers, equipment cleaners, helpers, and laborers became Production, transportation, and material moving occupations.

Table 4.2. Occupations for Employed Population: 1990, 2000, Percent Change

		Total Employed	Management, professional, and related occupations:	Service occupations:	Sales and office occupations:	Farming, fishing, and forestry occupations	Construction, extraction, and maintenance occupations:	Production, transportation, and material moving occupations:
Wrightsville	1990	1,333	162	104	318	13	314	422
	2000	1,154	174	151	260	5	101	463
	change	-13.4%	7.4%	45.2%	-18.2%	-61.5%	-67.8%	9.7%
Hellam Township	1990	2,926	664	335	776	84	454	613
	2000	4,795	949	338	869	11	300	751
	change	63.9%	42.9%	9.0%	12.0%	-86.9%	-33.9%	22.5%
York County	1990	176,908	219,295	19,822	46,692	2,674	25,179	40,154
	2000	195,962	55,609	24,565	51,260	786	19,334	44,408
	change	10.8%	-74.6%	23.9%	9.8%	-70.6%	-23.2%	10.6%

Chart 4.2. Occupations for Employed Civilian Population in Wrightsville, 1990 and 2000



PLACE OF WORK AND COMMUTING PATTERNS⁸

The commuting patterns of a municipality are important in regards to job availability, land use patterns, traffic capacity, and overall growth. As shown in Table 4.3, the majority of the workforce in Wrightsville worked outside the Borough, but still in York County in 2000. Since the total number of persons in the labor force decreased between 1990 and 2000, the number of workers that worked in the County and left the County for jobs decreased during the same period. However, in Hellam Township the percent of residents working in the County decreased and the number working outside the County increased. A bright spot in all this is that the percent of the labor force working outside Pennsylvania decreased at a higher rate than all other Place of Work categories.

⁸

Table 4.3. Place of Work: 1990, 2000, Percent Change

		Total Workers over Age 16	in place	outside place	in county	outside county	in state	outside state
Wrightsville Borough	1990	1,302	293	1009	779	489	1,268	34
	2000	1,141	171	970	702	428	1,130	11
	change	-12.4%	-41.7%	-3.9%	-9.9%	-12.5%	no change	-93.6%
Hellam Township	1990	2,888	136	2,752	2,264	575	2,839	49
	2000	3,162	314	2,848	2,172	966	3,138	24
	change	9.5%	30.9%	3.5%	-4.1%	68.0%	10.5%	-51.1%

In 2000, 15% of the labor force in the Borough worked in the Borough. This is down from 23% of Borough residents working in 1990 in the Borough. This is important for a community because of the economic impact that members of the workforce have in terms of money that is kept in the local area. In Hellam Township in 2000, less than 10% of the Labor Force worked in the Township, while 31% worked outside York County, similar to the number of persons from Wrightsville working outside the County.

Chart 4.3. Place of Work, 2000

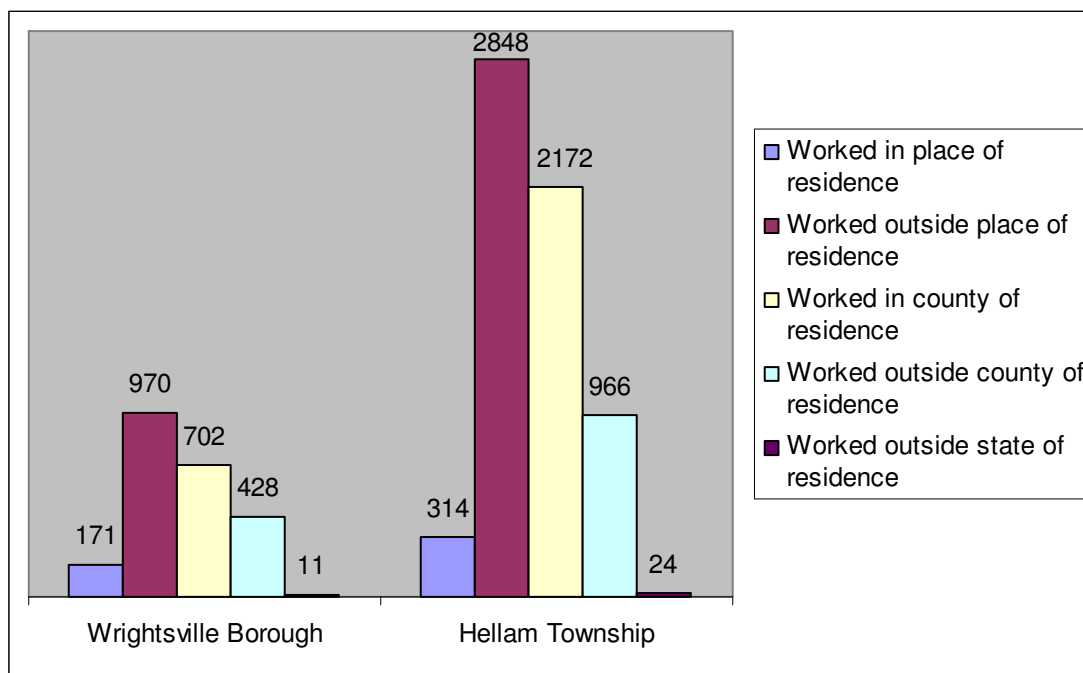


Table 4.4 shows how workers in Wrightsville, Hellam Township and York County traveled to and from their jobs in 2000. It's not surprising that 93% of persons in the Borough's workforce drove a personal vehicle to work, 4.3% walked and 2% worked at home. In York County, almost 94% drove a vehicle to work, 2.7% worked at home and

2.2% walked. Three percent (3%) worked at home in Hellam Township and less than ½ of 1% walked to work, while 96% drove a vehicle. In 2000, a negligible number of persons used public transportation as a means of transportation to work from either Wrightsville Borough or Hellam Township.

Table 4.4. Means of Transportation to Work, 2000

	Wrightsville	Hellam Township	York County
Total workers over age 16	1,141	3,162	193,126
Car, truck, or van:	1,057	3,037	181,121
Drove alone	956	2,845	162,775
Carpooled	101	192	18,346
Public transportation:	0	15	1,199
Motorcycle	0	0	220
Bicycle	0	0	523
Walked	49	11	4,177
Other means	13	4	715
Worked at home	22	95	5,171

As indicated in Table 4.5, almost 25% of workers had a commute longer than 30 minutes in 2000. This is not surprising since over 30% of those commuting to a job were leaving York County in 2000.

Table 4.5. Travel Time to Work, 2000

	Wrightsville Borough	Hellam Township	York County
Total:	1,141	3,162	193,126
Did not work at home:	1,119	3,067	187,955
Less than 5 minutes	63	82	6,199
5 to 9 minutes	122	199	19,648
10 to 14 minutes	180	531	29,120
15 to 19 minutes	193	511	32,155
20 to 24 minutes	207	590	31,522
25 to 29 minutes	73	300	13,086
30 to 34 minutes	161	395	21,354
35 to 39 minutes	8	86	4,873
40 to 44 minutes	33	101	5,851
45 to 59 minutes	39	106	12,827
60 to 89 minutes	24	91	7,574
90 or more minutes	16	75	3,746
Worked at home	22	95	5,171
Mean travel time to work (minutes)	21.5	23.9	23.9

ECONOMIC RESOURCES

In order to promote economic development, it is important to know what organizations exist to aid local business and industry. The following is a list of organizations that are involved in promoting economic development in York and Lancaster Counties that could benefit Wrightsville Borough.

York County Economic Development Corporation (YCEDC)

The YCEDC is a non-profit organization established to serve as York County's leading resource for facilitating economic development and to work with public and private sectors to enhance the overall quality of life. The services offered by the YCEDC are designed to assist in job creation, job retention, and to increase the County's economic base.

- **Business Retention & Expansion Program** – A statewide economic development tool focused solely on business retention and job creation.
- **Business & Project Financing** - Marketing, Packaging and Administering Federal, State and Local Funding Programs and Grants.
- **Business Attraction** - Site Selection and Infrastructure Assistance, Economic and Demographic Research, Local, Regional and State Networking.
- **Tax Abatement Programs** - Keystone Opportunity Zones (KOZ) and Local Economic Development Revitalization Tax Assistance (LERTA).
- Foreign-trade Zone 147, Keystone Innovation Zone Redevelopment Business Retention and Workforce Development.
- **York County Economic Development Plan** – A collaborative effort with the York County Planning Commission to advance the County's land use and economic development planning and merge both groups' planning processes to guide sustainable economic development in York County.

Pennsylvania Department of Community & Economic Development (PA DCED)

The goal of the PA DCED is to foster opportunities for businesses and communities to succeed and thrive in a global economy, thereby enabling Pennsylvanians to achieve a superior quality of life. The Department ensures growth and development in our businesses and communities across Pennsylvania through several programs.

- **Business assistance** to help organizations fund their projects or start a business, find a location, expand their business, or stay in Pennsylvania.
- **Community Development** to develop and enhance a community's quality of life through improved housing, water and sewer infrastructure, public facilities and economic assets.
- **Technology Investment** to assist companies at every stage of the business life cycle. Through innovative initiatives and an unparallel economic stimulus package, Pennsylvania is providing the support technology companies need to transition through every stage of the business life cycle.

Small Enterprise Development Company (SEDCO)

SEDCO assists small businesses as a Commonwealth designated Area Loan Organization (ALO), offering small business support and administering the Small Business First Fund (SBFF) which provides low interest loans for working capital, as well as land, buildings, and equipment for eligible businesses.

Penn State Cooperative Extension

The Cooperative Extension can help municipalities with information and educational programs to support productive, profitable, and competitive communities and businesses. Among the practical education and problem-solving assistance available is the Pennsylvania Municipal Education Institute which offers courses in community planning and land use regulations for elected officials, planning commissions, zoning boards and administrators and others.

U.S. Department of Agriculture (USDA) Rural Development

The Community Development Program (CDP) administers rural community development programs within USDA Rural Development. Each program and initiative promotes self-sustaining, long-term economic and community development in rural areas. The programs demonstrate how every rural community can achieve self-sufficiency through innovative and comprehensive strategic plans developed and implemented at a grassroots level. The programs stress continued local involvement and decision making, which is supported by partnerships among private, public and nonprofit entities.

Community Development Assistance

- Technical Assistance and Resources
- Rural Community Empowerment Program
- Champion Program
- National Rural Development Partnership
- REAP Zones
- Statutory Authorities

BUSINESSES IN WRIGHTSVILLE BOROUGH

Hellam Street Businesses

Weavings, Ink,

Sue's Food Market

The Cycle Works

Impressions Too hair design

Wrightsville Pizza & Family
Restaurant

Fakey's Bar (Thomas Henry's
Café)

Kauffman's Barber Shop

Hellam Street Laundromat

Phat Dragon Tattoos

Marcello's Pizza



Casa D'Oria Pizza & Pasta

Today's Treasures Antiques

Turkey Hill Minit Market

Brenner Accounting & Tax
Service

Etzweiler Funeral Home

Westmaker Woodworking

Wrightsville Family Practice

Wrightsville Sunoco

Bonnie Staumbagh State Farm
Insurance

M & T Bank

Hoak's 4 Wheel Drive Center

Susquehanna Dodge



Other Businesses

Windsors by Bill Wallick, N. 7th Street

The Donsco Foundry, Front Street

John Wright Store & Restaurant, N. Front Street

Riverton Bar & Grille, S. Front Street.

The Wrightsville Inn, S. Front Street

Jim Hake's Sporting Goods, Willow Street

County Line Quarry, S. Front Street

TOURISM RESOURCES

Heritage Tourism

The National Trust defines cultural heritage tourism as traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past and present. It includes cultural, historic and natural resources.

There are several existing opportunities for visitors to Wrightsville to experience such resources. Buildings and places listed on the National Register of Historic Places in Wrightsville are covered in Chapter 1.



Historic Wrightsville, Inc.

Historic Wrightsville, Inc., the Borough's historical society, owns and operates two historic buildings and attractions in the Borough. The Wrightsville Historical Museum is housed in an 1871 brick Victorian house at 309 Locust Street. The museum contains permanent exhibits on the history of the town, information on the different bridges over the Susquehanna River, a small gift shop, and a library featuring books relating to all aspects of the Civil War.

The Burning of the Bridge Diorama at 124 Hellam Street opened in 1996, in a building that had been a post office, a barber shop and a stove store. The diorama tells the story of how the Confederate Army reached Wrightsville in June 1863, looking for a way across the Susquehanna River, and the efforts of local militia to stop them. This effort resulted in the burning of the Wrightsville-Columbia Bridge, one of the longest covered bridges in the world at the time.

In addition to the two facilities operated by Historic Wrightsville, Inc., the organization partnered with students from Eastern High School in 2003-2004 to design a walking tour of 18 sites in the Borough. Included in the tour are the Historical Museum and Burning of the Bridge Diorama, Veteran's Memorial Bridge, four historical houses, four churches and one cemetery, as well as several other historic buildings and sites in the Borough and along the Susquehanna River. A driving tour of historic sites in and around Wrightsville is also available at the Museum.

Susquehanna and Tidewater Canal

The Susquehanna and Tidewater Canal was built between 1836 and 1840, traveling 43 miles between Wrightsville, York County, and Havre de Grace, Maryland, along the west



side of the Susquehanna River, supplanting the Susquehanna Canal on the east bank, which only went from the Chesapeake Bay to the Pennsylvania line. One of the most expensive canals in the United States, it started to decline after 1855, with operations ending around 1900, and was completely closed by 1920. Most active around 1870, the canal lowered boats filled with coal, lumber, grain and iron 233 feet through 28 locks. At one time, there was a weigh lock at York Furnace where boats paid a toll, but today

all that remains are remnants of the canal bed and preserved Lock 12 at the Lock 12 Recreation Park in Lower Chanceford Township.

Mason Dixon Trail

The Mason Dixon Trail is a 192-mile long hiking trail that traverses northwest to southeast through York County. The Trail passes through three of the County's parks, and Pinchot State Park, as well as natural areas, as it meanders from the Appalachian Trail at Whiskey Spring in South Middleton Township, Cumberland

County, to the Brandywine Trail in Chester County. The trail currently follows Front Street through Wrightsville on its way south to the Maryland State line in Peach Bottom Township, then continues into Maryland and Delaware, to its eastern terminus at Chadds Ford, PA, on the banks of the Brandywine River. Blue blazes painted on trees show the route. The Trail is maintained by members of Mason Dixon Trail, Inc.

Susquehanna Gateway Heritage Area

The Susquehanna Gateway Heritage Area, formerly the Lancaster York Heritage Region, is an organization in the Susquehanna Greenway Partnership (see more about the Partnership below). As a designated Pennsylvania Heritage Area, the organization promotes the concentrations of important historic, cultural, natural, and recreational resources that should be economically vital tourism attractions for residents and visitors to this area.

In 2001, the Lancaster-York Heritage Region Management Action Plan established a vision and goals, actions and projects to protect farmland, preserve open space and natural areas, revitalize town centers, and diversify the tourism industry. A more recent plan modified this focus and resulted in a change in the name of the organization to the Susquehanna Gateway Heritage Area. Among the goals of the Susquehanna Gateway Heritage Area, in association with local, state and national partners, is to work at creating more livable and economically vital communities, strengthening place, building understanding and identity, enhancing the visitor experience and building strong institutions for partnerships.

Susquehanna Greenway Partnership

According to the website of the Susquehanna Greenway Partnership (www.susquehannagreenway.org), *“The Susquehanna Greenway Partnership is dedicated to developing and sustaining the Susquehanna Greenway to connect communities and enrich lives through enhanced recreation, healthy living, economic prosperity and environmental stewardship.”* The intent of the Susquehanna Greenway is to connect the many natural, cultural, historic, and recreational resources, and the people and places, along 500 miles of the Susquehanna River corridor in Pennsylvania. It also seeks to create an organization for resource management and community conservation within the entire River basin. Wrightsville Borough is within the Lower Susquehanna Region of the Susquehanna Greenway, which consists of Perry, Cumberland, Dauphin, York, and Lancaster Counties. In June 2001, the Susquehanna Greenway Charter was signed in Harrisburg, Pennsylvania, and adopted by Resolution of the Susquehanna Greenway Partnership.

The benefits of a greenway to Wrightsville Borough would include recreational, transportation, economic, and environmental. Recreational would include facilities, such as walking and bicycling trails, that could link parks, schools, and other recreational facilities, in addition to improving the health and fitness of the Borough residents and visitors. Greenway trails can also act as an alternative to traditional transportation for short-distance trips to workplaces, schools, parks, shopping centers and cultural attractions.

The economic benefit of Greenways would be as an attraction for tourist and potential homeowners. The availability of walking and biking trails typically rank high among quality of life factors to prospective homebuyers. Greenways offer many environmental benefits for the protection and enhancement of the natural environment, improving water quality by establishing streamside buffers and for floodplain management.

Rivertownes PA USA

According to the website www.rivertownes.org, Rivertownes PA USA is a non-profit 501(c) (3) organization with the mission of promoting, preserving and enhancing the culture, heritage and related commerce and recreational activities in the Susquehanna River towns of Columbia, Marietta and Wrightsville and surrounding areas.

The organization meets at the Wrightsville House, Front & Locust Streets in Wrightsville on the first Wednesday of the month at 7:00 PM. These meeting are open to the public.

Pennsylvania Civil War Trails

According to the website www.pacivilwartrails.com, *“Pennsylvania Civil War Trails lets you discover the Civil War where it happened and fully appreciate the cost and sacrifice of our Commonwealth in the struggle for justice and equality. By immersing yourself in the real-life stories, road trips, and ultra-high resolution panoramic photos, you'll experience firsthand the people, places, and events that shaped our Civil War heritage.”*

The PA Civil War Trails has two “Story Stops” in the Borough. The Burning of the Wrightsville Bridge Story Stop, in Commons Park on North Front Street, features a panel including photographs and a description of the burning of the Columbia-Wrightsville Bridge in June 1863.

The Hosting the Invader Story Stop at 247 Hellam Street also features an interpretive panel with the story of how Mary Rewalt, daughter of Wrightsville's chief burgess, showed her appreciation to the Confederates who saved her home from fire in the town from the burning bridge.

Lincoln Highway

The Lincoln Highway was the country’s first transcontinental highway conceived in 1913, paving the way for a nationwide highway network. The original Lincoln Highway followed what was at the time US Route 30 (today PA Route 462 in much of Lancaster and York Counties) crossing the Susquehanna River at Wrightsville.

Several organizations are dedicated to preserving the memory of the Lincoln Highway nationwide and in Pennsylvania. The Lincoln Highway Association is still active in identifying, preserving, interpreting and improving access to the Lincoln Highway and its associated sites. In Pennsylvania, the Lincoln Highway Heritage Corridor (LHHC) is one of twelve special “Heritage Areas” collectively known as “Heritage PA.” The nonprofit Lincoln Highway Heritage Corridor works to identify, conserve, promote, and interpret the cultural, historical, natural, recreational and economic resources along the historic Lincoln Highway in Pennsylvania's Westmoreland, Somerset, Bedford, Fulton, Franklin and Adams Counties. There is no active organization affiliated with the Lincoln Highway in York or Lancaster Counties.

Pennsylvania Arts Experience

The Pennsylvania Arts Experience (PAE) is a non-profit arts organization committed to promoting the arts along the scenic river valleys of southeastern Pennsylvania and establishing an internationally recognized arts destination by marketing a membership of creative artists and venues throughout the Artist Trail, website, and regional Arts Orientation Centers.

The PAE Artist Trail, following the Route 30 (Route 462 in York and Lancaster Counties)/Route 113 corridor between York and New Hope, PA, is one of several driving trails being developed along Pennsylvania's rural roadways, funded in part and initiated by the PA Department of Community and Economic Development.

The southeastern region of Pennsylvania is rich in artistic and cultural heritage, including the Susquehanna Valley, one of the trail's three scenic regions (the others are Brandywine/Schuylkill Valley and Delaware Valley). A few of the artist destinations in the Susquehanna Valley Region include the Lancaster Museum of Art and Charles Demuth Museum in the City of Lancaster, YorkArts and York College Art Gallery in York City, and the Susquehanna House Gallery in Shanks Mare Outfitters on Long Level Road south of Wrightsville. In addition, there is a PA Arts Experience Showcase Gallery at the John Wright Store in the Borough. Two Wrightsville artists are featured on the PA Arts Experience website.

Chapter 5. Natural Features

The natural features and physical characteristics of a place can have a strong influence on how that place grows and develops, the industries that locate there, and the population that lives there. Therefore, a careful examination of things such as physiography, topography, slope, geology, drainage areas, soils, agricultural capability, and wildlife and vegetation is an important part of creating a comprehensive plan for Wrightsville Borough.

Such things as the hardness of rock beds, degree of slopes, soil suitability for development, and drainage capabilities will determine what types of land uses should be located in certain areas. Some natural features can be a constraint on development while others suggest opportunities for development. It is also possible for an environmental factor to represent both an opportunity and a constraint depending on where the factor is located within the area and the specific needs of a particular type of development.

PHYSIOGRAPHY

The term physiography refers to the large scale land forms that characterize an area – the hills, mountains, plains, plateaus, streams, and valleys. York County contains three physiographic provinces. These provinces are the Valley and Ridge, Blue Ridge, and Piedmont. Wrightsville Borough is within the Piedmont province in an area known as the Piedmont Lowlands. The Piedmont Lowland Section is made up of extensive, dissected valleys divided by broad low hills, dominated by limestone and dolomite creating a Karst topography characterized by caves, sinkholes and other underground drainage systems. Relief typically ranges from 60 feet to 700 feet but is usually less than 100 feet.

TOPOGRAPHY

Topography is the surface characteristics of an area of land. Many people are familiar with topographical (topo) maps that use contour lines to show the hills and valleys of an area and their elevation above sea level. Local topographical features play a major role in the location of man-made features and development. Buildings, parking lots, and other structures cannot be built on land that is too steeply sloped. Sewer lines, however, take advantage of the contours of the land to flow sewage to a treatment plant. Areas that cannot be served by gravity flow sewer service must make use of pump stations, which are costly to install and maintain. Similarly, roadways are often located to take advantage of the topography, rather than to travel in a straight line that would require moving quantities of soil for cutting and filling. Wrightsville Borough is characterized by rolling terrain that ranges from a low elevation of 240 feet above sea level adjacent to the Susquehanna River on the western side of Wrightsville Borough to a high elevation of 480 feet in the southern portion of the Borough. The Slopes and Contour Map, shows the topography of the Borough.

A fundamental component of topography is the slope of the land in its transition from high to low points. Slope is generally expressed as a percentage. It is calculated by dividing the vertical change in elevation by the horizontal distance in which the vertical change takes place. Many people remember the phrase “rise over run” from a school geometry class. A perfectly flat area would have a slope of 0%. A 45° angle has a slope of 100%. As was mentioned earlier, the amount of slope affects the suitability of an area

for certain types of development. The Slopes and Contour Map shows generalized slope areas for the Borough, and the suitability of slopes for development is described in the Section of this Chapter on Soils.

GEOLOGY

The geologic structure of an area is important for several reasons. First, geology is important in development since certain bedrock conditions may not be usable for construction. If the rock is too hard, the cost of excavation for basements may be so high that development would not be feasible. On the other hand, if the bedrock is not stable enough, foundations are likely to crumble.

The geological features of an area are also significant, both in determining potential ground water supplies and in providing the material for soils. The information is important in determining water and sewer capabilities. Finally, geological conditions may provide the basis for mineral extraction, which, in turn, might add to the economic base of an area.

The geology of Wrightsville Borough is comprised of mainly Kinzer and Ledger formations in the northern portion of the Borough, which are defined mostly as shales and dolomites. The central portion of the Borough is entirely covered by the Conestoga formation which is limestone dominated. The southern portion of the Borough is of Antietam and Vintage formations which are quartzites, quartz schists and dolomites.

CLIMATE

The climate in this area can be described as a humid continental climate that is characterized by warm, humid summers and moderately cold winters. Precipitation is evenly distributed throughout the year, although the spring and summer months generally receive slightly more. The growing season varies widely year to year, with the average being 162 days. April 30th is the average date of the last spring frost and October 9th is the average date of the first fall frost.

Table 5.1. Average Temperature and Precipitation for Wrightsville Borough.

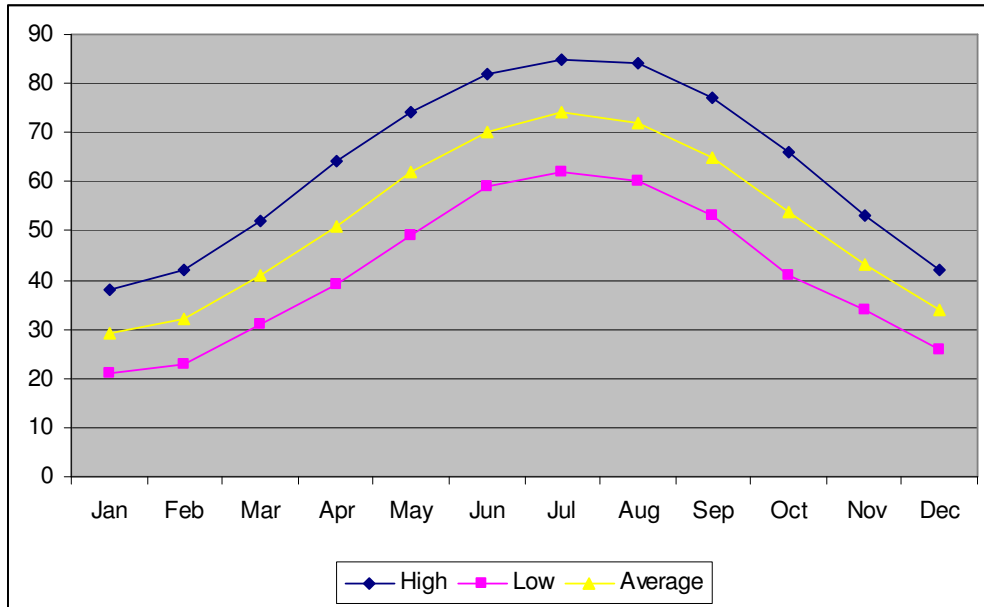
	Average	Average	Mean	Average	Record	Record
Month	High	Low	Temperature	Precipitation	High	Low
Jan	38°F	21°F	29°F	3.25 in.	71°F (1967)	-24°F (1994)
Feb	42°F	23°F	32°F	2.36 in.	77°F (1985)	-20°F (1979)
Mar	52°F	31°F	41°F	3.37 in.	86°F (1998)	-4°F (2007)
Apr	64°F	39°F	51°F	3.45 in.	92°F (1976)	17°F (1964)
May	74°F	49°F	62°F	4.32 in.	94°F (1996)	22°F (1978)
Jun	82°F	59°F	70°F	4.49 in.	99°F (1966)	34°F (1986)
Jul	85°F	62°F	74°F	4.75 in.	102°F (1991)	41°F (1966)
Aug	84°F	60°F	72°F	3.24 in.	102°F (2001)	35°F (1982)
Sep	77°F	53°F	65°F	4.16 in.	101°F (1953)	27°F (1963)
Oct	66°F	41°F	54°F	3.31 in.	91°F (2007)	18°F (1969)
Nov	53°F	34°F	43°F	3.63 in.	81°F (1982)	12°F (1989)
Dec	42°F	26°F	34°F	3.07 in.	76°F (1984)	-12°F (1963)

Source: National Weather Service

The average temperature for the area is 52° F and rarely goes below 0° or above 100°. The average high temperature is 62.5° F and the average low temperature is 41.5° F.

Rainfall averages about 43.4 inches per year and snowfall averages over 30 inches per year.

Chart 5.1. Average Temperatures for Wrightsville Borough.



Source: National Weather Service

SOILS

Soils are one of the most basic of all natural resources. Agricultural uses rely on the highest quality soils to produce the greatest yields of crops. Similarly, development is most easily accomplished on quality soils that are flat and easily graded. Thus, the soils that are best suited to agriculture are also highly prized by developers seeking to create commercial or residential developments. For this reason, it is essential for communities, especially those that want to maintain agriculture and rural uses as an essential part of their identity, to analyze the soils present within their borders with the goal of limiting the conversion of the highest quality soils from non-urban to urban uses.

Soil characteristics can also be important when determining where to site the various types of land uses typically permitted within a Zoning Ordinance. Depth to bedrock, depth to water table and similar features may make some soils less desirable for certain types of uses.

Soil information is derived from the resource entitled “Soil Survey of York County, Pennsylvania,” published by the United States Department of Agriculture, Natural Resources and Conservation Services (USDA/NRCS) in 2003. Soils are divided into general categories called series. Within each series, individual soils map units are classified by their slope and other individual variables. Table 5.2 shows several of the characteristics that could be relevant to development within the Borough such as the suitability for on-site septic systems, and the construction of buildings and streets. The locations of the series are shown on the Soils Map. Additional information, as well as

detailed descriptions of the many soil series found in and around Wrightsville Borough can be found in the aforementioned “Soil Survey of York County, Pennsylvania.”

Soil Capability Class

Each Soil Map Unit is also given a Soil Capability Class rating as shown in Table 5.2 as Class. The capability class is intended to represent the capability of the soil for agricultural production and consists of numbers 1-8. The Pennsylvania Municipalities Planning Code (MPC) requires that comprehensive plans include a plan for the protection of prime agricultural land and that municipal zoning ordinances provide for the protection of these areas. Prime agricultural land consists of Class 1 through 3 soils as defined by the U.S. Department of Agriculture (USDA). The definition of the different soil classes can be found in the “Soil Survey of York County, Pennsylvania.”

Table 5.2 Soils Occurring within Wrightsville Borough

Soil Map Unit Symbol - Soil Name	Slope (%)	Soil Drainage	Class	Hydric	Suitability for Septic/buildings/streets (limitations)
Cd – Chagrin Silt Loam	---	Well	2	No	Severe/severe/severe
CnB - Conestoga silt loam	3-8	Well	2	No	Moderate/slight/severe
CnC - Conestoga silt loam	8-15	Well	3	No	Severe/moderate/severe
DuB – Duffield silt loam	3-8%	Well	2	No	Moderate/moderate/severe
DuC – Duffield silt loam	8-15%	Well	3	No	Severe/moderate/severe
MOB - Mt. Airy and Manor Soils	3 - 8%	excessive	3	No	Severe/moderate/moderate
MOC - Mt. Airy and Manor Soils	8 - 15%	excessive	4	No	Severe/moderate/moderate
MOD - Mt. Airy and Manor Soils	15 - 25%	excessive	6	No	Severe/severe/severe
MOE - Mt. Airy and Manor Soils	25 - 35%	excessive	7	No	Severe/severe/severe
PsC - Pequea silt loam	8-15%	Well	3	No	Moderate/moderate/moderate
UeB - Urban-Conestoga	0-8%	Well	8	No	Moderate/variable/variable

Source: Soil Survey of York County, 2003

Suitability of Slopes for Development

Slopes of 0% to 8%: Slopes within this range are generally suitable for all uses, provided other factors are favorable. Within the Borough, approximately 35% of the land area has slopes within this range.

Slopes of 8% to 15%: Slopes within this range are usually considered suitable for low to moderate density residential, agricultural, and recreational uses only; generally too steep for large commercial and industrial building because grading of the site would be too expensive to make the project financially feasible. However, sites having only a portion of their area with slopes in this range may be able to be successfully developed with a variety of uses. Approximately 36% of the land in the Borough has these slopes.

Slopes of 15% to 25%: Slopes within this range are most suitable for scattered low density residential development, limited agriculture, and open space uses. Approximately 15% of the Borough’s land area is within this slope range.

Slopes of 25% or greater: Slopes of 25% or greater are suitable only for open space and low impact recreational uses. Attempts to grade land with slopes of greater than 25%

often results in erosion problems, which can lead to increased flow of silt and sediment into streams and waterways. This slope range encompasses 14% of the Borough.

HYDROLOGY

Hydrology is the study of the properties, distribution and effects of surface water and groundwater. Therefore, the hydrologic features of an area play an important role in development with regard to the amount of water available, groundwater recharge areas, and the location of floodplains and wetlands.

Drainage

York County has implemented changes to the Hydrologic Unit Code (HUC) System to identify different sized drainage areas. The Borough of Wrightsville is located within one drainage basin, the Susquehanna River (HUC 0205030617). The Water Resources Map shows the locations of streams, wetlands and floodplains.

Surface Water

In Pennsylvania, surface water is defined as “perennial and intermittent streams, rivers, lakes, reservoirs, ponds, wetlands, springs, natural seeps and estuaries.” Rivers, creeks, and streams are bodies of flowing water that contain water at least part of the year. There are 3 named rivers, creeks, and streams in the Wrightsville area. Each stream is given a designation to indicate water uses that are to be protected within that body of water. The designations and a description of each follows:

Cold Water Fisheries (CWF) – This designation is for the preservation of the fish, flora, and fauna that thrive in cold water environments.

Warm Water Fisheries (WWF) - This designation is for the preservation of the fish, flora, and fauna that thrive in warm water environments.

Trout Stocking Fisheries (TSF) – This designation is for those streams that are stocked with trout.

High Quality Waters (HQ) – This designation is for streams that meet certain standards of water quality and support significant biological diversity.

Exceptional Value Waters (EV) – This designation is for streams that exceed the standards for the HQ designation or demonstrate exceptional ecological significance.

Within the Borough, no streams are listed as HQ or EV waters. The streams and their designation are listed in following table.

Table 5.3 Rivers, Creeks, and Streams

Stream Name	Designation
Kreutz Creek	WWF
Susquehanna River	WWF
Tributary to Susquehanna River	WWF

Source: YCPC

Floodplains

A floodplain is an area of land adjacent to a river or stream that may occasionally be covered by water during times of flooding. The Federal Emergency Management Agency (FEMA) delineates areas within the 100 year floodplain as areas at risk for flooding at least once every 100 years or areas that have a 1% chance of flooding every year. These areas represent significant hazards to life and property and should be kept free from structures and development.

The Water Resources Map shows the floodplains for the Borough as delineated by FEMA. Of particular concern, with regard to flooding, are the low-lying areas along the Susquehanna River and Kreutz Creek.

Wetlands and Hydric Soils

Wetlands are defined by the PA DEP as “areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions, including swamps, marshes, bogs, and similar areas.” Hydric soils are those that, due to frequent flooding, ponding, or saturation, are oxygen deficient, poorly or very poorly drained, and have a shallow water table. These soils, if undrained, may exhibit wetland vegetation and can be an indicator of wetlands.

Wetlands and hydric soils should be avoided during construction and agricultural activities as they provide a number of valuable services. They serve as fish and wildlife habitats, they function as flood protection and erosion control facilities, and they help to improve water quality. They also can provide recreation and aesthetic purposes. The wetlands and hydric soils in the Borough are located along the head of creeks and waterways and do not occur away from these features. These wetland areas are Palustrine, which are non-tidal wetlands dominated by trees, shrubs, and emergents (aquatic plants whose lower parts are under water but upper parts emerge from the water).

The Water Resources Map shows known wetlands in the Borough. Though several wetlands are shown on the Map, only a wetland delineation report completed for a new development project can accurately delineate all wetlands on a tract of land.

Groundwater

Groundwater is “water beneath the surface of the ground within a zone of saturation, whether or not flowing through known and definite channels or percolating through underground geologic formations, and regardless of whether the result of natural and artificial recharge. ...includes water contained in aquifers, artesian and non-artesian basins, underground watercourses and other bodies of water below the ground.” (PA DEP) The predominant schist bedrock may yield from 2 to 200 gallons of ground water per minute. At one time groundwater was very important in Wrightsville as the source of potable water drawn from wells and distributed by the Wrightsville Borough Sewer and Water Authority. However, today, the Susquehanna River is the main source of water for the Borough.

VEGETATION AND WILDLIFE

Dense hardwood forests once covered this part of York County, but land clearing for farming, commercial purposes, and other development has eliminated much of this virgin woodland. Today, the remaining woodlands consist mostly of second and third growth mixed deciduous forest. These areas generally are associated with the wetter, low-lying areas along creeks, streams and steep slopes.

Many species of plants and animals are found in the natural habitats that occur in the Borough and Hellam Township. The three main types of habits are open field or pasture, forest, and wetlands, which include streams, springs, ponds, and wet meadows. Though some species have adapted to more than one habitat, other flora and fauna have adapted to very specific needs and conditions and are critically dependent upon particular habitat types. Generally speaking, man-made features are considered disruptive to natural habitats; but some, such as farm fields, pasture, hedgerows, tree lines, and even backyards offer important food and cover sources.

The 2004 Natural Areas Inventory and the Open Space and Greenways Plan components of the York County Comprehensive Plan both cite the Susquehanna River as an area of statewide importance for conserving the biological diversity of York County. The river is an area of local significance due to its recreational and scenic resources and because it serves as a major pathway for the movement of animal species in Central Pennsylvania.

UNIQUE FEATURES AND AREAS

The natural areas around Wrightsville are defined by its geology, forested areas, agricultural lands, slopes and streams, and variety of plant and animal species. The more completely a natural system is preserved, the greater the possibility of environmental benefits, such as biodiversity, sustainable soil use, improved water quality and recreational opportunities. York County's original Natural Areas Inventory (NAI) was completed in 1996 by the Pennsylvania Science Office of The Nature Conservancy and adopted as a component of the York County Comprehensive Plan in 1997. The updated 2004 report provides maps of the best natural habitats and all of the known locations of endangered, threatened or rare animal and plant species of special concern in York County. Another component of the York County Comprehensive Plan, the 2004 Environmental Resources Inventory, lists unique features and areas occurring in the County. Although there are no identified unique features in the Borough, there are several important natural features located in nearby areas of Hellam Township. All information in this section is derived from the Natural Areas Inventory, Environmental Resources Inventory (ERI), and Open Space and Greenways Plan.

Preservation of the biological diversity in this area of York County is dependent on the integrity of the Susquehanna River and its adjacent forested watersheds. The NAI and Open Space and Greenways Plan provide general recommendations for the pursuit of protecting biological diversity including protecting reservoirs, wetlands, rivers and streams; minimizing the encroachment on parks and conservation lands; maintaining vegetated buffer zones along shore lines; and creating natural buffers between development and preservation areas.

The NAI identifies areas of local significance in York County based on size, diversity of wildlife and plant life, water quality protection, and recreation potential. The only locally significant site in the Wrightsville area is the Susquehanna River. The River is an excellent recreational and scenic resource and includes many current and historical records for species of special concern. The River, Conowingo Dam and adjacent forested watersheds comprise one (1) of the major corridors for the movement of animal and plant life in central Pennsylvania.

Sites of Significance

Sites of Statewide and/or local significance are listed and prioritized in the NAI, ERI and/or Open Space and Greenways Plan components of the York County Comprehensive Plan for the protection of biological diversity in York County. The following sites located in the Wrightsville vicinity are included in these documents.

Wrightsville North River Shore

Several small patches of unmodified river shore support populations of three (3) plant species of special concern at this site. A threat to these occurrences is modification of the river shore by homeowners to improve river access. This is a relatively disturbed river shore adjacent to the U.S. Route 30 bridge. Fill from bridge construction has eliminated the majority of natural habitat along this portion of the river. However, north and south of the filled area there are patches of floodplain forest and small areas of mudflat which harbor low quality occurrences of two (2) rare plant species. The rare plant species occurring on these flats are dependent on seasonal water level fluctuations and full sunlight. Habitat for these species has been much reduced along the lower Susquehanna due to the damming of the river.

Wildcat Run Cliffs - This site in Hellam Township is a narrow ravine cut by a small stream in the otherwise steep slopes adjacent to the Susquehanna River. Within the mature forest of tulip poplar, sugar maple, and sweet birch trees, as well as spicebush, witch hazel, and pawpaw are supported a small population of a plant species of special concern. The moist rocky slope adjacent to the creek includes Christmas fern, wood fern, inpatients, and jack-in-the-pulpit.

Chimney Rock - These eroded pinnacles in Hellam Township stand more than 30 feet above the crest of the Chickies Formation are representative of the oldest sedimentary rock in Pennsylvania is.

Wildcat Run Gorge - Wildcat Run plunges over a series of waterfalls in a scenic gorge on the north face of the Hellam Hills in Hellam Township. Quartzite cliffs up to 150 feet can be found at the mouth of the run.

Schulls Rock - Located near Wildcat falls in Hellam Township, this rock formation composed of Chickies quartzite provides a scenic overlook of the Susquehanna River.

Susquehanna River Corridor – Designated as a Mega-Greenway by the State and recognized as such in York County’s Open Space and Greenways Plan, the River corridor forms the entire eastern border of York County and plays a role in the quality and quantity of water, the health of wildlife communities, the overall health of adjacent lands

and the general impact of humans on the natural component of the River. See the Open Space and Greenways Plan for more information on the Susquehanna Greenway at: http://www.ycpc.org/County_Long_Range_Docs/Comp_Plan/OpenSpacePlan.pdf.

Top Priority Natural Areas in York County

All of the natural areas in the County are important to maintaining biodiversity in the area and the State. However, the Accomac Riverbank in Hellam Township just upstream from Wrightsville is one of eight (8) sites considered the most critical for maintaining York County's biological diversity into the future. According to the Natural Areas Inventory, this riverside meadow community on alluvial sand and gravel contains rare and common species dependent on seasonal water level fluctuations. Although these rare species require periodic inundation, ironically habitat has been much reduced along the lower Susquehanna due to the damming of the river. These species also require full light and a habitat created by the scouring action of free-flowing water. Additional threats to the site include further encroachment by the existing exotic species or by the aggressive colonizers, as well as disturbance to the natural hydrology of the river, the deposition of fill material such as junk and yard waste, and excessive mowing.

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Chapter 6. Land Use

The purpose of this Chapter is to study existing land use in Wrightsville Borough and to some extent in adjacent areas of Hellam Township. This evaluation has taken into consideration historical development trends, as well as characteristics of the various types of land uses. Therefore, the Land Use Survey conducted as part of the 1974 Comprehensive Plan has been adapted here to show how the Borough's land use has changed over the past 35 years. It should be noted that although the general categories of land use have not changed significantly since the previous Comprehensive Plan, the way data is collected and tabulated has changed since 1974.

COMMUNITY CHARACTER AND DEVELOPMENT PATTERNS

The predominant character of Wrightsville is that of a traditional small town with a gridiron street network, service alleys, and sidewalks. Compared to even adjoining areas of Hellam Township, Wrightsville has a relatively dense development pattern containing a variety and mix of housing, businesses and civic or public uses, even some mixed residential and commercial buildings. The Susquehanna River front has been, and remains, the industrial area of the Borough. The most recently developed areas in the Borough and adjoining areas of Hellam Township are entirely residential or non-residential in use, and have a more typical suburban feel to them, with larger lots and a curvilinear street pattern.

HISTORICAL DEVELOPMENT PATTERNS AND TRENDS

Following the merger of Wrightsville and Westphalia in the early 19th Century, which created the current boundaries of the Borough, Wrightsville experienced a steady growth in population reaching a peak around 1970. While most of the Borough's population growth occurred in the twentieth century, its growth in the previous century laid the foundation for the community's development pattern.

In one respect, land development in Wrightsville has been typical of small, rural towns in Pennsylvania, with a variety of residential, commercial, civic and industrial uses in a relatively compact area. However, the Borough's location at a crossing of the Susquehanna River and along the Susquehanna Tidewater Canal shaped the Borough's future beyond that of a market place for the surrounding agricultural areas of eastern York County.

The early development history of the Borough was briefly sketched in Chapter 1 of this Community Profile. The following Land Use Survey – 1974, adapted from the Borough's previous Comprehensive Plan, provides an additional historical perspective of the development of Wrightsville.

Wrightsville Land Use Survey from Wrightsville Comprehensive Plan 1974

As part of the Wrightsville Comprehensive Plan 1974, York County Planning Commission, using 1972 York County Tax Assessment map data, assisted in completing a survey of the entire Borough to determine the existing land use pattern and the various uses of which the pattern was comprised. It should be noted that throughout this Chapter, the date 1974 is in reference to the Borough's 1974 Comprehensive Plan and the information presented therein. Following the survey it was determined that the uses

would be identified in five major categories: residential, commercial, public and semi-public, industrial and agricultural/vacant. The residential uses were further classified to include single-family, two-family, multiple-family and mobile homes. Commercial uses included all the land and structures that housed a business or operation designed to provide an income through the exchange of goods and services. Public and semi-public uses included all of the land and structures under governmental ownership and control and other public uses including schools, churches, fire stations, police stations, cemeteries, parks and playgrounds, water reserves and similar uses. Industrial uses included all of those areas and structures providing primary employment, such as saw mills, lumber yards, quarry operations, etc.

Table 6.1, Wrightsville Borough Land Use Characteristics, 1974 Comprehensive Plan

Land Use	Units	Acres	% Developed	% Total	Acres/Unit
Single-family residential	587	126.4	39	31	.22
Mobile home	42	9.9	3	3	.24
Two-family	62	6	2	1	.10
Multiple-family Residential	106	3.8	1	1	.04
Total Residential	797	146.1	45		.18
Commercial	33	12.5	4	3	.38
Industrial	20	32.9	10	8	1.66
Public and Quasi-Public	23	54.6	17	14	2.45
Streets	---	75.9	24	19	--
Total Non-residential	--	175.9	55	44	--
Total Developed	--	322.0	100	80	--
Agriculture and vacant	33	81.2		20	2.54
Total	906	403.2	--	100	--

Source: York County Tax Assessment map data and York County Planning Commission survey.

Residential land use in the community, in the sense of the land actually occupied by dwelling lots, often amounts to the greatest percent of the total urban-use area; and the streets within residential areas occupy nearly as much land. Industrial, commercial, recreational, and other activity on land within general urban area, while extremely important in terms of function and focus, generally occupy much smaller proportions of the land.

As computed from the land use survey, the Borough encompassed a total area of 403.2 acres. The total developed area comprised of residential, commercial, industrial, and various public and semi-public uses (including streets) constituted 322 acres or 80 percent of the total Borough. The remaining 81.2 acres included undeveloped land, agricultural uses, and vacant and unused land. A summary of acreage devoted to each major use category is presented in Table 6.1.

Residential Use

As stated above, included in the residential land use category were single-family, two-family, multiple-family, and mobile homes (See Table 6.2). The single-family residential development occupied more land than any other residential use. The land use survey indicated that there were 797 dwelling units in Wrightsville Borough in 1974, of which 74% were primarily single-family dwellings (included duplex and row structures); 13%

was multiple-family; 8% two-family; and 5% mobile homes (12 of those units were in a small court along South Front Street).

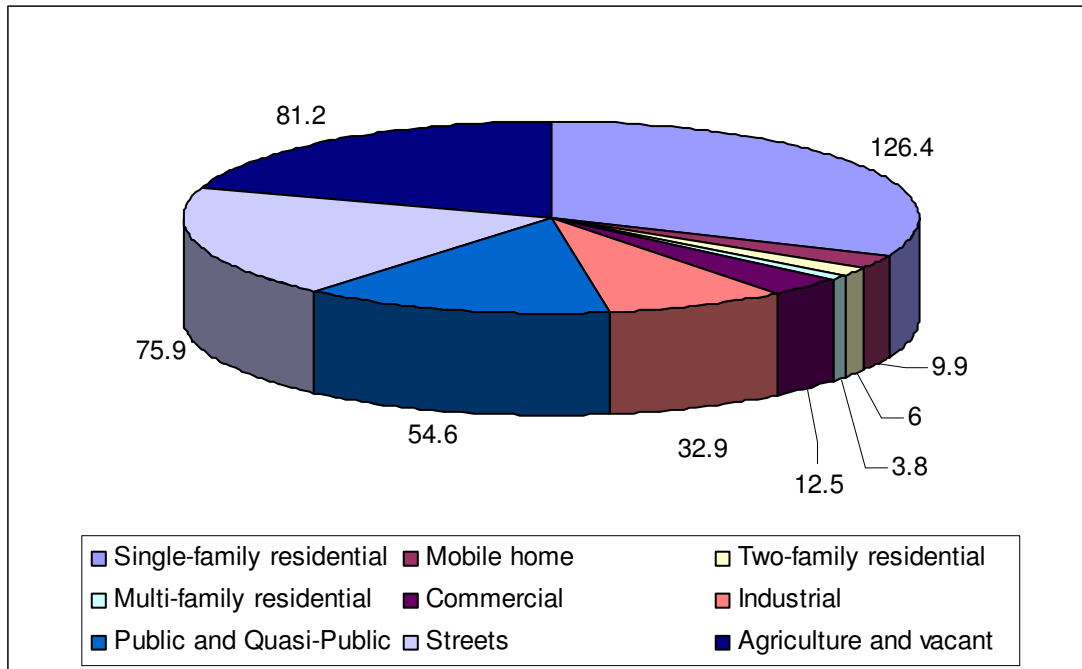
Table 6.2 Dwelling Units, 1974 Comprehensive Plan

Type of Units	No. Units	% of Total
Single-family residential	587	74
Mobile home	42	5
Two-family	62	8
Multiple-family Residential	106	13
	797	100

Source: York County Planning Commission

As indicated in Table 5.1, the approximate acreages per dwelling unit ranged from 0.04 acres per dwelling for multiple-family, 0.10 acres per two-family, 0.22 acres per single-family, through 0.24 acres per mobile home. The average acreage per residential unit was 0.18 acres. In terms of the developed portion of the Borough, 45 percent was used for residential purposes in 1974. The 1974 Plan noted that new residential development had nearly come to a halt since potential areas for further development were limited to vacant land in the northwest corner and southern portion of the Borough. The southern portion, however, is further limited by topographical features (steep slopes).

Chart 6.1. Wrightsville Borough Land Use in Acres, 1974 Comprehensive Plan



Source: 1972 York County Tax Assessment map data and York County Planning Commission survey.

Commercial Uses

Commercial land uses included such activity as general retail, motor vehicle sales and services, and personal business (professional offices and services). Of the total Borough land area, 12.5 acres or 3% was devoted to this use in 1974. The majority of commercial uses were found along Hellam Street and, to a lesser degree, along Front Street, still the

two primary traffic routes in the Borough. At the time, those commercial areas did not represent primary shopping areas, but included such functions as pharmacies, general stores, gas stations, eating establishments, etc. Most local residents relied on the nearby Columbia market area and the larger Greater York Metropolitan area for their shopping needs.

Industrial Uses

The first industries were brought to Wrightsville by Henry Wilton and John Kauffelt around 1812. Wilton was involved in the manufacturing of lime. Subsequently, about 1813, when the Susquehanna Tidewater Canal was opened, he started to mine ore at Murphy's Hollow. This ore was shipped via canal to Maryland, where it was smelted at the largest blast furnace in the Country at the time.

Kauffelt started the manufacture of leather with his tanyards situated where the Riverside Foundry now stands. The first sawmills were owned and operated by Henry James and Sons and were located at the mouth of Kreutz Creek. Later industries, which provided employment for a good portion of the populace, were cigar making, and iron, silk, and garment manufacturing.

In 1974, industrial uses occupied 32.9 acres within the Borough. Included in the broad category of use were manufacturing, non-manufacturing and quarrying and other related uses. The total amount of acres devoted to industrial use was 10% of the developed area and 8% of the total area of the Borough. The industries providing work for the greatest number of employees were the foundries located along North Front Street. In the southern section of the Borough a good portion of the land use was devoted to a quarrying operation. Employment centers in the Greater York and Columbia areas provided the remaining job opportunities for local residents.

Public and Semi-Public

Public and semi-public uses constituted 54.6 acres or 14% of the Borough and 17% of the developed land area in 1974. Public uses (governmental uses) included municipal buildings, post offices, schools and sewage treatment plants, etc. Semi-public uses included the water company, churches, cemeteries, fraternal organizations, clubs, and telephone company, which were scattered throughout the Borough.

Included also within this category were areas devoted to recreational uses, including facilities at the Wrightsville Elementary School and the baseball field along Front Street between Lemon and Maple Streets.

Agriculture and Vacant

In 1974, agricultural or vacant land comprised 81.2 acres or 20% of the total land area of Wrightsville. The most concentrated areas of agricultural and vacant space occurred in the northwestern and southern portions of the Borough. The southern portion, because of its rugged natural features, was still fairly open at that time. The northwestern sector, which was cultivated farmland, was surrounded by recently developed residential land use. In 1974, most of this area was expected to be developed for residential purposes. The remaining portions of vacant land are to be found scattered throughout the Borough in various locations.

Streets

In the Borough in 1974, 75.9 acres or 19% of the land area was being used for the street system. The gridiron street pattern as illustrated on the Existing Land Use Map has helped to create the compact pattern of land use existing in the community. Since 80% of the land area has been developed since 1974, it is not expected that a major alteration of the present street pattern will occur.

CURRENT ALLOCATION OF LAND USES⁹

To determine the existing allocation of land use in Wrightsville Borough, tax assessment and Geographic Information Systems (GIS) data provided by the Borough, the York County Planning Commission and the York County Tax Assessment Office was utilized. For consistency, York County has standardized land uses into seven general land use categories: apartments, commercial, exempt, farm, industrial, residential, and utility. For the purpose of this Comprehensive Plan, the Utility and Exempt Land Uses are being combined since Utility uses are typically exempt from paying State and local taxes. York County also includes an Unknown category, which is not applicable in Wrightsville.

The current land use categories as defined by the York County Assessment Office differ from the land use categories used in the Borough’s 1974 Comprehensive Plan. Three of the four residential land use categories – single-family, mobile home and two-family - in 1974 have been combined into a single Residential land use category, while the Multiple-family Residential category is now call Apartments. In addition, the Public and Semi-Public land use category in 1974 would now include the Exempt and Utility land use categories. Finally, there is no longer a streets category. In addition to the six land use categories used here, vacant parcels were identified using the latest available York County assessment data. In 2009, there were 63 vacant parcels comprised of 56 acres of land in the Borough. These vacant parcels could be classified as any one of the six land use categories described here, and therefore, do not constitute a separate land use. Table 6.4 and Chart 6.2 provide a detailed breakdown of the land area, percentage and number of parcels devoted to each of the different land uses.

Table 6.4. Existing Land Use Allocation for Wrightsville Borough* – 2009

Land Use	Parcels	Acres	Acres - Percent Total
Residential	826	154	44.9
Apartments	10	2	0.6
Farming	13	35	10.2
Commercial	56	18.5	5.4
Industrial	38	69	20.1
Exempt/Utility	44	64.5	18.8
Totals	987	343	100

Source: York County Assessment Office. *Acreages do not include roadway areas

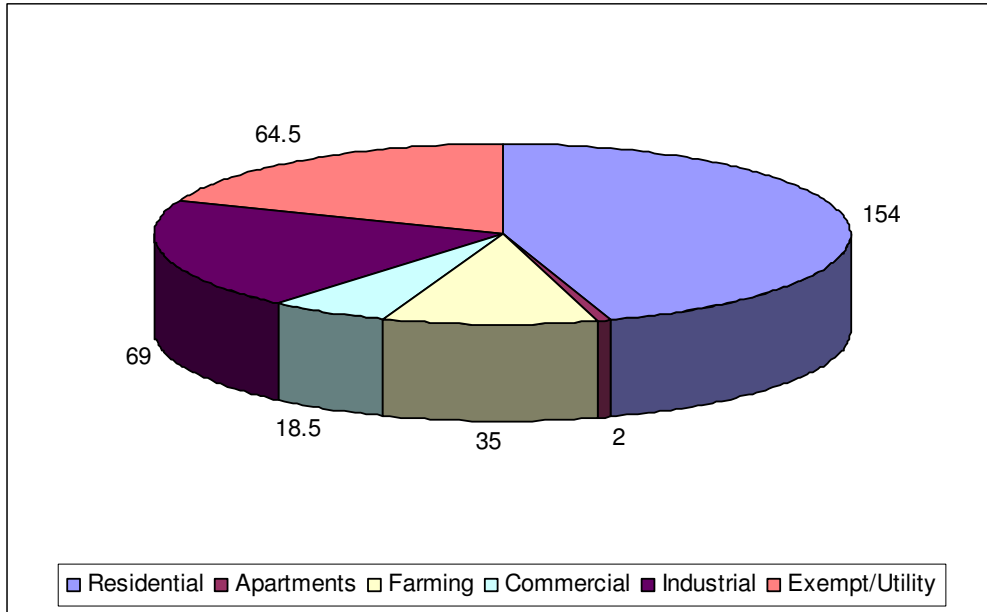
Chart 6.3 shows how the allocation of residential and non-residential uses has changed between 1974 and 2009. Since the land use categories differ from the earlier time, a

⁹ The data presented in in this section are derived from the York County Tax Assessment Office and may be inconsistent with U. S. Census Bureau housing data used in Chapter 3, Housing.

simplified graphic combining all residential and non-residential uses into just two categories is being used.

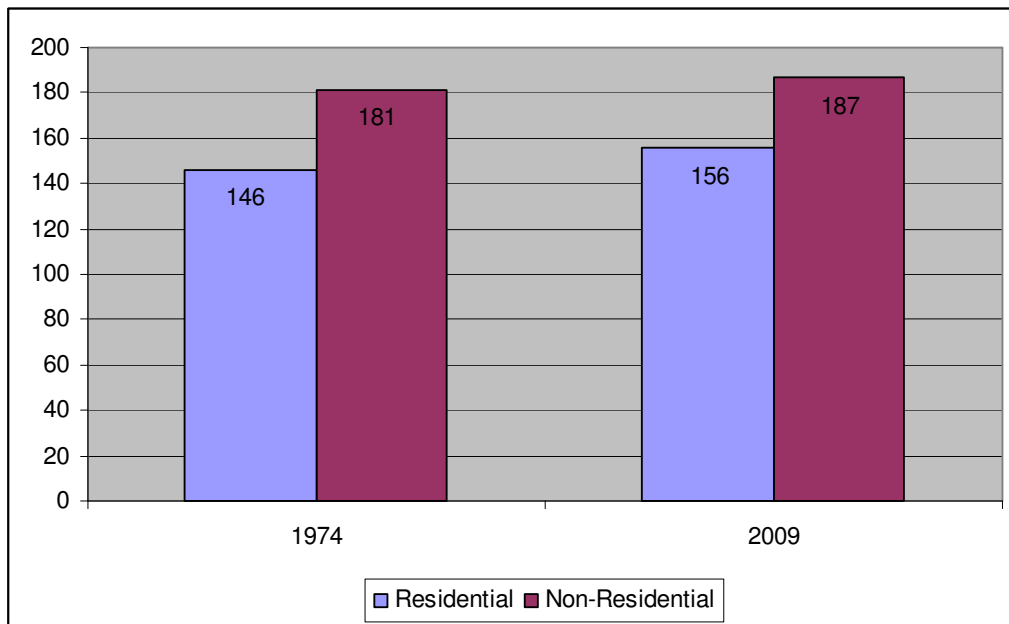
Residential uses include all single-family detached dwellings, attached dwellings (row houses or townhouses), two family dwellings (semi-detached or duplex) and mobile homes. Apartment uses include all multiple-family dwellings of more than 2 units.

Chart 6.2. Existing Land Use Allocation (acres) * – 2009



Source: York County Tax Assessment Office *Acreages do not include roadway areas

Chart 6.3. Residential/Non-Residential Land Use Allocation in Acres, 1974 Comprehensive Plan and 2009 York County Tax Assessment Data



Source: York County Tax Assessment map data (1974) and York County Tax Assessment Office (2009)

Non-residential uses include commercial, industrial, exempt and utility land uses. Commercial uses are those that provide income through the exchange of goods and services. Industrial uses are those activities that add value to an item through changes in the state of refinement, such as chemical manufacturing plants, saw mills, foundries and assembly plants. Private transportation and warehousing facilities are also included in this category. Exempt uses include those that are under Federal, State or local government ownership and control, plus other public uses, such as schools, churches, fire stations and parks. Utility uses include all lands used to provide public utilities. As noted previously, utility uses are often tax-exempt, and though classified by York County as a separate land use, have been combined with Exempt for this Comprehensive Plan.

Residential Uses

Residential land uses include all types of dwellings, most typically referred to as single-family, two-family, or multiple-family dwellings organized into general categories of net densities.

Residential use has been measured a variety of ways in Wrightsville. As noted in Chapter 3 of the Community Profile, housing as measured by the U.S. Census is in housing units. In the 1974 Comprehensive Plan, as noted in a previous section of this Chapter, housing units were also used as a measure. However, the 2009 York County Assessment Office data provides us with the number of parcels which are registered as a residential land use. To further confuse the analysis, the U.S. Census Bureau does not count a two-family dwelling separately but includes them in the a category of dwellings with 2 to 4 unit. This analysis of existing residential land use will compare the change in the number of units using the 1974 Comprehensive Plan, the 1990 and 2000 U.S. Census and building permit data for the years 2000 – 2009 (from Chapter 3, Housing). Acreage comparisons will be made using York County assessment data as shown in this Chapter.

In 2009, approximately 45.5% of the Borough's land area was used for residential purposes, including all dwelling types. This represents an increase from 1974 of only 1%. As noted in Chapter 3, Housing, the total number of housing units in the Borough increased 3.3% between 1990 and 2000, from 987 to 1020, and, using the building permit data, to 1,025 units in 2009 for another .6% increase. The overwhelming residential choice for the Borough is the single-family detached residence with nearly 80% of all units in single-family detached dwellings in 2009. Single-family detached dwellings are located throughout the Borough, on a variety of lots sizes that are larger in the newest areas of the Borough outside the historic district, which is defined and described in the Future Land Use, Housing and Resource Protection Plan of this Comprehensive Plan¹⁰. Single-family attached dwellings are the second most numerous type of housing in the Borough and found mostly along Hellam and Front Streets, and a few other streets in the historic district. Although the number of both single-family detached and single-family attached dwelling units increased between 1990 and 2009, the total number of single-family units decreased during that period as a result of a more than 50% reduction in the number of mobile homes.

¹⁰ The Future Land Use, Housing and Resource Protection Plan is an element of the Growth Management Plan component of this Comprehensive Plan.

Multiple-family residential use, or apartments, occupied only 2 acres of the Borough's land area which is lower than shown in the 1974 Comprehensive Plan, when apartments occupied 3.8 acres. In 1974, there were 106 multiple-family residential units, which increased to 213 in 2009 (the 2009 figure includes dwellings with 2 or more units, whereas in 1974 two-family dwellings were included in the single-family residential use).

Commercial Uses

This category is for land dedicated to business uses, including retail and wholesale sales, office, service, entertainment and hospitality, warehousing and distribution, organized into general categories of intensities. Commercial uses may be located as part of a residential dwelling (home occupation), a single use in one building, or grouped together in a shopping center or office building. The range of commercial uses are from low intensity neighborhood oriented specialty retail and professional and personal service businesses, such as a barber shop or Notary public, to high intensity automobile oriented uses, including drive-thru restaurants, "big box" retail stores, and shopping malls.

Commercial land uses currently make up less than 5% of the total area of Wrightsville and almost 6% of the total number of parcels. The majority of the Borough's commercial uses are located in the downtown area along Hellam Street and Front Street, and include a variety of retail and service businesses and restaurants. There are several highway commercial type uses concentrated in the vicinity of the Hellam Street/Cool Creek Road intersection. Other small commercial uses of varying intensity are located throughout the Borough's neighborhoods. The amount of land dedicated to commercial uses increased almost 50% between 1974 and 2009, going from 12.5 acres to 18.5 acres.

Industrial Uses

Industrial land uses are dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, truck terminals, mineral extraction activities, or other similar uses.

Although the land area identified as industrial has more than doubled from almost 33 acres in 1974 to 69 acres in 2009, the amount of industrial activity has actually declined in that period of time. The major active industrial uses in Wrightsville are the Donsco Foundry and the County Line Quarry.

Exempt Uses (Public, Semi-public, Civic, Institutional, Utility)

This category includes certain State, Federal or local government uses, and institutional land uses. Government uses include municipal buildings and government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.

In 2009, 16% of the Borough's land area was classified as Exempt, occupying over 64 acres. The largest exempt uses are the Wrightsville Elementary School, the Fairview Cemetery, Riverfront Park and the Wrightsville Borough and Borough Authority land between Water Street and the Susquehanna River. Other exempt land uses include several churches, the Wrightsville Police Department, Wrightsville Fire Company, and the Federal Post Office.

Public utility facilities such as sewage treatment plants and electricity substations would also fall into this category.

Farming Uses

This category is for land dedicated to farming and agriculture, such as fields, lots, pastures, farmsteads, livestock/poultry production, forestry land, or other similar rural uses. According to the York County Assessment Office, 16% of the land area in Wrightsville, or 35 acres, is classified as agricultural. The largest area designated agricultural is located in the southernmost part of the Borough, which consists of undeveloped, steeply sloped, forested land adjacent the County Line Quarry. A few small agricultural parcels affiliated with adjacent farms in Hellam Township are located on the northern and western edges of the Borough.

Agricultural land use often includes undeveloped or vacant parcels of land as can be seen in the Land Use Survey included in the 1974 Comprehensive Plan. An analysis of York County assessment data shows there are currently 63 vacant parcels containing 56 acres in Wrightsville. Most of the land in the northwest part of the Borough, near the U.S. Route 30 interchange, is currently undeveloped.

Hellam Township

Land use and development patterns in Hellam Township differ markedly from those in Wrightsville Borough. The predominant land uses in Hellam Township are agriculture and low density single-family detached residential.

Hellam Township covers an area of almost 28 square miles or 17,900 acres. Although the acreage in agriculture has been slowly declining over the years, over 65% of the land area in the Township is still devoted to agricultural uses. Approximately 20% of the land area in the Township is residential development, which is sparsely scattered throughout the Township, although several dense residential subdivisions have been developed adjoining Wrightsville and Hallam Boroughs. The information on land uses in Hellam Township was derived from the Township's 2001 Comprehensive Plan.

Table 6.5. Hellam Township Land Use, 2001

Land Use Category	Acres	%
Residential	3560	19.9
Commercial	478	2.7
Industrial and Quarry	305	1.7
Agriculture	11721	65.5
Exempt	544	3.0
Utility	702	3.9
Streets	590	3.3
Total	17900	100.0

Source: 2001 Hellam Township Comprehensive Plan Update

Less than 5% of the Township land area is allocated to commercial and industrial uses including the County Line Quarry adjacent to Wrightsville. Most of the remaining commercial and industrial uses are clustered along State Route 462 or at the two interchanges of US Route 30 in the Township. The remaining 10% of the Township is comprised of public and semi-public uses (Exempt, Utility and Streets on Table 6.5) such

as schools, churches, municipal and County facilities, public utilities and recreational facilities.

LAND USE REGULATIONS

In Pennsylvania, the power and responsibility to plan for land use and its regulation lies exclusively with local government, including counties. This is because the Pennsylvania General Assembly delegated to local governments a portion of the “police power” with respect to planning and land use controls to protect the public health, safety, and general welfare. Responsibility for land use planning and regulating development is exercised through the authority granted to municipal officials by the Municipalities Planning Code, Act No. 247 of 1968, as amended. The Comprehensive Plan is the method for planning for land use and the zoning ordinance and subdivision and land development ordinance are tools to implement the plan through regulation of land uses.

In addition to zoning and subdivision and land development ordinances, municipalities may adopt other ordinances to regulate aspects of use and development of land, including but not limited to Official Map Ordinances, Floodplain Ordinances, and Stormwater Management Ordinances. Wrightsville is one of only a few municipalities in York County without a zoning ordinance. In 1991, Wrightsville adopted a Subdivision and Land Development Ordinance replacing its original 1974 Ordinance. The Borough has also established regulations for stormwater management, development in floodplains, the licensing of Sexually Oriented Businesses and Massage establishments, permit requirements for fences, Planned Residential Developments, streets and sidewalks, trees, signs and billboards, and building permits.

Chapter 7. Community Facilities and Public Services

The purpose of this Chapter is to inventory the existing community facilities and public services in the Borough of Wrightsville. The locations of these facilities and services are shown on the Community Facilities Map.

Community facilities and public services include public schools, libraries and health centers; police and fire protection, and emergency medical services; local and regional recreational facilities; and public services such as water supply, waste water treatment, and solid waste collection and recycling.

SCHOOLS AND EDUCATIONAL FACILITIES

Wrightsville Borough is served by the Eastern York School District (EYSD). EYSD is comprised of Hellam and Lower Windsor Townships and East Prospect, Hallam, Yorkana, and Wrightsville Boroughs, covering 54 square miles in eastern York County.

The EYSD administrative offices and the Wrightsville Elementary School are located in the Borough, while Eastern York High School and Eastern York Middle School are located in Lower Windsor Township. There are 3 elementary schools for students in grades Kindergarten through 5; Kreutz Creek Elementary in Hallam Borough, Canadochly Elementary in East Prospect Borough, and the Wrightsville Elementary on Chestnut Street in the Borough. The Middle School, grades 6 through 8, and the High School, grades 9 through 12, share a campus in Lower Windsor Township. Enrollment at the high school for 2009/2010 was 770, middle school enrollment was 594, and the 3 elementary schools had a combined enrollment of 1,192.

The Wrightsville Elementary School was built in 1936 as a high school, becoming an elementary school in 1954. It was renovated and enlarged in 1966 and again in 1977, and replaced in 2002 with a current capacity of 500 students. For the 2009/2010 school year, the enrollment of the elementary school was 390, 78% of capacity. Most of the students living in Wrightsville Borough are able to walk to school. In 2009, Wrightsville Elementary School received a Federal Safe Routes to School grant from PennDOT for \$239,900 to install a flashing signal and signage at a crosswalk on Hellam Street and construct sidewalk along Orange, Second and Third Streets.

According to a report released by the Eastern York School District¹¹, all the District's "elementary schools, Middle School, and High School exceeded the state's requirements for Adequate Yearly Progress based on 2009 scores on the Pennsylvania System of School Assessment (PSSA)." In addition to meeting or exceeding academic standards, the schools facilities meet or exceed the physical needs of the student population.

Eastern York Area Recreation Commission (EYARC) Creative Preschool is a non-profit 501(c)3 organization that provides an early childhood program at the Canadochly Elementary School in East Prospect Borough. The private nursery school is licensed by the Pennsylvania Department of Education, Board of Private Academic Schools.

Other public and parochial schools available to students from the Borough include the York Country Day School in Spring Garden Township and York Catholic High School in

¹¹ <http://www.easternyork.com>

the City of York. Residents of Wrightsville also have access to institutions of higher education in York County, including the School of Culinary Arts, YTI Career Institute, York County School of Technology, the York campuses of Penn State University and Harrisburg Area Community College, and York College of Pennsylvania, all of which are in the greater York City area, as well as Millersville University, Lancaster Theological Seminary, Franklin and Marshall College, Thaddeus Stevens College of Technology, and the Pennsylvania College of Art and Design in neighboring Lancaster County.

HEALTH FACILITIES

There are no major medical facilities or clinics located in the eastern portion of the County, including the area around Wrightsville. However, there are several medical doctors and dentists with offices in the Borough or Hellam Township.

York County has 4 hospital facilities that are currently operational: York Hospital (York City), Hanover Hospital (Hanover Borough), Memorial Hospital (Spring Garden Township), and HealthSouth Rehabilitation Hospital of York (West Manchester Township). With the exception of the Hanover Hospital, these facilities are concentrated in the Greater York Area. In the Greater Lancaster City area are Lancaster Regional Medical Center, Community Hospital of Lancaster and Lancaster General Hospital. Lancaster General Hospital also maintains satellite facilities for specialists in Columbia Borough. Thus, residents of Wrightsville must travel to either the cities of York or Lancaster for critical medical care and emergency and trauma services.

York County has 10 medical facilities that are considered ambulatory surgery centers. These are defined by the PA Department of Health as “a separately-licensed facility or portion thereof, not located on the premises of a hospital, which provides specialty or multi-specialty outpatient surgical treatment on a regular and organized basis.” Eight of the ten ambulatory surgery centers are located in the Greater York Area, while two of the centers are located in the Hanover Area.

CHURCHES

There are six churches within the Borough representing several Christian denominations. The Borough’s churches were some of the first community facilities, dating to the time of earliest European Settlement in the late 18th century.

Table 7.1. Wrightsville Churches

Name	Address
Locust Street United Methodist Church	314 Locust Street
Trinity Lutheran Church	243 Hellam Street
Grace United Methodist Church	404 Hellam Street
Wrightsville Presbyterian Church	205 North 2 nd Street
Assembly of God	365 Orange Street
Heritage International Assembly of Pentecostals	201 South Second Street

OTHER COMMUNITY FACILITIES AND SERVICES

Library

Kreutz Creek Valley Library Center, 66 Walnut Springs Road, Hallam, is part of the 13 branch York County Library System (YCLS). In 2008, the Library had a circulation of 71,326 books, audio books, magazines, DVDs and videos.

Post Offices

The Wrightsville Post Office is located at 307 Hellam St. The 17368 Zip Code covers about 19 square miles with a population of over 7,000.

Other Organizations

Wrightsville Borough is home to American Legion Post 469 (Abel-Poff-Leithiser), located at the southeast corner of Second and Hellam Streets.

The Eastern Area Senior Center is located at Trinity Lutheran Church, 243 Hellam Street, and is affiliated with the York County Area Agency on Aging.

PUBLIC SAFETY

Public safety consists of police and fire protection, and emergency medical services. The Borough of Wrightsville maintains its own police force. Wrightsville Fire and Rescue serves the Borough and Hellam Township. All emergency police and fire calls are dispatched through the York County “911” program.

Police Protection

Wrightsville Borough maintains a municipal police department that serves the Borough, and is located on South 2nd Street next to the Wrightsville Steam Engine and Hose Company. The force currently consists of 3 full-time officers, 3 part-time officers and support and administrative staff. The Wrightsville Police Department has 3 Ford Crown Victoria police cars. Since 2005, the Police Department has responded to an average of 500 calls annually mostly domestic and public service calls and thefts. The primary source of funding for the Wrightsville Police Department is Borough taxes.

Fire Protection

Fire protection for residents and properties within the Borough and Hellam Township is provided by the Wrightsville Steam Engine & Hose Company, Station 41. Wrightsville Steam Engine & Hose Company was established in 1887. The 100% volunteer company has 28 active members, many are State or nationally certified Firefighter I or II level, as well as junior firefighters and support staff. Many of the active members are PA Department of Health certified Vehicle Rescue Technicians, Emergency Medical Technicians, and/or Emergency Responders trained to National Incident Management standards.

Wrightsville Steam Engine & Hose Company utilizes 4 vehicles to respond to emergencies including 2 Seagraves Engines, a Quick Response Vehicle (QRS) and a command vehicle. The Fire Company responds to an average of nearly 500 calls per year with approximately 10 members available per call. In 2009, Wrightsville Steam Engine & Hose Company responded to 645 calls, a increase from the 604 calls in 2008.

In addition to responding to calls in its primary service area, Wrightsville Steam Engine & Hose Company has reciprocal mutual-aid agreements with neighboring communities in York County and Lancaster County.

Primary Emergency Medical (ambulance) Service is provided by Eastern York Emergency Medical Services located in Hallam Borough. Eastern York EMS primarily transports patients to York area hospitals. In addition, Wrightsville Steam Engine & Hose Company QRS 41 responds to all Class 1 EMS calls within the Borough and Hellam Township. In 2009, QRS 41 responded to 202 incidents.

Hazard Mitigation Plan

Wrightsville Borough adopted the York County Hazard Mitigation Plan in April 2008. Hazard Mitigation is any sustained action taken to reduce or eliminate long-term risk to life and property from natural and manmade hazards. The York County Hazard Mitigation Plan assesses the hazard risk vulnerability and has identified and prioritizes actions necessary for mitigating hazard risks.

PUBLIC UTILITIES - WRIGHTSVILLE MUNICIPAL AUTHORITY

The Wrightsville Borough Municipal Authority provides water, sewer and trash collection services to the Borough and water and sewer to a small part of adjoining Hellam Township.

Water Supply

Water supply and service is provided by the Wrightsville Borough Municipal Authority, established in 1884 as a private company, later becoming a Pennsylvania municipal authority. The Authority has an annual revenue of \$1,000,000 and employs a staff of approximately 7. The Authority is permitted to draw 864,000 gallons of water per day from the Susquehanna River via Miller Lake, an abandoned quarry just north of the Borough in Hellam Township. A filtration plant is maintained adjacent to Miller Lake and a 642,000 gallon storage tank is located on the 600 block of Hellam Street in the Borough. In 2011, the water treatment plant supplied an average flow of 341,000 gallons per day.

Waste Water Treatment and Disposal

The Wrightsville Borough Municipal Authority serves the Borough, Cool Creek Manor in Hellam Township adjacent to the Borough and the Eastern York High School and Middle School Campus in Lower Windsor Township. Originally built in 1970 for the Borough, the system was extended into Hellam Township in 1972 and into Lower Windsor Township in 1995. The facility was again updated in 2010 to meet new federal limits for runoff and pollution in the Chesapeake Bay watershed. The waste water treatment plant is located in the Borough on Water Street and has a design capacity of 400,000 gallons per day, average daily flow in April 2011 was 324,000 gallons per day.

Solid Waste Management and Recycling

In 2006, the Borough adopted an ordinance establishing a mandatory recycling program for both residential and commercial properties. The Wrightsville Borough Municipal Authority provides trash, recycling and yard waste collection as an optional service for

the properties in the Borough utilizing 3 trucks. The Borough also provides coupons to property owners for the pick-up of large items.

OTHER UTILITIES AND PUBLIC SERVICES

The Borough of Wrightsville Public Works employees perform a variety of street maintenance functions including patching, signs and snow removal.

Stormwater Management

The PA Storm Water Management Act of 1978, Act 167, provides for the regulation of land and water use for flood control and storm water management purposes. Act 167 was adopted to encourage planning and management of storm water runoff consistent with sound water and land use practices; to preserve and restore the flood carrying capacity of streams; to preserve natural storm water runoff courses; to protect and conserve ground waters and groundwater recharge areas; and to encourage local administration and management of storm water consistent with the preservation of natural, economic, scenic, aesthetic, recreational and historic values of the environment.

A properly designed stormwater collection system should adequately manage the quantity, velocity and direction of stormwater runoff to protect health and property from possible injury. The measures for managing stormwater include detention and retention basins; other types of storage and infiltration structures, such as pits and trenches; porous and pervious paving; cisterns and underground reservoirs; and decreasing impervious area coverage. Roads and streets with drainage systems, such as catch basins and curbs, designed or used for collecting or conveying storm water runoff, and not combined as part of a sanitary sewer system or wastewater treatment plant, is an example of a stormwater management system provided by the local government.

The Borough adopted a Stormwater Management Ordinance in 2005. Among the purposes of the Ordinance are to control runoff and erosion and sedimentation problems, utilize and preserve natural drainage systems, encourage recharge of groundwater, prevent degrading of groundwater, and protect streams and other water courses.

In addition to the Borough's Stormwater Management Ordinance, part of Wrightsville falls within the Kreutz Creek watershed and is therefore subject to the watershed based York County Integrated Water Resources Plan (IWRP), which replaced the Kreutz Creek Watershed Act 167 Stormwater Management Plan in 2011. The purpose of the York County IWRP is essentially the same as the Borough's Ordinance, but with a broader focus on the entire Kreutz Creek watershed.

Electric, Gas and Communications

Electricity, natural gas, home heating fuels, and telecommunications are provided to Borough residents and businesses by a variety of private entities and public utilities.

Electric service in the Borough is primarily provided through PPL Electric Utilities Corporation with a small portion of the western end of the Borough served by First Energy/Metropolitan Edison. ATT and Verizon are the primary telephone service providers with additional service available through Comcast, Lingo and dPi. Television service is available through either Comcast Cable or Verizon (Direct TV). Comcast and

Verizon provide High Speed Internet service to the Borough, with HughesNet and other dial up options available. Columbia Gas provides natural gas.

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Chapter 8. Transportation

This Chapter provides an inventory of Wrightsville's transportation system, beginning with a description of the road network, followed by categorizing roadway functional classifications, as determined by the York County Planning Commission, in which roadway design standards and available traffic volume data are shown. The Chapter ends with a brief discussion on bridges and other modes of transport. This information can be useful when reviewing traffic studies related to proposed developments.

STREET AND ROAD NETWORK

Road Network

Wrightsville is connected to the metropolitan York and Lancaster areas by two major roadways. PA Route 462, Hellam Street, forms the Borough's main thoroughfare. U.S. Route 30 bypasses the Borough about one mile north and provides connections throughout Adams, York, and Lancaster Counties. About 9 miles west of Wrightsville is Interstate 83, the major north-south limited access highway connecting Harrisburg, York, and Baltimore. In Pennsylvania, I-83 allows connections to Interstate 76/PA Turnpike, the east-west toll highway providing connections between Pittsburgh and Philadelphia. In Maryland, I-83 connects to Interstate 95 and all its iterations around the Baltimore and Washington D.C. metropolitan areas.

Street Pattern

The need for different street types varies from municipality to municipality on the basis of differences in size, topography, population density and historical patterns of development. Wrightsville's street pattern is gridiron by design and is oriented toward rather compact development. This grid pattern of rectangular blocks is typical of most 18th and 19th Century towns. Many blocks in the older central downtown core are reduced in size by the presence of service alleys providing access to rear yards and garages.

The Borough's two main streets are Hellam Street (Route 462) and South Front Street (Route 624), both of which are state highways. The remaining local streets constitute the greatest proportion of the municipality's street mileage. Since a local street's function, by definition, is to provide access to abutting properties, relatively light traffic flow is found on these streets.

Street and Highway Jurisdiction

All streets and highways in Wrightsville are under the jurisdiction of either the State or the Borough. Total street and highway mileage is approximately 13 miles, occupying nearly 75 acres of land or 14% of the total developed area. Of the total mileage, less than 2.5 miles are maintained by the State. The remaining portion is the responsibility of the Borough.

Roadway Classifications and Design Standards

Functional classification of roadways refers to a system by which roads are described in terms of their utility. Theoretically, roads provide for two separate functions. First, roads provide for mobility or the ability to go from one place to the next. Second, roads provide

a measure of access to adjoining properties. Transportation experts use these two roadway characteristics to determine a road's functional classification. Roads that provide for greater mobility, accordingly, also result in reduced land access, and vice versa. This important relationship should always be considered when allocating future land uses along existing or planned roads. The Borough's roadway network can be adequately described by the following three categories: arterials, collectors, and local roads. PennDOT, York County Planning Commission and York Area Metropolitan Planning Organization (YAMPO) utilize seven roadway classification categories. Since the Borough of Wrightsville is an urbanized area (as noted previously, Wrightsville is an Established Secondary Growth Area), the Urban Functional Classification System¹² is being used. This System divided into major categories: principal arterial highways, minor arterial highways, collector roads, and local roads, as well as Freeways/Expressways, and Interstate Highways. The following types of roadways are found in Wrightsville and/or in eastern York County:

Arterial roads and highways offer a greater degree of mobility than land access. Therefore, individual driveway intersections with arterials should occur infrequently. Arterials generally carry between 10,000 and 25,000 average daily trips (ADT) for distances greater than one mile, often connecting urban centers with outlying communities and employment or shopping centers, and are primary mass transit routes that connect with central business districts of nearby cities and towns. Route 462, Hellam Street, is the only arterial roadway within the Borough and is classified as a minor arterial highway. The stretch of U.S. Route 30 that passes through Hellam Township just north of the Borough is classified as a principal arterial highways.

Interstate Highways are a type of arterial road intended to provide for a maximum of mobility over land access. The closest Interstate Highway, Interstate 83, is approximately 9 five miles west of Wrightsville Borough.

Collector roads, or in Wrightsville's case, urban collector streets, provide both access to land uses and traffic circulation within residential neighborhoods, and commercial and industrial areas. Collector streets are for travel distances often less than one mile and carry between 1,500 and 10,000 vehicles per day. Collector streets provide access to major land uses such as regional shopping centers, large industrial parks, major subdivisions, and community-wide recreation facilities, and serve vehicles traveling primarily between local streets and these community-wide activity centers or arterial roads. The collector street also collects traffic from the local streets and channels to arterial roads and highways. Route 624, South Front Street, and Cool Creek Road/Ninth Street are classified as Urban Collectors.

Local streets are intended to provide immediate access to adjoining land uses. Local streets are intended to only provide for transportation within a particular neighborhood or to provide a connection to one of the other road types already described. Except for the State routes identified above, all streets in the Borough are classified as local.

¹² Data on the functional classification is from the York County Comprehensive Plan, Transportation Plan component, and PennDOT.

Street and Highway Inventory – Existing Conditions

A detailed inventory of the entire Borough was conducted for the 1974 Comprehensive Plan to provide an updated survey of the existing thoroughfare system. The survey inventoried 100 existing street segments identifying the width of the right-of-way (ROW) and paved area, the direction of traffic flow, the number of effective lanes, if there was a parking prohibition, posted speed limit and other traffic control, curbs and sidewalks, and utilities and plantings. In the 1974 Comprehensive Plan, the average ROW of all streets (excluding alleys) was approximately 56 feet, and the paved surface averaged a width of 31 feet. The same averages continue to date. Several “paper” streets in the northwest corner of the Borough have also been improved and opened since that time.

The wide street system permits on-street parking, as evidenced by the relatively few streets which prohibit curb-side parking. Most of the streets also allow for two-way flow of traffic. In fact, all streets, except a section of Garden Avenue, between Third and Fourth Streets, and South Third Street between Hellam and Orange Streets, provide for and are capable of supporting a two-way traffic flow.

Curbs and sidewalks are found throughout much of the Borough. In the older sections, a mixture of earlier brick sidewalks and the typical cement type can be found. In the areas of more recent single-family residential development, sidewalks are given over to cement curbs and expanses of lawns.

Hazardous or Difficult Intersections

Pulling out onto Hellam Street from cross streets without signals can be difficult due to sight distance issues. In the past, the greatest numbers of traffic accidents occurred at these locations. Stop signs are provided at streets intersecting Hellam Street, while traffic signals are provided where Hellam Street intersects with Fourth Street, Sixth Street, and Cool Creek Road (Ninth Street). It is difficult to determine the actual number of automobile accidents occurring, since not all accidents are reported to Police. However, from the Borough’s perspective, the design of the 2nd and Hellam Streets intersection continues to be problematic from both a safety and efficiency perspective.

Road Conditions

Overall the condition of the Borough’s streets and other rights-of-way can be considered good. All roads and streets in Wrightsville are paved; and there are only a few unpaved sections of alleys.

In 2010, a Streets Condition Assessment Plan was completed. The Assessment Plan is an effort to quantify the quality of the Borough’s street system. An extensive survey was performed throughout the Borough and included the collection of street surface conditions, pavement histories, traffic levels, and curb and storm sewer conditions. The data has been compiled into a report and five (5) year maintenance plan to provide the Borough with a working maintenance plan from which yearly budgeting can be determined and future projects can be planned.

The report indicates that the quality of roadways throughout the Borough is generally fair (80% of the Borough’s street mileage is in fair condition).

Traffic Volumes and Average Daily Traffic

The Average Daily Traffic (ADT) for Hellam Street was more than 20,000 vehicles by 1970. The ADT was determined by counting the number of vehicles passing a specific point for one week and averaging the results for each 24-hour period during the week.

Following the opening of U.S. Route 30, which allowed through traffic to by-pass the Borough to the north, the traffic volume on Hellam Street decreased by approximately 10,000 vehicles between 1970 and 1974. In 2008, the Annual Average Daily Traffic¹³ for Hellam Street was 11,000 vehicles.

In 2008, PennDOT, conducted traffic counts in the Wrightsville, Hellam Township and Lower Windsor Township area for Routes 30, 462, 624 and 1016 (Cool Creek Road). Those counts revealed an average of 43,000 vehicles traveled daily on U.S. 30. The ADT on Cool Creek Road between Routes 462 and 30 was 12,000. Hellam Street between the Veteran's Memorial Bridge and Cool Creek Road carried an average of 11,000 each day, while 15,000 vehicles crossed the Bridge. The ADT for Route 462 west of Cool Creek Road was 6,900. South Front Street, Route 624, had an average of 2,000 vehicles per day. The ADT counts vehicles moving in both directions along a segment of roadway.

There is no available data on turning movements at major intersections in the Borough or classified counts that include truck traffic.

COMMUTING

Commuting patterns of a municipality are important in regards to job availability, land use patterns, traffic capacity, and overall growth. Commuting patterns for the Borough in 2000, which contribute to the traffic counts discussed in the previous section, were looked at in greater detail in Chapter 4, Economic Resources. The data in that Chapter, for the year 2000, showed that about 85% of working persons residing in the Borough commuted to jobs outside the Borough. Almost 38% of Wrightsville's workers would leave York County for work, but only 1% left the State. Less than 10% of Hellam Township workers worked in the Township and more than 30% worked outside York County. More than 90% of the workers in both the Borough and the Township drove alone in a personal vehicle, regardless of their destination. The average commute time for Borough residents was 21.5 minutes in 2000, while more than 25% of the workforce drove more than 30 minutes.

From the traffic counts in the previous section, it is clear that many of the Township residents are heading to U.S. 30 or crossing the Veteran's Memorial Bridge into Lancaster County as part of their daily commute.

Mass Transit

The York County Transportation Authority is the primary provider of public transportation services for York County. It operates under the name rabbittransit and provides many different types of transportation services to many areas of the County.

¹³ Traffic volumes are from the "York County Pennsylvania Traffic Volume Map," published March 2010 and prepared by the Pennsylvania Department of Transportation, Bureau of Planning and Research, Transportation Planning Division.

Wrightsville is served by a rabbittransit fixed route between the York Mall and Columbia Borough. The Route 12 – Wrightsville/Columbia bus makes eight daily outbound stops (traveling east) on Hellam Street at Third Street, and inbound stops (traveling west) on Hellam Street at Fourth Street.

Rabbittransit also provides a Paratransit curb-to-curb service, which is a County-wide van service available to everyone. Vans operate weekly and travel in various areas of the County at certain times daily. All anticipated trips must be scheduled by the day before transportation is needed. In addition, rabbittransit offers several specialty transportation programs, including Shared Ride Services for Seniors, Paratransit Service for Persons with Disabilities, and Shared Ride Service for Persons Receiving Medical Assistance.

Commuter Services of PA

Commuter Services of PA is an organization funded by Federal Congestion Mitigation & Air Quality funds offering free services to reduce traffic congestion by helping commuters find alternatives, other than driving alone, and by reaching out to employers so they can help their workforce find those options. They coordinate carpooling and other ride-sharing opportunities in a 9-County area that includes Franklin, Adams, York, Lancaster, Berks, Lebanon, Dauphin, Cumberland, and Perry. There is an informal “Park & Ride” lot at the Wrightsville interchange of US Route 30; however, the closest “Park & Ride” lot sanctioned by PennDOT is located in Lancaster County at Prospect Road and Route 30.

OTHER TRANSPORTATION SERVICES

Rail Service

CSX, Norfolk Southern and York Railway Company serve parts of northern and western York County. Wrightsville Borough is currently not served by an active railroad.

Aviation

There are four airports easily accessible to Wrightsville offering passenger services: the York Airport (THV) and the Capital City Airport (CXY) in York County; Lancaster Airport (LNS) in Lancaster County; and Harrisburg International Airport (HIA) in Dauphin County.

PEDESTRIAN FACILITIES

Sidewalks

In recent years more emphasis has been placed on providing and maintaining increased opportunities for walking and addressing pedestrian issues. As noted in the Street and Highway Inventory section, most streets in the Borough are provided with sidewalks. All the streets in the oldest part of the Borough, the downtown core, have sidewalks. North of Hellam Street, all blocks have sidewalks between Front and Fifth Street, and north to Cherry Street. Hellam Street, Locust Street and Cherry Street all have sidewalks to Seventh Street. On the south side of Hellam Street, most of the streets east of Second Street, as well as Chestnut Street to Third Street, have sidewalks. West and south of Wrightsville Elementary School, sidewalks are mostly absent from these streets.

In 2009, The Borough received a Federal Safe Routes to School grant from PennDOT for \$239,900 to install a flashing signal and signage at a crosswalk on Hellam Street, and construct a sidewalk along Orange, Second and Third Streets. The signage and sidewalks were installed in 2010. These improvements greatly increased the safety for students walking to and from the Wrightsville Elementary School.

Trails

The Mason-Dixon Trail traverses the Borough following Front Street and is described in Chapter 4 of this Profile. In May 2010, the portion of the Mason Dixon Trail that runs from Wrightsville to the Norman Wood Bridge in Lower Chanceford Township received recognition from the U.S. Department of Interior as a National Recreation Trail.

Pennsylvania Bicycle Route “S” follows PA Route 462, Hellam Street, through the Borough. The 416 mile Bicycle Route is the longest of Pennsylvania’s nine bike routes, traveling from the town of West Alexander in Washington County on U.S. Route 40 near the border of West Virginia to Washington Crossing in Bucks County where PA Route 32 crosses the Delaware River into New Jersey.

PARKING FACILITIES

As discussed earlier, the exceptionally wide pavement widths of the majority of the Borough’s streets allow for on-street parking with little or no adverse effect on the traffic movement. There are no sections of street side parking which are metered and no municipal parking lot within the Borough.

Donsco and the Eastern York School District, the Borough’s largest employers, have sufficient employee parking areas located along North Front Street and South Third Street respectively. Many of the small businesses, particularly those on Hellam Street and Front Street, provide private off-street parking lots to the rear or side of their properties. Most of the Borough’s churches and other businesses also provide areas for off-street parking.

Chapter 9. Recreation and Open Space Inventory and Analysis

Chapter 9. Recreation and Open Space Inventory and Analysis

Wrightsville is currently served by a variety of recreational facilities available to the residents of the Borough, as well as a larger population throughout York County. This section will provide an inventory and analysis of the adequacy of existing open space, including greenways and recreational trails for hiking and bicycling, and recreational facilities and programs serving the Greater York Region that includes Wrightsville and Hellam Township. The Greater York Region is one of five Planning Regions that are defined in the York County Comprehensive Plan and used consistently in planning documents prepared by the York County Planning Commission.

Proposals for possible upgrading and recommendations for new facilities and programs will be presented in the Recreation and Open Space Plan Chapter of the Growth Management Plan. The locations of the Borough's existing recreational facilities are shown on the Community Facilities Map.

OPEN SPACE

As defined in the York County Open Space and Greenways Plan, open space is *“Any publicly owned land, that is predominantly in a natural state, or water which is dedicated to providing areas for passive or active public recreation, protecting natural or historic resources and/or preserving scenic quality and community character.”* Therefore, open space includes both developed and undeveloped sites. In Wrightsville, River Front Park and Commons Park, the Susquehanna & Tidewater Canal tow path, Field #4, the Elementary School recreation area, as well as the flooded quarry on North Second Street, would all be considered open space.

According to the York County Open Space and Greenways Plan, the benefits of providing a community with open space and greenways are economic, environmental, recreational and educational. The economic benefits include “the potential to create jobs, enhance property values, expand local businesses, attract new or relocating businesses, increase local tax revenues, decrease local government expenditures and promote local communities.

Open space has many environmental benefits that are interrelated to economic and educational benefits afforded a community. For example, greenways and riparian buffers along rivers and streams can reduce the impacts of flooding which in turn can minimize the costs to property owners. In addition, and of critical importance to the Chesapeake Bay, erosion, runoff and sedimentation can be reduced through the creation of riparian buffers. Other environmental benefits include the protection of wildlife and plant habitats which are addressed in the Natural Areas Inventory component of the York County Comprehensive Plan. The preservation and protection of natural areas in Wrightsville Borough is addressed in the Future Land Use, Housing and Resource Protection Plan Chapter.

The provision of open space enhances active and passive recreational opportunities. Active recreational areas can be defined as areas used for group or team activities, especially those involving sports or playground equipment, and generating significant movement and/or noise from participation. These areas may also include hiking, biking, and fitness trails. Passive recreational areas are used for quiet, individual or small group

Profile

Chapter 9. Recreation and Open Space Inventory and Analysis

activity ranging from places to just sit and relax or for fishing, bird-watching, picnicking, and sunbathing to hiking and biking trails. Like hiking and biking, boating is a recreational activity that can be both active and passive.

Types of Open Space

The York County Open Space and Greenways Plan identifies several types of open space and areas and facilities that contribute to open space. Conservation Areas, Quasi-Public and Private Conservation Areas and Greenways as described in that Plan, are listed below. Greenways and other areas that contribute to open space, such as recreational facilities and trails, are presented in greater detail in the following sections. The different types of open space as described below are shown on the Community Facilities Map that accompanies this Comprehensive Plan. The Future Land Use Map shows open space as a type of land use without differentiating open space into types.

1. Conservation Area: Land or water used for the protection of natural or historic resources, plant and animal habitats, and/or scenic views. May include wildlife observation areas, hunting and fishing areas and trails of a passive recreational nature. May also include forests, game lands, greenways, and endangered/threatened/rare species preserves. In Wrightsville, there are currently no conservation areas; however, there are several areas close to the Borough in eastern York County that fall within this designation, such as Wildcat Gorge and the Accomac Riverbank in Hellam Township.
2. Quasi-Public and Private Conservation Areas: Land or water, that is not owned by a public agency, and which is used for the protection of natural or historic resources, plant and animal habitats, and/or scenic views. These areas include, but are not limited to, forest legacy sites, wildlife sanctuaries, environmental preserves and lands preserved through agricultural and/or open space conservation easements. Local examples are the land controlled by Safe Harbor Water and Power Company located in the Borough and Lower Windsor Township.
3. Greenways are a type of open space arranged as a corridor. Greenways will be further described and discussed in the next section.
4. A type of open space not listed in the York County Open Space and Greenways Plan but often found in developed, urbanized areas is land that is not developed or improved with buildings or other structures associated with commercial or residential use. The three cemeteries in the Borough fall into this category. In addition, the land in the Wrightsville Crossing subdivision that is available for commercial or industrial development but is currently being farmed, and the vast un-quarried land under the control of County Line Quarry is in the Open Space category. The cemeteries and the County Line Quarry land are shown as Open Space on the Future Land Use Map.

GREENWAYS

The York County Open Space and Greenways Plan defines a greenway as set forth by the State in *Pennsylvania Greenways: An Action Plan for Creating Connections*¹⁴.

¹⁴ For more information on *Pennsylvania Greenways: An Action Plan for Creating Connections* go to: www.dcnr.state.pa.us/brc/greenways/programvision.aspx

Chapter 9. Recreation and Open Space Inventory and Analysis

Greenway - A corridor of open space that varies greatly in scale, from narrow ribbons of green that run through urban, suburban and rural areas to wider corridors that incorporate diverse natural, cultural and scientific features. A greenway can incorporate both public and private property, and can be land-based or water-based. It may follow old railways, canals, or ridge tops, or it may follow stream corridors, shorelines or wetlands, and include water trails for non-motorized craft. Some greenways are recreational corridors or scenic byways that may accommodate motorized and non-motorized vehicles. Others function almost exclusively for environmental protection and are not designated for human passage. Greenways differ in their location and function.

Four types of greenways are listed in the York County Open Space and Greenways Plan:

1. **Conservation Greenways.** Exist primarily for the value of their ecological functions, provide habitat for wildlife (food, shelter and cover to numerous species).
2. **Recreational Greenways.** Used primarily for informal, low-impact recreation. Recreational use by residents and tourists may take place over the land or along a river enclosed in a riparian buffer greenway. Recreational uses can include trails, hunting, fishing, wildlife watching and enjoyment of cultural and historical sites.
3. **Riparian Buffers.** Conservation greenway along a river or creek that traps sediment and nutrients, shades and cools the water, protects the banks from erosion and provides for wildlife movement and habitat.
4. **Greenbelts.** Interconnected conservation tracts and corridors that wrap around a community.

TYPES OF RECREATIONAL FACILITIES

Guidelines developed by the National Recreation and Park Association¹⁵ (NRPA) provides a framework for recreation planning that relies on locally based planning processes rather than arbitrary standards based on a ratio of facilities to a specified percentage of population. The guidelines promote a comprehensive planning process that is based on local concerns and assessment of conditions to define a plan that meets community needs. Additional public input should be obtained to fully refine any standards specific to the needs of Wrightsville Borough. The assessment of such standards should include an analysis of the amount and distribution of existing and planned recreation resources, analysis of service area and determination of park classification for the Borough's parks. In the future, the Borough may decide that a more thorough and detailed analysis of its recreational and open space needs should be undertaken, and that standards unique to Wrightsville should be developed. The information presented here, a combination of the NRPA guidelines and data from the

¹⁵ The National Recreation and Park Association's (NRPA) Park, Recreation, Open Space and Greenway Guidelines, 1996

Chapter 9. Recreation and Open Space Inventory and Analysis

York County Open Space and Greenways plan provides the Borough with a base to begin such an investigation.

The NRPA Park, Recreation, Greenway and Open Space Guidelines classifies park and recreation facilities into 16 categories ranging from mini- and neighborhood parks, through natural resource areas and greenways to more specialized facilities such as equestrian trails. For the purpose of this Recreation and Open Space Inventory, not all NRPA categories will be utilized. The information on the following types of park and recreation facilities, which are currently found in the Borough or in eastern York County, is primarily derived from the NRPA Park, Recreation, Greenway and Open Space Guidelines. The NRPA descriptions and criteria has been combined with applicable criteria from the York County Open Space and Greenways Plan for a greater understanding of the various types of recreational facilities. The criteria described in this section provide a frame of reference for the Borough to establish standards for parks and other recreational facilities.

1. Mini – Park. The smallest park classification located in a neighborhood setting with both active and passive facilities, such as picnic and sitting areas, and a small playground or tot lot. Also called vest-pocket park, these mini-parks can also be a landscaped public use area in a commercial or industrial area.

Size: A Mini-park is typically between 2,500 square feet and one acre (43,560 square feet). However, any park less than five acres could be considered a mini-park.

Location/Service Area: The location of a mini-park is often determined by the provision of a specific recreational need or taking advantage of a unique opportunity. The service area in a residential neighborhood is typically less than a 1/4 mile radius, and would be accessible by way of interconnecting trails, sidewalks, and low volume residential streets.

Local Examples: The open space at the approach to the Veterans' Memorial Bridge; Constitution Square at Sixth and Hellam Streets.

2. Neighborhood Park. The basic unit of the park system serving as the recreational and social focus of the neighborhood, and should be developed with both active and passive activities geared for those living in the service area. It is important that neighborhood parks create a sense of place for a variety of age and user groups, including children, adults, elderly and special populations.

Size: Demographic profiles and population density are used to determine a neighborhood park's size. Five acres is generally considered to be the minimum size necessary to provide the broad range of activities. Ten acres is considered optimal.

Location/Service Area: A neighborhood park should be centrally located within a 1/4 mile to 1/2 mile service radius. This area should not be interrupted by non-residential roads and other physical barriers, being accessible throughout its service radius by way of interconnecting trails, sidewalks or low volume residential streets.

Facilities: Unstructured active recreational activities such as ball courts (basketball, volley ball, tennis), play structures and non-programmed "informal" fields. Shuffleboard, horse shoes, ice skating and an activity room could also provide active recreational opportunities. Passive recreation facilities could include internal trails, picnic and sitting

Chapter 9. Recreation and Open Space Inventory and Analysis

areas, and general open space. Ideally, the amount of space dedicated to active and passive recreation is in balance.

Local Example: Commons Park at the foot of Walnut Street.

3. School/Community Park. Combines the resources of two (2) public entities to allow for expanded recreational, educational, and social opportunities in a cost-effective manner.

Size: Depends upon intended use. Size criteria for recreation nodes, neighborhood or community parks. School buildings are not considered in the acreage calculation.

Location/Service Area: Determined by the school district based upon distribution of the schools. The location of the school would dictate how it fits into the park and recreation system and can meet the needs of both. Service Area for the site depends upon the type of use of the site.

Facilities: A school/community park could provide a range of activities that should be based upon the criteria of other park classifications. A smaller park oriented to the immediate neighborhood should be developed likewise. If athletic fields are developed, they should be oriented towards youth rather than adult programs.

Local Examples: Wrightsville Memorial Park at the Eastern York School District campus (Wrightsville Elementary School)

4. Community Park. Larger than a neighborhood park to meet the broader recreational needs of several neighborhoods. They should provide for both active and passive recreation, as well as the preservation of open space and unique landscapes. They can provide space for recreational or group activities either not desirable or feasible in neighborhood parks.

Size: Variables such as demographic profiles, population density, resource availability and recreation demand determine the size of the facility. The optimal size is 20 to 50 acres, based on desired uses.

Location/Service Area: Should serve two (2) or more neighborhoods, or a large part of the community. With a one-half (1/2) to three (3) mile service radius, the community park should be served by arterial and collector roads and accessible from throughout its service area by way of interconnecting trails.

Facilities: Designed for both active and passive uses described in Neighborhood Parks, facilities can also include larger play structures, swimming pools, and features for cultural activities such as concerts and plays. Programs should be primarily unstructured; however limited programmed activities would be suitable. Off-street parking lots and lighting should be provided as appropriate.

Local Examples: The closest any recreational facilities in the Wrightsville area come to this type of park is Riverfront Park. The Barshinger Fields in Hellam Township also could be considered a community park; however, the activities there are primarily programmed athletics.

5. Sports or Athletic Complex. Consolidates heavily programmed athletic fields and associated facilities in fewer sites to allow for economy of scale, improved management,

Profile

Chapter 9. Recreation and Open Space Inventory and Analysis

greater control over impacts to neighborhood and community parks, such as over-use, traffic congestion, and parking.

Size: Based on a variety of demographic factors, including age-group population forecasts as well as the intended use, to meet projected needs. Consideration should be given to acquiring an additional 20 to 25% land area for future expansion.

Location/Service Area: Strategically located community-wide facilities within reasonable driving times but separated from residential areas if possible. However, the facility should also be accessible through interconnecting trails to residential neighborhoods.

Facilities: Sports complexes should be developed as multi-use facilities to accommodate more users. A combination of baseball/softball, football, soccer and Lacrosse fields; and basketball, volley ball and tennis courts should be included.

Local Examples: Barshinger Fields in Hellam Township

6. Special Use Park. This classification covers a broad range of parks and recreational facilities oriented toward single-purpose use, including historic and cultural sites, community and senior centers, marinas, community theaters, hockey arenas, golf courses, tennis centers and sports stadiums.

Size: Varies greatly by intended use. Golf courses could require as much as 150 acres, while a community center with parking could require as little as one (1) acre.

Location/Service Area: Based upon the recreation needs and interest of the community, as well as the type of activity. They should be strategically located community-wide facilities easily accessible from arterial and collector roads, as well as the local street system.

Facilities: All single-use facilities should be accommodated by adequate off-street parking lots.

Local Examples: The John and Kathryn Zimmerman Center for Heritage at Historic Pleasant Garden in Lower Windsor Township, a component of the Susquehanna Heritage Park. The old Limekilns on North Front Street in the Borough offer the potential to be formally developed into a park.

7. Private Park/Recreational Facility. Private parks are often part of a residential community and can include swimming pools, tennis courts and community centers. They would be for the exclusive use of residents and maintained by a homeowners or condominium association. Private Recreational facilities are for-profit establishments, such as health and fitness clubs, golf courses, amusement parks and other sports facilities, requiring membership or entrance fees.

Size: Varies greatly by intended use. Golf courses could require as much as 150 acres, while a health club with parking would require as little as one (1) acre.

Location/Service Area: Location would be determined by the private developer.

Facilities: All single-use facilities should be accommodated by adequate off-street parking lots.

Profile

Chapter 9. Recreation and Open Space Inventory and Analysis

Local Examples: Second Street Quarry Club (private membership club); Cool Creek Golf Club (private club open to the public).

8. Regional Park. The NRPA does not list a regional park in its Parks, Open Space, and Pathways Classification Table. However, the NRPA classifications of Natural Resource Area/Preserve and Community Park would be similar in character and purpose to the York County Open Space and Greenways Plan definition of a Regional Park: Usually serve counties and are typically located within 30 miles or a one-hour drive from a population center or serve several municipalities within a county. Typically consist of 200+ acres.

Size: Both parks used as local examples are less than the 200+ acres identified above.

Local examples: Highpoint Scenic Vista and Recreation Area, Lower Windsor Township; Rocky Ridge County Park, Hellam and Springettsbury Townships; and Samuel L. Lewis State Park, Lower Windsor Township, are examples of regional parks and described in more detail in the next section of this Open Space and Recreation analysis.

EXISTING RECREATIONAL FACILITIES

Wrightsville Borough is served by a variety of recreational facilities available to the residents of the Borough as well as a larger population throughout York County. As defined above, the facilities listed in Table 9.1 include: a mini-park, a neighborhood park, a school or community-park, and private recreation and special use areas. Located within a short drive of the Borough are several regional parks, an athletic facility and private park/recreational facilities.

Further analysis of the adequacy of those facilities that directly impact the residents of the Borough, as well as recommendations will be contained in the Open Space and Recreation Plan Chapter. The locations of the Borough's recreational facilities are shown on the Community Facilities Map.

Commons Park

Commons Park is a riverfront green space operated and maintained by the Wrightsville Borough Parks and Recreation. This neighborhood park is located at the foot of Walnut Street, between Front Street and the Susquehanna River, and adjacent to the John Wright Restaurant and Store. The small park includes several picnic tables and a boat launch. It is a favorite spot for bird watching with spectacular views of the old bridge piers and the Veterans Memorial Bridge. Other activities include fishing and walking along the river. Two interpretive panels are located in Commons Park – The River: a corridor or a barrier, and Burning the Bridge – which are described in Chapter 1 and Chapter 4.



Table 9.1 Recreational Facilities

Facility	Acres	Hiking/Nature Trails	Courts	Fields	Playgrounds	Boating	Fishing	Open Space	Mountain Biking	Education	Picnicking/Pavilions	Camping	Horseback Riding	Hunting	Wildlife Observation	Swimming	Historic Site	Type of Facility
Commons Park	0.4					X	X	X			X				X		X	Neighborhood Park
Veterans Memorial Bridge Approach	0.3							X		X							X	Mini-Park
Riverfront Park Susquehanna & Tidewater Canal	16	X				X	X	X			X				X		X	Community Park
Wrightsville Field #4	16			X				X										Community Park
Wrightsville Memorial Park	6.5		X	X														Community/School Park
Wrightsville Lime Kilns	0.9									X							X	Special Use Park
Second Street Quarry Club	3.2										X					X		Private Park/Recreational Facility
Mason-Dixon Trail		X													X			Trail
Barshinger Fields	28			X	X													Sports or Athletic Complex
Rocky Ridge County Park	750	X	X	X	X				X	X	X		X	X	X			Regional Park
Samuel L Lewis State Park	84	X						X		X	X				X			Regional Park
Highpoint Scenic Vista	80	X						X		X	X				X		X	Regional Park
Native Lands County Park	187	X						X		X					X		X	Regional Park
Klines Run Park							X	X			X				X			Regional Park
Lock 2 Boat Access Area						X	X											Special Use Park
Cabin Branch Creek Park			X	X														Community Park
Cool Creek Golf Club	140																	Private Park/Recreational Facility
Crystal Drive Park	1				X													Neighborhood Park
Wilton Meadows	45	X						X		X					X			Open Space – Conservation Area
Zimmerman Center for Heritage		X						X		X							X	Heritage Education Facility

Source: YCPC, CSD

Veterans Memorial Bridge Approach

This 1/3 acre landscaped mini-park is located on the north side of the western approach to Veterans Memorial Bridge and is owned by Borough. The space contains a Rivertownes PA USA interpretative panel providing a brief history of Wrightsville.

Riverfront Park/Susquehanna River

Wrightsville's Riverfront Park provides public access to the Susquehanna River. This 16 acre community park, which is leased from Safe Harbor Water Power Corp. by the Borough and the Pennsylvania Fish and Boat Commission (PFC), offers fishing, boating, picnic tables and a pavilion, a playground and ball field. A boat launch is leased and maintained by the PFC. As part of this comprehensive planning effort, the Borough received funding through a York County Community Development Block Grant and a PA Department of Conservation and Natural Resources (DCNR) Community Conservation Planning Partnership Grant to undertake a separate



feasibility study and master site plan for Riverfront Park. The Riverfront Park Feasibility Study examined the feasibility for the Borough to gain long-term control of the site through purchase, donation, gift, or lease of at least 25 years. The Master Site Plan will create a plan for the development of the Park and identify potential programs and activities. The issues, constraints and opportunities of Riverfront Park are addressed in the final report of that initiative.

The Park is also the site of a section of the Susquehanna and Tidewater Canal bed and the remnants of Lock No. 1. The Susquehanna and Tidewater Canal was built between 1836 and 1840. It extends from Wrightsville, York County, to Havre de Grace, Maryland, along the west side of the Susquehanna River. For more information on the Susquehanna and Tidewater Canal see the Historic Resources section of Chapter 1 in the Community Profile of this Comprehensive Plan. An interpretative panel sponsored by the DCNR, Chesapeake Bay Gateway Network and Susquehanna River Greenway Partnership is located near the boat launch and provides information on the lower section of the Susquehanna River Water Trail between York Haven and Safe Harbor. The display shows boat and canoe access points, marinas, birding areas, camping and picnic areas, scenic areas and overlooks, and the path of the Mason-Dixon Trail, as well as other points of interest. The Mason-Dixon Trail, which currently follows Front Street adjacent to Riverfront Park, is another amenity and is discussed in further detail later in this section.



Wrightsville Field #4

This mostly undeveloped 16 acres of open space, located in both the Borough and Hellam Township at the northern end of North Fourth Street adjacent Paw Paw Alley, could be considered a community park, although the recreation area currently consists of two baseball fields and open space. However, grading was completed in 2010 to establish soccer/football fields. The site is owned by the Wrightsville Municipal Authority and maintained by the Wrightsville Recreation Commission.

Wrightsville Memorial Park

This Community/School Park is adjacent to the Wrightsville Elementary School at South Fifth Street, between Garden Avenue and Orange Street. The 6 ½ acre Park serves residential neighborhoods in both the Borough and adjacent areas of Hellam Township. The Park and athletic fields are maintained by the Borough Recreation Commission, while the land is owned by the Eastern York School District. The facility includes basketball courts, a baseball field and a large multi-purpose field.



Wrightsville Lime Kilns

This one (1) acre Borough owned parcel at North Front Street and Limekiln Alley contains a series of historic limekilns built in the 19th Century for the iron furnaces in Wrightsville. There is an interpretive panel explaining the history of the site. As an historic site, the Lime Kilns would be classified as a special use park.

Second Street Quarry Club

The 3.2 acre Second Street Quarry Club property, located on N. Second Street in the Borough is an example of a private park or recreational facility. The flooded former stone quarry provides fishing, picnicking and a playground to its members only.

Mason-Dixon Trail

The Mason-Dixon Trail is a 193-mile long hiking trail that traverses northwest to southeast through York County. The Trail passes through three (3) County Parks and Pinchot State Park, as well as natural areas, as it meanders from the Appalachian Trail at Whiskey Spring in South Middleton Township, Cumberland County, to the Brandywine Trail in Chester County. The trail follows the west bank of the Susquehanna through Wrightsville following Front Street south to the Maryland State line in Peach Bottom Township, then continues into Maryland and Delaware, to its eastern terminus at Chadds Ford, PA, on the banks of the Brandywine River. Tree markings show the route. The Trail is maintained by members of Mason-Dixon Trail, Inc. (See also Heritage Tourism in Chapter 4 of the Community Profile)

In May 2010, a portion of the Mason-Dixon Trail was recognized as a National Recreation Trail (NRT) in Pennsylvania. The National Trails System includes 31 National Recreation Trails in 15

states. The Mason-Dixon Trail is part of a statewide network of 65 National Recreation Trails totaling nearly 2,100 miles.

According to the May 12, 2010, Department of Interior press release, “National Recreation Trails are components of the National Trails System and recognize existing trails that connect people to important natural, recreational and cultural places and improve their quality of life. The program is jointly administered by the National Park Service’s Rivers, Trails, and Conservation Assistance Program and the U.S. Forest Service in partnership with other federal and nonprofit partners, notably American Trails. Each of the trails added to the system will receive a certificate of designation and trail markers. They become part of a national network of more than 1,050 trails encompassing more than 12,500 miles.

The Mason-Dixon Trail section that received the NRT recognition follows the Susquehanna River for thirty miles in York County between Wrightsville and the Norman Wood Bridge in Lower Chanceford Township, and is easily accessible from 12 municipalities in York and Lancaster Counties, as well as Harford County, Maryland. The Mason-Dixon Trail System was built and continues to be maintained by volunteers, and was originally connected together in 1985. Further information on the trail is available at www.masondixontrail.org.

In addition to the natural assets of flora, fauna, geologic formations, and scenic overlooks, there are many points of historic interest along the Mason-Dixon Trail in York County including two locks from the Tidewater and Susquehanna Canal and the Indian Steps Museum.

Barshinger Fields, Hellam Township

This athletic or sports complex is located on Accomac Road adjacent to US Route 30, and features several soccer fields and baseball diamonds. There is also a concession stand, picnic tables and playground for young children. The facilities are operated and maintained by the Hellam Area Recreation Committee.

Rocky Ridge County Park, Hellam and Springettsbury Townships

This 750 acre regional park includes two (2) activity areas, over 12 miles of trails for hiking, mountain biking, and horseback riding, as well as two (2) observation decks offering scenic views and bird watching. The Park also includes a softball field, volley ball court, horseshoe pits and a fitness trail. Pavilions are available for picnics and hunting is allowed by special permit.

Samuel L Lewis State Park, Lower Windsor Township

This 85-acre regional park is dominated by Mt. Pisgah, an 885-foot high ridge separating Kreutz Creek Valley and East Prospect Valley. The overlook offers views of the Susquehanna River Valley. The park offers picnic tables and pavilions, ball field and playground equipment, and short one-mile hiking trails.

Susquehanna Heritage Park,¹⁶ Lower Windsor Township

The Susquehanna Heritage Park consists of three (3) components located a few miles south of Wrightsville overlooking the Susquehanna River near Long Level. One of 11 public parks operated by the York County Department of Parks and Recreation, the Susquehanna Heritage

¹⁶ The information on the Susquehanna Heritage Park is derived from the Susquehanna Gateway Heritage Area website at www.susquehannaheritage.org.

Park is a regional initiative to preserve scenic and historic lands along the Susquehanna River that includes Highpoint Scenic Vista and Recreation Area (a County Park), the Zimmerman Center for Heritage, and the Native Lands County Park, which are described below. A future visitor education center is proposed at Klines Run Park.

Highpoint Scenic Vista & Recreation Area

As the first phase of the Susquehanna Heritage Park, Highpoint was initially slated for development of luxury housing, when acquired by York County in 2004. The 80-acre regional park, established by the County of York and regional partners, is the scenic gateway to the Susquehanna Heritage Park.

According to promotional information found on the Susquehanna Gateway Heritage Area website, in addition to Highpoint's natural beauty and abundant plant and animal life, the primary interpretive feature of the Park is The Highpoint Heritage Trail, an accessible gravel trail that rises 110 vertical feet during the one-half (½) mile trek to the summit. The scenic vista is an ideal spot to take in the beautiful and historic panorama of the Susquehanna River and the York and Lancaster County countryside. The trail includes six (6) waystops marked with a numbered post describing a different feature or scene, such as the river crossing between Wrightsville and Columbia visible to the north, or Lake Clarke to the south, which was created in the 1930s when the Susquehanna River was dammed for the construction of Safe Harbor hydroelectric power plant. Long Level, named for a lock-free section of the old canal along the York County shore is a popular spot for boating, fishing and other water recreation.

Native Lands County Park

Adjacent to Safe Harbor Water and Power Company's Klines Run Park, this 187 acre regional park (93 acres are designated as park land) was acquired by York County in 2008 as part of the Susquehanna Heritage Park. Like Highpoint, portions of Native Lands County Park were slated for the development of luxury housing prior to acquisition.

The Native Lands Heritage Trail, under the management of York County Department of Parks and Recreation, is a 6' wide mowed trail traversing the property from north to south. The trail also served for the relocation of the Mason-Dixon Trail from the Long Level Road. The one-mile long Native Lands Heritage Trail includes a link, via the Pleasant Garden Trail, to the Zimmerman Center for Heritage. The trail features numbered waystops for viewing and learning about the history and cultural heritage of the area, as well as local plant and animal life. Other trails lead to Highpoint Scenic Vista and Recreation Area, the Dritt Family Cemetery and around the Susquehannock Indian Village historic site.

The history of this area includes settlement by the Susquehannock Indians, the first inhabitants of the region—that is estimated to be over 12,000 years old. It is believed that as many as 50,000 Susquehannock Indians lived within the area visible from Highpoint Scenic Vista. The last known village of the Susquehannock Indians once stood at the site of Native Lands County Park from about 1676 to 1680. Listed in the National Register of Historic Places as the Byrd Leibhart site, it is recognized by the National Park Service as worthy of nomination for National Historic Landmark status. The Susquehannock Indians carved images called petroglyphs on river rocks to the south, the only place on the Susquehanna River where extensive rock art sites have been found.

John and Kathryn Zimmerman Center for Heritage

This special use park, located on Long Level Road at the Historic Pleasant Garden, was a working farm as late as the 1930s. The Zimmerman Center provides access to the Pleasant Garden Trail, Native Lands County Park, which includes the Native Lands Heritage Trail, and paths to the Dritt Family Cemetery and the historic last village site of the Susquehannock Indians. The Zimmerman Center is the home of the Susquehanna Gateway Heritage Area and hosts the Visions of the Susquehanna Art Collection.

The Susquehanna Gateway Heritage Area serves Lancaster and York Counties with a special focus on the Susquehanna River. It is part of HeritagePA, Pennsylvania's network of 12 officially designated Heritage Areas. Heritage Areas are regional advocates for the preservation and promotion of the State's rich natural and cultural heritage, combining resource conservation and education with economic development through revitalization and heritage and outdoor tourism. The Susquehanna Gateway Heritage Area is part of the Susquehanna Greenway, a 500 mile long network of land and water trails, natural areas, and river towns, which is Pennsylvania's largest greenway.

Wilton Meadows, Hellam Township

Wilton Meadows is a 45-acre tract of open space overlooking the Susquehanna River just south of the Borough. In 2010, Hellam Township donated the entire Wilton Meadows tract to Lancaster County Conservancy for permanent protection. The Farm and Natural Lands Trust of York County holds a conservation easement on the land.

Wilton Meadows connects other tracts of natural land in the area and includes native species of plants and wildlife, a continuous canopy with multi-tiered under-story of trees, shrubs, wildflowers and grasses that provide natural habitat, breeding sites, and corridors for the migration of birds and wildlife. The Mason Dixon Trail passes through the property, providing views of the Susquehanna River.

Klines Run Park, Lower Windsor Township

This regional park, located on Route 624, Long Level Road, about three (3) miles south of Wrightsville, is a small Park owned by Safe Harbor Water and Power Company. Klines Run Park was created in the 1930s with the Safe Harbor Dam project. It has a good view of the Susquehanna River, several pavilions for public use and well maintained grounds. The Park also features a wooden pole disc golf course that is open to the public.

The Safe Harbor Dam also created the Conejohela Flats, the islands and mudflats on the Lancaster County side of the river, which each year host up to 38 species of migratory shorebirds that stop on their way to breeding grounds in the Arctic and wintering grounds in South America.

Lock 2 Boat Access Area, Lower Windsor Township

This special use park is located on Route 624 in Lower Windsor Township about six (6) miles south of Wrightsville. This is Lake Clarke's most popular public boat-launch area.

Cabin Branch Creek Park, Lower Windsor Township

The Park is located on Long Level Road about five (5) miles south of Wrightsville, just south of Native Lands County Park and the Zimmerman Center. The Park provides baseball fields and access to the Mason-Dixon Trail.

Cool Creek Golf Club, Hellam Township

Located on Cool Creek Road, this is a 140 acre private park/recreational facility. The eighteen-hole championship layout golf course is open to the public.

Crystal Drive Park, Hellam Township

This small neighborhood park is located just outside the Borough on Crystal Drive. The 1 acre park provides playground equipment for the children in the adjacent residential neighborhood.

RECREATION ORGANIZATIONS, PROGRAMS AND ACTIVITIES

In June 2010, the Borough Council of Wrightsville adopted an ordinance “Defining and Establishing Regulations for the Use of Parks and Recreational Facilities within the Borough of Wrightsville.” The Ordinance sets hours, prohibitions and reservation for use at the Borough’s parks and recreational facilities.

Wrightsville Borough Recreation Commission

The Wrightsville Recreation Commission (WRC) is appointed by Borough Council for the purpose of operating, maintaining and promoting the Borough’s recreational opportunities and facilities. The WRC works with the Eastern York County Youth Sports (see below) to provide athletic activities at the Borough facilities. In addition, the WRC undertakes fundraising activities to provide equipment, maintenance and repairs and operates the concession stand at the baseball fields in Riverfront Park on Lemon Street.

Wrightsville Community Recreation Commission

The Wrightsville Community Recreation Commission (WCRC) is a not-for-profit organization providing a 6-week summer recreation program to the youth of Wrightsville. The WCRC was established in 1996 by the local Rotary Club, and continues to receive funding through the Smith Foundation and contributions from local businesses. The daily 3-hour programs are held at the Wrightsville Elementary School. Indoors and outside activities supervised by paid staff include crafts and swimming.

Eastern York County Youth Sports

Eastern York County Youth Sports is dedicated to promoting health and a competitive spirit in boys and girls in eastern York County. They offer programs in basketball, football and baseball along with cheerleading. More information can be found at <http://www.eycyouthsports.com>. Activities are held in Wrightsville at Wrightsville Baseball Field on Lemon Street in Riverfront Park, and the Wrightsville Elementary School. In the vicinity of the Borough, activities are held at Cabin Branch Fields on Long Level Road in Lower Windsor Township, Kreutz Creek Elementary School and Hellam Baseball Fields in Hallam Borough, Eastern Middle School on Cool Creek Road in Lower Windsor Township, Canadochly Elementary in East Prospect Borough, as well as many other locations from Red Lion Borough to York Haven Borough.

Eastern York Area Recreation Commission

The not-for-profit Eastern York Area Recreation Commission (EYARC) has been providing a variety of recreational and educational opportunities and services to the citizens of eastern York County since April 2003. It was founded with the assistance of the Department of Conservation and Natural Resources (DCNR) to meet the demand for professionally organized recreational

and educational programs and activities in the area. EYARC is dedicated to providing a range of programs designed to promote physical, intellectual and emotional well-being, including athletics, fitness, recreation, and education. EYARC is a partnership of Lower Windsor Township, East Prospect Borough, Yorkana Borough and Eastern York School District. In addition to its recreation and wellness programs, EYARC operates pre-school and child care programs, as well as activities for area senior citizens. More information can be found at the Commissions website www.eyarc.org.

York County Department of Parks and Recreation

The mission of the York County Department of Parks & Recreation is to enhance “the quality of community life acting as a steward for the environment,” through the acquisition, conservation, and management of park lands, The Department also offers a variety of recreational and educational opportunities.

The York County Parks in the vicinity of Wrightsville include Highpoint Scenic Vista & Recreation Area, Native Lands County Park and Rocky Ridge County Park. More information about these and other York County parks and open space can be found at www.yorkcountyparks.org.

Susquehanna Greenway Partnership

The Susquehanna Greenway Partnership is involved in an ongoing planning effort to establish a greenway plan for the Susquehanna River. The Partnership envisions the River’s greenway as “a place and a journey that connects people and communities to the Susquehanna River.” The themes that are represented in the vision of the Susquehanna Greenways Partnership are recreation, environment, economy, education and community. The Susquehanna River corridor was originally divided into five (5) sections (reaches) for planning purposes and York County fell within the Reach 4 – Lower Susquehanna, Heritage of River Hills and Gorges. The Partnership strives to raise public awareness about the recreational and educational opportunities of the River, with the priorities of protecting historic, agricultural, natural and archeological features. Linkages are important to the Partnership and can be made between people, projects, natural places and manmade resources. The Susquehanna Greenway Partnership is dedicated to developing and sustaining the Susquehanna Greenway to connect communities and enrich lives through enhanced recreation, healthy living, economic prosperity and environmental stewardship.

According to the Susquehanna Greenways Partnership website, www.susquehannagreenway.org, the organization has changed. York County is now in the Lower Susquehanna Region bringing the Susquehanna Gateway Heritage Area in as a partner. Two (2) projects within the Lower Susquehanna Region are the Lower Susquehanna Water Trail and the Lower Susquehanna Region Utility Lands Study.

Susquehanna River Water Trail

A 103-mile section of the Susquehanna River Water Trail, from Sunbury to the Maryland border has been designated as a National Recreational Trail by the U.S. Department of the Interior. This stretch of the River includes the Middle and Lower Sections of the Susquehanna River Water Trail. The Lower Section of the water trail is 53 miles long, beginning at the New Market Boat

Access near Harrisburg and ending a few miles south of the Mason-Dixon Line at the Broad Creek Access in Maryland.

Lower Susquehanna Utility Lands Planning Project

Completed in 2004, the purpose of the project was to ensure the ongoing conservation and protection of utility-owned lands. The report included GIS mapping of lands held by First Energy, PECO, PPL and Safe Harbor power companies. The report also includes an acquisition strategy that identifies the protection of utility lands as “*a critical step in the establishing of what many have referred to as a ‘ribbon of green’ along this stretch of the River.*” The Lancaster County Conservancy, Susquehanna Gateway Heritage Area, York and Lancaster Counties, the Conservation Fund and DCNR all worked together with the utility companies to identify specific parcels appropriate for protection. PPL Corporation has an agreement to transfer about 3,500 acres of company-owned land along the Susquehanna River in Lancaster and York counties near PPL's Holtwood hydroelectric plant through a bargain sale or other means to the Lancaster County Conservancy, York County and PA DCNR. In addition, PPL Corporation is transferring the Indian Steps Museum in Lower Chanceford Township to the Conservation Society of York County.

Pennsylvania State Recreation Plan, 2004-2008

Pennsylvania's Department of Conservation and Natural Resources (DCNR) prepared and implemented the Recreation Plan for the State. The Plan is a five (5)-year prioritization of the Commonwealth's recreational needs and is used as a guide for funding. Also included in the Plan are results of a 2003 Recreation Participation Survey conducted for DCNR by Franklin and Marshall College. New strategies included partnership initiatives between DCNR and other State agencies including PennDOT, Pennsylvania Public Utility Commission and Pennsylvania Fish and Boat Commission. Also incorporated into this Plan are findings from regional stakeholders meetings. The regional priority issues identified for the South Central Region, which includes York County, are land use (cooperation between constituencies; comprehensive planning, programming and budgeting; and community education); open space (comprehensive planning and budgeting, natural areas preservation, farmland preservation and natural land and rare habitat preservation) and recreational development (expanded trail opportunities, provision and promotion of accessible recreational facilities and services and an increased understanding by elected officials of the role of recreation and provision of financial support). The Plan also establishes statewide priorities and develops an action plan to meet those priorities. More information can be found at www.dcnr.state.pa.us.

Pennsylvania Greenways

An additional effort by the Commonwealth of Pennsylvania is the *Pennsylvania Greenways: An Action Plan for Creating Connections*, which is designed to provide a coordinated and strategic approach to creating connections through the establishment of greenways in Pennsylvania. The goal is a greenway in every community by 2020 with greenway demonstration projects selected and underway in each community by 2007. More information on the Pennsylvania Greenways plan can be found at www.dcnr.state.pa.us/brc/greenways.

Bridge Bust

This annual arts and crafts festival attracts more than 300 antiques, crafts, arts and food vendors plus entertainment the first Saturday in October. It has been held since 1988 on the Columbia-Wrightsville Bridge (Veterans Memorial Bridge) joining Columbia Borough in Lancaster County and Wrightsville. The event is very popular drawing over 20,000 visitors in recent years. The Bridge Bust is sponsored by the Susquehanna Valley Chamber of Commerce and Visitors Center located at 445 Linden Street, Columbia, PA 17512. More information about the Bridge Bust and other events can be found at: www.parivertowns.com.

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PART 2. GROWTH MANAGEMENT PLAN

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Chapter 10. Future Land Use, Housing and Resource Protection Plan

This Future Land Use, Housing and Resource Protection Plan has been designed as a flexible guide for future growth and development in Wrightsville, which can help the local government keep pace with changing development patterns, demographic trends and community preferences. Utilizing the recommendations set forth in this Plan, Wrightsville can, despite development pressure from the York City and Lancaster City metro areas, maintain its small-town character into the future.

In Pennsylvania, land use planning is an important tool used to find ways to slow sprawl, redevelop older communities, and to help manage land use conflicts related to prevailing patterns of development. New or innovative land use planning techniques need to be utilized, some of which will be discussed in this Growth Management Plan.

Several key factors influence planning for the future development of any place: existing development patterns, recent development trends, circulation patterns for both vehicles and pedestrians, land use and development regulation, provision of public and/or private utilities and services, location within the larger region/county, and topography. The intention of this Comprehensive Plan is not to create substantial changes in existing land use and development patterns but rather to retain and maintain the traditional development patterns found in the Borough, and continue to accommodate and direct all new growth to appropriate land use areas for the next 20 years. As part of the Comprehensive Plan, the Future Land Use, Housing and Resource Protection Plan is intended primarily to serve as a guide for coordinated private and public action in the orderly development of Wrightsville Borough.

The Future Land Use, Housing and Resource Protection Plan is divided into four parts: a plan for Future Land Use; a plan for Housing; a plan for Historical, Cultural and Natural Resource Protection; and Development Tools. Recommendations will be made throughout this Plan corresponding to the tactics and strategies developed by the Comprehensive Plan Committee and presented in the Implementation Action Plan in the Executive Summary.

Future Land Use Plan

The Future Land Use Plan makes broad recommendations for protecting and enhancing the established pattern of building and development within the Borough based on several influential factors: (1) existing land use and development pattern; (2) community facilities; (3) transportation infrastructure; (4) natural features; (5) projected population; and (6) the capacity to accommodate growth in the form of infill, adaptive reuse, and redevelopment.

EXISTING AND FUTURE LAND USE

Land use is a broad term that refers to the way land is used or developed and all the activity that occurs on land and within the structures that occupy it. The future land use categories described in this section correspond to the categories shown on the Future Land Use Map and are based on the existing land uses and development pattern, the 1974

Future Land Use Plan, and the goals and objectives expressed by the Comprehensive Plan Committee and the citizens of Wrightsville.

In the Community Profile of this Comprehensive Plan, an analysis of existing land uses and community character patterns was conducted, revealing several basic development patterns existing within the Borough: a traditional town center with its relatively dense, mixed use, pedestrian oriented “Main Street”, historical appearance and definite sense of place; traditional neighborhood development on the north and south sides of Hellam Street between the River and 7th Street; a late twentieth century suburban pattern of development with its single-family houses on relatively large lots in the vicinity of the Wrightsville Elementary School and toward the northern and western edges of the Borough; strip commercial development at the western end of Hellam Street; and an active industrial area along North Front Street.

Based on this characterization of Wrightsville, the following land use categories will be described and discussed in this Update: residential, commercial, public, and mixed use. The residential land use category will be further divided by the dwelling unit density into low density residential and medium density residential. Neighborhood commercial, highway commercial, and general manufacturing are commercial land use subcategories based on intensity of the uses. The public land use category will describe public uses, such as municipal and educational facilities, and semi-public uses, such as churches. The section on mixed use will present the variety of uses working together in a specific area.

Residential Land Uses

Residential land uses include all types of dwellings, typically referred to as single-family, two-family, or multi-family dwellings organized into general categories of net densities. This section will briefly describe residential land uses, while the Housing Plan will provide a more in-depth analysis of dwelling types and present recommendations for the provision of a variety of housing that is in character with the Borough. The Land Use chapter of the Community Profile describes, and the Existing Land Use Map shows, the current geographic distribution of residential uses throughout the Borough.

The Borough’s 1974 Comprehensive Plan, of which this Plan is an update, established two residential categories: low density and medium density. **Low Density Residential** areas, as described in the 1974 Comprehensive Plan, consist primarily of single-family houses with a maximum density of 5 dwellings units per acre, while **Medium Density Residential** areas were proposed to include both single-family low density residential uses and multi-family residential uses of medium to higher density. These medium to high density uses included apartment buildings, town houses, conversion apartments, row houses and duplexes with a density range of 6 to 12 dwelling units per acre.

In 2009, over 45% of the Borough’s land area was dedicated to residential land uses housing its resident population. More than three fourths of all houses in Wrightsville are single-family homes; approximately 65% of all single-family homes in the Borough are detached, including several mobile homes. The remaining single-family homes are attached and semi-detached houses.

The Future Land Use Map in the 1974 Comprehensive Plan is a fairly accurate representation of where low density and medium density residential uses are located. The

newest areas of the Borough are comprised almost entirely of single-family detached houses on lots widely ranging from approximately 1/4 acre to more than one acre. The residential density in these areas is below 5 dwelling units per acre. Though the older areas of the Borough contain a variety of housing types, including multi-family dwellings, it is still predominately single-family homes, both attached and detached. These houses are on parcels between 1/10 acre and 1/4 acre, with several smaller or larger. At about 6 dwelling units per acre, the medium density residential areas of Wrightsville fall at the low end of the density proposed in the 1974 Comprehensive Plan. It should be noted that multi-family housing in Wrightsville is almost entirely in structures originally built as single-family dwellings. There are a few buildings with commercial uses on the street level and apartments above built for that purpose. The overall density of housing units in the Borough is approximately 5.4 dwelling units per acre which is typical of small traditional boroughs.

Commercial Land Uses

Commercial land use is a broadly reaching designation of uses that includes retail sales; office, business and personal services; hotel and entertainment facilities; and financial, insurance and real estate businesses, organized into general categories of intensities. Trade and distribution uses, light and heavy manufacturing, and research and development uses, if not classified as industrial use, are often included as commercial land use. For the purpose of this Plan, commercial and industrial uses are classified together. Commercial uses may be located as a single use in one building or grouped together in a shopping center, office building or business park.

Commercial land uses are important to a community because they provide for the retail and service needs of the community, provide employment opportunities, and can be a major contributor to a municipality's tax base.¹⁷ Wrightsville presently contains several types of commercial development; small scale neighborhood-oriented shopping and services which provide for the daily and weekly needs of Borough residents; highway commercial uses which provide necessary services to the motoring public; industrial and manufacturing uses, and extractive uses with a sizable employee base.

Commercial land uses occupied over 25% of the total area of the Borough in 2009. Nearly 80% of that total included industrial uses, such as Donsco and the County Line Quarry. The remaining commercial land uses were mostly spread out along Hellam Street. The downtown area between 2nd Street and 4th Street contains many of the neighborhood oriented commercial uses, while the area west of 8th Street is the site of the Boroughs highway commercial uses. Other commercial uses are sprinkled throughout the Borough mostly in the vicinity of Front Street. A list containing many of the Borough's businesses in 2010 is provided in the Economic Resources chapter of the Community Profile. The approximately 50 acres of commercial land in the Borough portion of the Wrights Crossing subdivision along Cool Creek Road is shown on the Existing Land Use Map as vacant land.

¹⁷ "Calculating a Cost of Community Services Ration for Your Pennsylvania Community" Penn State College of Agricultural Sciences, 1998.

Neighborhood-Oriented or Neighborhood Commercial land uses are a type of commercial land use but are described in the next section under Mixed Land Use.

Highway Commercial land uses, typically located along major thoroughfares, consist of more intense commercial uses, such as automotive fueling and service stations, new and used automobile dealers, modern convenience stores, medical clinics, pharmacies, chain restaurants and hotels, as well as fast food restaurants and bank branches requiring drive-through facilities. In addition to individual businesses, shopping centers and “strip malls” are concentrations of commercial uses typically found in areas designated as highway commercial. The businesses located at the west end of Hellam Street are dependent upon customers traveling primarily by automobile and include automobile sales, fuel and service; a bank; and medical offices.

Industrial land uses are dedicated to light and heavy manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses. As noted previously, the majority of the industrial parcels, as shown on the Existing Land Use Map, comprise the Donsco Incorporated facility along North Front Street and County Line Quarry at the end of South Front Street. There is an undeveloped industrial area in the northwest corner of the Borough, which is part of the Wrights Crossing subdivision, and accessed by North 9th Street and Cool Spring Road. The North American Stainless plant is in the Wrights Crossing subdivision; however, that facility is located in Hellam Township portion. There are also several low intensity uses in the Borough that can be considered light industrial, including furniture making and woodworking.

Commercial and industrial uses, as well as recommendations for expanding commercial development in the Borough, will be further described and discussed in the Economic Development Plan component of this Growth Management Plan.

Public Land Uses

Public and semi-public land uses, shown as Open Space on the Future Land Use Map, include educational facilities, social services, state, federal or local government uses, and other institutional or civic land uses such as borough hall, sewage treatment plants, police and fire stations, libraries, post offices, schools, churches, and cemeteries. Also included in this category are public parks and recreation areas, which can be either publicly or privately owned, and may include playgrounds, public parks, nature preserves, wildlife management areas, or similar uses.

Public and semi-public uses are covered in more detail in the Community Facilities Plan and Recreation and Open Space Plan. Recommendations for these uses will be provided in those elements of the Growth Management Plan.

Mixed Use Land Use

An area classified as mixed use exhibits a mix of residential, commercial and civic or public uses. This mixing of uses can occur on the same block or lot, or even within the same building. Wrightsville’s downtown is a mixed use area of higher density residential uses, small neighborhood oriented commercial uses, professional offices, government uses, including the Post Office and police and fire, and civic uses, such as churches and the historical society.

Residential uses in the mixed use area consist of predominately single-family detached homes, but also include single-family semi-detached and attached homes, and apartments in converted single-family dwellings. The variety of residential uses in this mixed use area provides affordable housing opportunities for local residents to stay in the Borough. This will be discussed in more detail in the Housing Plan.

Commercial uses include a variety of neighborhood oriented retail and services, including beauty and barber shops, small specialty retail businesses, and several restaurants. These uses are primarily pedestrian oriented businesses that feature convenience shopping and personal services for the local residential market. The variety of businesses located in the downtown area of Wrightsville are considered to be neighborhood commercial uses and include a small grocery store, restaurants, hair and beauty services, and other personal and professional services. A few specialty retail businesses, such as The Cycle Works and Weavers Ink, draw from beyond the Borough, but are in scale to other neighborhood businesses.

FUTURE LAND USE MAP

The Future Land Use Plan is presented graphically in the form of a map showing the land use categories described in the previous sections. This future land use map is not a zoning map but it can be used to form the basis for zoning within the Borough of Wrightsville. The topic of zoning and other land use regulations is discussed later in this element.

Five land use categories are designated on the Future Land Use Map, corresponding closely to the Borough's 1974 Future Land Use Plan. There are two Residential land use categories designated on the Future Land Use Map: Low Density Residential and Medium Density Residential described in the Residential Land Uses section above. These residential designations closely follow the existing density of housing in Wrightsville and are intended to provide ample opportunity for the Borough to provide a variety housing types and densities for the next twenty years.

The Mixed Use designation shown on the Future Land Use Map covers the historical downtown and riverfront areas and is intended for a broad variety of housing types and densities and low intensity neighborhood oriented commercial uses, as well as the current manufacturing uses. The type of housing in the Mixed Use area would be similar to that described in the section on Medium Density residential with an increased number of rental apartments above existing commercial and retail establishments. The primary type of commercial uses in the Mixed Use area would be those described above as Neighborhood Commercial.

The fourth land use designation is Commercial which includes the greatest variety of non-residential uses including automobile oriented commercial uses at the Borough's western gateway at 9th and Hellam Streets, the industrial facilities in the northwest corner of the Borough, and the quarry use at the southern end of the Borough. The commercial and industrial uses in the General Commercial area shown on the Future Land Use Map fall within the Highway Commercial and Industrial land use categories described in those sections above, respectively.

The fifth and final land use category shown on the Future Land Use Map is Open Space. This category includes most of the public and institutional uses, which are an important

component of providing a high quality of life to the residents, businesses and visitors to Wrightsville. These public uses are also mingled throughout the Borough as was the way many historic small towns traditionally developed.

The Future Land Use Plan for the Borough of Wrightsville is consistent with its designation as an Established Secondary Growth Area in the Growth Management Plan component of the York County Comprehensive Plan. The land use designations are also consistent with the land use and zoning district designations in adjacent areas of Hellam Township.

Housing Plan

This Comprehensive Plan's goal for residential development is to preserve Wrightsville's pleasant small-town atmosphere while maintaining a variety of housing types. Therefore, the emphasis of this Housing Plan is on methods and techniques that can be utilized for directing residential development toward maintaining the existing housing stock and increasing the diversity of housing opportunities in the Borough.

This Housing Plan recommends that the Borough Administration establish four policy objectives to achieve that goal:

1. A variety of housing types mixed in a low to medium density setting should be encouraged
2. Development should be geared to the limitations of the physical environment in such a way as to make the best use of available space and to take advantage of natural amenities.
3. Residential development should be encouraged in the form of compact, identifiable neighborhoods.
4. Encourage the preservation and enhancement of the many historic houses in the Borough.

Additional recommendations to assist the Borough in following these housing policies, as well as achieving a healthy balance of housing types, density, and affordability that meet the needs of the entire community while preserving the valued character of the Borough, will be discussed and described in this Housing Plan.

HOUSING AND RESIDENTIAL DEVELOPMENT

Although more than 70% of all houses in Wrightsville are more than 50 years old, the focus of housing development in both Wrightsville and neighboring Hellam Township in recent years has been new single-family detached dwellings. Approximately 75% of the housing stock in the Borough and the Township is single-family detached, with another 10% of houses single-family attached. Corresponding closely to the percent of single-family houses is the 73% of houses in the Borough that are owner occupied, comparing favorably to the York County average of 76% owner occupied and the statewide average of 71%. Of the 142 houses sold in the Eastern School District in 2009, 111 were single-family detached with a median sale price of \$154,600¹⁸.

¹⁸ Realtors Association of York and Adams County, www.rayac.com

According to the Realtor's Association of York and Adams County, house values in Eastern School District have risen approximately 37% since 2000, increasing from a median sale price of \$103,000 in 2000 to \$140,700 in 2009. According to the 2000 U.S. Census, the median home value in Wrightsville was \$81,300, which is based on what the homeowner believed the house would or could sell for not the actual sale price. Assuming the value of housing in Wrightsville increased at the same rate as in Eastern School District, the median value of a home in the Borough in 2009 would have been approximately \$111,400.

The provision of public utilities for all residential uses in the Borough is a major asset that benefits every resident. However, the biggest housing issue for many residents everywhere is affordability¹⁹. Apartments and other housing units in multiple-family dwellings represent 20.8% of the Borough's total housing units providing an opportunity for persons and family not interested or able to purchase a home. Without this diversity in the type of housing, it could become increasingly difficult for local residents, especially young adults and the elderly, to afford to live in the area where they grew up. According to the 2000 Census, fewer homeowners in Wrightsville were considered to have a cost burden than in Hellam Township and York County. However, a higher percentage of renters were paying more than 30% of their household income on housing costs in the Borough than the other areas compared.

Lower than the York County and Pennsylvania averages, housing costs in the Wrightsville area are affordable relative to areas closer to York City and Lancaster City. However, the limited availability of existing houses for sale could become an issue for individuals and families looking to relocate to the region, and for young people wanting to stay in the area. Although Wrightsville has very little available land to construct new single-family detached housing, there is potential to provide for a variety of affordable housing types, sizes and densities throughout the Borough; infill opportunities on vacant or subdivided lots in areas outside the downtown, adaptive reuse of nonresidential buildings, upper-floor apartments and condominiums, accessory dwelling units and live-work spaces in the downtown core.

SINGLE-FAMILY HOUSING OPPORTUNITIES

As noted previously, single-family houses dominate the housing landscape in Wrightsville. The more recently developed parts of Wrightsville, north and west of Fifth and Locust Streets, and south of the Wrightsville Elementary School, are mostly single-family detached houses, as well as many semi-detached homes. Many of the lots in these areas are in the 4,000 square feet to 20,000 square feet range, most less than 15,000 square feet but several near or even exceeding 40,000 square feet²⁰. The lots for semi-detached houses are smaller; mainly between 3,000 and 4,000 square feet. It should be noted however, that there are a few detached houses and several semi-detached houses on lots less than 3,000 square feet.

¹⁹ Affordable housing is where the occupant is paying no more than 30% of gross household income for housing costs, including mortgages and loans, insurance, taxes and utilities. This is referred to by the term "cost burdened."

²⁰ 1 acre = 43,560 square feet.

Along Hellam Street and in the older, more historic area of the Borough, there are more single-family semi-detach houses or attached “townhouses,” as well as detached houses. In these areas, the lots are smaller; most between 3,000 square feet and 6,000 square feet, with some lots smaller than 2,000 square feet. This area is also where most of the Borough’s multi-family housing is located. Although the Borough is essentially “built-out,” there are several opportunities to provide additional single-family homes in existing neighborhoods through a method called infill development.

Infill Housing

Infill housing is the inclusion of additional housing units into an existing neighborhood. These additional units can be built on a vacant lot, the same lot as an existing home by dividing it into multiple units, or by creating new residential lots by further subdivision or lot line adjustments. Infill housing would allow the Borough to continue to provide new housing while maintaining the character of its low and medium density residential neighborhoods. Although there are only a few remaining vacant lots and a few large lots that could be further subdivided for residential construction, infill development could be accomplished by two methods; as a new single-family structure on a vacant lot or as an accessory dwelling unit. Accessory dwelling units will be discussed in the following section. Conversion of a single-family dwelling into two or more apartments units is another method of providing additional housing units and is discussed in the forthcoming section on Adaptive Reuse and Conversion Apartments.

As with other new construction, infill single-family housing could conflict architecturally with older, existing buildings. However, with the introduction of appropriate design standards, single-family houses could be built on lots as small as 2,000 square feet without taking away from the character of these neighborhoods. The construction of a new single-family dwelling on a vacant lot in the Borough would require a relaxation of existing development regulations and the adoption of others. Regulations for Infill Housing should include minimum lot size and width, minimum front, side and rear setback distances, and maximum lot and building coverage. Building standards, such as these, are often found in a municipality’s zoning ordinance.

In a conventional zoning ordinance, for example, a zoning district with the housing density of a borough such as Wrightsville, with available public water and sewer services, would permit single-family detached houses on a lot with minimum size of between 6,000 and 10,000 square feet and a minimum lot width of 60 to 100 feet, respectively. The building set back area, which defines the specific distance a building is set back from a property line, would be from 10 to 20 feet for side yards, and from 15 to 25 feet for front yards. Rear yard setbacks vary more according to the presence of alleys, but often range from 10 to 35 feet. Lot and building coverage, which are measures of how much a lot can be covered by buildings, structures and other impervious surfaces, would likely be as high as 60% and 30%, respectively. In order to get the desired infill housing on the few vacant lots still in the Borough, all these would need to be adjusted appropriately.

The standards listed in the previous paragraph describe the way Wrightsville has developed without the controls of a zoning ordinance. That is true only due to prevailing trends in housing development over the past 150 years. The current trend moving toward

higher densities, and smaller houses on smaller lots would put the Borough at risk of losing some of the virtues it values. Therefore, if Wrightsville is to maintain its small town character, it should consider adopting regulatory controls as presented in the section on Development Regulations at the end of this element.

Accessory Dwelling Units

Accessory Dwelling Units are another method of providing supplementary housing that can be integrated into existing single-family neighborhoods. Such units provide a typically lower priced housing alternative with little or no negative impact on the character of the neighborhood. Because the units are usually small, they are more affordable than full-size rentals. In addition, limitations can be placed upon accessory dwelling units as to who may reside there.

An Accessory Dwelling Unit (ADU), also called Accessory Residential Unit, ECHO Housing, Granny Flat, or In-law Apartment, is a small, self-contained residential unit built on the same lot as an existing single-family home. An ADU may be built within a primary residence, such as in an attic or basement; attached to the primary residence like a small duplex unit with a separate entrance; or detached from the primary residence, such as above, or the conversion of, a detached garage.

Elder Cottage Housing Opportunity (ECHO) and other similar housing units are a very specific type of Accessory Dwelling Unit. They are a temporary, movable, self-contained house designed to enable older persons to live near family in order to prevent them from having to be institutionalized and to ensure a safe and supportive quality of life. An ECHO housing unit is usually a small studio or one-bedroom unit of 700 square feet or less, which can be added as a separate structure on the same property as a single-family home belonging to a parent, adult child or another relative. A minimum lot size, as well as adequate street access, would be required to permit this type of accessory dwelling unit.

Additional restriction applied to the provision of accessory dwelling units often include limits on the number of persons that may reside there, relationship to the property owner, maximum size of the unit and off-street parking spaces.

MULTI-FAMILY AND MIXED-USE HOUSING OPPORTUNITIES

Increasing the variety of housing opportunities in Wrightsville can assure that senior citizens and residents with limited income have access to safe and affordable housing, as well as keeping and attracting young people to the area that don't need or want a single-family house. There are several methods for providing a higher density and variety of housing in Wrightsville, particularly downtown and the areas immediately adjacent to downtown. Affordable and market rate apartments and condominiums, adaptive re-use of underutilized commercial buildings, conversions of large single-family houses, and live-work arrangements will be discussed in this section.

Apartments and Condominiums

Multi-family housing can consist of rental apartments or condominiums, or both, in a variety of configurations: high-rise buildings, low-rise or garden apartment buildings, and conversions or adaptive reuse of existing structures. Regardless of the configuration of

the housing units, all multi-family housing consists of one or more buildings, designed for and/or used for more than two families with private, individual entrances. Multi-family housing complexes can be affordable or market rate, rental or condominium, and age restricted.

An apartment is typically a rental unit containing one or more rooms with private bath and kitchen facilities comprising an independent, self-contained dwelling. Efficiency, Bachelor, and Studio apartments usually consist of one habitable room with minimal kitchen and bathroom facilities. Conversion apartments are the adaptation of one single-family detached dwelling to two or more housing units, each with private entrances and kitchen and bath facilities. An apartment building should not be confused with a rooming or boarding house where bathroom and kitchen facilities are shared by the residents. A condominium differs from an apartment in that it is a form of property ownership providing for individual ownership of the unit within a structure where the land, other parts of the structure, and other facilities are held in common with other owners. Condominiums are to be created under either the Pennsylvania Unit Property Act of July 3, 1963, or the Pennsylvania Uniform Condominium Act.

The provision of apartments and condominiums creates a variety of opportunities for current and prospective Borough residents. An expanded variety and affordability of housing is attractive to young people who want to live in the place where they grew up before they get married and begin families after college, or before they can afford to buy a house. Condominiums are often attractive to retirees and older working couples whose children have left home and find themselves with more house than they need or one too big to maintain. A condo allows them to retain equity in real estate, as well as greater control of decorating choices. Both apartments and condos allow the elderly to age in place.

As with the very limited opportunities to build new single-family houses in the Borough, there are also few parcels of sufficient size to construct multi-family apartments or condominiums. However, there is currently nothing to prohibit the razing of one or more buildings for the construction of multi-family housing. Furthermore, except for restrictions on the building's setback from the street right-of-way line, the Borough has no control over a building's dimensions, such as height and lot coverage. Therefore, if it is the intent of this Comprehensive Plan to provide a variety of housing opportunities while maintaining the Borough's character as a small historic town, development regulations, such as zoning, should be adopted.

Adaptive Reuse and Conversion Apartments

Another approach to providing multi-family housing opportunities would be the adaptive reuse of single-family houses or vacant commercial buildings into apartments, or the mixing of residential and commercial uses in the same building.

Adaptive reuse is a process that adapts buildings for new uses while retaining their historic features. The most common example of adaptive reuse is when an old factory becomes an apartment or office building. However, a rundown theater or a vacant bank may find new life as a restaurant and/or apartments. In Wrightsville, adaptive reuse could also consist of converting existing underutilized single-family detached houses into several apartment units as a conversion apartment house. Adaptive reuse offers an

affordable alternative to the younger and older residents who want to move to or remain in the Borough while preserving the Borough's past.

Although a number of single-family homes have been converted to apartments over the years, in order to preserve the historic character of the Borough, it would be beneficial to have standards and criteria in place. Regulations for the adaptive reuse of an underutilized or vacant building or the conversion of a single-family home into apartments could be a stand-alone ordinance or incorporated into a zoning ordinance. In addition, historic district ordinances often include provisions for the exterior appearance of buildings within the district. An example of a few of the controls that should be established include a limit on the number of apartment units allowed, required off-street parking spaces, minimum habitable floor area, restrictions to altering the exterior of the structure, and adhering to safety regulations. The adaptive reuse of commercial buildings and the conversion single-family dwellings to multi-family use is often by special permit in the municipality's zoning ordinance, thereby requiring approval by Borough Council or the Zoning Hearing Board.

OTHER HOUSING OPPORTUNITIES

Mixed Use Development

Allowing a mix of land uses within a building also works toward meeting the housing goal of providing a variety of housing, which includes types of housing, density, and affordability, and maintaining the character of the community. However, as noted in the section on Multi-family Housing, certain development regulations should be established to control mixed use development if the Borough desires to maintain its small town atmosphere.

Mixed-use development allows some combination of two or more residential, commercial, industrial, office, or institutional land uses in a single building, group of buildings, or within an area. Prior to the development of modern zoning practices in the 1920's, which assigned land uses according to function thereby segregating houses from businesses, industries and even schools, mixed use was the normal way most cities and towns developed, including Wrightsville. The Borough is well positioned to sustain its small town mixed use development pattern due to the existing intensity and density of residential and commercial uses, its walkability, access to public transportation, availability of on-street parking, and proximity of open space along the Susquehanna River.

This Plan presents two methods of mix use development within a single building: upper floor apartments over a business and live-work units. Upper floor apartments are rental housing units located above the ground or lower floor of a building used for an office, retail or service business, or other non-residential land use, a common practice before the advent of more strict building codes. Similar to an apartment over a non-residential use is the live-work unit. A live-work unit or live/work space is a building or space within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. In a live/work arrangement, storekeepers, trades people, doctors, lawyers, and others live upstairs from or adjacent to their shops or offices.

Utilizing alternatives to conventional zoning such as form-based codes, Wrightsville can control mixed use development, and maintain the Borough's character. In addition, land use regulations that provide for the continuation of the mixed-use area where the diversity of residential uses and compatible small-scale businesses can thrive, can go a long way to preserve and restore the traditional character of the area, as well as create a local sense of place where people can work, meet, shop and utilize services in the vicinity of their residences.

Standards that should be established include those that integrate physical design, promote design quality, and encourage the development of flexible space for small and emerging businesses. A mixed use area should not restrict combining different categories of use within the same building, unless imposed by the building code or other federal, state, or local regulations. The design and operation of commercial uses, including hours of operation, should be limited where appropriate, to those that do not expose neighboring residents to offensive noise, especially from traffic or late-night activity.

Existing buildings should be used before new construction, and the design of any new construction or reconstruction should be compatible with the historic character and scale of other buildings in the area. The use of compatible building materials, breaks in roof and wall lines, and other architectural techniques should be encouraged. Buildings or structures that are listed or eligible for inclusion on the National Register of Historic Places should only be reconstructed, restored or altered in accordance with appropriate historic standards and guidelines.

Historical, Cultural and Natural Resources Plan

The goal to "preserve and protect the natural, cultural and historical resources of the Borough" was specifically set by the Comprehensive Planning Committee as a priority for this Comprehensive Plan. Therefore, the emphasis of this part of the Future Land Use, Housing and Resource Protection Plan is on methods and techniques that can be utilized for addressing the policy objectives of protecting and enhancing the Susquehanna River and its view shed, and protecting and preserving the historic architecture and character of the Borough.

Protecting the historic character of the Borough and the region's environment ranks high in importance to the citizens of Wrightsville. Since the Borough is a mostly built out community, preserving historic buildings and finding ways to promote the historic heritage of the Borough has become a top priority. In the Regional Location and History chapter of the Community Profile, the Borough's cultural heritage is described and its historic resources and assets are listed and described. In addition, important natural areas that should be protected and preserved are identified in the Natural Resources chapter.

York County has also taken the protection and preservation of its natural and cultural resources seriously; the York County Comprehensive Plan contains three components that address the issue: the Natural Areas Inventory, Open Space and Greenways Plan, and Agricultural Land Protection Plan. The Borough should take advantage of the information presented in these components of the County Plan.

PLAN FOR THE PROTECTION AND PRESERVATION OF HISTORIC AND CULTURAL RESOURCES

For nearly 200 years, the settlement that would become the Borough of Wrightsville in 1834, benefited from its strategic location along the Susquehanna River. The small town also benefited from being a major river crossing, first by a ferry operated by John Wright in 1733, then in 1814 with the opening of the first covered bridge between Columbia and Wrightsville. The Borough continued to prosper during the 19th Century as an industrial center located on the Tidewater and Susquehanna Canal.

In June 1863, the Civil War came to Wrightsville when Confederate troops marched from York to Wrightsville in order to secure the Columbia-Wrightsville Bridge over the Susquehanna River. The Union militia defending the bridge burned the wooden structure to keep their enemy from seizing it. The newest bridge between Wrightsville and Columbia was built in 1930 carrying the Old Lincoln Highway over the Susquehanna River.

The history of the Borough is still visible in the historic buildings and structures and kept alive by an assortment of resources and facilities, including Historic Wrightsville, Inc., the Burning of the Bridge Diorama, the Lime Kilns on Front Street, the old bridge piers in the river, and a large variety of historical markers, memorials and interpretive panels and displays. In 1983, the Wrightsville Historic District was listed on the National Register of Historic Places. At that time, the Historic District was comprised of approximately 380, mostly 19th Century, buildings located in an irregularly shaped area bounded by the Susquehanna River, Vine Street, Fourth Street, and Willow Street. The architectural styles, dating from before and after the Civil War, include simple vernacular frame workers houses, Georgian or Federal style brick and stone homes, and the more ornate Italianate and Queen Anne style houses, as well as some of the Borough's oldest industrial buildings.

In order to preserve and protect those resources while adapting the town to modern needs, Wrightsville should establish appropriate development regulations and guidelines. Two alternative methods of preserving and protecting the Borough's historic heritage are described below: establishing a local historic district accompanied by an historic preservation ordinance, or creating an historic overlay zoning district and adopting related zoning regulations. It should be noted that, as described in the previous paragraph, the Borough already contains a National Historic District. However, local historic district regulations are needed to provide adequate protection for the many historic buildings and structures in Wrightsville.

Historic Preservation²¹

Historic preservation is saving our past, our cultural heritage, and our historic environments. It is concerned with conservation, maintenance, protection, and repair, and, at times, the replication of our built and human environment.

Historic preservation includes the architectural aspects of our heritage from buildings and other structures to historic sites and entire communities, heritage districts, and heritage corridors. Historic canals, farms, landscapes, industries, railroads, rivers, scenic views, and archaeological ruins are all part of our cultural heritage. Historic preservation considers our heirloom craftsmanship, building materials, tools, and construction methods. The description and documentation of all aspects of our heritage and history are a vital part of historic preservation. In addition to protecting and saving our heritage, historic preservation fosters an appreciation of our diverse cultural heritage.

To many, the economic benefits of historic preservation may be the most important. Historic preservation provides an avenue to enrich and revitalize our lives and communities. It creates jobs, revitalizes downtown areas, stimulates businesses, and ultimately, makes communities more vital. Historic preservation offers tax incentives, funding possibilities, motivation for community involvement, and fosters community spirit. Historic preservation enables communities to become economically viable and livable.

In 1961, the Commonwealth of Pennsylvania passed The Historic District Act, which authorized municipalities “to create historic districts within their geographic boundaries providing for the appointment of Boards of Historical Architectural Review; empowering governing bodies of political subdivisions to protect the distinctive historical character of these districts and to regulate the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the historic districts.” The purpose of the Act is to protect historical areas which have distinctive character of architectural and historical heritage. The Act also allows a municipality to create an historical district or districts following certification by the Pennsylvania Historical and Museum Commission to the historical significance of the district or districts.

The Historic District Act also provides for appointing a Board of Historical Architectural Review composed of persons with knowledge of and interest in the preservation of historic districts. This board gives counsel to the governing body of the municipality regarding the issuance of any certificate of appropriateness (COA). The COA is to certify the appropriateness of the erection, reconstruction, alteration, restoration, demolition or razing of any building, in whole or in part, within the historic district or districts and the effect that the proposed change will have upon the general historic and architectural nature of the district.

²¹ The information in this section is available, and is derived, from the Internet. The information on the Historic District Act, Pennsylvania Historical and Museum Commission, the Bureau for Historic Preservation, is derived from the PHMC website - www.phmc.state.pa.us. The information on the National Trust for Historic Preservation is derived from the NTHP website - www.preservationnation.org. The information on the Secretary of Interior’s Standards for Rehabilitation is derived from the National Park Service website – www.nps.gov.

Historic district regulations do not control every aspect of an historic building. Except for the demolition or razing of a building, only the exterior architectural features which can be seen from a public street or right-of-way are considered. This includes the general design, arrangement, texture, material and color of the building or structure, including windows, doors, roofing, and siding, and the relation of such factors to similar features of buildings and structures in the district. The **Secretary of the Interior's Standards for Rehabilitation** are to be followed with regard to the exterior alteration, restoration or reconstruction.

The process of designating an historic district begins with completing a Pennsylvania Historic Survey Form of the proposed area. The form, a model historic district ordinance, further information and technical assistance, including site visits, is available from the Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation (BHP). BHP staff then evaluates the eligibility of the area to the National Register of Historic Places; however, the proposed area does not need to be listed in the National Register of Historic Places. BHP staff can also assist with strategies to gain local support for the proposed historic district ordinance.

The **Pennsylvania Historical & Museum Commission** (PHMC) is the official history agency of the Commonwealth of Pennsylvania with the mission to preserve “the Commonwealth's memory as a teacher and champion of its heritage for citizens of Pennsylvania and the nation.” Created in 1945, the PHMC is responsible for the collection, conservation, and interpretation of Pennsylvania's historic heritage, which is accomplished through the Pennsylvania State Archives, the State Museum of Pennsylvania, the Bureau of Historic Sites and Museums, the Pennsylvania Trails of History, the Bureau for Historic Preservation, and the Bureau of Management Services. The Executive Director of PHMC is designated as the State Historic Preservation Officer.

The **Bureau for Historic Preservation** is part of the Pennsylvania Historical and Museum Commission and serves as the State Historic Preservation Office (SHPO). The Bureau administers the Commonwealth's historic preservation program as authorized by the Pennsylvania History Code and the National Historic Preservation Act of 1966. The work of the BHP is guided by the Pennsylvania Historic Preservation Board, the Commonwealth's historic preservation plan, *Honoring the Past, Planning for the Future: Pennsylvania's Historic Preservation Plan 2006-2011*, and the Keystone Principles for Growth, Investment, and Resource Conservation (see Transportation Plan).

The role of the Bureau is to identify and protect the architectural and archaeological resources of Pennsylvania, and to work with individuals, communities, local governments, and State and Federal agencies to educate Pennsylvanians about their heritage and its value, to build better communities through preservation tools and strategies, to provide strong leadership, both individually and through partnerships, and to insure the preservation of Pennsylvania's heritage.

The **National Trust for Historic Preservation** (NTHP), which provides advocacy and education for historic preservation, demonstrates that preserving our heritage can improve the quality of life in America by saving diverse historic places and revitalizing our communities. The National Trust acts as an information clearinghouse on preservation practice, as curator of a collection of historic American homes, and as an

advocate for federal, state, and local legislation protecting architectural, cultural, and maritime heritage. The National Trust offers grants, loans, consultation and technical services, and publication and has one of the most extensive collections of historic preservation resources available in its Library Collection at the University of Maryland in College Park, MD.

The Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior is responsible for establishing standards for all programs under Department of Interior authority and for advising Federal agencies on the preservation of historic properties.

Initially developed by the Secretary of the Interior to determine the appropriateness of proposed work on properties listed in or eligible for listing in the National Register of Historic Places within the Historic Preservation Fund grant-in-aid program, the Standards for Rehabilitation have been widely used over the years, particularly to determine if a rehabilitation qualifies as a Certified Rehabilitation for Federal tax purposes. In addition, the Standards have guided Federal agencies in carrying out their historic preservation responsibilities for properties in Federal ownership or control; and State and local officials in reviewing both Federal and nonfederal rehabilitation proposals. They have also been adopted by historic district and planning commissions across the country. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."

The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and interior of the buildings. They also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction. To be certified for Federal tax purposes, a rehabilitation project must be determined by the Secretary to be consistent with the historic character of the structure(s), and where applicable, the district in which it is located.

Historic Overlay Zoning District

An alternative to creating an historical district and drafting an historic preservation ordinance is to adopt provisions for an Historic Overlay District in a zoning ordinance. An Historic Overlay Zoning District is additional regulations for a specific area that is laid over the base zoning regulations which continue to be administered. Historic Overlay Zoning establishes historic district design review through a zoning ordinance rather than the independent process of an historic preservation ordinance and review boards as described above. The Historic Overlay is applied to an area considered worthy of preservation because of its architectural, cultural or historic significance.

Article VI, Zoning, of the Pennsylvania Municipalities Planning Code (MPC), enables a municipality to establish zoning and specifically states that zoning ordinances may "permit, prohibit, regulate, restrict and determine protection and preservation of natural and historic resources" (Section 603(b) (5)) and "uses and structures at or near places

having unique historical, architectural or patriotic interest or value may be regulated” (Section 605(2) (vi)).

It is often more beneficial for a municipality to use zoning regulations for historic preservation than establishing a local historic district and property review board. A zoning change (overlay) does not require the two-thirds approval of property owners in order to establish it; however, the Borough Council must pass an ordinance to adopt a new zoning ordinance or to amend an existing ordinance to add an historic overlay and design and other standards.

When establishing a historic overlay zone, preservation regulations and zoning rules should be carefully coordinated to avoid problems arising from historic uses not being compatible with the zoning designations, such as when residential buildings are zoned commercial and inappropriate alterations to convert the residential buildings to accommodate commercial uses are proposed.

The process for establishing an Historic Overlay Zoning District would include first establishing the purpose of the district and identifying the proposed district’s boundaries. This task could be simplified by updating the survey of historic resources in Wrightsville conducted by Historic York Inc. prior to acceptance into the National Registry of Historic Places. The purposes of an Historic Overlay Zoning District should be, at a minimum, to promote maintaining the historic character of the Borough through preservation of the local heritage by recognizing and protecting its historic resources; to encourage the continued use of those historic resources and facilitate their appropriate reuse and/or adaptive reuse; and to discourage the demolition of historic resources. Setting the Overlay District’s boundaries should include an inventory of the Borough’s historic resources which would contain a list of parcels within the overlay district that contain one or more historic resources. However, before conducting a survey of the Borough for its historic resources, specific criteria should be established for determining what constitutes an historic resource. These criteria could include whether a building, structure or site is associated with a significant local, state, or national event or person; if it has architectural or archaeological significance; and if it is on or eligible to be listed on the National Register of Historic Places.

Provisions in the Historic Overlay Zoning District regulations should include among other things: controls on the demolition, removal or relocation of historic resources, and demolition by neglect; regulations for additions, alterations, rehabilitation and reconstruction in order to retain and preserve the historic character of the property; protections for significant archeological resources; and design guidelines for new construction that achieve compatibility through appropriate size and scale, materials, orientation, and setback. In addition, the creation of an Historic Preservation Commission or Committee to review and make recommendations to help the Borough avoid the appearance of making arbitrary and capricious decisions with regard to historic preservation would be advisable.

NATURAL AND ENVIRONMENTAL RESOURCES PROTECTION AND CONSERVATION PLAN

Several important natural areas in or adjacent to Wrightsville were identified in the York County Natural Areas Inventory (NAI) as listed in the Natural Features Chapter of the

Community Profile. Preservation of the most important of these areas is dependent on the integrity of the Susquehanna River and its adjacent forested watersheds. The NAI provides general recommendations for the pursuit of protecting biological diversity, including protecting reservoirs, wetlands, rivers and streams; minimizing the encroachment on parks and conservation lands; maintaining vegetated buffer zones along shore lines; and creating natural buffers between development and preservation areas.

Wrightsville should encourage the protection of important natural areas and follow the recommendations York County set forth in its Natural Areas Inventory.

PLAN FOR THE CONSERVATION OF ENERGY

Maintaining the compact character of the Borough by including shopping, restaurants and other activity centers within walking distance for its residents would contribute to reducing transportation energy usage and protecting the environment. Proposed strategies, such as infill, adaptive reuse and mixed uses in this Future Land Use, Housing and Resource Protection Plan, in addition to strategies for improving and installing sidewalks and crosswalks for pedestrians, traffic calming, and parking management proposed in the Transportation and Community Facilities elements of this Growth Management Plan, can substantially reduce automobile dependence and energy usage.

Although Wrightsville and the Hellam Township area are not affected by severe traffic congestion, the Congestion Mitigation and Air Quality (CMAQ) Program is a Federal financial assistance program that targets congestion reduction transportation projects, which can also improve air quality. The CMAQ Program promotes projects including intersection signalization, ridesharing facilities, such as park and ride lots, and transit service enhancements. Recreational and commuter bikeways and pedestrian walkways are other transportation solutions that can be developed to decrease vehicle emissions and energy usage and can be funded under the Federal Transportation Enhancements Program. Both Programs are part of the Transportation Improvements Program described in the Transportation Plan element of this Growth Management Plan.

LAND USE PLANNING TOOLS AND DEVELOPMENT REGULATIONS

The Pennsylvania Municipalities Planning Code (MPC) enables municipalities to adopt a variety of tools to plan, as well as manage, land use in Pennsylvania. The four most widely used land use tools are the planning commission, the comprehensive plan, the subdivision and land development ordinance, and the zoning ordinance. Municipalities are not required to adopt any of these tools, but are free to choose which if any they want to use.

According to a 2001 study²² conducted by Penn State Cooperative Extension, the Borough of Wrightsville is typical with regard to utilizing these tools. In 2001, only 30% of municipalities in Pennsylvania with a population between 1,000 and 2,999 had all four of these land use planning tools available, 50% utilized their own zoning, and 52% had subdivision and land development ordinances. The numbers were not much different for boroughs of which 32% used all four tools. However, 60% of boroughs had a zoning ordinance in 2001. The report indicated that 40% of the declining and 44% of

²² **Land Use Planning in Pennsylvania:** 1. An Inventory of Planning in Pennsylvania, College of Agricultural Sciences, Agricultural Research and Cooperative Extension. © The Pennsylvania State University 2001

municipalities showing no population or development growth used none of the four tools, whereas 76% of the fast growing and 57% of the moderate growing communities utilized all four tools. It should be noted that the study did not state whether using the tools was responsible for the growth of the municipality or if growth demanded the use of the tools.

In this section, three of the four tools will be described: the planning commission, the subdivision and land development ordinance (SALDO) and zoning.

The Planning Commission

As advisors to the governing body of a municipality, the planning commission provides policy advice on planning for land use regulations, such as zoning and subdivision controls. The local planning commission's primary responsibilities are to review proposals for new development and public projects, and to guide land use and development at the municipal level though the development and implementation of a comprehensive plan. They also play a leading role in preparing a variety of plans, including recreation and open space, greenways, and environmental and natural resource protection.

Wrightsville Borough currently does not have a Planning Commission. Borough Council, with assistance and advice from the Borough Engineer, is responsible for the review of subdivision and land development proposals and other development projects that are often the responsibility of a planning commission. The Council, with assistance from the Borough Engineer and a private codes enforcement firm, utilize a variety of individual building and development codes and ordinances including, but not limited to, the Subdivision and Land Development Ordinance; Building and Housing Codes; Licenses, Permits and General Business Regulations; a signs and billboards ordinance; and an ordinance providing for the licensing and regulations of sexually oriented businesses.

Subdivision and Land Development Ordinances

The Borough's current Subdivision and Land Development Ordinance (SALDO), adopted in 1991, is a tool to implement the Borough's 1974 Comprehensive Plan. It outlines procedures for the review and approval of subdivision and land development plans, provides design criteria for streets and utilities, and establishes provisions for public improvements. The Borough's SALDO should be periodically reviewed and amended to adequately address changing development needs and trends.

Two primary purposes of the Subdivision and Land Development Ordinance are the "orderly and efficient integration of land developments" and "conformance of land development plans with public improvements." In addition, the location of a site for land development or subdivision shall conform to the Borough's Comprehensive Plan with regards to streets, public sites and proposed utilities. Furthermore, the General Design Standards in the SALDO were developed to "preserve trees, groves waterways, scenic points and historic spots and other community assets and landmarks." Other provisions in the SALDO that are discussed in this Comprehensive Plan include lot dimensions, off-street parking, sidewalks, street trees and lights, and crosswalks.

Although the Borough's SALDO provides all the standard regulations regarding improvements to sites, these are typically for the subdivision and improvement of vacant and previously undeveloped land. A subdivision and land development ordinance usually

does not adequately address reuse and redevelopment in an already built-out environment. Therefore, to further direct the redevelopment and reuse of existing buildings and land, the Borough should consider adopting zoning regulations.

Zoning Ordinances

The best method to preserve and maintain the small town historical character of Wrightsville is for the local government to exhibit some level of control over the development of land with the Borough. The two most powerful tools any municipality has to manage and direct residential and commercial development are its zoning ordinance and subdivision and land development ordinance.

Zoning is the predominant tool used to regulate land and to control the character of a place. Zoning can regulate building design and dimension including size, bulk, density, setbacks, minimum lot sizes and lot coverage limits, off-street parking requirements, the distance between buildings, and other attributes of development. Zoning can also establish zoning districts based on land-use classifications. Although there are several methods of zoning in use today, Euclidean and Form-based zoning codes will be described in this section.

Euclidian, or Conventional, Zoning, the most widely used form of zoning in the United States, is named for the 1926 U.S. Supreme Court in the case *Village of Euclid, Ohio v. Ambler Realty Co.* that established the legitimacy of municipalities imposing restrictions on private property development rights. Euclidean zoning is the “conventional” method of zoning used to regulate development through land use classifications and dimensional standards. The land-use classifications, or zoning districts, typically found are residential, commercial, industrial, and open space or conservation. Districts may be further divided by density, such as single-family and multi-family residential, and highway and general commercial, or may exist within “overlay” districts, such as for floodplains and historic areas containing additional restrictions.

The traditional planning goals associated with Euclidean zoning provide for orderly growth, prevent overcrowding of land and people, alleviate congestion, and separate incompatible uses. Conventional zoning has been criticized for lacking flexibility; however, this rigidity is reduced by the use of variances, special permits, and performance standards.

Form-based zoning codes are an alternative to conventional zoning by using physical form rather than the separation of uses as the principle for the regulations. Form-based codes commonly include the elements also found in conventional zoning ordinances, as well as subdivision and land development ordinances and historic preservation ordinances, but are not entirely dependent upon a specific use or zoning district. In contrast to conventional zoning where the focus is on segregating land uses, and controlling the intensity of development through criteria such as dwellings per acre, minimum lot size, setbacks, and parking ratios, form-based codes look at how buildings relate to the streetscape on which they front. In addition to addressing how building facades work with the scale and types of streets and blocks, and the form and mass of buildings in relation to one another, form-based codes are compatible with areas exhibiting a mix of uses including mixed use buildings, as well as areas with a concentration of historic buildings and structures. Regulations and standards are

presented as drawings and text, based on the community's intentions regarding the physical character of the area designated on a plan or map, which would identify where appropriate standards and scale of development applies rather than only land-use types.

Standards for public space include specifications for sidewalks, parking, street trees, and street furniture. Conventional regulations often require sidewalks with a standard width and style in specific zoning districts, while in this application the style and type of sidewalks would be dependent upon the both the type of roadway and the character of the buildings.

Building Form Standards that control the features and functions of buildings as seen from the street, would closely relate to architectural standards controlling external architectural materials and quality. Criteria such as minimum and maximum building heights, floor area ratio, the size and massing of windows, and minimum and maximum setbacks can help maintain the character of historical downtown areas.

Landscaping standards would include regulations for parking lot screening and shading, sight lines, and unobstructed pedestrian movements based on criteria such as the street classifications and character of the area; not on the individual land use. A conventional ordinance would require all off-street parking areas to be screened from the public right-of-way, and landscaped in a certain way. Form based codes would not require the same amount of screening and shade trees for a parking lot next to a major thoroughfare if the lot is located to the rear and north of a multi-story building accessed through an alley.

What really separates a form-based code from a conventional zoning ordinance is the extensive use of diagrams and illustrations, as well as text to explain the intentions of specific code provisions. A typical illustration in a form-based code could be for different architectural elements as shown below in Figure 10.1.

Another alternative to conventional zoning is combining aspects of conventional zoning and form-based zoning to create a hybrid. Many municipalities already have such hybrid regulations in their zoning ordinances and subdivision and land development ordinances that often include many standards found in form-based codes. Going even further is to combine one or more methods of zoning with other development regulations such as subdivision and land development, environmental controls, historic preservation, and tree regulations into what is often referred to as an "Unified Development Ordinance" (UDO).

Unified Development Ordinance

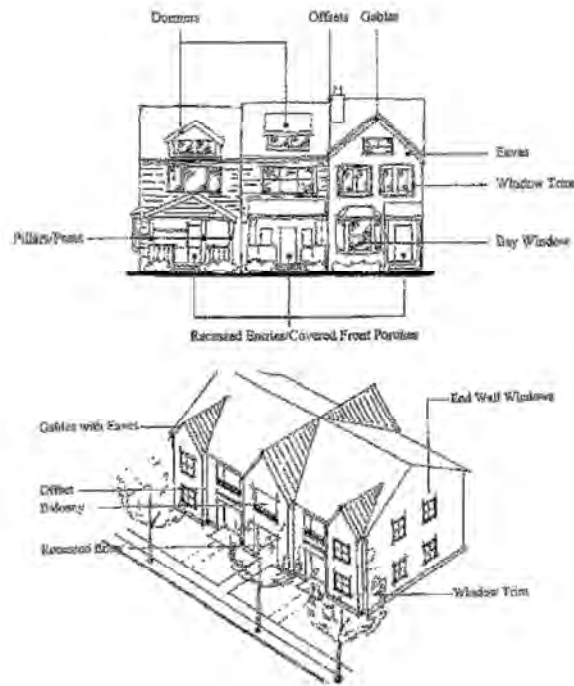
A Unified Development Ordinance or Unified Development Code is a single document that incorporates all development-related regulations procedures and standards, including zoning and subdivision regulation. Although not specifically enabled by the Pennsylvania Municipalities Planning Code, Unified Development Ordinances are used by several municipalities in Pennsylvania and many others throughout the U.S. A UDO can simplify and streamline development procedures and requirements, increase flexibility, and place more authority with municipal officials; it would not be a simple codification of the Borough's development ordinance and regulations. The main benefit of a UDO is its structure and organization, where, at a minimum, it is arranged to follow the standard sequence that a development follows including the review process.

Figure 10.1 Elements of Form-Based Codes

Architectural features: Ornamental or decorative features attached to or protruding from an exterior wall or roof, including cornices, eaves, belt courses, sills, lintels, bay windows, chimneys, and decorative ornaments.

Awning: A roof-like cover, often made of fabric or metal, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, or door.

Block: An area of land bounded (surrounded on all sides) by streets, or by a combination of streets and public land, railroad rights-of-way, utility right-of-way, waterways, or any other barrier to the continuity of development.



Source: Oregon Transportation and Growth Management Program. Commercial and Mixed Use Development Code Handbook.

REVITALIZATION PROGRAMS

Main Street Program²³

The national Main Street Program was established by the National Trust for Historic Preservation in 1980 for the purpose of preserving and revitalizing traditional commercial districts like Hellam Street through Wrightsville. The Main Street Program is a community driven, comprehensive strategy used to strengthen and revitalize downtown and neighborhood business districts throughout the nation. It is an example of a common sense approach to addressing the variety of issues and problems that challenge traditional business districts. All Main Street Programs use a four-point approach as the foundation for enhancing a downtown business district:

1. **Organization.** A governing board and standing committees with stakeholder representation make up the fundamental organizational structure of the volunteer-driven program. The board is supported by a paid program director. This structure not only divides the workload and clearly delineates program responsibilities, but also builds consensus and cooperation among the various stakeholders.

²³ The information in this section is derived from the National Trust for Historic Preservation <http://www.preservationnation.org>, and the Pennsylvania Department of Community and Economic Development, New Communities Program Guidelines which can be found at www.newpa.com.

2. Promotion. Through promotion, the local Main Street Program encourages residents, visitors, potential shop owners, and investors to live, work, shop, play and invest in the Main Street district.
3. Design. Design emphasizes the creation or enhancement of an inviting atmosphere in the downtown area through attractive window displays, parking areas, building improvements, street furniture, signs, and landscaping to convey a positive visual message about the commercial district and what it has to offer. Design activities also include advocating good maintenance practices in the commercial district, promoting the rehabilitation of historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long-term planning.
4. Economic Restructuring. Through “economic restructuring,” the Main Street Program helps sharpen the competitiveness of existing business owners. It also recruits compatible new businesses and encourages the conversion of unused or underutilized commercial space into economically productive property to help boost the vitality and profitability of the district.

The Pennsylvania Main Street Program is a Department of Community and Economic Development (DCED) funded program with technical assistance provided through the PA Downtown Center. The Program grants financial support to communities undergoing a revitalization effort in their downtowns.

As listed in the New Communities Program Guidelines, the goals of the Main Street Program are:

1. To preserve and strengthen the existing retail, local government, and business centers.
2. To improve residents’ quality of life by making the traditional downtown more attractive as a place to live and work.
3. To act as a catalyst for small business development; thereby, increasing employment and tax revenues in traditional downtown locations.
4. To assist local governments and small businesses in developing relevant, state-of-the-art technology to provide cost-effective solutions for business and community development opportunities.
5. To develop and maintain continuous contact with Main Street businesses regarding opportunities and solutions to impediments to business growth.
6. To utilize a well, thought-out planning process to ensure publicly funded projects will make a difference in the economy of the downtown area.
7. To ensure that the importance of reinvestment in traditional downtowns is considered in the overall economic development strategy at all levels of the private and public sectors.

Eligible applicants include local governments, redevelopment authorities, nonprofit economic development organizations, other nonprofit organizations, and business improvement districts, neighborhood improvement districts, and similar organizations

incorporated as authorities. Preference may be given to local governments and redevelopment authorities, depending upon the activity.

Seven categories of activities are eligible for funding through the Main Street Program.

1. Main Street Designation (provides personnel and other administrative costs including Façade Improvement grants).
2. Planning Grants.
3. Façade Improvement Grants.
4. Operational Grants (provides program operation and administration costs only).
5. Anchor Building Grants (assists with renovations to a significant downtown building, usually provided as a grant to the applicant and as a loan to the developer).
6. Downtown Reinvestment Grants (provides financial assistance for the acquisition or rehabilitation of commercial structures, improving public sites in a commercial target area, streetscape projects, and other construction costs determined to be a part of a larger project necessary for the revitalization of a downtown area).
7. Regional Main Street Coordination Designation (provides personnel and other administrative costs including Façade Improvement grants).

Match requirements vary depending upon the activity. Applications are enhanced in the competitive review when match is provided above the required amounts. There is an increasing match requirement for communities seeking Designation under the Four Point Approach. Operational grant requests without designation require at least a dollar-for-dollar match.

DCED will provide up to \$500,000 for Anchor Building grants or up to 30% of the project cost, whichever is less. For Downtown Reinvestment grants, DCED will provide up to \$500,000 or up to 50% of the project cost, whichever is less. (Anchor Building grants are grants to the applicant, but a loan to the developer.)

Benefits of Main Street Program designation include technical assistance and training in all areas of planning and implementation using the Main Street Four Point Approach; networking opportunities with other Pennsylvania Main Street grantees; administrative funding for up to five years; and, priority consideration for Main Street Downtown Reinvestment grant funding and Anchor Building funding.

With the economic crises and budget deficits facing Pennsylvania at the time this Comprehensive Plan was been drafted, the DCED budget has been severely cut back resulting in limited funding available for this grant program.

Elm Street Program

As a companion to a Main Street Program, the PA DCED Elm Street Program allows communities to integrate a Main Street or downtown revitalization program with a neighborhood renewal strategy. The Elm Street Program is designed to provide assistance and resources to those mixed use residential areas in proximity to central business

districts to further enhance the downtown area and to improve the viability of older neighborhoods.

The goals of the Elm Street Program are similar to the Main Street Program specifically to revitalize neighborhoods in proximity to the existing downtown by improving the exterior appearance of the buildings and streetscapes. Eligible applicants for the Elm Street Program are the same as for the Main Street Program. Eligible activities that can be funded through the Elm Street Program include Elm Street Designation (personnel and other administrative costs to administer Residential Reinvestment grants); Planning Grants; Facade Improvement Grants; Operational Grants (program operation and administration costs only); and Residential Reinvestment Grants (infrastructure and structural improvements, promoting home ownership, facade grants, neighborhood revitalization activities, etc.).

A 10% match from local, private or public sources is required. The required local match is 10% of the DCED grant award. Matching funds can be cash and/or documented in-kind sources. The match requirement may be waived or reduced if it is determined that the requirement would constitute a hardship upon the municipality or an agency designated by the municipality.

With the economic crises and budget deficits facing Pennsylvania at the time this Comprehensive Plan was been drafted, the DCED budget has been severely cut back resulting in limited funding available for this grant program.

Land Use Planning and Technical Assistance Program (LUPTAP)

LUPTAP is another financial assistance opportunity administered by the PA DCED that provides grant funds for preparing and updating of comprehensive plans; policies and implementing mechanisms such as zoning ordinances and subdivision and land development regulations; functional plans such as downtown revitalization and source water protection plans.

There are no minimum or maximum amounts for a LUPTAP grant; however, a 50% match is required, which can come from the municipalities general fund, in kind contributions as well as other grants such as the U.S. Department of Housing and Urban Development Community Development Block Grants (CDBG is administered through the York County Planning Commission).

As this Comprehensive Plan was being drafted, the Governor's Center for Local Government Services was currently updating the LUPTAP Guidelines. With the economic crises and budget deficits facing Pennsylvania for the past several years, the DCED budget has been severely cut back resulting in limited funding available for this grant program.

Façade Improvement Program

Façade Improvement Programs are designed to assist residential property and business owners with rehabilitating the facades of their buildings, and are usually associated with a Main Street Program, Elm Street Program or Historic District. Most Façade Improvement Programs that are part of a Main Street Program are for commercial properties.

A variety of funding assistance is available often requiring a match from the property/business owner, such as the Main Street Program and the Elm Street Program. Grants through these Programs require a 50/50 match and often are limited to \$5,000 per property owner. Grants provided through other sources can be in whatever amount the program determines feasible, often also requiring a match from between 10% to 50%. Additional financial assistance can be in the form of a loan, and loan rebates are sometimes granted when the project is completed before a set period of time.

In addition to funding opportunities, Façade Improvement Programs sometimes include design assistance or architectural services by local architects or design professionals who volunteer their time and expertise. Professionals providing pro bono services a few hours per week or month are often a component of a main street revitalization strategy.

Typically, properties must be located within the boundaries of a designated revitalization area, Main Street or Elm Street or within an historic district. Exclusions depend on the program and can include new construction, residential buildings, and office buildings exceeding a maximum size, structure less than a specific age, and government or other public buildings such as active schools and churches.

The following is an fictional example of how a typical Façade Improvement Program would be organized:

Program Purpose

The purpose of the Façade Improvement Program is to bring new life to existing buildings in the Downtown Historic District. The Program is designed to enhance the visual attractiveness and design and reduce blighting conditions of residential and commercial properties in the project area, and to facilitate continued growth and economic stability.

The Program is sponsored by the Borough's Historic Commission with project funding subject to availability of Program funds. The Commission provides project oversight and coordination with other Borough departments. Eligible properties must be within the designated Downtown Historic District.

Program Objectives

- To improve the viability of existing businesses in the Downtown.
- To provide financial assistance for facade improvements to owners and/or tenants of properties in the Downtown area.
- To eliminate blight and incompatible design standards by encouraging Program participation.
- To improve the visual presentation of individual properties and Downtown by improvements to facades, signage, and other exterior features.
- To bring structures up to existing building and safety code standards.

Project Financing and Assistance

- Grant of up to \$5,000 for eligible improvements to single-family residential buildings.

- Grant of up to \$15,000 for eligible improvements to multi-family residential and commercial buildings.
- A 50% matching rebate of eligible costs up to \$15,000 in Historic Commission funds (\$30,000 in actual costs).
- Up to five hours free architectural and design consultation; additional costs are Program eligible costs.

Eligible Improvements

- Painting/stucco or other exterior enhancement
- Awnings, windows/doors replacement
- Murals, marquees, parapet walls, arcade/canopy facade
- Removal and replacement of nonconforming signage
- Tile/pavement between entry and public sidewalk
- Exterior and/or display lighting
- Accessibility improvements for the disabled
- Other improvements subject to Commission approval

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Chapter 11. Community Facilities and Public Services Plan

This component focuses on a variety of community facilities and public services and the policies and actions that will drive future decisions about location, programming, design, and construction. The adequacy and availability of community facilities and public services is a necessary part of the comprehensive planning process due to the importance of maintaining existing and attracting future residents and businesses to the area. Growth needs to be managed in such a way as to not put an undue burden on existing community facilities, and thereby affect the overall quality of life in the Borough. It is important that the prioritizing, scheduling and construction of community facilities and public services meet the needs of current and future populations while, at the same time guide and direct growth in an orderly and logical manner.

Community facilities and public services can be provided by the local municipal government or a municipal authority; a county, state or federal agency; or a private nonprofit organization. For Wrightsville, the local government, the Wrightsville Municipal Authority, the Eastern York School District, Wrightsville Police Department, Wrightsville Steam Engine & Hose Company, local churches, and the citizens of the Borough all share a responsibility in providing a variety of facilities and services. A community facility or public service is established primarily for the benefit and service of the population of the community in which it is located and can include among other things recreational facilities; sewer, water, solid waste disposal, and other utility needs; schools, libraries and senior citizen centers; churches and other places of worship; and post offices, emergency services, and other local, state and federal facilities designed to provide a service to the local area.

It is the goal of this Comprehensive Plan to provide adequate community facilities and public services to the residents, business and property owners and visitors of the Borough of Wrightsville. The following policy objectives should be established by the Borough Council for working toward that goal.

- Basic community facilities and public services must be provided within the Borough as necessary and practical in order to make a more desirable locale in which to live; whatever is provided in this respect must be adequate and responsive to the needs of existing and future residents.
- Land to be utilized for the construction of community facilities should be identified and reserved for such use by the community as early as possible to avoid future problems of non-availability for acquisition.
- Establish an increased level of (public) utility self-sufficiency.
- Community facilities should be planned wherever possible for multipurpose usage. (school/community(youth) center; park/open space/buffer area)

FACILITIES PLANNING

The evaluation of existing public facilities and the determination of needs for future facilities involve several related criteria to provide for a logical framework of community facility planning. In order to determine if a community facility or public service is to be improved, replaced or initiated, the following criteria should be given consideration:

1. Consider other elements of the Comprehensive Plan when determining the most efficient location of any community facility, including existing and future population distribution, major thoroughfares and topography.
2. Community facilities should be accessible by major thoroughfares providing the best possible access to the largest number of citizens who will use the facility.
3. Co-locate services, such as recreation and school complexes or recreation and municipal building complexes, to enhance public convenience and operational economics, and minimize the use of land by sharing parking lots and accessory facilities.
4. Determine the present condition and obsolescence of existing facilities to improve operational efficiency and help indicate when there is a need for replacement.
5. Regularly monitor the level of utilization of a service or facility to determine if its capacity meets demand.
6. Provide adequate land area for a community facility site to meet the space needs and any future additions, including parking and landscaping.
7. Facilities should portray an attractive appearance compatible with the Borough.

CAPITAL IMPROVEMENT PROGRAM

The Comprehensive Plan developed for Wrightsville Borough represents a long-range guide for both public and private developments. Successful accomplishment of the various recommendations suggested in the Plan is dependent upon the willingness and ability of the Borough to provide certain public improvements, which in turn serves to stimulate private expenditure for further improvement and investment. Carefully directing public expenditures for Borough-wide improvements through a Capital Improvements Program is an important tool to achieve the goals of planning and at the same time serves to guide public expenditures and attract private investment.

For the Borough to adequately provide for public improvements such as new and upgraded sidewalks, expanded parks and recreational sites, and other long-term nonrecurring permanent investment, large outlays of capital are required termed capital improvements. Funds expended for the provision of these facilities are called capital expenditures. The entire process, called the Capital Improvements Program, is in reality a financial plan for the future development of public improvements for Wrightsville. The Capital Improvements Program first ranks projects according to urgency, estimates the expenses involved in the various projects, and considers sources of revenue and financial assistance. The scheduling of projects is based on when funds may be expected to become available year by year. Estimates cover a period of five years; the next year plus four years into the future.

Although the Borough does not have a Planning Commission nor has it undertaken a Capital Improvements Program in the past, Capital Improvements Programming is a proper function of a local Planning Commission. This is the only manner in which an impartial evaluation of various public improvements on the basis of need within financial limitations can be made. However, all projects proposed for improvement in the Borough by various public agencies are currently screened and evaluated on a case-by-case basis

by the Wrightsville Borough Council and Borough Engineer, in relation to recommendations in the Borough's Comprehensive Plan, with emphasis on their location, timing, size and need. Those projects which are the Borough's responsibility are considered with respect to the Borough's ability to finance capital improvements. Thus, the Borough would benefit from adopting a Capital Improvements Program that would project income and operating expenses for the next five years and relate them to the capital needs of the future. The Program would be reviewed annually, three or four months prior to preparation of the budget by the Borough Council.

The Capital Improvements Program typically looks ahead five years presenting an overall picture of a municipality's needs for the planning period. It is obvious that all necessary projects cannot be undertaken in five years, but nevertheless they are recognized and attention is focused on their future need.

The Capital Improvements Program is a continuing process. Projects completed during the year should be removed from the list and projects for an additional year added so that a five-year financial program is always available to the governing body.

Once initiated, the Program has the following advantages:

1. The Program provides a single comprehensive scheduling of all projects over a period of time which tends to eliminate duplication and short-sighted expenditures.
2. It sets forth a total picture of overall community needs and discourages a piecemeal approach to its problems.
3. It provides for the purchase of land in advance of actual need; thereby, reducing probable higher future cost to the community.
4. It provides a means of informing the taxpayer of the capital improvements he will receive for his taxes and an opportunity to express his desires regarding these or other projects.
5. It informs all agencies and investors as to the community's project construction time table and allows them to plan their own developments accordingly.
6. It provides for implementation of the Borough's Comprehensive Plan.

A Capital Improvements Program should be among the highest priority actions undertaken by Wrightsville to meet its Community Facilities and Public Services goal to provide community facilities and public services in an efficient, cost-effective, and quality manner consistent with the financial resources of the Borough.

OFFICIAL MAP²⁴

The Official Map is another method for implementing the Community Facilities and Public Services component of the Comprehensive Plan. In Pennsylvania, the Municipalities Planning Code (MPC) is the main authority for controlling land use and

²⁴ Pennsylvania Municipalities Planning Code, Act 247 of 1968, as amended and reenacted. Article IV – Official Map.

managing growth and enables municipalities and counties to prepare and adopt Official Maps as tools for implementing their comprehensive plans.

The Official Map is a map and ordinance that identifies both existing and proposed public lands and facilities within the entire community or in a specific area or neighborhood. The map is a declaration by the municipality that it may eventually need area or areas designated on the map for uses and facilities that will improve and protect the health, safety, and welfare of the residents. It identifies properties that the municipality reasonably expects for public purposes or improvements and which it would be able and willing to purchase outright or on which it can acquire easements.

The following lands and facilities may be placed on the Official Map:

- streets, watercourses, and public grounds
- public parks, playgrounds, and open space reservations
- sidewalks, paths, and bicycle trails
- railroads, transit rights-of-way, and easements
- floodplains, stormwater management facilities, and drainage easements
- historically or archaeologically significant areas
- any other existing or proposed public way or facility identified in the comprehensive plan, including municipal buildings, police and fire stations, libraries, schools, community centers, and similar ways and facilities

Among the important benefits of the Official Map are: providing the municipality with a legal means for reserving sites for public use; indefinitely restricting development of land for streets and watercourses; allowing for public and private cooperation by informing developers up front of the municipality's long-range growth plans; and providing leverage for outside funding. However, these benefits also come with limitations that protect private developers and property owners. Though not a necessity to a built-out community such as Wrightsville, the Borough should consider adopting an Official Map with regards to providing such public facilities as parks, and pedestrian and bicycling trails.

FACILITIES AND SERVICES PROVIDED BY THE LOCAL GOVERNMENT

The local municipal government has the primary responsibility for making sure adequate public facilities and services are being providing to the community. The Borough government directly provides a variety of services, such as building and other code enforcement, development review, street and public areas maintenance, snow and leaf removal, and tax collection. The Borough is also responsible for maintaining supportive, cooperative and collaborative efforts with the other entities that provide services to the residents, businesses and property owners in Wrightsville. In addition, the local government elected officials and staff should facilitate and encourage voluntary compliance with Borough codes, regulations and policy with regard to property improvement and maintenance.

This section describes a variety of services that the local government of Wrightsville provides directly to the citizens and property owners of the Borough, or can facilitate the establishment of specific programs and improvements.

Property Maintenance and Code Enforcement

Property Maintenance Ordinances (Building Codes)

The primary purposes of Property Maintenance Ordinances or Building Codes are intended to protect residential and commercial buildings and properties and the people who use them by establishing minimum maintenance standards designed to maintain or increase property values, discourage neglect and vandalism, encourage quality development, and preserve the quality of life. In 1998 the Borough adopted its current code of ordinances which was “a consolidation, codification and revisions of the ordinances of the Borough.” It was actually a recodification of the Code of Ordinances originally codified in 1971. The Code of Ordinances includes chapters covering Administration and Government; Animals; Buildings; Codes Enforcement; Conduct; Fire Prevention and Fire Protection; Health and Safety; Housing; Licenses, Permits and General Business Regulations; Motor Vehicles and Traffic; Signs and Billboards; Solid Waste; Streets and Sidewalks; Subdivision and Land Development; Trees; and Water. Many of these codes and ordinances address specific nuisances on public and private property, such as abandoned vehicles, unsafe structures, fire hazards, and substandard housing, but are only as effective as their enforcement.

Code Enforcement Program

The goal of any Code Enforcement Program should be to draw the property owner’s attention to existing code violations which could have a negative impact on their property and the neighborhood and Borough as a whole. The majority of these violations can be corrected through voluntary compliance and a spirit of personal responsibility. The success of the Program rests upon each resident, business owner and property owner, acting as a good neighbor by properly maintaining his/her property. Only through compliance with the municipal codes and knowing how to take action when violations occur can the local government, residents and property owners work together to achieve the quality of life everyone wants to enjoy in Wrightsville.

Rather than forcing compliance, the Borough government must lead the way to accomplish this by improving the condition and appearance of its facilities and grounds through streetscape enhancement and gateway beautification projects. It should also facilitate voluntary compliance with building codes by encouraging owners and tenants to take pride and responsibility in maintaining their properties. In addition, the Borough should explore incentives, such as a tax abatements and façade improvement programs, to enable neighborhood residents to pay for repairs. A further incentive could be as simple as an annual, public recognition of exceptionally maintained properties or most improved property, as well as eyesores and those with a blighting influence.

However, aggressive code enforcement must also be maintained and focused on health and safety issues, building maintenance and investment properties with ongoing monitoring and increased emphasis on nuisance abatement to improve neighborhood quality of life. An inventory of “nuisance properties” should be created that includes compliance enforcement strategies.

Although the Borough has a variety of property maintenance and nuisance ordinances currently on the books, they need to be regularly reviewed and updated to stay abreast with evolving problems and changing trends and technology.

Revitalization Programs Administered by the Local Government

The local government has an additional responsibility to lead in the revitalization and reinvigoration of the Borough. Several development and redevelopment tools available to the Borough are covered in the Future Land Use, Housing and Resource Protection Plan component of this Growth Management Plan. The Main Street and Elm Street Programs and associated grants and concepts are a function of the local government and therefore closely affiliated with the concepts presented in this component.

Streetscape Improvements

Streetscape is the appearance of a street and helps define the character of a community; its identity, economic vitality, and aesthetic and social appeal. Streetscapes are the most visible element of any town and can have a significant effect on how pedestrians, bicyclists, motorists and residents perceive and interact with the community. Streetscapes are an important component of the public realm; they are public spaces where people interact and engage in various activities, including but not limited to walking and driving. Attractive streetscapes are a form of place making when they attract people because they are pleasurable or interesting.

Streetscape improvements can be complex and costly or simple and inexpensive and include everything from street paving and traffic management; utility relocation; sidewalk paving, widening and bulbouts; landscaping, pedestrian lighting and street furniture such as benches, trash cans, and kiosks; to building facades, signage and public art.

This section will focus on signs and signage, sidewalks and the public realm, gateways and utilities with an emphasis on Hellam Street and Front Street.



Signs and Signage

In addition to building code enforcement and façade improvements which were discussed in previous sections, the control and regulation of signs and signage is a cost effective method of improving the visual appeal of the Borough's streets and make people feel welcome.

Wrightsville currently has a Sign and Billboards Ordinance restricting signs and advertising devices over or upon sidewalks or roadways. This ordinance covers the maximum projection of a sign from a building, minimum height of the sign over the sidewalk, and obstructing the view of motorists. It also includes a provision limiting the display of merchandise on sidewalks by requiring a minimum five foot wide area for

pedestrians. There is nothing in the Signs and Billboards ordinance that controls the size of signs, the number permitted, or illumination, all of which can add to the visual clutter along the Borough's streets, particularly Hellam Street.

The intent of most sign regulations is to control the use of public advertising and promotional displays. Sign ordinances should provide for a fair permitting process, protect and enhance the character of roadways and surrounding areas, protect property values from excessive signage, enhance the economic value of the community, and protect pedestrians and motorists through construction standards and minimizing visual distractions.

Sign ordinances regulate the size (area and height), placement (location), number, illumination and movement, and types of signs. Many sign ordinances are part of a municipality's zoning ordinance, but they can also be a stand-alone code as is the case in Wrightsville. Sign standards are often set for the type of roadway and or zoning district. Along a major thoroughfare or in a commercial highway zoning district, where you would find gas stations, convenience stores, fast food restaurants, hotels and strip retail development, signs would tend to be larger and more brightly illuminated than along a downtown main street. In residential areas and historic districts, the size, number and especially the illumination of signs would be severely restricted.

The Borough should consider amending its Signs and Billboards Ordinance to include the types of provisions and standards described in the preceding paragraphs. As an alternative to amending the existing ordinance, adoption of a zoning ordinance could include a section for the regulation of signs and billboards.

Wayfinding signage will be discussed in the Transportation Plan.

Sidewalks and the Public Realm

The public realm includes all those areas not located on private property, including sidewalks, streets, and other public spaces, such as parks. Streetscape improvements within the sidewalk area can include decorative paving, sidewalk widening and bulbouts at intersections, landscaping, pedestrian lighting, street trees and street furniture, such as benches, trash cans, and kiosks.

The planning and design of any streetscape improvements on Hellam Street should be about place making. Wrightsville has an opportunity to make Hellam Street, specifically the blocks between the Veteran's Memorial Bridge and Fifth Street, as well as a few blocks along Front Street, destinations for local residents and visitors. The variety of architecture, a mixture of commercial and residential uses, and accessibility to and views of the Susquehanna River, are strong assets that can be enhanced and built upon.



Wrightsville Borough government should consider installing a variety of streetscape amenities typically used in downtown revitalization efforts. These various amenities are also often utilized in historical residential and mixed-use neighborhoods and could include:

- Street trees can be used throughout residential and commercial streetscapes; tree grates are typically utilized in downtown streetscapes or along corridors such as Hellam and Front Streets. Street trees add a level of safety along streets with higher speed limits creating a separation between moving vehicles and pedestrians. Additional landscaping should be established in municipal parks and open spaces and private property owners should be encouraged to install window boxes and other plantings.
- Wrought iron and historical or period street furnishings, such as benches, planters and trash receptacles, are often found in downtowns. Installing such amenities along Hellam Street and parts of Front Street, as well as in parks and open spaces, would create an inviting place encouraging people to walk and socialize.



- Pedestrian-scale ornamental, historical lighting can be used in both commercial streetscapes and historical residential neighborhoods. Pedestrian lighting enhances both the visual appeal of a street and its safety. Pedestrian lighting lights the sidewalk not the street as do the much taller traditional “cobra head” street lights.

- Ornamental mast arms for hanging flower baskets or banners used to announce being in the downtown or other special place. These can be attached to any pole or structure including building facades, but work best coordinated with pedestrian light poles and other ornamental or historical structures.

• Sidewalk paving, patterns, and other treatments are an integral part of most downtown streetscapes and can alleviate some of the conflict between vehicles and pedestrians. The width of Hellam Street is an obstacle to creating a truly pedestrian friendly environment but not one that cannot be overcome. Bulb-outs and crosswalks can be utilized at intersections or even mid-block to improve pedestrian safety and serve as a traffic calming technique. Both of these methods as well as other traffic calming will be discussed in the Transportation Plan.

- Other streetscape improvements utilized in downtown revitalization schemes include attractive bus shelters, bicycle racks, information kiosks, public art and murals, and banners and other wayfinding signage to assist visitors in finding their way around the town.



Before Wrightsville would make an investment in these physical streetscape improvements, it should consider developing a strategic downtown revitalization plan. The Main Street Program or even utilizing the four-point

Main Street Approach with a cadre of volunteers could be a starting point for planning the future of downtown.

Gateways

Wrightsville has several gateways into the Borough, though the two most prominent are at the eastern and western ends of Hellam Street. The use of landscaping and the control of signage on private property are two cost effective methods for improving gateways. Gateway enhancements within the public realm could include pavement markings, welcome signage, enhanced lighting and a small park or public space. Additional treatments extending into the roadway would include medians and traffic circles.

The eastern gateway to Wrightsville is via the Veterans Memorial Bridge, an area of expansive paving, a tiny patch of open space and little visual appeal. A variety of enhancements could be provided to welcome motorists, calm traffic and improve pedestrian circulation. The easiest and least expensive technique would be to use traffic signage and painted pavement markings to slow vehicles, demarcate the street and sidewalk rights-of-way, and provide crosswalks all of which can signal entrance into the Borough. Additional improvements could consist of attractive welcome signage, landscaping, and lighting, as well as an expanded park area, and the use of traffic calming, such as raised median or a traffic circle or roundabout. Any gateway treatments should be coordinated with wayfinding signage, which will be discussed in the Transportation Plan.

In 2006, a Lighting Feasibility Study²⁵ was commissioned for the Veteran's Memorial Bridge. Included in that study was an assessment of the western approach to the bridge in Wrightsville that concluded that although Wrightsville's approach to the bridge lacked the open space amenities that are present in Columbia Borough, the higher elevation and "breathtaking views" provide ample opportunity for a variety of enhancements.

In addition, the Rivertowns Heritage Development Strategy prepared in 2008 by the former Lancaster-York Heritage Region (Now Susquehanna Gateway Heritage Area) and Rivertownes PA USA for Wrightsville, Columbia and Marietta Boroughs provided recommendations for the approach to the Memorial Bridge, as well as for North Front Street, and economic development which will be described more fully in the Recreation and Economic Development Chapters respectively. Gateway improvements recommended in the Heritage Development Strategy, presented as illustrative drawings, include crosswalks, landscaping, and even a traffic roundabout that create an enhanced definition of the space.

The Borough's western gateway is essentially the intersection of Hellam Street and Cool Springs Road. This is an area of typical automobile oriented commercial uses including auto sales and services, medical offices and a vacant blighted site that is proposed to become a Royal Farms convenience store and auto fueling station. Cooperation with individual property owners is essential to improving the visual appearance of this area. Additional landscaping and more attractive signage that do not distract motorists should

²⁵ Lighting Feasibility study: The Veterans Memorial Bridge, Connecting Columbia, Lancaster County and Wrightsville, York County. Prepared by Brinjac Engineering, Inc. for Rivertownes PA USA, April 2006.

be encouraged. The provision of sidewalks and other pedestrian amenities, such as crosswalks, would improve safety and make the area more inviting for residents to walk.

The Borough has the authority to make or require improvements within the public right-of-way, which includes sidewalk areas. The Borough's Subdivision and Land Development Ordinance (SALDO) requires sidewalks, street trees and street lights to be installed in certain new developments. However, Wrightsville does not require such improvements to be made in the built areas of the Borough. Actually, the Borough's Tree Ordinance restricts a property owner from planting trees within the public right-of-way, contrary to the SALDO. Unlike a subdivision and land development ordinance, stand alone ordinances dealing with issues, such as landscaping and signage, as well as a zoning ordinance, would exert a level of control over the redevelopment of a property, its change of use and the expansion of any buildings or structures. The Borough should plan gateway improvements that are consistent with and coordinated to other initiatives, including, but not limited to, the bridge lighting proposal and the Rivertowns Heritage Development Strategy. In addition, Wrightsville should consider adopting and/or amending ordinances to provide for a wide range of improvements that improve the appearance of its entrance gateways.

Utility Lines and Poles

Of all the streetscape improvements discussed and described so far, relocating utility lines and poles is the most expensive. Though the benefits of relocating utility lines include improving the visual appeal of a street, increasing property values, and reducing utility disruptions, the cost is often prohibitive for a small community. There are several methods for relocating utility lines or making them less visible.

Placing utility lines underground is the most expensive option. An alternative to burying utility lines is to relocate them to rear service alleys, which is an option for Wrightsville. Currently, all utility poles on Hellam Street are on the south side of the street with numerous wires extending over the roadway to reach properties on the north side. Relocating the utility poles to the rear alleys would require the installation of additional poles but would dramatically improve the aesthetic quality of Hellam Street and



the scenic view of the Susquehanna River and historic bridge.

Though expensive, the cost of relocating utility lines is eligible for a variety of Federal and State funding. One way for a community to pay for utility relocation is through the Federal Safe Accountable Flexible Efficient Transportation Equity Act - Legacy for Users" (SAFETEA-LU). Through PennDOT, Wrightsville could apply for Transportation Enhancements (TE) funds for utility burial or relocation under the categories of landscaping, scenic beautification, or scenic/historic highway programs and welcome

centers. Utility relocations are often incorporated as part of a larger project to improve local appearance. Federal Community Development Block Grants (CDBG) can also be used to fund utility relocation projects.

In Pennsylvania, burying utility lines is an aesthetic improvement similar to landscaping and communities can apply for funding as part of a Main Street Program. Downtown Reinvestment Grants provide financial assistance for improving public sites in a downtown commercial area and streetscape improvement projects that are part of a larger project necessary for the revitalization of a downtown area.

Another option for some communities is to establish a special assessment district in the area that is scheduled for undergrounding utilities and other public improvements. Special assessment districts are usually created through a petition by the majority of property owners in the area. In West Reading Borough, Berks County, a Business Improvement District (BID) was formed in 2004 to finance streetscape improvements along six blocks of the Borough's main thoroughfare. An assessment on all properties within the BID paid the debt service on a \$6 million bond used to fund the improvements that included the burying of utility lines, sidewalk paving, bulbouts, street lighting and street trees, and wayfinding signage.

FACILITIES AND SERVICES PROVIDED BY OTHER GOVERNMENTAL AND NONGOVERNMENTAL AGENCIES AND AUTHORITIES

The Borough government does not directly provide police, fire, ambulance and water and sewer service to the residents and business and property owners in Wrightsville; however, it is responsible for enabling the provision of such services. Likewise, educational and medical opportunities are available to the citizens of the Borough by separate governmental entities and private not-for-profit and for-profit organizations. The status of the facilities and services discussed in this section at the time this Comprehensive Plan Update was drafted is provided in Chapter 7 of the Community Profile.

Public Safety

One of the primary roles of government is providing safety and security for its citizens, property, critical infrastructure, and natural resources. Natural disasters, emergencies, and crimes require rapid response and comprehensive planning from public safety agencies. Therefore, the provision of adequate police, fire and ambulance service is necessary for any community that is seeking to provide the minimum necessary services to ensure the health, safety and well-being of its residents.

Wrightsville is currently sufficiently served by its local police and fire departments, and there is no present need to expand public safety in the Borough. However, it is important that the Borough continues to support its local public safety providers by budgeting for contributions and contracts. Additional ways to support the Fire department is to assist in securing funds for the acquisition of apparatus and continued growth to meet new needs and challenges.

A recent trend in Pennsylvania is the regionalization of services in order to reduce costs to taxpayers and the agency that provides the service. The Wrightsville Police Department, comprised of 3 full-time and 3 part-time officers, currently serves the

Borough and is primarily funded through municipal taxes. Though the Wrightsville Police Department adequately provides this important service to Borough, it could be beneficial to evaluate the potential of expanding the police department to provide a greater regional presence.

Wrightsville Municipal Authority

One of the policy objectives stated to meet the goal of providing adequate public facilities and services to Wrightsville was for an increased level of public utility self-sufficiency. Through the Wrightsville Municipal Authority, the Borough and areas of Hellam Township immediately adjacent to the Borough are provided water and sanitary sewer service.

Water Supply and Wastewater Treatment

As noted in the Community Profile, the availability of a central water supply and wastewater disposal is a major determinant for growth and development in many communities. At the present time, the water supply and sewage service are considered to be adequate in the Borough. In 2011, the Wrightsville Municipal Authority supplied an average flow of 341,000 gallons per day (gpd) of water to the Borough and surrounding areas. York Water Authority permits the Municipal Authority to withdraw up to 864,000 gpd; therefore, there is significant capacity for future growth. In addition, York Water Authority is extending a water line closer to the Borough. If needed in the future, the Municipal Authority could tie into this line, further expanding its capacity for water delivery.

The Borough's wastewater treatment plant has a permitted flow of 400,000 gpd. In April 2011, the average flow to the plan was 324,000 gpd, resulting in over 80% capacity. It is difficult to ascertain when the wastewater treatment plant would reach capacity. However, the Municipal Authority has space to expand the plant if necessary.

If growth and development continue at the current slow pace, the demand for public provision of these utilities will increase similarly. The planned and properly executed provision and extension of utilities in itself can be a strong force in achieving desired land use pattern objectives. Therefore, it is important for the Borough administration to monitor the availability of adequate water supply and waste water treatment capacity in order to not restrain future redevelopment and reuse opportunities. All potential impacts on the reliable supply of water from the mineral extraction activities of County Line Quarry and commercial agriculture in the surrounding countryside should be continually monitored.

Another public utility that a Borough, through a municipal authority, can provide its citizens is electricity. According to the Pennsylvania Municipal Electric Association, 32 Boroughs in Pennsylvania are in the public power business. Forty-five million people in 2,000 cities and towns through the U.S. are served by public power.²⁶ These public power

²⁶ "Public Power is Hometown Power" American Public Power Association, December 2007. www.APPAnet.org

providers are not-for-profit, community owned and operated utilities, most of which purchase electricity on the wholesale market for distribution to their customers. Almost $\frac{3}{4}$ of the public power systems serve small communities like Wrightsville with populations of less than 10,000.

The Borough should continue to support the Wrightsville Municipal Authority and encourage the continued maintenance and periodic upgrades to the water and sewer system. The costs and timing of necessary improvements to the Borough's infrastructure should be planned for in the Capital Improvements Program. The Borough, along with the Municipal Authority, could also investigate what it would take to establish a public power system in Wrightsville.

Educational Opportunities

Eastern York School District provides public education to Wrightsville and maintains an elementary school in the Borough. The enrollment, capacity and other educational information is provided in the Community Profile of this Comprehensive Plan. The capacity of the Wrightsville Elementary School for the 2009/2010 school year was at 78%. Although the population projections for the Borough as shown in Chapter 2 of the Community Profile predict a population increase of 2.6% by 2040 over the 2000 population, which assuming a similar rate of increase across all age groups, the capacity in the Elementary school would increase only to about 80%. Using the projected 6.1% rate growth in Hellam Township in 2040 over 2000, the capacity would increase to approximately 85%. Though the current population projections for the Borough and Hellam Township do not indicate a future problem, a significant multi-family residential development within the District could create additional demands on the elementary school. Therefore, the Borough Council should take into consideration the impact new residential development would have on school district facilities when reviewing land development proposals.

Health Care and Medical Facilities

Chapter 7, Community Facilities and Public Services, of the Community Profile described the various health care and medical facilities available to the residents of Wrightsville. Although there are no major medical facilities in the Borough, and no immediate plans by any of the regional hospitals for additional facilities in the Wrightsville area, the existing health care and medical facilities available, should adequately serve the Borough for the duration of this Plan. There are private practices in the Borough and in Hellam Township, as well as in Columbia Borough, Lancaster County. Also located in Columbia Borough are outpatient facilities affiliated with both Lancaster General Hospital and Lancaster Regional Medical Center.

Other Community Services and Facilities

As the population in the Borough continues to age, the importance of providing services to senior citizens will increase, including maintaining the need for the Eastern Area Senior Center, as well as access to adequate public transit, library and postal services and enhanced health care opportunities. Therefore, it is important that the Borough convey support for these valuable community assets and services.

The Eastern Area Senior Center set a number of goals including to empower older York County residents to stay active and healthy, and enable them to remain in the setting of their choice through the provision of home and community-based services. The Borough of Wrightsville should make the York County Area Agency on Aging aware of the importance to local residents that the senior center remains in the Borough.

Although the York County Library System has no plans to provide a library in Wrightsville, the Administration should advocate to rabbit transit to provide a bus stop near the Kreutz Creek Library in order for Borough residents without the availability of a private vehicle access to library services.

Wrightsville is currently provided with a U.S. Post Office within the Borough limits. The U.S. Postal Service has recently closed and consolidated several small post offices, often relocating them to lower density suburban areas in order to provide sufficient off-street parking. The Borough should express to the Federal Government the importance to the community of having a Post Office facility that is within walking distance of more than 1,000 households in Wrightsville and adjacent areas of Hellam Township. These households represent more than 1/3 of the 7,000 population served by the Post Office.

ASSISTANCE PROGRAMS

Given the extent of government agencies and other organizations providing financial and technical assistance to communities in Pennsylvania, the Borough should explore and identify these opportunities through various local, state and federal agencies, including DCED, PennDOT, USDA Rural Development, PA Downtown Center, and York County.

Department of Community & Economic Development

The Pennsylvania Department of Community & Economic Development (DCED) provides grants and low interest loans for community and economic development in addition to funding and assistance for infrastructure, recreation, and planning. Several sections in this Chapter focused on the community development programs available through DCED: the Main Street Program, Elm Street Program, Façade Improvement Program and the Municipal Services Grant Program (formerly the Land Use Planning and Technical Assistance Program), much of which was excerpted from the DCED website www.newpa.com.

USDA Rural Development

The Community Development Program (CDP) administers rural community development programs within USDA Rural Development. Each program and initiative promotes self-sustaining, long-term economic and community development in rural areas. The programs demonstrate how every rural community can achieve self-sufficiency through innovative and comprehensive strategic plans developed and implemented at a grassroots level. The programs stress continued local involvement and decision making, which is supported by partnerships among private, public and nonprofit entities.

Pennsylvania Downtown Center²⁷

Pennsylvania Downtown Center (PDC) is the only Statewide nonprofit dedicated solely to the revitalization of the Commonwealth's core communities. Since 1987, PDC has provided affordable services and benefits to communities across the Commonwealth in order to help them address their unique economic and social conditions. The PDC member organizations and communities range in size and location from extremely large urban neighborhoods to rural towns with a population of less than one thousand.

Primarily through utilization of the National Main Street Center's Four-Point Approach™, PDC provides outreach, technical assistance, and educational services in order to assist communities in revitalizing their central business districts and surrounding residential neighborhoods.

Pennsylvania Downtown Center provides training to Main Street and Elm Street Program recipients throughout the five-year State funding cycle. However, PDC also makes these services available to any community on a fee-for-service basis. The PDC serves as the official State Coordinating Program for Main Street providing its membership with the tools necessary to outline their vision of a healthy downtown and assist them in achieving their vision through action-oriented programs. PDC is committed to helping communities through education, training, strategic partnerships, and advocacy efforts, as outlined in its formal vision statement.

Safe Accountable Flexible Efficient Transportation Equity Act - Legacy for Users (SAFETEA-LU),

This Federal program, administered through PennDOT and the York Area Metropolitan Planning Organization (YAMPO), provides funding for highways, highway safety, and public transportation. More information about this program can be found in the Transportation Plan.

²⁷ Information on the Pennsylvania Downtown Center can be found at www.padowntown.org.

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Chapter 12. Transportation Plan

Although the Borough is easily accessible to many other places, its internal traffic circulation pattern, for both vehicles and pedestrians, has room for improvement. The Transportation Plan provides several recommendations for addressing roadway safety and improvements and transportation access needs of the Borough, including the needs of pedestrians and bicyclists, and serves as the framework within which the different land uses in the community can interact. The Transportation Plan further explores a few of the elements presented in the Community Profile and helps connect land use and transportation planning for the Borough of Wrightsville.

The Borough of Wrightsville is well situated as a commuter and bedroom community in eastern York County being about half way between the cities of York and Lancaster. Though much of the traffic between these two cities now bypasses the Borough on Route 30, Wrightsville has easy access to the highway at the interchange bearing its name. The main transportation arteries in the Borough are PA Route 462, Hellam Street, and PA Route 624, Front Street. Route 462 runs in a east-west direction and exits the Borough in the east across the Veterans Memorial Bridge. Front Street travels in a north-south direction parallel to the Susquehanna River, but underpasses Hellam Street at the Veterans Memorial Bridge. This network has promoted commuting patterns in which people live in the Wrightsville area, but work in the York and Lancaster areas. The table in Chapter 1 of the Community Profile shows how Wrightsville and Hellam Township are a short drive to the cities of York, Lancaster, Harrisburg and Baltimore and within a one day's drive of many of the major cities along the east coast of the United States.

The Comprehensive Plan Committee set a Transportation and Accessibility goal to improve the vehicle and circulation system in facilitating welcoming, safe and convenient movement between land use areas. Therefore, the following policy objectives for transportation are established:

- A program of continuous road maintenance should be integrated with an overall transportation planning program.
- Improve the appearance of the Borough's streetscape and reduce visual clutter.
- Enhance and encourage pedestrian and bicycle circulation within and through the Borough.
- Create a safe vehicular circulation system through modern traffic calming techniques.
- Improve vehicular circulation to enhance safety and convenience.
- Provide sufficient and convenient parking for commercial and residential uses and facilitate redevelopment with off-street parking.
- Encourage and promote alternative transportation options.

ROADWAY PLANNING AND IMPROVEMENTS

Although most streets in the Borough are local streets under the jurisdiction of Wrightsville, the two major traffic routes, Routes 462 and 624, are controlled and maintained by the Pennsylvania Department of Transportation (PennDOT). Unfortunately, the Commonwealth of Pennsylvania does not have the resources to deal

with all regional road projects that are needed; it's primary role in the resolution of regional transportation problems has given way to providing assistance to a relatively few number of locales with serious problems. The Borough of Wrightsville also cannot by itself make the transportation related improvements needed to increase safety, reduce congestion and enhance pedestrian access. Therefore, the Borough should take a proactive approach to solicit the cooperation of PennDOT, York Area Metropolitan Planning Organization, adjacent municipalities and developers to plan and program for regional road improvements, including the issue of traffic patterns within the Borough. Further, the Borough must investigate and identify funding opportunities through various local, State and Federal agencies, including but not limited to, the York Area Metropolitan Planning Organization (YAMPO) Transportation Improvement Program (TIP) and the Pennsylvania Department of transportation (PennDOT) for safety improvements, congestion mitigation and pedestrian access. These programs will be discussed further in the section on the York County Long Range Transportation Plan at the end of this element. Additionally, the Rivertowns Heritage Development Strategy proposed traffic circulation improvements for the western approach to the Veterans Memorial Bridge, which are described in the Gateways section of the Community Facilities and Services Plan component of this Growth Management Plan.

The Streets Condition Assessment Plan, discussed in Chapter 8, includes maintenance, preservation, and rehabilitation options; cost estimates; and funding opportunities. The Plan also recommends the prioritization of projects according to use. In addition, a five year pavement management plan outlined projects to be undertaken by the Borough through its staff as well as contracted. The Borough administration should regularly review and update this plan as needed.

Traffic and Circulation Patterns

The major traffic routes of Hellam Street and Front Street have evolved from the earliest system of roads established in the horse and wagon era. Historically, Wrightsville was a chief hub of transportation with major canal facilities and the main point for crossing the Susquehanna south of Harrisburg.

Much has changed since then, including the number, types and size of vehicles as well as the speed at which they travel. The primary traffic related issues facing Wrightsville now are the configuration of the Second and Hellam Streets intersection and the Veterans Memorial Bridge approach, access to Hellam Street from Front Street, the poor visibility at some of the streets intersecting with Hellam Street and pedestrian safety.

Traffic from the Veterans Memorial Bridge has several options as it enters the Borough; continue west on Hellam Street, make a very hard 180° right turn to access Front Street or a 90° right turn onto Second Street. Although signage sufficiently alerts motorists of the first of these options, the configuration and design of this intersection can be confusing. Gateway enhancements, such as landscaping, public space and additional signage, could alleviate some of this confusion. However, utilizing traffic calming techniques, such as raised medians or even a roundabout, would slow traffic, provide a clear demarcation of the travel lanes and increase pedestrian safety. The Institute of Transportation Engineers (ITE) has defined traffic calming as the "combination of mainly

physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”

PennDOT has published the Pennsylvania Traffic Calming Handbook²⁸, which covers all aspects of traffic calming. The Handbook describes a variety of traffic calming techniques including cost estimates for installation and construction. The following two techniques could be applied to the Second and Hellam Streets intersection.

- Raised median islands with a pedestrian refuge are narrow islands, at mid-block or intersections, between travel lanes with breaks in landscaping and curbing for pedestrians. The 200 block of Hellam Street would be a candidate for the use of a median island since the roadway has sufficient width to accommodate the structure without reducing the travel lanes to interfere with traffic. A median island should be wide enough to provide pedestrians a refuge while crossing the street. They can also slow traffic and improve the visual appearance of the street. However, there is a maintenance component with landscaped medians that should be considered prior to their installation.
- Traffic circles or roundabouts are raised islands in the center of an intersection that requires vehicles to travel counterclockwise around the circle. All traffic entering the roundabout travels in a counterclockwise direction and must yield to traffic in the circle if yield signs are utilized. As mentioned previously in this Growth Management Plan, the Rivertowns Heritage Development Strategy proposed a roundabout for the western approach to the Veterans Memorial Bridge. With multiple streets intersecting, the high volume of traffic and the width of Hellam Street, there is a need for traffic control improvements at the Second and Hellam Streets intersection; however, the geometry of this area could hinder turning movements for larger vehicles. Thus, detailed planning and/or engineering studies should be taken to determine the design improvements. Since this intersection is within Commonwealth-owned street right-of-way, any planning/design effort must be coordinated with PennDOT. Additional benefits of a traffic circle at this location would include slowing traffic and, if landscaped, adding a visual component to the Borough’s eastern gateway.

Other traffic calming techniques that could be used primarily along Hellam Street in the downtown area of Wrightsville, but also on Front Street, include:

- Curb extensions or bulb-outs are areas of expanded curbing that extend across a parking lane and may narrow a travel lane. The benefits of bulb-outs include protecting parked vehicles, improving pedestrian visibility and minimizing crossing distance. Though bulb-outs are used primarily at intersections, they are also used mid-block on very long blocks where there is a lot of pedestrian activity. According to PennDOT standards published in the Traffic Calming Handbook, bulb-outs could be used along Hellam Street.

²⁸ The Pennsylvania Department of Transportation (PennDOT) Bureau of Highway Safety and Traffic Engineering Publication No. 383, PA Traffic Calming Handbook: <http://www.dot.state.pa.us>

- Gateway entrance treatments, typically using physical and textural changes, provide identity to an area. In addition to other gateway improvements discussed in this section and in the Community Facilities and Services Plan, patterned and/or painted pavement markings can be used to emphasize the entrance into Wrightsville, as well as improving safety through an increase in driver awareness.
- On-street parking slows traffic by reducing roadway width. Parking, both on-street and off-street will be discussed in more depth later in this Transportation Plan.
- Textured crosswalks, utilizing pavers or other materials, demarcate crosswalks and alert motorists that they are entering a pedestrian-friendly area. When used in conjunction with other traffic calming techniques increase driver awareness, reduce speeds and improve pedestrian safety.
- Speed humps are raised humps in the roadway, typically 3 inches high with a 12 or 22-foot travel length. Speed humps are widely used and very effective at reducing speeds. The high average daily traffic (ADT) counts for Hellam Street (11,000 vehicles per day in 2008), however, make the use of speed humps impractical. With an ADT of only 2,000 per day on South Front Street, speed humps could be considered in the vicinity of Riverfront Park.
- Raised crosswalks are marked pedestrian crossings elevated 3 to 6 inches above street grade at intersections or mid-block. Similar to speed humps, raised crosswalks are effective at slowing vehicles and improving pedestrian visibility. Raised crosswalks could be used on South Front Street in the vicinity of Riverfront Park.

All the traffic calming techniques described in this section are suitable for one or more locations in the Borough. However, a thorough evaluation of the effectiveness and costs should be done with the cooperation of the York Area Metropolitan Planning Organization and PennDOT.

Land Use and Development Regulations

As noted in the Future Land Use and Resource Protection Plan, the two most powerful tools any municipality has to control and direct development are its zoning ordinance and subdivision and land development ordinance (SALDO). With regards to transportation and traffic issues, the Borough's SALDO would be the principle regulatory document. A zoning ordinance predominantly regulates how land is used, whereas the SALDO regulates the development and subdivision of land through design criteria for streets, sidewalks, blocks, lots and utilities, and establishes provisions for public improvements. In addition, the purpose of the Wrightsville SALDO is for the orderly and efficient integration of land developments and that land development plans. With regard to the location of sites, the SALDO states they shall conform to the Wrightsville Comprehensive Plan and with streets, public sites and proposed utilities.

Although there are few opportunities for new development in the Borough, there are several opportunities for redevelopment and adaptive reuse, especially in the Susquehanna River front area. In order to maintain and protect the character of Wrightsville, the Borough should adopt comprehensive traffic impact study regulations within its Subdivision and Land Development Ordinance. All new residential or non-

residential development, including infill, adaptive reuse or redevelopment, that generate more than 250 average daily vehicle trips per day should be required to provide a traffic impact report prior to approval of a land development plan. The report should include at a minimum the following:

1. Site design and layout as related to traffic circulation.
2. Access drive, driveways, and street design and placement.
3. Traffic control devices, speed limit signs, parking restriction/prohibition sign design and placement.
4. Pedestrian and bicycle facilities design and placement.
5. Street, drive and driveway sight distance issues.
6. Accessibility for disabled individuals.
7. Emphasis of the study should be placed on road alignment, capacity, safety and access; and that new and existing streets are coordinated to ensure minimum design standards are met.
8. PennDOT Traffic Impact Study (TIS) Guidelines, including, but not limited to, the following:
 - PennDOT TIS mandates for access onto State roads;
 - Traffic analysis conducted for existing, future “no-build,” and future “build” scenarios;
 - Crash inventory and analysis; and
 - “Soft” improvements, such as transit and ridesharing, as well as pedestrian movements.

PEDESTRIAN NETWORK

In addition to the service provided by streets and other infrastructure in the movement of people and goods, the role of the pedestrian network should be recognized as an important and vital component of a transportation system. The pedestrian network includes sidewalks, crosswalks, paths, walkways, and recreational trails that can be shared by walkers and bicyclists. It is interesting to note that, under Pennsylvania law, pedestrians are defined as “traffic” and must be included in any transportation project plan.

In recent years, more emphasis has been placed on providing and maintaining increased opportunities for walking and addressing pedestrian issues. The health of the community, the physical health of residents and the fiscal health of the municipality can be improved by making the community more walkable. Public health conditions improve through lower rates of obesity and a decrease in automobile crashes and injuries with an increase in walking. Reduced traffic congestion can help improve air quality. Less driving can result in more local business and increased tax revenue, as well as a reduction in street maintenance costs. All these ideas about the benefits of making places more walkable have resulted in the coining of the word “walkability.” Walkability is a measure of how

friendly an area is to walking, and can provide many health, environmental, and economic benefits to a community. A number of new organizations have become devoted to walking, advocating for more and safer pedestrian opportunities, and developing ways to measure “walkability.” Though measuring a place’s walkability is often subjective, with factors such as street design, topography, and weather difficult to measure, others that contribute to walkability, including street width, block length, safety from crime and crashes, and the number of amenities, can be measured and are used in a variety of rating systems. One such rating system is a community’s “Walk Score^{®29}.”

A community’s Walk Score[®] is a number between 0 and 100 that measures the walkability of any address, calculating the walkability of the address based on the distance to nearby amenities. According to the website www.walkscore.com, Wrightsville has a Walk Score[®] of 31, which makes the Borough car-dependent and places it just below average compared to the millions of places surveyed through Walk Score[®].

There are several ways to make Wrightsville more walkable, including the provision of sidewalks, crosswalks, and pedestrian paths, as well as through economic development as discussed in the Economic Development Plan. An invaluable source of information covering pedestrian facilities is the “Smart Transportation Guidebook: Highways and Streets that Support Sustainable and Livable Communities.” The Smart Transportation Guidebook is the result of a 2008 partnership between the Pennsylvania Department of Transportation and the New Jersey Department of Transportation. The goal of the Guidebook is to integrate the planning and design of streets and highways in a manner that fosters development of sustainable and livable communities.

Sidewalks

A sidewalk is simply a paved walkway along the side of a street. In Wrightsville, sidewalks can be found in the oldest and newest parts of the Borough, though their condition varies widely from accessible and continuous to dilapidated and intermittent. As a sign of a progressive and prosperous community, sidewalks were included in the development of Wrightsville throughout the 19th and early 20th centuries, until falling out of favor in low density residential neighborhood design beginning in the 1950s. The Borough’s current Subdivision and Land Development Ordinance requires sidewalks in higher density residential areas where typical lot width is 100 feet or less. Since the higher density areas of the Borough with narrower lots already provide sidewalks, the SALDO should be amended to require sidewalks for all new land developments and subdivisions, regardless of residential density or type of land use. In addition, Wrightsville should consider adopting an ordinance requiring that sidewalks be installed in all residential areas where there are “sidewalk gaps” and where walking should be encouraged, such as the western edge of the Borough and in the river front areas.

When implementing new sidewalk requirements, there are several aspects to consider. For example, the width of the sidewalk is important for walkability. The Americans with

²⁹ Walk Score[®] is a division of Front Seat. Front Seat is a civic software company and incubator whose flagship product is Walk Score[®].

Disabilities Act (ADA) requires that sidewalks be at least five feet in width. Obstructions like sign posts and utility poles can decrease the walkable width of the sidewalk, so alternative locations for these obstructions, especially sign posts, should be used where feasible. Quality maintenance and proper lighting of sidewalks should be sustained to reduce obstructions, improve safety, and encourage walking. Another way to make sidewalks safer is to implement buffers, which are areas of grass between the street and the sidewalk. An additional benefit of buffers is that the vegetation absorbs the carbon dioxide from automobile emissions and assists with water drainage. The Borough's SALDO requires a four-foot wide planting strip, but only where sidewalks are required.

Crosswalks

A crosswalk is any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway. Crosswalks should be considered necessary to provide circulation or access to schools, playgrounds, shopping centers, and other activity centers.

Crosswalks are only useful if they are safe. According to a study by the Federal Highway Administration³⁰, "*crosswalks, by themselves, should not be installed at uncontrolled crossing locations on two-lane roadways with ADT (average daily traffic) above 12,000.*" As noted in the Community Profile chapter on transportation, the only section of roadway in the Borough that exceeds an ADT of 12,000 is Hellam Street between the Veterans Memorial Bridge and Second Street. Therefore, crosswalks could be safely used at all other intersections in the Borough, and should be considered for the non-signalized intersections on Hellam Street. The safety of crosswalks can be enhanced through the use of traffic calming techniques, such as the medians and bulbouts described in a previous section, as well as signage. Painted crosswalks, such as the highly visible striped Zebra crossings, are a low cost alternative to curb extensions and raised crosswalks.

Any amendments to the Borough's SALDO requiring the installation of crosswalks should require such installation be in accordance with Chapter 8 "Pedestrian Facilities," Pennsylvania Department of Transportation Design Manual, Part 2. However, at a minimum, crosswalks, like sidewalks, should conform to ADA design standards.

Bicycle Facilities

Hellam Street, PA Route 462, is part of the 416 mile PA Bicycle Route S. The longest of the Pennsylvania's nine bike routes, Route S runs from West Virginia to New Jersey through 16 PA counties. However, no part of Hellam Street or the Veterans Memorial Bridge contains a dedicated bike lane or pavement markings. The bike route is identified through PennDOT signage.

The Borough has the opportunity to build on its position along a statewide bicycle route and other efforts to promote and encourage bicycling. Such opportunities will be explored further in the Recreation Plan. This Plan will look at the types of bicycle facilities and State and County planning efforts.

³⁰ FHWA, Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations, November 2000.

The following information on bicycle facilities is derived from the “Smart Transportation Guidebook: Highways and Streets that Support Sustainable and Livable Communities.”

Schools, parks, shopping and employment centers, and large residential areas all generate bicycle use. Before determining if bicycle facilities are needed and selecting which of three types as described below is most appropriate, a bike network plan should be developed or consulted. A bike network plan will identify the important bicycle generators in the community, and recommend how best to accommodate bicyclists. It should also identify roadways for bike lanes, wide shoulders or shared lanes, and shared use paths.

There are three principal types of bike facilities: shared use path, bike lane, and shared roadway (wide shoulders or shared lanes).

Shared use paths are shared by pedestrians and other non-motorist modes, such as roller skaters and horseback riders. They lie outside roadways often along abandoned rail lines, greenways, and within parks, and are considered important recreational assets. The old tow path along the Susquehanna & Tidewater Canal could be utilized as this types of path.

The disadvantage of shared paths is that they are less functional as everyday transportation accessing relatively few land uses within the community and experiencing higher rates of motorist bicyclist conflicts and crashes than on-road facilities when located parallel to and not adequately separated from roadways.

Bike lanes are a striped lane and markings on the roadway, accompanied by signage, designating an area reserved for use by bicyclists. Bike lanes often accommodate one-way travel only, located on both sides of the roadway. Bike lanes are the ideal facility for accommodating basic bicyclists. By designating a space only for bicyclists, they give bicyclists a measure of comfort that motorists will not move into their path. They also serve to advise motorists of the possible presence of bicyclists. The presence of bike lanes encourage bicyclists to separate themselves from parked cars more than they otherwise might, reducing the possibility of being “doored.” Bike lanes are usually not needed on local streets, due to the lower traffic volumes and speeds. Hellam Street could accommodate marked bike lanes, as well as on-street parking. Front Street could be marked as a bike lane in addition to providing a right-of-access for the Mason-Dixon Trail.

Shared roadways, subdivided into two categories: paved shoulders and wide curb lanes, is where most bicycle trips take place. These are roadways shared by motorists, bicyclist and pedestrians, without markings to indicate the presence of bicyclists. However, signs may be erected to indicate that the roadway is part of a bike route. The compatibility of the roadway for bicyclists depends upon factors including the width of the travel lane and shoulder (if present), roadway operating speed, traffic volumes, mix of heavy vehicles, and parking.

Paved shoulders and wide curb lanes are two additional types of bicycle facilities that are more applicable to places less developed than Wrightsville.

York County Comprehensive Bikeway Plan

In addition to classifying bike facilities based on physical characteristics, they can be classed by their purpose. The 1997 York County Comprehensive Bikeway Plan organized existing and potential bikeways into three functional classifications: Commuter, Recreational, and Recreational/Commuter.

Commuter Bikeways are corridors primarily used by workers traveling to and from their places of employment and residents visiting commercial centers. The off-road portion of these corridors may also be useful for recreational purposes in the evenings and weekends. The Bikeway Plan identified a few locations where commuter bikeways could be provided along major roads to facilitate access to core rail-trail facilities or directly to centers of employment and commerce. The Bikeway Plan did not propose a Commuter Bikeway within the Borough of Wrightsville; however, one was suggested to follow Route 24 between Red Lion Borough and PA Route 462 in Springettsbury Township.

A circuitous route at the perimeter of York County was identified as a possible Recreational Bikeway accessing a cross-section of the County's communities, scenic and natural resources, and for connections to and from adjacent counties. The majority of users on a Recreational Bikeway would be recreational riders. A portion of this potential Recreational Bikeway would extend from Wrightsville to PA Route 74 in Airville, Lower Chanceford Township.

The Combined Recreational and Commuter Bikeways identified in the Bikeway Plan would be bikeway corridors with potential multiple uses. Recreational bicyclists as well as commuters would use these bikeways depending on the time of day and week. The York County Heritage Rail Trail between York City and Maryland is expected to meet this need.

Pedestrian and Bicycle Plans

In addition to the York Country Comprehensive Bikeway Plan, in 2007, PennDOT created a Statewide Bicycle/Pedestrian Master Plan as a component of the Pennsylvania 2007 Mobility Plan, the Commonwealth's Long Range Transportation Plan, to "*more fully integrate bicycle/pedestrian transportation into PennDOT's routine project development processes and to include our partners in the process at the appropriate levels of responsibility.*" The Vision Statement for the Plan is:

Pennsylvania is a place where residents and visitors of all ages can choose to bicycle and walk. People are able to bicycle and walk with confidence, safety and security in every community, both for everyday transportation and to experience and enjoy the remarkable natural resources of the State.

The purposes of this Plan are to satisfy PennDOT's planning responsibilities under Federal law and provide guidance on how PennDOT should address the integration of walking and bicycling into the routine transportation project development process. However, Federal law does not mandate any special funding for bicycle/pedestrian activities.

York County Planning Commission, York County Rail Trail Authority and York County Parks are currently collaborating on a County Trail Plan which is scheduled to be completed in the Spring of 2011.

The Borough can enhance pedestrian and bicycle movement by amending the Subdivision and Land Development Ordinance and adopting a sidewalk ordinance that requires installing sidewalks and/or paved pedestrian and bicycle paths that connect residential areas to the Borough's commercial and other activity centers, such as the river front, as well as for all new development and redevelopment projects.

The Borough should establish a policy to ensure that all amendments to existing ordinances and the development of new ordinances dealing with streets, sidewalks, are developed in a consistent and coordinated manner. Wrightsville should also consider adopting an Official Map to implement pedestrian facility improvement projects, including completion of the Borough's sidewalk network, installation of crosswalks at key intersections and appropriate mid-block locations, and developing bicycle and pedestrian trails that link to existing or proposed trails.

Wayfinding

Wayfinding is the use of landmarks, signage, and other cues to help visitors navigate and experience a site without confusion. Wayfinding should be a planned, well connected network that creates a sense of security and comfort as it guides motorists and pedestrians to major cultural, recreational and commercial destinations in the Borough.

There are two levels of wayfinding that Wrightsville should consider. The first is to get motorists into the Borough and the second would be used for getting visitors to easily navigate between different areas of the Borough.

PennDOT has created a guidelines³¹ for establishing "*procedures for the installation of tourist wayfinding signs within the State highway right-of-way within the Commonwealth.*" The goal of the Statewide Wayfinding Program "is to develop a systematic network of traffic directional signs to efficiently and effectively guide the traveling public from major highway gateways to key attractions within the designated Signing Region with the minimum number of signs." The guidelines, which can be found on PennDOT's website, include eligibility, design, location and installation requirements and maintenance.



The second type of wayfinding is the network that moves visitors within the Borough. For most places, this type of wayfinding consists mainly of signage but could also include landmarks such as historic or civic buildings or structures, as well as other cues like specially paved paths or walkways. Although there are various styles and types of wayfinding signage that could be used throughout a downtown and other areas that would attract visitors, the Borough should

³¹ Statewide Wayfinding Program, 2008. Pennsylvania Department of Transportation. www.dot.state.pa.us.

coordinate any wayfinding signage initiative with other tourism development partners, including Susquehanna Gateway Heritage Region, Rivertownes PA USA, Civil Wars Trails, Susquehanna Greenway, York County Convention and Visitor's Bureau, the Lincoln Highway, and the PA Arts Experience. Some of the standards that should be considered when developing a wayfinding program include:

- Consistent wayfinding signage directing visitors to regional sites, such as the Susquehanna River.
- The use of detailed signage for parking and key attractions within the downtown area and to locations outside downtown.
- Special street signs within the historic sections of the Borough.



- Coordinate signage for use along the Mason Dixon Trail.
- Coordinate gateway treatments as described in the Community Facilities and Service Plan with wayfinding signage.
- Coordinate streetscape improvements and wayfinding.
- Use information kiosks, banners and other techniques in addition to signage.

PARKING

Both on-street and off-street parking is widely available throughout Wrightsville. In the older, downtown parts of the Borough, much of the parking is on-street; while in other areas it is off-street in parking lots for commercial businesses, the elementary school and churches, and in the driveways and garages of private residences.

Though there currently seems to be adequate parking in the downtown area, along Front Street and the commercial area at the west end of Hellam Street, the Borough should still explore options for expanding on-street and off-street parking. Since the lack of parking is often cited as a reason for the declining vitality of a downtown business district, being pro-active in addressing parking before a problem occurs would help maintain any momentum resulting from a revitalization effort.

On-street Parking

Though the lack of on-street parking downtown is not a critical issue in the Borough, it should be addressed as an option for residents and businesses in the center of Wrightsville. Parking is permitted on both sides of Hellam Street up to Eighth Street and near Front Street, as well as along other streets, except as identified on the list in Part 4, Chapter 15 of the Borough's Code of Ordinances. Most homes and many of the small businesses have off-street parking spaces or small parking lots that appear to meet current needs. The Borough has established criteria for a Residential Parking Permit Program in Part 4, Chapter 15 of the Code of Ordinance, but has not designated areas in which the Program would be instituted.

In addition to providing parking options for residents and businesses, on-street parking lanes benefit pedestrians, serving as a buffer from traffic, and reducing the speed of passing vehicles. Further, on-street parking acts as a visual cue telling motorists they are in a more urbanized, lower-speed area.

There are two types of on-street parking utilized in downtown areas, parallel parking and angled parking. Both types of parking could be located on one or both sides of a street in reserved parking lanes. Angled parking could be a practical option for Hellam Street. The information on on-street parking is from the Smart Transportation Guidebook: Highways and Streets that Support Sustainable and Livable Communities³².

Angled Parking

Angled parking should be considered on wide streets in commercial areas with lower traffic volumes and speeds. Angled parking can provide up to 50% to 75% more spaces than parallel parking. Parking spaces are typically 8.5 ft. wide, with the depth (measured perpendicular to the street), and minimum width of adjacent lane dependent on the stall angle. Currently, only North Sixth Street at Constitution Square permits angled parking.

Angled parking can be head-in or back-in. Standard "head-in" angled parking requires motorists to back out into the travel lane when leaving the parking space, often with limited visibility. For this reason, traffic speeds should be less than 30 mph when angled parking is used. Back-in, drive-out angle parking is an attractive alternative to head-in angled parking for some communities. This design removes the sight-distance issues associated with standard angled parking, directs passengers to the sidewalk rather than the street and is the preferred configuration of diagonal parking on roadways with bicycle lanes or a higher number of bicyclists. The Riverfront Park Master Site Plan proposal for back-in angled parking on Front Street adjacent Riverfront Park should be endorsed.

Parallel Parking

Parallel parking is, as the name implies, on-street parking adjacent to the edge of the street and parallel to the traffic lane in a lane typically reserved for parking vehicles. A parallel parking space is in general 8 feet wide and 20 to 24 feet in length.

³² "Smart Transportation Guidebook: Highways and Streets that Support Sustainable and Livable Communities." New Jersey Department of Transportation and Pennsylvania Department of Transportation, March 2008

Parking lanes wider than 8 feet are generally not recommended; they increase pedestrian street crossing distance, and reduce the right-of-way available for bike lanes and sidewalks and buffers. However, widths greater than 8 feet are possible when incorporated into innovative bike lane treatments. Parking spaces of 7 ft. may be acceptable on commercial streets with lower traffic volumes and parking turnover. Widths of 7 ft. should be assumed on all residential streets. At least 1 ½ feet should be kept clear between the edge of the curb and any objects, such as telephone poles, benches, and trees, in order to allow space for opening and closing of car doors.

“Tandem” parallel parking spaces are recommended for higher-order and congested roadways. Rather than stripe each parking space at 22 to 24 feet in length, parking spaces are typically striped at 20 feet in length with a marked out box of 4 to 8 ft. in length in between two spaces. Under this configuration, the time required for parking a vehicle is cut significantly.

Off-Street Parking

Off-street parking can be accomplished in one of two ways, surface parking or multi-level parking structures. The latter is not needed in Wrightsville at this time, and will not be discussed in this Transportation Plan.

Surface parking, or parking lots, is the primary form of parking for commercial and other non-residential uses in the Borough. The Wrightsville Subdivision and Land Development Ordinance requires that all new residential and nonresidential uses provide two off-street parking spaces for each proposed unit. However, it does not address off-street parking needs in already established and built areas of the Borough. The SALDO should be amended, or a zoning ordinance adopted, to address off-street parking in a more detailed manner as discussed below.

There are few options for providing off-street parking in the Borough, particularly the downtown area where available space is limited. Most municipalities require a specific minimum number of parking spaces to be provided for different land uses. For example, all residential uses shall be required to provide 2 off-street parking spaces for each dwelling unit, all retail uses shall provide at least 1 off-street parking space for every 200 square feet of retail space and all manufacturing facilities shall provide a minimum of 1



off-street parking space for each employee on its largest shift. Such parking regulations are designed to ensure that “peak” parking demand is met and reduce conflicts that often arise where inadequate parking is available. However, in many urbanized areas, both small and large towns, the trend has been toward maximum parking standards that reduces the area dedicated to parking lots. Regardless of whether it utilizes minimum or maximum parking standards,

Wrightsville should consider establishing off-street parking regulations that require the provision of parking for non-residential and multi-family residential uses.

An increasingly common method of providing adequate off-street parking without the proliferation of parking lots is the use of shared parking. Common shared parking areas are where required parking for 2 or more uses is provided in a common parking lot. The number of spaces needed to meet the needs of individual businesses in a common parking facility can be reduced where multiple buildings, structures or uses are on the same site or on contiguous sites, have a common parking lot, share customers or have different times of peak usage. This arrangement to reduce the number of required off-street parking spaces is often encouraged for mixed-used developments, such as strip shopping centers and enclosed shopping malls, and is becoming more common in downtowns and other mixed use areas and districts.

Certain provisions could be included within the SALDO or a zoning ordinance requiring the applicant to demonstrate that the hours of peak parking needed for the individual uses sharing the parking area are staggered to the extent that a lower total of parking spaces will adequately provide for all uses served by the facility. It is also important that a written agreement shall be executed between the record owners of all of the buildings, structures or uses involved and all of the parking areas involved guaranteeing the availability of all parking areas for the life of the proposed buildings, structures and/or uses. Shared parking areas also reduce the need for multiple curb cuts and driveway access points onto the Borough's streets. There should also be provisions requiring an off-street shared parking lot that is proposed adjacent to another shared parking lot to be connected via a cross access drive. Connection of these parking areas reduces the number of curb cuts onto public streets, and complements the shared parking areas.

In order for the Borough of Wrightsville to maintain and improve its position as a center for commerce and services, it must provide adequate parking for residents, businesses, workers and visitors within the downtown area. The Borough must explore opportunities to provide both on-street and off-street parking in the downtown area that appropriately reflects the character of the Borough as a traditional small town. Through zoning and subdivision regulations, cooperative agreements between land owners, and shared parking arrangements, Wrightsville can avoid future parking problems downtown.

Handicap and Accessible Parking

The Americans with Disabilities Act (ADA) requires that public and commercial places have parking spaces available for those with disabilities. There are specific parking space requirements to ensure that those with disabilities have equal opportunities in regards to employment, access to public and/or commercial space, state and government services, transportation options and other services.



A handicapped parking space must be large enough for a vehicle plus space to allow a wheelchair or scooter to exit the vehicle. For a space that is designated as "van accessible," this access space needs to be at least 8 feet wide and 5 feet wide for a space designated for a car. Also for vans, there must be at least an 98-inch height clearance.

The handicapped parking spaces must be located so they are the closest spots to the accessible entrance and should be on ground level, except when the closest space is on a slope or uneven surface. The route between the parking space and the entrance must also be accessible without stairs or sloped surfaces. An ADA handicapped parking space must be identified with the international symbol of accessibility placed high enough that it will not be obstructed when a vehicle is parked there. The ADA requires that 1 out of every 25 parking spots must be accessible to the handicapped, and 1 of every 8 of these handicapped parking spaces has to be van accessible.

The Borough should adopt regulations requiring handicapped parking for all public and commercial uses to be incorporated in either a new zoning ordinance or an amended subdivision and land development ordinance. Standards for accessible off-street parking spaces for persons with disabilities in parking lots and building approaches should meet the minimum standards as required by the current ADA.

In addition to establishing accessible off-street parking standards, the Borough should consider instituting an on-street handicapped parking permit program. This would allow persons with disabilities without access to off-street parking at their home to park on the street nearby.

PUBLIC TRANSIT AND COMMUTING

Commuting patterns for the Borough were inventoried and analyzed in the Community Profile. That analysis revealed that, in 2000, more than 90% of the workers in both the Borough and Hellam Township drove alone in a personal vehicle, regardless of their destination. However, the residents of Wrightsville have a few transit options available through rabbittransit, York County's regional transit authority, and Commuter Services of PA.

Rabbittransit operates fixed route bus service between York and Columbia with several daily stops in the Borough providing one of two current alternatives to commuting by personal vehicle. Commuter Services of PA³³ coordinates carpooling and other ride-sharing opportunities in a 9-County area that includes Franklin, Adams, York, Lancaster, Berks, Lebanon, Dauphin, Cumberland, and Perry and is facilitating a Regional Transit Coordination Study that will look at ways transit service can be coordinated throughout the service area. The anticipated completion of the study is the Spring 2011. In addition, there is an informal "Park 'n' Ride" lot at the Wrightsville interchange of US Route 30; however, this is not sanctioned by PennDOT and there are no plans to improve the site.

The Borough should support these and other efforts to reduce the number of daily vehicle trips by residents.

YORK COUNTY LONG RANGE TRANSPORTATION PLAN

Although there are currently no specific transportation improvements for the Borough of Wrightsville in the York County 2009-2035 Long Range Transportation Plan (LRTP),

³³ <http://www.pacommuterservices.com/>

there are opportunities for the Borough to be included in future revisions to the LRTP, as well as other transportation enhancement programs.

The purpose of the LRTP, adopted by the York County Board of Commissioners, and approved by the York Area Metropolitan Planning Organization (YAMPO), in 2009, is to develop a coordinated effort to implement transportation improvements that attempt to achieve York County's future goals that are supported by public consensus of York County's physical, social, economic, and institutional environments. The Long Range Transportation Plan serves as the basis for the Transportation Improvement Program (TIP), a capital program of highway, bridge, and public transit projects. In addition to providing a basis for construction projects, the Plan is used for the following purposes:

1. To identify special projects to utilize planning funds.
2. To evaluate the consistency of the transportation element of municipal and multi-municipal comprehensive plans.
3. To identify where future infrastructure improvements can or cannot support future development.
4. Serves as an educational guide and informational resource for the citizens, businesses, and institutions in York County and the region.
5. Serves as the Transportation Plan component of the York County Comprehensive Plan.

The Long Range Transportation Plan is designed to be consistent, coordinated, and complementary to plans prepared by York County, municipal governments, and the policies of the Statewide Transportation Plan and other relevant Statewide policies, including the Municipalities Planning Code's (MPC) requirement that comprehensive plans account for the movement of people and goods, short- and long-range transportation plan implementation strategies, and the general location and extent of transportation facilities.

York Area Metropolitan Planning Organization (YAMPO)

The York Area Metropolitan Planning Organization, established in 1964, is recognized as the Federally-designated and certified Metropolitan Planning Organization (MPO) responsible for conducting a continuing, comprehensive and cooperative (3C) process for transportation planning, programming, and decision-making within York County. The U.S. Department of Transportation, which is charged with certifying MPO plans and programs, requires all MPOs to prepare long range transportations that cover a period of at least 20 years.

The YAMPO is governed by a board composed of County, city, transit, and State and Federal legislative representatives, as well as various participating, non-voting members and Federal agency observers, with the York County Planning Commission and PennDOT providing staffs that conduct work on behalf of the YAMPO.

The Long Range Transportation Plan Process

The five main steps in the development of the Long Range Transportation Plan, and from which the LRTP's goals and objectives are derived, include:

1. Inventory and Need Identification.
2. Prioritization and Policy Statements.
3. Project Selection - The criteria used for selecting the best projects is based on meeting the principles of five documents: the York County Comprehensive Plan, Pennsylvania Mobility Plan, Keystone Principles, Smart Transportation and SAFETEA-LU. These documents are described in more detail below.
4. Air Quality Conformity – Since York County does not meet Federal air quality standards for ozone and fine particle pollution, the “Clean Air Act Amendments of 1990“ require that projects and programs in the Long Range Plan do not cumulatively harm air quality.
5. Implementation.

Plans and policies complementary to the Long Range Transportation Plan include the York County Comprehensive Plan, the Pennsylvania Mobility Plan, the Keystone Principles for Growth, Investment and Resource Conservation, Smart Transportation, and the Federal SAFETEA-LU program.

The **York County Comprehensive Plan** provides guidance and input into the future of the transportation system within York County. The eleven different elements of the York County Comprehensive Plan are Growth Trends, Growth Management Plan, Environmental Resource Inventory, Natural Areas Inventory, Open Space and Greenways Plan, Water Resources Plan, Agricultural Land Protection Plan, Housing Plan, Community Facilities, Hazard Mitigation Plan, and Economic Development Plan.

The principles of the **Pennsylvania Mobility Plan**, adopted in 2007 by the Pennsylvania Department of Transportation (PennDOT), are (1) move people and goods safely and securely; (2) improve quality of life by linking transportation, land use, economic development, and environmental stewardship; (3) develop and sustain quality transportation infrastructure; (4) provide mobility for people, goods, and commerce; and, (5) maximize the benefit of transportation investments.

The **Keystone Principles for Growth, Investment and Resource Conservation**, which lay-out general goals and objectives for economic development and resource conservation agreed upon by the agencies and programs that participated in their development, are designed as a coordinated interagency approach to fostering sustainable economic development and conservation of resources through the State's investments in Pennsylvania's diverse communities.

The ten principles are:

1. Redevelop First - supports the reuse redevelopment and revitalization of urban, suburban, and rural communities; conserves Pennsylvania's heritage resources; and supports rehabilitation of historic buildings and neighborhoods.

2. Provide Efficient Infrastructure by using and improving existing infrastructure first; using context sensitive design for highway and public transportation investments; providing transportation choice and intermodal connections; increasing rail freight; providing appropriate water and sewer service in growth areas and rural areas; and requiring consistency with comprehensive plans and implementing ordinances.
3. Concentrate Development that supports infill and compact development, is integrated with existing or planned infrastructure and services, and offers healthy life style opportunities for Pennsylvania residents.
4. Increase Job Opportunities by retaining and attracting a diverse, educated workforce; integrating educational and job training opportunities; and investing in businesses with good paying, high quality jobs located near existing or planned utility and transportation infrastructure and housing.
5. Foster Sustainable Businesses through strengthening sustainable natural resource based businesses; increasing our supply of renewable energy; reducing our consumption of limited natural resources; promoting the construction of green buildings and infrastructure; and supporting appropriate economic development.
6. Restore and Enhance the Environment by maintaining and expanding protection and conservation programs, conserving and restoring environmentally sensitive lands and natural areas; and promoting sustainable development.
7. Enhance Recreational and Heritage Resources by maintaining and improving recreational and heritage assets and infrastructure.
8. Expand Housing Opportunities through the construction and rehabilitation of housing that meet the needs of people of all incomes and abilities; supports local projects; coordinates housing with jobs and existing public services and infrastructure; and fosters housing opportunities compatible with county and local plans and community character.
9. Plan Regionally; Implement Locally by supporting multi-municipal, county and local government planning and implementation; and providing educational, technical and financial assistance for such planning and implementation.
10. Be Fair through the equitable sharing of the benefits and burdens of development; supporting inclusive community planning; and ensuring fair consideration is given to rural projects.

Smart Transportation is a set of statewide guiding principles developed jointly between PennDOT and the New Jersey Department of Transportation incorporating financial constraints, community needs and aspirations, land use, and environmental constraints during project development, while finding the appropriate balance between regional/statewide traffic movements and local/community desires. The interrelated Smart Transportation principles are: money counts; choose projects with high value-to-price ratio; enhance the local network; look beyond level-of-service; safety first, and maybe safety only; accommodate all modes; leverage and preserve existing investments;

build towns and not sprawl; understand the context - plan and design within the context; and develop local governments as strong land use partners.

The “**Safe Accountable Flexible Efficient Transportation Equity Act - Legacy for Users**” (SAFETEA-LU), enacted in 2005, provides funding for highways, highway safety, and public transportation and requires a state or MPO to plan for future improvements prior to using any Federal funding.

SAFETEA-LU requires that the YAMPO 2009 - 2035 Long Range Transportation Plan take the following planning factors into consideration when developing long range plans:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation and improved quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Recommendations from the 2009 - 2035 Long Range Transportation Plan.

As noted previously, the LRTP does not include specific recommendations for transportation improvements and enhancements in the Borough of Wrightsville. However, the LRTP does provide a variety of recommendations to improve transportation and the quality of life in York County. Some of the recommendations in the LRTP are for **Air Quality** (York County does not meet Federal air quality standards for ozone and fine particle pollution and is designated a Non- Attainment area by the US EPA.); **Capacity (Congestion Management)** which would reduce projected congestion on County roadways by providing additional capacity to the network; **Enhancements** projects including planning for bicycles, pedestrians, view sheds, downtown streetscapes, historic preservation, archaeological planning, and environmental protection; **Maintenance** projects needed to keep the State and local highway system in satisfactory condition include pavement maintenance, roadway drainage system maintenance, pavement markings, signage, roadside vegetation/mowing, and traffic signal maintenance; **Safety** projects focused on the need to reduce crashes by using Education, Engineering, and Enforcement; **Security** projects that would increase the height of bridge overpasses and the installation of Intelligent Transportation Systems (ITS) on U.S. Route 30; and **Transit** projects addressing the need of the public transit system; as well as other transportation alternatives including car and van pooling.

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Chapter 13. Economic Development Plan

Economic development is in general terms the creation of jobs and wealth, and the improvement of quality of life. Economic development is an ongoing process that continually influences growth of an area and restructuring of its economy to enhance the economic well being of a community, and includes efforts to increase employment opportunities by getting new businesses to relocate in a community or existing businesses to expand.

Wrightsville Borough recognizes the need for economic development, desiring to attract and retain businesses, and facilitate the expansion of sustainable businesses and industries that would result in a stable and diverse local economy and an improved standard of living for the citizens of the Borough. In addition, economic development in Wrightsville must provide for the expansion of the local tax base and local employment opportunities, while protecting the small town character of the Borough.

This Economic Development Plan will identify and describe opportunities for attracting, retaining and expanding local businesses. The Plan also identifies appropriate types of commercial activities that would meet the goal of promoting commercial development. In order for Wrightsville to achieve this goal, the subsequent policy objectives should be followed:

- Commercial development should be encouraged in the designated downtown area.
- Small, compact neighborhood commercial establishments may be encouraged, provided that they are well located to serve the particular neighborhood, and that they do not disrupt viable neighborhoods.
- Create an environment that attracts business and commercial development.
- Encourage cottage industries that reflect a compatibility with surrounding land use.

ENCOURAGING COMMERCIAL DEVELOPMENT

Adopting a zoning ordinance and amending the subdivision and land development ordinance to allow additional commercial and industrial uses, as well as infill development and the adaptive reuse of older buildings can be an important step in encouraging commercial development. Zoning provides business and property owners and developers with a level of certainty and predictability in how the land around them will be used, minimizes potential conflicts with residents, and provides assurance that their business or residence will be protected from incompatible uses. In addition, preserving and protecting the Borough's small town character and historic heritage can help the community maintain a sense of place and retain its people and businesses. Taking advantage of public-private partnerships and providing leadership to the business community can help establish a common focus for future economic development and help keep the local economy healthy through maintaining a balance between residential and non-residential uses. Zoning and other land use planning tools and regulations for directing development is discussed in detail in the Future Land Use, Housing and Resource Protection Plan.

The cost of development, including but not limited to, traffic and road maintenance, public safety, sewer and water systems, and public education will continue to increase as

development increases in the Borough and adjacent areas of Hellam Township. These costs are often reflected in higher taxes, which can be addressed through cooperation among municipalities to identify ways for providing essential services more efficiently, and eliminating the duplication of services. Continued residential development within the Borough needs to be balanced by non-residential development to ensure a healthy tax base and economy. Residential land uses, on average, requires somewhat more in expenditures than they contribute in taxes, mainly due to school expenses and infrastructure costs.³⁴ Conversely, non-residential, specifically commercial land uses, including industrial uses and private open space, provide more revenue than they require in expenditures.

In addition to cooperation, an effort should be made to maximize the skills of the local workforce and create innovative opportunities for future economic development. Taking a proactive approach to economic development can lead to an increase of the tax base by expanding and diversifying the economic base. Since over 90% of workers in Wrightsville commute to jobs outside the Borough, one way to improve the economic situation is to create and retain local jobs, especially for younger and older workers with limited transportation options.

Downtown as a Mixed-Use Area

Wrightsville is pretty typical of boroughs in Pennsylvania in that the oldest part of the borough, its downtown, is not necessarily dominated by any one type of land use. In today's planning jargon, this is referred to as a mixed use area. As noted in the Future Land Use Plan, the downtown area of the Borough is a mixed use area of higher density residential uses, small neighborhood oriented commercial uses, professional offices, government uses such as the Post Office, and civic uses including several churches and the Wrightsville Elementary School. This successful mix of residential, commercial and civic or public uses is mostly found on the same block but within separate buildings. However, there are a few examples where more than one type of land use is found on one lot, or within one building.

Establishing a mixed use area in Wrightsville is intended to provide for community oriented commercial uses that can strengthen the economy of the Borough. Hellam Street between Second and Fifth Streets has been identified as the Borough's downtown area. Corresponding to this is the designation of the blocks fronting on Hellam Street from Second Street to Seventh Street as Mixed Use on the Future Land Use Map. Commercial uses compatible with the character and intent of this area should include a variety of small retail establishments and personal and professional services largely oriented toward meeting the needs of the community.

In Wrightsville the predominate mix of uses within the same building, though few in number, is residential and commercial, typically in the form of a first floor, street level business with one or more apartments above. In this situation, the building could have been built for such purposes or experienced a conversion sometime in the past. However, conversions of residential buildings for commercial use can be incompatible with the

³⁴ "Fiscal Impacts of Different Land Uses, the Pennsylvania Experience" Penn State College of Agricultural Sciences Cooperative Extension

historic character of the area in which the conversion had occurred from a design perspective when significant structural changes that include building additions and large display windows. Other problems can arise, ranging from a lack of available off-street parking and visual clutter created by signage and outdoor lighting, to issues of absentee owners and building maintenance.

Additional forms of mixed use, such as home occupations and live-work arrangements can offer further economic diversity and vitality to the Borough and a sustainable alternative to the traditional commercial building. While home occupations are accessory commercial uses found in a single-family residential dwelling, and a live-work unit is more typically a residential use in a commercial building, both types of uses require that the property owner or the business operator reside on site. There are very clear differences and regulatory implications to all mixed uses. However, allowing a variety of uses to mix in certain areas can contribute to a municipality's tax base and provide local jobs close to home, as well as reducing traffic congestion and commuting times. The Borough should encourage and not discourage alternative business types such as home occupations and live-work arrangements which are further described below.

Home Occupations

With the large number of single-family dwellings located in the Borough's downtown area, there are many opportunities for the creation of home occupations. Typically, a home occupation is very small business conducted primarily by one or more members of the family residing in the home. Often these businesses are beauty and barber shops, insurance and real estate agents, and public notaries, but they can also be more intensive businesses that employ one or more unrelated persons such as doctors, dentists, architects and engineers.

Though the Borough's historic downtown has numerous single-family houses in which a home occupation would be preferable to modern commercial buildings, these houses could be demolished and replaced with commercial structures, dramatically altering the character and appearance of Wrightsville. As discussed in the Future Land Use, Housing and Resource Protection Plan, a zoning ordinance that includes an historic area overlay, as well as standards for a building's design, size and height, could be used to provide incentives to increase business activity downtown while preserving the Borough's valued character.

However, careful consideration should be given when permitting home occupations. Wrightsville currently does not regulate where or how home occupations are permitted. In municipalities with zoning regulations for home occupations, controls could include restrictions on the number of nonresident employees, changes to the external appearance of the dwelling, signage, and a percentage of the dwelling that can be allocated to the business, as well as provision for additional off-street parking spaces. In addition, many municipalities stipulate that home occupations may not generate increased sewage or solid waste; create smoke, noise or odors; or sell products not made on the premises is typically prohibited. The intent of these provisions is to protect the character of the neighborhood in which they are permitted. Home occupations should be permitted throughout the Borough with specific regulations based on whether the use is within a residential neighborhood or a commercial area such as downtown.

A cottage industry is a type of home occupation. It is a small-scale industry that can be carried on at home by family members using their own equipment and would most likely be more intensive than the uses permitted under a standard home occupation permit. It is a system of manufacturing that takes place in private homes rather than in a factory, producing hand-made and/or otherwise unique products. Similar to live-work arrangements described in the next section, cottage industries are most suitable for commercial and rural or very low density residential areas given the intensity of the nonresidential use.

Permitting a cottage industry gives residential property owners with parcels of sufficient size and meeting specific standards the opportunity to establish a business on their property subject to the business being subordinate to the principal residential use. Cottage industries, as with other home occupations, should be a business owned, and primarily operated by the owner/occupant of the property on which the use is located. However, unlike a home occupation where the business is primarily providing a service, a cottage industry would also be producing goods. Cottage industries typically include business activity more suitable for a garage or other small outbuilding. The types of businesses considered suitable as cottage industries include, but are not limited to, tailoring or dressmaking; catalog or mail-order sales; woodworking, metalworking, pottery, glass, art, sculpture, or other commercial art and home crafts; manufacturing false teeth and dentures, prosthetics and other specialized health and beauty products; repairing small engines (lawn mower, motorcycle, moped, etc.) and small electronic appliances; handcrafting operation; and landscaping, carpentry, plumbing, or electrical contractor trades.

Live-Work Spaces

In contrast to a home occupation, a live-work space or live-work unit is a building or spaces within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. The traditional live-work arrangement, where storekeepers, trades people, doctors, lawyers, and others live upstairs from or adjacent to their shops or offices, has always been present in boroughs and towns. A more modern version of the live-work space, more likely to be found in larger urban centers, is where small scale manufacturers and artists are engaged in onsite manufacturing or artistic endeavors, including printing and paper making, ceramic and glass blowing studios, candle making shops, and custom jewelry manufacturers. This latter form of live-work space is often taking place in converted manufacturing buildings and warehouses in residential areas, but could occur in any building suitable for adaptive reuse.

Though it's been found that the cultural and economic life of a place is enhanced by residents regularly engaged in the arts, live work arrangements in which the work activity is more intense than those listed in the previous paragraph are most suitable for commercial and industrial areas. In addition, new buildings specifically designed as live-work space could be permitted and built in appropriate locations.

As noted at the being of this section, encouraging and facilitating a greater mix of uses can improve the economic position of the Borough. Therefore, Wrightsville should adopt and implement a zoning ordinance, and amend its subdivision and land development

ordinance, as well as, amend existing and adopt additional building design guidelines to ensure that new commercial uses, particularly those in the downtown area, are compatible with the existing small town character of the Borough.

The following criteria and standards should be considered when amending existing ordinances or adopting new ordinances that regulate home occupations and live-work arrangements as permitted uses in the Borough:

1. Permitting such uses in areas designated residential, mixed use and commercial, where appropriate, on the Future Land Use Map.
2. Signage and outdoor lighting standards that maintain the compatibility of residential and non-residential development.
3. Commercial development, shall exhibit the physical design characteristics of pedestrian-oriented, storefront-style shopping streets.
4. Parking and loading requirements to accommodate a variety of mixed uses.
5. Home Occupation regulations should differentiate standards for the use when located in the residential, mixed use and commercial areas.
6. Live-Work Arrangements
 - a. Permit the adaptive reuse of existing buildings as live-work space.
 - b. Require adequate minimum habitable floor area for the living space.
 - c. Ensure the nonresidential use is a use permitted in the area in which the live-work space is located.
 - d. Shall exhibit appropriate physical design characteristics of pedestrian-oriented, storefront-style shopping streets.
 - e. Restrict the storage of flammable liquids or hazardous materials.
 - f. Prohibit the living space from being rented separately from the working space.
7. Cottage Industries.
 - a. Require that the lot is of sufficient size to allow the existing residential use and any new structures associated with a cottage industry.
 - b. Develop enhanced buffering and screening standards to protect adjacent residential and noncommercial uses from the adverse effects of the cottage industry.
 - c. Restrict the storage of flammable liquids or hazardous materials.

TOURISM

Wrightsville has a grand opportunity to increase tourism to the Borough. Promoting and developing heritage tourism and eco-tourism in Wrightsville could attract a variety of visitors every year, generating additional tax revenue, and creating local sustainable jobs.

Before Wrightsville begins to develop and promote tourism, careful considerations should be given to the impact additional visitor traffic could have on the Borough as well as drafting and adopting specific regulations for tourism related uses.

A brochure that identifies the Borough's historic and natural sites and existing enterprises should be created and marketed. Additional support for tourism can be obtained by developing a tourism marketing program focusing on both individual and group travelers. The Borough should fully participate and actively communicate and cooperate with Susquehanna Gateway Heritage Area, Rivertownes PA USA, York County Convention and Visitors Bureau and Lancaster County Pennsylvania Dutch Convention and Visitors Bureau and in other regional efforts to promote tourism.

Heritage Tourism

The National Trust for Historic Preservation³⁵ defines cultural heritage tourism as traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past and present. Heritage tourism includes cultural, historic and natural resources.

Heritage tourism in Pennsylvania³⁶ is a broadly defined travel market that includes a wide range of historic, cultural and outdoor activities, the most popular of which are historic towns and districts, Philadelphia's Liberty Bell, Gettysburg's battlefields, Amish country, and various other attractions and museums found throughout the state.

Heritage Tourism represents a sizable portion of the Pennsylvania's total visitors and tourism dollars generated. According to the Pennsylvania Heritage Tourism Study, in 1997 Heritage Tourism accounted for 12% of all Pennsylvania Leisure Person-Trips or 10.3 million visitors, and 25% of all tourism spending by U.S. leisure travelers or \$2.99 billion. In addition, this market segment helped support over 55,000 jobs, was responsible for generating \$1.0 billion in earnings for Pennsylvania residents, and generated \$497.1 million in tax collections for Pennsylvania (direct and indirect impacts).

The Travel Industry Association of America (TIA) Adventure Travel Report reveals that approximately 75% of U.S. adult travelers attended cultural activities or events while vacationing in 2009. The TIA's 2003 Edition of "The Historic/Cultural Traveler" reported that 58% of adult travelers visited an historic site or place, including museums, or attended an historic activity during a trip in 2002. And, according to the Lancaster County Pennsylvania Dutch Convention and Visitors Bureau website, more than 11 million visitors went to Lancaster County in 2007, spending \$1.8 billion dollars.

By marketing historic downtowns and neighborhoods, museums, landscapes, and other historic sites, communities can enhance their appeal to tourists. To be successful, the historic properties must be properly maintained, accessible to the public, and accurately interpreted.

³⁵ National Trust for Historic Preservation at www.preservationnation.org.

³⁶ The discussion on heritage tourism in Pennsylvania is derived from "Pennsylvania Heritage Tourism Study" prepared for the Pennsylvania Department of Conservation and Natural Resources in Partnership with the Pennsylvania Department of Community and Economic Development, the Pennsylvania Historical and Museum Commission, Preservation Pennsylvania, and the Federation of Museums & Historical Organizations. D.K. Shifflet & Associates, Ltd. McLean, Virginia, May 1999

Historic properties and sites play an important role in the tourism economies of Philadelphia, Pittsburgh, and the Pennsylvania Dutch/Amish Country. In addition, smaller Pennsylvania communities can incorporate their historic places as part of economic and community development strategies. Realizing the tourism potential of historic sites can have a significant effect on local economies if the community can capitalize on these resources while preserving and protecting the sites.

The existing opportunities for developing an heritage tourism industry in Wrightsville include the Wrightsville Historic District and Historic Wrightsville Inc., the Veterans Memorial Bridge and Burning of the Bridge Diorama, Civil War Trails, the Susquehanna and Tidewater Canal and others described in the Community Profile. Wrightsville could also benefit from tourism to nearby locations such as the Watch and Clock Museum and the Turkey Hill Experience in Columbia Borough, Marietta Borough's historic district, and the Highpoint Scenic Vista and Recreation Area in Lower Windsor Township.

The Borough should coordinate and collaborate with local heritage tourism organizations, such as the Susquehanna Gateway Heritage Area and Rivertownes PA USA, to promote its tourism resources. In addition, encouraging arts businesses and artists to locate in the Borough would enhance its position on the Pennsylvania Arts Experience³⁷ (PAE) Arts Trail. The PAE Artist Trail passes through Wrightsville as it follows the Route 30/Route 113 corridor between York and New Hope which is situated along the Delaware River north of Philadelphia. The Trail is one of several driving trails being developed in Pennsylvania, and partially funded and initiated by the PA Department of Community and Economic Development. Additionally, the Borough should promote itself as being on the Lincoln Highway and collaborate with associated organizations such as the Lincoln Highway Association and the Lincoln Highway Heritage Corridor.

According to information on the PAE website, "Based on the success of the "HandMade in America" Craft Heritage Trails of North Carolina and its profound impact on that State's economy, Pennsylvania's artist trails will hopefully have a similar effect in attracting arts-minded travelers and patrons to visit the State from around the world by providing exclusive access to the studios of Pennsylvania's many talented artists and artisans, as well as the many extraordinary museums, galleries, historic inns, bed and breakfasts, scenic, heritage and cultural attractions located here."

Ecotourism

Ecotourism, also known as ecological tourism, is tourism that appeals to persons with an active outdoor lifestyle, and often includes destinations where the natural environment and cultural heritage are the primary attractions. Hiking, fishing, bird watching and boating are some of the opportunities that could be further developed in the Borough. The Susquehanna River, Mason Dixon Trail and open space and recreational sites and facilities described in the Recreation Plan offer additional opportunities for the Borough to attract visitors.

³⁷ Pennsylvania Arts Experience (PAE) is a non-profit arts organization promoting the arts along the scenic river valleys of southeastern Pennsylvania. More information can be found at <http://www.paartsexperience.com/>

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

An important component of any Economic Development Strategy is identifying areas where economic development can and should occur with the greatest positive impact and least negative impact on the community. The purpose of designating such areas is to give priority consideration for development that will support new and expanding commercial and industrial projects in Wrightsville that help to diversify the local economy.

In identifying areas most suitable for commercial development, as shown on the Future Land Use Map and described in the Future Land Use Plan, careful consideration was given to the character of surrounding areas. Therefore, the focus of economic development should be neighborhood-oriented and low-impact commercial uses as infill and adaptive re-use in the downtown core, with more intense highway and general commercial uses in the areas at the western end of Hellam Street and along Cool Springs Road near the US Route 30 interchange. Segregating low intensity commercial uses from higher intensive commercial uses would exert minimal impact on the existing traditional small town economic activities. Though there are three areas of commercial uses in Wrightsville; the downtown area of Hellam Street and Front Street, the western end of Hellam Street and the County Line Quarry operation at the southern end of South Front Street, the downtown area has the greatest concentration of commercial uses, as well as a variety and mix of residential and civic uses.

Existing commercial uses in the Borough include a small supermarket, a bike shop, bank branch, barber and beauty shops, tattoo parlor, restaurants and bars, funeral home, auto and motorcycle repair businesses, a convenience store, insurance and real estate offices, medical or dental clinics, a bait and tackle shop, and a variety of other small specialty retail and service businesses. Permitting the continuation of such business diversity would help preserve and maintain the character in the Borough; create local jobs; and add retail, professional and personal services that meet the needs of local residents.

There are many variables involved in revitalizing a commercial district including location, demographics, transportation and market conditions. Many types of business that residents would like to see in the Borough were mentioned at public meetings and the Comprehensive Plan Committee meetings held during this planning initiative. Among the businesses suggested during these sessions were a farmers' market, more restaurants, and encouraging niche retail and artist related businesses.

Another strategy for business activity in the Borough was to buy local and support local businesses. Supporting independent locally owned retail and other businesses enables these small businesses to employ local residents, in addition to paying local and state taxes. A valuable source of information, as well as a strong supporter of growing a local economy, is the Susquehanna Sustainable Business Network (ssbn). The ssbn promotes social, environmental and financial sustainability in Lancaster and York Counties and is committed to the region and its quality of life. *“Building a Local Living Economy means that locally-owned businesses are strengthened by community support and increase practices and products that support a sustainable economy.”*³⁸

³⁸ From the Susquehanna Sustainable Business Network website: www.susquehannasbn.org.

Off-Street Parking

Maintaining a diverse array of businesses can create a level of economic sustainability for the Borough. However, without the availability of adequate parking in the downtown, businesses will continue to gravitate toward those areas of the Borough, or more likely Hellam Township, that can provide off-street parking to support business operations. In order to maintain the downtown area as a center of both economic and civic activity for the Borough, the issue of parking must be addressed. On-street and off-street parking in Wrightsville is discussed in detail, along with recommendations, in the Transportation Plan Chapter of this Growth Management Plan.

BUSINESS DEVELOPMENT, RETENTION AND RECRUITMENT

In order to promote economic development, it is important to know what the commercial and retail market is for the Borough in regards to business needs and wants. It is also very important to know what financial assistance programs and organizations exist to aid local business and industry. A short list of agencies and organizations involved in economic development in York County and throughout Pennsylvania are provided at the end of this section.

Market Analysis

In order for business development, retention and recruitment efforts to result in positive economic gains for the Borough, they must be market driven. For example, a retail market analysis must be based on current, reliable and realistic retail market information. A retail market analysis for Hellam Street in Wrightsville would identify consumer needs and determine what types of retail and service establishments are feasible and could be sustained. The analysis should include opinions and perceptions of business and property owners, customers, and residents. It should also include general demographic information about the Borough and surrounding area. A market analysis could be used in conjunction with developing a Main Street Program as described in the Community Facilities and Services Plan.

Regardless of the approach to economic development, the Borough should be aware of the county, state and federal organizations and agencies that are able to provide technical and/or financial assistance.

Grants and Other Financial Incentives

Grants and other incentives for economic development are available from a variety of sources including but not limited to York County, the Commonwealth of Pennsylvania and the Federal Government. In addition to the following grant programs, the Main Street and Elm Street Programs were discussed in the Future Land Use, Housing and Resource Protection Chapter of this Growth Management Plan. The organizations and agencies that can provide these and other financial and technical assistance are described in greater detail in the next section.

Historic Preservation Project Grant

The Pennsylvania Historical and Museum Commission (PHMC) administers the Historic Preservation Project Grants, which support projects that identify, preserve, promote and

protect historic and archaeological resources. However, the program will not provide "bricks and mortar" construction grants for historic buildings. Two types of projects are supported: community preservation and archeology. (See the Future Land Use, Housing and Resource Protection Chapter)

Community Preservation activities include cultural resource surveys, national register and historic district nominations, municipal planning and development assistance. Archaeology projects include the development of regional site sensitivity models, preparation of regional and/or temporal syntheses, research and artifact analysis, problem-oriented excavation projects.

The Historic Preservation Project Grant program is available to nonprofit organizations and local governments for the planning and development of publicly accessible historic resources listed in or eligible for listing in the National Register of Historic Places. The historic resource must be located in Pennsylvania and documented as being listed in or eligible for the National Register of Historic Places. The maximum award is \$25,000 and funded at two levels: for grants up to \$10,000 there is no match required; for those over \$10,000, a 50/50 match is required.

Rehabilitation Investment Tax Credit (RITC)

The PHMC, serving as the State Historic Preservation Office, administers the Federal Rehabilitation Investment Tax Credit (RITC) program in partnership with the National Park Service (NPS) and the Internal Revenue Service (IRS). The tax credit program is a cost-effective program that encourages private investment in rehabilitating income producing, historic properties such as office buildings, rental housing, hotels, bed and breakfasts, and retail stores.

Certain expenses incurred in connection with rehabilitating an old building are eligible for a tax credit. RITCs are available to owners and certain long term leases of income-producing properties. There are two rates: 20% for a historic building and 10% for a non-historic building, with different qualifying criteria for each rate.

To be eligible for the 20% Tax Credit the building must meet the following criteria:

- The building must be listed on the National Register, either individually or as a contributing building within a National Register Historic District, or be a contributing building to a Certified Local District (a locally designated historic district that has been certified by the National Park Service).
- The building must be used for income producing purposes; it must be a depreciable building and not used as a private residence.
- The rehabilitation work must be performed according to the Secretary of the Interior's Standards for Rehabilitation.
- The project must meet the "substantial rehabilitation test." This test is where the amount of money to be spent on the rehabilitation must exceed the adjusted basis of the building or \$5,000, whichever is greater. Generally, projects must be finished within a 24-month period.

- After rehabilitation, the building must be owned by the same owner and operated as an income producing property for five years.

To be eligible for the 10% Tax Credit the building must, among other things, be built prior to 1936 and be non-historic (not listed on the National Register, either individually or as a contributing building within a district, or it has been determined eligible for listing in the National Register of Historic Places), and the building cannot be used for rental residential purposes.

Urban Development Program (UDP)

A program available through the PA Department of Community and Economic Development (DCED) is the Urban Development Program (UDP). The UDP provides grants for urban development and improvement projects, such as the construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures or land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training. Funding from this Program, which varies based on the project, is available to municipalities and non-profit entities.

Eligible projects must meet one or more of the following criteria:

- Improve the stability of the community;
- Promote economic and/or community development;
- Improve existing and/or develop new civic, cultural, recreational, industrial and other facilities or activities.
- Assist in business retention, expansion, creation or attraction;
- Promote the creation of jobs and employment opportunities;
- Enhance the health, welfare and quality of life of citizens of this Commonwealth.
- Advance the purposes of budget appropriations

Tax Increment Financing (TIF)

The following information on Tax Increment Financing is from the Lancaster County Smart Growth Toolbox at <http://www.co.lancaster.pa.us/toolbox>.

“Tax Increment Financing (TIF) is an economic development instrument whereby all or a portion of the new taxes generated by a development within a designated TIF District can be used to pay for improvement costs related to that development or developments. Tax Increment Financing is authorized by the Commonwealth of Pennsylvania under the Tax Increment Financing Act of July 11, 1990, P.L. 465, No. 113, 53 P.S. Section 6930.1, et. Seq. The act permits the use of the incremental increases in real estate taxes resulting from real estate development to support revenue bonds. The Urban Redevelopment Law, P.L. 991, No. 385, 35 P.S. 1701, et. Seq. permits issuance of such bonds by a municipal authority. Bond funds issued as part of a TIF are used to finance public improvements associated with new development.

How to Use the Tool: Cities use TIF to cover the costs of projects located within a designated TIF district, including costs of ‘public works or improvements or residential, commercial, or industrial development or revitalization within a tax increment district, plus any costs incidental thereto.’ More specifically, project costs may include capital costs, financing costs, real property assembly costs, professional service costs, administrative costs, relocation costs, and organizational costs.

Where to Use the Tool: Urban Growth Areas, specifically those dealing with blight, abandonment, or disinvestment which possess redevelopment potential. TIFs generally should not be used in areas that are already experiencing significant reinvestment and new development.”

York County Economic Development Corporation (YCEDC)

The YCEDC is a non-profit organization established to serve as York County’s leading resource for facilitating economic development and to work with both the public and private sectors to enhance the overall quality of life. The services offered by the YCEDC are designed to assist in job creation, job retention, and to increase the County’s economic base.

- **Business Retention & Expansion Program** – A Statewide economic development tool focused solely on business retention and job creation
- **Business & Project Financing** - Marketing, Packaging and Administering Federal, State and Local Funding Programs and Grants
- **Business Attraction** - Site Selection and Infrastructure Assistance, Economic and Demographic Research, Local, Regional and State Networking
- **Tax Abatement Programs** - Keystone Opportunity Zones (KOZ) and Local Economic Development Revitalization Tax Assistance (LERTA)
- **Other Programs** - Foreign-trade Zone 147, Keystone Innovation Zone Redevelopment, Business Retention and Workforce Development
- **York County Economic Development Plan** – A collaborative effort with the York County Planning Commission to advance the County's land-use and economic-development planning and merge both groups' planning processes to guide sustainable economic development in York County.
- **Business and Workforce Development Assistance**
 - Guidance in the development of an Economic Development Plan and vision
 - Economic Development staff support
 - Economic Impact Analysis that can show the potential value added by a given amount of investment or by a specific business or industry.
 - Information and municipal profile to help in marketing and promotional activities

PA Department of Community & Economic Development (DCED)³⁹

The goal of the DCED is to foster opportunities for businesses and communities to succeed and thrive in a global economy, thereby enabling Pennsylvanians to achieve a superior quality of life. The Department ensures growth and development in businesses and communities across Pennsylvania through programs that provide: **Business Assistance** to help organizations fund their projects or start a business, find a location, expand their business, or stay in Pennsylvania; **Technology Investment** to assist companies at every stage of the business life cycle; and, **Community Development** assistance to develop and enhance a community's quality of life through improved housing, water and sewer infrastructure, public facilities and economic assets.

Specific community development programs available through DCED include the Main Street Program, Elm Street Program and the Land Use Planning and Technical Assistance Program, which are all described in the Community Facilities and Services Plan.

This Comprehensive Plan was funded through cooperation between the Borough, York County, the Department of Community and Economic Development (LUPTAP grant) and the PA Department of Conservation and Natural Resources. Similar funding collaborations should be pursued to amend the Borough's subdivision and land development ordinances and develop a realistic zoning ordinance, for which funding from the County through the Federal Community Development Block Grant Program has been secured.

Pennsylvania Downtown Center⁴⁰ (PDC)

The Pennsylvania Downtown Center is the only statewide nonprofit agency dedicated solely to the revitalization of the Commonwealth's core communities. Since 1987, PDC has provided affordable services and benefits to communities across the commonwealth in order to help them address their unique economic and social conditions. The PDC member organizations and communities range in size and location from extremely large urban neighborhoods to rural towns with a population of less than one thousand.

Primarily through utilization of the National Main Street Center's Four-Point Approach™, PDC provides outreach, technical assistance, and educational services in order to assist communities in revitalizing their central business districts and surrounding residential neighborhoods.

Pennsylvania Downtown Center provides training to Main Street and Elm Street Programs throughout the 5-year State funding cycle. However, PDC also makes these services available to any community on a fee-for-service basis. The PDC serves as the official State Coordinating Program for Main Street providing its membership with the tools necessary to outline their vision of a healthy downtown and assist them in achieving their vision through action-oriented programs. PDC is committed to helping communities through education, training, strategic partnerships, and advocacy efforts, as outlined in its formal vision statement.

³⁹ The information in this section is from the DCED website www.newpa.com.

⁴⁰ Information on the Pennsylvania Downtown Center can be found at www.padowntown.org.

Penn State Cooperative Extension

The Penn State Cooperative Extension, a part of the University's College of Agricultural Sciences, can help businesses with information and educational programs. These programs are designed to support productive, profitable, and competitive businesses and a strong agriculture and food system as well as ensure the long-term vitality of Pennsylvania's natural resources.

USDA Rural Development

The Community Development Program (CDP) administers rural community development programs within USDA Rural Development. Each program and initiative promotes self-sustaining, long-term economic and community development in rural areas. The programs demonstrate how every rural community can achieve self-sufficiency through innovative and comprehensive strategic plans developed and implemented at a grassroots level. The programs stress continued local involvement and decision making, which is supported by partnerships among private, public and nonprofit entities. Information on the community development assistance and loan and grant programs available from USDA Rural Development can be found at www.rurdev.usda.gov/pa.

Chapter 14. Recreation and Open Space Plan

This Recreation and Open Space Plan is a tool for Wrightsville Borough and its residents to use as a guide for expanding the recreational and open space opportunities in the Borough, as well as maintaining and enhancing existing facilities and programs. The focus of the Recreation and Open Space Plan is on parks, playgrounds, trails, and programs. However, Riverfront Park is only lightly addressed in this Plan since a separate planning effort has been undertaken concurrent with this Comprehensive Plan.

This Recreation and Open Space Plan complements other elements of the Comprehensive Plan Update, as well as the Riverfront Park Master Site Plan. The purposes are intended to address the following:

1. Guide future improvement, development, and conservation of parks and open space as important community and regional assets for the citizens of Wrightsville Borough, as well as visitors and tourists.
2. Preserve important historic and cultural features of the Borough, including, but not limited to, the Susquehanna & Tidewater Canal and the Limekilns.
3. Conserve the Borough's important natural resources especially along the Susquehanna River.
4. Link recreational facilities and trails and open space to the Borough's commercial areas along Hellam Street and Front Street.

Although there was not a specific goal to improve or expand recreational opportunities, several goals directly and indirectly impact the Borough's parks, recreational facilities and open space: to provide adequate community facilities and services; to preserve and protect the natural, cultural and historical resources; to improve the circulation system; to encourage a sense of community pride and identity; and to cooperate in the development of Wrightsville.

PUBLIC PARTICIPATION

Public participation played an important role in the creation of this Recreation and Open Space Plan. The Comprehensive Plan Committee (CPC) who directed the overall planning program was composed of residents, Borough Officials, and business and property owners. In addition, at-large input from the community was received during two (2) public meetings and two (2) community surveys. The public meetings and surveys helped the CPC identify the perceptions and desires of the community.

Over 75% of respondents to the second citizen survey said that recreational opportunities are very or somewhat important to them, while less than 40% felt that recreation and cultural facilities and programs available in the Wrightsville Borough and Hellam Township area are adequate. Among the facilities and programs desired by the citizens responding to the survey are a community center (15%), hiking/walking trails (12%), youth programs (12%), adult programs (12%) and playgrounds (9%). Almost 13% responded that they would be willing to support a Borough tax increase for additional recreational facilities and programs.

In response to the comments and concerns from this public input, the CPC identified the following tactics and ideas to be utilized in achieving the several goals of this Comprehensive Plan:

- The lime kilns should be incorporated into the Plan.
- Boating and a fishing and/or boat dock should be established and encouraged on the Susquehanna River
- Promote and improve walking and biking trails, including the Mason-Dixon Trail
- Commons Park is an important asset to the Borough
- Identify opportunities for active and passive recreation
- Create more open space
- Riverfront Park should be developed as an entertainment venue and other areas of the riverfront should be developed for camping, boating and hiking.
- Establishing a community center should be explored.

LOCAL RECREATIONAL FACILITIES AND OPEN SPACE – ISSUES AND OPPORTUNITIES



The Borough of Wrightsville is endowed with an assortment of park and recreational facilities as described in Chapter 9, Recreation and Open Space. These facilities include mini-parks, neighborhood parks, school or community parks, private recreation and special use areas. Located within a short drive of the Borough are several regional parks, an athletic facility and additional private park/recreational facilities.

The six parks in the Borough provide residents and visitors with a variety of passive and active recreational opportunities including basketball, baseball, fishing, boating, bird watching, and playgrounds. The three full basketball courts and three baseball fields (2 regulation, 1 little league) exceed the NRPA standards of 1 basketball court and 1 baseball diamond for each 5,000 population. Although there are currently no fields dedicated to football, soccer or lacrosse, the Wrightsville Municipal Authority-owned property at the end of North Fourth Street has been graded to provide fields.

The Recreation and Open Space Plan element provides further examination of a variety of issues or constraints, as well as opportunities, as they apply to the recreational facilities and open space in the Borough. The following criteria are used in this analysis:

1. Safety and accessibility. Accessibility includes being accessible to a broad population of facility users, as well as from the neighborhoods and areas outside

- the Borough. This would also include the wayfinding and other signage directing users to and within the facilities.
2. The historic aspects of the park, if any; and opportunities for environmental and educational interpretation.
 3. Potential user groups such as tourists, bird watchers, anglers, families and specific age groups, hikers and bikers, paddlers and boaters, history enthusiasts, etc.
 4. Programming and activities that allow the facility to be used to its highest and best use.
 5. Marketing and promotion of the Borough's parks and open space as "River Town" amenities and destinations within the Susquehanna River Greenway, Lower Susquehanna River Water Trail, and the Susquehanna Gateway Heritage Area.
 6. Long-term operations, maintenance, capital improvements and amenities and support facilities.

It should be noted that only those criteria possessing relevant issues and practical opportunities are being addressed for the six open space areas and recreational facilities in the Borough of Wrightsville.

Commons Park

Commons Park is a riverfront green space of less than one-half (1/2) acre. Improvements and amenities include several benches, a picnic table, and small wooden bridge, some of which were provided by a grant from the local nonprofit Smith Foundation. An interpretive panel describes the history of the burning of bridge that once stood on the piers still visible next to the Veterans Memorial Bridge. This well kept neighborhood park is maintained by Wrightsville Borough Public Works employees.



Issues/Constraints:

Safety – The biggest safety issue facing the Park is that Walnut Street continues right into river. There are no barricades or other barriers to restrict vehicles from intentionally or accidentally driving into the river. There are no signs warning motorists, bicyclists or pedestrians that the street ends at the water's edge.

Accessibility – Although the Park is easily accessed from the nearby neighborhoods, the adjacent parking

area, as well as an adjacent vacant parcel, are owned by Donsco; therefore, if Donsco would choose to develop these parcels, access to the Park could be severely restricted and parking would be limit to within the Walnut Street right-of-way. The Park is also not handicapped accessible. The small wooden bridge traversing a shallow drainage swale is

not ADA compliant and there are no clearly marked paths leading to the benches or picnic table.

User Groups – The small size and limited amenities of Commons Park limits the use of the Park to mainly passive activities, such as fishing, bird watching and quiet contemplation, and is a popular location for kayakers and canoers.

Programming, Marketing and Promotion - The size of Commons Park also places constraints on the level of programming activities and events.

Opportunities:

Accessibility - This is an important asset to the Borough with its accessible location to neighborhoods, the John Wright Restaurant, Front Street and Hellam Street. Wayfinding signage from Hellam Street and Riverfront Park would make Commons Park a destination for local residents, as well as visitors interested in canoeing, kayaking and bird watching. Including a short ADA compliant path from the parking area to an overlook would expand the park’s potential as a bird watching destination.

Wayfinding and signage is needed to direct potential Park users to and from Riverfront Park along Front Street. As an alternative to Front Street, access could be from a trail built along the Susquehanna River from Riverfront Park. Installing Susquehanna River Water Trail and Mason-Dixon Trail signage would alert visitors to these other recreational opportunities and assets.

The parking area adjacent Commons Park is of sufficient size to accommodate kayak and canoe groups looking to sojourn to portages on the Lower Susquehanna River. However, an arrangement should be made with Donsco to maintain the site as parking for Commons Park.

Programming, Marketing and Promotion - The types of events held at Commons Park should be appropriate to the Park’s size and purpose. The Park is well suited for Susquehanna River oriented activities such as canoeing, kayaking, and bird watching. Other specialized events or activities could include those associated with the history of the Borough, such as its role in the Civil War and the “burning of the bridge.” Commons Park is a valuable Borough asset and should be promoted as such through the Borough’s website, and during events and activities including, but not limited to, the annual Bridge Bust and Fourth of July Celebration.

Veterans Memorial Bridge Approach

This 1/3 acre landscaped mini-park is located on the north side of the western approach to Veterans Memorial Bridge and is owned by the Borough.

Issues/Constraints:

Safety and Security – The park has no lighting. It would be difficult to add



amenities, such as benches, due to its small size and accessibility issues which include the lack of a crosswalk across Hellam Street/Route 462.

Opportunities:

The mini-park offers an opportunity for the Borough to enhance a primary gateway into Wrightsville. Additional landscaping and appropriate signage could add to the appeal of the space as well as the entrance into the Borough.

Riverfront Park/Susquehanna River



Wrightsville's Riverfront Park provides public access to the Susquehanna River. This 16 acre community park, which is leased from Safe Harbor Water Power Corp., offers fishing, boating, picnic tables and a pavilion, a playground and ball field. The Park is predominately open lawn area with a gravel drive from Front Street and gravel parking area. A boat launch is maintained by the Pennsylvania Fish and Boat Commission.

League baseball in Wrightsville played on the field off Lemon Street. The Park also includes one full basketball court.

Riverfront Park current is the site of Little League baseball in Wrightsville played on the field off Lemon Street. The Park also includes one full basketball court.

Within the Park is a section of the Susquehanna and Tidewater Canal described in the Tourism Resources section of Chapter 4, Economic Resources, of this Comprehensive Plan. An interpretative panel is located near the boat launch and shows boat and canoe access points, marinas, birding areas, camping and picnic areas, scenic areas and overlooks, the path of the Mason-Dixon Trail, as well as other points of interest on the lower section of the Susquehanna River Water Trail between York Haven and Safe Harbor.



In the summer of 2010, supervised York County Prison inmates cleared a portion of the Tidewater and Susquehanna Canal tow path from Riverfront Park north along the Susquehanna River to Accomac. The trail is passable but still in a rough condition. The Mason-Dixon Trail, which currently follows Front Street adjacent to Riverfront Park, is another amenity and is discussed in further detail later in this section.

Issues/Constraints:

Among the several issues with Riverfront Park is the frequent flooding of the Susquehanna River. During periods of high water, often occurring in the spring each year, the Park is unusable for baseball. The boat launch is also rendered unusable during

these times. Other issues and constraints, such as security and vandalism, maintenance and the long-term lease are addressed in the Riverfront Park Feasibility Study and Master Site Plan prepared in conjunction with this Comprehensive Plan.

Opportunities:

Riverfront Park Feasibility Study and Master Site Plan: As part of this comprehensive planning effort, the Borough received a grant from the PA Department of Natural Resources to undertake a separate Riverfront Park Feasibility Study and Master Site Plan to strategically guide the enhancement of Riverfront Park and set a positive direction for the entire community. The Riverfront Park project was performed in two phases, concurrent to the Comprehensive Plan Update. The first phase of the Riverfront Park project was a feasibility study to determine the legal feasibility of Wrightsville Borough acquiring a long term lease or fee simple title to the entire Riverfront Park site, which is currently owned by Safe Harbor Water Power Corporation. The land in the Park is leased to the Borough and the Pennsylvania Fish Commission leases the boat launch. A positive outcome to Phase I was followed by the development of a Master Site Plan for Riverfront Park that incorporates new facilities as appropriate, enhances existing facilities that will remain, and unifies the site through a comprehensive design approach that creates a community asset to improve the livability of the Borough.

Riverfront Park improvements shown on the Riverfront Park Master Plan include expanded lawn areas with paths and seating in amphitheater seating suitable for outdoor concerts and other community events, several pavilions with restroom facilities, enhanced landscaping and a wetlands area, and public art. Although the baseball diamond is eliminated in the Master Plan, improved and relocated basketball courts are provided, as well as, a volleyball court and horse shoe pits, and new playground equipment suitable for a variety of age groups. Two boat docks and accessible fishing piers are also shown. An improved trail along the Canal tow path including bridges is proposed. Access to the park from Front Street will be improved and several parking areas are proposed for more than 100 vehicles.

Additional issues, constraints and opportunities of Riverfront Park are addressed in the final report of the Riverfront Park Feasibility Study and Master Site Plan.

Wrightsville Field #4 (Vine Street Fields)

This 16 acre site is located in both the Borough and Hellam Township at the northern end of North Fourth Street adjacent to Paw Paw Alley. The recreation area currently consists of two baseball fields, as well as graded and wooded open space. There is a small shed that is used as a concession stand. The site is owned by the Wrightsville Municipal Authority and maintained by the Wrightsville



Recreation Commission.

Issues/Constraints:

Accessibility - The area is mostly undeveloped and fenced; and therefore, inaccessible to the public except during programmed baseball games. North of Vine Street, the cartway width of Third and Fourth Streets limits two-way traffic. The gravel access drive from Paw Paw Alley to the parking area is narrow and rutted.

Capital Improvements and Amenities - Lighting, signage, restrooms and parking issues must be addressed before the facility can meet its potential. Although grading was completed in 2010 to establish soccer/football fields, drainage issues persist.

Opportunities:

Access – The traffic pattern on the streets accessing the site should be evaluated for one-way circulation. The access drive and parking area should be graded to provide adequate drainage and sufficient parking. Pedestrian access from the Susquehanna River front, Commons Park and Riverfront Park via a riverside trail should be explored. Improvements to existing walking trails from Front Street should be made including grading and signage.

User Groups - There is potential for the Wrightsville Field #4/Vine Street Fields at the end of North Fourth Street to be developed as a community park or even an athletic complex for a variety of organized/programmed sports. This Park could replace the Little League baseball fields on Lemon Street proposed to be eliminated in the Riverfront Park Master Plan. In addition, the site could provide opportunities for hiking and biking trails, hunting, and passive open space for picnicking and wildlife observation.

Programs and Capital Improvements – The site could be developed to provide a variety of sports fields including baseball/softball, football and soccer, and lacrosse. One of the two baseball diamonds should be reconfigured for little league play. A multi-purpose field should be constructed allowing for football, soccer and lacrosse, as needed. Programming and long-term maintenance could be provided by the Wrightsville Recreation Commission with the cooperation of local sports organizations such as Eastern York County Youth Sports. A Master Plan should be prepared with improvements identified that are in compliance with National Recreation and Park

Association standards, as well as a plan for long-term programming and maintenance.



Wrightsville Memorial Park

This 6 ½ acre community/school park is adjacent the Wrightsville Elementary School at South Fifth Street, between Garden Avenue and Orange Street. The Park serves the residential neighborhoods in both the Borough and adjacent areas of Hellam Township. The Park and athletic fields

are owned by the Eastern York School District and maintained by the Wrightsville Recreation Commission. The Park includes basketball courts, a baseball field and a large multi-purpose field.

Issues/Constraints:

Safety and Accessibility - Safety of children crossing Hellam Street to walk to the Park from the north side of the Borough could be an issue.

Programming and Maintenance - Without a formal agreement, programming and maintenance activities are restricted by School District policies.

Opportunities:

Accessibility and User Groups - This multi-purpose Park is centrally located and accessible to all areas of the Borough and adjacent residential areas in Hellam Township. The Borough should secure an agreement with the Eastern York School District that the community Park will be maintained as a recreational facility accessible to local residents. With possible changes to Riverfront Park as shown in the Riverfront Park Master Plan, the Memorial Park could provide a new location for the Little League baseball games.

Wrightsville Lime Kilns

This is a 1 acre Borough owned historic site at North Front Street and Limekiln Alley. A series of stone limekilns built in the 19th Century for the iron furnaces in Wrightsville face Front Street at this special use park.

Issues/Constraints:

The site has no amenities for visitors to the site such as lighting, signage, dedicated off-street parking spaces, benches, trash receptacles, etc. A single interpretive panel explaining the history of the site is the only improvement. A portion of the site along Front Street is owned by Donsco.

Opportunities:



Accessibility and User groups – With improved signage and wayfinding, the Lime Kilns could be more accessible to tourists and history enthusiasts. The Lime Kilns could be a waystop for hikers on the Mason-Dixon Trail which passes by on Front Street. The site is also easily accessed from Hellam Street via Front Street and from Commons Park. In addition, the Borough should work with Donsco for continued access as well as improvements to the site.

Programming, Marketing and Promotion - This is one of the Borough’s many historic sites and offers opportunities for educational interpretation. As an example of both

historic architecture and the areas industrial past, the site should be promoted and marketed along with the Borough's Historic District and Civil War involvement.

Operations, Maintenance, and Amenities - The Borough-owned site should be improved with minimal amenities, such as lighting, signage, dedicated off-street parking, benches, and trash receptacles. Along with appropriate wayfinding and educational signage, operations and maintenance costs could be kept to a minimum.

OTHER OPPORTUNITIES

Mason-Dixon Trail

The 193-mile long Mason Dixon Trail (MDT) follows Front Street through Wrightsville. Outside Wrightsville and inside the Borough where possible, tree markings show the route. The Mason-Dixon Trail System was built, and continues to be maintained, by volunteers and members of Mason Dixon Trail, Inc., and was originally connected together in 1985. (See also Chapter 9, Recreation and Open Space)

The MDT is easily accessible from the Borough's Susquehanna River front parks, adjacent residential neighborhoods, and Hellam Street and Front Street businesses. However, in order to maintain that accessibility, the Borough should provide the MDT with a clearly marked legal right-of-access. The right-of-access could be located along Front Street, indicated by either signage or pavement markings. A better alternative to the MDT traversing Front Street is to establish a trail along the Susquehanna River between Commons Park and Riverfront Park. Regardless, the MDT should be moved from South Front Street and provided a right-of-access through Riverfront Park and Borough-owned land between Lemon Street and Kreutz Creek.

Riverfront Trail

The Borough of Wrightsville includes more than 1 mile of the Susquehanna River front area, more than half of which is owned or under the control of the Borough. The remaining frontage is controlled by a few private landowners including Donsco which owns approximately 1,000 feet between Commons Park and Riverfront Park. Donsco also controls riverfront property north of Commons Park.

The Borough should work with representatives of Donsco to explore constructing a river-edge trail between Commons Park and Riverfront Park. Additional partners in planning this trail should include at least the County of York, Susquehanna Gateway Heritage Area, Rivertownes PA USA, PennDOT and PA DCNR.

Any trail constructed along the bank of the Susquehanna River should be a sustainable trail that protects the environment while meeting the needs of a variety of users in addition to requiring very little maintenance. There are a variety of federal and state government agencies that can provide sustainable and accessible trail construction guidelines including PennDOT, the Federal Highway Administration, the National Park Service, and the U.S. Department of Agriculture.

Pedestrian Pier

The masonry stone supports from the 1834 covered bridge across the Susquehanna River between Wrightsville and Columbia Borough possess a special opportunity to create a

new park and link the two Boroughs. In the 2008 Rivertowns Heritage Development Strategy (see Chapters 9 and 13) one of the implementation strategies for the Borough of Wrightsville was the creation of a pedestrian footbridge on the old bridge supports. According to the Heritage Development Strategy, *“The pilings can easily support a pedestrian walkway extending out into the river. This would allow people – fishermen, sightseers, and history buffs among them – to walk out over the river, get close to the art deco bridge, and take in views of Columbia and Chickies Rock. Building a full pedestrian/bike bridge crossing of the river could be a long-term ideal. Creating a pedestrian pier would require a collaborative effort led by the borough, Rivertownes, and the Heritage Region [Susquehanna Gateway Heritage Area] as well as the cooperation of property owners at the end of the bridge and West Hempfield Township [Lancaster County], which has jurisdiction over the river.”*

Developing the Susquehanna River front in the Borough as a tourism and economic asset is a high priority. Wrightsville Borough should encourage and collaborate with its neighbors in Lancaster County as well as other local governments and nonprofit organizations in moving this project forward. A first step would be to work with private property owners in establishing a right-of-way for the Riverfront Trail between Commons Park and Riverfront Park. Such a trail right-of-way would also provide access to the Wrightsville approach to the bridge supports.

Community Center

The Borough of Wrightsville currently does not have a community center available to the general public. Although there are several organized athletic and recreational programs available to area youth, as well as the York County Area Agency on Aging supported Senior Center, there is no single facility in the Borough that provides a range of programs and activities for various age groups.

There are no Borough-owned buildings suitable for use as a community center. The one structure that was previously considered as a possible community center would require extensive upgrades to meet modern building and safety codes in addition to being located in the Susquehanna River floodplain. Other issues to be addressed when considering establishing a community center are operating and maintenance costs and who would be responsible for programming and activities.

Borough Council could authorize the Wrightsville Recreation Commission to investigate the costs and logistics associated with establishing a community center. Another option would be for the WRC to identify a private, nonprofit organization to establish and operate a “community center” in the Borough.

Dedication of Recreation Land

Many municipalities require the mandatory dedication of recreation land for residential development projects exceeding a minimum threshold of lots or dwelling units. This requirement for the dedication of land for recreation or open space purposes could be expanded to include commercial development as well. The Pennsylvania Municipalities Planning Code (§503(11)) allows the municipality to include in its subdivision and land development ordinance provisions requiring the public dedication or private reservation of land, as well as the construction of recreational facilities, the payment of fees in lieu

the dedication of land, or a combination of these methods, for park or recreation purposes.

The mandatory provision of land or fees in lieu of for recreation purposes would be set as a condition final subdivision or land development plan approval. However, the MPC also requires that the municipality has a formally adopted recreation plan and the dedication of recreation land or fees paid in lieu of land are applied to the development. Therefore, the Borough should consider amending its subdivision and land development ordinance, in accordance with the PA MPC to include a provision for the dedication or recreation land and fees in lieu of such dedication.

For more information on the public dedication of recreation land and guidelines on preparing amendments to the subdivision and land development ordinance see the Pennsylvania Department of Conservation and Natural Resources publication titled Public Dedication of Land and Fees-in-Lieu for Parks and Recreation available on-line at <http://www.dcnr.state.pa.us/brc/elibrary/brcpublications/index.htm>.

RECREATION ORGANIZATIONS, PROGRAMS AND ACTIVITIES

As noted in Chapter 9, in June 2010, the Borough Council of Wrightsville adopted an ordinance “Defining and Establishing Regulations for the Use of Parks and Recreational Facilities within the Borough of Wrightsville.” The Ordinance sets hours, prohibitions and reservation for use at the Borough’s parks and recreational facilities. It is important that the Ordinance be enforced in an effort to maintain the park and recreation facilities as important asset to the Borough.

Wrightsville Borough Recreation Commission

The Wrightsville Recreation Commission (WRC) is appointed by Borough Council for the purpose of offering and promoting recreational activities. The WRC provides youth sports programs in baseball and basketball to boys and girls up to age 15. The baseball program is held at the Lemon Street fields in Riverfront Park except during times of flooding when the program is moved to field owned by the Wrightsville Municipal Authority at Vine and S. Third Streets. The program is offered from April to June and attracted between 60 and 70 participants for the 2011 season.

The youth basketball program is held in the Wrightsville Elementary School gym which is rented by the WRC. The program runs from October through February and attracted about 75 players for the 2010-2011 season.

In addition the WRC undertakes fundraising activities to provide equipment, maintenance and repairs and operate the concession stand at the baseball fields in Riverfront Park on Lemon Street. The concession stand is opened for home baseball games and is staffed entirely by volunteers. All proceeds from the concession stand are used to keep it stocked and operating. Other fund raising activities include sandwich and pizza sales, and the sale of a cookbook. Income is also derived from selling sportswear and sign rental fees at the Lemon Street fields. The WRC sets up stands at annual events such as the Heritage Day and Bridge Bust to promote its activities and raise funds.

Expenses include the rental cost for the gym, uniforms, supplies and equipment and occasionally, maintenance to the fields and facilities.

Possible future areas of interest for the WRC include starting programs in soccer and softball. The WRC is separate from, but complements, the Eastern York County Youth Sports (see below) which also provides athletic activities at Borough facilities, as well as the Young Knights Football program held at the Wrightsville Elementary School.

Borough Council should continue to support the WRC and appoint persons to serve who have a strong interest in recreational activities.

ASSISTANCE PROGRAMS

In addition to the Borough funding park and recreation facilities through methods such as user fees and voluntary or philanthropic contributions, there are a variety of state and federal agency grant programs available to help municipalities develop parkland and recreation facilities.

Commonwealth of Pennsylvania resources for identifying sources of technical and financial assistance include the Department of Conservation and Natural Resources (DCNR), Pennsylvania Recreation and Park Society and the Department of Community and Economic Development (DCED) Governor's Center for Local Government Services. DCNR publications can be found on-line at its website: www.dcnr.state.pa.us/brc/elibrary/brcpublications/index.htm. In addition, the DCNR publication titled Financing Municipal Recreation and Parks Resource Guide, found under the Community Recreation and Parks tab at the aforementioned DCNR website, lists more specific sources of financial assistance. The DCED website is www.newPA.com.

The DCNR and DCED make grants available to municipalities to support a large variety of park, recreation, and open space projects. A few specific grants programs are listed below. More information on grants available through DCNR and DCED are available on their respective websites. This Comprehensive Plan is partially funded through grants from both DCNR and DCED.

The DCNR Community Conservation Partnership Program (C2P2) offers a wide range of grant and technical assistance programs to help communities, land conservancies and non-profit organizations plan, acquire and develop recreation, park and conservation facilities; rivers corridors and resources; greenways and trails; heritage areas and facilities; and critical habitat, natural areas and open space.

The DCED Shared Municipal Services Program – This program provides grant funds for projects that promote cooperation among municipalities and the effective delivery of municipal services on a cooperative basis. If the neighboring municipalities help to financially support the community park project, this grant program can be tapped.

The DCED Local Government Capital Project Loan Program provides low-interest loans to local governments for equipment purchases or the purchase, construction, renovation or rehabilitation of municipal facilities.

Other Commonwealth of Pennsylvania agencies providing financial assistance include the Department of Environmental Protection (DEP) the Department of Transportation (PennDOT), and the Fish and Boat Commission. In addition, York County administers

the U.S Department of Housing and Urban Development Community Development Block Grant program which is partially funding this Comprehensive Plan.

In coordination with this comprehensive planning effort, a Riverfront Park Master Plan was developed. That planning process included five parts: Inventory and Assessment; Public Participation; Development of Conceptual Alternatives and Pre-Final Designs; Final Master Plan; and Strategic Operations, Budget and Financing Assessment, which listed a variety of federal and state funding sources.

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APPENDIX A – COMMUNITY SURVEY

	Total	Percent
Total Number surveys returned:	137	100%
1. How long have you lived in the Borough?		
less than 1 year	7	5.1%
1 - 5 years	17	12.4%
6 - 10 years	19	13.9%
11 - 15 years	8	5.8%
16 - 20 years	14	10.2%
more than 20 years	72	52.6%
TOTAL	137	100.0%
2. What most influenced your ORIGINAL decision to live in Wrightsville Borough?		
born or raised here	51	17.0%
low crime rate	18	6.0%
close to work	48	16.0%
affordable housing costs	31	10.3%
close to friends or relatives	46	15.3%
low taxes	11	3.7%
small town lifestyle	54	18.0%
environmental quality	1	0.3%
quality of schools	8	2.7%
less regulation	8	2.7%
historic character	21	7.0%
other	3	1.0%
TOTAL	300	100.0%
3. Why do you continue to live in Wrightsville Borough?		
born or raised here	40	13.0%
low crime rate	26	8.4%
close to work	44	14.3%
affordable housing costs	22	7.1%
close to friends or relatives	49	15.9%
low taxes	13	4.2%
small town lifestyle	66	21.4%
environmental quality	1	0.3%
quality of schools	11	3.6%
less regulation	8	2.6%
historic character	25	8.1%
other	3	1.0%
TOTAL	308	100.0%
4. If you moved to the Borough, from where did you relocate?		
Always lived in the Borough	41	29.9%
Elsewhere in York County	44	32.1%
Elsewhere in Pennsylvania	45	32.8%
Maryland	0	0.0%
Elsewhere in U.S. or outside U.S.	7	5.1%
TOTAL	137	100.0%

5. What do you like least about Wrightsville Borough?			
cost of services/taxes		37	22.0%
lack of culture/recreation		25	14.9%
pace of development		12	7.1%
lack of local shopping/services		65	38.7%
quality of public services		6	3.6%
transportation/traffic difficulties		6	3.6%
other		17	10.1%
	TOTAL	168	100.0%
6. Please rate Wrightsville Borough and Hellam Township in terms of each of the following:			
Quality of schools	Excellent	23	16.8%
	Good	65	47.4%
	Fair	17	12.4%
	Poor	2	1.5%
	Not sure	30	21.9%
	TOTAL	137	100.0%
Place to raise children	Excellent	31	22.6%
	Good	69	50.4%
	Fair	18	13.1%
	Poor	3	2.2%
	Not sure	16	11.7%
	TOTAL	137	100.0%
Job opportunities	Excellent	1	0.7%
	Good	10	7.3%
	Fair	41	29.9%
	Poor	61	44.5%
	Not sure	24	17.5%
	TOTAL	137	100.0%
Scenic beauty	Excellent	44	32.1%
	Good	70	51.1%
	Fair	14	10.2%
	Poor	3	2.2%
	Not sure	6	4.4%
	TOTAL	137	100.0%
Environmental quality	Excellent	12	8.8%
	Good	78	56.9%
	Fair	26	19.0%
	Poor	14	10.2%
	Not sure	7	5.1%
	TOTAL	137	100.0%
Social activities	Excellent	4	2.9%
	Good	42	30.7%
	Fair	51	37.2%
	Poor	27	19.7%
	Not sure	13	9.5%
	TOTAL	137	100.0%

Recreational opportunities	Excellent	9	6.6%
	Good	49	35.8%
	Fair	45	32.8%
	Poor	23	16.8%
	Not sure	11	8.0%
	TOTAL	137	100.0%
Cultural activities	Excellent	4	2.9%
	Good	34	24.8%
	Fair	41	29.9%
	Poor	34	24.8%
	Not sure	24	17.5%
	TOTAL	137	100.0%
Availability of places to shop	Excellent	0	0.0%
	Good	16	11.7%
	Fair	31	22.6%
	Poor	81	59.1%
	Not sure	9	6.6%
	TOTAL	137	100.0%
Cost of living	Excellent	8	5.8%
	Good	57	41.6%
	Fair	58	42.3%
	Poor	8	5.8%
	Not sure	6	4.4%
	TOTAL	137	100.0%
Overall quality of life	Excellent	12	8.8%
	Good	87	63.5%
	Fair	30	21.9%
	Poor	5	3.6%
	Not sure	3	2.2%
	TOTAL	137	100.0%
7. How important to you are each of the following characteristics?			
A. Quality of schools	Very important	72	52.6%
	Somewhat important	36	26.3%
	Not very important	21	15.3%
	Not sure	8	5.8%
	TOTAL	137	100.0%
B. Place to raise children	Very important	74	54.0%
	Somewhat important	35	25.5%
	Not very important	20	14.6%
	Not sure	8	5.8%
	TOTAL	137	100.0%
C. Job opportunities	Very important	33	24.1%
	Somewhat important	50	36.5%
	Not very important	43	31.4%
	Not sure	11	8.0%
	TOTAL	137	100.0%

D. Scenic beauty	Very important	72	52.6%
	Somewhat important	54	39.4%
	Not very important	8	5.8%
	Not sure	3	2.2%
	TOTAL	137	100.0%
E. Environmental quality	Very important	98	71.5%
	Somewhat important	30	21.9%
	Not very important	6	4.4%
	Not sure	3	2.2%
	TOTAL	137	100.0%
F. Social activities	Very important	25	18.2%
	Somewhat important	74	54.0%
	Not very important	32	23.4%
	Not sure	6	4.4%
	TOTAL	137	100.0%
H. Recreational opportunities	Very important	32	23.4%
	Somewhat important	70	51.1%
	Not very important	29	21.2%
	Not sure	6	4.4%
	TOTAL	137	100.0%
I. Cultural activities	Very important	24	17.5%
	Somewhat important	63	46.0%
	Not very important	44	32.1%
	Not sure	6	4.4%
	TOTAL	137	100.0%
J. Availability of places to shop	Very important	42	30.7%
	Somewhat important	53	38.7%
	Not very important	38	27.7%
	Not sure	4	2.9%
	TOTAL	137	100.0%
K. Cost of living	Very important	89	65.0%
	Somewhat important	41	29.9%
	Not very important	4	2.9%
	Not sure	3	2.2%
	TOTAL	137	100.0%
L. Overall quality of life	Very important	106	77.4%
	Somewhat important	25	18.2%
	Not very important	3	2.2%
	Not sure	3	2.2%
	TOTAL	137	100.0%
8. Please rate the quality of the following services:			
Borough police protection	Excellent	27	19.7%
	Good	53	38.7%
	Fair	33	24.1%
	Poor	16	11.7%
	Not sure	8	5.8%
TOTAL	137	100.0%	

Fire and emergency protection	Excellent	64	47.1%
	Good	56	41.2%
	Fair	10	7.4%
	Poor	1	0.7%
	Not sure	5	3.7%
	TOTAL	136	100.0%
Ambulance service	Excellent	44	32.1%
	Good	51	37.2%
	Fair	13	9.5%
	Poor	1	0.7%
	Not sure	28	20.4%
	TOTAL	137	100.0%
Historic Wrightsville Inc.	Excellent	26	19.0%
	Good	59	43.1%
	Fair	19	13.9%
	Poor	4	2.9%
	Not sure	29	21.2%
	TOTAL	137	100.0%
Borough road maintenance	Excellent	11	8.0%
	Good	62	45.3%
	Fair	40	29.2%
	Poor	18	13.1%
	Not sure	6	4.4%
	TOTAL	137	100.0%
Garbage pick-up	Excellent	62	45.3%
	Good	55	40.1%
	Fair	13	9.5%
	Poor	2	1.5%
	Not sure	5	3.6%
	TOTAL	137	100.0%
Overall Borough services	Excellent	20	14.6%
	Good	76	55.5%
	Fair	27	19.7%
	Poor	9	6.6%
	Not sure	5	3.6%
	TOTAL	137	100.0%
Other (specify)	Excellent		0.0%
	Good		0.0%
	Fair	1	16.7%
	Poor	5	83.3%
	Not sure		0.0%
	TOTAL	6	100.0%

9. Recreation and cultural facilities and programs available in the Wrightsville Borough and Hellam Township area are adequate.		
strongly agree	4	2.9%
agree	50	36.5%
disagree	40	29.2%
Strongly disagree	13	9.5%
not sure	30	21.9%
TOTAL	137	100.0%
If you disagree, please list the types of new or expanded recreation or cultural facilities and programs needed		
Baseball fields	5	0.9%
Picnic areas	17	3.1%
Soccer/football fields	6	1.1%
Basketball courts	4	0.7%
Playgrounds	23	4.2%
Tennis courts	8	1.5%
Senior Center programs	15	2.8%
Hiking/walking trails	323	59.3%
Community center	39	7.2%
Adult recreation programs	31	5.7%
Youth recreation programs	30	5.5%
Pool	21	3.9%
Historic/cultural resources & activities	21	3.9%
Other	2	0.4%
TOTAL	545	100.0%
10. Some areas of the Borough have sidewalks and some do not, and the type and condition of the sidewalks vary. The Borough should:		
Plan on improving all existing sidewalks.	72	45.0%
Plan on installing sidewalks throughout the Borough.	36	22.5%
Require property owners to maintain sidewalks.	27	16.9%
Sidewalks are not important.	24	15.0%
Other	1	0.6%
TOTAL	160	100.0%
11. The Borough should take steps to provide more parking in the commercial districts.		
strongly agree	13	9.5%
agree	37	27.0%
disagree	34	24.8%
Strongly disagree	7	5.1%
not sure	46	33.6%
TOTAL	137	100.0%
12. Should the Borough be involved in historic preservation?		
strongly agree	35	25.5%
agree	68	49.6%
disagree	11	8.0%
Strongly disagree	6	4.4%
not sure	17	12.4%
TOTAL	137	100.0%

13. Which of the following would you be willing to support with a Borough tax increase?		
recreation facilities and programs	27	11.8%
A Borough park	20	8.7%
Borough street improvements	31	13.5%
regional municipal police force	22	9.6%
Borough alley improvements	12	5.2%
public parking lots	5	2.2%
expanded fire protection	11	4.8%
improved sidewalks and streetscapes	30	13.1%
expanded ambulance service	9	3.9%
more care and planting of street trees	18	7.9%
None	40	17.5%
other	4	1.7%
TOTAL	229	100.0%
15. How old are you?		
18 to 24	1	0.7%
25 to 44	36	26.3%
45 to 64	56	40.9%
65 to 74	17	12.4%
75 or older	27	19.7%
TOTAL	137	100.0%
14. Which of the following best describes your employment status?		
Administrative, clerical or office	16	10.8%
Farming, forestry, or mining	2	1.4%
Homemaker	9	6.1%
Production or manufacturing	19	12.8%
Construction and related	6	4.1%
Retired	44	29.7%
Professional or Management	31	20.9%
Sales occupation	8	5.4%
Service occupation	6	4.1%
Unemployed or unable to work	4	2.7%
Transportation or warehousing	2	1.4%
Student	1	0.7%
TOTAL	148	100.0%
16. If you are employed, which best describes where you work?		
Home based business	6	8.0%
In the Borough	9	12.0%
Elsewhere in York County	27	36.0%
Elsewhere in Pennsylvania	31	41.3%
Elsewhere in U.S. or outside U.S.	2	2.7%
TOTAL	75	100.0%

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APPENDIX B. Acronyms and Abbreviations

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADU	Accessory Dwelling Unit
BHP	Bureau of Historic Preservation
BRAC	Base Realignment and Closure
CDBG	Community Development Block Grant
CDP	Community Development Program
CIP	Capital Improvements Program
CMAQ	Congestion Mitigation and Air Quality Program
COA	Certificate of Appropriateness
CPC	Comprehensive Plan Committee
CWF	Cold Water Fisheries
DCED	Department of Community and Economic Development
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DUI	Driving Under the Influence
ECHO	Elderly Cottage Housing Opportunity
EMS	Emergency Medical Service
ERI	Environmental Resources Inventory
EV	Exceptional Value Waters
EYSD	Eastern York School District
FEMA	Federal Emergency Management Agency
GIS	Geographic Information Systems
HQ	High Quality Waters
HUC	Hydrologic Unit Code
IRS	Internal Revenue Service
KOZ	Keystone Opportunity Zone
LERTA	Local Economic Revitalization Tax Assistance
LHHC	Lincoln Highway Heritage Corridor
LRTP	Long Range Transportation Plan
LUPTAP	Land Use Planning and Technical Assistance Program
MD	Maryland
MPC	Municipalities Planning Code
NAI	Natural Areas Inventory
NRCS	Natural Resources Conservation Services
NRPA	National Recreation and Park Association
NTHP	National Trust for Historic Preservation
PA	Pennsylvania

PD	Police Department
PDC	Pennsylvania Downtown Center
PFBC	Pennsylvania Fish and Boat Commission
PennDOT	Pennsylvania Department of Transportation
PHMC	Pennsylvania Historical and Museum Commission
PSSA	Pennsylvania System of School Assessment
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act - Legacy for Users
SALDO	Subdivision and Land Development Ordinance
SEDCO	Small Enterprise Development Company
SHPO	State Historic Preservation Office
TIA	Travel Industry of America
TIP	Transportation Improvement Program
TSF	Trout Stocking Fisheries
UDO	Unified Development Ordinance
USDA	United States Department of Agriculture
VFW	Veterans of Foreign Wars
WWF	Warm Water Fisheries
YAMPO	York Area Metropolitan Planning Organization
YCEDC	York County Economic Development Corporation
YCLS	York County Library System
YCPC	York County Planning Commission
YTI	York Technical Institute