

YORK TOWNSHIP BOARD OF COMMISSIONERS

ORDINANCE NO. 2015 - 4

AN ORDINANCE OF THE TOWNSHIP OF YORK, YORK COUNTY, PENNSYLVANIA, AMENDING THE "OFFICIAL MAP" OF THE TOWNSHIP OF YORK DELETING THE KEYWAY DRIVE EXTENSION AND CONVERTING THE REFERENCE TO FITZ PARK TO PUBLIC

WHEREAS, the Township of York ("Township") is a first class Township of the Commonwealth of Pennsylvania; and

WHEREAS, pursuant to Article IV of the Pennsylvania Municipalities Planning Code, Act 247 of 1968 as reenacted and amended, the Township is authorized to establish and adopt an "OFFICIAL MAP" for all or a portion of the Township which map may show appropriate elements of the York Township Comprehensive Plan including but not limited to existing and proposed public streets, water courses and public grounds including widenings, narrowings, extensions, diminutions, openings or closing of same, existing and proposed public parks, playgrounds and open space reservations, and support facilities, easements and other properties held by public bodies as described in Section 301 of the MPC, including historic and cultural resources, agricultural land and other unique natural areas; and

WHEREAS, by Ordinance No. 2011-05, the Township adopted its "Official Map", as amended by Ordinance 2012-11; and

WHEREAS, the Township desires to delete from the Official Map the Keyway Drive extension to Tuscarora Drive and McKinley Drive and the reference to such extension contained on Page 5, Item 43 of the Narrative; and

WHEREAS, the Township has accepted the offer of dedication for the property known as Fitz Park which was originally set forth on the Official Map as a future park property and noted in the Narrative on page 8, Item 11 as such; and

WHEREAS, it is the express intent that this Ordinance's sole purpose is to delete the Keyway Drive extension and note the conversion of Fitz Park to public on the Official Map and Narrative and in no way affect, amend, repeal and/or invalidate any other portion of the Official Map and Narrative, as adopted by Ordinances No. 2011-05 and 2012-11, and of which all other portions shall remain in full force and effect.

NOW, THEREFORE, be it ordained and enacted as follows:


1. The Township hereby amends the Official Map of the Township of York as follows:

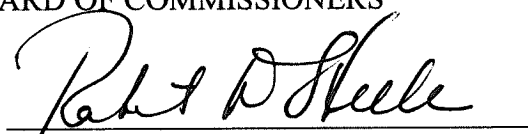
- i. by deleting the Keyway Drive to Tuscarora Drive and McKinley Drive improvements set forth on the Official Map;
 - ii. by deleting Item 43 of the Narrative “Keyway Drive extension south and east along an existing right-of-way to Tuscarora Drive and McKinley Drive. – Roadway Realignment WW.” and replace with “Deleted.”;
 - iii. by converting the designation of the Fitz Park property on the Official from future park land (Blue) to Current Township Park land (Brown);
 - iv. by adding to Item 11 of the Narrative “(Adopted 9/25/2012 via Resolution 2012-19).
2. It is the express intent of the Township that this Ordinance shall only amend the information set forth above and in no way affects, amends, repeals and/or invalidates any other portion of the Official Map, including its Narrative, as adopted by Ordinance No. 2011-05 and Ordinance No. 2012-11, and of which all other portions shall remain in full force and effect.
 3. This Ordinance shall become effective in accordance with the provisions of the First Class Township Code of the Commonwealth of Pennsylvania.

Adopted by the Board of Commissioners of York Township, York County, Pennsylvania this 11 day of August, 2015.

ATTEST:

YORK TOWNSHIP
BOARD OF COMMISSIONERS











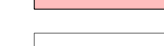

Secretary

By: 
President

(SEAL)

Legend

Existing Features

-  Heritage Rail Trail
-  Municipal Boundary
-  Streams
-  Township Satellite Storage Facility
-  Urban Growth Boundary
-  Lakes
- Parks / Schools / Open Area**
-  County
-  School
-  Township
-  Private
-  Parcels

Proposed

-  Roadway Alignments / Corridor Improvements (AA)
- Greenway Corridors (##)**
-  Municipal
-  Other Municipal
-  Link
-  Future Parkland

This map was adopted by an Ordinance of the Township of York, York County, Pennsylvania, adopted on _____.

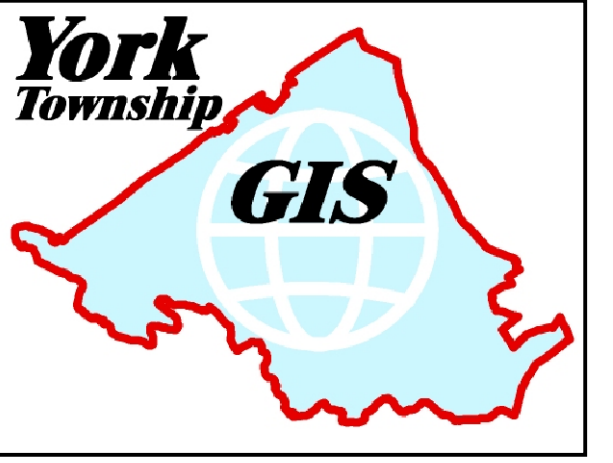
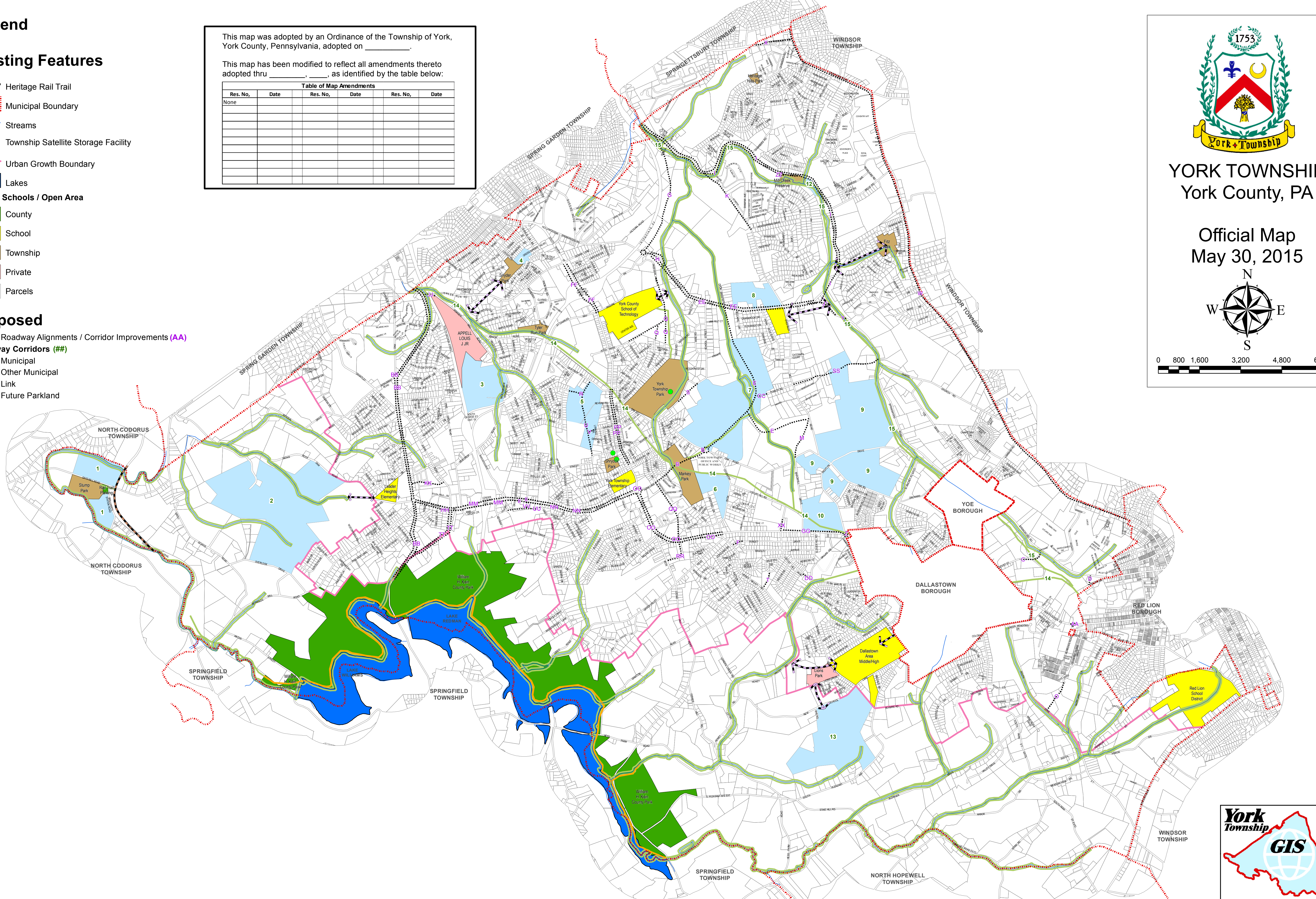
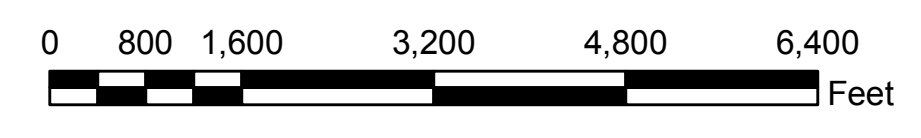
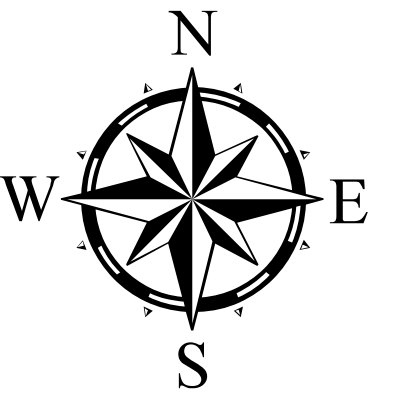
This map has been modified to reflect all amendments thereto adopted thru _____, _____, as identified by the table below:

Table of Map Amendments					
Res. No.	Date	Res. No.	Date	Res. No.	Date
None					



YORK TOWNSHIP
York County, PA

Official Map
May 30, 2015



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Introduction

The York Township Official Map, comprised of the ordinance, map and project narrative is prepared and adopted in accordance with Article IV of the Pennsylvania Municipalities Planning Code, ("Official Map") Act 247 of 1968 as reenacted and amended.

The Official Map identifies specific elements from the York Township Comprehensive Plan Update (the "2003 Update") adopted by the Township Board of Commissioners on July 8, 2003. The 2003 Update elements were identified to:

- Improve the efficiency and safety of the Township transportation network.
- Augment the transportation network to include multi-modes.
- Interconnect land uses through multi-modes of transportation.
- Increase the total amount of non-vehicular recreation amenities.
- Enhance and maintain existing recreation facilities.
- Develop and implement a plan for expanded recreation facilities and services.

The Official Map incorporates recommendations of the York Township Comprehensive Recreation, Parks and Greenway Plan (the "2002 Plan") adopted by the Board of Commissioners on December 10, 2002. The 2002 Plan defines the Township's action plan for parks, greenways, trails and recreation and provides direction and initiatives on:

- Protecting open space.
- Creating connections through greenways and trails.
- Improving recreation and parks.

The Official Map also incorporates the April 2006 approval by the York Township Board of Commissioners to establish a Greenway Corridor Map. The Greenway Corridor Map identifies streams in the Township that will have the streambanks preserved through planning measures and also allow for possible future trail planning within the corridors. The corridors from the Greenway Corridor Map are being proposed for the Official Map.

The purpose of this map and ordinance is to provide the Township with an additional tool in implementing the preservation of certain elements and features identified therein as well as to direct future growth and development within the Township, which are either specifically identified or implied in Article IV of the MPC and shown on this Official Map, and further described below in this narrative.

Roadway Alignments/Corridor Improvements

The Future Transportation Plan of the 2003 Update (the "Transportation Update") identifies both general transportation requirements and specific roadway improvement projects, to efficiently and safely move persons and goods within the Township. Intersection improvements are identified in the Traffic Impact Fee Update, as amended. Roadway Alignments are projects where roads between existing roadways and/or other planned alignments are planned to improve emergency access, to provide additional or improved intersections and to increase system connectivity. Corridor Improvements are projects that include, but are not limited to roadway widening, curbs, sidewalks, and traffic control facilities. General requirements are provided in the Transportation Update and in this

Narrative, while specific projects are shown on this Official Map as "Roadway Alignments/Corridor Improvement Areas" including:

On Page 63 of the 2003 Update, Table 29 lists the following "highway and bridge projects in the Township that are included in the adopted 2003 PennDOT Twelve Year Program":

1. "PA 24 Widening" "Corridor Improvements" - Corridor Improvement W.
2. "Mt. Rose/Haines-Edgewood Rd." "Corridor Improvements" - Corridor Improvement X.
3. "Springwood Road" "Bridge Improvements" - Corridor Improvement Y.

On Page 64 of the 2003 Update, Table 30 lists "York Township Proposed Priority Improvements for the Twelve Year Program":

4. "South Queen Street at Fruitlyn Drive" - Corridor Improvement Z.
5. East "Main Street at Country Club Road" - Corridor Improvement AA.
6. South "George Street Corridor: Monument Road to Reynolds Mill Road" Improve South George Street between Powder Mill Road and Joppa Road. - Corridor Improvement BB

On Page 65 of the 2003 Update, New Roadway Alignments lists the "following connections and roadway extensions" to address the local roadway's lack of "connectivity between adjacent land developments."

7. "Forrest Road: Extend to connect with Oak Street." - Roadway Alignment CC extending from Forrest Road west to proposed Roadway Alignment E.
8. "Locust Hill Road: Extend to connect with Dallas Drive." - Roadway Alignment DD.

On Page 65 of the 2003 Update, New Roadway Alignments lists the "following road extensions" to address the "lack of north/south local roads that provide connections between east/west collector, local and arterial roads":

9. "Chestnut Hill Road: Extend a northern segment to intersect to Camp Betty Washington Road." - Roadway Alignment K.
10. "Farm Lane: Extend to intersect with Coventry Road or Oak" Road. - Roadway Alignment B.
11. "Pauline Drive: Extend from Springwood Road to Camp Betty Washington Road" (Also included on Map 19 as "G Concept - Pauline Drive"): Extend Pauline Drive northeast from its intersection with Springwood Road to Camp Betty Washington Road. - Roadway Alignment G.

The 2003 Update Map 19 Proposed Transportation Improvements Through 2025 lists the following:

12. "B Concept - Farm Lane extension": Extend existing Farm Lane east to Oak Road near the York Township Offices.
13. "C Realignment - Locust Street": Realign Locust Street to locate its intersection directly across from Shetland Way on Springwood Road.
14. "D Realignment - Vulcan Road realignment": Realign Vulcan Road west to create a new intersection with Springwood Road.
15. "E Concept - Oak Road to Chestnut Hill Road": Connect Oak Road to Chestnut Hill Road and to the intersection of Duquesne Road and Springwood Road
16. "F Concept - Honey Valley Road to Sunset Drive connection": Connect Sunset Drive to Honey Valley Road at the latter's intersection with Cortland Drive.
17. "H Corridor Improvement - Springwood Road": Improve Springwood Road east of its intersection with Pauline Drive.
18. "I Realignment - Camp Betty Washington Road": Improvement from northwest of the stream (north of Sage Hill Drive) past Alyce Circle to the Township boundary. Roadway Alignment I also extends from southeast of stream(north of Sage Hill Drive) to its relocated intersection with Springwood Road.
19. "K Concept - Chestnut Hill Road extension to Camp Betty Washington Road": Extend Chestnut Hill Road northeast to Camp Betty Washington Road.
20. "M Realignment - Oak Road (sight distance)": Realign Chestnut Hill Road to form a four (4) way intersection with McDowell Drive on Oak Road.
21. "O Concept - Burrows Road extension": Extend Burrows Road south to South Duke Street.
22. "Q Concept - Freedom Way extension": Extend Freedom Way south and southeast to Ashleigh Drive, Kreidler Avenue and ACCO Drive.
23. "R Concept - Lexington Road extension": Extend Lexington Road east to Roadway Alignment U.
24. "S Concept - School Street realignment": Realign School Street between Woodcrest Drive and Oak Road.
25. "T Concept - Open cul-de-sac": Connect Majestic Circle to Honey Valley Road.
26. "U Concept - Lexington Road extension to Cherry Street": Extend Cherry Street north to Dew Drop Road.
27. "V Concept - Nancy Avenue to Church Street": Extend Church Street west to Roadway Alignment U. Connection to Nancy Avenue was not required during ensuing development.

On Page 67 of the 2003 Update, Transportation Service Area 1 lists the following corridors for "widening for additional lanes between several intersections":

28. "Springwood Road between Pauline Drive and Camp Betty Washington Road" - Corridor Improvement EE.

On Page 67 of the 2003 Update, Transportation Service Area 2 lists the following corridors for "widening for additional lanes between several intersections":

29. "Queen Street between Tyler Run Road/Donna Lane and Pauline Drive/St. Charles Way" - Corridor Improvement FF.

30. "Queen Street Between Locust Hill Road and Fruitlyn Drive (eastbound only)" - Corridor Improvement GG.

31. "Leaders Heights Road between South George Street and Pine Grove Road" - Corridor Improvement HH.

32. "Leaders Heights Road between Associates Drive and Vireo Road" - Corridor Improvement II.

Other Roadway Alignments/Corridor Improvements on PennDOT roadways not identified in the 2003 Update include the following:

33. Leader Heights Road between Vireo Road and South Queen Street - Corridor Improvement NN.

34. South Queen Street between Leader Heights Road and Coventry Road/Honey Valley Road - Corridor Improvement OO.

35. South Queen Street between Dew Drop Road and East/West Crestlyn Drives - Corridor Improvement PP.

Other Roadway Alignments/Corridor Improvements on York Township roadways not identified in the 2003 Update include the following:

36. A new road to connect South George Street to Joppa Road and located south of Fair Valley Court and north of Southfield Drive- Roadway Alignment KK.

37. Crestview Drive extension from its intersection with Farm Lane south to a point on South Queen Street about 1640 feet west of its intersection with Coventry Road. - Roadway Alignment QQ.

38. Crestview Drive extension from a point on South Queen Street south then west to a point on Ironstone Hill Road about 960 feet north of its intersection with Green Valley Road. - Roadway Alignment RR.

39. Forrest Road extension from its intersection with Chestnut Hill Road east to form a four (4) way

intersection with Springwood Road and Chapel Church Road. - Roadway Alignment SS.

40. Joppa Road improvements from its intersection with Leaders Heights Road to its intersection with South George Street. - Corridor Improvement TT.
41. Crossway Drive extension south and east to Vireo Road. - Roadway Realignment UU.
42. Powder Mill Road extension from its intersection with Leaders Heights Road south to Roadway Realignment UU. - Roadway Realignment VV.
43. *Deleted*
44. Locust Hill Road intersection alignment at S. Queen Street. Developer agreement - Corridor Improvement XX

In addition, preservation of adequate rights-of-way for transportation network facilities is required for the implementation of the Transportation Update. Functional classifications, maximum average daily traffic (ADT) volumes, minimum right-of-way (ROW) widths, etc. of streets are critical for the implementation of the Transportation Update. See the York Township Subdivision and Land Development Ordinance for future Roadway Alignment/Corridor Improvement projects to determine classification requirements. The classifications shall be as follows:

1. Lane/Alley streets provide direct access to rear and/or side yards, but shall not provide the only access to individual or multiple properties. They also provide access between individual properties and Residential Local, Residential Collector and/or Mixed-Use Collector streets.
2. Residential Cul-de-sacs (including self-looping streets) provide direct access between individual residential properties and Residential Local, Residential Collector and/or Mixed-Use Collector streets. They carry traffic that has its origin or destination on that street or within the local neighborhood.
3. Residential Local streets provide direct access to individual residential properties. They carry traffic that has its origin or destination on that street or within the local neighborhood.
4. Residential Collector streets provide access between Residential Local streets, entrances to multi-family residential complexes and higher classification streets.
5. Mixed-Use Collector streets provide access to a mix of residential, commercial and industrial uses. They also provide access between mixed-use areas and higher classification streets.
6. Commercial/Industrial Cul-de-sac (including self-looping streets) provides direct access between individual commercial and industrial properties and Commercial/Industrial Local, Commercial/Industrial Collector and/or Mixed-Use Collector streets. They carry traffic that has its origin or destination on that street to or from nearby higher classification streets.

7. Commercial/Industrial Local streets provide direct access to individual commercial and industrial properties. They carry traffic that has its origin or destination on that street to or from nearby higher classification streets.
8. Commercial/Industrial Collector streets provide access between Residential Local and/or Commercial/Industrial Local streets and Arterial streets and generally serve intra-municipal traffic. They serve as traffic corridors connecting residential areas with industrial and commercial areas.
9. Arterial streets provide inter-municipal traffic of substantial volumes. These streets are intended for higher design speeds. Maximum ADT volumes are unlimited trips per day and design speeds and minimum ROW widths are as approved by PennDOT.

Future Parkland/Open Space

The 2002 Plan identified parkland acquisition/open space preservation to meet existing and future recreation needs and to protect sensitive natural resources as a high priority for the Township (p. 1:1). This land should be identified and reserved for such uses as early as possible for the following reasons (p. 1:3):

- Development reduces the availability of land for parkland acquisition/open space preservation.
- Natural topography of much of the municipality is rolling hills, which increases the area needed for the development of traditional athletic fields.
- Citizens want to promote York Township as a livable community where the quality of life is enhanced through access to parks, open space, natural areas and greenways.
- Residents prefer larger community parks and natural resource parks.

Using the same National Recreation and Park Association standard of 10 acres per 1,000 population that was used in the study (p. 2:21), the Township would need 280 acres. This is based on the 2010 census, which shows York Township's population at 27,793. The Township currently has 162 acres of parkland/open space. Based on the standard, the 2011 deficit of parkland/open space preservation for York Township stands at 118 acres.

Recommendations for parkland acquisition/open space preservation in the study included the following:

- Acquire and develop 2-3 new community parks of 50-80 acres each. (p. 2.21) Locations suggested include the following:
 - Ward 1, close to existing residential developments and areas zoned for residential development.
 - Ward 2, in close proximity to the school campus and easily accessible with an off-road trail system if possible.
 - Ward 3, close to the York County Heritage Rail Trail or York County Kain Park.
 - Ward 5, contiguous to the York Township Municipal Complex.
- Acquire land contiguous to Fitz Park, Snyder Park, Tyler Run Park and other municipal lands for

expansion of recreation facilities and greenway connections. (p. 1.3)

It is not the intent that all areas identified as possible future parkland/open space preservation on the Official Map be acquired and developed by the Township. Portions of identified sites may be acquired and developed, as opposed to the entire site, either by the Township or through joint cooperation between the Township and developers through the land development process. Multiple areas are identified so that the Township will have options as opportunities are presented.

Site Descriptions

1. Additional land on Days Mill Road and Tunnel Hill Road adjacent to existing Stump Park—would provide for an expansion of the existing active park. The site consists of two parcels totaling approximately 71 acres and has a slope of 0-5%. It is currently used as farmland. It has two greenway corridors identified on the land and the addition would increase the preserved streambank area of the Codorus Creek South Branch. The expansion would elevate Stump Park (currently 24 acres) to community park status as a park of 50-80 acres, thereby meeting the recommendation for Ward 3.
2. Properties between Indian Rock Dam Road and Overlook Drive—This site consists of five parcels of approximately 250 acres and has two identified greenway corridors on it. Its current use is primarily farmland. The majority of the area is in a 0-5% slope. The property could be either active parkland or open space preservation for passive parkland. This site is in Ward 3.
3. New Fairview Church property—This property is approximately 44 acres on one parcel. In addition to the church, there is a baseball field on the property with the remainder used as farmland. It has two identified greenway corridors on it. The majority of the property is in 0-5% slope. The opportunity exists to work with the church to develop other recreation facilities for active parkland. This site is in Ward 4.
4. Extension of Snyder Park—This site is approximately 5 acres on one parcel and is adjacent to Snyder Park. It is currently open space, and could be developed for additional parking or active recreation space. The slope is 0-5%. This site is in Ward 4.
5. Property between Cherry Street and Dew Drop Road—This site is approximately 68 acres on two parcels. Its current use is farmland. This site would serve as a possible location for a recreation complex, with a gym, fields for active recreation and passive open space. This site is in Ward 4.
6. Extension of Markey Park—This site is approximately 25 acres on 3 parcels. It is currently a mix of residential and farmland. It includes a portion of the proposed Trolley Line trail. This would be an extension of Markey Park and provide vehicular access to/from and frontage on Coventry Road. The slope varies throughout the property, with 0-5% slope near Coventry Road and the proposed Trolley Line trail. This site is in Ward 5.
7. Property across from York Township Municipal Complex—This site is approximately 179 acres on 3 parcels. Its current use is farmland. This site would serve as a possible location for a

- recreation complex, with a gym, fields for active recreation and passive open space. It has two sections of the greenway corridor identified on it. The slope varies on the site. This site is in Ward 5.
8. Property across Springwood Road from Ore Valley Elementary School—This site is approximately 30 acres on three parcels. Its current use is farmland. The site is almost all within the 0-5% slope and would serve well as an active recreation space. Its close proximity to the school and residential areas is also a plus, as indicated in the recommendations for Ward 1. This site is in Ward 1.
 9. Property along Oak Road, Fruitlyn Drive, Springwood Road, and N. Walnut Street—This site is approximately 240 acres on two parcels. Its current use is as a cemetery and farm/market. The site has varying slope with several flat areas and road frontage. A portion of the proposed MA & PA Community Greenway is located on this site, along with a greenway corridor. This area could be open space preservation or passive parkland. This site is in Ward 5.
 10. Property at corner of Fruitlyn Drive and South Queen Street—This site is approximately 37 acres on 11 parcels. This is a possible site for a recreation complex as it would include Dallastown and Yoe boroughs into its service area due to their close proximity. The majority of the site is 0-5% slope and a portion of the proposed Trolley Line trail is on it. This site is in Ward 5
 11. Fitz Park addition—This site is approximately 6 acres on one parcel. It is land that has been given to the Township, but has not yet been adopted. Once adopted, it will allow for additional active recreation space at Fitz Park. It also has land that can be used for a trail link to connect the park to the proposed MA & PA Community Greenway. This site is in Ward 1. ***(Adopted 9/25/2012 via Resolution 2012-19)***
 12. Property adjacent to eastern boundary of Mill Creek Preserve—This site is approximately 5 acres on one parcel. This site is not developed and includes an identified greenway corridor. The site would allow for the preservation of open space and the expansion of the MA & PA Community Greenway connection to the Mill Creek Preserve. This site is in Ward 1.
 13. Land along and between New School Lane, South Pleasant Avenue and Blymire Road—This site is approximately 136 acres on two parcels. Portions of the site closest to municipal roads would be the highest priority as they have the lowest slope, although other areas could be passive parks or open space preservation. This site has an identified greenway corridor on it and is in close proximity to the Dallastown Area High School and Middle School campuses. This site is in Ward 2. The Township currently does not own any parkland in Ward 2.

Greenway Corridors

The Greenway Corridor Map was adopted by the York Township Board of Commissioners in April 2006 and is being incorporated into the Official Map. The Greenway Corridor Map identifies streams, riparian buffers, and/or other areas planned for restoration, preservation, and/or trail development. This action was in response to the recommendations contained in the 2002 Plan that stated the following:

- Open space should be preserved to protect sensitive natural resources and to provide parkland and greenways (p. 1:1).
- Green infrastructure should be identified and protected (p.1:8).
- A comprehensive greenway network should be developed that connects parks, open space, residential neighborhoods, schools, and community destinations to create a walkable community. (p. 1:6).
- The restoration of riparian corridors and a comprehensive network of greenways through the municipality should be established to protect water resources and the wildlife habitat these resources support (p. 1:8).

Greenway corridors located on the Official Map are identified as Municipal or Other Municipal. Links identify connections between proposed/existing greenway corridors, trails, parks, schools, and other Township amenities. The combinations of these corridors, trails and links create the green infrastructure network for the Township. This green infrastructure network is intended to serve as a non-vehicular means of circulation within the Township, along with preserving and protecting natural features, such as water resources and wildlife habitat.

Specific Corridor Description

14. Trolley Line Corridor—The Trolley Line is a former rail bed that runs through the Township from Spring Garden Township to Dallastown Borough, and then back into York Township, resulting in a connection with the proposed MA & PA Community Greenway. A portion of the Trolley Line is adjacent to the undeveloped Markey Park. This portion could be acquired and developed, providing a trail for pedestrian/bicycle use from the Municipal Complex to York Township Park and the York Area Regional Police Department, with future possibility of extension. The Trolley Line Corridor is in Wards 2, 4, and 5.
15. MA & PA Community Greenway (MPCG) Corridor—The MPCG is an approximately 5-mile section of former rail bed that runs through the Township along Mill Creek, starting in Spring Garden Township and traveling through Yoe Borough and into Red Lion Borough. The Township has already developed a trail section of this corridor in Mill Creek Preserve, which would serve as a trailhead with parking for the MPCG. The Township completed a Feasibility Study (2010) with six other municipalities to address developing this rail bed as a trail. The Pilot Project has recommended developing an area in York Township in proximity to the Yoe Basin that would connect the three boroughs. The MPCG is in Wards 1, 2 and 5.

The preservation of Greenway Corridors and/or development of trails may be accomplished by the Township or through joint cooperation between the Township and developers through the land development process as opportunities are presented.

