

AGENDA
CITY COUNCIL, YORK, NEBRASKA
Thursday, March 19, 2026
5:30 PM

THE OPEN MEETINGS ACT IS POSTED ON THE EAST WALL OF THE COUNCIL
CHAMBERS

Public participation in City Council meetings follows the rules established in the City of York Ordinances and the state Open Meetings Act. Pursuant to section 2-32(a) of the City Code and the Open Meetings Act, the presiding officer allows public comments during council meetings on matters designated as public hearings and on matters on the agenda that require passage or other action by the Council. Public comment is not allowed after a motion is made by a council member to pass or act on an agenda item. Comments are not allowed on any item that is not on the agenda to ensure full transparency of discussion items to the public before the meeting as required by the Open Meetings Act.

1. The Open Meetings Act is posted on the East Wall of the Council Chambers
2. Notice of this meeting was published in the York News Times on March 12, 2026
3. Pledge of Allegiance
4. Roll Call
5. Consider approval of the minutes of the March 5, 2026 meeting
6. Claims of Elected Officials
 - 6.1. Claim for Tony North of North Printing and Office Supply in the amount of \$180.19
 - 6.2. Claim for Jeff Pieper of Pieper's Inc. in the amount of \$64.56
 - 6.3. Claim for Jerry Wilkinson of JWs Catering and Concessions in the amount of \$1,610.00
 - 6.4. Claim for Jerry Wilkinson of JMW News in the amount of \$100.00
7. Claims for the period of March 6 through March 19, 2026
8. Consider approval of the Department Activities Reports for the month of February 2026
9. Consider approval of the Cash Balances for the month of February 2026
10. City Administrator Report

11. Consider approval of an agreement between the City of York and Wilkins Architecture Design Planning LLC for the City of York Optimization Study
12. Consider approval of a quote from Electric Pump for a Flygt dry-pit pump in the amount of \$157,055.00 for the wastewater department
13. Public Hearing for Preliminary and Final Plats
 - 13.1. Consider approval of the preliminary and final plat for Holthus Subdivision 8th Addition, City of York, York County, Nebraska
 - 13.2. Consider approval of the preliminary and final plat for Wright Way Properties Subdivision, City of York, York County, Nebraska
14. Public Hearing on the Comprehensive Plan for the City of York
 - 14.1. Consider approval of the updated comprehensive plan for the City of York
15. John Biel to address the Council regarding ATV/UTV issue
16. Public hearing on the City of York One & Six Year Street Improvement Plan
 - 16.1. Consider approval of Resolution 2026-2 - City of York One-and Six-Year Street Improvement Plan
17. Public Hearing for New Liquor License - Class I
 - 17.1. Consider recommendation to the State for a new Class I Liquor License for Laxmi Ganesh Hospitality Inc, dba Holiday Inn Express - York, 4020 Grand Avenue, York - Resolution 2026-3
18. Ordinance No. 2431 — to amend Chapter 52, Article V bicycles, to amend said article to provide definitions for bicycles, skateboards, roller-blades, scooters and hoverboards, and to provide for rules of operation
 - 18.1. Suspend the rules for Ordinance No. 2431
 - 18.2. Passage of Ordinance No. 2431
19. Ordinance No. 2432 — to amend Section 8-27, running at large, of the York City Code to clarify the responsibility of a dog or cat owner and to repeal all ordinances in conflict
 - 19.1. Suspend the rules for Ordinance No. 2432
 - 19.2. Passage of Ordinance No. 2432

20. Ordinance No. 2433 — to amend Section 8-30, harboring dangerous dogs prohibited, to clarify the responsibility of the dog owner and to repeal all ordinances in conflict
 - 20.1. Suspend the rules for Ordinance No. 2433
 - 20.2. Passage of Ordinance No. 2433
21. Consider motion to go into executive session to discuss a potential real estate acquisition
22. Adjournment

What to watch THURSDAY

March 12, 2026

All times Central. Start times can vary based on cable/satellite provider. Confirm times on your on-screen guide.

Virgin River

Netflix ■ Season Premiere

Season 7 of the hit series picks up after restaurateur Jack Sheridan (Martin Henderson) and nurse practitioner Melinda Monroe (Alexandra Breckenridge) finally tied the knot. In addition to being newlyweds, will Jack and Mel also be immediate parents? Season 6 ended with one of Mel's pregnant patients having her original adoptive couple back out. Joining the cast this season are Sara Canning (*The Vampire Diaries*), who stars as an ex-cop working for the state medical board, and Cody Kearsley (*Riverdale*) as the tough, handsome Clay, who grew up in foster care and is in search of his sister.

Scrabble

The CW, 7 p.m.

Players wearing lettered sweaters and socks hope to stitch the best words together in an effort to win \$10,000 in the new episode "Thread Lightly." Craig Ferguson hosts.



NETFLIX

Next Level Chef

FOX, 7 p.m.

In the new episode "Service, Please!," the Great Room is transformed into a beautiful restaurant packed with hungry diners and VIP guests Andrew Wong, Alex Atala and Clare Smyth. Each team must create one course in a frenetic 40-minute cook, and the team with the weakest course will have its members cook against each other in the elimination challenge.

Law & Order

NBC, 7 p.m.

When a fashion designer is murdered with a stolen gun, prosecutors must expose the private life of a witness to get a conviction in the new episode "Bright Lights."

Ghosts

CBS, 7:30 p.m.

In the new episode "St. Hetty's Day 2: The Help," a St. Patrick's Day staffing emergency gives Hetty (Rebecca Wisocky) the chance to step into an unlikely role at the restaurant as she regains her once-a-year ability to be seen and heard by the living.

Matlock

CBS, 8 p.m.

The team works tirelessly to prove a landlord's culpability after a building collapse leaves multiple people dead and injured in the new episode "Tail Lights."

Going Dutch

FOX, 8:30 p.m.

In the new episode "Tinker, Tailor, Colonel, Spy," paranoia runs high when a mole is suspected to be operating inside the base, so Col. Quinn (Denis Leary) administers truth serum to everyone.

Grey's Anatomy

ABC, 9 p.m.

Richard (James Pickens Jr.) tackles a shocking case on his first day back, while Kavita and Jules (Anita Kalathara and Adelaide Kane) prepare for a high-stakes presentation in the new episode "Love the Way You Lie."

Elsbeth

CBS, 9 p.m.

After the famed editor of the daily puzzle is murdered at the annual crossword championship, Elsbeth (Carrie Preston) infiltrates the world of elite puzzle solvers to find the champion who will do whatever it takes to win.



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CATCH A CLASSIC

31 Days of Oscar: Oscar Goes South

TCM, beginning at 7 p.m.

There's something about the American South that inspires the best stories and the actors drawn to flesh out the tales set there. Tonight, take in 2014's *Selma*, a retelling of the 1965 voting rights marches in Alabama, going from Selma to Montgomery. The great city of New Orleans is the setting for movies about women who are as different as could be, from Bette Davis in William Wyler's 1938 pre-Civil War drama *Jezebel* (pictured), where she plays a strong, independent

society belle; to Vivien Leigh as another Southern belle, though this one fragile and mentally unstable, in the screen adaptation of Tennessee Williams' play *A Streetcar Named Desire* (1951). Rounding out the night's programming is a Robert Duvall double feature of sorts, starting with *The Great Santini* (1979), in which he plays a military pilot who's abusive to his family. The film is based on the book by Pat Conroy (author of *The Prince of Tides*) and chronicles his family's time in South Carolina. Duvall also makes his feature film debut as reclusive neighbor Boo Radley in the masterful *To Kill a Mockingbird* (1962). Told from the perspectives of 6-year-old Scout and her brother Jem, the movie relates the beauty and power of family love, the opening of a wide world beyond carefree childhood, and

MOVIES YOU'LL LOVE



STEPHEN VAUGHAN

Jack Reacher (2012, Action) Tom Cruise, Rosamund Pike **AMC, 5 p.m.**

Finding Nemo (2003, Children) Albert Brooks, Ellen DeGeneres **Freeform, 5:30 p.m.**

You Again (2010, Romance-comedy) Kristen Bell, Jamie Lee Curtis **Starz, 6:10 p.m.**

The Shawshank Redemption (1994, Drama) Tim Robbins, Morgan Freeman **TNT, 6:45 p.m.**

Cadillac Records (2008, Drama) Adrien Brody, Beyoncé Knowles **VH1, 7 p.m.**

Jurassic Park (1993, Adventure) Sam Neill, Laura Dern **MGM, 7 p.m.**

Highlander (1986, Fantasy) Christopher Lambert, Sean Connery **BBC America, 7:30 p.m.**

Finding Dory (2016, Children) Ellen DeGeneres, Albert Brooks **Freeform, 7:55 p.m.**

Sinners (2025, Horror) Michael B. Jordan, Hailee Steinfeld **HBO, 8 p.m.**

Burlesque (2010, Drama) Christina Aguilera, Cher **VH1, 9 p.m.**

Mama's Little Murderer (2026, Suspense) Sara Canning, Isaac Kragten **LMN, 9 p.m.**

Once Upon a Time... In Hollywood (2019, Comedy-drama) Leonardo DiCaprio, Brad Pitt **FX, 10 p.m.**

The Fifth Element (1997, Science fiction) Bruce Willis, Gary Oldman **AMC, 10 p.m.**

From the editors of



TV Weekly and tvinsider.com

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MOVIES TV GRIDS BEST BETS

Analysis: Trump murky on Iran endgame

AAMER MADHANI
Associated Press

WASHINGTON — Facing jittery global markets and drooping poll numbers since launching a war with Iran, President Donald Trump has cycled from calls for "unconditional surrender" to sounding amenable to an end state in which Iran trades one hard-line ayatollah for another.

Shifting comments from the Republican president and his top aides are adding to the precariousness of the 12-day-old conflict, which is impacting nearly every corner of the Middle East and causing economic tremors around the globe. With neither side budging, the war is now on an unpredictable path and a credible endgame is unclear.

Defense Secretary Pete Hegseth on Tuesday told reporters that it was up to Trump "whether it's the beginning, the middle or the end" of the war. Trump, during the course of one speech at a House Republican gathering Monday, went from calling the war a "short-term excursion" that could end soon to proclaiming "we haven't won enough."

The vacillation has fueled criticism from those who say Trump lacks a clear goal. "They didn't have a plan," Sen. Mark Kelly, D-Ariz., told reporters. "They have no timeline. And because of that, they have no exit strategy."

Since ordering the Iran bombardment, Trump has continually shifted his timelines and goals for the war.

Over the past few days, Trump has called for the "unconditional surrender" of Iran's leaders, while suggesting he already succeeded in achieving his objective of decimating Iran's military.

At the same time, Trump's team has sought to soothe anxious Americans that

the war will not be long and drawn out even as the president has insisted he has not ruled out the option of using U.S. ground troops.

The U.S. military says it has effectively destroyed the Iranian navy and made huge strides in defanging Iran's ability to launch missiles and drones at its neighbors. Yet the critical Strait of Hormuz, through which roughly 20% of the world's oil passes on a typical day, remains essentially closed to business, and Iranian leaders are unbowed.

The Revolutionary Guard said Iran would not allow "a single liter of oil" through the vital waterway until the United States stopped its bombing campaign. Ali Larijani, Iran's top national security official, offered a menacing message on Tuesday after Trump had threatened to attack Iran "TWENTY TIMES HARDER" if Tehran stopped oil flowing through the strait.

"The sacrificial nation of Iran doesn't fear your empty threats," Larijani wrote on X. "Even those bigger than you couldn't eliminate Iran. Be careful not to get eliminated yourself."

Trump ally Newt Gingrich, a former Republican House speaker, said the administration should have moved on securing the strait on Day One of the conflict.

"If they can't keep it open, this war will in fact be an American defeat before very long, because the entire world, including the American people, will react to the price of oil if the strait stays closed very long," Gingrich said in an appearance on Fox Business.

Trump has struggled to make his case to Americans about why preemptive action against Iran was necessary and how it squared with his pledge to keep the United States out of the "forever wars" of the past two decades. Thus far, seven

U.S. troops have been killed and about 140 injured in the retaliatory salvos from Iran throughout the region.

One of several reasons Trump has offered to justify launching the war was that he had a "feeling" that Iran was getting set to attack the U.S.

White House press secretary Karoline Leavitt slightly amended that position, telling reporters that the president "had a feeling" that was "based on fact."

But Pentagon officials have told congressional staffers in private briefings that the U.S. does not have intelligence indicating that Iran was planning to preemptively attack the U.S.

Recent polling shows Trump's decision to attack Iran has not come with the rallying-around-the-flag effect that has typically accompanied the start of recent U.S. wars.

About half of voters in Quinnipiac and Fox News polls said the U.S. military action in Iran makes the U.S. "less safe," while only about 3 in 10 in each poll said it made the country safer. A CNN poll found about half of U.S. adults thought the military action would make Iran "more of a threat" to the U.S., while only about 3 in 10 thought it would lessen the danger.

In that CNN poll, about 6 in 10 U.S. adults said they trusted Trump "not much" or "not at all" to make the right decisions about the U.S. use of force in Iran.

European allies are treading carefully after British Prime Minister Keir Starmer and Spanish Prime Minister Pedro Sánchez faced the wrath of Trump, who deemed them not sufficiently supportive in backing his war of choice.

Even German Chancellor Friedrich Merz, who has been broadly supportive of the U.S.-Israeli campaign

against Iran, said on Tuesday that "more questions arise with every day of war."

"Above all, we're concerned that there is apparently no joint plan for how this war can be brought quickly to a convincing end," Merz said.

Merz stressed that "Germany and Europe have no interest in an endless war."

Trump has chosen to deflect responsibility for the

bombing of a girl's school in southern Iran on the first day of the conflict, killing at least 165 people.

Trump blamed the attack on Iran, saying its security forces are "very inaccurate" with munitions.

On Monday, after the investigative group Bellingcat posted verified

video that showed a U.S. Tomahawk cruise missile hitting a Revolutionary Guard facility near the school, causing the explosion, Trump again insisted it could have been Iran's fault but said that he would accept whatever a U.S. investigation into the matter might find.

LEGAL NOTICES

Phoenix Rentals LLC
Notice is hereby given that Phoenix Rentals, LLC, a Nebraska limited liability company, has been organized under the laws of the State of Nebraska. The limited liability company was formed on January 16, 2026, and shall have perpetual existence. The address of the designated office is 202 N. Lincoln Ave. York, Nebraska 68467. RE-PUBLIC REGISTERED AGENT LLC is the initial agent for service of process, and the address is 3400 Plantation Dr., Ste 100, Lincoln, Nebraska 68516. March 5, 12, 19, 2026 COL-NE-1601080

CITY OF YORK NOTICE OF MEETING

Notice is hereby given that a meeting of the City Council of the City of York, Nebraska, will be held at 5:30 o'clock p.m. on Thursday, March 19, 2026 in the Council Chambers, York Municipal Building, 100 East 4th Street, which meeting will be open to the attendance of the public. An agenda of such meeting, kept continuously current, is available for public inspection at the office of the City Clerk. Individuals requiring physical or sensory accommodations should contact the City Clerk at 402-363-2600. Requests need to be made by 5:00 p.m. on the Friday prior to the meeting. Amanda Ring, City Clerk March 12, 2026 COL-NE-1601001 ZNEZ

NOTICE OF PUBLIC MEETING
The Upper Big Blue Natural Resources District will hold the Board of Directors meeting on Thursday, March 19, 2026, at 1:30 p.m. in the NRD Administrative Office Building, 319 East 25th Street, York, Nebraska. The agenda, which is kept continuously current, shall be readily available for public inspection at the same address, during normal business hours.

March 12, 2026
COL-NE-1601095



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**REGULAR MEETING
CITY COUNCIL – YORK, NEBRASKA
March 5, 2026
5:30 PM**

A meeting of the Mayor and City Council of the City of York, Nebraska, was convened in open and public session at 5:30 o'clock p.m. in the Council Chambers.

The Mayor announced that the Open Meetings Act was posted on the East Wall of the Council Chambers.

Mayor: Barry Redfern: Present. Councilmembers: Doreen Lopez: Present, Jeff McGregor: Present, Tony North: Present, Jeff Pieper: Present, Stephen Postier: Present, Jennifer Sheppard: Present, Scott Van Esch: Present, Jerry Wilkinson: Present. The following City Officials were present: City Administrator Dr. Sue Crawford, City Attorney Charles Campbell, Asset Manager Dan Aude and City Clerk Amanda Ring.

Notice of this meeting was given in advance thereof by publication in the York News Times on February 26, 2026, the City's designated method for giving notice, a copy of the proof of publication being attached to these minutes. Notice of this meeting was given to the Mayor and all members of the City Council and a copy of their acknowledgment and receipt of notice and the agenda is attached to these minutes. Availability of the agenda was communicated in advance notice to the Mayor and City Council for this meeting. All proceedings hereafter shown were taken while the convened meeting was open to the attendance of the public.

Minutes

Motion to approve the minutes of the February 19, 2026 meeting. Ayes with a motion by Scott Van Esch and a second by Jennifer Sheppard. Doreen Lopez: Yea, Tony North: Yea, Jennifer Sheppard: Yea, Stephen Postier: Yea, Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

Claims of Elected Officials

Motion to approve the claim for Tony North of North Printing and Office Supply in the amount of \$461.19. Ayes with a motion by Jerry Wilkinson and a second by Stephen Postier. Doreen Lopez: Yea, Tony North: Abstain (With Conflict), Jennifer Sheppard: Yea, Stephen Postier: Yea, Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

Motion to approve the claim for Stephen Postier of the York County Development Corporation in the amount of \$9,061.75. Ayes with a motion by Jerry Wilkinson and a second by Jeff McGregor. Doreen Lopez: Yea, Tony North: Yea, Jennifer Sheppard: Yea, Stephen Postier: Abstain (With Conflict), Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

Claims

Motion to approve the claims for February 20, 2026 through March 5, 2026. Ayes with a motion by Jerry Wilkinson and a second by Stephen Postier. Doreen Lopez: Yea, Tony North: Yea, Jennifer Sheppard: Yea, Stephen Postier: Yea, Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

City Administrator Report

Dr. Crawford stated this would be a short meeting as seems to be the pattern with the first meeting of the month. The second meetings usually seem to have more agenda items, because items of discussion come to the second meeting after they have been reviewed by the Planning Commission. Also, the next meeting will have a public hearing and discussion regarding the updated Comprehensive Plan for the city. Dr. Crawford informed Council there was a printed copy of the comp plan if it was desired for review by any of the council members. She shared that the Creative District has the adult prom that is taking place this weekend, and they recently held the Blixt Theater Production. She gave a big thanks to all who are making these events happen!

Pizza Hut Liquor License Manager Change

Motion to recommend David Staab of Staab PH Units LLC, dba Pizza Hut of York, 212 S. Lincoln Ave, as Manager of Retail Class A Liquor License #014289 to the State of Nebraska for approval. Ayes with a motion by Jennifer Sheppard and a second by Doreen Lopez. Doreen Lopez: Yea, Tony North: Yea, Jennifer Sheppard: Yea, Stephen Postier: Yea, Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

Kirk's Korner Liquor License Manager Change

Motion to recommend Patricia Elliott of Mason Enterprises Inc., dba Kirk's Korner, 1027 N. Lincoln Ave, as Manager of Retail Class D Liquor License #123489 to the State of Nebraska for approval. Ayes with a motion by Scott Van Esch and a second by Jeff Pieper. Doreen Lopez: Yea, Tony North: Yea, Jennifer Sheppard: Yea, Stephen Postier: Yea, Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

Kirk's Korner 2 Liquor License Manager Change

Motion to recommend Patricia Elliott of Mason Enterprises 2 Inc., dba Kirk's Korner 2, 3904 S. Lincoln Ave, as Manager of Retail Class D Liquor License #124506 to the State of Nebraska for approval. Ayes with a motion by Jerry Wilkinson and a second by Jeff McGregor. Doreen Lopez: Yea, Tony North: Yea, Jennifer Sheppard: Yea, Stephen Postier: Yea, Jerry Wilkinson: Yea, Scott Van Esch: Yea, Jeff Pieper: Yea, Jeff McGregor: Yea.

Adjournment

There being no further business to come before the Council, the Mayor adjourned the meeting, the time being 5:36 p.m.

Amanda Ring, City Clerk

Barry Redfern, Mayor

SORTED BY VENDOR

VENDOR	NAME	NO# INVOICES	TOTAL AMOUNT	1099 G/L ACCT NO#	G/L NAME	G/L AMOUNT
01-00010	GALE	1	70.50	N		
01-00110	MATHESON TRI-GAS	1	65.54	N		
01-00120	JACKSON SERVICES INC	10	834.22	N		
01-00200	NEBRASKA MACHINERY CO	3	6,588.10	N		
01-00210	EAKES OFFICE PLUS	4	2,416.25	N		
01-00230	CORNHUSKER STATE IND.	2	31,080.50	N		
01-00290	NORTH PRINTING & OFFICE S	4	180.19	N		
01-00300	BLACK HILLS ENERGY	1	117.71	N		
01-00340	BOUND TREE MEDICAL LLC	7	20,222.00	N		
01-00360	CITY OF YORK	4	8,359.37	N		
01-00490	JOHN DEERE FINANCIAL FSB	3	1,059.04	N		
01-00540	GLOBAL TECH, INC.	6	7,907.21	N		
01-00570	SUMMIT FIREPROTECTION	1	333.00	N		
01-00620	ROY NICKELS	1	426.13	N		
01-00630	MUNICIPAL SUPPLY OF NE	1	269.48	N		
01-00640	NEBRASKA PUBLIC POWER DIS	3	39,917.49	N		
01-00710	OVERLAND SAND & GRAVEL	5	5,802.00	N		
01-00750	PIEPERS INC	1	64.56	N		
01-00780	PRESTO X COMPANY	13	905.85	N		
01-00800	BURST, LLC	21	496.54	N		
01-27570	LINCOLN CREEK ELECTRIC	2	373.61	N		
01-00990	ANGLE, MURPHY & CAMPBELL,	1	110.67	N		
01-01290	GRAND CENTRAL FOODS, INC.	4	114.52	N		
01-01330	JLC, INCORPORATED	2	95.90	N		
01-01340	KOPCHOS SANITATION, INC	9	1,330.50	N		
01-01420	NE CHILD SUPPORT PAYMENT	1	323.55	N		
01-0145	ANTHONY BESTWICK	1	124.62	N		

SORTED BY VENDOR

VENDOR	NAME	NO# INVOICES	TOTAL AMOUNT	1099 G/L ACCT NO#	G/L NAME	G/L AMOUNT
01-01470	SERVI-TECH LABORATORIES	2	368.00	N		
01-01490	NE DEPT OF REVENUE	3	8,442.35	N		
01-01640	INTERNAL REVENUE SERVICE	6	57,677.36	N		
01-01650	UNION BANK	7	46,397.83	N		
01-0168	BRIT A KOCH	2	105.70	N		
01-02010	YORK EQUIPMENT, INC.	3	3,220.64	N		
01-02060	NE DEPT OF ENVIRONMENT &	1	6,750.00	N		
01-02210	NE DOOR & WINDOW LLC YORK	1	4,997.00	N		
01-02230	MCCORMICK HEATING & AC	4	2,092.34	N		
01-02500	YORK FARM SUPPLY LLC	1	12.00	N		
01-02530	PEPSI COLA OF LINCOLN/ TO	3	2,585.95	N		
01-02560	CITYSERVICEVALCON LLC	2	34.05	N		
01-02650	O'REILLY AUTO PARTS	3	157.62	N		
01-02910	CONCRETE INDUSTRIES INC	1	640.00	N		
01-02920	FALLER LANDSCAPE	1	302.50	N		
01-0321	NICHOLAS W SHUMWAY	1	67.30	N		
01-03560	HONEYWELL INTERNATIONAL I	1	744.40	N		
01-03590	PENNER'S TIRE & AUTO	1	35.02	N		
01-05310	SAPP BROTHERS PETROLEUM,	3	4,063.00	N		
01-05400	YORK BOOT N REPAIR INC	1	350.00	N		
01-05600	YORK GENERAL HOSPITAL	1	158.00	N		
01-05870	WEX BANK	1	7,502.60	N		
01-06230	NEBRASKA FIRE SPRINKLER C	1	300.00	N		
01-06410	CASH-WA DISTRIBUTING	3	859.27	N		
01-06490	CROSSROADS AWARDS	1	84.00	Y		
01-07160	PAVERS INC	1	1,147.29	N		
01-08290	POLLARDWATER	1	835.79	N		

SORTED BY VENDOR

VENDOR	NAME	NO# INVOICES	TOTAL AMOUNT	1099 G/L ACCT NO#	G/L NAME	G/L AMOUNT
01-09110	HY-TEC AUTO SERVICE	6	5,282.97	N		
01-09900	ANDERSON FORD	1	54,056.00	N		
01-1	MISCELLANEOUS VENDOR	4	327.00	N		
01-10020	YORK COUNTY REGISTER OF D	1	40.00	N		
01-10840	TOTAL ADMINISTRATIVE SERV	2	4,789.72	N		
01-11190	MEAD LUMBER & RENTAL	10	16.70	N		
01-14410	LINCOLN WINWATERWORKS	2	28,310.75	N		
01-15300	EZ FACILITY INC.	3	9,004.00	N		
01-15940	MED-TECH RESOURCE INC	2	309.80	N		
01-15980	HDR ENGINEERING INC	2	10,849.31	N		
01-16050	DAWSON ELECTRIC INC	1	87.50	N		
01-16450	GERALD M WILKINSON	1	1,610.00	Y		
01-17470	MASCOM COMMUNICATIONS INC	1	948.20	N		
01-17530	B F T, LP	2	703.00	Y		
01-17960	WILLIAM LEE LUNDY	1	77.65	Y		
01-18410	RCI GROUP II LLC	1	39,791.50	Y		
01-19320	CCS PRESENTATION SYSTEM	1	53,917.86	N		
01-19370	NE TECHNOLOGY & TELECOMMU	2	149.92	N		
01-19570	AED PROFESSIONALS	1	288.90	N		
01-20050	ACCESS ELECTRICAL SYSTEMS	1	5,168.65	N		
01-21320	CULLIGAN	1	295.00	N		
01-21570	CHESTERMAN CO	1	222.70	N		
01-22050	HEAVY METAL SUPPLY CO	2	363.25	N		
01-22600	NPPD	1	225.00	N		
01-22660	SPECTRUM ENTERPRISE	1	23.44	N		
01-22920	REGION 12 AM BACKFLOW PRE	1	200.00	N		
01-23010	WILLIAM LAMBERT	1	81.36	Y		

SORTED BY VENDOR

VENDOR	NAME	NO# INVOICES	TOTAL AMOUNT	1099 G/L ACCT NO#	G/L NAME	G/L AMOUNT
01-23060	ELECTRIC PUMP INC	2	10,948.50	N		
01-23480	NE SOCIETY OF ASSOCIATION	1	125.00	N		
01-24090	AXIA PAYMENTS	1	51.11	N		
01-24120	FIRESPRING	1	1,848.65	N		
01-24290	O'HARE PHOTOGRAPHY LLC	2	695.00	N		
01-24440	QUALITY SOUND & COMMUNICA	1	35.00	Y		
01-24730	YORK COUNTY AG SOCIETY	1	2,500.00	N		
01-24770	ROSENBAUER AERIALS LLC	1	1,861.88	N		
01-25100	NEBRASKA RURAL RADIO ASSO	1	648.00	N		
01-25530	SAM'S CLUB MC/SYNCB	1	5,111.19	N		
01-25600	D & K PRODUCTS	1	322.25	N		
01-25710	CORE & MAIN LP	1	1,219.31	N		
01-25730	MUNSTER TINT & VINYL LLC	2	805.00	N		
01-26330	QUICK MED CLAIMS	1	6,165.40	N		
01-26670	MIDWEST ALARMSERVICES	1	750.66	N		
01-26780	BOB DEHART PHOTOGRAPHY	1	175.00	Y		
01-26910	DJ GONGOL & ASSOCIATES IN	1	1,661.38	N		
01-27210	MIDWEST AUTO PARTS INC.	19	1,530.03	N		
01-27400	WYAD ENTERPRISES LLC	1	25,132.50	Y		
01-27460	ESSENTIAL SCREENS	1	110.54	N		
01-28080	FIRST NATIONALCOMPANY	1	1,000.00	N		
01-28480	NEBRASKA SNOW EQUIPMENT	1	8,460.94	N		
01-28510	LEE ENT ADVERTISING	1	1,030.25	N		
01-28540	AMAZON BUSINESS	34	2,612.57	N		
01-28570	ERIC ECKERT	1	2,100.00	N		
01-29270	ALLO	8	3,156.55	N		
01-29500	AT & T MOBILITY	1	141.03	N		

SORTED BY VENDOR

VENDOR	NAME	NO# INVOICES	TOTAL AMOUNT	1099 ACCT NO#	G/L ACCT NO#	G/L NAME	G/L AMOUNT
01-29610	BENEFIT PLANS ADMINISTRAT	1	800.00	N			
01-29670	BRITTANY STEINER	1	25.00	N			
01-29690	PAYMENTECH, LLC	1	4,023.35	N			
01-29910	MAMMOTH SPORTS CONSTRUCTI	2	3,083.00	Y			
01-29950	AMERICAN EXPRESS TRAVEL R	1	10.00	N			
01-30350	PAUL C JOHNSON- ROAD 3	1	2,574.97	Y			
01-30500	SIGN GYPSIES	1	79.00	Y			
01-30940	KEVIN HOETING	1	440.00	Y			
01-31130	DINGES PARTNERS GROUP LLC	1	124.18	N			
01-31140	THE CAR CLINIC LLC	1	60.00	Y			
01-31300	CONTINENTAL FIRE SPRINKLE	2	520.00	N			
01-31420	CONSTELLATION PAYMENT PRO	1	648.78	N			
01-31490	VESTIS	1	128.96	N			
01-31510	HD SUPPLY	1	1,259.66	N			
01-31890	AUTOMATIC SYSTEMS GROUP,	2	1,376.25	Y			
01-32090	HYDROVAC SUPPLY	1	3,786.00	N			
01-32210	INTERMEDIA.NET, INC.	1	2,011.85	N			
01-32500	MELANIE C WILKINSON	1	100.00	Y			
01-32580	MARUBENI AMERICA CORPORAT	2	25,448.90	N			
01-32740	GLOBAL EQUIPMENT COMPANY	1	459.89	N			
01-32860	ARNOLD MOTOR SUPPLY, LLP	2	98.04	Y			
01-33060	SKYLINE PHARMACEUTICALS	1	242.95	N			
01-33080	MID AIR IT LLC	1	250.00	Y			
01-33170	PAYROC LLC	1	357.70	Y			
01-33300	GREAT PLAINS PEST MANAGEM	1	100.00	N			
01-33330	DEVIN JOHNSON	1	81.20	N			
01-33600	UNITED HEALTHCARE INS CO	8	88.47	N			

SORTED BY VENDOR

VENDOR	NAME	NO# INVOICES	TOTAL AMOUNT	1099	G/L ACCT NO#	G/L NAME	G/L AMOUNT
01-33610	DALE'S RENTALS	2	206.40		Y		

*** REPORT TOTALS ***		350	625,241.53				
		Payroll	201,227.86				
		Total	826,469.39				

DEPARTMENT REPORTS

February

2026

COMMUNITY CENTER
CONVENTION CENTER
FIRE
KILGORE MEMORIAL LIBRARY
POLICE
PUBLIC WORKS

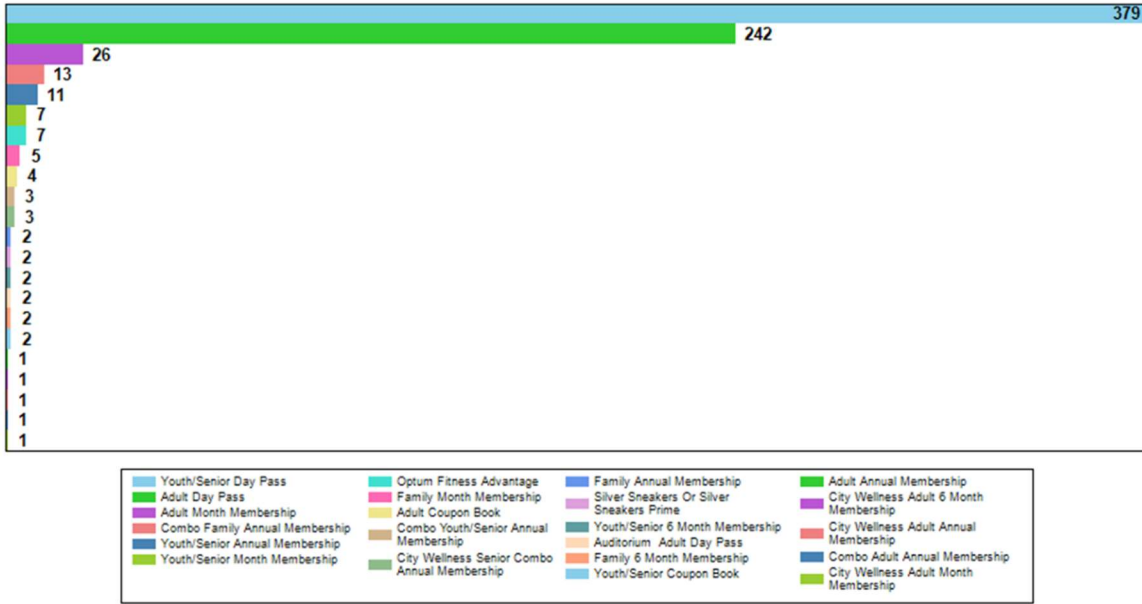
YORK PARKS & RECREATION – FEBRUARY 2026

COMMUNITY CENTER

Total Income: \$20,993.93

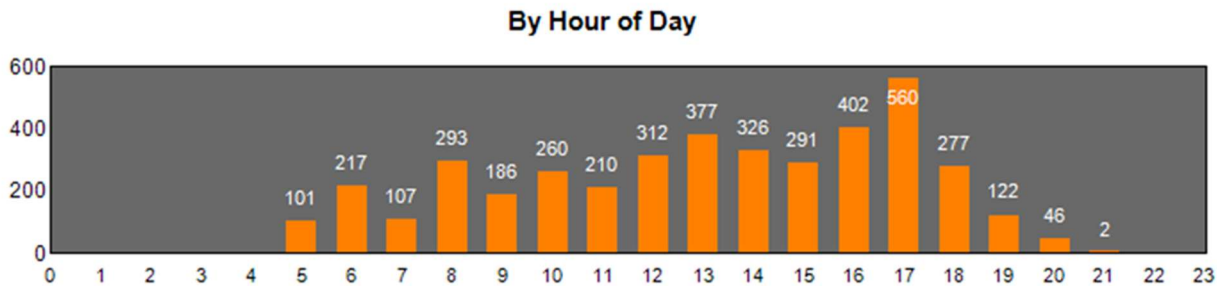
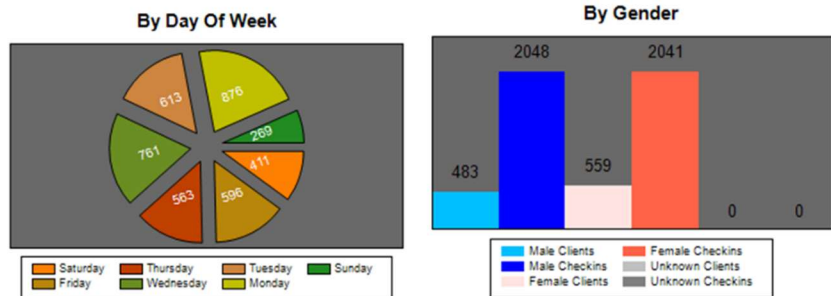
	CASH	CHECK	CREDIT	TOTAL	Center Admissions	Aud Admissions	Center Programs	Center Rentals	Aud Rentals	Miscellaneous
TOTALS	\$2,721.00	\$9,322.33	\$8,950.60	\$20,993.93	\$9,817.30	\$0.00	\$1,544.00	\$1,650.00	\$2,500.00	\$5,482.63

Total Memberships/Day Passes/Coupon Books Sold: 717



Attendance by York University Students: 753

Attendance Total by Membership: 3,946



YORK PARKS & RECREATION – FEBRUARY 2026

BALLPARK COMPLEX

Total Income \$17,400.00

	CASH	CHECK	CREDIT	TOTAL	Complex Concessions	Rental Fees	Player Fees	Sponsorships	RV Fees	Registration & Facility Fees	Miscellaneous
TOTALS	\$0.00	\$17,400.00	\$0.00	\$17,400.00	\$0.00	\$0.00	\$15,550.00	\$1,850.00	\$0.00	\$0.00	\$0.00

SOCCER COMPLEX

Total Income \$20,600.00

	CASH	CHECK	CREDIT	TOTAL	Complex Concessions	Rental Fees	Player Fees	Sponsorships	Miscellaneous
TOTALS	\$0.00	\$20,600.00	\$0.00	\$20,600.00	\$0.00	\$0.00	\$20,600.00	\$0.00	\$0.00

FAMILY AQUATIC CENTER

Total Income \$150.00

Total Concession Income \$0.00

	CASH	CHECK	CREDIT	FAC TOTAL	FAC Admissions	FAC Programs	Swim Team Fees	FAC Attendance		CASH	CHECK	CREDIT	FAC Concessions	TOTAL
TOTALS	\$0.00	\$0.00	\$150.00	\$150.00	\$150.00	\$0.00	\$0.00	0	TOTALS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

PARKS

Total Income \$15,850.00

	CASH	CHECK	CREDIT	TOTAL	Park Rental Income	Levitt Concessions	Miller Concessions	Levitt Rental Income	Misc
TOTALS	\$0.00	\$15,850.00	\$0.00	\$15,850.00	\$0.00	\$0.00	\$0.00	\$15,850.00	\$0.00

FACILITY USAGE BY YPR LEAGUES AND PUBLIC RESERVATIONS

Auditorium Rental Days	30	Park Shelter Reservations	0	Ballpark Complex Field Usage	0
Auditorium YPR Program Usage	37	Park Tennis Court Reservations	0	Ballpark Complex Tournament Days	0
Auditorium Tournament Days	0	Park Volleyball Court Reservations	0	Ballpark Complex Batting Cage Usage	0
Community Center Rentals	11	Park YPR Program Usage	0	Levitt Field Usage	23
Community Center Programs	61	Family Aquatic Center	0	Levitt Batting Cage Usage	23
Soccer Complex Field Usage	0	Miller Park Field Usage	1	Levitt Rentals	0
*Field usage includes practices and games					

SUPPLY WORKS ORDERS BY DEPARTMENT

Water Department	\$224.90	Auditorium	\$881.25	City Shop	\$0.00
City Offices	\$74.95	Ballpark Complex	\$0.00	Soccer Complex	\$0.00
Police Dept	\$0.00	Airport	\$0.00	Museum	\$0.00
Fire Dept	\$0.00	FAC	\$0.00	Parks	\$0.00
Community Center	\$56.76	Library	\$74.95	Landfill	\$0.00
Total					\$1,312.81

NOTE: All Total Income figures are unofficial calculations.



February Department Report

Number of Events: 21

- Events held on 20 out of 28 days

Number of Guests: 3,000

Types of Events: home show, business meetings, seminars, trainings, board meetings, spelling bee, church service, wedding receptions.

The Holthus Convention Center continued to serve as a vital hub for community engagement and business development this month, hosting a variety of well-attended events. Among the featured community events was the Chamber Lifestyle Show, which welcomed more than 40 local and regional vendors. The event provided attendees with opportunities to shop, connect with businesses, and gather ideas for upcoming spring home improvement projects. The York County Spelling Bee brought elementary and junior high students and their families from across the county to the facility.

In addition to these large-scale community events, the Convention Center hosted numerous business meetings and seminars, particularly within the healthcare and agriculture sectors. These gatherings highlight the facility's continued role in supporting professional development and regional industry collaboration. Lighthouse Church rented space for Sunday morning services due to the unavailability of their auditorium and has secured additional future dates. We are pleased to provide flexible facility options across multiple city venues to accommodate the needs of our community partners.

The lobby remains a highly desirable and flexible event space. This month, it was utilized for both an appreciation dinner and a wedding reception dinner, demonstrating its versatility for both formal and celebratory occasions.

Overall, the Holthus Convention Center continues to experience steady usage across community, corporate, and private events, reinforcing its importance as a multi-purpose venue serving York and the surrounding region.

**Terri Carlson | Director
Holthus Convention Center**



York Fire Department
February 2026 Monthly Report

For February, the York Fire Department responded to a total of 128 calls for service.

90 EMS calls
26 transfers to hospitals for more specialized care
12 fire calls

Fire Incidents

During the month, we responded to a large property loss fire at 1512 Road D. The structure was a 50 x 120 building that was fully involved from the north end to the south end upon arrival. Embers from the fire also started a large grass fire that was being driven by strong winds toward a burn pit, shelter belt, and a nearby house.

Upon arrival, our engine and first tanker set up a defensive position to prevent the fire from spreading to additional buildings on the property. Our grass rig was able to stop the leading edge of the grass fire as it advanced toward the shelter belt.

Mutual aid was requested from the Waco and McCool Volunteer Fire Departments for additional tankers and grass rigs. Due to the extensive amount of farm equipment inside the building, the estimated loss from this fire is approximately \$1,500,000.

Because of the collapse of the structure, the cause of the fire cannot be determined. We had a strong turnout from our staff, and our mutual aid partners provided excellent assistance.

Later in the month, we responded to one vehicle fire, resulting in approximately \$5,000 in damage, and an incident at Pizza Hut, resulting in approximately \$2,500 in damage.

Department Activities

Department activities for the month included several training and community outreach events.

On February 12, A Shift visited York University and assisted with a class on heart education. They discussed how the heart works and how emergency responders attempt to resuscitate individuals experiencing cardiac issues.

On February 23, C Shift sent Firefighter Rafert to NPPD to present a home safety class for approximately 30 employees.

Work continues on preparation for the new fire station. Numerous building meetings were held throughout the month as the project nears completion. Staff have also been working through 50 years of accumulated equipment and materials at the current station in preparation for the move to the new facility.

Training

Firefighter Carter continues attending paramedic training at Mid-Plains Community College in McCook.

Our medics attended the final class of their refresher training on February 13. They will meet again on March 27 to complete a PEPPS class.

All shifts have been receiving training on the new IV pumps now being used by York General Hospital.

We have also started a Fire Academy class for three new volunteer firefighters.

Respectfully submitted,

Anthony Bestwick

York Fire Chief

Kilgore Memorial Library

Director's Report

March 2026

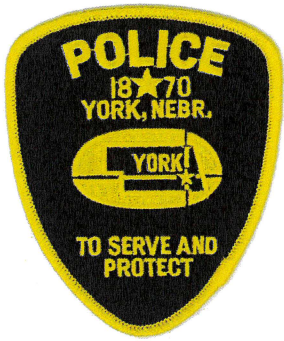
- The new Makerspace continues to be busy every day! If you haven't seen the equipment (or tried making something), please stop by and we're happy to show it off and answer any questions!
- February Statistics:
 - 258 items were added to the physical collection
 - 439 items were added to the E-Book collection
 - 5,393 physical items were circulated and 2,232 e-books
 - 173 new patrons were added
 - 4,776 – door count, 1,865 website visits
 - Program attendance was 631.



Respectfully submitted by,

Holli Duggan, Ed.D.

Director, Kilgore Memorial Library



York Police Department

315 North Grant Ave.
York, Nebraska 68467

Monthly Activity Summary Report February 2026

Total Calls for Service: 1052

Types of Calls:

Accidents:	25
Adult/Child Abuse Investigations:	61
Alarms/Security Checks:	53
Animals:	37
Assaults:	11
Assist Outside Agencies:	14
Community Services:	56
Disturbances/Disorderly Conducts:	32
Health/Enumerations:	9
Larceny/Thefts:	29
Traffic:	144
Vandalism/Criminal Mischiefs:	2
Welfare/Mental Health	25

Enforcement Activity:

Criminal Arrest/Citations:	33
Traffic Citations:	55
Traffic Warnings:	363
Health Violations:	4

Miles Patrolled: 13,154

Additional Information:

We recently certified 2 instructors in Gracie Tactics. Gracie Survival Tactics (GST) is a defensive tactics system based on Gracie Jiu-Jitsu that incorporates time-tested techniques into an easy-to-learn system designed to help officers verbally and physically de-escalate while humanely prevailing resistant and/or aggressive subjects. This training is designed to enhance officer safety, reduce injuries to both police and civilians, and decrease liability through specialized, non-violent, ground-based control techniques. It focuses on building confidence and utilizing leverage to manage suspects, lowering the need for excessive force. We have begun the process of training and certifying our officers in this valuable training.



**DEPARTMENT OF PUBLIC WORKS
MONTHLY REPORT**

February — 2026

STREET DEPARTMENT

During the month of February, the central garage serviced and repaired equipment for all city departments as follows:

Street	29	Airport	0	Park	0	Fire	0
Police	0	Landfill	0	Wastewater	7	Water	6

The street sweeper operated 35 hours in February, during which time 129 miles were swept and 23 cubic yards of material were removed from the city streets.

Other major labor activities included:

Job	Hours
General maintenance	70
Shop cleaning	14
Property maintenance	8
Snow removal	259
Mowing/weed control	0
Tree/shrub maintenance	16
Sidewalk repair	38
Right-of-way maintenance	70
Gravel street/alley maintenance	69
Paved surface maintenance	334
Storm sewer repair	0
Traffic signing/signal installation/repair	7
Trash removal	32
Plant wages	3
System maintenance	4
Equipment services	79
TOTAL	1003

PARK DEPARTMENT

Park personnel performed the following activities:

Job	Hours
Property maintenance	3
Mowing/weed control	0
Tree/shrub maintenance	28
Ball field maintenance	113
Playground equipment maintenance	0
Trash removal	0
TOTAL	144

FAMILY AQUATIC CENTER

Park personnel performed the following activities:

Job	Hours
Building maintenance	0
System maintenance	0
Property maintenance	37
Mowing/weed control	0
TOTAL	37

AUDITORIUM

Park/Street personnel performed the following activities:

Job	Hours
General maintenance	0
Building maintenance	0
Property maintenance	21
Mowing/weed control	0
TOTAL	21

WASTEWATER TREATMENT PLANT

Plant operation for February and the comparison figures for February of last year:

	Last Month	2026	2025	Units
Total flow	31,404,715	27,778,244	26,290,693	gallons
Average flow/day	1,046,824	992,080	938,953	gallons
Average flow/person	130.85	124.01	117.37	gallons
Grit and screenings to landfill	119.32	175.39	2.32	tons
Bio solids wasted	1.40851	0.987141	1.150411	MG

Wastewater Treatment Plant personnel performed the following activities:

Job	Hours
Plant wages	154
Building maintenance	13
Sewer system maintenance	112
Property maintenance	30
One-call locates	18
Laboratory testing	66
Equipment maintenance	195
Sludge removal	42
Custodial	4
Snow removal	10
TOTAL	644

WATER DEPARTMENT

Plant operation figures for February and the comparison figures for February of last year follow:

	Last Month	2026	2025	Unit
Total water pumped	21,248,000	19,672,000	21,002,000	gallons
Total water billed	16,592,708	22,390,448	22,686,480	gallons
Average use per day	685,419	634,581	677,484	gallons
Average use per person	86	79	85	gallons
Total electricity used	65,704	39,104	182,858	kW
Pumps yield	323	503	115	gallons/kW
Peak pumping date	31 st	5 th	28 th	
Peak amount	887,000	928,000	873,000	gallons

Report of office operations for February and comparison figures for February of last year:

	2026	2025
Water bills	1824	1814
Sewer bills	1778	1765
New taps	0	0
Service leaks	0	0
Main leaks	0	1
Diggers Hotline calls	77	69

Water Department personnel performed the following activities:

Job	Hours
Plant wages (monitoring wells, etc.)	25
Distribution maintenance	268
Property maintenance	99
One-call locates	17
Meter reading	25
Final notice collection	4
Meter maintenance	0
Pump/well maintenance	0
General maintenance	1
Paved surface maintenance	7
TOTAL	446

SOLID WASTE RECEIVING CENTER AND LANDFILL

Solid Waste Receiving Center operation figures for February as reported by scale:

	2026		2025	
	Trips	Tons	Trips	Tons
Landfill	766	2945.94	608	1653.43
C & D	55	68.47	81	326.53
Transfer Station	90	24.29	60	22.49
Brush Pile	37	26.77	37	54.93
Tire Pile	2	40.26	0	0.00
Metal Roll-off	0	0.00	0	0.00
Total	950	3105.73	786	2057.38

Revenue collected during February totaled \$192,762.13. The same period last year totaled \$149,280.30.

Landfill personnel performed the following activities:

Job	Hours
Scale/Transfer Station Operation	178
Landfill Equipment	447
Wind screen & litter control	0
Recycling Act	8
Trash removal	26
TOTAL	659

AIRPORT

Public Works personnel performed the following activities:

Job	Hours
Airport Attendant	56
Building maintenance	0
Mowing/weed control	0
TOTAL	56

LIBRARY

Public Works personnel performed the following activities:

Job	Hours
Building maintenance	14
Property maintenance	9
Mowing/weed control	0
TOTAL	23

SUMMARY BY DEPARTMENT

Department	Hours	Percentage	Full Time Equivalent
Street	1003	33	6.3
Parks/Com Center/Aud/FAC	202	7	1.3
Landfill	659	22	4.1
Wastewater	644	21	4.0
Water	446	15	2.8
Airport	56	2	0.4
Library	23	0	0.1
TOTAL	3033	100	19

BUILDING INSPECTIONS AND PERMITS

Our building inspection activity for February and comparison figures for February of last year are as follows:

Inspections:	2026	2025	Permits Issued:	2026	2025
Building	39	32	Building	3	11
Electrical	27	26	Electrical	3	8
Plumbing	22	11	Plumbing	0	5
Mechanical	9	7	Mechanical	1	4
Nuisance	1	3	Curb/Street	0	0
Total	98	79	Total	7	28

Three (3) permits were issued in February for a value of \$100,379.00, which brings the total for the year to \$2,887,681.00. (See attached.)

Permits of note issued:

PUBLIC WORKS ADVISORY BOARD

The Public Works Advisory Board dissolved effective February 19, 2026.

Building Permits issued in February 2026

03-Mar-26

OWNER	ADDRESS	LEGAL DESCRIPTION	DESCRIPTION	AMOUNT
Cynthia Bedient	326 E 19th St		Remodel bathroom, kitchen ceiling trim wo	17,500.00
Joseph/Sara Erwin	1537 Duke Dr		Rail w/ 3 gates	7,879.00
Scott/Kerri Price	317 Regency Dr		Remodel main floor, 3 baths, flooring & tri	75,000.00
				<hr/> \$100,379.00
			Permits Issued:	3

CITY OF YORK
CASH BALANCES
for the Month of February 2026

Fund #	Fund	10/1/2025 Balance	Current Month Receipts	YTD Receipts	Current Month Disbursements	YTD Disbursements	Ending Balance
10-101	General	\$6,331,601.49	\$835,052.65	\$4,671,502.71	\$1,149,840.35	\$6,194,658.48	\$4,808,445.72
	American Rescue Plan Act	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
10-102	Auditorium	\$0.00	\$19,706.58	\$98,631.90	\$61,820.20	\$148,603.15	(\$49,971.25)
10-103	Park	\$51,100.00	\$67,825.13	\$287,224.87	\$75,344.98	\$227,592.37	\$110,732.50
10-104	Police	\$49,856.00	\$316,111.73	\$1,622,087.96	\$307,405.38	\$1,373,830.30	\$298,113.66
10-105	Community Center	\$0.00	\$67,749.44	\$303,454.52	\$76,810.87	\$307,793.60	(\$4,339.08)
10-106	Aquatic Center	\$0.00	\$27,429.83	\$138,049.15	\$32,245.52	\$77,797.67	\$60,251.48
10-110	Senior Center	\$0.00	\$1,441.58	\$7,207.90	\$2,143.19	\$10,918.37	(\$3,710.47)
10-201	Convention Center	\$0.00	\$70,270.92	\$349,235.29	\$99,406.41	\$383,846.51	(\$34,611.22)
10-111	Ball Field	\$0.00	\$51,401.58	\$246,673.64	\$44,659.04	\$205,957.36	\$40,716.28
10-112	Museum	\$0.00	\$20,484.87	\$62,737.78	\$10,524.12	\$49,399.13	\$13,338.65
10-113	Soccer Complex	\$25,000.00	\$41,884.75	\$155,143.50	\$17,317.17	\$107,886.05	\$72,257.45
13	User Fees	\$31,132.48	\$0.00	\$200.00	\$14.55	\$2,144.05	\$29,188.43
22	Ambulance	\$55,488.64	\$257,058.03	\$989,192.94	\$139,652.89	\$890,759.76	\$153,921.82
22	Fire	\$0.00	\$58,616.50	\$293,082.50	\$145,066.09	\$322,759.01	(\$29,676.51)
23	Capital Projects Sinking	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00
24	Library	\$0.00	\$77,164.65	\$397,957.94	\$72,582.63	\$354,811.98	\$43,145.96
14-000	General Capital-Non-Dept.	(\$49,399.00)	\$0.00	\$0.00	\$0.00	\$0.00	(\$49,399.00)
14-146	General Capital - Parks	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
14-147	General Capital - Ballpark	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
14-148	General Capital - Soccer	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
14-149	General Capital - Levitt	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
14-221	General Cap - Ambulance	\$1,561,487.87	\$0.00	\$0.00	\$80,941.44	\$861,596.49	\$699,891.38
14-222	General Capital - Fire	\$1,561,487.99	\$0.00	\$0.00	\$80,941.35	\$861,596.30	\$699,891.69
General Balances		\$11,617,755.46	\$1,912,198.24	\$9,622,382.60	\$2,396,716.18	\$12,381,950.58	\$8,858,187.48
11	Keno	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
20	Aviation	\$54,501.68	\$35,461.14	\$348,794.11	\$72,377.05	\$207,852.51	\$195,443.28
31	Fire Pension	\$0.00	\$21,454.10	\$107,098.44	\$20,268.74	\$109,895.76	(\$2,797.32)
30	Police Pension	\$0.00	\$13,009.26	\$65,063.01	\$11,626.48	\$64,470.12	\$592.89
32	911 Surcharge	(\$1,573.22)	\$0.65	\$2,202.20	\$0.00	\$0.00	\$628.98
33	Health Insurance	\$1,754,146.60	\$152,350.51	\$773,825.34	\$84,584.45	\$1,075,660.80	\$1,452,311.14
Total Tax Funds		\$13,424,830.52	\$2,134,473.90	\$10,919,365.70	\$2,585,572.90	\$13,839,829.77	\$10,504,366.45
50	Street	\$1,394,141.86	\$260,313.52	\$1,128,379.50	\$225,785.23	\$1,666,588.83	\$855,932.53
70	Landfill-Cash & Invest	\$3,963,864.68	\$197,387.00	\$1,028,437.96	\$142,535.58	\$657,074.82	\$4,335,227.82
	Landfill-Operations	\$112,807.75	\$102,881.62	\$457,388.34	\$102,881.62	\$457,388.34	\$112,807.75
	Landfill-Debt Service	\$292,516.25	\$39,653.96	\$199,686.48	\$0.00	\$452,548.75	\$39,653.98
78	Old Landfill Closure	\$13,737.60	\$0.00	\$146.25	\$0.00	\$0.00	\$13,883.85
79	Landfill Post Closure	\$3,487,843.37	\$0.00	\$37,130.72	\$0.00	\$0.00	\$3,524,974.09
	C&D Site Closure/Post Closure	\$287,391.42	\$0.00	\$3,059.50	\$0.00	\$0.00	\$290,450.92
75	Landfill Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Non-Tax Funds		\$ 9,552,302.93	\$ 600,236.10	\$ 2,854,228.75	\$ 471,202.43	\$ 3,233,600.74	\$ 9,172,930.94
12	CDBG Repurpose Projects	\$133,043.76	\$0.00	\$0.00	\$68,185.25	\$107,835.85	\$25,207.91
12	CDBG Revolving Loan	(\$1,047.92)	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,047.92)
12	Housing Grant - Federal Funds	\$141,502.41	\$78,390.14	\$94,168.75	\$55,314.29	\$149,367.38	\$86,303.78
12	Buy Rehab Sell	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
18	Creative District	\$26,750.61	\$38.23	\$10,569.21	\$2,750.00	\$3,187.89	\$34,131.93
60	Federal Proj (Blackburn Br))	\$140,259.52	\$132.73	\$1,998.09	\$0.00	\$0.00	\$142,257.61
60	Shadow Brook Project	(\$14,374.68)	\$0.00	\$0.00	\$0.00	\$0.00	(\$14,374.68)
60	Concrete Panel/Asphalt Proj	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
19-192	Land Acq - Indust. Park	\$241,326.28	\$1,268.07	\$801,844.17	\$16,275.33	\$41,530.67	\$1,001,639.78
19-193	Land Acq - Right-of-ways	\$21,561.20	\$0.00	\$0.00	\$0.00	\$0.00	\$21,561.20
19-194	Land Acq - Parks	\$67,361.72	\$0.00	\$0.00	\$0.00	\$0.00	\$67,361.72
16	Total Bond Funds	\$690,871.21	\$78,711.58	\$396,111.50	\$0.00	\$914,166.25	\$172,816.46
40	Total TIF Funds	\$403,217.34	\$64,047.89	\$103,224.11	\$49,397.21	\$106,820.61	\$399,620.84
Total Misc. Funds		\$ 1,717,427.69	\$ 222,588.64	\$ 1,407,915.83	\$ 123,736.83	\$ 1,215,072.80	\$ 1,935,478.63
Total All Funds		\$ 24,694,561.14	\$ 2,957,298.64	\$ 15,181,510.28	\$ 3,180,512.16	\$ 18,288,503.31	\$ 21,612,776.02

LB 357 Cash Available	(from Page 2)	\$1,977,076.74
Wastewater Cash Available	(from Page 3)	\$6,164,417.95
Water Cash Available	(from Page 3)	\$10,359,552.20
		\$40,113,822.91

City of York
LB 357 Funds Summary

	31-Jan-26	28-Feb-26
LB 357 Funds Allocation		
Cash Balance	\$16,925,163.52	\$17,067,030.20
Less: Quiet Zone	(\$1,504,475.21)	(\$1,504,475.21)
School-Owned Properties	(\$1,116,730.34)	(\$1,116,730.34)
Ball Field	(\$9,874,685.69)	(\$9,874,685.69)
City-Owned Properties	(\$2,594,062.22)	(\$2,594,062.22)
Total Cash Available	\$1,835,210.06	\$1,977,076.74
Less Restricted Funds		
Debt Service	(\$640,469.16)	(\$800,586.45)
Debt Service Reserve	\$0.00	\$0.00
Total LB 357 Funds	\$1,194,740.90	\$1,176,490.29

City of York
Public Works Summary

	31-Jan-26	28-Feb-26
Wastewater		
Cash Balance	\$6,114,940.49	\$6,164,417.95
Less: Construction Fund	\$0.00	\$0.00
 Total Cash Available	 \$6,114,940.49	 \$6,164,417.95
 Less Restricted Funds		
Operations	\$0.00	\$0.00
Debt Service	(\$120,996.65)	(\$241,993.28)
Debt Service Reserve	\$0.00	\$0.00
Renewal & Replacement	\$0.00	\$0.00
 Total Unrestricted Funds	 <u>\$5,993,943.84</u>	 <u>\$5,922,424.67</u>
 Water		
Cash Balance	\$9,102,744.50	\$8,984,904.76
Less: Construction Fund	(\$5,516.76)	(\$6,935.42)
Add: Farm Management Acct	\$1,399,304.60	\$1,381,582.86
 Total Cash Available	 \$10,496,532.34	 \$10,359,552.20
 Less Restricted Funds		
Operations	\$0.00	\$0.00
Debt Service	(\$212,144.26)	(\$272,103.37)
Debt Service Reserve	(\$266,500.00)	(\$266,500.00)
 Total Unrestricted Funds	 <u>\$10,017,888.08</u>	 <u>\$9,820,948.83</u>
 Landfill		
Cash Balance	\$8,222,493.03	\$8,316,998.41
Less: Construction Fund	\$0.00	\$0.00
 Total Cash Available	 \$8,222,493.03	 \$8,316,998.41
 Less Restricted Funds		
Operations	(\$112,807.75)	(\$112,807.75)
Debt Service	(\$0.02)	(\$39,653.98)
All Closure Funds	(\$3,829,308.86)	(\$3,829,308.86)
 Total Unrestricted Funds	 <u>\$4,280,376.40</u>	 <u>\$4,335,227.82</u>

City of York
for the Month of February 2026

Auditors Grouping	<u>Total Amount</u>	<u>Restricted or Assigned</u>	<u>Unrestricted</u>	<u>Notes</u>
10 General:				
General	\$4,808,445.72	43,524.16	\$4,764,921.56	Restricted - YCF (Parks, Museum, Police) & Police Memorial Fund
ARP Act \$	\$0.00	\$0.00	\$0.00	Restricted grant money
Senior Center	(\$3,710.47)		(\$3,710.47)	
Police	\$298,113.66	\$49,856.00	\$248,257.66	Restricted - Federal equitable sharing money
Community Center	(\$4,339.08)		(\$4,339.08)	
Park	\$110,732.50	\$51,100.00	\$59,632.50	Mincks Park splash pad donations & grants
Auditorium	(\$49,971.25)		(\$49,971.25)	
Convention Center	(\$34,611.22)		(\$34,611.22)	
Aquatic Center	\$60,251.48		\$60,251.48	
Ball Park	\$40,716.28		\$40,716.28	
Museum	\$13,338.65		\$13,338.65	
Soccer Complex	\$72,257.45	\$50,000.00	\$22,257.45	Lighting project
Total	\$5,311,223.72	\$194,480.16	\$5,116,743.56	
13 User Fees	\$29,188.43		\$29,188.43	
14 General Capital Projects	\$1,350,384.06	\$1,350,384.06		Bonded project - Fire Station
22 Fire/EMS	\$124,245.31	\$64,305.61	\$59,939.70	Restricted - York Community Foundation
24 Library	\$43,145.96		\$43,145.96	
30 Police Pension	\$592.89		\$592.89	
31 Fire Pension	(\$2,797.32)		(\$2,797.32)	
Total General	\$6,855,983.05	\$1,609,169.83	\$5,246,813.22	
50 Street	\$855,932.53	\$855,932.53		
20 Aviation	\$195,443.28	\$195,443.28		
16 Debt Service	\$172,816.46	\$172,816.46		
15 LB 357	\$1,977,076.74	\$1,977,076.74		
23 Capital Projects Sinking	\$2,000,000.00	\$2,000,000.00		
60 Capital Projects	\$127,882.93	\$127,882.93		
12 CDBG	\$110,463.77	\$110,463.77		
18 Creative District	\$34,131.93	\$34,131.93		
11 Keno	\$0.00	\$0.00		
19 Sinking	\$1,090,562.70	\$1,090,562.70		
32 E911	\$628.98	\$628.98		
40 TIF	\$399,620.84	\$399,620.84		
Total Governmental	\$13,820,543.21	\$8,573,729.99	\$5,246,813.22	
70 Landfill:				
Landfill	\$4,335,227.82	1,351,061.00	\$2,984,166.82	Rate Stabilization per HDR
Landfill-Operations	\$112,807.75	\$112,807.75		Bond Requirements
Landfill-Debt Service	\$39,653.98	\$39,653.98		Bond Requirements
Old Landfill Closure	\$13,883.85	\$13,883.85		
Landfill Closure/Post	\$3,524,974.09	\$3,524,974.09		
C&D Site Closure/Post	\$290,450.92	\$290,450.92		
Construction	\$0.00		\$0.00	
Total Landfill	\$8,316,998.41	\$5,332,831.59	\$2,984,166.82	
80 Wastewater	\$6,164,417.95	\$241,993.28	\$5,922,424.67	Bond Requirements
90 Water	\$10,359,552.20	\$538,603.37	\$9,820,948.83	Bond Requirements
Total Enterprise	\$24,840,968.56	\$6,113,428.24	\$18,727,540.32	
33 Health Insurance	\$1,452,311.14	\$1,452,311.14		Assigned for insurance claims needs
Total City	\$40,113,822.91	\$16,139,469.37	\$23,974,353.54	



AIA® Document B104® – 2017

Standard Abbreviated Form of Agreement Between Owner and Architect

AGREEMENT made as of the Sixth day of March in the year Two Thousand Twenty-Six
(In words, indicate day, month and year.)

BETWEEN the Architect’s client identified as the Owner:
(Name, legal status, address and other information)

City of York, Nebraska
100 E 4th Street
York, NE 68467

and the Architect:
(Name, legal status, address and other information)

Wilkins Architecture Design Planning, L.L.C.
2204 University Drive, Ste 130
Kearney, NE 68845
Telephone Number: 308-237-5787
Fax Number: 308-236-6929

for the following Project:
(Name, location and detailed description)

City of York Space Optimization Study
100 E 4th Street
York, NE 68467

The development of a Space Optimization Study as described in EXHIBIT ONE. The Architect and Consultants shall provide professional services in preparing the space optimization study to determine the best city functions and renovation potentials for two large city building assets of the City of York.

The Owner and Architect agree as follows.

ADDITIONS AND DELETIONS:

The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed. A vertical line in the left margin of this document indicates where the author has added necessary information and where the author has added to or deleted from the original AIA text.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

TABLE OF ARTICLES

1	INITIAL INFORMATION
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11	COMPENSATION
12	SPECIAL TERMS AND CONDITIONS
13	SCOPE OF THE AGREEMENT

ARTICLE 1 INITIAL INFORMATION

§ 1.1 This Agreement is based on the Initial Information set forth below:

(State below details of the Project's site and program, Owner's contractors and consultants, Architect's consultants, Owner's budget for the Cost of the Work, and other information relevant to the Project.)

Architect in conjunction with consultants, utilizing information furnished by the Owner shall prepare a Space Optimization Report encompassing services and deliverables as outlined in EXHIBIT ONE document titled "Proposal for Qualifications Space Optimization Study for City of York".

§ 1.2 The Owner and Architect may rely on the Initial Information. Both parties, however, recognize that such information may materially change and, in that event, the Owner and the Architect shall appropriately adjust the schedule, the Architect's services and the Architect's compensation. The Owner shall adjust the Owner's budget for the Cost of the Work and the Owner's anticipated design and construction milestones, as necessary, to accommodate material changes in the Initial Information.

§ 1.3 The parties shall agree upon protocols governing the transmission and use of Instruments of Service or any other information or documentation in digital form. The parties will use AIA Document E203™–2013, Building Information Modeling and Digital Data Exhibit, to establish the protocols for the development, use, transmission, and exchange of digital data.

§ 1.3.1 Any use of, or reliance on, all or a portion of a building information model without agreement to protocols governing the use of, and reliance on, the information contained in the model and without having those protocols set forth in AIA Document E203™–2013, Building Information Modeling and Digital Data Exhibit, and the requisite AIA Document G202™–2013, Project Building Information Modeling Protocol Form, shall be at the using or relying party's sole risk and without liability to the other party and its contractors or consultants, the authors of, or contributors to, the building information model, and each of their agents and employees.

ARTICLE 2 ARCHITECT'S RESPONSIBILITIES

§ 2.1 The Architect shall provide the professional services set forth in this Agreement consistent with the professional skill and care ordinarily provided by architects practicing in the same or similar locality under the same or similar circumstances. The Architect shall perform its services as expeditiously as is consistent with such professional skill and care and the orderly progress of the Project.

§ 2.2 The Architect shall maintain the following insurance until termination of this Agreement. If any of the requirements set forth below are in addition to the types and limits the Architect normally maintains, the Owner shall pay the Architect as set forth in Section 11.8:

(Identify types and limits of insurance coverage, and other insurance requirements applicable to the Agreement, if any.)

.1 General Liability

Commercial General Liability with policy limits of not less than Two Million Dollars and Zero Cents (\$ 2,000,000.00) for each occurrence and Four Million Dollars and Zero Cents (\$4,000,000.00) in the aggregate for bodily injury and property damage.

.2 Automobile Liability

Automobile Liability covering vehicles owned, and non-owned vehicles used, by the Architect with policy limits of not less than Two Million Dollars and Zero Cents (\$2,000,000.00) per accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance and use of those motor vehicles, along with any other statutorily required automobile coverage.

.3 Workers' Compensation

Workers' Compensation at statutory limits Of not less than Five Hundred Thousand Dollars and Zero Cents (\$500,000.00) for each occurrence.

.4 Professional Liability

Professional Liability covering negligent acts, errors and omissions in the performance of professional services with policy limits of not less than One Million Dollars and Zero Cents (\$1,000,000.00) per claim and Two Million Dollars and Zero Cents (\$2,000,000.00) in the aggregate.

ARTICLE 3 SCOPE OF ARCHITECT'S BASIC SERVICES

§ 3.1 The Architect's Basic Services consist of those described in this Article 3 and include usual and customary structural, mechanical, and electrical engineering services. Services not set forth in this Article 3 are Supplemental or Additional Services.

§ 3.1.1 The Architect shall coordinate its services with those services provided by the Owner and the Owner's consultants. The Architect shall be entitled to rely on (1) the accuracy and completeness of the services and information furnished by the Owner and (2) the Owner's approvals. The Architect shall provide prompt written notice to the Owner if the Architect becomes aware of any error, omission, or inconsistency in such services or information.

§ 3.1.2 As soon as practicable after the date of this Agreement, the Architect shall submit for the Owner's approval a schedule for the performance of the Architect's services. Once approved by the Owner, time limits established by the schedule shall not, except for reasonable cause, be exceeded by the Architect or Owner. With the Owner's approval, the Architect shall adjust the schedule, if necessary, as the Project proceeds until the commencement of construction.

§ 3.1.3 The Architect shall assist the Owner in connection with the Owner's responsibility for filing documents required for the approval of governmental authorities having jurisdiction over the Project.

§ 3.2 Design Phase Services

§ 3.2.1 The Architect shall review the program and other information furnished by the Owner, and shall review laws, codes, and regulations applicable to the Architect's services.

§ 3.2.2 The Architect shall discuss with the Owner the Owner's program, schedule, budget for the Cost of the Work, Project site, and alternative approaches to design and construction of the Project. The Architect shall reach an understanding with the Owner regarding the Project requirements.

§ 3.2.3 The Architect shall consider the relative value of alternative materials, building systems and equipment, together with other considerations based on program, aesthetics, and any sustainable objectives, in developing a design for the Project that is consistent with the Owner's schedule and budget for the Cost of the Work.

§ 3.2.4 Based on the Project requirements, the Architect shall prepare Design Documents for the Owner's approval consisting of drawings and other documents appropriate for the Project and the Architect shall prepare and submit to the Owner an estimate of the Cost of the Work prepared in accordance with Section 6.3.

§ 3.2.5 The Architect shall submit the Design Documents to the Owner, and request the Owner's approval.

(Paragraphs deleted)

ARTICLE 4 SUPPLEMENTAL AND ADDITIONAL SERVICES

§ 4.1 Supplemental Services are not included in Basic Services but may be required for the Project. The Architect shall provide the Supplemental Services indicated below, and the Owner shall compensate the Architect as provided in Section 11.2. Supplemental Services may include programming, site evaluation and planning, environmental studies, civil engineering, landscape design, telecommunications/data, security, measured drawings of existing conditions, coordination of separate contractors or independent consultants, detailed cost estimates, on-site project representation beyond requirements of Section 4.2.2, value analysis, interior architectural design, tenant related services, preparation of record drawings, commissioning, and any other services not otherwise included in this Agreement.

(Identify below the Supplemental Services that the Architect is required to provide and insert a description of each Supplemental Service, if not further described in an exhibit attached to this document.)

No Supplemental Services are required

§ 4.2 The Architect may provide Additional Services after execution of this Agreement without invalidating the Agreement. Upon recognizing the need to perform Additional Services, the Architect shall notify the Owner. The Architect shall not provide the Additional Services until the Architect receives the Owner's written authorization. Except for services required due to the fault of the Architect, any Additional Services provided in accordance with this Section 4.2 shall entitle the Architect to compensation pursuant to Section 11.3.

§ 4.2.1 The Architect shall provide services necessitated by a change in the Initial Information, changes in previous instructions or approvals given by the Owner, or a material change in the Project including size; quality; complexity; the Owner's schedule or budget for Cost of the Work; or procurement or delivery method as an Additional Service.

§ 4.2.2 If the services covered by this Agreement have not been completed within Twelve (12) months of the date of this Agreement, through no fault of the Architect, extension of the Architect's services beyond that time shall be compensated as Additional Services.

(Paragraphs deleted)

ARTICLE 5 OWNER'S RESPONSIBILITIES

§ 5.1 Unless otherwise provided for under this Agreement, the Owner shall provide information in a timely manner regarding requirements for and limitations on the Project.

§ 5.2 The Owner shall furnish surveys to describe physical characteristics, legal limitations and utility locations for the site of the Project; a written legal description of the site; and services of geotechnical engineers or other consultants,

when the Architect requests such services and demonstrates that they are reasonably required by the scope of the Project.

§ 5.3 The Owner shall coordinate the services of its own consultants with those services provided by the Architect. Upon the Architect's request, the Owner shall furnish copies of the scope of services in the contracts between the Owner and the Owner's consultants. The Owner shall require that its consultants and contractors maintain insurance, including professional liability insurance, as appropriate to the services or work provided.

§ 5.4 The Owner shall furnish tests, inspections and reports required by law or the Contract Documents, such as structural, mechanical, and chemical tests; tests for air and water pollution; and tests for hazardous materials.

(Paragraph deleted)

§ 5.5 The Owner shall furnish all legal, insurance and accounting services, including auditing services, that may be reasonably necessary at any time for the Project to meet the Owner's needs and interests.

§ 5.6 The Owner shall provide prompt written notice to the Architect if the Owner becomes aware of any fault or defect in the Project, including errors, omissions or inconsistencies in the Architect's Instruments of Service.

§ 5.7 The Owner shall provide the Architect access to the Project site prior to commencement of the Work and shall obligate the Contractor to provide the Architect access to the Work wherever it is in preparation or progress.

§ 5.8 Within 15 days after receipt of a written request from the Architect, the Owner shall furnish the requested information as necessary and relevant for the Architect to evaluate, give notice of, or enforce lien rights.

(Paragraphs deleted)

ARTICLE 6 COST OF THE WORK

§ 6.1 For purposes of this Agreement, the Cost of the Work shall be the total cost to the Owner to construct all elements of the Project designed or specified by the Architect and shall include contractors' general conditions costs, overhead and profit. The Cost of the Work also includes the reasonable value of labor, materials, and equipment, donated to, or otherwise furnished by, the Owner. The Cost of the Work does not include the compensation of the Architect; the costs of the land, rights-of-way, financing, or contingencies for changes in the Work; or other costs that are the responsibility of the Owner.

§ 6.2 The Owner's budget for the Cost of the Work is to be determined as a result of this Optimization Study, and shall be adjusted throughout the Project as required under Sections 5.2, 6.4 and 6.5. Evaluations of the Owner's budget for the Cost of the Work, and the preliminary estimate of the Cost of the Work and updated estimates of the Cost of the Work prepared by the Architect, represent the Architect's judgment as a design professional. It is recognized, however, that neither the Architect nor the Owner has control over the cost of labor, materials or equipment; the Contractor's methods of determining bid prices; or competitive bidding, market or negotiating conditions. Accordingly, the Architect cannot and does not warrant or represent that bids or negotiated prices will not vary from the Owner's budget for the Cost of the Work, or from any estimate of the Cost of the Work, or evaluation, prepared or agreed to by the Architect.

§ 6.3 In preparing estimates of the Cost of Work, the Architect shall be permitted to include contingencies for design, bidding and price escalation; to determine what materials, equipment, component systems and types of construction are to be included in the Contract Documents; to recommend reasonable adjustments in the program and scope of the Project; and to include design alternates as may be necessary to adjust the estimated Cost of the Work to meet the Owner's budget. The Architect's estimate of the Cost of the Work shall be based on current area, volume or similar conceptual estimating techniques. If the Owner requires a detailed estimate of the Cost of the Work, the Architect shall provide such an estimate, if identified as the Architect's responsibility in Section 4.1, as a Supplemental Service.

§ 6.4 If, through no fault of the Architect, construction procurement activities have not commenced within 90 days after the Architect submits the Bidding Documents to the Owner the Owner's budget for the Cost of the Work shall be adjusted to reflect changes in the general level of prices in the applicable construction market.

§ 6.5 If at any time the Architect's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Architect shall make appropriate recommendations to the Owner to adjust the Project's size, quality or budget for the Cost of the Work, and the Owner shall cooperate with the Architect in making such adjustments.

(Paragraphs deleted)

ARTICLE 7 COPYRIGHTS AND LICENSES

§ 7.1 The Architect and the Owner warrant that in transmitting Instruments of Service, or any other information, the transmitting party is the copyright owner of such information or has permission from the copyright owner to transmit such information for its use on the Project.

§ 7.2 The Architect and the Architect's consultants shall be deemed the authors and owners of their respective Instruments of Service, including the Drawings and Specifications, and shall retain all common law, statutory and other reserved rights, including copyrights. Submission or distribution of Instruments of Service to meet official regulatory requirements or for similar purposes in connection with the Project is not to be construed as publication in derogation of the reserved rights of the Architect and the Architect's consultants.

§ 7.3 The Architect grants to the Owner a nonexclusive license to use the Architect's Instruments of Service solely and exclusively for purposes of constructing, using, maintaining, altering and adding to the Project, provided that the Owner substantially performs its obligations under this Agreement, including prompt payment of all sums when due pursuant to Article 9 and Article 11. The Architect shall obtain similar nonexclusive licenses from the Architect's consultants consistent with this Agreement. The license granted under this section permits the Owner to authorize the Contractor, Subcontractors, Sub-subcontractors, and suppliers, as well as the Owner's consultants and separate contractors, to reproduce applicable portions of the Instruments of Service, subject to any protocols established pursuant to Section 1.3, solely and exclusively for use in performing services or construction for the Project. If the Architect rightfully terminates this Agreement for cause as provided in Section 9.4, the license granted in this Section 7.3 shall terminate.

§ 7.3.1 In the event the Owner uses the Instruments of Service without retaining the authors of the Instruments of Service, the Owner releases the Architect and Architect's consultant(s) from all claims and causes of action arising from such uses. The Owner, to the extent permitted by law, further agrees to indemnify and hold harmless the Architect and its consultants from all costs and expenses, including the cost of defense, related to claims and causes of action asserted by any third person or entity to the extent such costs and expenses arise from the Owner's use of the Instruments of Service under this Section 7.3.1. The terms of this Section 7.3.1 shall not apply if the Owner rightfully terminates this Agreement for cause under Section 9.4.

§ 7.4 Except for the licenses granted in this Article 7, no other license or right shall be deemed granted or implied under this Agreement. The Owner shall not assign, delegate, sublicense, pledge or otherwise transfer any license granted herein to another party without the prior written agreement of the Architect. Any unauthorized use of the Instruments of Service shall be at the Owner's sole risk and without liability to the Architect and the Architect's consultants.

§ 7.5 Except as otherwise stated in Section 7.3, the provisions of this Article 7 shall survive the termination of this Agreement.

ARTICLE 8 CLAIMS AND DISPUTES

§ 8.1 General

§ 8.1.1 The Owner and Architect shall commence all claims and causes of action against the other and arising out of or related to this Agreement, whether in contract, tort, or otherwise, in accordance with the requirements of the binding dispute resolution method selected in this Agreement and within the period specified by applicable law, but in any case not more than 10 years after the date of Substantial Completion of the Work. The Owner and Architect waive all claims and causes of action not commenced in accordance with this Section 8.1.1.

§ 8.1.2 To the extent damages are covered by property insurance, the Owner and Architect waive all rights against each other and against the contractors, consultants, agents, and employees of the other, for damages, except such rights as they may have to the proceeds of such insurance as set forth in AIA Document A104-2017, Standard Abbreviated

Form of Agreement Between Owner and Contractor. The Owner or the Architect, as appropriate, shall require of the contractors, consultants, agents, and employees of any of them, similar waivers in favor of the other parties enumerated herein.

§ 8.1.3 The Architect and Owner waive consequential damages for claims, disputes or other matters in question, arising out of or relating to this Agreement. This mutual waiver is applicable, without limitation, to all consequential damages due to either party's termination of this Agreement, except as specifically provided in Section 9.6.

§ 8.2 Mediation

§ 8.2.1 Any claim, dispute or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to binding dispute resolution. If such matter relates to or is the subject of a lien arising out of the Architect's services, the Architect may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by binding dispute resolution.

§ 8.2.2 Mediation, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Mediation Procedures in effect on the date of this Agreement. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

§ 8.2.3 If the parties do not resolve a dispute through mediation pursuant to this Section 8.2, the method of binding dispute resolution shall be the following:
(Check the appropriate box.)

- Arbitration pursuant to Section 8.3 of this Agreement
- Litigation in a court of competent jurisdiction
- Other: (Specify)

If the Owner and Architect do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, the dispute will be resolved in a court of competent jurisdiction.

§ 8.3 Arbitration

§ 8.3.1 If the parties have selected arbitration as the method for binding dispute resolution in this Agreement, any claim, dispute or other matter in question arising out of or related to this Agreement subject to, but not resolved by, mediation shall be subject to arbitration which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Arbitration Rules in effect on the date of the Agreement.

§ 8.3.1.1 A demand for arbitration shall be made no earlier than concurrently with the filing of a request for mediation, but in no event shall it be made after the date when the institution of legal or equitable proceedings based on the claim, dispute or other matter in question would be barred by the applicable statute of limitations. For statute of limitations purposes, receipt of a written demand for arbitration by the person or entity administering the arbitration shall constitute the institution of legal or equitable proceedings based on the claim, dispute or other matter in question.

§ 8.3.2 The foregoing agreement to arbitrate, and other agreements to arbitrate with an additional person or entity duly consented to by parties to this Agreement, shall be specifically enforceable in accordance with applicable law in any court having jurisdiction thereof.

§ 8.3.3 The award rendered by the arbitrator(s) shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof.

§ 8.3.4 Consolidation or Joinder

§ 8.3.4.1 Either party, at its sole discretion, may consolidate an arbitration conducted under this Agreement with any other arbitration to which it is a party provided that (1) the arbitration agreement governing the other arbitration permits consolidation; (2) the arbitrations to be consolidated substantially involve common questions of law or fact; and (3) the arbitrations employ materially similar procedural rules and methods for selecting arbitrator(s).

§ 8.3.4.2 Either party, at its sole discretion, may include by joinder persons or entities substantially involved in a common question of law or fact whose presence is required if complete relief is to be accorded in arbitration, provided that the party sought to be joined consents in writing to such joinder. Consent to arbitration involving an additional person or entity shall not constitute consent to arbitration of any claim, dispute or other matter in question not described in the written consent.

§ 8.3.4.3 The Owner and Architect grant to any person or entity made a party to an arbitration conducted under this Section 8.3, whether by joinder or consolidation, the same rights of joinder and consolidation as the Owner and Architect under this Agreement.

§ 8.4 The provisions of this Article 8 shall survive the termination of this Agreement.

ARTICLE 9 TERMINATION OR SUSPENSION

§ 9.1 If the Owner fails to make payments to the Architect in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the Architect's option, cause for suspension of performance of services under this Agreement. If the Architect elects to suspend services, the Architect shall give seven days' written notice to the Owner before suspending services. In the event of a suspension of services, the Architect shall have no liability to the Owner for delay or damage caused the Owner because of such suspension of services. Before resuming services, the Owner shall pay the Architect all sums due prior to suspension and any expenses incurred in the interruption and resumption of the Architect's services. The Architect's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.2 If the Owner suspends the Project, the Architect shall be compensated for services performed prior to notice of such suspension. When the Project is resumed, the Architect shall be compensated for expenses incurred in the interruption and resumption of the Architect's services. The Architect's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.3 If the Owner suspends the Project for more than 90 cumulative days for reasons other than the fault of the Architect, the Architect may terminate this Agreement by giving not less than seven days' written notice.

§ 9.4 Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

§ 9.5 The Owner may terminate this Agreement upon not less than seven days' written notice to the Architect for the Owner's convenience and without cause.

§ 9.6 In the event of termination not the fault of the Architect, the Architect shall be compensated for services performed prior to termination, Reimbursable Expenses incurred, and all costs attributable to termination, including the costs attributable to the Architect's termination of consultant agreements.

§ 9.7

(Paragraphs deleted)

Except as otherwise expressly provided herein, this Agreement shall terminate one year from the date of Final Deliverables.

(Paragraph deleted)

ARTICLE 10 MISCELLANEOUS PROVISIONS

§ 10.1 This Agreement shall be governed by the law of the place where the Project is located excluding that jurisdiction's choice of law rules.

§ 10.2 Terms in this Agreement shall have the same meaning as those in AIA Document A104–2017, Standard Abbreviated Form of Agreement Between Owner and Contractor.

§ 10.3 The Owner and Architect, respectively, bind themselves, their agents, successors, assigns and legal representatives to this Agreement. Neither the Owner nor the Architect shall assign this Agreement without the written consent of the other, except that the Owner may assign this Agreement to a lender providing financing for the Project if the lender agrees to assume the Owner’s rights and obligations under this Agreement, including any payments due to the Architect by the Owner prior to the assignment.

§ 10.4 If the Owner requests the Architect to execute certificates or consents, the proposed language of such certificates or consents shall be submitted to the Architect for review at least 14 days prior to the requested dates of execution. The Architect shall not be required to execute certificates or consents that would require knowledge, services or responsibilities beyond the scope of this Agreement.

§ 10.5 Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Owner or Architect.

§ 10.6 The Architect shall have no responsibility for the discovery, presence, handling, removal or disposal of, or exposure of persons to, hazardous materials or toxic substances in any form at the Project site.

§ 10.7 The Architect shall have the right to include photographic or artistic representations of the design of the Project among the Architect’s promotional and professional materials. However, the Architect’s materials shall not include information the Owner has identified in writing as confidential or proprietary. The Owner shall provide professional credit for the Architect in the Owner’s promotional materials for the Project. This Section 10.7 shall survive the termination of this Agreement unless the Owner terminates this Agreement for cause pursuant to Section 9.4.

§ 10.8 The invalidity of any provision of the Agreement shall not invalidate the Agreement or its remaining provisions. If it is determined that any provision of the Agreement violates any law, or is otherwise invalid or unenforceable, then that provision shall be revised to the extent necessary to make that provision legal and enforceable. In such case the Agreement shall be construed, to the fullest extent permitted by law, to give effect to the parties’ intentions and purposes in executing the Agreement.

ARTICLE 11 COMPENSATION

§ 11.1 For the Architect’s Basic Services described under Article 3, the Owner shall compensate the Architect as follows:

- .1 Stipulated Sum
(Insert amount)

(Paragraphs deleted) Twenty-Nine Thousand Five Hundred Dollars and Zero Cents (\$29,500.00) plus reimbursables

§ 11.2 For Supplemental Services identified in Section 4.1, the Owner shall compensate the Architect as follows:
(Insert amount of, or basis for, compensation. If necessary, list specific services to which particular methods of compensation apply.)

N/A

§ 11.3 For Additional Services that may arise during the course of the Project, including those under Section 4.2, the Owner shall compensate the Architect as follows:
(Insert amount of, or basis for, compensation.)

Managing Principal	\$200.00/hour
Principal	\$175.00/hour
Professional	\$150.00/hour

Technical	\$125.00/hour
Professional Support	\$ 75.00/hour

§ 11.4 Compensation for Supplemental and Additional Services of the Architect’s consultants when not included in Section 11.2 or 11.3, shall be the amount invoiced to the Architect plus percent (%), or as follows:

N/A

§ 11.5 Where compensation for Basic Services is based on a stipulated sum or percentage of the Cost of the Work, the compensation for each phase of services shall be as follows:

Discovery Phase	Ten	percent (10	%)
Program Development Phase	Fifteen	percent (15	%)
Preliminary Planning Phase	Twenty-five	percent (25	%)
Final Planning Phase	Fifty	percent (50	%)
Total Basic Compensation	one hundred	percent (100	%)

§ 11.6 When compensation identified in Section 11.1 is on a percentage basis, progress payments for each phase of Basic Services shall be calculated by multiplying the percentages identified in this Article by the Owner’s most recent budget for the Cost of the Work. Compensation paid in previous progress payments shall not be adjusted based on subsequent updates to the Owner’s budget for the Cost of the Work.

§ 11.6.1 When compensation is on a percentage basis and any portions of the Project are deleted or otherwise not constructed, compensation for those portions of the Project shall be payable to the extent services are performed on those portions. The Architect shall be entitled to compensation in accordance with this Agreement for all services performed whether or not the Construction Phase is commenced.

§ 11.7 The hourly billing rates for services of the Architect and the Architect’s consultants, if any, are set forth below. The rates shall be adjusted in accordance with the Architect’s and Architect’s consultants’ normal review practices. *(If applicable, attach an exhibit of hourly billing rates or insert them below.)*

Employee or Category	Rate (\$0.00)
Managing Principal	\$200.00
Principal	\$175.00
Professional	\$150.00
Technical	\$125.00
Professional Support	\$75.00

§ 11.8 Compensation for Reimbursable Expenses

§ 11.8.1 Reimbursable Expenses are in addition to compensation for Basic, Supplemental, and Additional Services and include expenses incurred by the Architect and the Architect’s consultants directly related to the Project, as follows:

- .1 Transportation and authorized out-of-town travel and subsistence
- .3 Permitting and other fees required by authorities having jurisdiction over the Project;
- .4 Printing, reproductions, plots, and standard form documents;

(Paragraphs deleted)

§ 11.8.2 For Reimbursable Expenses the compensation shall be the expenses incurred by the Architect and the Architect’s consultants plus Fifteen percent (15 %) of the expenses incurred.

§ 11.9 Payments to the Architect

§ 11.9.1 Initial Payment

Init.

An initial payment of Zero Dollars and Zero Cents (\$ 0) shall be made upon execution of this Agreement and is the minimum payment under this Agreement. It shall be credited to the Owner's account in the final invoice.

§ 11.9.2 Progress Payments

§ 11.9.2.1 Unless otherwise agreed, payments for services shall be made monthly in proportion to services performed. Payments are due and payable upon presentation of the Architect's invoice. Amounts unpaid Thirty (30) days after the invoice date shall bear interest at the rate entered below, or in the absence thereof at the legal rate prevailing from time to time at the principal place of business of the Architect.

(Insert rate of monthly or annual interest agreed upon.)

1.50 % monthly

§ 11.9.2.2 The Owner shall not withhold amounts from the Architect's compensation to impose a penalty or liquidated damages on the Architect, or to offset sums requested by or paid to contractors for the cost of changes in the Work unless the Architect agrees or has been found liable for the amounts in a binding dispute resolution proceeding.

§ 11.9.2.3 Records of Reimbursable Expenses, expenses pertaining to Additional Services, and services performed on the basis of hourly rates shall be available to the Owner at mutually convenient times.

ARTICLE 12 SPECIAL TERMS AND CONDITIONS

Special terms and conditions that modify this Agreement are as follows:

(Include other terms and conditions applicable to this Agreement.)

ARTICLE 13 SCOPE OF THE AGREEMENT

§ 13.1 This Agreement represents the entire and integrated agreement between the Owner and the Architect and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the Owner and Architect.

§ 13.2 This Agreement is comprised of the following documents identified below:

- .1 AIA Document B104™-2017, Standard Abbreviated Form of Agreement Between Owner and Architect

(Paragraphs deleted)

- .3 Exhibits:

(Clearly identify any other exhibits incorporated into this Agreement, including any exhibits identified in Section 4.1.)

EXHIBIT ONE: Request for Qualifications

This Agreement entered into as of the day and year first written above.

OWNER *(Signature)*

Dr. Sue Crawford, City Administrator, City of York

(Printed name and title)

ARCHITECT *(Signature)*

Jacob M. Sertich, Managing Principal

(Printed name, title, and license number, if required)



4280 E. 14th St.
Des Moines, IA 50313
Office: 515-265-2222
Toll Free: 800-383-7867
Fax: 515-265-8079

201 4th Ave SW
New Prague, MN 56071
Office: 952-758-6600
Toll Free: 800-536-5394
Fax: 952-758-7778

TO: City of York, NE / Chris Wize / (402) 366-6223

REF: Lift Station Retrofit

DATE:03/11/2026

Dry-Pit Pump & Accessories

- One (1) Flygt NT3301-462HT dry-pit pump. Pump to be furnished with the following:
- 105hp, 460V, 3phase, 60Hz, explosion proof motor
 - Hard Iron Impeller
 - 65' Power cable
 - Discharge Elbow 6"
 - Adjustable Metal NT Stand 3301HT
 - Inlet Elbow 10"
 - Flygt Mini-Cas for pump monitoring (*to be mounted in a control panel*)
- One (1) Lot of 10" DI Pipe
- One (1) 10" Uniflange
- Three (3) 10" Bolt and Gasket Kits
- One (1) 6" Bolt and Gasket Kit
- One (1) Lot of miscellaneous materials (anchors, hardware, grout, etc.)
- One (1) Lot of freight, installation, and startup services included

Total Selling Price: \$157,055.00

Note the following:

- Current Estimated Lead Times:
 - Equipment: 18-20 weeks ARO, pending factory change.
- Controls, Guide Rail, Cranes, Hoists, Anchor bolts, Junction Box, Reducers, Valves, Conduit, and anything that's not specifically mentioned in this proposal are the responsibility of others

Thank you for your consideration,

Jim Gray (712) 420-5679 // Seth Gray (712) 420-0754
cc: Tedi Gray (515) 265-2222

Purchase Agreement:

**Ship to Address:

ATTN: _____

Tagging Instructions: _____

Note the following:

- Return this purchase agreement to Tedi Gray at tgray@electricpump.com or via fax (515) 265-8079

Payment: Net 30 Days – Retainage upon completion

We are pleased to make the following offer to sell the listed Merchandise which is firm for (30) thirty days from the above date and is automatically withdrawn thereafter without any further notice.

1. Signing and returning this document to Electric Pump's office in Des Moines, IA may accept this offer.
2. This offer and acceptance constitute the entire Agreement between the parties and may be modified only by a writing signed by both parties.
3. The prices quoted for equipment are valid for (30) thirty days. If the quote includes start up services and it is scheduled by the request of the buyer for a time other than Monday through Friday 8:00 to 5:00 additional charges will be due.
4. Payment terms are NET 30 (thirty days) after the mailing of seller's invoice.
5. Delivery terms are F.O.B. Place of Shipment. Seller agrees to put the merchandise in the possession of the carrier, to make a reasonable contract of carriage for their transportation, to obtain and deliver or tender such documents as may be necessary to enable Buyer to obtain possession, and to promptly notify the Buyer of shipment. After seller has delivered the merchandise to the carrier, the risk of loss of the merchandise will be borne by the Buyer. The prices quoted herein include transportation charges based on existing truckload rates, any change in delivery rates existing at the time of delivery will be billed to your account. Dates of delivery are determined from the date of Seller's acceptance of any order or orders by Buyer and are estimates of approximate dates of delivery, not a guaranty of a particular day of delivery.
6. Force Majeure; Change of Law or Regulations:
Seller shall not be liable or responsible to Buyer, nor be deemed to have defaulted or breached Seller's agreement with Buyer, for any failure or delay in fulfilling or performing any term of such agreement when and to the extent such failure or delay is caused by or results from acts or circumstances beyond the reasonable control of Seller, including but not limited to acts of God, flood, fire, earthquake, explosion, governmental actions, war, invasion, hostilities (whether or not war is declared), terrorist threats or acts, riot, other civil unrest, national emergency, revolution, insurrection, pandemic, epidemic, lockouts, strikes or other labor disputes, shortages or difficulties (whether or not relating to Seller's or its supplier's or sub-contractor's workforce), or restraints or delays affecting manufacturing or material sourcing, carriers, vehicles, or other inability or delay in obtaining or transporting supplies of adequate or suitable materials, telecommunication breakdown, power outage, or fuel or energy shortage (any of the foregoing, a "Force Majeure Event"). Seller shall notify Buyer of any Force Majeure Event and make commercially reasonable efforts to mitigate the same to the extent reasonably practicable, and the date of delivery or time for completion of performance, as the case may be, will be extended by a period of time reasonably necessary under the circumstances to overcome the effect of such Force Majeure Event.

The parties acknowledge and agree that any changes of laws, regulations, or other governmental rules, procedures, processes or requirements that cause an increase in the cost of producing or delivering any products or services under or in connection with the Agreement or which occur after Seller accepts an order ("Governmental Changes") have not been reflected in the quoted or agreed prices. Seller reserves the right to require that the Buyer pay for any new, increased or additional tariffs, duties, levies, surcharges, or like items (however denominated or designated)

("New Governmental Charges") prior to the delivery of any such products or services. Buyer, not Seller, assumes the risk of Governmental Changes and New Governmental Charges.

7. Sales and use tax are not included.
8. Buyer shall notify seller in writing at Seller's place of business as shown on the reverse side of this page, within twenty (20) days of receipt of merchandise, or any complaint whatsoever buyer may have concerning such merchandise. Failure to give such notice shall constitute a waiver by Buyer of all claims in respect to such goods.
9. If notice of complaints is provided within twenty (20) days of Buyer's receipt of the merchandise, Seller agrees to inspect the merchandise at Seller's place of business during Seller's normal business hours and days. Upon inspection, if the merchandise is determined to be defective in material or workmanship, Seller, at Seller's option, shall repair or replace said merchandise at no cost to Buyer, or Seller may refund the purchase price. If the examined merchandise is found not to be defective or is not for some other reason within the warranty coverage, Seller's service time expended on and off-location will be charged to Buyer.
10. Seller will have no further warranty obligation under this Agreement if the Equipment is subjected to abuse, misuse, negligence or accident or if buyer fails to perform any of its duties set forth in Paragraphs 8 and 9.
11. THE WARRANTY PRINTED ABOVE IS THE ONLY WARRANTY MADE BY THE SELLER REGARDING THIS PURCHASE. SELLER DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. NOTHING HEREIN CONTAINED SHALL LIMIT BUYER'S RIGHTS AGAINST THE MANUFACTURER, WITH RESPECT TO MANUFACTURER'S WARRANTIES, IF ANY.
12. WARRANTY REPAIRS (which fall under the manufacturer's warranty, if any) ARE F.O.B. ELECTRIC PUMP, INC. SERVICE LOCATION. ELECTRIC PUMP, INC. WILL NOT ASSUME ANY EXTENDED WARRANTIES UNLESS APPROVED BY PRIOR WRITTEN CONSENT. THIS INCLUDES SERVICE CALLS TO JOB SITES ON PRODUCT COVERED DURING THE WARRANTY PERIOD. *PLEASE REFER TO THE ATTACHED PRODUCT WARRANTY STATEMENT FOR CLARIFICATION.*
13. IT IS UNDERSTOOD AND AGREED THAT SELLER'S LIABILITY WHETHER IN CONTRACT, IN TORT, UNDER ANY WARRANTY, IN NEGLIGENCE OR OTHERWISE SHALL NOT EXCEED THE RETURN OF THE AMOUNT OF THE PURCHASE PRICE PAID BY BUYER AND UNDER NO CIRCUMSTANCES SHALL SELLER BE LIABLE FOR SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES. THE PRICE STATED FOR THE MERCHANDISE IS A CONSIDERATION IN LIMITING SELLER'S LIABILITY. NO ACTION, REGARDLESS OF FORM, ARISING OUT OF THE TRANSACTION UNDER THIS AGREEMENT MAY BE BROUGHT BY BUYER MORE THAN ONE-YEAR AFTER THE CAUSE OF ACTION HAS ACCRUED.
14. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Iowa. Any dispute or disputes arising between the parties hereunder, insofar as the same cannot be settled by friendly agreement, shall be litigated only in The Iowa District Court for Polk County, in Des Moines, Iowa. Seller also has the right to commence an action against the Buyer in the County of the Buyer's principal place of business.

We need a hard copy of this agreement and/or a Purchase Order to start the submittal process. **

Business Name _____

Street Address _____

City/State/Zip _____

Phone _____ Fax _____

Email _____

Purchase Order Number _____

Purchase Order Amount _____

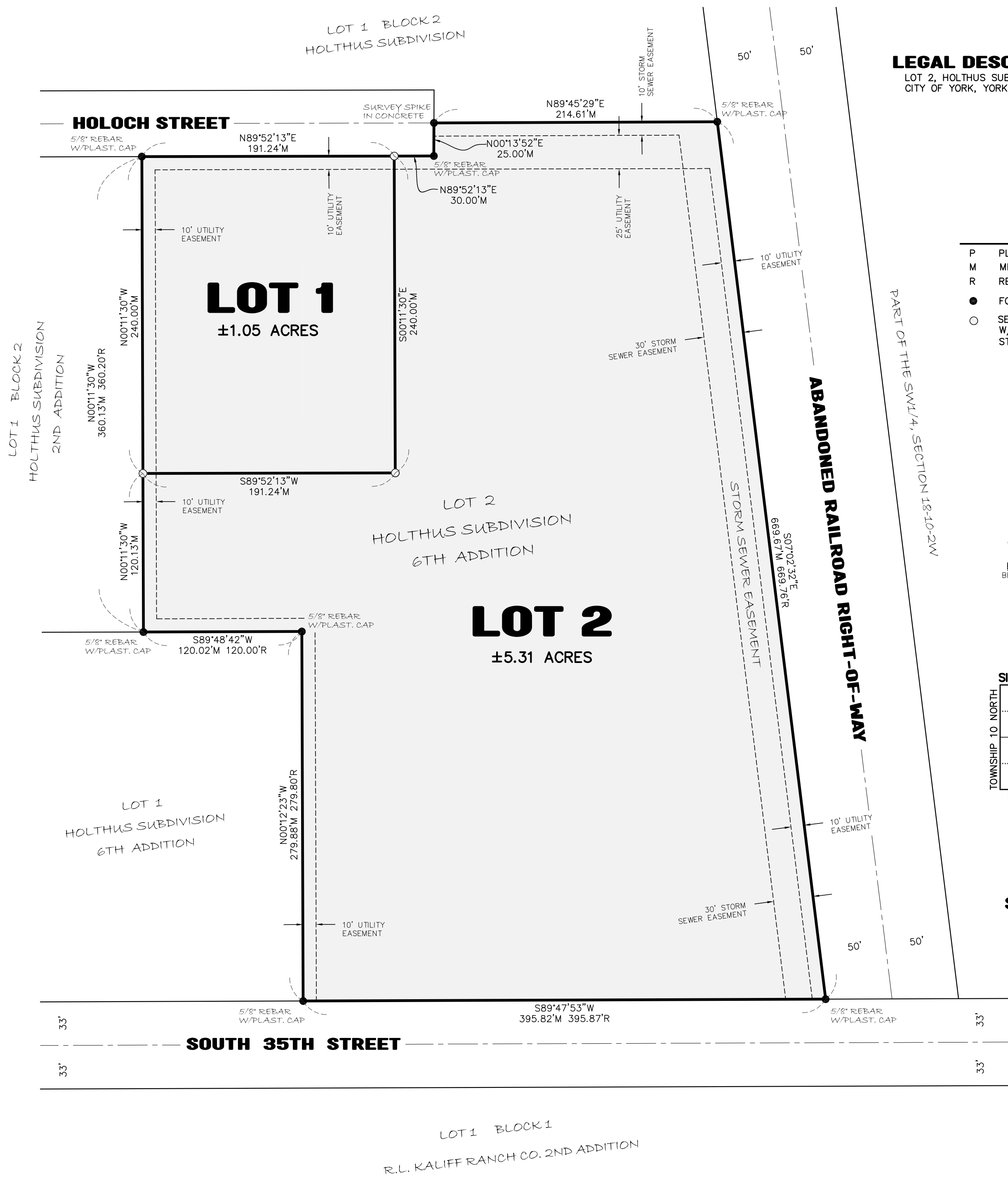
SIGNATURE _____

DATE _____

**A signed copy of this must be returned with your P.O.

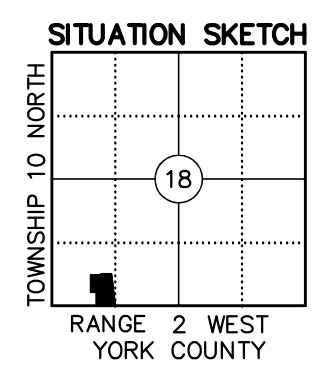
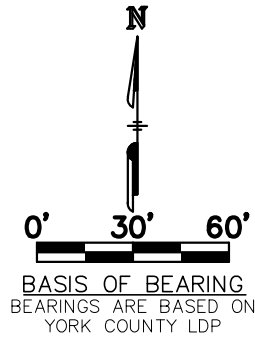
Is Project Taxable? Y or N, if No a tax-exempt form must be supplied for our records

HOLTHUS SUBDIVISION 8TH ADDITION



LEGAL DESCRIPTION:
LOT 2, HOLTHUS SUBDIVISION, SIXTH ADDITION,
CITY OF YORK, YORK COUNTY, NEBRASKA

- LEGEND**
- P PLATTED DISTANCE
 - M MEASURED DISTANCE
 - R RECORDED DISTANCE
 - FOUND CORNER
 - SET 5/8"x24" REBAR W/YELLOW PLASTIC CAP STAMPED "HAYS L.S.#673"



DEED OF DEDICATION:

KNOW ALL MEN BY THESE PRESENTS: THAT WE, C.G. HOLTHUS, LLC, A NEBRASKA LIMITED LIABILITY COMPANY, C.G. HOLTHUS, MEMBER, BEING THE OWNER OF THE LAND DESCRIBED HEREON HAVE CAUSED THE SAME TO BE SURVEYED, PLATTED AND DESIGNATED AS HOLTHUS SUBDIVISION 8TH ADDITION AS SHOWN ON THE ACCOMPANYING PLAT THEREOF, AND DO HEREBY FREELY AND VOLUNTARILY DEDICATE THE STREETS AND EASEMENTS AS SHOWN THEREON FOR THE LOCATION, CONSTRUCTION, AND MAINTENANCE OF PUBLIC SERVICE UTILITIES, FOREVER, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS THERETO, AND THAT THE FOREGOING SUBDIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS AND PROPRIETORS.

BY: _____
C.G. HOLTHUS LLC, A NEBRASKA LIMITED LIABILITY COMPANY
C.G. HOLTHUS, MEMBER

ACKNOWLEDGMENT:

STATE OF _____ SS. COUNTY OF _____
ON THIS _____ DAY OF _____, 2026, BEFORE ME A NOTARY PUBLIC IN AND FOR SAID COUNTY CAME THE ABOVE NAMED C.G. HOLTHUS LLC, A NEBRASKA LIMITED LIABILITY COMPANY, C.G. HOLTHUS, MEMBER, TO BE PERSONALLY KNOWN TO ME TO BE THE IDENTICAL PERSONS WHOSE NAMES ARE AFFIXED TO THE DEDICATION OF THIS PLAT AND THEY ACKNOWLEDGE THE EXECUTION THEREOF TO BE THEIR VOLUNTARY ACT AND DEED.

MY COMMISSION EXPIRES ON THE _____ DAY OF _____, _____.
NOTARY PUBLIC _____

COUNTY TREASURER CERTIFICATE:

THIS IS TO CERTIFY THAT I FIND NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND EMBRACED IN THE PLAT AS SHOWN BY RECORDS OF THIS OFFICE.

DATED THIS _____ DAY OF _____, 2026 A.D.
BY: _____ COUNTY TREASURER

PUBLIC WORKS DIRECTOR APPROVAL:

THIS PLAT IS HEREBY APPROVED AND ACCEPTED BY THE DIRECTOR OF PUBLIC WORKS, YORK NEBRASKA THIS _____ DAY OF _____, 2026 A.D.

BY: _____ DIRECTOR

PLANNING COMMISSION APPROVAL:

THIS PLAT OF HOLTHUS SUBDIVISION 8TH ADDITION, CITY OF YORK, YORK COUNTY, NEBRASKA WAS APPROVED BY THE CITY PLANNING COMMISSION OF THE CITY OF YORK, YORK COUNTY, NEBRASKA THIS _____ DAY OF _____, 2026 A.D.

BY: _____ CHAIRPERSON

CITY COUNCIL ACCEPTANCE:

THIS PLAT OF HOLTHUS SUBDIVISION 8TH ADDITION, CITY OF YORK, YORK COUNTY, NEBRASKA WAS APPROVED AND ACCEPTED BY THIS CITY COUNCIL OF THE CITY OF YORK, NEBRASKA.

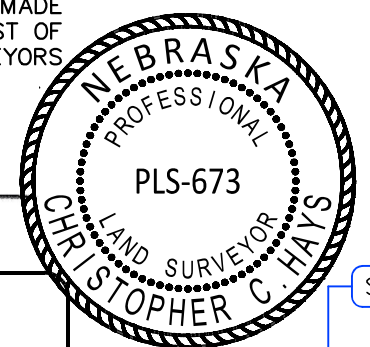
THIS _____ DAY OF _____, 2026 A.D.

BY: _____ BARRY REDFERN - MAYOR ATTEST: _____ AMANDA RING - CITY CLERK

SURVEYOR'S CERTIFICATE:

I, CHRISTOPHER C. HAYS, NEBRASKA REGISTERED LAND SURVEYOR NO. 673, DULY REGISTERED UNDER THE LAND SURVEYOR'S REGULATION ACT, DO HEREBY STATE THAT I HAVE PERFORMED A SURVEY OF THE LAND DEPICTED ON THE ACCOMPANYING PLAT; THAT SAID PLAT IS A TRUE DELINEATION OF SAID SURVEY PERFORMED PERSONALLY OR UNDER MY DIRECT SUPERVISION; THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS MARKED AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND IN ACCORDANCE WITH THE LAND SURVEYORS REGULATION ACT IN EFFECT AT THE TIME OF THIS SURVEY.

Christopher C. Hays
CHRISTOPHER C. HAYS, L.S. NO. 673



PROJECT / TITLE
**HOLTHUS SUBDIVISION
8TH ADDITION**

FIELD WORK COMPLETION DATE: **FEBRUARY 11, 2026**
SURVEY PLAT COMPLETION DATE: **FEBRUARY 16, 2026**

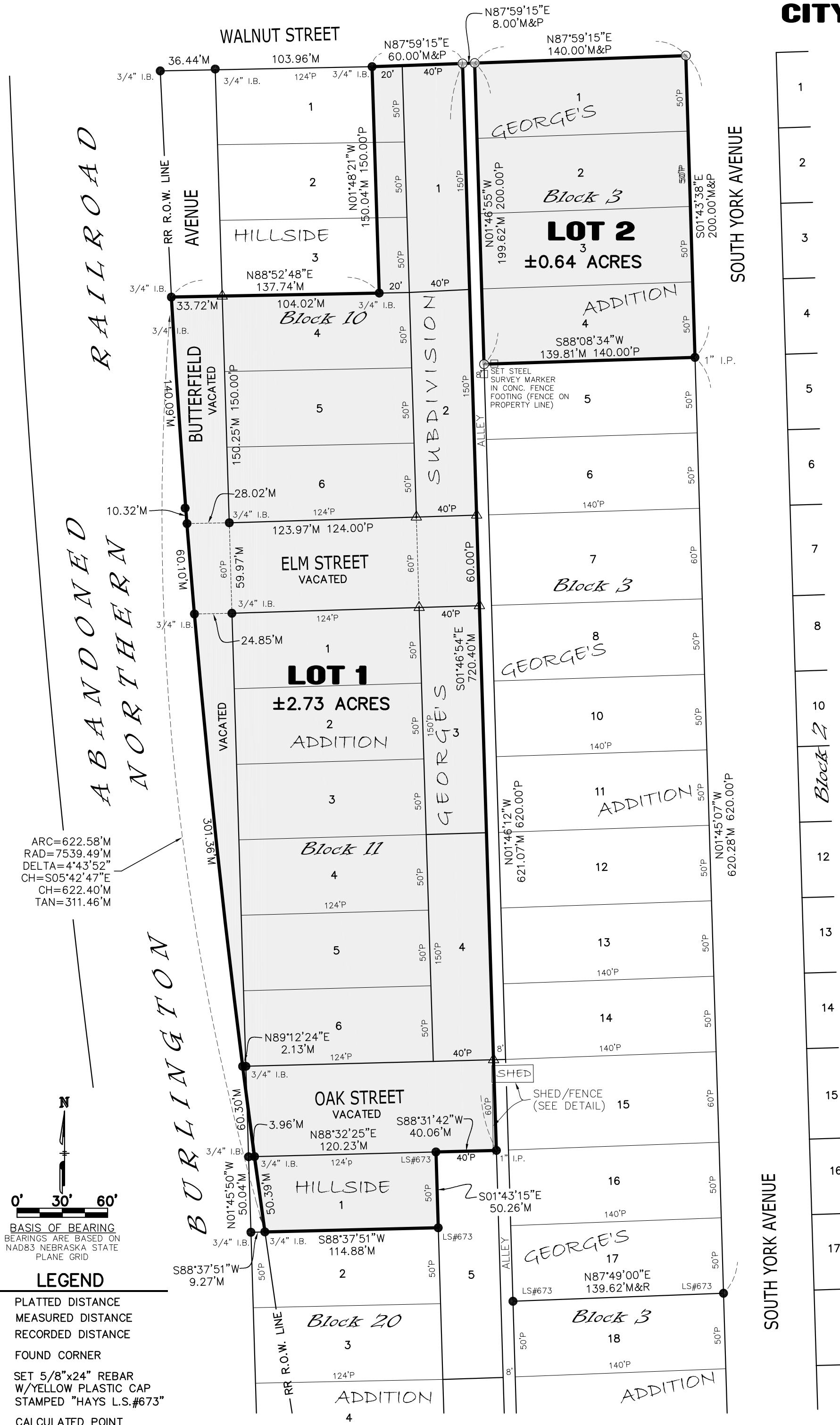
THIS SURVEY REQUESTED BY: **CODY HOLOCH**

SHEET
1 of 1

STATE SURVEYOR

WRIGHT WAY PROPERTIES SUBDIVISION

CITY OF YORK, YORK COUNTY, NE



DEED OF DEDICATION:

KNOW ALL MEN BY THESE PRESENTS: THAT WE, SHARIEL THIESZEN, SUCCESSOR TRUSTEE OF THE RUTH ANN BARR TRUST, BEING THE OWNERS OF THE LAND DESCRIBED HEREON HAVE CAUSED THE SAME TO BE SURVEYED, PLATTED AND DESIGNATED AS WRIGHT WAY PROPERTIES SUBDIVISION AS SHOWN ON THE ACCOMPANYING PLAT THEREOF, AND DO HEREBY FREELY AND VOLUNTARILY DEDICATE THE EASEMENTS AS SHOWN THEREON FOR THE LOCATION, CONSTRUCTION, AND MAINTENANCE OF PUBLIC SERVICE UTILITIES, FOREVER, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS THERETO, AND THAT THE FOREGOING SUBDIVISION IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS AND PROPRIETORS.

BY: SHARIEL THIESZEN, SUCCESSOR TRUSTEE OF THE RUTH ANN BARR TRUST

ACKNOWLEDGMENT:

STATE OF _____ SS. COUNTY OF _____ ON THIS _____ DAY OF _____, 2026, BEFORE ME A NOTARY PUBLIC IN AND FOR SAID COUNTY CAME THE ABOVE NAMED SHARIEL THIESZEN, SUCCESSOR TRUSTEE OF THE RUTH ANN BARR TRUST, TO BE PERSONALLY KNOWN TO ME TO BE THE IDENTICAL PERSONS WHOSE NAMES ARE AFFIXED TO THE DEDICATION OF THIS PLAT AND THEY ACKNOWLEDGE THE EXECUTION THEREOF TO BE THEIR VOLUNTARY ACT AND DEED.

MY COMMISSION EXPIRES ON THE _____ DAY OF _____, _____.

NOTARY PUBLIC _____

LEGAL DESCRIPTION:

PARCEL A: EAST 20 FEET OF LOTS ONE (1), TWO (2), AND THREE (3), AND ALL OF LOTS FOUR (4), FIVE (5), AND SIX (6), IN BLOCK TEN (10); LOTS ONE (1), TWO (2), THREE (3), FOUR (4), FIVE (5) AND SIX (6), IN BLOCK ELEVEN (11); AND THAT PART OF LOT ONE (1) LYING WEST AND EAST OF THE EAST RIGHT-OF-WAY LINE OF BNSF RAILWAY COMPANY (NOW ABANDONED), IN BLOCK TWENTY (20), ALL IN HILLSIDE ADDITION TO THE CITY OF YORK, IN YORK COUNTY, NEBRASKA;

PARCEL B: LOTS ONE (1), TWO (2), THREE (3) AND FOUR (4), IN GEORGE'S SUBDIVISION, CITY OF YORK, IN YORK COUNTY, NEBRASKA;

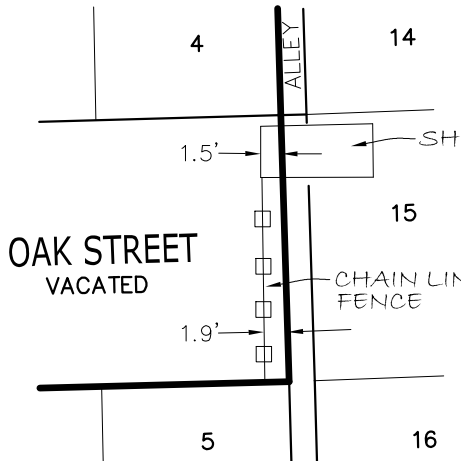
PARCEL C: LOTS ONE (1), TWO (2), THREE (3), AND FOUR (4), IN BLOCK THREE (3), IN GEORGE'S ADDITION TO THE CITY OF YORK, IN YORK COUNTY, NEBRASKA;

PARCEL D: THAT PORTION OF VACATED BUTTERFIELD AVENUE WHICH IS ADJACENT TO LOTS FOUR (4), FIVE (5), AND SIX (6), IN BLOCK TEN (10), AND ADJACENT TO BLOCK ELEVEN (11), HILLSIDE ADDITION, SAID VACATED PORTION BEING EAST OF THE EAST RIGHT-OF-WAY LINE OF BNSF RAILWAY COMPANY (NOW ABANDONED), CITY OF YORK, IN YORK COUNTY, NEBRASKA;

PARCEL E: THAT PORTION OF VACATED ELM STREET EAST OF THE EAST RIGHT-OF-WAY LINE OF BNSF RAILWAY COMPANY (NOW ABANDONED), AND THAT PORTION LYING BETWEEN BLOCK TEN (10) AND BLOCK ELEVEN (11) IN HILLSIDE ADDITION, AND LYING BETWEEN LOTS TWO (2) AND THREE (3) IN GEORGE'S SUBDIVISION, CITY OF YORK, IN YORK COUNTY, NEBRASKA;

PARCEL F: THAT PORTION OF VACATED OAK STREET EAST OF THE EAST RIGHT-OF-WAY LINE OF BNSF RAILWAY COMPANY (NOW ABANDONED), AND THAT PORTION LYING BETWEEN BLOCK ELEVEN (11) AND BLOCK TWENTY (20) IN HILLSIDE ADDITION, AND LYING BETWEEN LOTS FOUR (4) AND FIVE (5) IN GEORGE'S SUBDIVISION, CITY OF YORK, IN YORK COUNTY, NEBRASKA.

SHED / FENCE DETAIL



COUNTY TREASURER CERTIFICATE:

THIS IS TO CERTIFY THAT I FIND NO REGULAR OR SPECIAL TAXES DUE OR DELINQUENT AGAINST THE PROPERTY DESCRIBED IN THE LEGAL DESCRIPTION AND SURVEYOR'S CERTIFICATE EMBRACED IN THE PLAT AS SHOWN BY RECORDS OF THIS OFFICE.

DATED THIS _____ DAY OF _____, 2026 A.D.
BY: _____ COUNTY TREASURER

APPROVAL OF THE PUBLIC WORKS DIRECTOR:

THIS PLAT IS HEREBY APPROVED AND ACCEPTED BY THE DIRECTOR OF PUBLIC WORKS, YORK NEBRASKA THIS _____ DAY OF _____, 2026 A.D.

BY: _____ DIRECTOR

PLANNING COMMISSION APPROVAL:

THIS PLAT OF WRIGHT WAY PROPERTIES SUBDIVISION, CITY OF YORK, YORK COUNTY, NEBRASKA WAS APPROVED BY THE CITY PLANNING COMMISSION OF THE CITY OF YORK, YORK COUNTY, NEBRASKA THIS _____ DAY OF _____, 2026 A.D.

BY: _____ CHAIRPERSON

CITY COUNCIL ACCEPTANCE:

THIS PLAT OF WRIGHT WAY PROPERTIES SUBDIVISION CITY OF YORK, YORK COUNTY, NEBRASKA WAS APPROVED AND ACCEPTED BY THIS CITY COUNCIL OF THE CITY OF YORK, NEBRASKA.

THIS _____ DAY OF _____, 2026 A.D.

BY: BARRY H. REDFERN, MAYOR
ATTEST: AMANDA RING - CITY CLERK

SURVEYOR'S CERTIFICATE:

I, CHRISTOPHER C. HAYS, NEBRASKA REGISTERED LAND SURVEYOR NO. 673, DULY REGISTERED UNDER THE LAND SURVEYOR'S REGULATION ACT, DO HEREBY STATE THAT I HAVE PERFORMED A SURVEY OF THE LAND DEPICTED ON THE ACCOMPANYING PLAT; THAT SAID PLAT IS A TRUE DELINEATION OF SAID SURVEY PERFORMED PERSONALLY OR UNDER MY DIRECT SUPERVISION; THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS MARKED AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND IN ACCORDANCE WITH THE LAND SURVEYORS REGULATION ACT IN EFFECT AT THE TIME OF THIS SURVEY.

Christopher C. Hays
CHRISTOPHER C. HAYS, L.S. NO. 673



- LEGEND**
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 - M MEASURED DISTANCE
 - R RECORDED DISTANCE
 - FOUND CORNER
 - SET 5/8"x24" REBAR W/YELLOW PLASTIC CAP STAMPED "HAYS L.S.#673"
 - △ CALCULATED POINT



TITLE
WRIGHT WAY PROPERTIES SUBDIVISION
RUTH ANN BARR TRUST

PROJECT
HILLSIDE ADDITION & GEORGE'S ADDITION
CITY OF YORK, YORK COUNTY, NEBRASKA

DATE
1/26/2026

SHEET
1 of 1

160 North Polk St., P.O. Box 432, Osceola, NE 68651 (402) 366-7930 www.HLSNE.com

STATE SURVEYOR



**COMPREHENSIVE PLAN
UPDATE | 2026**



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ACKNOWLEDGMENTS

The project team would like to acknowledge the contributions of the residents of York who gave their time, ideas, and expertise for the creation of this plan. It is only with their assistance and direction that this plan gained the necessary depth to truly represent the spirit of the community and it is with their commitment that the plan will be implemented.

Our sincere gratitude,



DRAFT

MAYOR & CITY COUNCIL

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Jennifer Sheppard
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Cheree Folts, Parks and Recreation Director
Terri Carlson, Convention Center Director
Deb Robertson, Library Director
Tony Bestwick, Fire Chief
Ed Tjaden, Police Chief
Pellie Thomas, City Treasurer
Denise Pfeifer, Human Resources Director

CONSULTANT TEAM

RDG Planning & Design
www.RDGUSA.com

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CHAPTER 1

INTRODUCTION

The City of York is dedicated to maintaining essential infrastructure to ensure public safety, promote learning and recreational opportunities, and deliver vital utilities to enhance the quality of life – to be a thriving community where people want to live, work, and visit. It is for these reasons that this plan is developed to proudly help guide York on its way over the next 5, 10, and 20 years. This chapter establishes the purpose of the document and the strength that a well-defined vision affords its community.

2017 COMPREHENSIVE PLAN UPDATE

This document serves as an update to York's 2017 Comprehensive Plan. While many of the goals and values established in that plan remain relevant, this update reflects new community input, demographic and economic changes, and shifts in local and regional priorities.

Building on the foundation of the 2017 plan, it provides a refreshed vision and updated strategies to continue shaping York's future.

WHY A PLAN?

A plan is simply a roadmap to help York most efficiently navigate to its best future. The plan has two fundamental purposes. First, it provides an essential legal basis for land use regulations such as zoning and subdivision controls. Second, a modern Comprehensive Plan presents a unified and compelling vision for the community derived from the aspirations of its citizens and establishes the actions necessary to achieve that vision.

LEGAL ROLE

Nebraska Revised Statute 19-901 enables cities to adopt land use zoning to promote the "health safety, morals, and general welfare of the community." Such regulations are required by state statute to be in conformance with a Comprehensive Plan.

Land use regulations, such as zoning ordinances, recognize that people live cooperatively within their community and have certain responsibilities to one another. These regulations establish the rules that govern how land is used and developed within the municipality and its extraterritorial jurisdiction. Therefore, the plan creates a vision for how the community should develop and must therefore be used to make land use decisions.

COMMUNITY BUILDING ROLE

A Comprehensive Plan is an action-oriented conversation about the future that includes residents, businesses, and organizations operating in the community, today and in the future. The process of developing the plan and the vision for York's future is most crucial as it articulates and implements the visions for all aspects of the community.

The vision must be continually discussed, reviewed, and augmented as changes occur. Therefore, the plan must be a living document that articulates a vision while also providing a working program for realizing the city's potential.

DOCUMENT FORMAT

The plan is comprehensive in its scope and therefore includes an overview and exploration of the diverse topics essential to the function of the community. From land use and economic development to the less tangible topics of community character and energy policy, this plan is organized around a series of elements which collectively provide a comprehensive guide for the city. Each element is a chapter and each chapter is organized around a series of carefully crafted goals.

The goal statements were developed based on the public input received throughout the planning process from diverse stakeholders. If the community is able to adhere and implement these goal statements, it will be true to itself and efficient in its course forward.

Future generations should have the same opportunity to enjoy the quality of life afforded to their forebears. In the interest of ensuring this future, policies, partnerships, and capital improvements that can improve the conservation of energy and natural resources are integrated throughout this document.

HOW TO USE THIS PLAN

York is a collective resource for all residents, businesses, and future generations. As such, this plan belongs to York and is intended, first and foremost, to be used by the people. However, different groups and stakeholders will use this document in different ways.

THE PUBLIC

The Comprehensive Plan is a summary document representing the will of the engaged citizens of York as seen through the lens of demographic, physical, and economic factors. As the plan is intended to help shape the community for future generations, the public is one of the most important constituents.

- Motivate and guide personal civic involvement

CITY STAFF

City staff will be the 'boots on the ground' orchestrating the day-to-day execution of this plan. This document should serve as a constant reference about the broad course of action envisioned by the public. Having this resource can improve consistency and efficiency in the hundreds of small decisions that go into making a city operate.

- Serve as a constant reference for decisions and actions
- Promote consistency and long term efficiency toward a common vision

POLICY MAKERS

Policy makers, most notably the York City Council and Planning Commission, will help set the course for implementing the plan. These are the bodies that will create and administer the policies that direct and shape development in York. This document can serve as a reliable source of information to guide decision making in both large-scale policies and on an individual project basis.

- Guide land use decisions and decisions that impact land use
- Serve as a constant reference for decisions and actions
- Promote consistency and long term efficiency toward a common vision through policy development and investment

DEVELOPERS

While guided by city policy and direction, the majority of property development in American cities is undertaken by private, market-driven developers. This plan can serve as a guide to developers who wish to operate in York. By understanding the city's vision of its future, developers can approach projects from a place of collaboration, reducing unnecessary project delays that can affect their profitability.

- Help developers to understand the city's vision to promote collaboration and reduce delays
- Promote public-private partnerships for the greatest gain

PLAN YORK

The York Comprehensive Plan was developed through months of public participation including steering committee meetings, facilitated stakeholder discussions, city council meetings, and several public workshops held over the course of the project. Each participant contributed to the overall tone, content, and the plan's ability to represent the many constituencies throughout the community.

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CHAPTER 2

YORK TODAY

A city is a dynamic and ever-changing environment where the decisions of individual players have an impact on the community as a whole. York is different today than it has been in the past and how it will be at any point in the future. Its residents will change, its businesses will change, and its role in the region will continue to change and evolve. An effective plan for the future must first understand the present state of affairs to craft appropriate recommendations for its development and future growth. This chapter explores York today in order to plan for its future.

INTRODUCTION

This chapter explores present conditions including the demographic and economic indicators in addition to public attitudes. On this foundation, the plan is built.

POPULATION PROJECTION

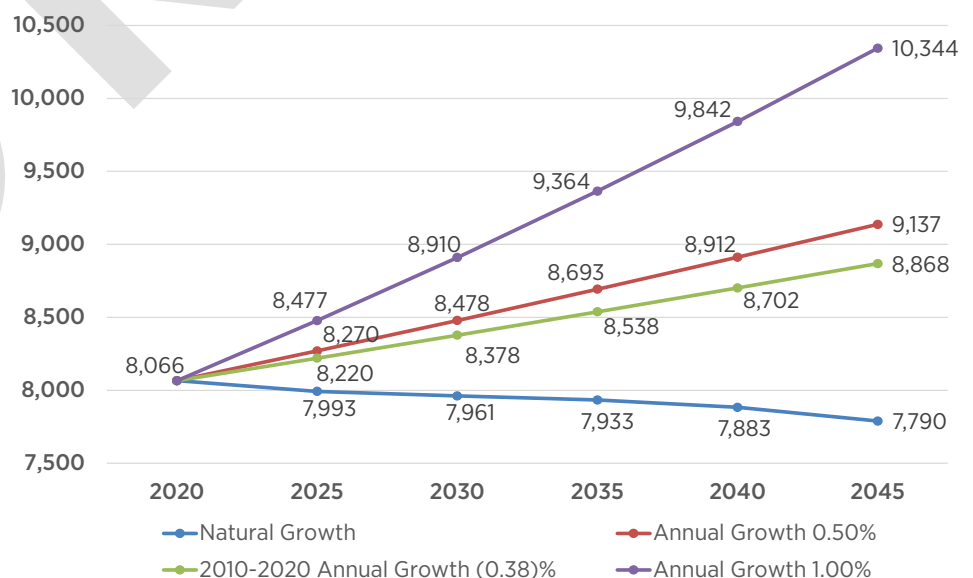
Population projections will help York to plan efficiently for future land use and community services. It is helpful to plan for a slightly optimistic growth rate which can be reasonably achieved with pro-active policies and investments to support and encourage action from the private market. Based on a number of economic and demographic indicators, a one percent annual growth rate is selected and will result in a population of approximately 10,344 by 2045. This change raises immediate questions:

- Where will people live and what will be their housing preferences?
- Where will the city attract and support new employment for industrial and commercial growth?
- How will the city best provide access to existing neighborhoods and emerging growth areas including infrastructure and transportation routes?
- How will York develop to promote health, recreation, and additional mobility options?
- What will it take to improve the experience of living in and visiting York? How does the city enhance amenities to ensure quality of life improvements for all of its residents?

The residents and businesses in York are tremendous assets and their participation was essential in answering these, and many other, questions during the planning process.

- **Natural Population Scenario:** Assumes no migration will occur and applies standard birth and death rates to the current population.
- **Annual Growth Rate:** A measure of the amount of growth that will occur on an annual basis.

Figure 2.1: Population Projection



Source: US Census Bureau; RDG Planning & Design

A CHANGING COMMUNITY

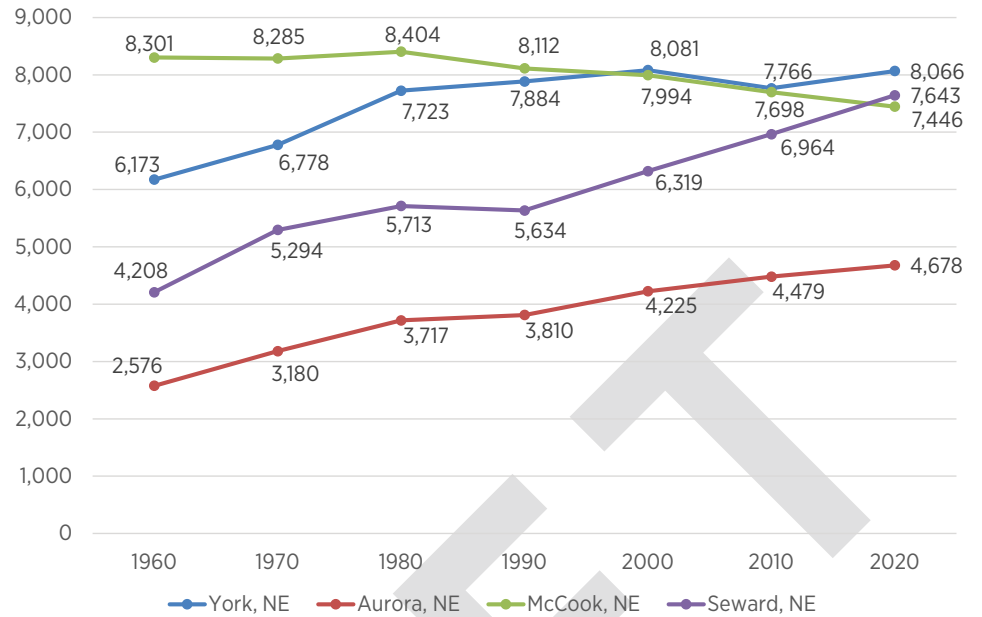
UNDERSTANDING POPULATION TRENDS

Cities of all types can look to their peer communities as measuring post for ideas on how to approach similar issues. This regional approach to knowledge sharing helps to raise the performance of each community. In working with city staff and members of the public, the following peer communities have been selected for comparison:

- **Aurora, Nebraska.** A fast growing community of over 4,600 residents located 30 minutes from York to the west. Aurora was selected as a peer community due to its proximity to York and location on the Interstate 80 Corridor.
- **Seward, Nebraska.** A growing community of over 7,600 residents located 30 minutes from York to the east. Seward was selected as a peer community due to its proximity to York, location near the Interstate 80 Corridor, and similar population size.
- **McCook, Nebraska.** A stable community of nearly 7,500 residents, McCook is located in southwest Nebraska and was selected as a peer community due to its similar population size and similar population change over the past decades
- **York County, Nebraska.** It is interesting to examine the surrounding county as a comparison for the communities it contains as it often reveals patterns of economic interplay. York County is home to approximately 14,000 residents including the over 8,000 residing in York.



Figure 2.3: Historical Population Change



Source: US Census Bureau

- Between 1960 and 2020, York gained approximately 1,893 new residents, experiencing a period of strong growth following relative stagnation beginning in the 1980s and continuing through 2010. As noted in the 2017 Comprehensive Plan, York was positioned to grow again – and indeed it did. From 2010 to 2020, the City added about 300 residents, an average annual growth rate of 0.38%. Although growth slowed compared to earlier decades, the population increase during the 2010s signals renewed momentum, and current indicators suggest this trend is likely to continue.
- Both Seward and Aurora were able to achieve continued growth from 2010 through 2020 while McCook lost population.

ACTUAL VERSUS PREDICTED POPULATION CHANGE

The future population of a place can be forecasted by examining the character of today’s population and extrapolating into the future using standard birth and death rates. When this analysis is applied to the past decade and compared to actual change, the amount of in-migration and out-migration can be assessed.

- The population of York was projected to be 7,622 in 2020 but instead reached 8,066, exceeding projections by 444 residents. This indicates that in-migration occurred. The most notable changes by age cohort include:
 - » Gain: Children aged 0-14 increased by 184 more residents than predicted, showing continued family growth.
 - » Gain: Young adults aged 15-24 gained 269 residents above projections, suggesting stronger retention or in-migration.
 - » Loss: Working-age adults aged 25-34 fell short of projections by 185 residents, highlighting challenges in attracting young workers or retaining York University graduates.
 - » Gain: Adults aged 45-54 exceeded projections by 75 residents, suggesting stability in mid-career households.
 - » Gain: Seniors aged 65-84 added 78 more residents than expected, reflecting an aging population and senior retention.
 - » Loss: Residents aged 85 and older declined slightly, with 27 fewer than projected.

A variety of reasons drive people to move to and from communities – such as jobs, housing, and quality of life factors like elder care – but the changes between projected and actual populations suggest York was able to attract more families and younger residents than expected. However, the underperformance in the 25-34 cohort highlights ongoing challenges in retaining working-age adults, which may relate to employment opportunities and housing availability.

Figure 2.5: Actual Versus Predicted Population by Age Cohort

	AGE GROUP	2010 ACTUAL	2020 PREDICTED	2020 ACTUAL	DIFFERENCE (ACTUAL VS. PREDICTED)
▲	0-14	1,478	1,340	1,524	184
▲	15-19	575	447	579	132
▲	20-24	607	489	626	137
▼	25-34	869	1,171	986	-185
▲	35-44	831	859	877	18
▲	45-54	1,019	811	886	75
▲	55-64	975	955	987	32
▲	65-74	617	831	869	38
▲	75-84	501	424	464	40
▼	85+	294	295	268	-27
▲	TOTAL	7,766	7,622	8,066	444

Source: RDG Planning & Design; U.S. Census Bureau

UNDERSTANDING ECONOMIC TRENDS

EMPLOYMENT

Much like other essential services, a community’s employment landscape dictates where and whether residents can access work to support themselves, their families, and their community through local spending. Employment within a community can be assessed in two different ways, by occupation and by industry. Employment by occupation describes the type of work a person performs while employment by industry focuses on the type of work the business performs. For example, a person may be employed as an accountant (their occupation) for a major manufacturer (the industry).

Occupation and Employment

- The largest share of York’s workforce is in educational services, health care, and social assistance, which account for 26.1% of all jobs.
- Manufacturing is the second-largest sector, employing 15.4% of workers, while retail trade and hospitality-related industries together make up more than 23% of employment.
- Professional and administrative services, construction, and transportation each contribute a smaller but steady share, reflecting a diverse economic base.
- Other significant segments include arts, entertainment, recreation, accommodation, and food services at 11.3% of the workforce.

Figure 2.7: Employee by Industry for York, Nebraska

	2023	% OF TOTAL
Total Workforce 16 Years and Older	4,130	100%
INDUSTRY		
Educational services, and health care and social assistance	1,079	26.1%
Manufacturing	634	15.4%
Retail trade	497	12.0%
Arts, entertainment, and recreation, and accommodation and food services	466	11.3%
Professional, scientific, and management, and administrative and waste management services	283	6.9%
Construction	251	6.1%
Transportation and warehousing, and utilities	207	5.0%
Public administration	177	4.3%
Finance and insurance, and real estate and rental and leasing	175	4.2%
Agriculture, forestry, fishing and hunting, and mining	164	4.0%
Other services, except public administration	136	3.3%
Wholesale trade	44	1.1%
Information	17	0.4%

Source: 2023 American Community Survey (5-Year Estimates)

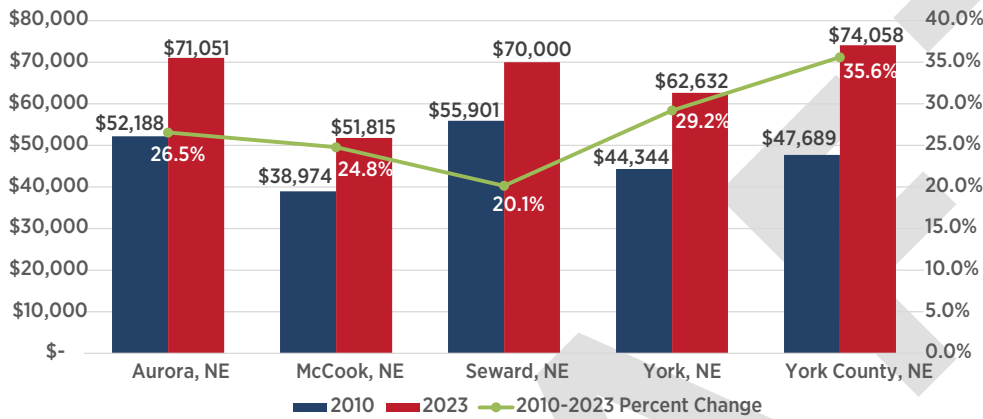
PERSONAL EARNINGS AND COST OF LIVING

The median personal and household wages earned impact the amount of disposable income available and the portion of their earnings committed to housing and transportation.

Median Household Income Trends

- The median household income in each peer community grew by between 20.1% and 35.6% since 2010.
- York County has the largest percentage increase, while Seward experienced the most modest growth.

Figure 2.8: Household Income Change, 2010-2023



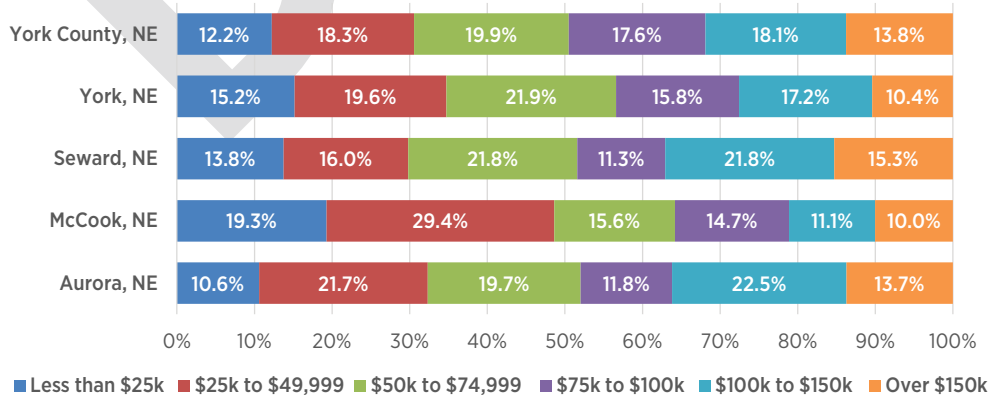
Source: 2023 American Community Survey (5-Year Estimates)

Average Household Income by Range

By examining the percent of residents in each income bracket, it is possible to gain a deeper understanding of the household incomes being earned in York and in its peer communities.

- The largest number of households in York, Aurora, and Seward fall in the \$50,000 to \$74,999 range, while McCook has the highest share of households (29.4%) in the \$25,000 to \$49,999 range. Compared to its higher-income peers, York has more households earning less than \$25,000 and fewer in the upper income ranges. In contrast, Aurora, Seward, and York County show stronger concentrations of households earning between \$75,000 and \$149,999, reflecting the influence of nearby job centers and higher-paying opportunities.

Figure 2.9: Household Income by Range and Peer Community



Source: 2023 American Community Survey (5-Year Estimates)

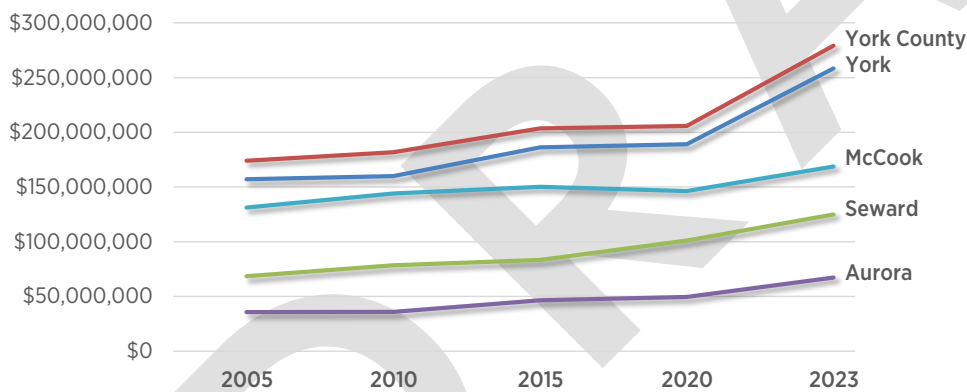
RETAIL SALES

Retail sales are an economic indicator of the overall health of the community. It generally suggests whether the community is, or should be growing, stagnant, or declining. Additionally, monies spent locally tend to recirculate within the economy fostering further job growth and economic prosperity. The data is provided by the Nebraska Department of Economic Development and excludes motor vehicle sales.

Taxable Retail Sales

- Figure 2.10 shows that the amount of taxable retail sales in each of the communities has increased between 2010 and 2023. In absolute terms, York saw the largest increase, adding nearly \$100 million in sales during this period, followed closely by York County with nearly \$98 million. Seward added about \$46 million, Aurora \$31 million, and McCook \$25 million.
- York's taxable sales grew by 61.7% over this time, which is similar to Seward (59.2%) and above York County (53.7%). Even though Aurora did not have the highest taxable sales in dollar terms, its percentage growth of 87.5% was particularly significant.
- York continues to demonstrate a strong retail economy. Its 2023 per capita sales of \$31,855 are well above its peer communities, where per capita sales range from \$14,413 in Aurora to \$22,927 in McCook. This shows York's ability to capture a significant share of spending from both residents and visitors, driven by its prime location and commercial presence along Interstate 80. The community's retail sector has grown at a rate comparable with its peers, but that growth builds upon an already strong base, suggesting it is both resilient and continuing to strengthen over time.

Figure 2.10: Taxable Retail Sales



Source: 2023 American Community Survey (5-Year Estimates)

Figure 2.11: Taxable Retail Sales Standardized by Population

	2023 POPULATION	2023 SALES	2023 PER CAPITA SALES
Aurora, Nebraska	4,665	\$67,236,122	\$14,413
McCook, Nebraska	7,360	\$168,745,384	\$22,927
Seward, Nebraska	7,665	\$124,871,734	\$16,291
York, Nebraska	8,114	\$258,472,539	\$31,855
York County, Nebraska	14,231	\$279,230,319	\$19,621

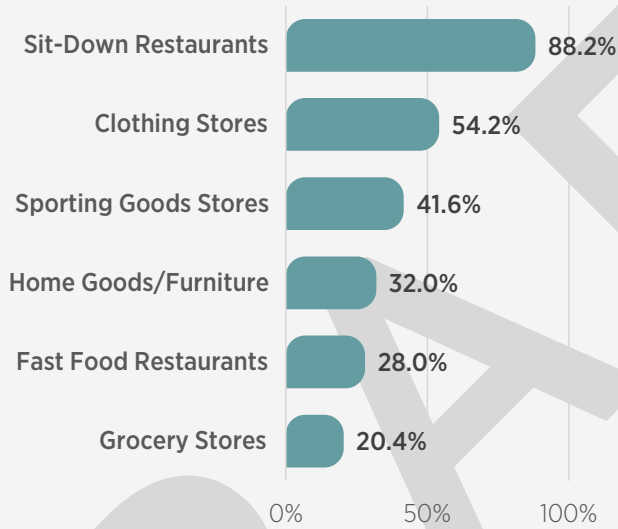
Source: Nebraska Department of Economic Development; 2023 American Community Survey (5-Year Estimates); RDG Planning & Design

WHAT RESIDENTS SAY

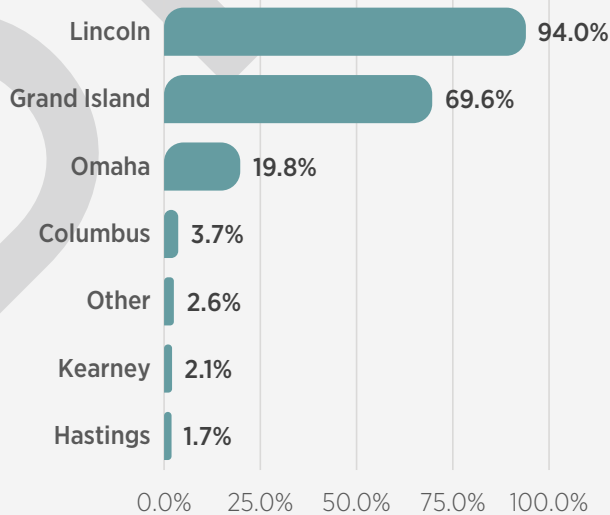
INSIGHTS FROM THE 2025 CONSUMER RETAIL SURVEY

The City of York in partnership with Retail Coach and the York County Development Corporation, conducted a Consumer Retail Survey in June 2025 to better understand local shopping behaviors and preferences. The survey asked residents about their retail choices, priorities, and unmet needs. Two of the questions are highlighted here to show what residents are looking for in York:

WHAT TYPES OF RETAILERS WOULD YOU LIKE TO SEE MORE OF IN YORK?



WHAT OTHER COMMUNITIES DO YOU SHOP IN? (SELECT TOP 2 OPTIONS)



COMMUNITY LISTENING SESSIONS

As part of this Comprehensive Plan update, RDG hosted a series of listening sessions on June 11-12, 2025, to hear directly from a broad range of community members. Groups included realtors, young professionals, city staff, business owners, public sector boards, nonprofit leaders, York University representatives, recreation and youth sports organizations, and major employers.

Across these conversations, participants echoed many of the same themes identified in the Consumer Retail Survey. Sit-down restaurants and sporting goods were mentioned multiple times as areas of need in York. At the same time, several participants voiced concern about whether the community's limited workforce could support additional dining options, noting that staffing is already a challenge and further expansion could strain the employment base.

UNDERSTANDING HOUSING TRENDS

The type, cost, and condition of a community's housing stock are among its most defining characteristics. Housing affects everyone—current residents, prospective residents, and future generations. It is important to assess whether the existing stock meets community needs today and into the future. Looking at trends in ownership versus rental housing, along with median value, rent, and housing costs compared to income, helps reveal important information about the community's economic trajectory.

A community's housing stock supports growth by meeting the needs of the economy, or stagnate growth due to limited availability of certain housing products, certain price-points, or quality housing units in general. The 2021 York County Housing Study and 2023 Housing Study for York, provide greater insight into the housing market in York and in the region.

HOUSING OCCUPANCY ANALYSIS

- The owner to rental ratio is stable at approximately 60% / 40% and this proportion is conducive to growth by allowing prospective residents to enter the market, first as a renter before establishing themselves more permanently as a homebuyer.
- In 2020, York's overall vacancy rate was just over 11%, including units for rent, for sale, seasonal, and other categories. Within that total, however, **only about 5.5% of all housing units were rentals available for rent.** This limited supply creates a barrier to growth, making it difficult for new residents to find housing and for existing residents to move within the community without purchasing a home. If prospective residents cannot establish themselves in York, both population and economic growth may be constrained.

Figure 2.12: Occupancy Analysis

	2000		2010		2020		NET CHANGE (2010-2020)
	# Units	% Occupied Units	# Units	% Occupied Units	# Units	% Occupied Units	# Units
Owner-Occupied	2,094	63%	2,090	64%	2,116	59%	26
Renter-Occupied	1,210	37%	1,163	36%	1,232	41%	69
Total Vacant	228	-	380	-	421	-	41
Vacancy rate	6.5%	-	10.5%	-	11.2%	-	-
Total	3,532	-	3,633	-	3,769	-	136

Source: U.S. Census Bureau

Figure 2.13: 2020 Vacancy Analysis

	# Units	Share of Vacant Units (%)
For rent	200	47.5%
Rented, not occupied	9	2.1%
For sale only	66	15.7%
Sold, not occupied	21	5.0%
For seasonal, recreational, or occasional use	21	5.0%
For migrant workers	3	0.7%
Other vacant	101	24.0%
Total Vacant Units	421	100%

Source: U.S. Census Bureau

Within York's total housing stock in 2020 (3,769 units), only about 5.5% were rental units available for rent.

AFFORDABILITY ANALYSIS

“Housing affordability” is a relative measure which considers the spectrum of incomes in a place, the need for prices which enable banks and residents to perpetuate the stability of the market through transactions, and housing conditions that enable sale and resale of properties.

- In general terms, an affordable housing market is one where the median value of a home is approximately 2.5 times the household’s annual income. With ratios below 2.0, a market exhibits the negative pressures of undervalued housing. With ratios above 3.0, a market begins to exhibit the negative conditions of a market that is unattainable for many of its residents and prospective residents.
- York’s housing market is relatively affordable with median homes being valued at 2.73 times the median household income. This means that, if housing is available, the market is affordable relative to its population. The greatest challenge appears to be one of availability rather than base cost.
- Recent studies show that increasing housing supply can help moderate price growth, even when new units are priced higher. York and Seward reflect this pattern. While both communities have added newer, higher-priced units, rents in York remain lower than in Seward, suggesting that increased housing availability may be helping ease upward pressure on rents.

Figure 2.14: Affordability Analysis

	MEDIAN CONTRACT RENT	MEDIAN HOUSEHOLD INCOME	MEDIAN HOME VALUE	VALUE TO INCOME RATIO
Aurora, Nebraska	\$604	\$71,051	\$221,700	3.12
McCook, Nebraska	\$664	\$51,815	\$137,400	2.65
Seward, Nebraska	\$817	\$70,000	\$232,500	3.32
York, Nebraska	\$692	\$62,632	\$170,900	2.73
York County, Nebraska	\$679	\$74,058	\$175,900	2.38

Source: 2023 American Community Survey (5-Year Estimates)

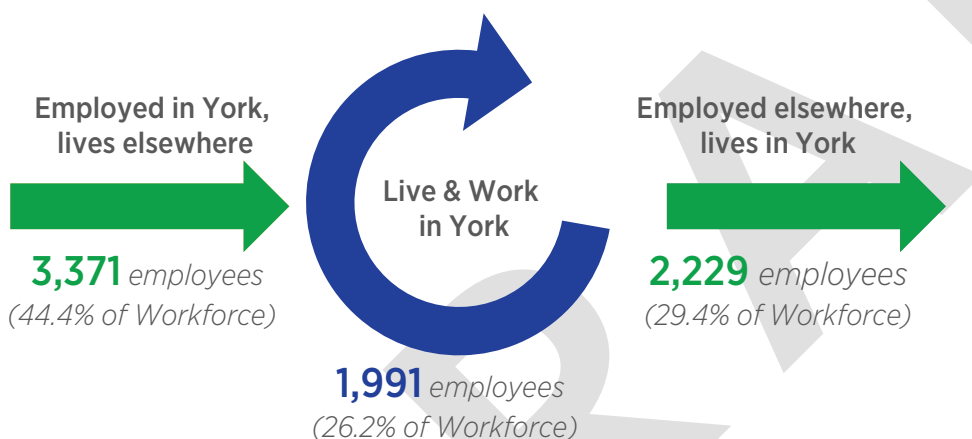
UNDERSTANDING TRANSPORTATION CHARACTER

Transportation has always shaped how communities grow and connect. In York, Interstate 80 and U S Highway 81 provide important regional connections for residents, businesses, and freight movement. At the local level, the railroad and the city street network support daily travel and access to jobs, schools, services, and community destinations. Together, these transportation systems influence how people and goods move through York and how the community functions.

COMMUTING CHARACTERISTICS

The movement of people from their homes to their place of employment and, by extension, back home again illustrates how a community functions in the region. Both the location of jobs and homes are critical components of the economic development equation.

- The total workforce with primary jobs in York increased by 317 from 2010 to 2022, a positive change of 4.36%.
- The share of employees that both live and work in York has decreased by 2.6%.
- The share of employees commuting into York for work has increased by 2.8%.
- York is growing as a job center, yet the number of workers living in the community has not kept pace, suggesting that housing options may still be a limiting factor.



Source: Census OnTheMap (2022); RDG Planning & Design

MODE OF TRANSPORTATION

The way employees commute to their place of employment impacts their particular needs and desires including transportation infrastructure and housing types. These factors impact the cost of living, the share of income dedicated to transportation, and for some, the opportunity to maintain gainful employment.

- The share of employees commuting by private vehicle has remained stable at approximately 90% but within this mode, the number driving alone increased by 2% and the number carpooling decreased by 2% possibly following lower gas prices.
- The number of employees who walk to work has decreased by nearly 2% (66) while the number riding a bicycle has increased by nearly 1% (37). Additionally, the number of employees working from home has increased by 0.5% (29)

TRAFFIC ROUTES AND VOLUMES

Transportation pathways impact the shape and function of our cities, region, and the nation. At the local level, major routes shape and support commercial and industrial potential and also contribute to the equation of where people choose to live. The obvious role of these transportation routes cannot be overstated.

- Interstate 80 has the greatest impact of all transportation routes with nearly 28,745 vehicles passing east of York daily and about 26,245 vehicles west of York. Both segments carry close to 9,000 heavy commercial vehicles per day, showing increases of almost 4,000 total vehicles and 750-850 heavy trucks compared to 2014.
- Highway 34 is a major east-west route that serves as a convenient connection for the string of communities between Lincoln and Grand Island. This scenic route now carries about 3,470 vehicles per day east of York and 3,125 to the west. Traffic has grown by 400-600 vehicles per day over the last decade, even as heavy commercial volumes declined slightly. It continues to serve commuters, freight and agricultural traffic, and travelers seeking an alternative to the interstate.
- Highway 81 has long been recognized for its national importance as a north-south connection from Texas to Canada. Traffic south of York has risen to 12,675 vehicles per day, an increase of more than 3,500 vehicles since 2014, while heavy commercial volumes there have more than doubled to 3,120 trucks daily. To the north, traffic has climbed to 4,730 vehicles per day, with 570 heavy trucks, while the York Beltway carries about 4,180 vehicles per day, an increase of 500 since 2014. Improvements to reinforce the significance of this national route would have the potential of increasing York's economic role in the region.

Figure 2.15: Mode for Transportation for Workers in York

	2010	PERCENT	2023	PERCENT	CHANGE	PERCENT CHANGE (2010-2023)
Total:	4,241		4,055		-186	-4.4%
Car, Truck, or Van: Drove Alone	3,456	81.5%	3,272	80.7%	-184	-5.3%
Car, Truck, or Van: Carpooled	271	6.4%	369	9.1%	98	36.0%
Public Transportation:	17	0.4%	0	0.0%	-17	-100.0%
Bicycle	208	4.9%	215	5.3%	7	3.4%
Walked	8	0.2%	0	0.0%	-8	-100.0%
Other Means	47	1.1%	0	0.0%	-47	-100.0%
Worked at Home	237	5.6%	199	4.9%	-39	-16.3%

Source: American Community Survey (5-Year Estimates)

Figure 2.16: Traffic Volume

ROADWAY	TOTAL VEHICLES PER DAY	TOTAL HEAVY COMMERCIAL VEHICLES PER DAY
Interstate 80 (East of York)	28,745	8,975
Interstate 80 (West of York)	26,245	8,705
Highway 81 (South of York)	12,675	3,120
Highway 81 (North of York)	4,730	570
Highway 81 (York Beltway)	4,180	760
Highway 34 (East of York)	3,470	385
Highway 34 (West of York)	3,125	275

Source: Nebraska Department of Roads, 2023

PLAN GOALS

The plan is organized around a series of goals with each tailored to guide decisions around a specific component of the community. Together, these goals construct the collective framework that should be used to make decisions, guide investment, and create partnerships. Each of the goals was crafted through the ideas, values, and aspirations of York including its many residents, business owners, and community leaders.

CHAPTER 3: LAND USE

1. Incorporate green space and community features to complement existing commercial development areas, to encourage and support new high-quality development, and to catalyze reinvestment in underutilized areas
2. Encourage contiguous land development that maximizes the efficiency of infrastructure, builds and reinforces the character of York, and integrates environmental preservation and transportation decisions into land use decisions
3. Encourage and support private investment for the rehabilitation, reuse, or redevelopment of vacant or underused sites in developed areas of the city that add density and expand options
4. Continue to market and expand the industrial park to recruit new businesses and facilitate new business growth

CHAPTER 4: COMMUNITY CHARACTER

1. Fashion high visibility corridors and gateways as visually cohesive environments that foster a strong sense of community and pride through attention to landscaping, architectural quality, and human scale
2. Promote public and private investment in the beautification of activity centers and corridors to welcome and engage visitors with a positive first impression of York
3. Expand the amount and quality of green space in activity centers and along corridors to add beauty, amenities, and to responsibly manage stormwater
4. Provide connections between community destinations, current and future, that improve access for all residents through signage, streetscape design, and physical pathways including walking and bicycle paths
5. Enhance the flow of traffic and accessibility in the downtown in ways that will both improve safety and access to businesses while conveying the importance of downtown as a destination
6. Improve gateways to the downtown that welcome visitors and improve sense of place
7. Establish downtown as a neighborhood where residents and visitors can find culture, housing, jobs, and services in the heart of the community
8. Continually identify and implement catalyst projects to improve the appearance and function of the district while facilitating increased self-sustaining private market investment and keeping vacancies low

CHAPTER 5: TRANSPORTATION

1. Provide safe and efficient transportation opportunities for all users of the system including walkers, bicyclists, electric scooters, and drivers
2. Increase safety in the transportation system to support efficient and desirable patterns of community, neighborhood, and economic development
3. Connect neighborhoods and community destinations with pedestrian and bicycle facilities to provide safe, healthy, and viable transportation alternatives



4. Develop a system of wayfinding and theming across the transportation network to both connect and market Yorks' amenities and quality
5. Enhance both public and private transportation options to ensure all residents have options

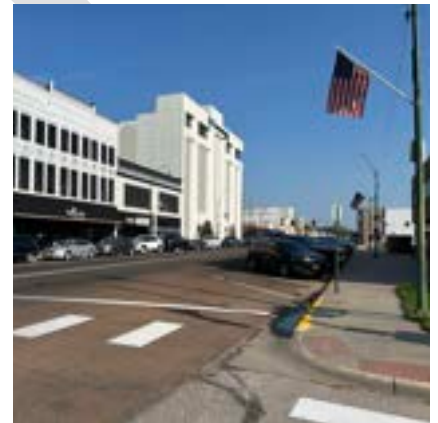


CHAPTER 6: PARKS AND RECREATION

1. Continue to maintain the current high level of service both in terms of park and resources facilities and the programs offered
2. Evaluate the use of facilities on an ongoing basis and respond with action and investment accordingly to maintain a system that meets the needs of the population

CHAPTER 7: HOUSING AND NEIGHBORHOOD REINVESTMENT

1. Increase the availability of diverse housing options at all income levels through new construction and rehabilitation to make York more welcoming and competitive
2. Address the underlying causes of the housing shortages in the targeted market areas, especially rental and gateway housing
3. Strengthen neighborhoods through investment in the existing housing stock and infrastructure and guiding policy to reinforce neighborhood quality



CHAPTER 8: ECONOMIC DEVELOPMENT

1. Support the expansion of York's economy by taking a broader view of 'economic development' to include improving all factors that impact business retention, expansion, and recruitment efforts such as workforce housing, quality of life, and overall community image to create a robust economic system
2. Market and expand upon the character, quality of life, amenities, and visitor experience to recruit new residents and businesses
3. Leverage branding and messaging to tell the city's story and promote York to a wider audience
4. Support and facilitate private business investment through public-private partnerships including the use of municipal real estate, financing tools, infrastructure assistance, and talent training and upskilling assistance

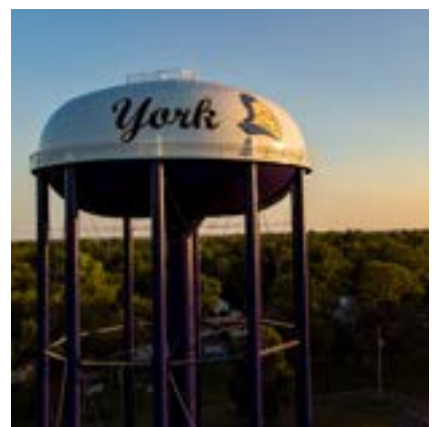


CHAPTER 9: ENERGY AND RESOURCE CONSERVATION

1. Energy strategies should support affordable, efficient and reliable services and find ways to expand the city's job base
2. Policies and strategies should reinforce the relationship between energy use and land use patterns, transportation, and community health
3. Enhance partnerships between the city, businesses, residents, and utility providers to expand the alternative energy options used within the city

CHAPTER 10: PUBLIC FACILITIES AND INFRASTRUCTURE

1. Use infrastructure extensions and enhancements to support efficient and desirable patterns of community, neighborhood, and economic development
2. Continue to use 'citizen guided investment' to identify potential projects and evaluate funding priorities
3. Provide public services in a manner that balances safety, cost efficiency and level of service while using innovative funding sources when possible
4. Prioritize projects that enhance the safety of residents, staff, and first responders



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CHAPTER 3

LAND USE

Guiding the way land is used is one of the principal responsibilities of a city. It has direct, immediate, and long lasting impacts on the way the community functions, the way people live, and the way businesses operate. Thoughtful land use plans and decisions support strong property values, a vibrant economy, and a high quality of life for its inhabitants. The land use chapter builds upon the population forecast to articulate a physical plan for how the city can develop over the next 20 years to be a thriving community where people want to live, work, and visit.



CHAPTER GOALS

1. Encourage contiguous land development that maximizes the efficiency of infrastructure, builds and reinforces the character of York, and integrates environmental preservation and transportation decisions into land use decisions
2. Encourage and support private investment for the rehabilitation, reuse, or redevelopment of vacant or underused sites in developed areas of the city that add density and expand options
3. Continue to market and expand the industrial park to recruit new businesses and facilitate new business growth
4. Incorporate green space and community features to complement existing commercial development areas, encourage and support new high-quality development, and to catalyze reinvestment in underutilized areas

EVOLVING PATTERNS ON THE LANDSCAPE. LAND USE IN YORK

York's landscape tells the story of its people. Each generation has shaped how the city looks and functions – from the early railroad era that established York as a regional hub, to the residential neighborhoods, schools, and commercial corridors that define it today. These patterns continue to evolve as York responds to changing economic conditions, infrastructure needs, and community priorities.

This Comprehensive Plan update builds on York's long tradition of thoughtful planning. It reflects the community's shared vision for growth, quality of life, and stewardship of the city's land and resources. Each land use decision made today contributes to the York that future generations will inherit, making planning an essential part of creating a lasting community legacy.

The land use framework that follows defines how York will grow and reinvest over the next 20 years to be a thriving community where people want to live, work, and visit. It establishes the physical foundation for future development and provides a clear guide for public and private decisions – from infrastructure and housing to parks, economic development, and environmental resilience.

CHAPTER ORGANIZATION

▶ 10 PRINCIPLES FOR FUTURE LAND USE DECISIONS AND DEVELOPMENT

These principles describe the desired characteristics for all of York's existing and future development and should be used as a guide for land use decisions.

▶ ENVIRONMENTAL FRAMEWORK

A healthy system is symbiotic with its environment. In the case of a city this means that development should operate within the environmental features and limitations to the greatest benefit of both human and natural systems.

▶ EXISTING LAND USE

The existing land use map illustrates the way land within York is used today. This is the benchmark from which the plan begins to build for the next 20 years.

▶ DEVELOPMENT CONCEPT

The development concept illustrates a system of land uses and transportation connections to support the creation of strong neighborhoods and commercial centers at strategic locations while also enhancing existing areas through the application and provision of quality of life amenities such as trails and open space. The components of this concept are explained in further detail in their individual chapters of this plan.

▶ FUTURE LAND USE MAP

The future land use map presents the land uses that York envisions for the future. The new land uses represented in this map will transition over time, as land owners voluntarily sell, develop, or change the use of their properties.

▶ LAND USE CATEGORIES AND CHARACTERISTICS

This section describes the character of each land use category shown on the development concept and the future land use map.

▶ LAND USE COMPATIBILITY MATRIX

This matrix illustrates which land uses are compatible to help identify potential conflicts before they happen.

▶ ANNEXATION STRATEGY AND MAP

The six-point annexation strategy provides specific guidelines for a proper annexation process that helps minimize unnecessary conflicts and expenditures. The map presents the areas that York should consider for annexation both in the short term (5-10 years) and the long term (10-25 years).

RECOMMENDED IN THIS CHAPTER

1. Use the 10 principles of land use development as criteria for making land use decisions, such as reviewing new subdivision proposals.
2. Preserve sensitive natural areas from development, using the development suitability map as a guide.
3. Use the future land use map, along with compatibility matrix, to guide all land use decisions, such as subdivision review or re-zoning.
4. Base all annexation decisions on the six-point annexation strategy and the annexation map

PRINCIPLES FOR FUTURE LAND USE AND DEVELOPMENT

A series of key principles will guide land use decisions. Each provides a focus on efficiency, reducing costs, enhancing quality of life, leveraging the power of partnerships, and creating places where people want to live, work, and play. These principles are the criteria, along with the Plan Goals, that frame the land use directions outlined in this plan.

1. USE URBAN SERVICES EFFICIENTLY

Urban services include streets, sewers, water infrastructure, parks and recreation resources, police and fire services, and many other facilities and resources. Each provides an essential service which supports a platform on which a community is able to thrive. However, these services are costly to provide and the cost can vary drastically based on land use decisions; for example, far flung development that must be serviced by city infrastructure may require additional staff, equipment, and maintenance. Land use and facility decisions should be economical and create the greatest amount of private market investment long term.

Contiguous compact development will help preserve York's small town character by growing the city in a walkable, neighborhood-focused pattern which also reduces costly infrastructure extensions such as water, sewer and roads by developing on under-utilized infill properties or in strategic areas adjacent to existing development. This type of development minimizes travel distances, helps preserve open spaces and farm land, and encourages development that is "human-scale" rather than being designed solely for the car.

2. PROMOTE INFILL DEVELOPMENT

Infill development supports the economic and social value of York's existing neighborhoods by promoting investment in established areas rather than solely at the fringe. Infill development helps make full use of existing infrastructure, thus reducing development cost to the developer and limiting unnecessary expansions and their associated expenses. Such development should respect the character of the surrounding neighborhood.

3. PRESERVE OPEN SPACE AND NATURAL RESOURCE AREAS

Developing in a way that respects the natural systems on which the city is built would allow York to benefit from its natural landscape. Natural open space improves property values, quality of life, and provides environmental benefits such as reducing flash-flooding events by providing natural stormwater drainage. York's natural features are often less visible but preserving flood zones and activating water courses protects property and adds a community amenity. A network of natural preserve areas would enhance community character and make York more attractive to new residents.

4. PROMOTE DIVERSE HOUSING OPTIONS

Residents and workers of York have expressed a clear desire for more diverse housing options, at prices that more people can afford. At the same time, housing needs and preferences are diversifying. The mortgage crisis and economic downturn has inspired a greater preference for affordable and/or rental options. The baby boomer and Millennial generations are demonstrating a growing preference for smaller lot homes and multi-family housing, in addition to a continued interest in traditional single family homes. York can increase its appeal to potential residents by promoting housing options for a diverse population.

5. PLAN FOR COMMUNITY AMENITIES SUCH AS PARKS AND SCHOOLS

In much the same way as traditional infrastructure, community amenities including parks, schools, and open spaces serve as neighborhood focal points that promote community activity, personal interactions, and a sense of place. These spaces can serve as an attraction for potential residents, encourage new development nearby, and support new investment in existing neighborhoods.

6. PROVIDE A MULTI-MODAL AND CONNECTED TRANSPORTATION NETWORK

A network of streets, bikeways, and pedestrian paths should provide connectivity throughout York and accommodate a diverse set of mobility needs and preferences. A robust bicycle and pedestrian network would provide better and more efficient access for York's residents to its parks, schools, and commercial centers. Street networks should provide well connected routes that make both private travel and public services more efficient.

7. ENHANCE PUBLIC SAFETY AND MINIMIZE HAZARD RISK

Land use decisions have a wide variety of effects on public safety and hazard mitigation. Preserving floodplains and natural drainage-ways to manage storm-water minimizes the risk of injury and property damage due to flooding. A well-connected and multi-modal transportation network promotes better emergency service provision and evacuation routes in case of large-scale hazards. A mixture of land uses within neighborhoods enhances security by creating activity and "eyes on the street" throughout the day.

8. ENCOURAGE BALANCED AND CONNECTED NEIGHBORHOODS

Balanced and connected neighborhoods provide residents with easy access to a variety of places to live, shop, work, play and engage in community life. Mixing compatible uses, such as a corner store or school in a residential neighborhood, creates dynamic and resilient communities that promote efficiency in infrastructure provision and travel times. Balanced neighborhoods provide a variety of housing options, access to open space, and contain activity centers such as parks, schools, civic centers, or commercial areas that are well connected to surrounding neighborhoods. Appropriate transitions should be made between higher intensity uses, such as industry, and lower intensity uses, such as homes.

9. USE PUBLIC INVESTMENTS TO PROMOTE PRIVATE DEVELOPMENT

York's public investments in streets, water, sewer, parks and schools can be leveraged to promote private investments. When strategically located, a new park or school can inspire private residential development, while targeted infrastructure improvements can attract new industry.

10. MAKE DECISIONS IN A TRANSPARENT AND COLLABORATIVE MANNER

Land use and environmental decisions should be made through a transparent process, with opportunity for input from all citizens and affected entities, such as the county, neighboring towns or the school district. Creation and implementation of land use decisions should be a shared responsibility that promotes the equitable distribution of development benefits and costs.

ENVIRONMENTAL FRAMEWORK

York's natural environment is one of the community's greatest assets and plays a vital role in shaping its long-term resilience and quality of life. As York continues to grow, development that respects natural systems can reduce flood risk, improve water quality, enhance recreation opportunities, and preserve the community's natural character. Protecting open space and drainage corridors also strengthens the city's park and trail network and supports healthy plant and animal habitats.

ENVIRONMENTAL LIMITATIONS

Figure 3.0 identifies areas with environmental limitations that influence how and where development should occur. While these areas may present constraints for traditional construction, they provide significant value as open space, greenways, stormwater corridors, and wildlife habitat.

Developers, the Planning Commission, City Staff, and City Council should use the Development Suitability Map to evaluate whether proposed projects adequately protect and integrate these sensitive areas. Because every site is unique, site design should respond to its natural context. When environmental features such as wetlands, flood-prone areas, or steep slopes are identified, additional site analysis may be required before development approval.

DEVELOPING WITH THE ENVIRONMENT

While developers may voluntarily choose to preserve sensitive natural areas, reaching the desired level of preservation will require the force of city regulations. The following policies, either alone or in combination, should help implement the environmental vision:

Major Risks (Brown)

Areas within the FEMA 100-year floodplain, floodways, wetlands, and steep slopes (>15%) are best left reserved for preservation, greenways, recreation, or agriculture. Development in these areas can be costly and may increase environmental and drainage risks.

Higher risks (Orange)

Areas such as the FEMA 500-year floodplain may be suitable for limited development but should incorporate low-impact design and careful site planning.

Minor Risks (Yellow)

Areas with hydric soils may generally be developed but should include good stormwater management practices.

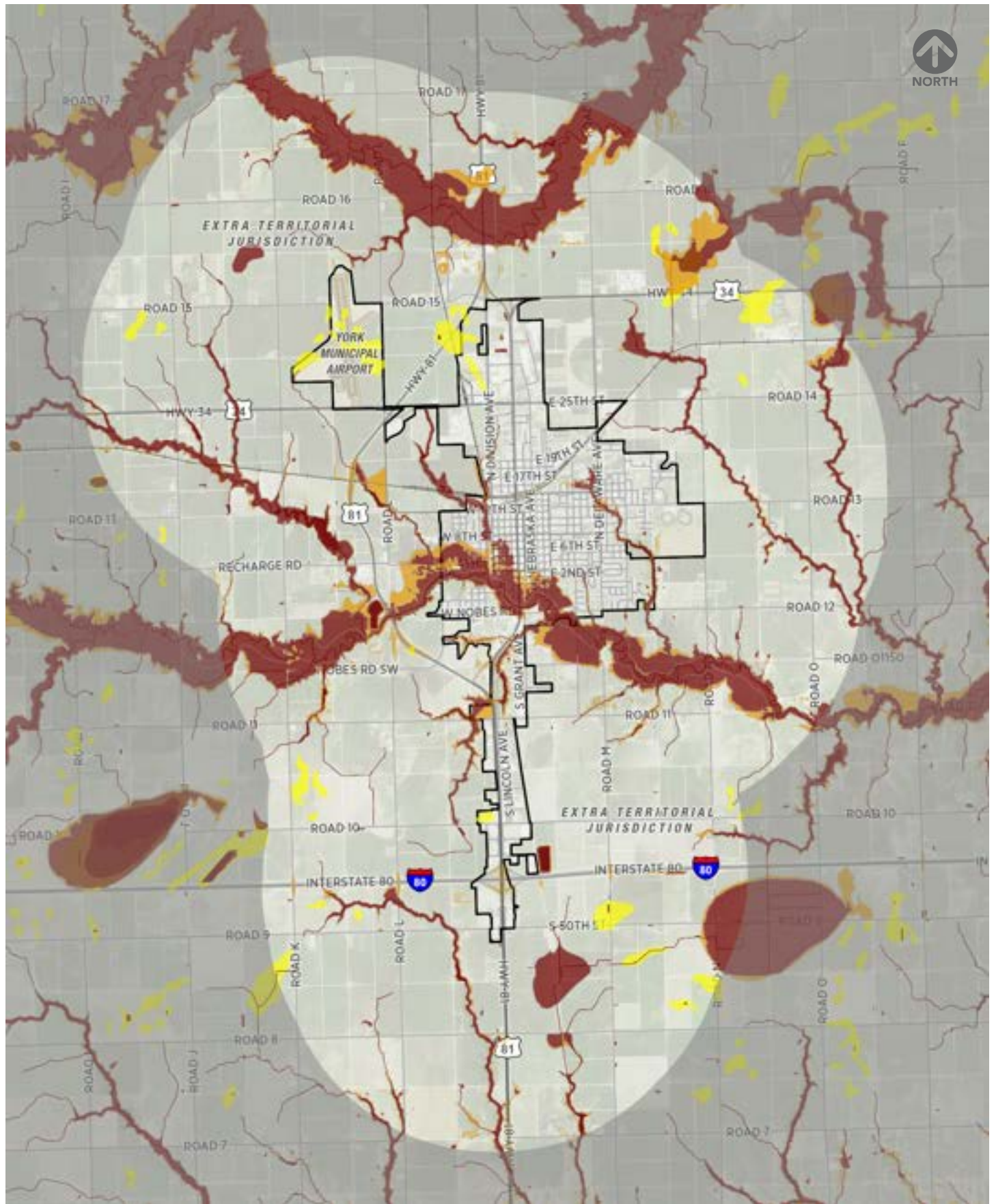


FIGURE 3.0: Development Suitability Map



AN ENVIRONMENTAL APPROACH TO LAND DEVELOPMENT: A HYPOTHETICAL EXAMPLE IN YORK

Building within the environmental constraints of the land enables development to mitigate potential risks while using the natural character of the landscape as an asset rather than a constraint.



A. Start with an analysis of the natural environment, including hydrology and topography. The aerial shows a possible growth area in York west of Lincoln Avenue and South of Nobes Road.

B. Identify sensitive natural areas that should be preserved. The development suitability map for this area shows some areas with varying degrees of environmental consideration.



C. Create a land use plan that preserves the sensitive natural areas as open space. In this example, the critical natural areas are preserved to allow natural drainage that serves the proposed residential uses.

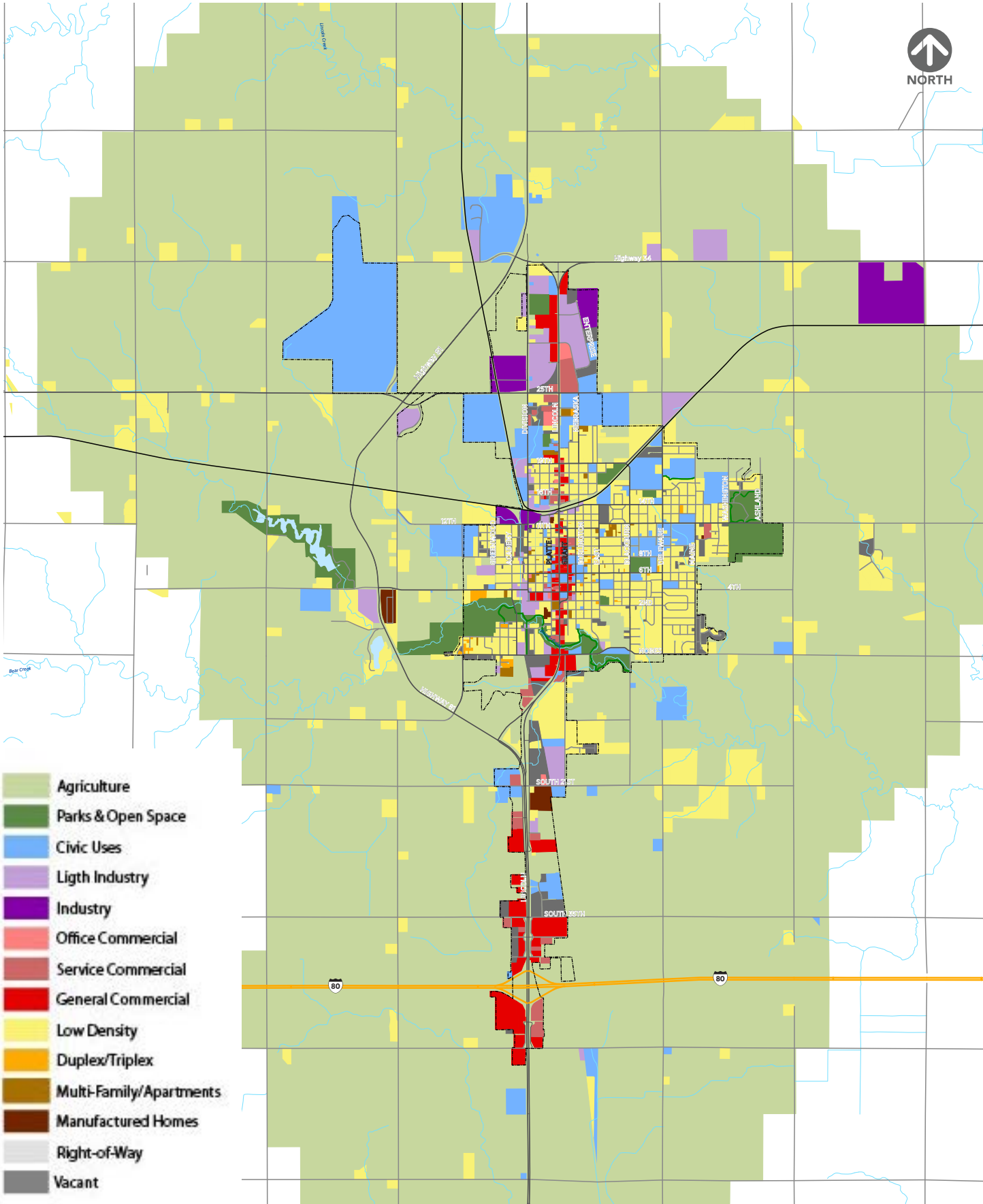


FIGURE 3.1: Existing Land Use Map

EXISTING LAND USE

The Existing Land Use Map - Figure 3.1 - classifies parcels of land in York per their use. Land use is typically the central element of a Comprehensive Plan because it establishes the overall physical configuration of the city - the mix and location of uses and the nature of the community systems that support them. Figure 3.3 explores the city's composition of land uses that is used to calculate the amount of land that will be needed to accommodate future population growth.

RESIDENTIAL USES

Like many communities, residential uses account for a significant portion of the developed land within York. The housing market offers a range of choices that range from single family homes on large lots to apartment units. Despite this variety, the clear majority of residential land (95%) is developed as single family housing styles. This lower density pattern of development is illustrated in the higher number of acres per 100 residents compared to other cities.

COMMERCIAL USES

York has a strong commercial presence on the Interstate resulting in a higher ratio of the commercial land use (8.76) than many other communities of its comparable size. In addition to the commercial land currently developed, York also has a large supply of land with high development potential in the Interstate 80 / Highway 81 Corridor. Since the completion of the 2017 Plan, the Tower District Master Plan has been completed and further highlights opportunities in the area.

INDUSTRIAL USES

In the late 1990s, the city vacated its airport in favor of a new airport at the present location. The former airport became the industrial park which has fully developed. The City has since purchased additional land, including the Northwest Industrial Park. The City and YCDC have completed a concept design for this area to guide implementation and inform future investment.

PUBLIC AND CIVIC USES

York features several large areas of public and semi-public use including the hospital, properties owned by school district, York University, and the fairgrounds. Many of these land uses represent the elements most essential to the quality of life enjoyed by residents of York, and are attributes that distinguish it from other cities in the region.

PARKS

York's city park system includes several parcels of land throughout the city ranging from small facilities to large city parks and sporting complexes. While the city may have a slightly lower ratio of park land compared to other cities, the distribution of these parks provides well distributed park services to residents.

Figure 3.2: Current Land Use Composition

Land Use Category	Acres	% of Developed	Acres per 100 People	68 City* Average Acres Per 100
Residential	1,098.69	34.15%	13.62	10.53
Commercial	706.41	21.95%	8.76	2.14
Industrial	135.62	4.21%	1.68	2.93
Civic	933.70	29.02%	11.58	5.08
Parks & Open Space	218.00	6.78%	2.70	2.95
Agriculture	125.21	3.89%	1.55	
Total Developed Land	3,217.62	100.00%	39.89	
Right of Way	755.67	18.02%	9.37	
Open and Undeveloped	219.63	5.24%	2.72	
Total Area inside the City	4,192.93			

FUTURE LAND USE

As York grows, new land will be developed to accommodate housing, commercial, industrial and other uses. The planning team and the steering committee built off of the plan developed in 2017, updated key areas based on development activity, and incorporated the Tower District Master Plan.

OPPORTUNITY AREAS

As part of the planning process for the 2017 Plan, key opportunity areas were identified and many of these still hold true:

- HIGHWAY 81 SYSTEM.** Further analysis of this area was completed as part of the Tower District Master Plan. The area is of special importance due to its proximity to the Interstate and, as such, should be carefully considered for a complementary mix of commercial services, transportation based light industry, and housing.
- CITY CORE WEST (WITHIN BELTWAY).** The area encompassed within the beltway and its interchanges provide a perimeter and ready access to this increasingly important north-south route. How these areas develop should be of strategic importance to the community.
- CITY CORE EAST.** The city core east includes the fewest environmental limitations and due to the major civic investments, the York University Campus and vacant or underused schools, this area is of strategic importance.
- NORTH INDUSTRIAL.** The area also includes the new Northwest Industrial Park, for which a conceptual design has been completed. This area will likely be the heart of the city's future industrial development and should be monitored closely over the life of this plan to ensure it is meeting the city's future needs.

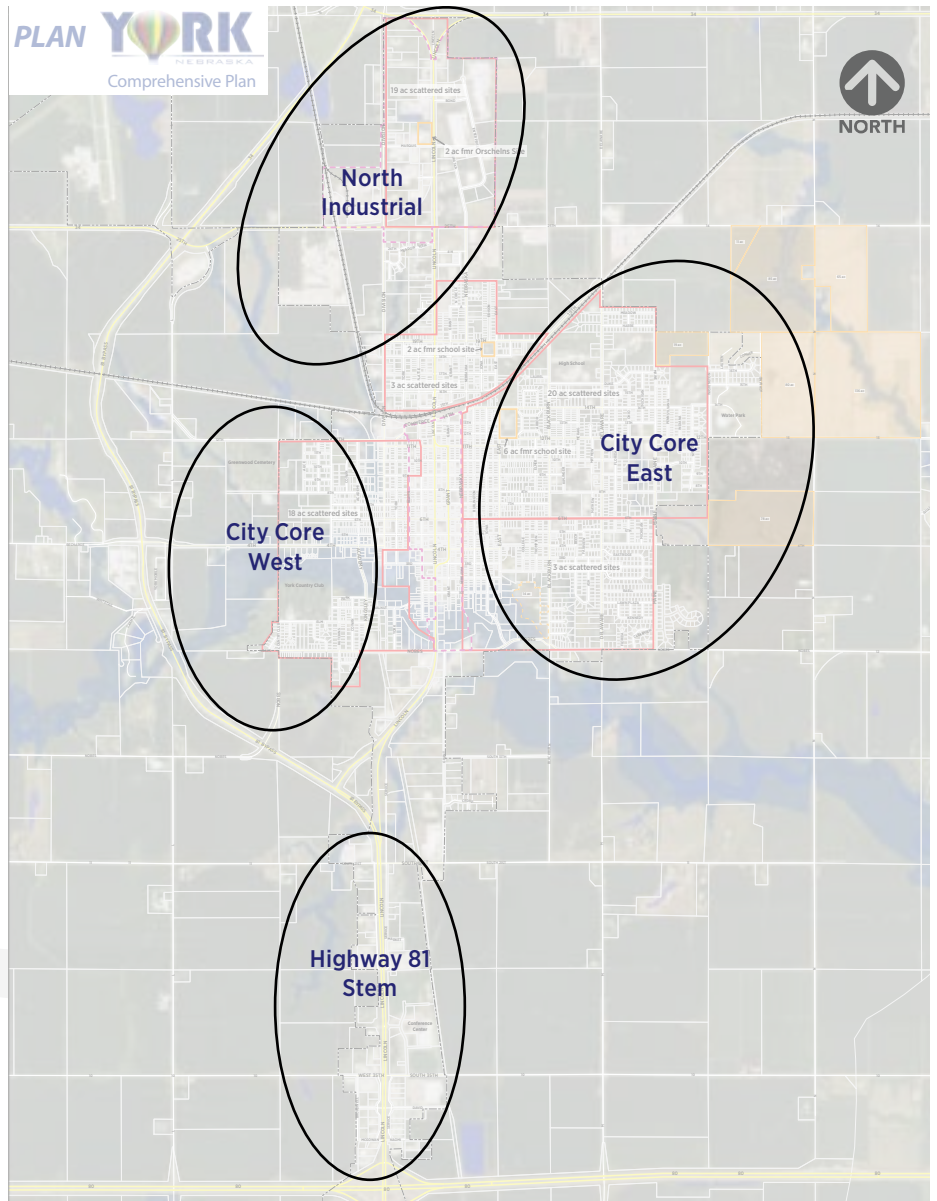


FIGURE 3.3: York Opportunity Areas

PLANNING CONSIDERATIONS

MIXING LAND USES AND INTENSITY

In certain areas, the practice of carefully integrating complementary land uses has the potential to increase value, vitality, and the overall quality of the place. Rather than considering a single use, the intensity of the use should determine compatibility. Mixing uses with similar intensity helps support more walkable, vibrant neighborhoods.

INFILL DEVELOPMENT

Not all development can, or should, be accommodated on existing city lots however, the redevelopment of an infill site is often more cost effective than green-field development and further contributes to the stability and vitality of existing neighborhoods.

DENSITY AND THE IMPACT ON DEVELOPMENT COST

Development is one of the largest costs that a city, and the private market, makes in the community. Infrastructure is a balance of the public costs and the private investment that it supports. A few of the required costs include: streets; sidewalks; sanitary sewer; storm sewers and retention; water lines; and seeding and erosion control.

Adding density is one way to distribute those costs across more units. Density is a measure of the number of units (residential or commercial) located within a given land area. A neighborhood with more people per acre is more efficient for the community to serve with both infrastructure and public safety. During the later half of the 20th Century, zoning codes and lending requirements drove residential lots between 70 and 80 feet wide compared to the 50 - 60 foot lots located in the older neighborhoods. While there will always be a demand for larger residential lots that support higher cost homes, many developers have found that by decreasing lot width they can control some of the rising cost in new home construction. In the example below the road represents all infrastructure that is needed to serve the residents: streets, sidewalks, sewer, water, parks, fire, police, and other services. The north side of the street shows 60' residential lots compared to the 75' lots on the south side of the example.

A development with 60' lots is more affordable for the developer to create and is more affordable for the community to serve initially and through the course of its lifecycle.

Examples of small lot residential development



Yield of 10 Lots
Lower Lot Cost

Yield of 8 Lots
Higher Lot Cost

DEVELOPMENT CONCEPT AND FUTURE LAND USE MAP

With population growth, York's physical footprint will grow adding infrastructure for new residents, new enterprise, and new public facilities. This physical expansion depends on the rate of growth and the density of development that occurs. Over the last ten years the city has grown efficiently and added a limited amount of new developed land. Based on this pattern and expanded opportunities identified in the Tower District, much of the land use plan envisioned in 2017 remains appropriate.

The Development Concept Map, Figure 3.5, illustrates some of the key development areas identified in the 2017 Plan. These areas have evolved over the years, including a more detailed analysis of the Tower District.

The Future Land Use Map combines the development concept from 2017, the Tower District Master Plan, and developments that have occurred since 2017. It is not unusual for cities to have uses that are no longer compatible with surrounding development. For example, a light industrial use that was allowed in what is essentially a residential area. Over time these grandfathered uses should transition to uses that are more capable with the character and form of the neighborhood. The Future Land Use Map tries to identify these land use transitions and also protect areas that will not likely be development for many years, beyond the 2045 time frame.

Both the development concept and future land use map are based on the development principles outlined at the beginning of this chapter.

THREE POINTS ABOUT FUTURE LAND USE MAPS

1. PROPERTY OWNERS DECIDE

The maps depict new land uses for privately owned properties. The transition of these properties from their current use to the depicted use is expected to occur over time, in response to market demands, as property owners voluntarily sell, develop, or change the use of their land.

2. A GENERALIZED MAP

The Future Land Use map should be interpreted generally and is *not intended to provide the specificity or the rigidity of a zoning map* or engineering document. *The map should provide guidance* for:

- **Generalized land use locations and transitions.** The boundaries between land uses on the map are “fuzzy” lines and are meant to show approximate areas for transition, rather than rigid boundaries. Minor variations in land use, such as a small civic use on a residential block, are not reflected in this generalized map, but may still be permitted per zoning regulations.
- **Collector and Arterial Street connections.** Critical arterial and collector street connections are specified on this map, though the exact routes will depend on detailed engineering studies. Local streets will be determined as development occurs.
- **Natural Resource Preservation Areas.** Preserves on the map are based on the environmental limitations map. The boundaries of the preserves should be given significant weight in decision-making.

3. A GUIDE FOR LAND USE DECISIONS

The Future Land Use map will guide the land use and development decisions of the Planning & Zoning Commission and the City Council. The map should guide the approval process for development proposals and zoning decisions.

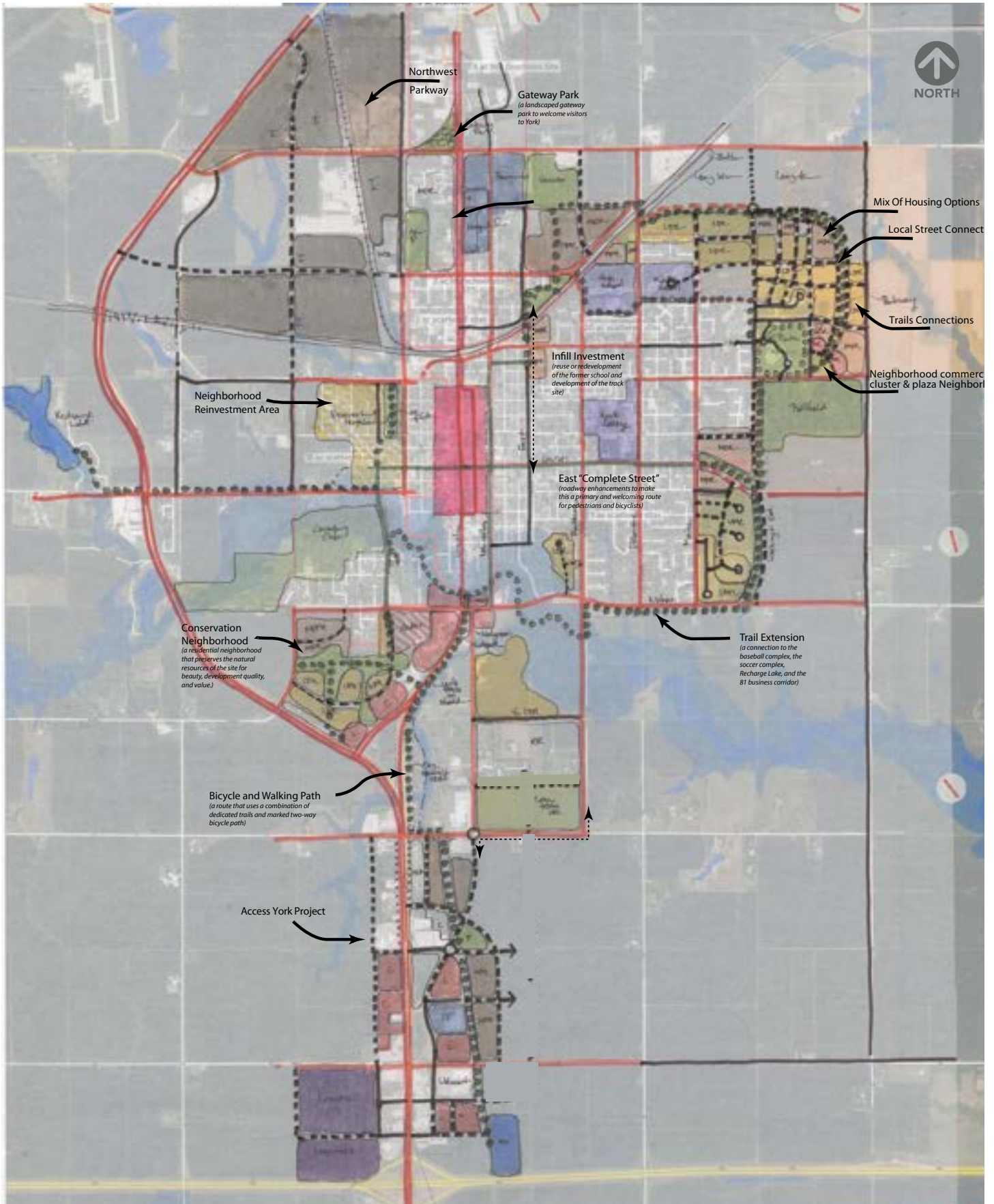


FIGURE 3.4: Development Diagram

REINVESTMENT IN THE CORE

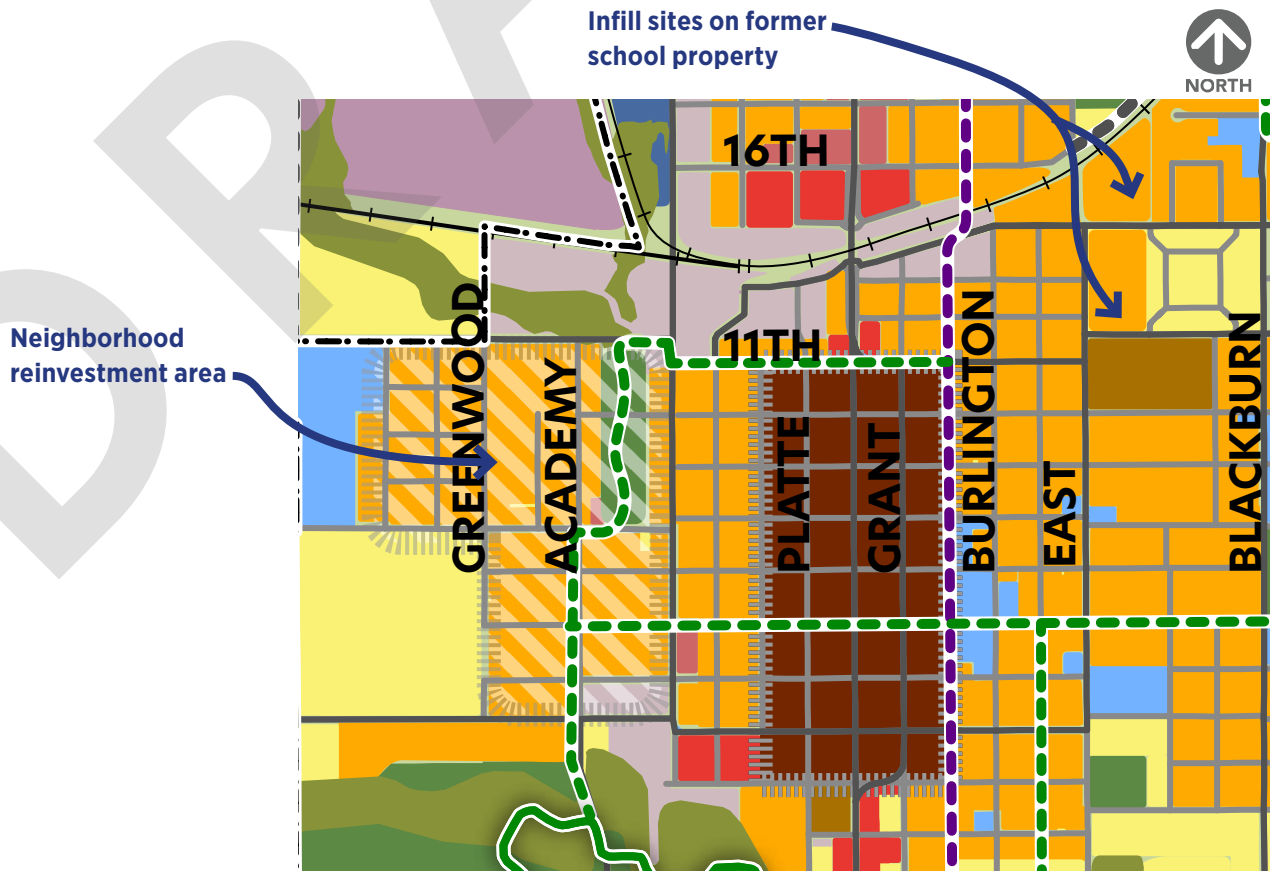
The plan identifies key reinvestment sites in the core of the city. These sites are central to the fabric of the area in which they are located. Reinvestment sites include:

- Former High School at East Avenue and 12th Street
- Former Athletic Fields north of the former high school at East Avenue and 14th Street
- West York Neighborhood west of downtown, north of 4th Street and south of the railroad. A number of property owners have invested in their properties in the last 10 years, adding vitality to the area and creating a base for continued investment.

These sites can contribute a significant number of housing units to the city's market and potentially provide a quicker response to housing demand. However, some of these sites may provide more than just housing but offer an opportunity to connect work and play elements close to housing and existing residents.

Reinvestment strategies should be appropriate to the context of the site, be tailored to create the greatest amount of private market reaction, and include a balanced array of interventions. Interventions may include:

- Assembling properties under common ownership to facilitate large scale projects
- Recruiting developers for individual projects
- Establish policies that provide incentives and assistance for individual property owners to upgrade or maintain their property
- Establish policies to enforce property maintenance issues that encourage district wide improvement

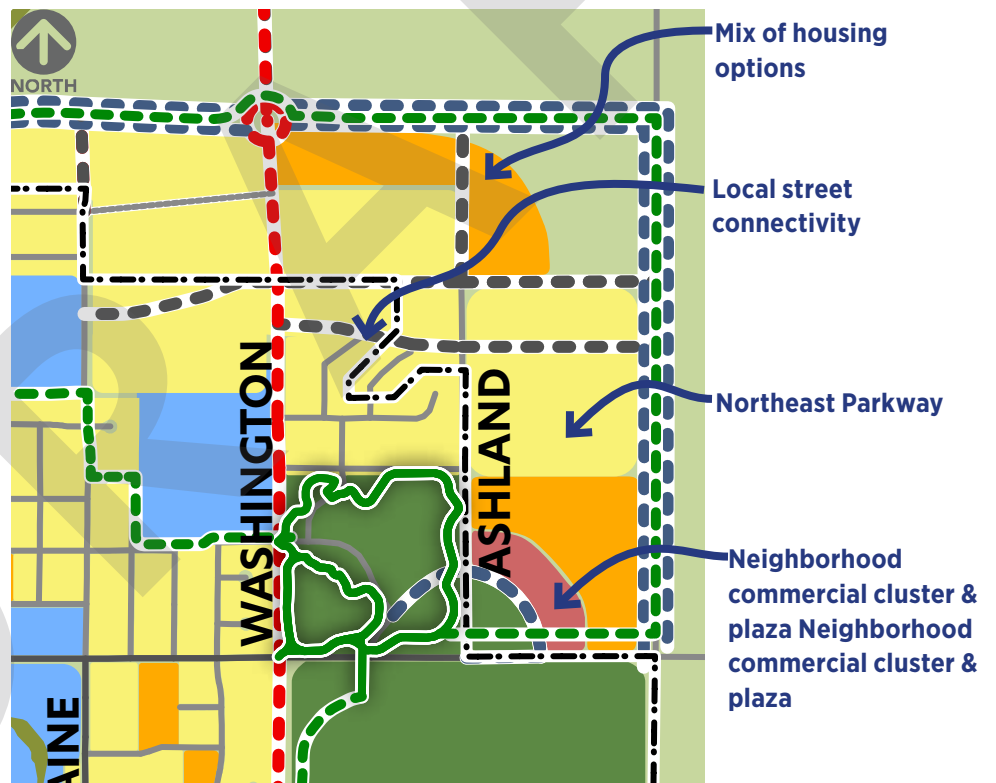


NORTHEAST PARKWAY AND DEVELOPMENT

While much of the city's housing demand could be met through redevelopment areas, variety and options are needed for a healthy market. A key opportunity area identified in the 2017 Plan was the Northeast quadrant of the city on both city and private property. Over the past ten years the area has seen a variety of development, including new workforce housing. This area is the ideal opportunity to create a new neighborhood that builds upon the momentum created by the investments in the ballfield complex, Minick's park, and the school complex.

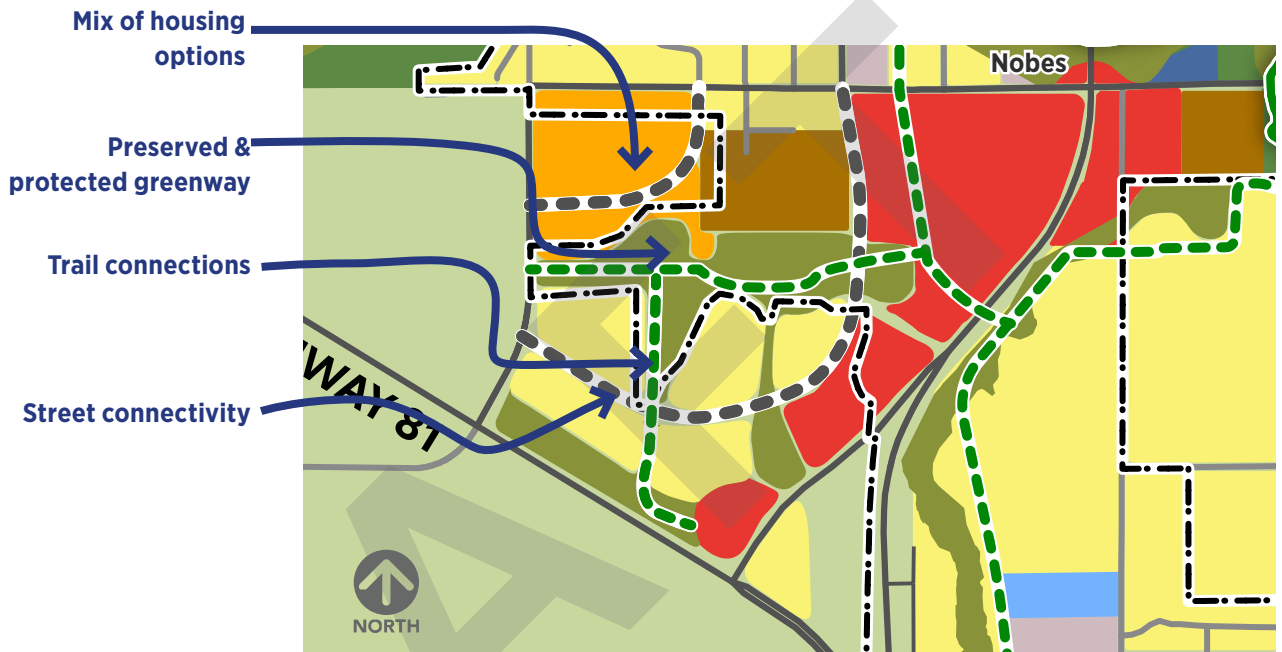
Principles of the concept follow:

- Neighborhood commercial cluster and plaza
- The Northeast Parkway
 - » A roadway with a linear park between the one-way pairs. The linear park serves as a trail corridor, park resource, and natural stormwater infrastructure.
- Connections with existing roadways
- Integrated land uses and various intensities



CONSERVATION NEIGHBORHOOD AT 81 / LINCOLN AVENUE

The proposed conservation neighborhood concept integrates a mix of commercial uses at the junction of Highway 81 and Lincoln Avenue with low density residential uses near the interior of the site. The concept suggests that natural resources including tree lines and ravines be preserved and integrated into the overall neighborhood design. The street network should be pedestrian and bicycle friendly and provide strong connections with the overall transportation system.



EXAMPLE OF CONSERVATION DEVELOPMENT: Grimes, Iowa Concept

ROADWAY AND TRAIL ENHANCEMENTS

As the city's greatest investment public spaces, roadways and trails are the most visible and used public spaces. The plan proposes roadway enhancements to more comfortably convey pedestrians, bicyclists, and drivers through the community. Transportation investments and treatments may include:

- Targeted improvements to enhance specific roads to create a more clearly defined transportation system by: slowing traffic on local roads, by improving bicycle and pedestrian comfort on collector and 'complete streets', and enhancing arterial streets as visual gateways as well as transportation routes for all road users.
- Complete street treatments to incorporate bicycle and pedestrian infrastructure along critical linkages in the transportation system
- Arterial extensions and enhancements to provide access to strategic land resources
- Trail extensions to build a transportation system for non-motorized transportation which connects origins and destinations



TOWER DISTRICT

The area north of the Highway 81 and Interstate 80 interchange is York’s most significant gateway and a major economic driver. The study area, encompassing approximately 2,000 acres, has historically developed in an automobile-oriented manner and lacks safe, convenient options for pedestrians, bicyclists, and internal circulation. The Tower District Master Plan was prepared in September of 2024 to proactively guide development and redevelopment of the area. The Plan establishes a clear framework for coordinating land use, transportation, and public investment.

Through the planning process, multiple conceptual development scenarios were evaluated and refined into a preferred Conceptual Master Plan. The final plan blended mixed-use development near the interstate with transitions to residential, civic, park, and light industrial uses farther north. A key emphasis of the Plan was the integration of trail-oriented development, mixed-use commercial and entertainment areas, workforce housing, and park space to create a more walkable, bikeable, and economically resilient district. Transportation recommendations prioritize improved east-west connectivity, reduced reliance on Highway 81 for local trips, enhanced safety at key intersections, and better accommodation of freight, pedestrians, and bicyclists, including a new trail bridge across Highway 81.



FIGURE 3.5: Tower District Master Plan

The Future Land Use Map (Figure 3.7) incorporates this plan with some adjustments based on community input. Specifically, the Land Use Plan includes:

- The extension of Grant Avenue to provide an interim solution for local traffic circulation as the area builds out. Eventually Blackburn Avenue should also be extended as development moves east.
- Rearrange roads that provide for local circulation but can also accommodate development on both sides of the street. These streets should function like a frontage road but allow for development on both sides. This opportunity could be supported by extending Holen Avenue north.
- Generalized mixed-use areas that fit with the City’s overall land use plan. The Tower District Master Plan should be referred to as developments come before the City and those developments should follow the more specific guidance provided for these mixed use areas.

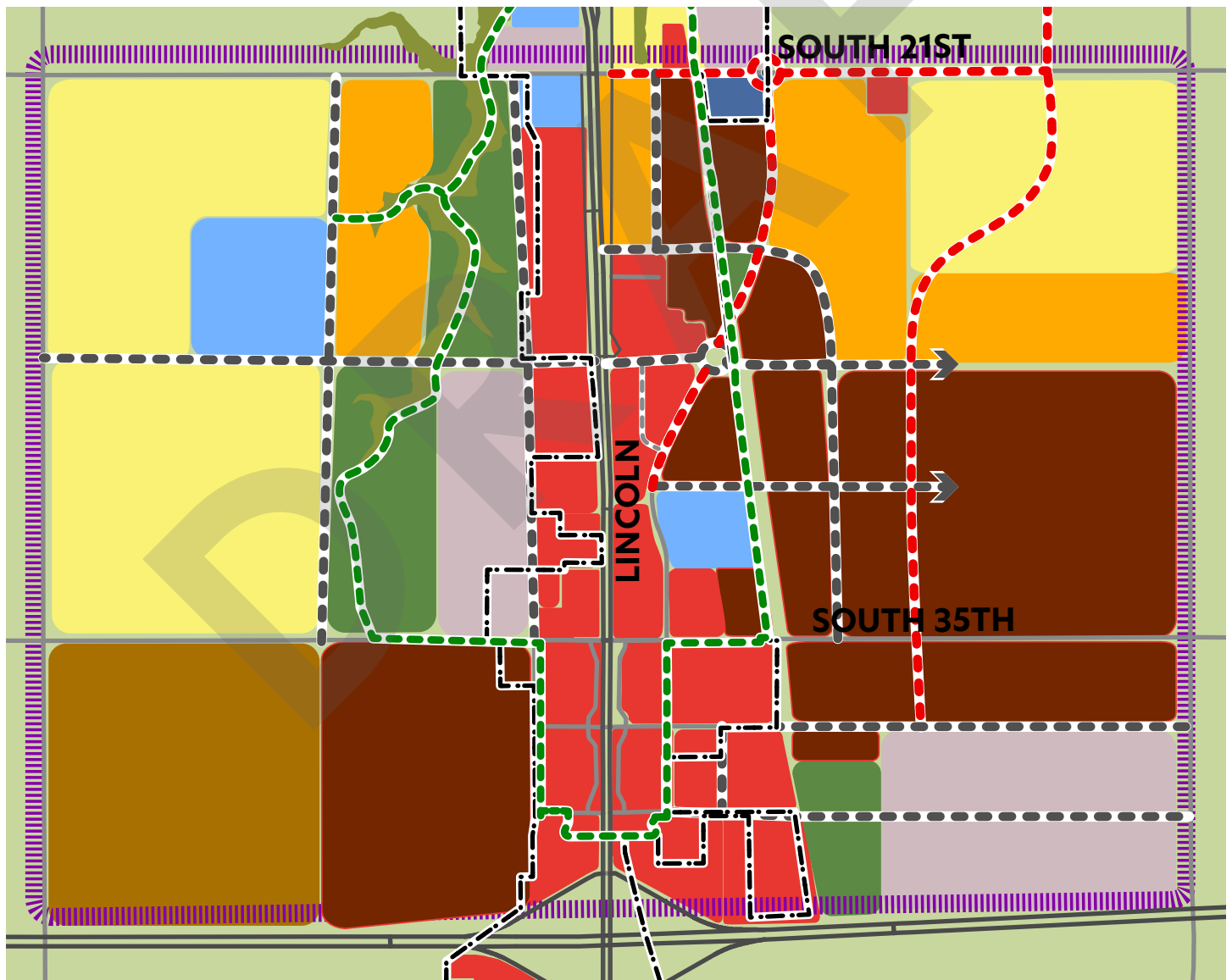


FIGURE 3.6: Tower District Future Land Uses

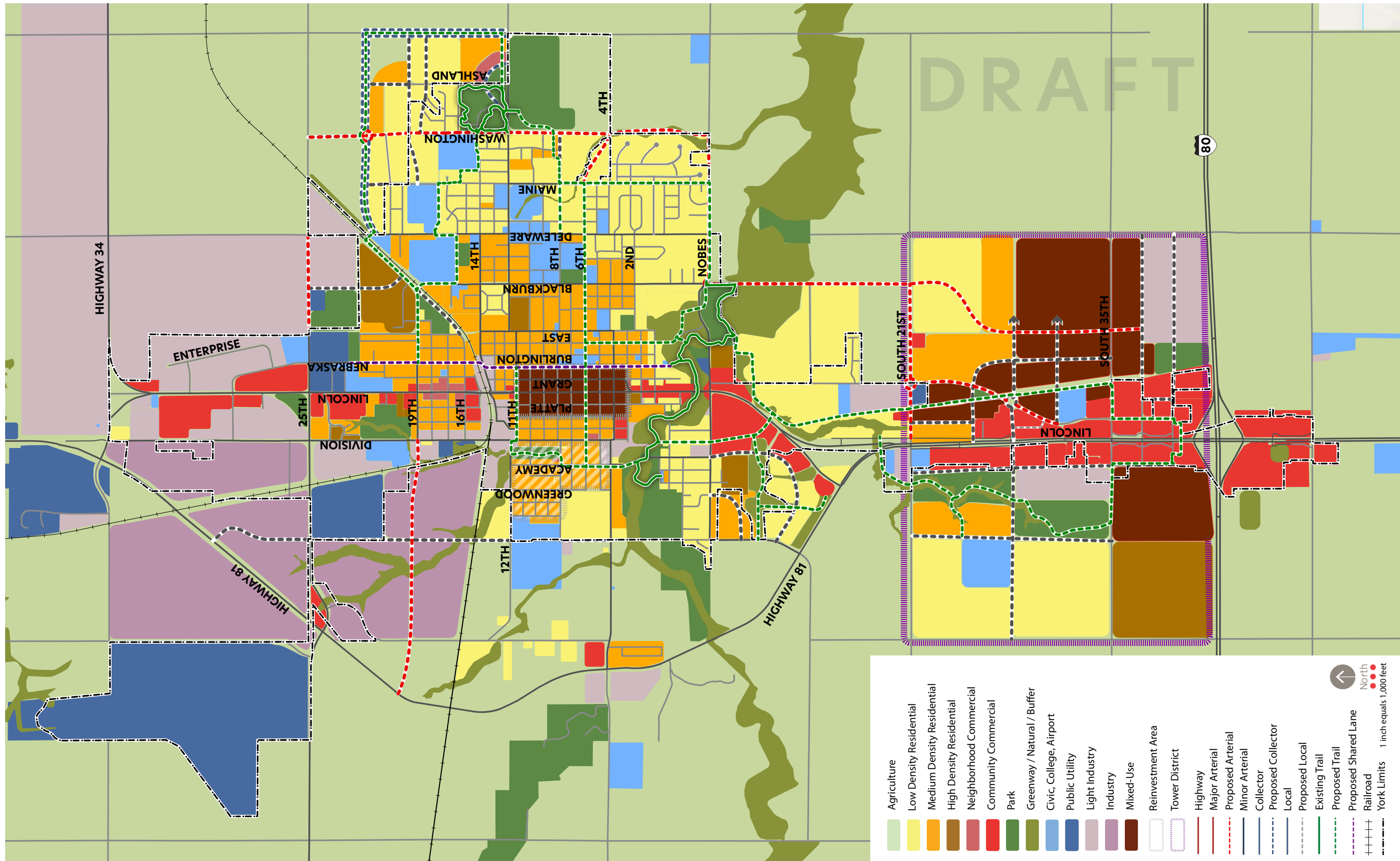


FIGURE 3.7: Future Land Use Map City

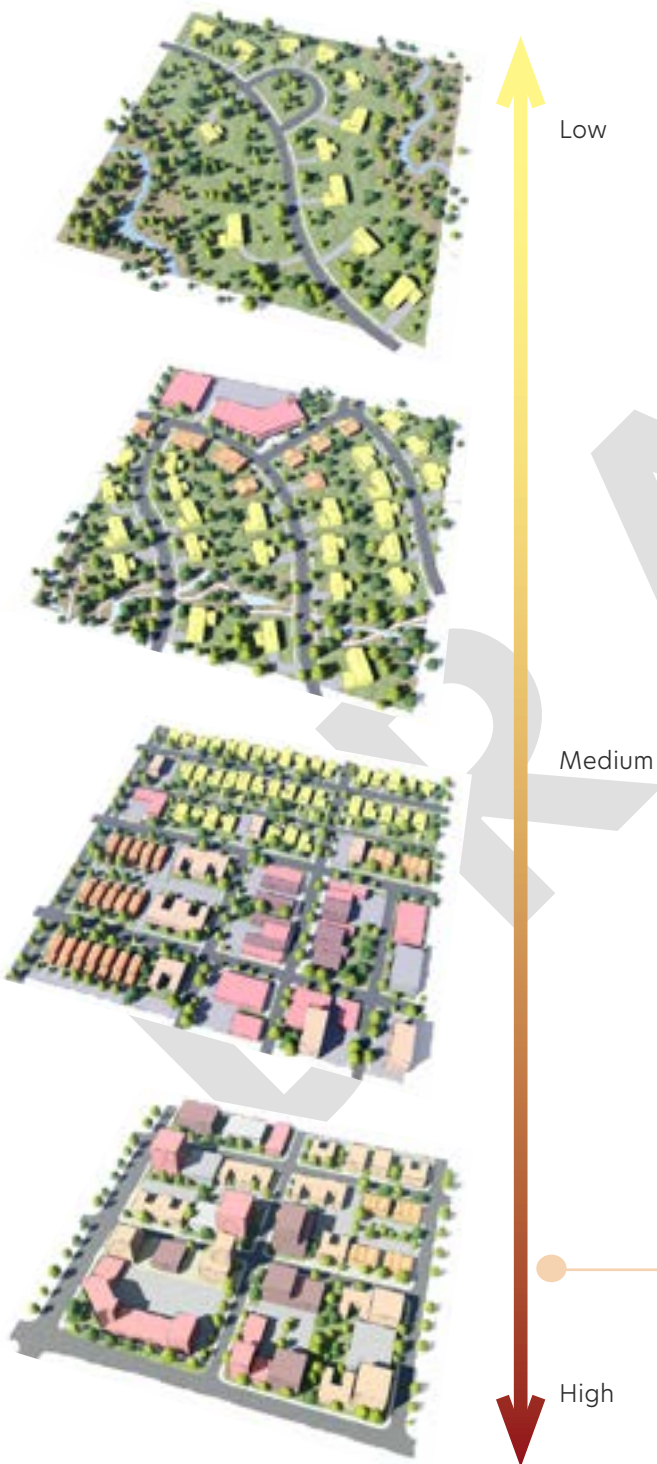


FIGURE 3.8: Future Land Use Map - Extraterritorial Jurisdiction

DRAFT

The York Land Use Plan identifies how much development occurs in an area and how that development affects its neighbors. This is measured in intensity and/or density of development.

Intensity is based on a number of factors including dwelling units per acre, amount of traffic a project generates, or other external effects (noise, odor, storage, etc.)



Four characteristics guide implementation of each future land use category across York:

USE TYPE(S)

In general, each future land use category guides the appropriate use types. The category descriptions are guides and not meant to cover all possible uses. Intensity, compatibility, and form characteristics help guide land use decisions more than use types.

INTENSITY

Intensity is determined through the number of uses, development policies, and density. In residential areas, intensity is measured by dwelling units per acre. For other uses, intensity factors might include building scale and the amount of traffic that a project generates.

FORM

Form relates to how developments are laid out, including street patterns, types of infrastructure required, how buildings relate to each other, and the relation of buildings to the street. Form also includes the scale of the buildings - the length, width, and number of stories.

COMPATIBILITY

Compatibility is attained by considering potential effects of various uses. As uses become more intense and more integrated, compatibility methods focus less on spacing and congregating of similar uses, and more on methods that directly address issues like noise, traffic, privacy, and aesthetics.

While the intensity-based concept proposes mixing uses, it does not mean that every land use is appropriate everywhere. Location standards and compatibility requirements are important for York.

AGRICULTURAL

USES

- Farming, grazing, and pastureland.
- High intensity uses, such as confined feeding operations, should not occur adjacent to city limits or within areas that could be served by future city water and sewer services.

FORM & COMPATIBILITY

- Less than 1 dwelling unit per 20+ acres.
- No or limited City services due to its low density.
- Environmentally sensitive areas such as wetlands, native prairie, and steep slopes should be preserved.
- Agricultural areas can be a holding use within future growth areas but should not be planned as the long term use within areas where City services can be provided currently or in the near future.



LOW DENSITY RESIDENTIAL

USES

- Restrictive land uses emphasizing single-family detached residential developments.
- Innovative single-family attached projects may be considered with special review.
- Civic uses of similar intensity are allowed.
- Nonresidential uses that serve the immediate neighborhood and are of similar intensity may be allowed.

FORM & COMPATIBILITY

- Density of 3 to 6 units per acre. Higher density may be allowed for innovative projects.
- Compatible with most detached single-family housing.
- Higher density and traffic are directed to major streets and away from low density areas.
- Smaller lots and attached housing should be a transition to other densities and uses.
- Nonresidential uses placed along street intersections or at transition points to other uses.
- Provide a framework of open spaces, streets, and trail connections to integrate with the community



MEDIUM DENSITY RESIDENTIAL

USES

- Restrictive land use emphasizing housing.
- May incorporate a mix of housing types including single family detached homes, duplexes, and multi-family buildings with fewer than 14 dwelling units per acre.
- Civic uses are generally allowed.
- Existing neighborhood-scale commercial uses can remain.
- Future nonresidential uses serving immediate neighborhood may be allowed but must complement surrounding structures.

FORM & COMPATIBILITY

- 6 and 14 dwelling units per acre. This is a common density for the city's pre-1970 neighborhoods.
- Compatible to attached and detached single-family housing.
- Innovative design encouraged.
- Development should maintain the identity of the individual housing units.
- Could be connected to commercial and civic uses while still providing a sense of a small community.
- Traffic and higher intensity uses directed to arterial and collector streets.
- Can start the transition into higher density or commercial uses.

Single-Unit Detached



Townhomes & Row Homes



Neighborhood Commercial



Single-Unit Attached



HIGH DENSITY RESIDENTIAL

USES

- Allows a range of housing types from attached multi-family to small-lot detached homes.
- Compatible civic uses and the integration of limited office and convenience commercial but primarily residential areas.

FORM & COMPATIBILITY

- 12 units per acre or higher.
- Highest density developments have direct access to arterial and collector streets.
- Locate with access to major amenity and activity centers and avoid creation of isolated enclaves.
- Integrated into the fabric of nearby residential areas.
- High level of pedestrian access and connectivity to the larger community.
- Traffic and other external effects are steered away from lower intensity uses.
- Landscaping, buffering, and screening should minimize transitions to lower intensity uses, improve the pedestrian experience, and strengthen the sense of place along arterial and collector streets.

Residential Mixed-Use



Attached Units



Multi-Unit Apartments



Shared Spaces



PARKS, RECREATION, AND PARKWAY

USES

- Traditional park and recreational resources including pocket-, neighborhood-, and community-parks. A parkway is a road or pathway that is parklike in its character which may integrate a trail, gathering space, and/or stormwater retention.
- Passive recreation like trails are appropriate.
- Greenways and natural buffers include floodplains and development should be prohibited outside of low intensity recreational uses.

FORM & COMPATIBILITY

- Think of parks as a system and as a community service to provide access to quality of life amenities for all residents.
- Intense recreational uses should be treated as a commercial use and may be allowed in a commercial district.
- Development abutting floodplains should provide stormwater management practices.



CIVIC AND PUBLIC USES

- Includes schools, churches, community centers, cemeteries, publicly owned buildings, and other public or quasi-public facilities that serve as centers for community activities.

FORM & COMPATIBILITY

- May be permitted in a number of different areas depending on specific type and impact
- Public and government facilities should have the same standards for site design and connectivity as any other private enterprise of similar intensity.
- Individual review of proposals requires an assessment of characteristics, project design, and traffic management.
- Maintenance, operating facilities, and public works yards should be in or near industrial or undeveloped areas.



UTILITIES

USES

- Higher intensity public uses that have features similar to industrial uses.

FORM & COMPATIBILITY

- Should be treated the same as an industrial or high intensity commercial uses and meet all the same site and connectivity requirements.



NEIGHBORHOOD COMMERCIAL

USES

- A mix of small scale commercial uses focused on serving the immediate neighborhoods.
- May include complementary uses like multi-family housing, mixed-use structures, and mid-sized civic uses.

FORM & COMPATIBILITY

- Neighborhood commercial nodes should be situated at collector streets and integrated with the surrounding land uses.
- Integrate pedestrian and bicycle pathways to and through the site
- Promote walkability, visual interest, and greenspace
- Attention to traffic circulation, parking, site and building design, and on-site operations should ensure integration with the surrounding neighborhood and strengthen the sense of place along arterial and collector streets.

Commercial Mixed-Use



Public Spaces



Vertical Mixed-Use



Horizontal Mixed-Use



COMMUNITY COMMERCIAL USES

- A variety of commercial and office uses with a community and regional focus. May include a mix of small to large box retailers, restaurants, and complementary uses.

- High-density residential developments.
- Light industrial or warehousing uses.

FORM & COMPATIBILITY

- Located along arterial streets and established commercial areas.
- Minimize access points from major streets and direct traffic away from residential areas.
- Within the Tower District, limited access points to the highway should be supported by rearage roads that support development on both sides of the access road.
- Traditionally freestanding structures and attached commercial centers.
- Sites should include clear pedestrian paths connecting parking areas and between properties.
- Maximize positive interactions between different uses with landscaping
- Integrate best stormwater practices to create amenities.
- Site plans should integrate flow (auto, bicycle, and pedestrian) with the surrounding area and future development concept.
- Should feature unobtrusive monument signs and landscaping that welcomes visitors to the community.

Commercial Centers



Commercial and Office



MIXED-USE USES

- Includes York's historic commercial center and new developments that should have a similar mix of uses.
- Includes a mix of uses, primarily commercial, office, and upper level residential.
- Downtown should be the primary focus of major civic uses, including government, cultural services, and other civic facilities.
- Developments outside the center of the city should be encouraged to have "downtown" characteristics, including mixed use buildings and an emphasis on pedestrian scale.
- Emphasize parks, plazas, and quality streetscapes.

FORM & COMPATIBILITY

- Establishes mixed use pattern in the traditional city center. May also apply to planned mixed use areas.
- Downtown may expand with mixed use structures that incorporate commercial and residential uses.
- Ground floor residential should be avoided around the courthouse square but may be appropriate in redevelopment sites between Grant and Nebraska and Platte and Beaver Streets.
- New projects should respect pedestrian scale and design patterns and setbacks within the overall the Downtown.
- Historic preservation is a significant value for structures along Lincoln and Grant.
- Good pedestrian and bicycle links should be provided, including non-motorized access to surrounding areas.
- Improved streetscape should enhance the feel of the Downtown and Tower District, safety of pedestrians, and stormwater management.



REINVESTMENT AREA USES

- These opportunity areas identified for reinvestment are under-utilized and/or represent important community or neighborhood nodes, such as former schools.
- Thoughtful reinvestment in these areas can restore stability to the area and support reinvestment.

FORM & COMPATIBILITY

- Due to the strategic importance of these sites, proposals should be reviewed for innovation, appropriateness, and potential catalytic impact for investment
- Proposals should include a master plan for the entire site



LIGHT INDUSTRIAL USES

- A mix of industrial uses including logistics, warehousing, and office uses with little external effects.
- Multi-family may be appropriate when integrated as part of a holistic development that incorporates retail and office uses. May provide housing for workers in adjacent businesses.

FORM & COMPATIBILITY

- Strict control over signage, landscaping, and design is necessary for locations near lower intensity uses.
- Light industrial uses may be located near office, commercial, and with appropriate development standards, some residential areas.
- Transportation improvements should enhance connectivity, efficiency, and capacity.
- Special consideration should be given to the image that travelers see from those areas adjacent to Interstate 80 and Highways 81 and 34.
- Zoning regulations should encourage business parks, including office and office/distribution uses with good development and signage standards.



INDUSTRIAL USES

- Areas intended to accommodate industrial uses that are difficult to integrate with less intensive uses due to negative impacts from heavy traffic, noise, or odors.
- Typical uses include manufacturing, warehousing, distribution, and office/industrial flex space.

FORM & COMPATIBILITY

- Sites should have direct access to major regional transportation facilities, without passing through residential or commercial areas.
- Designation of any new General Industry areas should be done with consideration of the following factors:
 - » Highway and rail access
 - » Availability and capacity of water and sewer service
 - » Proximity to existing employment centers
 - » Compatibility of neighboring land uses
 - » Brownfield status
 - » Stormwater management and impact of uses on water quality
- » Impact of added employee/truck traffic to surrounding roadways
- In areas where industrial abuts other land use categories, the following should be considered:
 - » Buffers, architectural and site design standards that integrate uses and limit effects of transitions
 - » Operational standards that consider traffic, noise, lighting, and air quality.
 - » Areas visible to Interstate 80 and Highways 81 and 34 should have a higher level of landscaping and avoid outdoor storage visible from these corridors.



FIGURE 3.9: Land Use Compatibility Matrix

	OPEN / SENSITIVE	PARKS AND RECREATION	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MIXED-USE RESIDENTIAL	MIXED-USE COMMERCIAL	COMMERCIAL	DOWNTOWN MIXED-USE	INDUSTRY	LIGHT INDUSTRY	UTILITIES	CIVIC
Open / Sensitive Areas	-	4	4	4	3	3	3	3	3	3	3	3	3
Parks and Recreation		-	5	5	5	5	5	4	4	2	3	2	3
Low Density Residential			-	4	3	3	3	3	3	2	2	3	3
Medium Density Residential				-	3	4	3	3	3	2	2	3	3
High Density Residential					-	3	4	4	3	2	2	3	3
Mixed-Use Residential						-	4	4	3	2	2	3	3
Mixed-Use Commercial							-	4	4	3	3	3	3
Commercial								-	4	3	3	3	3
Downtown Mixed-Use									-	2	3	2	4
Industry										-	4	4	4
Light Industry											-	4	3
Utilities												-	3
Civic													-

COMPATIBILITY

Figure 3.9 provides a land use compatibility guide that indicates which land uses can be located near one another and which combination of land uses will create significant conflict. The creation of new conflicts should be avoided moving forward. Existing conflicts should be eliminated over time as property turns over to new property owners. This chart should be used to assess the relationship between land uses and provide a basis for the development proposal review process. The compatibility of each pairing is rated on a scale of 1 to 5:

- **5 - Completely Compatible**

- **4 - Basically Compatible**

Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.

- **3 - Potential Conflicts**

Conflicts may be resolved or minimized through project design. Traffic and other external effects should be directed away from lower intensity uses. Landscaping, buffering, and screening should be used to minimize negative effects. A Planned Unit Development may be advisable.

- **2 - Significant Conflicts**

Major effects must be strongly mitigated to prevent impact on adjacent uses. A Planned Unit Development is required in all cases to assess project impact and define development design.

- **1 - Incompatible**

In general, proposed uses with this level of conflict will not be permitted. Any development proposal requires a Planned Unit Development and extensive documentation to prove that external effects are fully mitigated.

EXCLUDED CATEGORIES

In this table, several similar uses are combined (for example, schools are contained in the civic category). Preserves are not included in the matrix as the location of preserves is determined by environmental factors and any use could be adjacent to a preserve.

ANNEXATION STRATEGY AND MAP

York should implement an annexation policy that incorporates future development areas and meets state statutory requirements. The city should work with York County to establish annexation agreements and ensure consistent and quality development patterns.

The development concept is predicated on attractive community growth as a living environment. The projected land needs exceed the amount of available, undeveloped land within existing city limits. As a result, sound community growth will require annexations to accommodate land needs during the planning period. York should implement an annexation policy that establishes objective criteria for annexation and identifies candidate areas for incorporation into the city. Areas considered for annexation should meet at least one of the following criteria:

- **Areas with Significant Existing development.** Areas outside the city that already have commercial, office, or industrial development are logical candidates for annexation. In addition, existing residential areas developed to urban densities (generally higher than 2 units per acre) should be considered for potential annexation.
- **Protection of Future Growth Areas.** In order to allow the city to guide its growth and development more effectively, future growth areas will need to be managed through zoning and annexation. Annexation will allow the city to extend its zoning jurisdiction to adjacent areas, thus guiding development in a direction that will provide safe and healthy environments.
- **Public Services.** In some cases, public service issues can provide compelling reasons for annexation.
- **Community Unification.** Establishing a unified transportation and open space systems while maintaining a common commitment to the city's future is an important factor in considering annexation.

The Annexation Plan (Figure 3.10) illustrates those areas around York that should be considered for annexation. The areas are categorized into three tiers based on the estimated likeliness for incorporation into the city. Within each tier, sections are delineated by their relevance regarding the need for annexation and the services the city will need to provide. The need for annexation should be determined by each area's unique situation.

- **Tier One – Short Term.** Location and associated issues will likely warrant consideration for annexation in the next ten years. These areas are adjacent to city limits and may already have access to city services
- **Tier Two – Medium Term.** Conditions exist that may bring about the need for annexation of these sections. Annexation will not be likely during the early stages of the plan.
- **Tier Three - Long Term.** The Development Concept does not identify future uses within this area beyond agriculture. In the event of development pressure emerging in these areas, the plan recommends discouraging large-lot development that could possibly hem the city from expanding services beyond those areas.

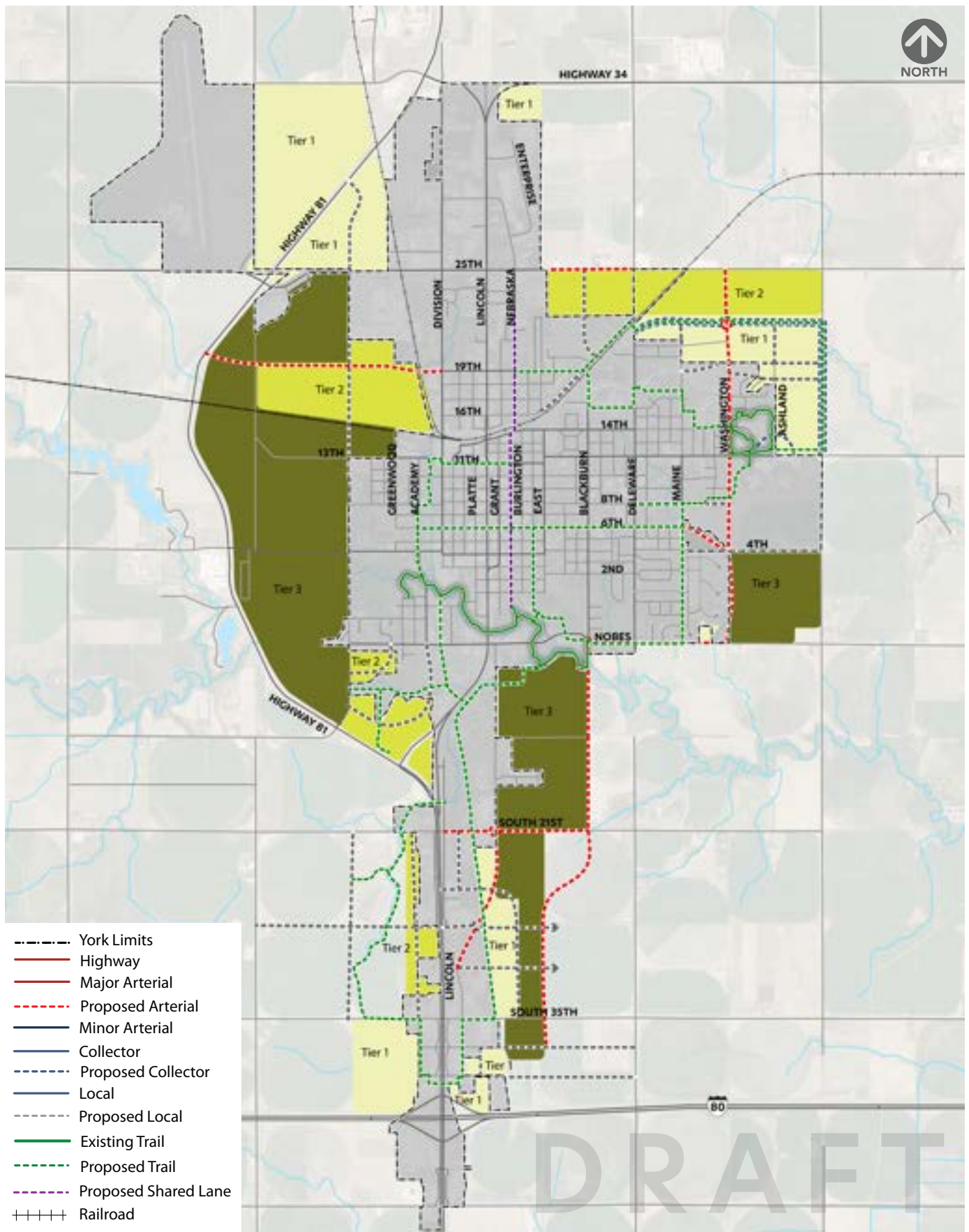


FIGURE 3.10: Annexation Priority Areas

A SIX POINT PROCESS

The six-point annexation strategy provides specific guidelines for a proper annexation process that helps minimize unnecessary conflicts and expenditures. The map presents the areas that York should consider for annexation both in the short term (5-10 years) and the long term (10-25 years).

1. Pursue Voluntary Annexation

York should use the “voluntary annexation” provisions of Nebraska annexation law and should avoid annexing areas under “involuntary” procedures. The drawbacks of involuntary annexations include:

- More complex annexation process
- Confrontation with land owners
- Susceptibility to court challenges, which add delays and expense
- Costly extension of city services are mandated within a short time period, even if development is not imminent
- It may be appropriate to pursue involuntary annexation for any areas already receiving city services

In contrast, the benefits of voluntary annexation are:

- Allows city to promote areas for development without having to install costly infrastructure ahead of that development. The annexation/ infrastructure extension plan becomes a negotiated process between the property owner, developer and the city.
- Does not require the city to “pick winners and losers” among potential annexation areas. Instead, the private market determines development timing and location.
- Simpler process, less controversial and generally more productive

To make the voluntary annexation approach work the city must:

- Enact Parts 2-6 of this strategy
- If necessary, it may be appropriate to use involuntary annexation to include areas of urban character as part of a larger voluntary annexation to create logical jurisdiction boundaries.

2. Initiate Outreach to Property Owners

Initiate ongoing communication with owners in the annexation priority areas. Communicate the potential benefit of annexation including that the extension of city services/infrastructure greatly enhances the development potential and maximizes its sale value.

3. Negotiate Development Agreements

Development opportunities in the annexation priority areas should be pursued on a “negotiated development agreement” basis, with zoning, infrastructure extensions, and any applicable development incentives as part of the negotiation process. The Future Land Use Map should serve as the guide for uses in the annexation areas.

4. Wait to Zone

Annexation areas should not be zoned for future uses until the areas are voluntarily annexed and a negotiated development deal is accomplished. Discussion of appropriate zoning, consistent with the Future Land Use Map, should be a part of the negotiation process.

5. Prioritize Contiguous Parcels

Annexation priority should go to parcels contiguous to current city boundaries. It is not recommended to annex property that is not contiguous to current city property, and would not be permitted by state law in most circumstances.

6. Continue Use of Extra-Territorial Zoning and Subdivision Review

The City of York's zoning and subdivision ordinances are applied to a portion of the unincorporated land within two miles of its jurisdictional boundary (its "extra-territorial" area). The city enforces these regulations throughout the ETJ to support York's long-term growth. Exercising zoning and subdivision control in these areas helps ensure that the city has space to grow and that development in the city's growth area is built to certain standards.

Growth areas are zoned as Agriculture to keep the land as farmland or open space until there is demand to develop to another use. Development, including large lot subdivision development, should be discouraged in these areas. Such development could inhibit efficient growth of the city in the future.

DRAFT

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CHAPTER 4

COMMUNITY CHARACTER

York's natural and built environment combine to create the daily experience of residents, visitors, and businesses. This is the character and the personality of the community that can make a community special place. Community character exists at the intersections of design, development, and investment decisions in both the little details and the over-arching vision for the community. York's character is one of its greatest marketing and quality of life assets and should be protected and enhanced through ongoing policy decisions.



CHAPTER GOALS

1. Fashion high visibility corridors and gateways as visually cohesive environments that foster a strong sense of community and pride through attention to landscaping, architectural quality, and human scale.
2. Promote public and private investment in the beautification of activity centers and corridors to welcome and engage visitors with a positive first impression of York
3. Expand the amount and quality of green space in activity centers and along corridors to add beauty, amenities, and to responsibly manage stormwater
4. Provide connections between community destinations, current and future, that improve access for all residents through signage, streetscape design, and physical pathways including walking and bicycle paths
5. Enhance the flow of traffic and accessibility in the downtown in ways that will both improve safety and access to businesses while conveying the importance of downtown as a destination
6. Improve gateways to the downtown that welcome visitors and improve sense of place
7. Establish downtown as a neighborhood where residents and visitors can find culture, housing, jobs, and services in the heart of the community
8. Continually identify and implement catalyst projects to improve the appearance and function of the district while facilitating increased self-sustaining private market investment and keeping vacancies low

COMMUNITY CHARACTER

People often see good community design as a luxury, or something unnecessary or too costly to the process of business and economic growth. Yet in reality, enhancing the quality of a community is a strategic economic choice, adding value to the community, increasing property values, and producing a city that residents can be proud of.

Good urban design supports community growth and forms the foundation on which healthy neighborhoods and commercial corridors are formed. Just as the land use, transportation, parks, and community service elements of this plan define aspects of the community's vision, the Community Character element works to articulate the long-range vision for the image and character of the city.

People choose to live in places that are attractive, interesting, and offer a high quality of life for residents. Building on its considerable assets will be vital as York continues to compete for new investment, new jobs, and new residents. One of the best economic opportunities in York is to treasure and enhance the best of the city's community fabric and apply the lessons learned to areas of new growth.

This chapter includes three major components, each addressing parts of the urban environment that make the city distinct. These components include:

- **Place Character.** Addressing the nature of important places in York's private and public environment, and including the principles that should guide development.
- **Cultural & Neighborhood Character.** Addressing York's residential areas and cultural resources, their relationships to one another, and to the city.
- **Green Character.** Addressing York's natural features and landscape as a defining element of the city's identity.

PLACE CHARACTER

All parts of a community are important and contribute to the character of the community. With that being said, some parts are especially important due to their historic or symbolic role in the city's development, their visibility, their role in the daily lives of residents, or their special or even spiritual qualities. When we think about the special places in a city, often the shared spaces in the community come to mind; the downtown shopping district, ceremonial parks, and educational campuses form the 'image centers' that define the visual, health, and even economic quality of the overall city.



PRINCIPLE 1: DEFINE AREAS OF CIVIC IMPORTANCE

In many cities, the traditional city center and adjacent neighborhoods are viewed as having the greatest importance as an image center. These spaces represent a shared space and experience for generations of residents from its original founders to current residents and future populations. Examples in York include the campus of York University, East Hill Park, the Forest Park Arboretum, and the historic and walkable neighborhoods. These unique features and areas help define York's distinct personality.



Objectives:

1. York should define areas of civic importance that receive special design review and attention as they grow and evolve. These should include: the downtown, York University and adjacent blocks, Tower Crossing, and strategic parks.
2. Streets and public spaces within areas of civic importance should receive special design attention to preserve and enhance character. In some cases it may be appropriate to identify major streets and pathways as Urban Design Corridors with specific streetscape and landscape standards which should be developed. Private development in these areas should abide by these guidelines through a required site plan review process. These corridors and spaces should include: Lincoln Avenue (south of downtown and through downtown, East Avenue, Division Avenue; 6th Street, 12th Street, the northeast parkway, and Nobes Road.





PRINCIPLE 2: A DISTINCTIVE HEART OF THE CITY

Downtown York is a diverse district with rich historic and cultural importance, a physically attractive environment, and home to many businesses. Despite the growth of retail and commercial services on Interstate 80, the downtown retains vitality and remains the focus of civic, financial, professional, and a reasonable share of commercial life for residents of York.

A healthy and thriving downtown will serve all parts of the city's development program. By strengthening the image and role of the downtown district, the city can expect reinvestment in existing neighborhoods, new businesses, and new residents who choose to reside in York because of its focus on community quality. Over the past decade Downtown York has come to life through the implementation of the priorities identified in the 2017 York Downtown Revitalization Master Plan. That plan, and its update in 2019, provided a detailed analysis and assessment of the district along with priority projects. Through the Comprehensive Plan update process a number of the priorities identified in 2017 and 2019 were reinforced and expanded upon.

Accomplishments

York has accomplished many aspects of the recommendations identified in the 2017 Plan. Recommendations and opportunities included:

- **Facade Improvements.** Four Downtown Revitalization Grants have resulted in significant facade improvements. This work has created momentum in the downtown and additional investment by businesses.
- **Housing.** A number of housing opportunities were identified in the plan. While there has been some investment in housing, this is still an area of significant opportunity.
- **Economic Development.** The 2017 plan identified business opportunities such as ice cream and coffee shops, which have both come to be for Downtown York. The plan also noted the interest in services such as a sports bar and a sporting goods store, for which the interest remains high as noted by surveys and conversations during the update to the Comprehensive Plan. Other opportunities around creating an environment that is attractive to visitors should remain a high priority.

A number of additional initiatives have been completed that have strengthened the economic vitality of the district.

- » Formation of the Creative District that includes Downtown along with York University and York Public Schools.
 - This designation has resulted in cultural events downtown and grant funding for Yorkshire Theater and the Auditorium.
- » Auditorium Historic Registration and renovation.
- » New Fire Station.



- **Vehicular Improvements.** The recommendations within the plan around circulation in the district remain an opportunity and high priority. Some improvements around pedestrian crossings have been completed but larger capital projects, such as curb extensions and landscaping remain.
- **Pedestrian Improvements & Gathering Areas.** Often these improvements follow other larger street improvement projects, therefore, many of the opportunities identified in 2017 have not been completed.
- **Branding.** The city has completed a community-wide branding process. The next step should be to create something more tailored to the downtown. The Downtown brand should incorporate the city-wide brand while giving a nod to the historic traits of the downtown. Ultimately they should all feel like they are part of the same family. This is also true for the Tower District.
- **Signage & Wayfinding.** Wayfinding signs have been developed for the city and implementation is in process. More detailed wayfinding within the downtown related to business, murals, or other special areas may need to be considered.

Objectives

The ideas proposed in this section should build upon the work and momentum that has occurred in the last decade.

1. Maintain the quality of the downtown as the city's image center, a visually attractive place filled with life and activity through reinvestment in the physical environment such as streets, sidewalks, lightings, and buildings.
2. Strengthen the district by activating underused sites within the corridor and at the periphery.
3. Provide stronger and more intentional connections to welcome visitors from the surrounding neighborhoods and attractions into the central business district.
4. Introduce landscaping and traffic treatments to slow the pace at which residents and visitors - walkers, bicyclists, and drivers - experience the downtown district. The heritage buildings were designed at a pedestrian scale, pace and traffic speed, and landscaping should frame the importance and architectural quality of this image center.

Opportunity: Library and Court House

Within the Downtown, the Library and Courthouse are two distinct areas of civic importance. In the last decade the dilapidated home located at 5th and Nebraska Avenue was removed and the land is now owned by the Library Foundation. At the same time many residents noted the need for additional greenspace and event space in the downtown. Over the years a portion of the Courthouse Square and the small greenspace in front of the Library have been used for events but neither of these spaces were designed for events. This means visitors often lack places to sit, vendors struggle with utility hook-ups, and a wider variety events, such as performers, are hard to accommodate.

Figure 4.1 illustrates possible improvements to the space south of the Library. Opportunities include:

- Proper signage for the library
- A small stage with canopy for performances
- Seating areas
- Clear sidewalk connections
- Landscaping and tree plantings that provide shade and comfort to visitors
- Art and events that support the goals of the Creative District (see more on the Creative District on page 71).



Example stage with canopy

Figure 4.1: Potential Library Event Space

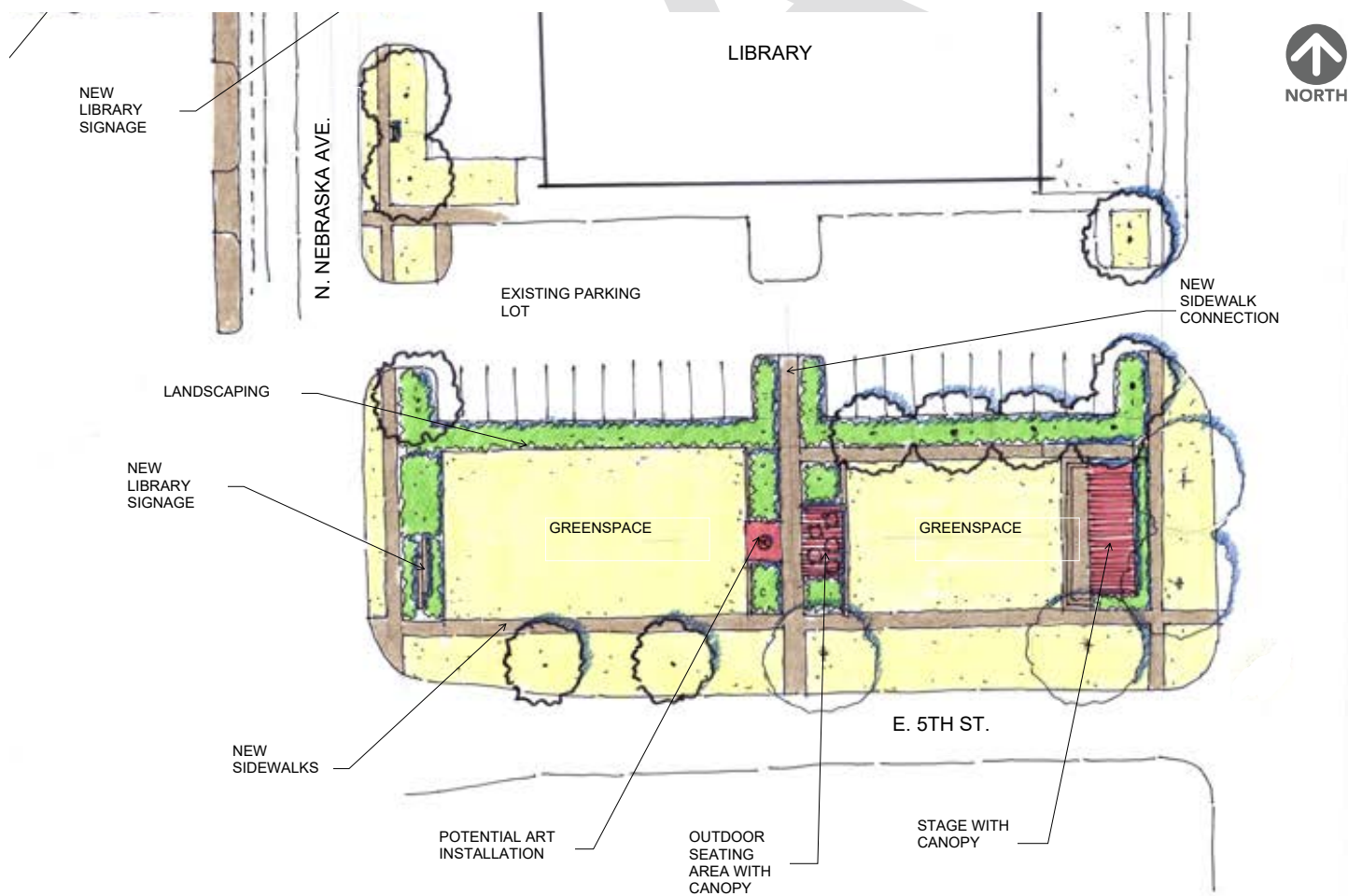
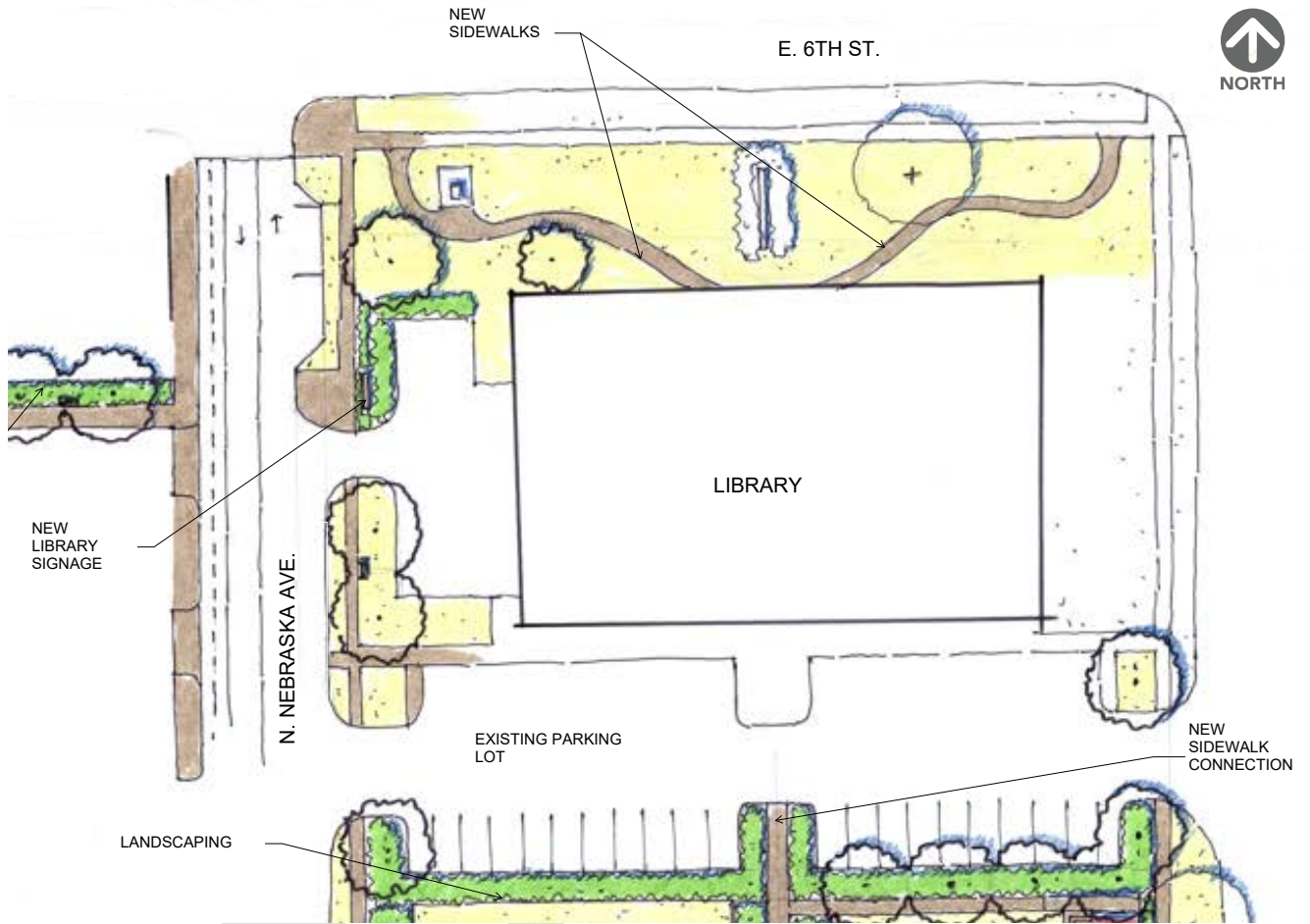


Figure 4.2: Potential Library & Courthouse Connection



Over the years there has been significant discussion around expansion of the Library to address much need space and programing needs. Any improvements to the block should not limit the ability to expand the building footprint. In the interim improvements may include:

- Basic landscaping and sidewalk improvements on the north side to maintain the area in the interim.
- Improved signage to notify travelers along Nebraska Avenue.
- Pedestrian crossing that aligns with the alley and parking lot on the west side of Nebraska Avenue.
- Sidewalk and landscpaing improvements to the alley on the west side of Nebraska Avenue.
 - » The alley has direct access between the Library and the Courthouse. The building along the alley includes an existing mural with limited landscaping, and additional landscaping and benches could improve the pedestrian experience, making the parking area more appealing for both Library and Courthouse visitors.



Opportunity: Pedestrian Improvements

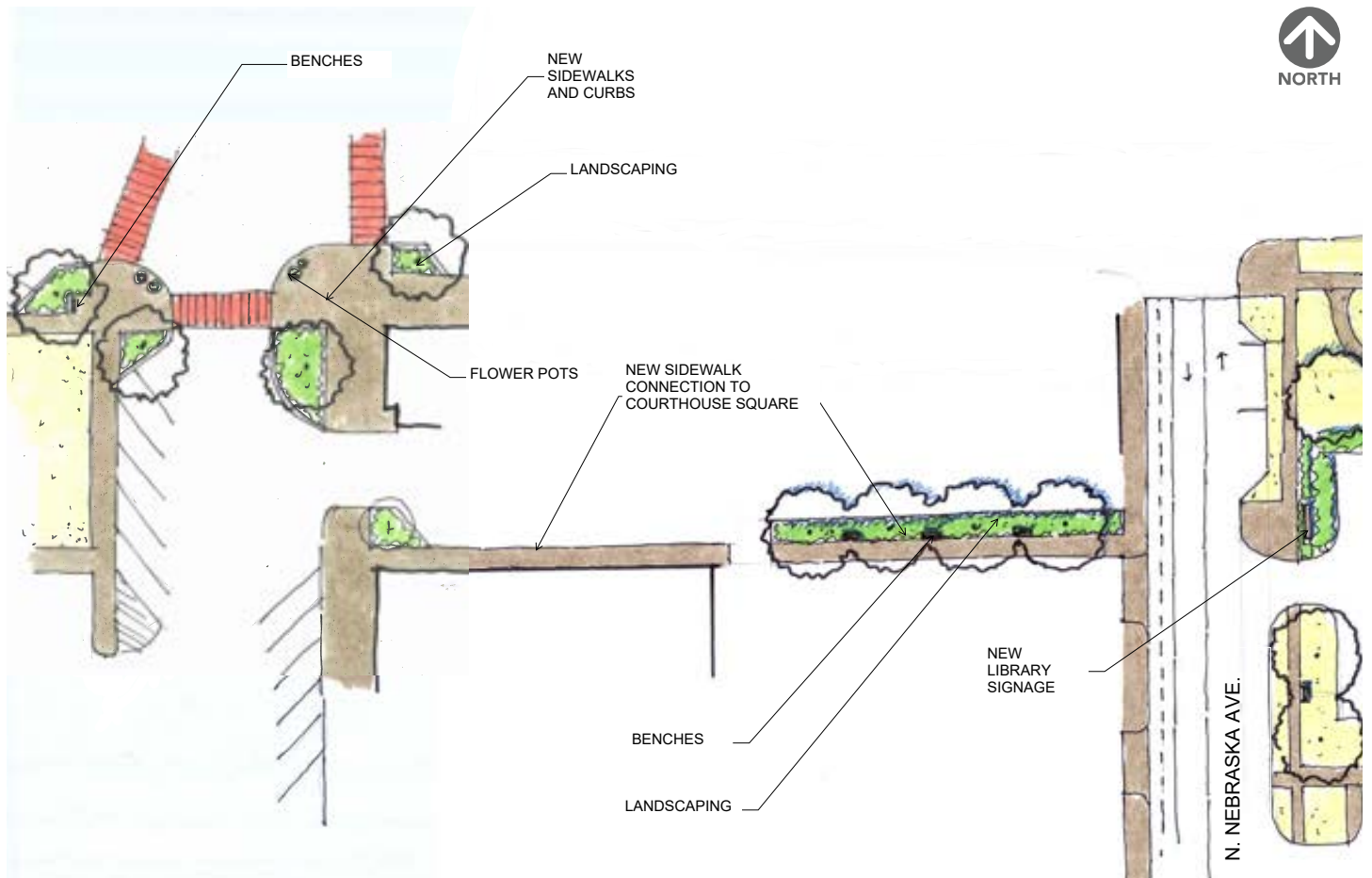
A downtown should be a place that patrons can access by walking, riding a bicycle, or by driving and parking their car to enjoy the various shops, restaurants, and attractions. This model relies on the district being pedestrian friendly, not only in the sense of simply having sidewalks and traffic signals but rather in that the district is a place where pedestrians want to be and where they feel comfortable. A pedestrian paced environment requires:

- **Elements of visual interest.** The murals have started to add this in Downtown York and create a great place to build from.
- **A high concentration of complementary businesses.** The level of vacancy has declined in the downtown since the 2017 Downtown Master Plan and many new business, not just offices, have opened in the district.
- **A concentration of embedded residents.** Expansion of housing opportunities in and around the downtown will assist with adding 24 hour activity.
- **An appropriate amount of communal parking.** Downtown York has an adequate amount of parking but using that parking needs to be appealing to visitors and workers. Adding pedestrian improvements and visual interest will assist with use of the parking lots.
- **Prioritizing people walking, biking, and spending time downtown, not just driving through..** The choice to slow and restructure traffic to make the movement of people in our downtowns more comfortable will make the environment more appealing to visitors.

The 2017 Plan recommended improvements to the pedestrian environment. Many of these recommendations were reiterated in the Comprehensive Plan update process. Key improvements included:

- **Alleyway improvements.** This work has already started and should be extended across the district. Priority should be given to connections between parking and businesses. The connection between the Library and the Courthouse is a primary opportunity. Improvements should include:
 - » Completion of murals.
 - » Landscaping that softens and provides shade in a area with a lot of concrete.
 - » Benches for events that can be held in the parking area.

Figure 4.3: Pedestrian Improvements



- **Intersection bumpouts.** Bumpouts were proposed in the 2017 plan and should remain a priority. The bumpouts provide several benefits:
 - » Provide a visual cue for drivers to slow down.
 - » Shorten the distance that pedestrians are actually in the travel lane
 - » Potentially make it easier for drivers to see around parked cars.
 - » Parking may also be added in a few locations where parallel parking could be replaced with diagonal parking.
 - » Opportunities for landscaping with trees, flower pots, and benches where visitors can find shade.
- **Landscaping.** Low maintenance landscaping should be added through out the district. Trees can first be focused at the bumpouts and in places where they will not limit visibility. Adding landscaping to parking lots can provide shade, reduce stormwater runoff, and reduce heat island effect.

PRINCIPLE 3: GATEWAYS

Like buildings, communities have entrances - points of transition between the "outside" and the "inside." At these gateways a person passes into an urban sphere and the city has its first opportunity to communicate its quality and sense of place. In York, there are several distinct gateway opportunities with individual features, opportunities and challenges. These include:

- Interstate 80
- Highway 81 and Beltway
- Lincoln Avenue - Downtown Entrance
- Ballpark Complex
- Convention Center

Opportunity: Downtown Entrance

The city has recently acquired the lot and removed the building at the intersection of 3rd Street and Lincoln Avenue. This parcel now provides the city the opportunity to establish a strong entrance to the downtown. Features of this space should include:

- Downtown York signage.
- Landscaping that is pedestrian friendly with a mix of lower shrubs and taller trees toward the center for screening and shade.

Figure 4.3: Gateways



Figure 4.4: Downtown Gateway





Sign examples for Downtown York

- Seating area for city works and others living and working in the area.
- Art or water feature that speaks to the Creative Districts designation.
- Improved pedestrian crossing and street trees.

Objectives:

1. Continued implementation the wayfinding system to help guide visitors around York. This should include key destinations such as York University, schools, athletic facilities, the downtown district, and the hospital. Each of these areas should have site-specific signage directing visitors to key features and attractions, as well as to parking facilities.
2. Development of a community gateway enhancement program that will effectively communicate the quality of the community and invite visitors to explore more of the community. Gateways should have some cohesiveness but do not need to strictly follow the city's branding guidelines. For example the Downtown entrance may incorporate aspects of the city's branding while giving a nod to the districts history.
3. The city's frontage along Interstate 80 warrants special attention and design consideration to promote an attractive first impression from the interstate. Projects in the Tower District area should have good landscaping and attractive signage.



PRINCIPLE 4: BUILDING DESIGN AND SCALE ALONG CORRIDORS

York's most important urban transportation corridor – Highway 81 south of the beltway and Lincoln Avenue to the north – is largely, but not entirely, commercial in character. Auto-oriented development places the function of providing vehicle access to ample parking at the forefront of its design. In an auto-oriented corridor, oftentimes this pattern pervades the development pattern with frontage roads, parking lots, and drive aisles to the point where a patron of one business would drive to another business that is merely steps away.

These clusters, seen across the country, offer limited accessibility for non-drivers, limited connections to nearby businesses, and create an unpleasant visual environment. Development along transportation corridors must enable public and private environments to interact effectively to provide access to all patrons regardless of their mode of transportation in a pleasant environment.

Objectives:

1. The highway corridor should integrate a clear circulation pattern which provides efficient access into and within the development area for all users. This network of roads, trails, sidewalks and landscaping should establish the framework on which individual businesses interact with one another as an economic system.
2. Buildings and adjacent developments on major corridors should contribute to the quality of the street environment and should enhance the experience of the motorized or non-motorized traveler along the corridor. For wide transportation corridors such as Highway 81 and its frontage roads, the fronts of the buildings should be designed to provide a strong and welcoming 'edge' to the corridor.
3. A clear connection should be provided between public sidewalks and pathways and the entrances to buildings and adjacent major development.
4. Buildings should be at least as apparent as signs and parking lots to travelers along major corridors.
5. The visual impact of parking lots directly visible and adjacent to the street should be reduced, although the route from the street to parking areas should be extremely clear.



CULTURAL & NEIGHBORHOOD CHARACTER

Community character comes from many different aspects. From the distinct neighborhoods that were born during different eras, to the city's art and cultural experiences, to the historic downtown. Along with the people of York, these are the things that make York distinct from any other Midwest city.

PRINCIPLE 1: CULTURAL CHARACTER

Cultural Character addresses the arts and culture that bring York residents together and express their pride in community. In 2024 the York Creative District was established to highlight, celebrate, and promote the arts in York. The Nebraska Creative District Program uses the arts as economic driver to support communities in Nebraska by telling either stories and elevating the values of the arts. York Creative District includes the downtown area and extends to include York University and York Public Schools.

Objectives:

1. Continue to encourage partnerships across York in support of the Creative Districts mission to stimulate artistic and cultural opportunities through enhancing and promoting arts activities to educate and enhance the greater York area.
2. Promote activities that educate and engage residents in the arts.
3. Add art to the downtown in order to enhance the districts character and celebrate local artists.
4. Develop a gathering space, such as that described on page 66, where local artists can share their work and perform.
5. Continue to build on historic cultural partnerships, including the Anna Bemis Palmer Museum and the York County Historical Association, which are both currently located in leased buildings downtown.

PRINCIPLE 2: GATEWAYS AND NEIGHBORHOOD CONNECTORS

York's residential areas should provide both good living environments and a strong public face to the rest of the city. The public environment of a residential area is largely made up of gateways and connectors.

Gateways are typically the intersection of the neighborhood's major streets and are excellent locations for enhancements such as landscaping, flower plantings, or special street treatments such as medians.

From a functional perspective, neighborhood connectors form the city's collector street network and channel traffic from local streets. From a civic point of view, they should also function as public spaces that connect parks, schools, and other destinations, and in some locations may become community promenades. Because these streets often serve as collectors, traffic calming techniques such as roundabouts or pavement narrowing can be appropriate and can improve both safety and neighborhood character.

Objectives:

1. The identification of York's residential areas by era can emphasize the special character of the neighborhood, and may include landscape, lighting, graphics, or art. Guidelines for the design of the gateways should be established, but they should allow for individual differences. When considering major new developments, York should require attractive neighborhood gateways or other appealing entry features.
2. Neighborhood connectors should function in a number of ways - as local collectors that move traffic calmly but efficiently to the edge of the neighborhood, as promenades and public spaces, and as safe and reasonably direct bicycle routes. These streets should be excellent public spaces, linking neighborhoods with parks, schools, public facilities, commercial uses, and activity centers. They should be a focus for public and neighborhood investments that reinforce their use and make them a source of community pride and delight.
3. The neighborhood connectors, when designated, completed, and integrated with the pathway system, should form an interconnected network that leads people through all parts of the city, and prevents neighborhoods from becoming isolated from one another.

PRINCIPLE 3: NEIGHBORHOOD FORM IN NEWLY DEVELOPING AREAS

Well designed new residential areas should feel as if they are part of the larger community. Indeed, an emphasis on neighborhood identification, civic quality, and walkability, can create exceptional residential areas that remain true to the intrinsic nature of the city.

1. New residential development should be consistent in basic structure with the city's existing neighborhood framework. This should not be taken to discourage innovative development designs, but rather to promote continuity and connectedness between existing and new neighborhoods.
2. New neighborhoods should provide an intimate, walkable environment for residents, with clear connections to community facilities such as parks, schools, activity centers, and commercial development.
3. New residential development should continue the patterns of local streets that are evident in many existing neighborhoods. When new neighborhoods expand the size of an existing neighborhood, the local street should be extended to connect the new and established parts of the neighborhood district.

Figure 4.5: Connectors

- » 15th and Delaware
- » 6th Street
- » 11th / 12th Street
- » Maine
- » Delaware
- » Maine
- » Blackburn
- » Division Avenue





GREEN CHARACTER

York's natural environment is a composite of its rich agricultural landscape etched by prairie streams and their broad floodplains which created today's landscape. There is beauty, function, and character in this landscape which becomes an essential piece of York's urban identity which should be protected and enhanced. Although this element has its genesis in natural processes, it can be augmented by wisely directed human interventions around the built environment. The land use plan considers measures to help the city conserve these natural features and expand the use of these features (see Chapter 3).

PRINCIPLE 1: A COMPLETE TRAIL AND PATHWAY SYSTEM

Both the Transportation and Parks elements of the York Plan address the city's pathway and trail system. This network is important on a number of levels: it connects the city's neighborhoods and activity centers, provides an important recreation resource and community amenity, and supplements the street system.

Objectives:

1. York should complete the trail network and increase the number of multi-use trails separated from roadways. The city's natural drainage ways and parks will provide the routes for some of these off-road trail connections.
2. Separate trail segments should be connected into a unified system by off-street pathways or by adapting strategic streets to multi-modal use.
3. York should expand its multi-modal roadways by continuing the development of roadside pathways along major streets, including new street connections.
4. The existing pathway and trail system should be in a state of good repair, and trails that are substandard in condition or width should be upgraded.
5. The pathway system should be connected to pedestrian circulation in neighborhoods, commercial and mixed use areas, and should provide access to most of the city's major recreational, civic, cultural, and commercial facilities.
6. New parks and neighborhoods should be connected to the pathway system and be designed to extend the system through the site or the development.

PRINCIPLE 2: GREEN STREETS

Streets cover more than 25% of York's developed area and make up the city's largest public space, using more land than parks and civic spaces combined. Their appearance has a major impact on the visual quality of the city. Many of York's tree-lined streets illustrate the impact of quality street design, and also help to manage traffic speeds.

Elements that contribute to the successful functioning of major streets as public spaces include:

- Linear greenways on both sides of the street with sidewalks and/or pathways on both sides of the street.
- Sidewalks and pathways should be set back far enough from the street to provide separation from vehicular traffic and provide adequate space for street landscaping and snow storage.
- Attractive landscaping that provides shade and helps define the pedestrian and motorized domains of the street.
- Raised medians, pedestrian crossings, and bike lanes can slow traffic for a safer and more comfortable environment for everyone.

While major streets are very important and experienced by most visitors, most of York's streets serve residential areas and have a major impact on neighborhood environments. Streets of appropriate width, combined with sidewalk setbacks and street landscaping can both provide more attractive residential settings and prevent traffic from moving through neighborhoods at excessive speeds.

Objectives:

1. York's streets should include landscaped environments that include landscaped areas, and special features such as public art. Landscaping should be incorporated into all new major street construction projects. Trees should be encouraged and supported by the property owners along these corridors.
2. York's local streets should be appropriately landscaped to reinforce the residential character and reinforce the quality of each neighborhood

IMPLEMENTATION SINCE 2017

Since adoption of the 2017 Comprehensive Plan, the City of York has made significant progress in highlighting and advancing Community Character. This has included:

- Establishment of the Creative District
- Welcome sign to downtown as a result of public/private partnership - helped to launch a Creative District.
- Creation of wayfinding signs-implementation in process.
- Outdoor lights for the Auditorium
- Musical instruments outdoors at the library
- Stronger attention and enforcement of stormwater drainage criteria for permits.
- Multiple rounds of Downtown Revitalization funding from the Nebraska Department of Economic Development for downtown improvements
- Raise Grant for trails including pedestrian overpass of Highway 81

IMPLEMENTING CHARACTER

This chapter proposes a variety of policies that use the inherent character of York to create an even better and more attractive community. These recommendations fall into four implementation categories. Each of these categories requires different implementation and priority setting processes, a common, citizen-based constituency should unify them and help form partnerships between the public and private sectors. This is a role that could be assumed by the existing planning commission.

1. GUIDELINES AND REVIEW

York should undertake a review of its development ordinances, including its zoning and subdivision ordinances. Full implementation of the Community Character element requires new guidelines that will affect the design of residential and commercial development. These features will not necessarily add cost to development but should add flexibility, allow for innovation, and encourage connectivity.

Innovative approaches should include stormwater management techniques that encourage the creation of amenities while improving water quality and ensuring safety. Zoning improvements that allow for a wider diversity of housing types within residential zoning districts and within commercial districts. Requiring trees, sidewalks and connections to adjacent trails.

2. INTEGRATE VISUAL DESIGN IMPROVEMENTS INTO PUBLIC PROJECTS

This simply includes changing the normal way of doing business to include design enhancements in public projects. These are most applicable to street and transportation improvements, but also affect other public works projects. These improvements should be designed to be as low-maintenance as is practical, while still creating the desired visual effect. For example, it may be appropriate to replace the process of reseeding the space between the curb and the sidewalk with native grasses. Public art should also be part of community projects. The city should include art as part of any public project, especially if that project is in the Creative District. These types of improvements can have minimal impact on the budget, and could even be part of a public/private partnership, but of greater visual interest and environmental benefit.

3. EXISTING PROJECT ENHANCEMENT

The York Planning Commission, representing both the private and public sector, can be an extremely useful catalyst in helping to improve the functional and aesthetic design of projects. The city should also be prepared to consider assistance for these projects, sometimes with capital investment. These public decisions must be made with careful attention to public processes as it may involve investing public dollars that benefit private development efforts. Where possible these conversations should become a part of Tax Increment Financing negotiations.

4. CAPITAL PROJECTS

The Community Character element recommends a series of capital projects both large and small. Some require city funding, some require public/private partnerships, and others can use external sources such as State or Federal enhancement funds. Setting priorities should be a community-based process; as a result, this plan does not recommend a top ten projects list. Instead, the Planning Commission and Creative District Advisory Board representing a variety of public and private interests, should review this element in detail and develop a system for assessing priorities. The outcome of this review should be a York Civic Character Capital Plan that considers a variety of funding sources and becomes part of the city's Capital Improvement Program.

DRAFT

CHAPTER 5

TRANSPORTATION

A transportation system should move people efficiently, along a variety of routes to destinations, and accommodate multiple modes of transportation including freight, cars, bicycles, and pedestrians. Planning for streets, trails, and sidewalks should be fully integrated with land use planning because transportation investment has an inherent and significant impact on how growth occurs.



CHAPTER GOALS

1. Provide safe and efficient transportation opportunities for all users of the system including walkers, bicyclists, electric scooters, and drivers
2. Increase safety in the transportation system to support efficient and desirable patterns of community, neighborhood, and economic development
3. Connect neighborhoods and community destinations with pedestrian and bicycle facilities to provide safe, healthy, and viable transportation alternatives
4. Develop a system of wayfinding and theming across the transportation network to both connect and market Yorks' amenities and quality
5. Enhance both public and private transportation options to ensure all residents have options

TRANSPORTATION TODAY

The transportation framework shapes the form and function of the community. The City is responsible for providing efficient and equitable mobility for all residents while supporting commerce, industry, and other essential community activities. Transportation investment influences safety, access, and development patterns across York.

York's roadway network is classified using the Federal Functional Classification System, which organizes streets based on traffic volumes, travel function, and intended speed.

- **Interstate Highways:** These routes connect cities across multiple states and support long distance travel at high speeds.
- **Expressways (Highway 81):** These routes connect major regional activity centers and support long distance travel with limited access and minimal interruption.
- **Major Arterials (Highway 34):** These routes connect regional and community activity centers and support regional and cross town travel.
- **Minor Arterial (Lincoln Avenue):** These routes support circulation within the city and provide connections between neighborhoods, destinations, and the larger arterial network.
- **Collector (Nobes Road):** These routes provide access to neighborhoods and districts while linking local streets to arterial roadways.
- **Local:** These routes provide direct access to individual properties and support low speed, short distance trips.

STREET CLASSIFICATION AND WHY IT MATTERS

- **Funding.** Classification affects the amount of state and federal funding available for construction and maintenance.
- **Land Use Compatibility.** High intensity land uses should locate near high level streets and vice versa.
- **Sharing the Road.** Classification guides bicycle and pedestrian infrastructure decisions. For example, bike traffic should be directed to lower traffic local streets when possible, while sidewalk updates should prioritize collectors and minor arterials.

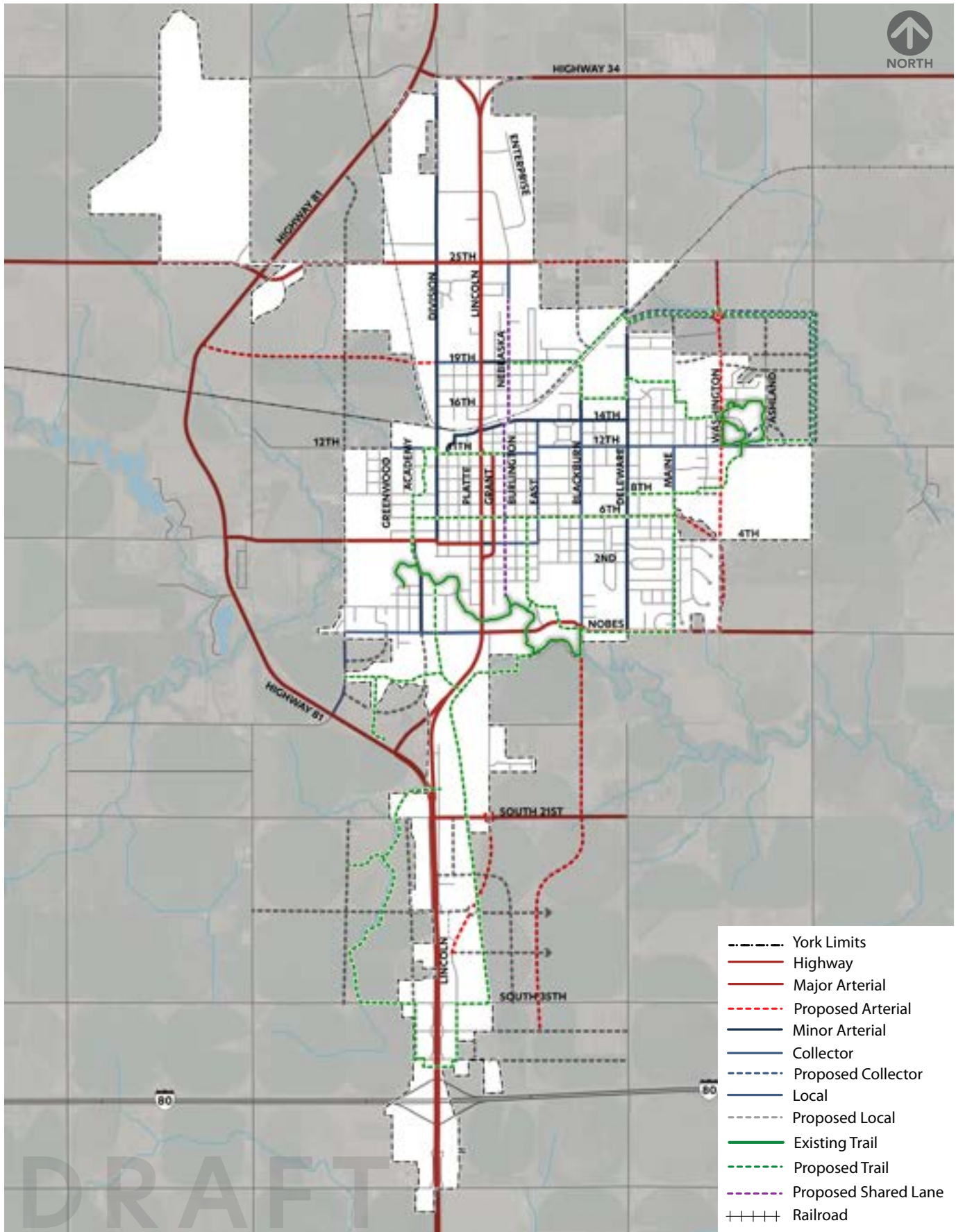


FIGURE 5.1: Roads and Highways by Federal Classification

FUTURE TRANSPORTATION

The framework of future streets, roadway enhancements, and corresponding land use decisions will shape the future of the community. As York grows, transportation investments should support safety, connectivity, and access while reinforcing desired development patterns. New streets and street improvements should align with the principles outlined below.

CREATE CONNECTIONS

New streets should align with existing streets and connect new development to existing neighborhoods using multiple access points. Single access cul-de-sacs should generally be avoided unless environmental constraints preclude other options.

BUILD COMPLETE STREETS

Streets should accommodate multiple modes of transportation, including pedestrians, bicyclists, and vehicles. Multi-modal features include sidewalks, bike lanes, pavement markings, signage, and traffic calming treatments. Sidewalks should be provided on at least one side of new local streets and on both sides of new arterial and collector streets. These principles should be applied to both new street construction and the reconstruction or improvement of existing streets, where feasible.

PROMOTE YORK'S CHARACTER

Streets are York's largest public spaces and should be designed to reflect community pride. Landscaping, street furniture, public art, green boulevards, and other design features should be considered investments in community character that also support safety, comfort, and economic activity.

PROTECT AND ENHANCE EXISTING INVESTMENTS

Streets, sidewalks, and trails should be maintained in good repair. Addressing maintenance needs early is a cost-effective way to protect public investment and extend the lifespan of existing infrastructure.



Example: Complete Street



Example: Street with Landscaping and Sidewalk

DEFINITIONS

- **Active Transportation.** Any form of transportation powered by a human, such as walking or biking. Public transit is frequently involved, as passengers usually walk or bike to transit stops.
- **Complete Streets.** A roadway designed to be supported and safely used by all users, automobiles, bicyclists, pedestrians, and others.
- **Multi-modal.** Transportation that considers various modes (walking, biking, automobile, public transit, etc.) and connections between different modes for one journey.

STREET PLAN

The street plan guides future investment in street infrastructure to improve mobility and support quality urban development.

BIG PICTURE

The map does not show every street needed for future development. Local street patterns should be determined as development occurs. Figure 5.1 illustrates a framework of connections needed to provide access and support future growth.

FLEXIBLE

While the routes shown have been carefully considered, their exact alignment may vary as development occurs. The priority is to maintain connectivity and access to key locations while generally following the framework shown. Minor adjustments may be made on a case-by-case basis, with detailed engineering required prior to construction.

- The collector streets shown on the map have a higher status than local streets and should be given significant weight when making development decisions, while local streets are more flexible.

WORKING WITH PROPERTY OWNERS & IMPLEMENTATION

Many future streets and connections identified in this plan may cross privately owned property. Their implementation will depend on coordination with property owners and developers as development occurs. The City should work proactively with property owners in key areas to plan for future connections and preserve options for long-term street connectivity.

To implement the street plan, the City should follow these general guidelines. For pay as you go improvements, the City may consider local revenue tools, including an occupation tax, based on City policy and priorities.

RESERVE RIGHT OF WAY IN ADVANCE

The City should work with developers and property owners to reserve right-of-way for major streets prior to development. Where future extensions are anticipated, development should allow for stub streets or other design accommodations to enable connections to adjacent properties.

BUILD WITH DEVELOPMENT

New streets should generally be constructed as development demand arises and in coordination with development agreements. Streets represent a significant portion of development cost, and a phased approach to road construction can help manage costs while supporting orderly growth and connectivity.

FUTURE STREET IMPROVEMENTS

BETTER NORTH-SOUTH CONNECTIVITY

Recent development in the northeast quadrant of the community has increased the need for improved access. The proposed framework identifies a series of north-south and east-west routes intended to improve connectivity between the northeast quadrant and the Highway 81 interchange at Interstate 80.

The concept generally includes the following progression:

1. Maine Avenue is intended to carry traffic south to Nobes Road.
2. Nobes Road is intended to carry traffic west to Blackburn Avenue.
3. Blackburn Avenue is intended to carry traffic south to 21st Street.
4. 21st Street is intended to provide westward access to either an enhanced junction at Highway 81 or a future collector through the Highway 81 commercial area.
5. Extension of Washington, north and south of 12th should provide an additional outlet for the sports complex between new development in the Northeast and Nobes.

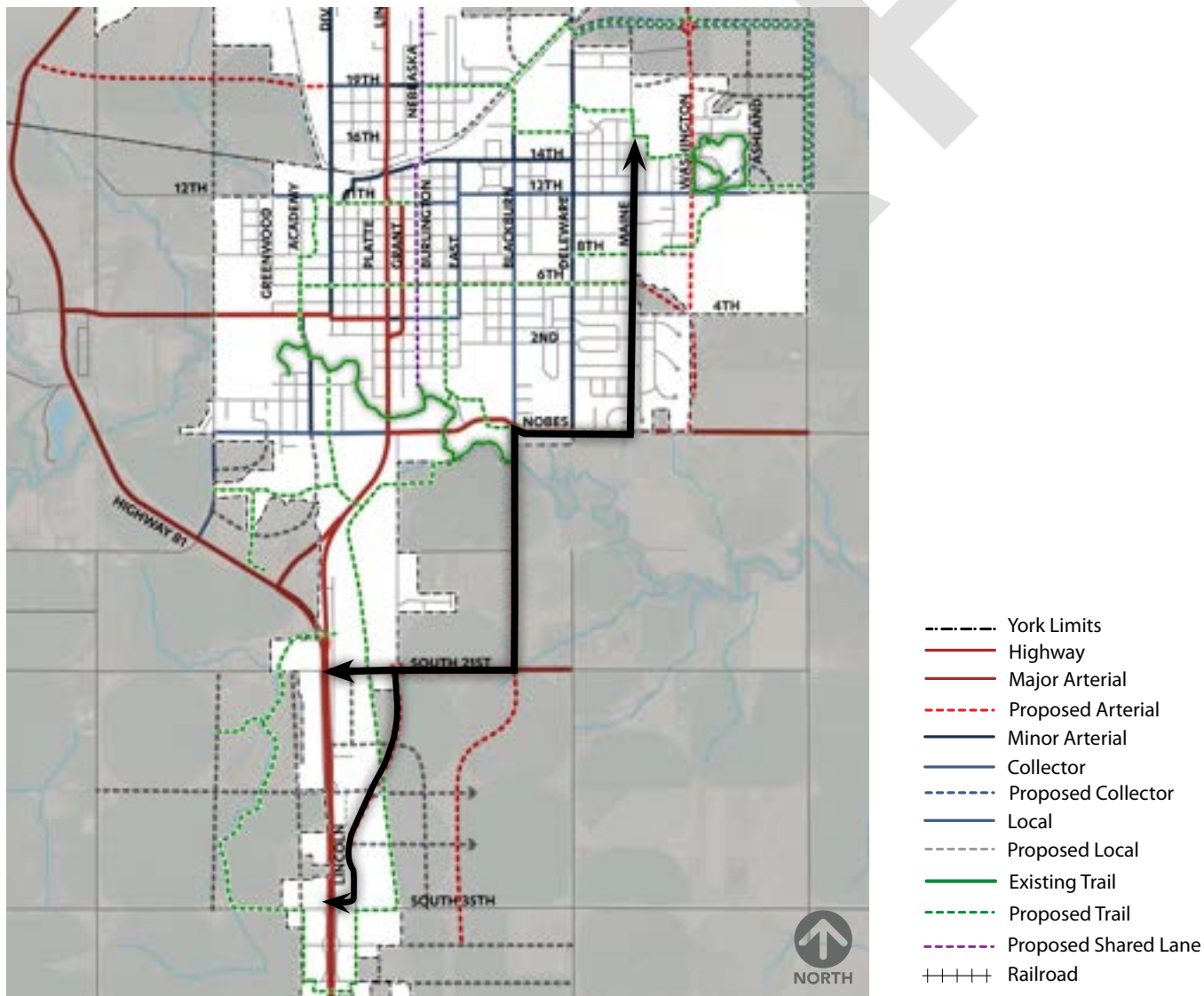


Figure 5.2: North-South Connectivity Concept

COMPLETE STREET ENHANCEMENTS NEBRASKA STREET AND 6TH STREET

A complete street is a conscious decision to design new and existing streets to comfortably accommodate all users, including automobiles, pedestrians, and bicyclists. These streets are designed to balance mobility and access while supporting safety and community character.

Nebraska Street and 6th Street are identified as corridors where complete street principles may be applied through elements such as improved sidewalks, safer crossings, traffic calming, and enhanced streetscape features.

DOWNTOWN TRAFFIC CALMING AND EVALUATION

A transportation system must balance mobility and access. In a downtown context, streets designed primarily for higher traffic speeds can reduce comfort, safety, and access for pedestrians and businesses.

The existing one-way street system efficiently moves vehicles through downtown but can limit access and visibility for downtown destinations. Since the completion of the Highway 81 beltway, through-traffic demands in the downtown area have changed, reducing the need for high-capacity vehicle movement.

Alternative street configurations and design treatments, including enhanced pedestrian crossings, streetscape improvements, and potential two-way operations, may warrant further evaluation to determine how downtown streets can better support safety, access, and economic activity.

TOWER CROSSING STREET NETWORK

Future street improvements in the Tower Crossing area are intended to improve connectivity between the Highway 81 corridor, nearby neighborhoods, and the rest of the community while supporting safe and efficient movement for all users.

A long-term concept includes enhanced north-south circulation, improved east-west connections, and a network of local and collector streets designed to better integrate the corridor with surrounding development. These street improvements are intended to reduce barriers created by the highway and support coordinated redevelopment over time. They should also be designed in ways that better utilize the land use in the area. This may include "rearage" roads rather than "frontage" roads. Rearage roads allow for easier movement to local businesses off of the highway but unlike frontage roads should have development on both sides.

All street improvements within the Tower Crossing area are conceptual and subject to future study, funding availability, and coordination with adjacent development.



- York Limits
- Highway
- Major Arterial
- - - Proposed Arterial
- Minor Arterial
- Collector
- - - Proposed Collector
- Local
- - - Proposed Local
- Existing Trail
- - - Proposed Trail
- - - Proposed Shared Lane
- ++++ Railroad

NORTH PARKWAY

The north parkway is a concept to integrate green space and stormwater infrastructure into an emerging development area forecasted to absorb much of the city's new residential growth. In this area, servicing development is costly due to the depth of existing storm sewer infrastructure. Managing stormwater at the surface may allow development to occur more efficiently.

The parkway concept consists of paired one-way streets separated by a central greenway that functions as stormwater retention and accommodates a bicycle and pedestrian trail. The parkway is proposed to follow Road N on the east side near the Ball Park, extending north and west and connecting with Delaware. The parkway would serve as a collector street, linear park, trail connection, and cost-effective stormwater management strategy.

PARKWAY SYSTEMS

Parkways or boulevards are an effective way to use transportation infrastructure for multiple purposes. These systems typically consist of narrow one-way streets separated by a wide green space that supports stormwater management, recreation, and active transportation. The central greenway provides access to park amenities, walking and bicycle paths, and flexible community gathering spaces.

Similar parkway concepts have been implemented in other Midwestern communities.

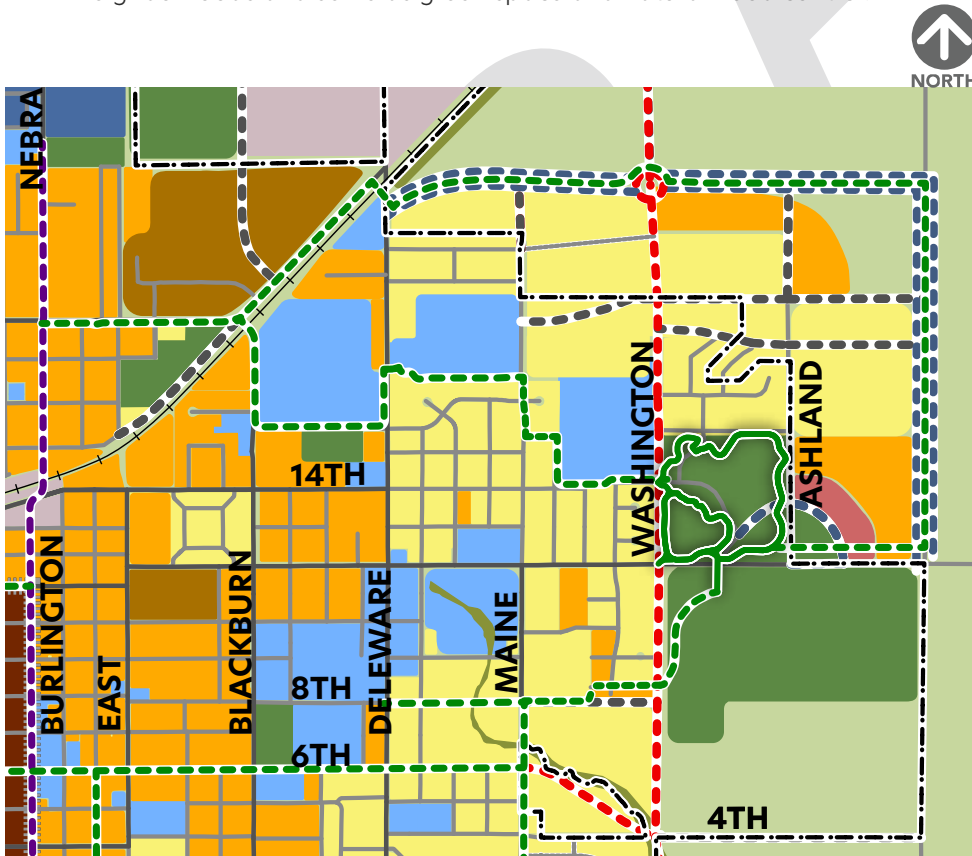
- » Happy Hollow Boulevard in Omaha integrates bicycle routes, stormwater management, and neighborhood gathering spaces.
- » Stonebrook Parkway in Lincoln functions as a central greenway combining community open space and water features.
- » In Hays, Kansas, parkways are a common element of traditional neighborhoods and serve as green space and natural flood control.



Happy Hollow Boulevard in Omaha, Nebraska. Images Courtesy of Google



Stonebrook Parkway in Lincoln, Nebraska. Images Courtesy of Google



BICYCLE AND PEDESTRIAN NETWORK

TRAILS

Trails are off-street paths that serve pedestrians, bicyclists, and other non-motorized forms of transportation. These dedicated routes provide a comfortable alternative to traveling alongside traffic. While York's existing trails highlight natural features such as the stream basin, off-street trails should also function as transportation routes connecting everyday destinations.

Proposed trail connections include the following:

NOBES TO BALLPARK

The Nobes to Ballpark Trail would extend the existing trail south along Nobes Road and follow a proposed extension of Washington Avenue to the ballpark complex and waterpark. This extension would align with the proposed North Parkway road and trail.

NORTH PARKWAY TRAIL

The North Parkway Trail would run through the central greenway described in this chapter, connecting the ballfield complex and waterpark to the soccer complex and fairgrounds. The trail would loop back to connect with destinations near the core of the city, including schools and key reinvestment and development areas.

TOWER CROSSING TRAILWAY

The Tower Crossing Trailway is a key non motorized connection that would link the Highway 81 corridor with nearby neighborhoods and the city's broader trail system. The trailway would support walking and bicycling while providing safe, comfortable access to commercial areas, residential development, and regional destinations. A proposed pedestrian bridge over Highway 81 is a key part of this connection, improving safety and providing a continuous crossing for people walking and biking.



- PROPOSED PEDESTRIAN BRIDGE
- PROPOSED LIMITS OF CONSTRUCTION
- PROPOSED TRAIL OR SIDEWALK

Project Access York - Tower Crossing Trailway Proposed Pedestrian Bridge

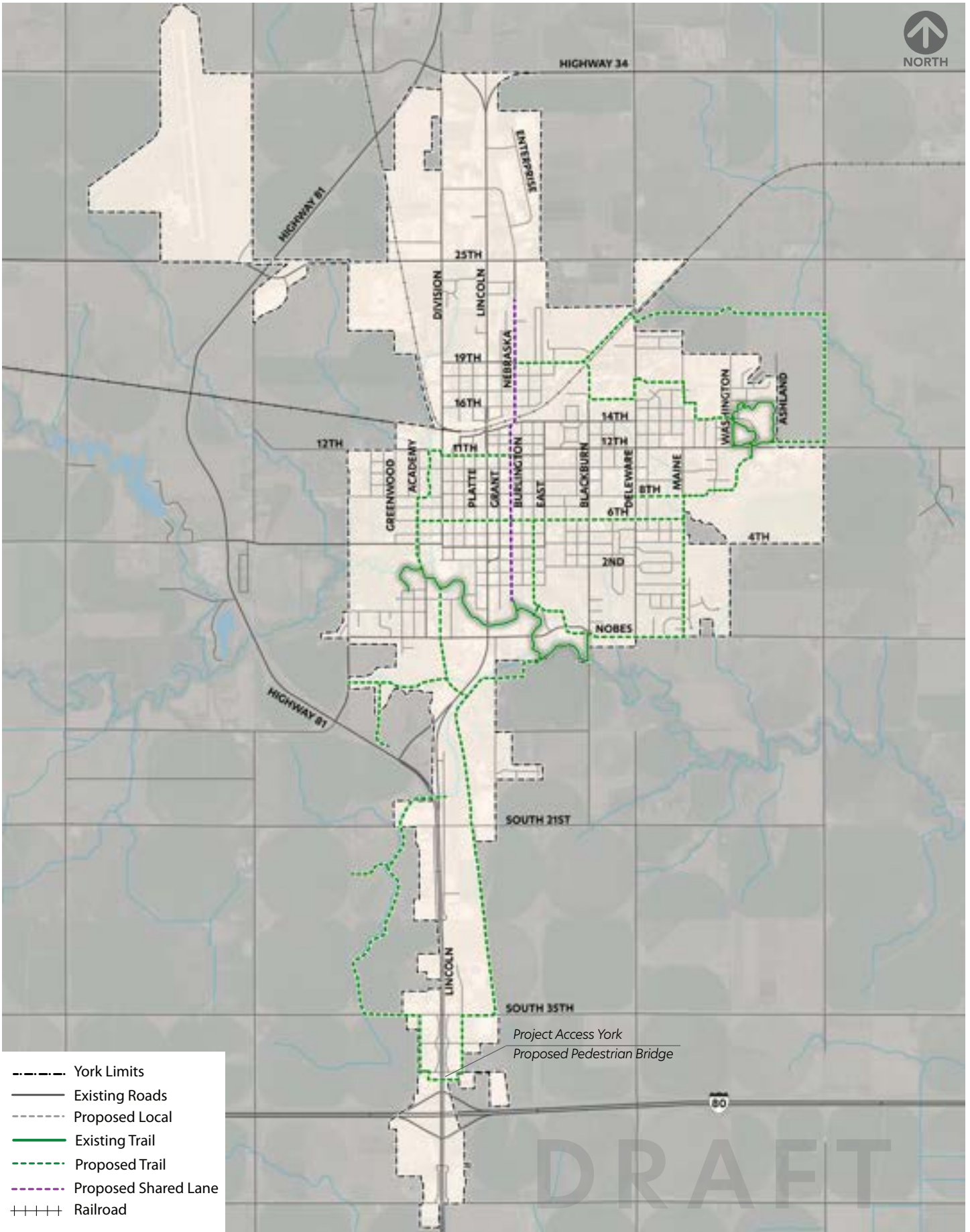


Figure 5.3: York Existing and Proposed Trails

BICYCLE ROUTES AND COMPLETE STREETS

Another approach to promoting non motorized transportation is identifying streets that are suitable for bicycle travel due to lower traffic volumes and proximity to community destinations. These routes may be designated using shared lane markings and signage, with future improvements such as bike lanes or side paths considered where appropriate.

SIDEWALKS

Sidewalks are the foundation of pedestrian infrastructure. York has a well connected sidewalk network, though gaps remain. As a general policy:

- New streets should provide sidewalks on both sides, especially collectors and arterials.
- Existing streets should provide sidewalks on at least one side of the street.

Priority areas for retrofitting include arterial and collector streets, streets within a quarter mile of schools and parks, and areas where limited gaps interrupt the sidewalk system. The City recently completed an analysis of pedestrian facilities around schools. This study should be used to identify priorities. Sidewalk construction on existing streets should occur over time in coordination with other infrastructure projects.

IMPLEMENTATION SINCE 2017

Since adoption of the 2017 Comprehensive Plan, the City of York has made significant progress implementing transportation investments focused on safety, connectivity, and access. As development patterns have evolved and new growth areas have emerged, the City has prioritized pedestrian and bicycle improvements, safer crossings, and better connections between neighborhoods, schools, parks, downtown, and employment areas.

A major milestone since 2017 is Project Access York, a federally funded pedestrian and bicycle infrastructure initiative awarded \$15.6 million in 2022 through the RAISE Grant program. This project advances the community's long-standing goal of a connected trail system by addressing gaps in the existing network and improving safety at high-risk crossings, including along US Highway 81 and near Interstate 80.

Together with targeted on-street bicycle facilities, sidewalk improvements, and trail connections, these efforts represent a shift from planning to implementation and provide important context for the transportation strategies outlined in this chapter.

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CHAPTER 6

PARKS & RECREATION

York's park and recreation system provides a valuable public service and amenity. A quality park system contributes to property values, neighborhood stability, and resident pride. The system consists of individual park resources designed to serve an intended audience - a niche market, a neighborhood, the community, or the region. These park resources combine to create a framework of parks and trails which stretch across the community for the greatest possible service and benefit to residents of York.



CHAPTER GOALS

1. Continue to maintain the current high level of service both in terms of park and resources facilities and the programs offered
2. Evaluate the use of facilities on an ongoing basis and respond with action and investment accordingly to maintain a system that meets the needs of the population

INTRODUCTION

York residents enjoy access to a diverse system of parks, trails, and recreational facilities that serve residents of all ages and abilities. Parks and recreation play an important role in supporting quality of life, community health, and economic vitality. In addition to outdoor spaces, York's park system includes indoor recreation facilities that support year-round activities and regional events.

Since adoption of the 2017 Comprehensive Plan, the City of York has made significant investments in parks, recreation, and trail infrastructure. These investments reflect community priorities identified through public input and demonstrate a continued commitment to maintaining, improving, and expanding recreational opportunities across the community.

YORK'S PARK SERVICE

An analysis of the amount, type, and location of park land provides insight into the level of service that is provided to residents by York's park system.

AMOUNT OF PARK LAND

York has over 180 acres of park land, in addition to approximately 82 acres of natural greenway along the Beaver Creek Trail. This equates to approximately 23 acres of park per 1,000 residents. While there is no single standard that applies to all communities, this supply is generally considered adequate for a community of York's size. As York continues to grow, maintaining this level of service will require continued investment in both park land and access to parks.

TYPE OF PARK LAND

York provides a large quantity of park land for its population; however, many of these acres exist in "community parks," including the York Ballpark Complex and Mincks Park. While these resources are valuable community amenities, they tend to be less integrated into surrounding neighborhoods than smaller neighborhood parks.

In addition to traditional parks, the City includes a limited number of specialty facilities and private recreation spaces. The City of York Soccer Complex (formerly the Cornerstone Sports Complex) is now a City-owned facility. The York Country Club golf course is privately owned and is not included in the City's park level-of-service calculations.

The City of York uses the National Recreation and Parks Association (NRPA) classification system to identify park types and evaluate access and service levels. NRPA-based access standards have been identified as a strategic goal to guide improvements to park accessibility and connectivity.

FIGURE 6.1: Park Classifications and Level of Service

CLASSIFICATION	FUNCTION	SIZE	SERVICE RADIUS	YORK'S LEVEL OF SERVICE	YORK EXAMPLE
Neighborhood	Basic unit of a community's park system, providing a recreational and social focus for residential areas. Accommodate informal recreational activities.	5-10 ac	¼ - ½ mile walking distance	3.75 acres per 1,000 residents	East Hill Park
Community	Meet diverse community-based recreation needs, preserve significant natural areas and provide space for larger recreation facilities. May include special attraction such as a pool or trails.	10-50 ac	½ - 3 miles	12.5 acres per 1,000 residents	Mincks Park
Specialty	Meet a niche recreational need for the community, such as a sports park or wilderness area.	Varies	Varies	2.50 acres per 1,000 residents	Miller Park
Quasi Public	Serving a special audience or recreational need such as a college, golf course, or privately operated complex.	Varies	Varies	Varies	High School Fields / Golf Course

FIGURE 6.2: Existing Park Inventory

PARK	NEIGHBORHOOD PARK (ACRES)	COMMUNITY PARK (ACRES)	SPECIALTY PARK (ACRES)	QUASI PUBLIC (ACRES)
East Hill Park	6 acres			
Beaver Creek Park Trails	5.5 acres			
Harrison Park & Skate Park		16.7 acres		
Foster Park Arboretum	3 acres			
Duke Park	4 acres			
Levitt Stadium			5 acres	
Miller Park		10.5 acres		
Dog Park			4 acres	
Mincks Park			35 acres	
Ballpark Complex			61 acres	
Golf Course				88 acres
Public School fields				10 acres
Soccer Complex			35 acres	
TOTAL	18.5 Acres	26.7 Acres	141.0 Acres	98.0 Acres
GRAND TOTAL	185.7 Acres			

DISTRIBUTION OF PARKLAND

Much of York's park land lies within the service area of larger parks rather than being evenly distributed among small neighborhood parks. As a result, York's park system is oriented toward several major parks that serve residents citywide, including Mincks Park in the east, Beaver Creek Park Trail near the center of the city, and Harrison Park in the west.

NRPA standards typically evaluate neighborhood park access using a ¼-mile walking distance and community park access using a ½- to ¾-mile service radius. Existing conditions show that large portions of York fall within these service areas, particularly when trail access is considered.

Historically, Highway 81 and Lincoln Avenue have functioned as barriers between neighborhoods. As redevelopment and mixed-use development continue along this corridor, improved trail and pedestrian connections will play a key role in improving access to parks and open space.

IMPLEMENTATION SINCE 2017

Since adoption of the 2017 Comprehensive Plan, the City of York has advanced park and recreation investments focused on safety, accessibility, and modernization. These efforts include upgrades to outdoor parks, investment in indoor recreation facilities, and significant progress toward a connected trail system.

Many of these projects were supported through a voter-approved local sales tax authorized under LB 357, which allows communities to fund major capital improvements without relying on property tax-supported bonds.

Key accomplishments since 2017 include:

- Replacement of playground equipment in all city parks with playgrounds to meet current safety and accessibility standards.
- Development of an all-inclusive playground at Mincks Park.
- Renovation of athletic fields at East Hill Park, including installation of all-weather turf.
- Acquisition and improvement of the former Cornerstone Sports Complex, now the City of York Soccer Complex.
- Renovation and expansion of the Auditorium and Community Center to support year-round recreation and community use.
- Expansion and improvement of the York Skatepark, including completion of a major addition in 2025.
- Installation of a splash pad at Harrison Park.
- Resurfacing of tennis courts at Harrison Park and East Hill Park.

These investments align with public input showing increased satisfaction with York's parks since 2017, while also identifying continued demand for indoor recreation, trail connectivity, and informal recreation spaces.

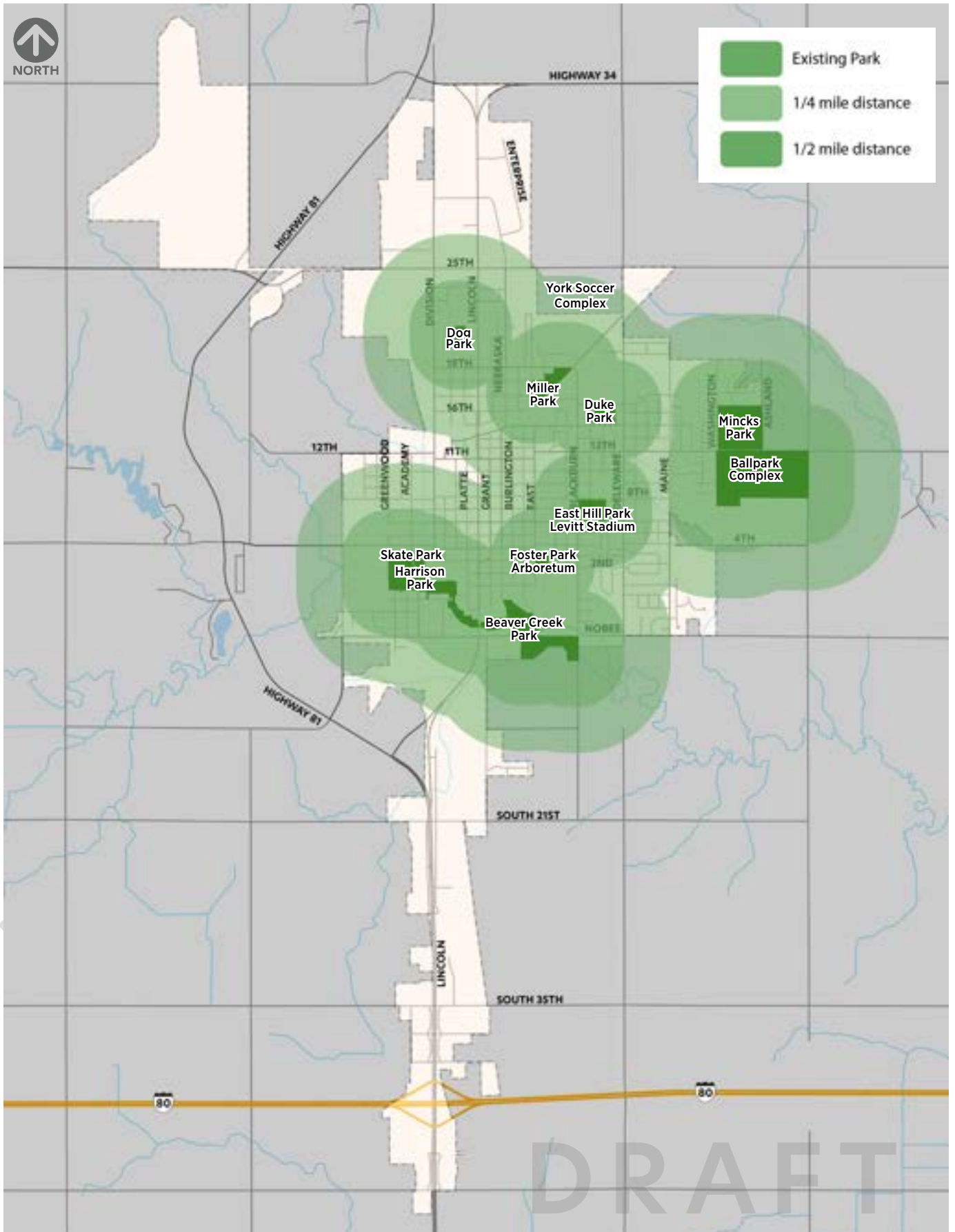


Figure 6.3: Distribution of Existing Parkland

EAST HILL PARK AND LEVITT STADIUM

- Location: 901 East 6th Street
- Type: Neighborhood Park
- Size: Approximately 6 Acres
- Amenities:
 - » Includes lighted tennis courts, sand volleyball courts, picnic pavilions with grills, modern playground equipment for ages 2-5 and 5-12, electrical plug-ins, restrooms, and off-street parking. The park is adjacent to Levitt Stadium and York University, reinforcing its role as a community and regional athletic destination.
- Park Context and Use:
 - » East Hill Park is one of York’s most important community parks and athletic destinations. The park serves residents citywide and plays a key role in supporting school athletics, community sports, and large public events. Its adjacency to Levitt Stadium and York University reinforces its role as a shared recreational and civic anchor.
- Challenges and Opportunities
 - » Survey feedback confirms strong community support for East Hill Park’s athletic role
 - » Heavy use creates ongoing maintenance and reinvestment needs
 - » Opportunity to improve pedestrian access and neighborhood connectivity
 - » Continued coordination with schools to balance regional use and neighborhood impacts
- Improvements Since 2017
 - » Installation of all-weather turf for football and baseball
 - » Replacement of playground equipment to meet current safety and accessibility standards
 - » Renovation of the baseball press box
 - » Resurface tennis courts



BEAVER CREEK PARK TRAIL



- Location: Northwest of Nobes and Iowa Avenue
- Type: Neighborhood Park
- Size: 5.5 acres
- Amenities:
 - » Beaver Creek Park features lighted tennis courts with pickleball options, hiking and biking trails with direct access to the Beaver Creek Trail, a football field, a baseball field open recreation areas for informal sports, restrooms, soccer goals for pick-up play, digital workout signage, and a storybook trail.
- Park Context and Use:
 - » Beaver Creek Park serves as a central recreational and open space asset and plays an important role in both recreation and non-motorized transportation. The park is widely used for walking, fitness activities, informal sports, and family-oriented recreation. Existing trails already provide access from downtown, nearby neighborhoods, Harrison Park, and surrounding residential areas.
- Challenges and Opportunities:
 - » Monthly poll responses identify the trail system as a highly valued asset
 - » Existing trail access has reduced earlier concerns about isolation
 - » Opportunity to strengthen east-west connectivity through Project Access York
 - » City-funded trail connectors near Nobes Road will further expand access
- Improvements Since 2017:
 - » Addition of informal soccer, football, baseball and open recreation areas
 - » Installation of digital fitness signage
 - » Creation of a storybook trail
 - » Resurfacing of tennis courts with pickleball and basketball options



HARRISON PARK & SKATE PARK

- Location: 140 South Kingsley
- Type: Community Park
- Size: 16.7 acres
- Amenities:
 - » Harrison Park includes hiking and biking trails with connections to the Beaver Creek Trail, playground equipment, picnic pavilions with grills, a splash pad, and a large skate park serving users from across the community. The park also includes one of the community's favorite sled hill and short nature paths through the tree line.
- Park Context and Use:
 - » Harrison Park serves as a primary recreational destination for the west side of York and provides amenities not widely available elsewhere in the city. The park is especially popular with youth and families and plays an important role in balancing access to recreation across the community. The sled hill and wooded nature paths are a major draw and add to the park's year-round use.
- Challenges and Opportunities:
 - » Community input consistently associates Harrison Park with youth-focused amenities
 - » High use of the splash pad and skatepark increases maintenance and reinvestment needs
 - » Opportunities exist to strengthen trail connections to surrounding neighborhoods
 - » Continued reinvestment can reinforce the park's role as a west-side recreational anchor
- Improvements Since 2017:
 - » Replacement of playground equipment to meet current safety and accessibility standards
 - » Construction of a splash pad
 - » Expansion of the York Skatepark, with the most recent phase completed in 2025



MILLER PARK

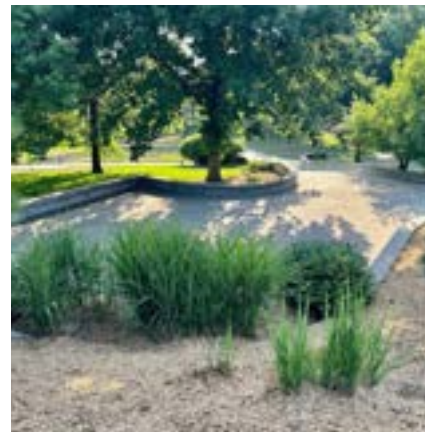


- Location: 1720 North East Avenue
- Type: Community Park
- Size: 10.5 acres
- Amenities:
 - » Includes ball fields with electronic scoreboards, a concession stand, batting cages, modern playground equipment, picnic pavilions with grills, restrooms, security lighting, electrical plug-ins, and off-street parking.
- Park Context and Use:
 - » Miller Park functions as a supporting facility of the Ballpark Complex and serves organized athletic programming and tournaments.
- Challenges and Opportunities
 - » Public input supports maintaining the park's athletic focus
 - » Opportunities exist to expand informal recreation amenities as nearby housing develops
 - » Improved trail connections could strengthen neighborhood access
- Improvements Since 2017:
 - » Field and facility upgrades supporting athletic use



FOSTER PARK ARBORETUM

- Location: 202 North East Avenue
- Type: Neighborhood Park
- Size: 3.0 Acres
- Amenities:
 - » The park includes walking trails, arboretum plantings, a community-used sled hill, and off-street parking and is frequently used for programs, weddings, and photo shoots.
- Park Context and Use:
 - » Foster Park Arboretum provides a quiet neighborhood green space focused on passive recreation and community programming.
- Challenges and Opportunities
 - » Community feedback reflects interest in passive and educational spaces
 - » Opportunities exist to increase visibility and programming while preserving character
- Improvements Since 2017:
 - » Continued maintenance and programming
 - » No major capital improvements



DOG PARK



- Location: 2100 North Lincoln Avenue
- Type: Specialty
- Size: 4.0 Acres (2 acres fenced)
- Amenities:
 - » Provides fenced off-leash space for dogs and seating for users.
- Park Context and Use:
 - » The dog park is an important specialty facility serving residents citywide and could function as an extension of a future park resource as surrounding areas redevelop.
- Challenges and Opportunities
 - » The park lacks pedestrian connections making it difficult for a person to walk their dog to the park. The park could function as a greater amenity for the community and the nearby neighborhoods if residents and their dogs could walk to the park.
 - » Community input identified the need for a dedicated small-dog area to improve safety and usability for a wider range of dog owners
- Implementation since 2017:
 - » Planning and design initiated for a dedicated small-dog area to improve safety and accessibility.



DUKE PARK

- Location: 1100 Duke Drive
- Type: Neighborhood Park
- Size: 4.0 acres
- Amenities:
 - » Duke Park is primarily an open green space.
- Park Context and Use:
 - » Duke Park serves as a small neighborhood green space supporting informal recreation and passive use. Its proximity to York High School and nearby residential areas positions the park as a complementary open space rather than a programmed athletic facility. Following the removal of the former tee-ball field, the park's role has shifted toward flexible, low-intensity use.
- Challenges and Opportunities
 - » The park's proximity to schools presents opportunities for shared use, youth-focused programming, and partnerships with the school district
 - » Community feedback emphasizes the importance of maintaining accessible neighborhood parks, particularly those within walking distance of homes
 - » Future improvements should focus on flexible, low-maintenance features that complement nearby recreational facilities
- Improvements Since 2017:
 - » Removal of the former tee-ball field, allowing the park to transition to a more flexible neighborhood green space
 - » Tree planting completed through the Trees for Nebraska Towns (TNT) grant program, improving canopy cover and long-term park health
 - » Development of a Micro-Prairie Green Space Design, introducing native prairie grasses and wildflowers, educational signage, and walking paths to support pollinators, environmental education, and passive recreation

The Micro-Prairie concept enhances Duke Park's role as an educational and ecological asset while maintaining its function as an accessible neighborhood park.



- Wildflowers
- A - Prairie Larkspur, Native Purple Coneflower, Goldenrod
 - B - Plains Coreopsis, Maximilian Sunflower
 - C - Blue Pitcher Sage
 - D - Blue False Indigo
 - E - Butterfly Milkweed
- Educational Signs
- a - information on Species B, C, and E
 - b - information on Grass Species and Prairie Ecosystem
 - c - information on Local Bird Species
 - d - information about Pollinators
 - e - information on species A and D

MINCKS PARK

- Location: 2222 East 12th Street
- Type: Specialty Park
- Size: 35 Acres
- Amenities:
 - » Mincks Park includes the Family Aquatic Center, walking trails (approximately one mile), playgrounds, an accessible parallel-play playground, restrooms, parking areas, and a nine-hole disc golf course. The park also supports large community events and daily recreational use.
- Park Context and Use:
 - » Mincks Park is one of York’s primary community parks and serves residents citywide. The park is a designated anchor location within Project Access York, the City’s \$15.6 million federally funded pedestrian and bicycle safety project. Project Access York includes new shared-use trail segments, improved pedestrian crossings, and grade-separated crossings that will directly connect Mincks Park to Beaver Creek Trail, nearby schools, surrounding residential neighborhoods, and the Tower Crossing commercial area. These improvements are intended to shift access to Mincks Park from primarily vehicle-based trips to safe walking and bicycling routes, expanding the park’s everyday use beyond special events.
 - » Since 2017, Mincks Park has also been enhanced through significant accessibility-focused investments. These include the Peyton Parker Lane Playground, a large fenced and fully accessible parallel-play playground funded largely through community donations, as well as the addition of restrooms with adult changing tables and expanded accessible parking. Together, these improvements strengthen Mincks Park’s role as an inclusive, community-wide destination.
- Challenges and Opportunities:
 - » Community survey results rank Mincks Park and the Aquatic Center among the highest-rated recreational facilities in York
 - » Existing access relies heavily on arterial streets that are uncomfortable or unsafe for pedestrians and bicyclists
 - » Project Access York addresses these access gaps by creating continuous trail connections and safer crossings into the park
 - » Increased access will require long-term coordination between park programming, trail maintenance, and adjacent development
- Improvements Since 2017:
 - » Installation of the Peyton Park Lane Playground, a large fenced and fully accessible parallel-play playground supported largely through community donations
 - » Addition of restrooms with adult changing tables and expanded accessible parking
 - » Major capital improvements to the Family Aquatic Center including installation of canvas shade structures
 - » Ongoing facility upgrades and added features, such as a climbing wall
 - » Ongoing investments supported through LB 357 sales tax funding
 - » Continued updating and refreshing of Aquatic Center water features over time

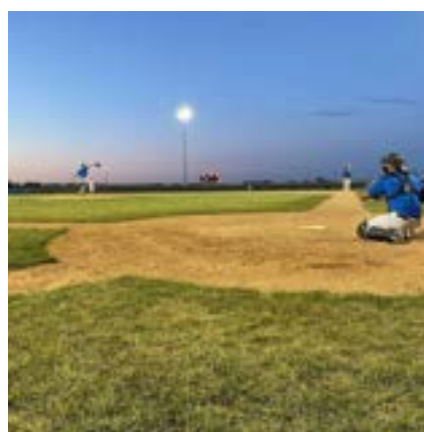


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BALLPARK COMPLEX

- Location: 2300 East 12th Street
- Type: Specialty / Athletic Complex
- Size: 61 Acres
- Amenities:
 - » The Ballpark Complex includes multiple baseball and softball fields, spectator seating, support facilities, and parking areas designed to accommodate league play, tournaments, and community events.
- Park Context and Use:
 - » The Ballpark Complex functions as a primary outdoor athletic facility serving residents citywide and hosting regional tournaments. The complex supports youth and adult baseball and softball programming and works in coordination with nearby parks, including East Hill Park and Miller Park, to form a larger recreation hub.
 - » Since 2017, the City has invested in field upgrades and facility improvements to maintain high-quality playing surfaces and support increased use. These improvements have strengthened the complex's role in supporting organized sports, community events, and regional competition.
- Challenges and Opportunities:
 - » High seasonal use creates ongoing maintenance and scheduling demands
 - » Opportunities exist to continue improving spectator amenities and shade
 - » Enhanced pedestrian and trail connections could strengthen access between the complex and surrounding neighborhoods
- Improvements Since 2017:
 - » Athletic field upgrades and facility improvements
 - » Completion of the Ballpark Shade Project, with shade added with assistance from LB 357 sales tax funds
 - » Installation of bleacher shade structures to improve spectator comfort
 - » Continued reinvestment supported through LB 357 sales tax funding





YORK SOCCER COMPLEX

(Formerly Cornerstone Sports Complex)



- Location:
- Type: Specialty / Athletic Complex
- Size: 35 Acres
- Amenities:
 - » Includes multiple outdoor soccer fields, supporting infrastructure, and parking areas designed for organized league play and tournament use.
- Park Context and Use:
 - » The City of York Soccer Complex serves as a regional outdoor athletic facility supporting youth and adult soccer programming. The complex plays an important role in expanding organized sports opportunities in York and in hosting competitive events that draw participants from across the region
 - » Since 2017, the City acquired the former Cornerstone Sports Complex and invested in field renovations to improve playing conditions, safety, and overall quality. These upgrades have strengthened the facility's role within the parks and recreation system.
- Challenges and Opportunities:
 - » Parking is the primary gap. Peak tournament periods overwhelm the gravel lot, creating congestion and safety conflicts between vehicles, drop offs, and pedestrians. Expanded and improved parking would better support current and future use
 - » Opportunities exist to improve pedestrian access and internal circulation
 - » Continued reinvestment will be needed to maintain competitive field standards
- Improvements Since 2017:
 - » Acquisition of the former Cornerstone Sports Complex by the City
 - » Field renovations to meet higher competitive and safety standards
 - » Installation of irrigation system
 - » Upgrades to field equipment to improve safety and accessibility

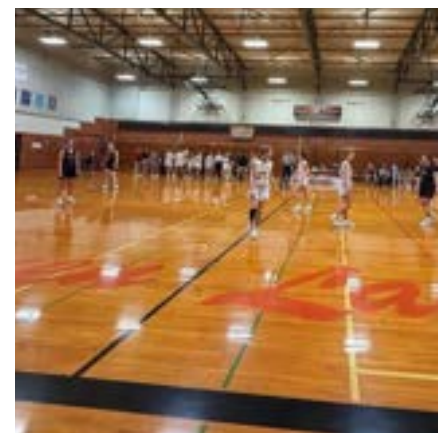


INDOOR RECREATION FACILITIES

York's parks and recreation system includes several key indoor facilities that support year-round recreation, community programming, and regional events. Since 2017, the City has invested in preserving and modernizing these facilities to expand access, improve functionality, and respond to community demand for indoor recreation. Major improvements were supported through voter-approved LB 357 local sales tax bonds.

AUDITORIUM

- Location: 612 N. Nebraska Ave
- Type: Specialty / Athletic Complex
- Size: 61 Acres
- Amenities:
 - » The Auditorium includes a gymnasium used for pickleball, basketball, volleyball, youth sports, gymnastics, and regional school tournaments and athletic events. The facility also includes a stage with upgraded curtains and sound system supporting performances, weddings, and high school graduation events. Batting cages are located in the lower level. The building also houses the York Area Children's Museum and serves as the community's designated storm shelter.
- Park Context and Use:
 - » The Auditorium serves as both a recreational facility and a cultural anchor for the community. It supports daily recreational use, school and regional athletic events, and arts and civic programming, reinforcing its role as a central downtown community asset. The building is listed on the Nebraska Historical Registry, reflecting its architectural and community significance.
- Challenges and Opportunities:
 - » High utilization places ongoing demands on maintenance and scheduling
 - » Continued coordination with schools and community organizations is important to balance recreational and event uses
- Improvements Since 2017:
 - » Comprehensive renovation completed in 2020 totaling approximately \$3 million
 - » Major safety and accessibility upgrades, including building code improvements
 - » Roof replacement and HVAC system upgrades
 - » Major interior renovations funded through LB 357 sales tax bonds
 - » Upgraded stage curtains and sound system
 - » Improvements to support year-round accessibility and expanded programming
 - » Improvements to support year-round accessibility and expanded programming





COMMUNITY CENTER

- Location: 211 E. 7th Street
- Type: Specialty / Athletic Complex
- Size: 61 Acres
- Amenities:
 - » The Community Center includes an indoor swimming pool, a large indoor children's play area (Fun City), a fitness room for adult recreation and wellness, and community and event space. Additional amenities include a basketball court, wallyball court, racquetball courts, and a spa.
- Park Context and Use:
 - » The Community Center provides year-round recreation opportunities for residents of all ages and is heavily used for daily fitness, youth programming, and summer and winter school break activities. The facility plays a key role in supporting family-oriented recreation and wellness in downtown York.
- Challenges and Opportunities:
 - » Continued demand for indoor recreation highlights the importance of long-term maintenance and reinvestment
 - » Opportunities exist to further integrate indoor recreation with downtown outdoor spaces and programming
- Improvements Since 2017:
 - » Renovation of the fitness room and Fun City, completed in 2022
 - » Relocation of a large outdoor playground to the front of the Community Center, adding a new downtown outdoor recreation amenity

OPPORTUNITIES FOR THE PARK SYSTEM

PROJECT ACCESS YORK:

In 2022, the City of York was awarded a \$15.6 million federal grant for Project Access York, a pedestrian and bicycle infrastructure and safety project. The project is expected to begin construction in 2027.

Project Access York will:

- Connect and extend the existing trail network
- Improve access to jobs, schools, food, and quality-of-life amenities
- Include a pedestrian and bicycle overpass across Highway 81
- Improve crossings and safety for pedestrians and bicyclists

Throughout this plan, references to the need for additional trail connectivity should be understood in the context of Project Access York, which is intended to meet many of the trail needs identified in the 2017 plan.

TRAILS AND SYSTEM CONNECTIVITY

The most significant change since adoption of the 2017 Comprehensive Plan is the implementation of a citywide trail framework through Project Access York. Rather than identifying new conceptual trail corridors, this plan recognizes that the majority of previously identified trail needs are now funded and scheduled for construction.

Once completed, Project Access York will strengthen connections between neighborhoods, parks, schools, downtown, and major activity centers, reducing reliance on vehicles and improving safety for pedestrians and bicyclists. Continued coordination will be needed to ensure trail connections are integrated into park improvements and adjacent development.

EXPANSION OF NEIGHBORHOOD PARKS

York's park system is oriented toward several larger community parks that serve residents citywide, including Mincks Park in the east, Beaver Creek Park near the center of the city, and Harrison Park in the west. While this structure has served the community well, continued residential growth, particularly in the Tower Crossing area, will require ongoing evaluation of neighborhood-scale park access.

As new development occurs, the City should continue to assess the need for additional neighborhood parks and smaller green spaces to maintain reasonable access distances, especially for households with children, older adults, and residents without easy vehicle access. This includes consideration of future park locations in the northeast portion of York and the Tower Crossing area, including opportunities to expand specialty amenities such as dog parks.

ENHANCING EXISTING PARKS AND FACILITIES

Since 2017, the City of York has made substantial investments in improving existing parks and recreation facilities, with a strong focus on safety, accessibility, and modernization. Playground equipment across the park system has been upgraded to meet current standards, athletic facilities have been improved to support regional use, and indoor recreation facilities have undergone major renovations.

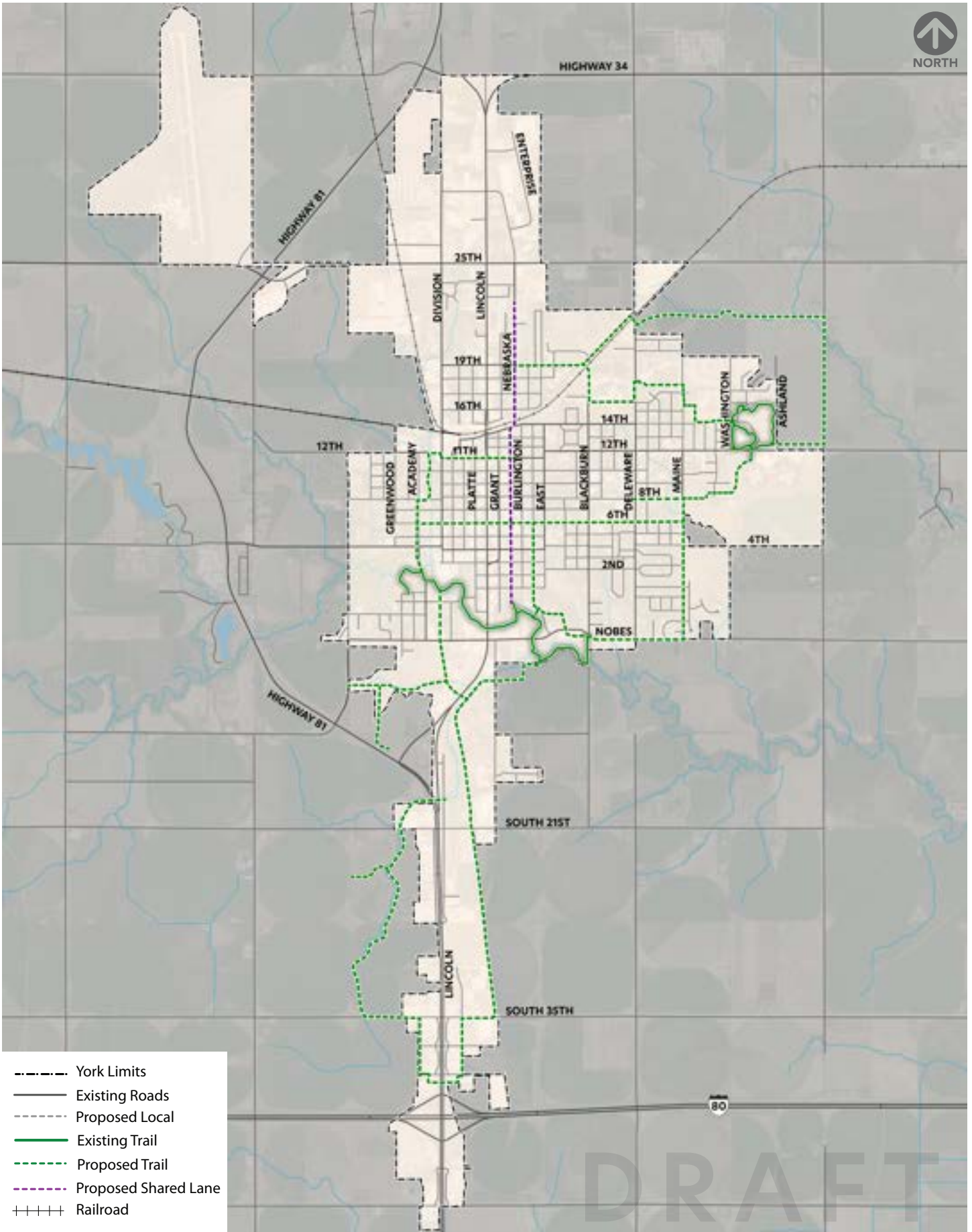
Looking ahead, the City has identified additional reinvestment priorities through its parks capital planning efforts. These priorities focus on maintaining high-use facilities, addressing aging infrastructure, and responding to evolving recreation demands.

Key areas of future reinvestment include:

- » Continued upgrades to indoor recreation facilities, including flooring, building systems, accessibility improvements, and long-term planning for future facility needs
- » Ongoing improvements at athletic complexes, including field quality, lighting, parking, circulation, and spectator amenities to support tournament and league play
- » Incremental enhancements to neighborhood and community parks, including playground updates, splash pads, and informal recreation features
- » Strategic reinvestment in aquatic facilities to maintain functionality and family-oriented appeal.
- » Coordination between parks, schools, and trail connections

To support consistent decision-making as projects move forward, the City may benefit from developing broader park policies or a system-wide framework to guide future improvements. Mincks Park's adopted master plan provides a strong model for how facility-specific planning can support long-term reinvestment and coordination across the park system.

Together, these opportunities reflect a continued commitment to preserving the quality of York's park system while planning proactively for future growth and changing community needs.



- York Limits
- Existing Roads
- Proposed Local
- Existing Trail
- Proposed Trail
- Proposed Shared Lane
- +++++ Railroad

PUBLIC ENGAGEMENT AND SURVEY INPUT

Public engagement played an important role in shaping parks and recreation priorities for this plan. Outreach included a community survey, monthly online polls, and interactive mapping.

- Key themes from public input include:
 - » Increased satisfaction with York's parks and recreation system since 2017
 - » Strong support for recent park upgrades and inclusive playgrounds
 - » Continued demand for indoor recreation opportunities
 - » Desire for improved trail connectivity and safe pedestrian access
 - » Interest in informal recreation options, including amenities such as putt-putt and flexible open spaces
 - » Need for additional recreation opportunities for middle school and high school age youth
 - » These themes reinforce the City's recent investment decisions and highlight areas for continued focus as the park system evolves.

FUNDING AND MAINTENANCE

York has funded park improvements through a combination of federal grants, private donations, and voter-approved local sales tax bonds authorized under LB 357. This approach has allowed the City to complete major capital improvements without relying on property tax-supported general obligation bonds.

- Key funding considerations include:
 - » LB 357 sales tax bonds supported major investments including East Hill Park athletic field improvements, acquisition and renovation of the City of York Soccer Complex, and renovations to the Auditorium and Community Center.
 - » Excess sales tax revenue beyond bond repayment has supported additional park improvements and ongoing maintenance
 - » This funding mechanism is expected to sunset when existing bonds are retired, currently projected around 2040.
 - » As funding sources evolve, the City should continue planning for long-term maintenance and reinvestment to preserve the quality of its park system.

NEIGHBORHOOD PARK FUNDING APPROACHES

New residential development does not always result in convenient access to neighborhood parks. The City should continue to use its land development regulations to ensure that park access is considered as part of future growth.

- Potential approaches include:
 - » Requiring park land dedication in new developments where feasible
 - » Allowing payment in lieu of dedication when direct land dedication is impractical, with funds directed toward park or trail improvements that directly benefit the development area
 - » Prioritizing park and trail investments that provide direct, walkable access to nearby neighborhoods

OTHER PARK FUNDING SOURCES

Additional funding sources that may support future park and trail improvements include:

- Federal transportation grants for trail construction and safety improvements
- State and regional grants for trail maintenance equipment
- Private foundations and community donations, which have already played a significant role in projects such as the Peyton Park Lane Playground at Mincks Park

York has been particularly successful in leveraging private support and grants to enhance its parks and recreation system, and continued pursuit of these opportunities is encouraged.

DRAFT

CHAPTER 7

HOUSING & NEIGHBORHOODS

It is in York's neighborhoods where daily life takes place. Neighborhoods are more than collections of homes — they are the settings for community connections, access to services, and opportunities across all stages of life. Housing and neighborhood decisions shape how residents live, move, and remain in York.

This chapter focuses on strengthening existing neighborhoods, expanding housing options, and guiding reinvestment and new development in ways that support community stability. Through public investment, partnerships, and thoughtful design, York can continue to support housing choice, neighborhood quality, and long-term livability.



CHAPTER GOALS

1. Increase the availability of diverse housing options at all income levels through new construction and rehabilitation to make York more welcoming and competitive
2. Address the underlying causes of the housing shortages in the targeted market areas, especially rental and gateway housing
3. Strengthen neighborhoods through investment in the existing housing stock and infrastructure and guiding policy to reinforce neighborhood quality

INTRODUCTION

Most land in American cities is devoted to housing. It is where residents spend a significant portion of their time, and its condition and arrangement greatly influence daily life, neighborhood identity, and the overall perception of a community.

York's residential areas are among its most important resources. The city's housing stock represents its largest long-term investment, both public and private. Residents value the quality of York's neighborhoods, the stability of established blocks, and access to parks, schools, and community amenities.

York's historic development patterns have supported connected neighborhoods, logical street networks, and walkable environments. These patterns have served the community well. However, housing market conditions have changed since adoption of the 2017 Comprehensive Plan. Housing demand continues to outpace production at certain price points, affordability pressures have increased, and the aging housing stock requires continued reinvestment.

This chapter builds on the foundation of the 2017 Comprehensive Plan and reflects updated housing data, current market conditions, and implementation progress. It also considers insights from recent local housing research prepared in partnership with the University of Nebraska-Lincoln and shared with the City following adoption of the 2017 plan.

BASICS OF NEIGHBORHOOD DEVELOPMENT

In recent decades, a clearer distinction has emerged between housing development and neighborhood development. While housing development focuses on the production of individual dwelling units, neighborhood development emphasizes the creation of complete places where residents can live, connect, and access daily needs.

A neighborhood is more than a collection of houses. It includes streets, sidewalks, landscaping, parks, schools, and local destinations that support daily life and social interaction. Successful neighborhoods provide safe connections, reinforce a sense of identity, and contribute to overall community well-being.

Historically, many housing developments prioritized efficiency and cost, often resulting in limited housing variety and automobile-dependent layouts. While these patterns met immediate housing needs, they often lacked long-term adaptability and neighborhood character.

Contemporary neighborhood development emphasizes balance and connectivity. By integrating housing variety, connected street networks, public spaces, and access to amenities, communities can create neighborhoods that remain desirable and functional over time.

As Geoffrey West observed, the purpose of urban planning is finding a way to minimize stress while maximizing interactions. In York, this means shaping housing and neighborhood patterns that support daily life, foster connection, and adapt to changing needs.

CONTEXTUAL CONNECTIONS

Residential neighborhoods and new development areas should connect seamlessly with the surrounding system of streets, sidewalks, trails, and pathways. Integrating new development with existing infrastructure enhances access to parks, schools, and community services while reinforcing a cohesive citywide network.

PEDESTRIAN FRIENDLY

Sidewalks serve both transportation and recreational purposes and should be considered essential infrastructure. Walking should be safe, comfortable, and accessible for residents of all ages and abilities.

Pedestrian-friendly environments reduce dependence on vehicles, support public health, and encourage everyday interaction. As sidewalk connectivity, trail access, and streetscape design improve, neighborhoods become more accessible, more connected, and more neighborly.

CONNECTED COMMUNITY

Residents love York for its small town community feel. This means that all residents should feel like they are part of the same community. When communities the size of York have a strong sense of place, residents are more likely to invest in their homes and the broader community. New developments should not be isolated enclaves. This will be especially important for new developments in the Tower District. These developments should be connected to historic York and have a strong sense of identity to York.

BALANCE AND VARIETY

A balanced housing stock allows a community to serve residents at different life stages and income levels. Communities that offer a variety of housing types can retain residents as their needs change, from entry-level homes to family housing to downsizing options.

Providing housing variety also supports workforce needs and strengthens market resilience while maintaining neighborhood character.

“The purpose of urban planning (is) finding a way to minimize our distress while maximizing our interactions.”

- Geoffrey West

With an active investment in sidewalks and trails that enable and encourage residents to walk for transportation, our communities become smaller, more accessible, and more neighborly.



ISSUES AND OPPORTUNITIES

HOUSING CONDITION

Updated housing condition indicators show that York's housing stock remains generally fair to excellent. The age of the housing stock continues to be the primary factor influencing maintenance needs, rehabilitation costs, and long-term housing quality.

York does not experience widespread housing deterioration. Instead, condition challenges tend to be isolated or clustered in specific locations where older housing, limited reinvestment, or rental turnover are present. These conditions create opportunities for targeted reinvestment strategies that stabilize neighborhoods and protect property values.

Housing condition challenges generally fall into two categories.

- **Isolated and Individual Cases.** Individual properties experiencing deferred maintenance over time. While isolated, these properties can negatively affect surrounding homes if left unaddressed.
- **Cluster Cases.** Small concentrations of deteriorated, vacant, or underutilized properties that create opportunities for focused rehabilitation, infill development, or redevelopment.

Updated housing condition data, development patterns, and reinvestment activity since 2017 were used to identify housing policy recommendation areas shown in Figure 7.1.

- **Neighborhood Conservation Areas.** These are areas where the existing housing stock has clusters of homes that remain in fair or good condition. Policies in these areas should prioritize maintenance, rehabilitation, and reinvestment to preserve neighborhood quality and long-term stability.
- **Infill and Stabilization Areas.** These areas have more serious housing deficiencies and a higher concentration of vacant lots than Neighborhood Conservation Areas. An infill or redevelopment area is identified as a significant cluster of deficient structures or vacant lots where a targeted program to remove deteriorated properties and develop vacant lots would have a major positive impact.
- **Redevelopment Opportunity Areas.** These areas include locations with older housing stock, aging infrastructure, or site constraints that limit reinvestment. In some cases, this may include mobile home parks or other properties where infrastructure improvements or redevelopment could support safer, more affordable housing and stronger neighborhoods.
- **Gateway Preservation and Enhancement.** These areas are defined as the main pathways through a community. While not necessarily a district for housing development, the condition and image of these corridors does have a direct impact on the perception of the community and its housing quality.
- **Vacant Lots.** These sites are platted but undeveloped lots that remain available within and adjacent to the city and represent opportunities for future housing development.

It should be noted that this condition analysis, while an important tool in understanding the current state and future of York's housing stock, can only be fully understood through the lens of the community's demographic and economic context. These factors are explored earlier in this report and expanded upon in the following section. This combined analysis helps identify imbalances in the housing market and informs the direction of housing policy.

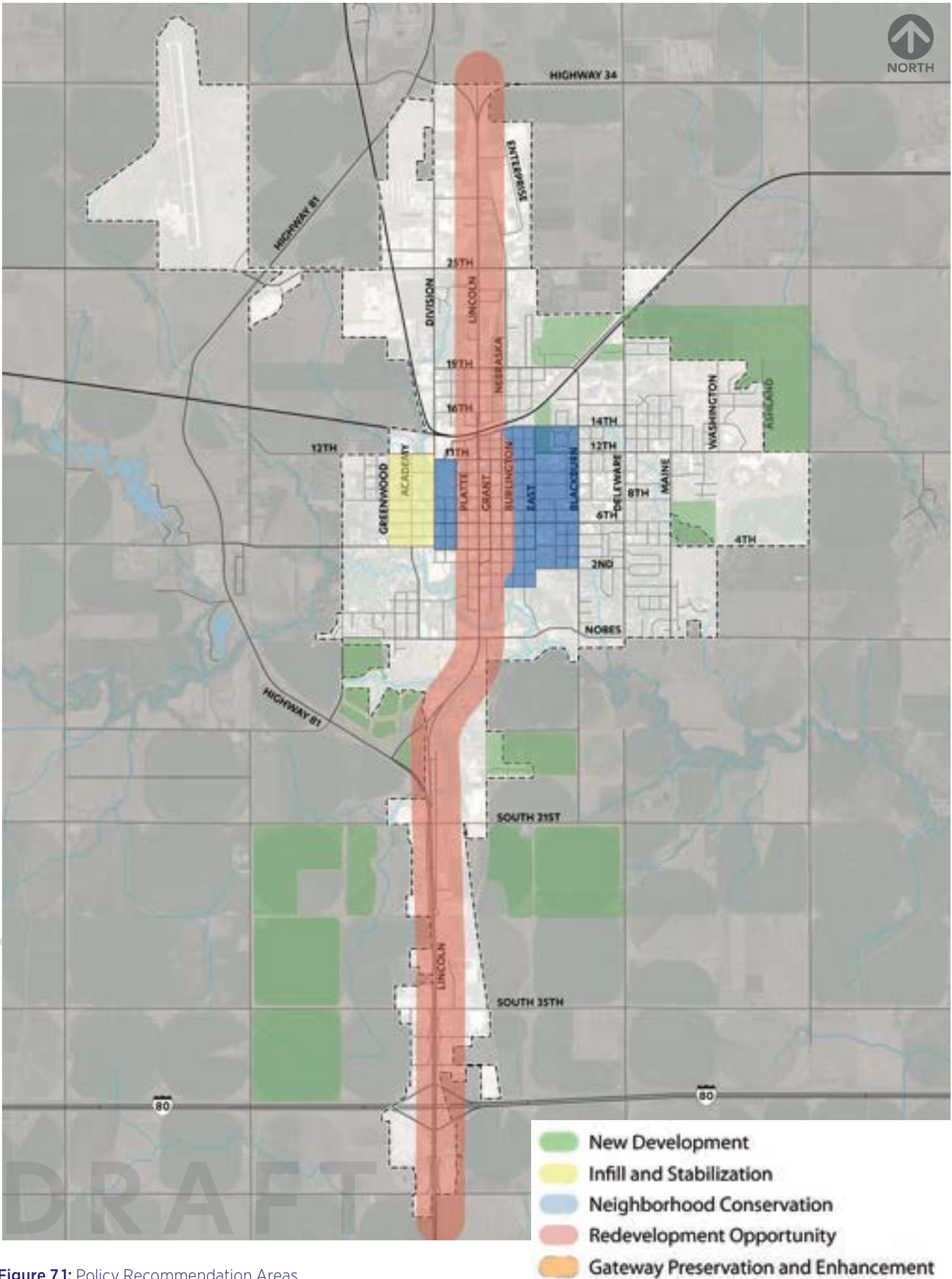


Figure 7.1: Policy Recommendation Areas

HOUSING UNITS AND OCCUPANCY INDICATORS

VACANCY RATE

A healthy vacancy rate is important because it allows new residents to enter the housing market and provides existing residents with options to move, downsize, or relocate within the community. When vacancies are limited within certain segments of the market, particularly quality rental units or attainable ownership housing, competition increases and housing choice becomes constrained.

The 2020 Census indicated that the city's vacancy rate was approximately 11%. A number that would indicate good opportunities for individuals looking to rent or buy and enough options to avoid significant price inflations. However, in 2025 this is not what was experienced by community members. They indicated a continued shortage of quality units and significant price inflation since 2020. The construction of new housing units and the reinvestment in existing substandard units can help improve housing availability, expand choice, and support a healthier and more responsive housing market over time.

HOUSING AFFORDABILITY

COST OF HOUSING

Housing affordability remains a concern in York. While housing costs remain lower than in some peer communities, ACS 2023 data show that since the 2017 Comprehensive Plan, median home values have increased by approximately 15% and median contract rents have increased by approximately 12%. Based on community input and recent home sales, these percentages may be on the lower side. In 2017 the city lacked any new rental units. The newest units will naturally have higher rents than those built at the cost of labor and materials over 20 years ago.

Rising costs have the greatest impact on renters and first-time homebuyers, particularly in price ranges where housing supply is more limited. As a result, expanding housing options that better align with local incomes remains an important focus of this plan.

FIGURE 7.2: Affordability Analysis

	YORK	SEWARD	AURORA
2020 Population	8,066	7,643	4,678
Median Household Income	\$62,632	\$70,000	\$71,051
Median Home Value	\$170,900	\$232,500	\$221,700
Value to Income Ratio	2.73	3.32	3.12
Median Contract Rent	\$692	\$817	\$604
Median Year Built	1970	1977	1973
Average Household Size	2.33	2.50	2.67

Source: 2023 American Community Survey (5-Year Estimates)

SHORTAGE OF HOMES IN TARGET PRICE POINTS

Affordability is a concept that is relative to household income. As shown in Figure 7.3, affordability is evaluated based on household income, and an affordable housing unit should not consume more than 30% of a household’s total income.

The analysis indicates that York has a shortage of homes affordable to households in several moderate-income ranges, particularly for ownership opportunities. The majority of households earning less than \$50,000 a year will be in the rental market. Census estimates would indicate that there is a good supply of affordable rental options (less than \$1,000), however, that does not mean those units are available to rent.

At the upper end of the market, the availability of units affordable to higher-income households is in short supply. This suggests that the community can support new construction. New ownership housing priced above approximately \$350,000 can generally be supported by the private market, while the cost of labor, materials, and land make it challenging to be profitable on homes below \$275,000 and often require incentives or gap financing. The construction of the higher price points units is essential to creating opportunities at the mid-range price point. The construction of a new home at \$350,000 often begins a domino effect, allowing a family living in a \$200,000 home to move, which then allows the renter to buy their first home.

The affordability analysis assumes that housing units are of sufficient quality to support the sale price or monthly rent requested. Increased competition through additional housing options will help ensure that housing is appropriately priced and maintained to a level that aligns with the price point. This is one way to encourage maintenance but may not fully address the housing in the worst condition.

DEFINING HOUSING AFFORDABILITY:

Affordable housing is determined by a household’s income. What is affordable to one income bracket is not affordable to another. The cost of housing can also be defined as either market rate or below market rate.

Units that are below market rate require some assistance to be built. The rent or value of these units would be priced below construction costs and therefore builders need assistance to cover the cost of development and construction. These assistance packages vary but ensure that communities have safe and affordable housing for households in the lowest income ranges.

FIGURE 7.3: Affordability Analysis

INCOME RANGE	# HOUSEHOLDS IN EACH RANGE	AFFORDABLE RANGE FOR OWNER UNITS	# OF OWNER UNITS	AFFORDABLE RANGE FOR RENTER UNITS	# OF RENTER UNITS	TOTAL AFFORDABLE UNITS	BALANCE
\$0-25,000	497	>\$60,000	111	\$0-499	154	265	-232
\$25,000-49,999	641	\$60,000-124,999	531	\$500-999	777	1,308	667
\$50,000-74,999	716	\$125,000-199,999	714	\$1,000-1,499	60	774	58
\$75,000-99,999	519	\$200,000-249,999	344	\$1,500-1,999	-	344	-175
\$100,000-150,000	562	\$250,000-399,999	366	\$2,000-2,999	-	366	-196
\$150,000+	341	\$400,000+	136	\$3000+	83	219	-122

Source: 2023 American Community Survey (5-Year Estimates); RDG Planning & Design

HOUSING PRODUCTION AND DEMAND

HOUSING PRODUCTION

Over the last ten years York has averaged just over 15 units annually (Figure 7.4). This included two years with larger projects accounting for 96 units. Based on community input, vacancy rates for available units appear to remain very low. That means the city will need to add housing units to accommodate for growth and for adding more variety to the market.

Figure 7.5 illustrates a housing demand model based on a projected population of nearly 8,868 residents by 2045. To accommodate this growth the city will need to add at least 296 units. While this growth rate is generally consistent with recent trends, the York County Housing Study assumed a higher annual population growth and therefore a greater demand for housing. The assumptions in Figure 7.5 are a more conservative estimate and should be seen as a minimum necessary to support historic trends. The rates in the York County Housing Study would be needed for greater community and business growth and support a more balanced housing market with options for a range of buyers and renters.

FIGURE 7.4: Housing Construction

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Single Family Units	6	12	11	6	9	6	7	11	11	10	12	101
Two-Family Units	0	0	0	0	48	2	0	0	2	0	2	54
Multifamily Units	2	0	2	0	0	48	0	0	0	0	0	52
Mobile Home	0	0	0	0	0	0	0	0	0	0	0	0
Demolitions	1	4	3	3	0	6	0	0	2	1	2	22
Total	7	8	10	3	57	50	7	11	11	9	12	185

Source: City of York

FIGURE 7.5: Housing Demand Model

	2020	2025-2035	2035-2045	TOTAL
Population at End of Period	8,066	8,538	8,868	
Household Population at End of Period	3,348	3,544	3,681	
Average Persons Per Household	2.33	2.27	2.22	
Household Demand at End of Period	1,437	1,560	1,656	
Projected Vacancy Rate	5.5%	6.5%	7.5%	
Unit Needs at End of Period	1,520	1,667	1,790	
Replacement Need		33	30	63
Cumulative Need During Period		143	153	296
Average Annual Construction Required		14	15	

Source: RDG Planning & Design

HOUSING MIX

Figure 7.6 distributes the forecasted demand by price point based on the 2023 distribution of household incomes in York. The following assumptions create the housing distribution:

- Over the next several years, greater production of options should focus on pent-up demand and the need to offer more affordable variety beyond traditional single-family detached dwellings.
- Based on current proportion of household income, an additional 120 units priced below \$250,000 will be needed. These will be generated in four potential ways:
 - » Production of ownership options that are not the traditional single-family detached, but include duplexes, townhomes, or other medium and higher density configurations that reduce per unit costs.
 - » Funding assistance that will offset lot development costs and smaller square footage homes.
 - » Rehabilitation of existing housing units.
 - » Construction of higher priced units that allow existing households to make the next step up. This will be the predominate way that the demand for lower price point units will be made available.

The 57 units needed with rents below \$1,000 a month will likely require programs that assist with construction of units specifically targeted to lower income and elderly households.

FIGURE 7.6: Housing Demand by Price Point

	2025-2035	2035-2045	2025-2045
Total Need	143	153	296
Total Owner Occupied	86	92	177
Affordable Moderate: <\$200,000	42	45	87
Moderate Market: \$200-\$250,000	16	17	33
Market: \$250-\$350,000	17	19	36
High Market: Over \$350,000	11	11	22
Total Renter Occupied	57	61	118
Low: Less than \$500	12	13	25
Affordable: \$500-\$1,000	15	16	32
Market: \$1,000-\$1,500	17	18	36
High Market: \$1,500+	13	13	26

Source: RDG Planning & Design

OPPORTUNITY SITES

Vacant lots around the city are key opportunities to add housing, leverage existing infrastructure, and revitalize neighborhoods. The former sites of the elementary schools and middle schools represent a significant opportunity for the community as valuable character and land assets. This reinvestment opportunity area runs approximately six blocks and extends across the railroad using the pedestrian bridges and includes the former middle schools, the underused track and recreation fields owned by York University, Miller Park (as a complementary feature), and the former elementary schools. With appropriate reinvestment, these sites can maintain their important historic role as part of the neighborhood fabric while also creating development energy that would help drive growth in the community.

PRINCIPLES FOR REINVESTMENT

Land and Facilities as an Asset

Much in the same way that industrial development land is reserved for an appropriate development opportunity, these sites are a strategic opportunity for the community that require attention and care. With appropriate consideration, reinvestment in these sites could instill the neighborhood and the development community with energy that will support future action. Development options should evaluate potential outcomes on the following grounds.

- **Development Yield.** The number of units produced (more below)
- **Value Yield.** The estimated amount of taxable value produced by the development
- **Qualified Developer.** Prospective developers should be evaluated to ensure that they are qualified to undertake the project.
- **Preserve Historic Components.** If economically practical, the historic structures should be preserved. If integrated as part of the development, these historic components offer three primary advantages for redevelopment:
 - » **Historic Tax Credits:** If the historic components follow certain rehabilitation guidelines, the developer may be able to qualify for State and Federal Historic Tax Credits. These credits can benefit the overall financial package of the development project.
 - » **Character Preservation:** Both school buildings represent a shared heritage for many residents of York. By preserving these historic structures, it would increase compatibility with the adjacent neighborhoods, be more attractive to young professionals and active seniors, and create a more cohesive as an overall project.
 - » **Development Yield:** By reusing the existing sites as predominantly residential, the development will be able to provide a higher yield from the development both in terms of total units but also total taxable value.
- **Development Quality.** Many aspects to contribute to the overall quality of a development project but preserving historic features would increase the identity of the project and contribute a unifying element for the overall project.

Development Yield

When considering a development project, a developer will examine the overall development yield that the can obtain from the sites. The consideration includes use regulations (single family, multi-family, or mixed use), subdivision regulations (minimum lot size, width, and the amount of parking and circulation required),



Former High School. Adapted to Residential Use



Reuse / Redevelopment Opportunity



Existing Pedestrian Bridge



Example Image

and bulk regulations (height, lot coverage, and setbacks). It is recommended that these sites be viewed together as a planned unit development to articulate the expectations of the city including the amount of yield desired.

Connections

The physical location and configurations of these sites is a major factor in why they are considered a strategic opportunity as a connected district. The development concept features the pedestrian bridge as a central element for bike and pedestrian circulation and the appropriate redevelopment of these sites would expand the role of the pathway and with additional interest and character for all trail users.

Neighborhood Based / Compatibility

The adjacent neighborhoods have existed with these sites as a central piece of the neighborhood fabric for over 75 years. Reinvestment in this site should simply bring additional residents into the neighborhood without creating significant compatibility issues. It may be appropriate to include a neighborhood commercial component to this site, such as live/work spaces for entrepreneurs, a technology business incubator or accelerator, and other uses that would not generate a significant volume of traffic or compatibility issues for these neighborhood sites.

THE REINVESTMENT CONCEPTS

The reinvestment vision for these sites is a unified concept which builds upon existing features and developable land to generate a high-quality neighborhood in the northeast core of the city. By articulating a concept that will reinforce the existing character of the traditional neighborhoods, it is expected that the appropriate reuse of these sites would serve as a catalyst that will support population growth, and in turn, alleviate some of the challenges that businesses have recruiting and retaining employees.

While the site can be developed in different ways, these sites are strategic economic development opportunities which impact the housing and business markets.

Overall Concept

The reinvestment concept identifies the former middle school, former elementary school, and the underused recreation fields as redevelopment sites connected and supported by the pedestrian bridge which spans the railroad tracks and Miller Park which is a major park resource in the area. The concept mirrors the character of adjacent neighborhoods which typically include 50 foot residential lots; infill sites should generally reflect the lot size and housing types common in the area to ensure that the development is compatible with the character of the area.

The concept calls for the preservation and adaptive reuse of the historic structures on both school sites if structurally and economically feasible. These structures are appropriate for multi-family rental or condominium units and may incorporate an element of commercial activity such as live/work spaces for technology entrepreneurs. These buildings lend their architectural character and local heritage to the redevelopment plans for both sites. In addition to serving as character elements of both sites, the use of State and Federal Historic Tax Credits could help support the feasibility of the overall development plan.



Example Image



Example Image

Southern Concept

The reinvestment concept for the former middle school and the underused recreation fields calls for a mix of residential types and an integrated system of walkways, park features, and passive greenspace. The former school is preserved through historic and adaptive reuse of the historic portions of the building for residential - either apartments or condominiums. The school grounds would be improved to serve as passive open space for its inhabitants and residents of the neighborhood.

North of the reused school, the concept proposes parking and internal circulation that serves and transitions into a collection of 15 small lot, single-family detached homes. These homes are situated on 45 - 50 foot lots with alley access to two-car garages. Envisioned as bungalows or two-story structures, the western row of homes is oriented to East Avenue while the two rows of homes are oriented to a common pathway which leads between the reused school and the reinvestment site to the north.

Following the pathway north across East 14th Street, the next reinvestment section preserves and showcases the run/walk track which encompasses a two-to-three-story walkup multi-family building with parking situated to the east and the north. Additional buildings of the same architectural style are located at the northern end of the site and at the foot of the pedestrian bridge on the west. The pedestrian pathway runs north along the west side of the largest building and turns west past the softball diamond (improved and preserved) before connecting with the existing pathway and the pedestrian bridge. The pedestrian bridge crosses the railroad and provides a pedestrian connection to the northern reinvestment area two blocks to the north.



Figure 7.7: Reinvestment Concepts



Northern Concept

Just a few blocks north of the southern reinvestment concepts, the northern reinvestment concept outlines two options for how the site can be reused for the greatest benefit and compatibility with the adjacent neighborhoods. Both concepts were part of the original 2017 Comprehensive Plan and since the approval of the plan some homes have been built on the east side of the block, however, aspects of both concepts remain relevant.

The concepts recommend a strong pedestrian connection such as a multi-purpose trail from the pedestrian bridge into the reinvestment site. Further, both concepts propose that the historic school building be preserved and be repurposed for residential apartments or condominiums and that the grounds be enhanced with maintenance and landscaping. From those common features, the reinvestment concepts differ.

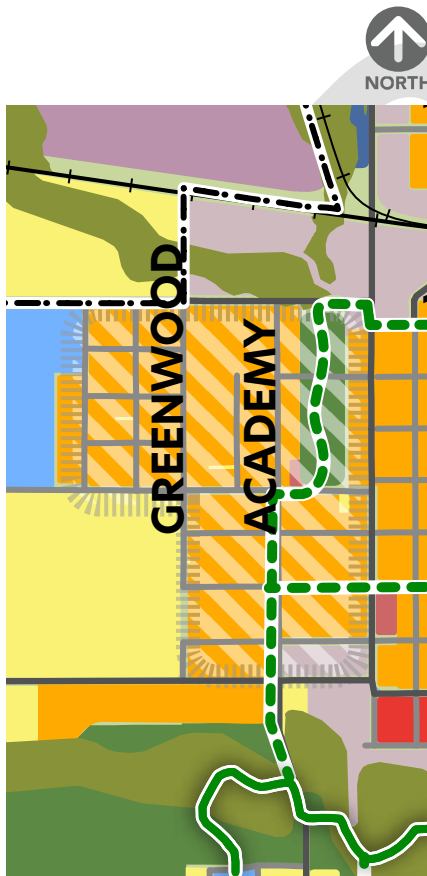
NORTHERN CONCEPT A: ADAPTIVE REUSE AND MULTIFAMILY HOUSING

Concept A illustrates a reinvestment opportunity with a two-to-three story walkup multi-family building with parking situated throughout the site including existing diagonal parking along East 18th Street. The development that has occurred on the east side will limit this concept but the opportunity remains for small development that adds more density. With this higher density the concept incorporates additional parking. To complement the new residents of the site and the nearby neighborhood, the site incorporates a community garden in the northwestern part of the site; together with the front lawn of the school, this configuration will pay homage to the historic role of the site as a neighborhood school.

NORTHERN CONCEPT B: ADAPTIVE REUSE AND SINGLE FAMILY DETACHED HOMES

Concept B illustrates a reinvestment option with 12 small lot, single family detached homes with two car, attached garages that are accessed from the alleyway. The units that have been constructed on the east side are one duplex and two single family homes, a good alternative to the single family homes but accessed off the street rather than the alley. The remaining site could still accommodate the proposed lots of 45-55 feet wide which is consistent with the nearby neighborhoods. Like Concept A, this concept maintains the front lawn and slightly less front facade of the historic school. This concept aligns most closely with what has already developed on the east side but reflects the character of the neighborhood.

Figure 7.8: Reinvestment Concepts



REINVESTMENT AREAS

Just to the west of Division Avenue is a second prime area for infill and reinvestment. The focus of this area is more on scattered infill opportunities rather than the larger redevelopment sites. Since 2017 reinvestment in existing housing has occurred creating the base from which infill on vacant lots can occur. Most investors do not want to build new housing adjacent to deteriorating housing. Improvements to existing homes help entice investors and builders but public infrastructure will also need to be improved. A number of streets in the area are not paved. Partnerships with builders to improve these streets along with new or improved housing may be important.

The area also has the former skating rink. York youth have identified the rink as an opportunity for business and entertainment reinvestment. Community leaders should support and engage these young leaders in identifying opportunities for the site.

IMPLEMENTATION SINCE 2017

Since adoption of the 2017 Comprehensive Plan, the City of York has taken a number of concrete steps to support housing production, reinvestment, and neighborhood stability. These actions build on the original plan's goals and respond to evolving housing needs and market conditions.

- **Updated redevelopment tools have strengthened the City's ability to support housing reinvestment.** The City updated its blighted and substandard area designations, creating a clearer framework for redevelopment and reinvestment. These updates support the strategic use of Tax Increment Financing (TIF) and other redevelopment tools and are reflected in the City's current redevelopment plans.

- **Housing incentives have been expanded to better support workforce housing.**

Workforce Housing was added as an eligible use within the City's Redevelopment Plan, including applicability to Expedited TIF. Since 2017, these tools have supported new housing development, including Creekside Apartments, a 48-unit multifamily project funded through TIF, Rural Workforce Housing Funds, and local investment, which opened in 2021.

- **Additional housing units have been delivered through expedited redevelopment efforts.**

To date, nine permanent housing units (seven apartments and two single-family homes) and approximately 40 temporary workforce housing units have been added using Expedited TIF. Housing options for older adults have also expanded with the construction of 12 independent living apartments at Meadow Lark Independent Living in 2025.

- **Process improvements have reduced barriers to housing development.** A digital permitting system was implemented in 2025, and permit fees were streamlined to improve efficiency and predictability. York's use of a local electrical inspector further supports timely construction by reducing inspection delays.

- **Public investment has supported neighborhood reinvestment and development.**

A new fire station was constructed in the north part of the city, serving as an anchor for surrounding renovation and development. The City also partnered with Countryside Estates on a workforce housing development on city-owned well-field property near Mincks Park, an area identified for compatible uses under the well-field protection plan.

- **Downtown reinvestment has continued to strengthen housing-adjacent conditions.**

Since 2017, the City has completed multiple rounds of Downtown Revitalization (DTR) funding, resulting in renovation of a majority of downtown buildings and reinforcing downtown York as a place to live, work, and invest.

Together, these actions demonstrate continued progress toward the housing and neighborhood goals established in the 2017 Comprehensive Plan and provide a strong foundation for implementing the strategies outlined in this updated chapter.

HOUSING AND NEIGHBORHOOD PLAN

PRIORITIES

The Housing and Neighborhood Plan builds on the goals of the 2017 Comprehensive Plan and responds to updated housing data and market conditions. Priorities focus on maintaining the quality of existing neighborhoods, expanding housing choice, and supporting development patterns that reinforce long-term community stability.

INVEST IN CORE BUILDING STOCK

York's existing housing stock remains one of the community's most important assets. Continued and targeted investment in maintenance, rehabilitation, and modernization will help preserve neighborhood stability, extend the life of existing homes, and support long-term affordability. This approach can address isolated condition issues and encourage private reinvestment in established neighborhoods, helping to stabilize and support private market reinvestment in core neighborhoods.

SUPPORT ATTAINABLE HOUSING FOR FIRST-TIME HOMEBUYERS

Expanding housing options for first-time homebuyers is a growing priority. Many entry-level households face limited choices due to construction costs and a lack of attainable price points. Supporting smaller homes, modest lot sizes, and partnerships that reduce development barriers can help improve access to homeownership and retain residents within the community.

BUILD PARTNERSHIPS TO CREATE AFFORDABLE HOUSING (HOMES AND LOTS)

Most residential land development in the City of York has historically been led by private, for-profit developers, with a focus on new construction that aligns with market feasibility. While this approach has supported housing delivery, it has limited the variety of housing types and development patterns available within the community.

Barriers related to land development, infrastructure, and project feasibility can make it difficult to deliver housing that meets the needs of entry-level and workforce households. Addressing these challenges will require approaches beyond the private market alone.

Communities have successfully expanded housing options through partnerships involving municipalities, lenders, builders, realtors, employers, and housing organizations. These collaborative efforts can help support housing development, reduce barriers, and expand attainable homeownership opportunities while maintaining market viability.

TARGET HOUSING TO THE STRATEGIC INTERSTATE LOCATION

York's location along Interstate 80 provides an opportunity to support housing development near employment, services, and regional access. Directing housing to areas near the interstate and major employment centers can help meet workforce needs while making efficient use of existing infrastructure.

Housing in these locations should include a mix of housing types and be designed to integrate with nearby uses and amenities. Targeting growth to strategic interstate locations allows York to leverage prior public investment and expand housing options in areas positioned to accommodate future development.

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CHAPTER 8

ECONOMIC DEVELOPMENT

York's economy is built on steady employers, small businesses, and the daily activity that brings people into town for jobs, services, and shopping. This chapter describes York's economic role in the region and highlights practical strategies to support reinvestment, expand opportunity, and guide growth in the years ahead.



CHAPTER GOALS

1. Support the expansion of York's economy by taking a broader view of 'economic development' to include improving all factors that impact business retention, expansion, and recruitment efforts such as workforce housing, quality of life, and overall community image to create a robust economic system
2. Market and expand upon the character, quality of life, amenities, and visitor experience to recruit new residents and businesses
3. Leverage branding and messaging to tell the city's story and promote York to a wider audience
4. Support and facilitate private business investment through public-private partnerships including the use of municipal real estate, financing tools, infrastructure assistance, and talent training and upskilling assistance

INTRODUCTION

Economic development in York is closely tied to quality of life, workforce availability, transportation access, and community identity. A strong local economy supports existing businesses, attracts new investment, provides employment opportunities for residents, and generates the resources needed to maintain infrastructure, parks, and public services.

Since adoption of the 2017 Comprehensive Plan, York has experienced continued economic change. The City, York County Development Corporation (YCDC), York Chamber of Commerce, and community partners have advanced a range of initiatives to support business growth, housing development, downtown reinvestment, industrial expansion, workforce education, and transportation access. At the same time, evolving consumer behavior, commuting patterns, and regional dynamics have influenced how residents, workers, and visitors interact with York's commercial areas.

This chapter documents current economic conditions and trends, summarizes York's regional economic role, and builds on the foundation established in the 2017 plan by incorporating additional data sources to identify opportunities to strengthen York's economic position moving forward.

ECONOMIC CONTEXT AND REGIONAL ROLE

York functions as a regional employment, service, and retail center for York County and surrounding rural communities. Its location along Highway 81 provides strong north-south connectivity within central Nebraska, while proximity to Interstate 80 and larger markets such as Lincoln, Grand Island, Hastings, and Columbus influences commuting patterns, consumer choice, and business recruitment.

York's economy is anchored by a diverse mix of manufacturing, agriculture-related industries, healthcare, education, retail, and public-sector employment. York Public Schools, York General, York University, and regional service providers contribute to a stable employment base that supports daily economic activity.

Since 2017, the City, YCDC, and community partners have focused on ensuring that York remains competitive within the region by:

- Maintaining a supply of development-ready industrial sites
- Supporting workforce housing development
- Investing in downtown and commercial districts
- Improving transportation and pedestrian access
- Reducing regulatory barriers to development
- Investing in Talent Recruitment

These efforts position York to retain existing employers while responding to changing workforce and market dynamics.

TRADE AREA DYNAMICS AND REGIONAL INFLUENCE

York’s economic influence extends beyond city limits. In addition to serving residents, York draws workers, shoppers, and visitors from surrounding communities for jobs, services, and everyday needs. Its location along Highway 81 and proximity to Interstate 80 supports this regional role by providing strong north south connectivity.

To better understand where this activity comes from, this update uses a trade area based on observed travel patterns from anonymized mobile location data. Rather than relying on preset market boundaries, the trade area reflects where people actually travel from when they come to York for work, shopping, and services. This approach builds on the 2017 Comprehensive Plan’s discussion of York’s regional role, while using real world travel behavior to show how that role functions today.

The map below shows the area of everyday influence around York. Rather than drawing a hard boundary, it illustrates a gradient of regional connection, with visit activity most concentrated near York and gradually tapering outward across the surrounding region.

In a rural context, this broader pattern is meaningful. Households and workers often travel farther for everyday needs, and York’s highway access helps support those routine regional connections.

Together, the patterns shown here suggest York functions as a consistent regional destination. While the trade area map does not indicate trip purpose, it shows where visit activity is most concentrated and repeatable based on aggregated home locations. These patterns align with routine travel for employment, services, and shopping, shaped by proximity, transportation access, and nearby population centers.

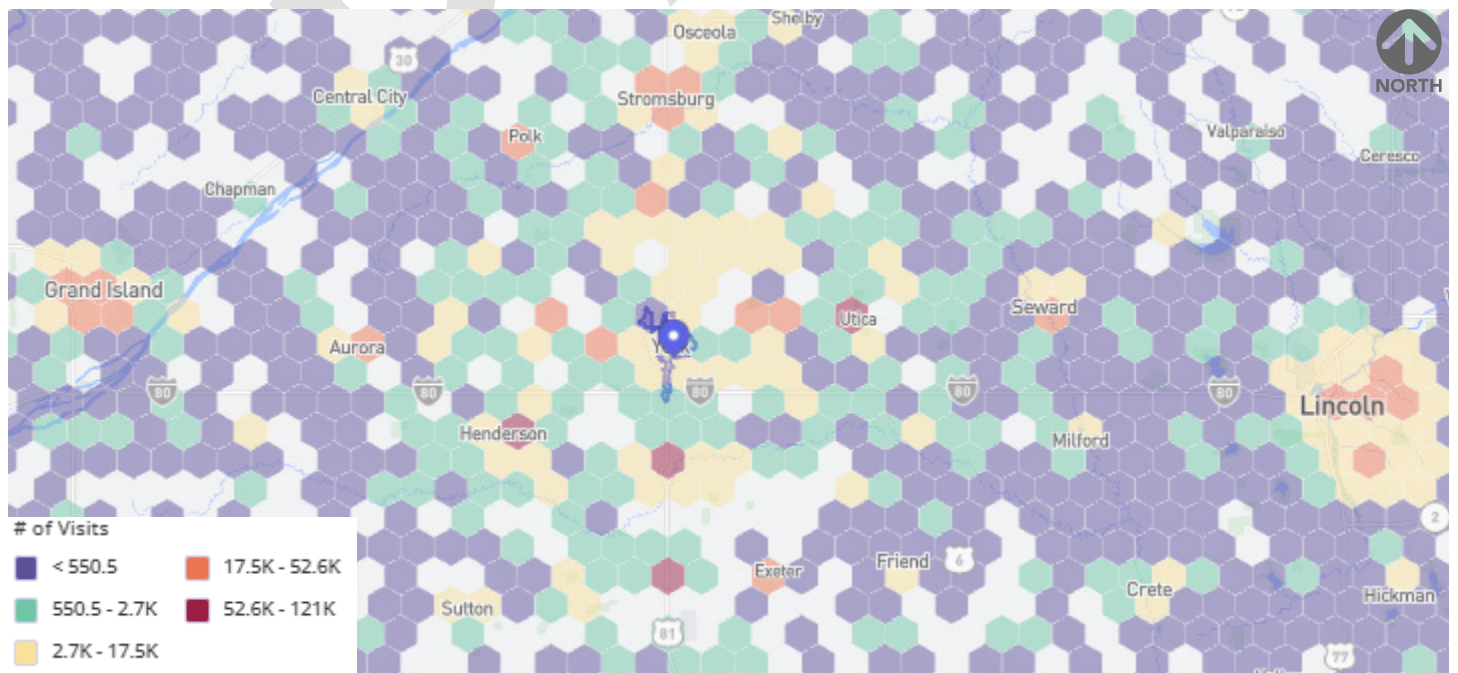
WHAT THE TRADE AREA MAP TELLS US:

The trade area map translates visitor patterns into a simple grid. It is not a hard boundary. It is a signal of connection.

Each hexagon represents a geographic area based on anonymized home locations of visitors to York. Darker areas show where visits are more frequent, reflecting York’s strongest day to day ties. Lighter areas show where York remains part of people’s routines, just less often.

Together, the pattern offers a clear picture of where York’s regional reach is strongest, grounded in real world travel behavior.

Figure 8.1: York Trade Area



Source: Placer.ai (2025); RDG Planning & Design

VISITOR ACTIVITY AND REGIONAL TRAVEL PATTERNS











Non-resident visits to York are driven by routine, everyday trips rather than one-time stops. Placer.ai estimates approximately 6.0 million non-resident visits annually, generated by about 1.6 million unique out-of-market visitors, with an average stay of about 3.3 days across multiple visits to York.

People come back again and again for fuel and convenience needs, groceries, quick meals, and big-box shopping. This shows up clearly in the list of York's most visited places, where top destinations are largely everyday retail and service businesses clustered in the highway-oriented commercial areas along Highway 81 and near Interstate 80. The mix of destinations suggests York is serving multiple roles at once: a daily shopping and service center for nearby towns, a convenient stop for travelers, and a support hub for commuting and freight activity moving through the region.

The visitor origins map below reinforces the story. Most trips start in nearby communities within York County and surrounding counties, showing strong local and regional connections. Additional pockets extend along major travel corridors, reflecting how York's access and visibility pull in visitors from a wider area when trips align with work routes, errands, or regional travel patterns. Rather than a single "market boundary," the map illustrates a network of communities that interact with York at different frequencies, shaped by distance, travel time, and transportation connections.

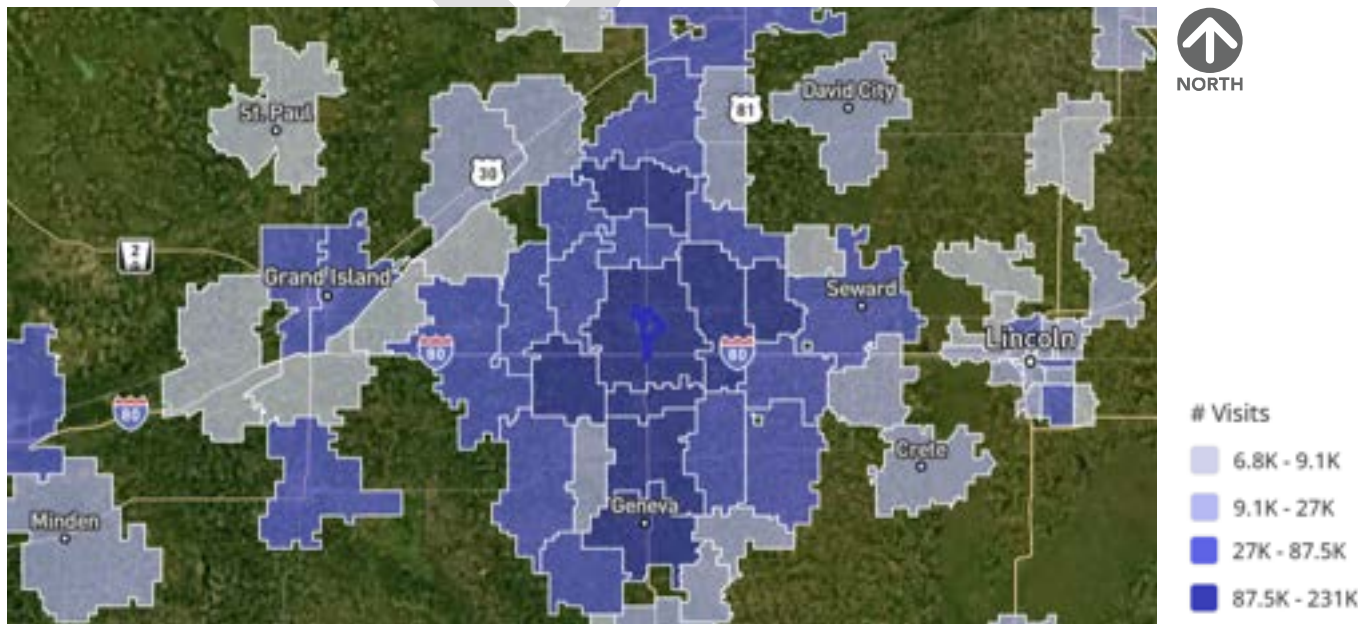
Together, these patterns highlight the importance of keeping York's key corridors and community destinations strong, safe, and easy to access. They also point to opportunities to strengthen the links between high-activity commercial areas, downtown, neighborhoods, and community amenities so York's economic activity supports a more connected, welcoming, and resilient community overall.

Figure 8.2: York Top 10 Most Visited Places

Rank	Name	Total Visitors
1	 Petro Stopping Center Full Site 4700 S Lincoln Ave, York, NE 68467	644K (39.2%)
2	 Petro Stopping Center 4700 S Lincoln Ave, York, NE 68467	456.8K (27.8%)
3	 Speedee Mart Full Site 3711 South Lincoln, York, NE 68467	244.2K (14.9%)
4	 McDonald's 4012 S Lincoln Ave, York, NE 68467	229.6K (14%)
5	 Pump & Pantry Full Site 3901 S Lincoln Ave, York, NE 68467	225.5K (13.7%)
6	 Walmart 101 David Dr, York, NE 68467	221.1K (13.5%)
7	 Speedee Mart Full Site 5018 South Lincoln Avenue, York, NE	219.5K (13.4%)
8	 Phillips 66 4700 S Lincoln Ave, York, NE 68467	217.6K (13.3%)
9	 Pump & Pantry 3901 S Lincoln Ave, York, NE 68467	212.8K (13%)
10	 Shell 5018 S Lincoln Ave, York, NE 68467	187.6K (11.4%)

Source: Placer.ai (2025); RDG Planning & Design

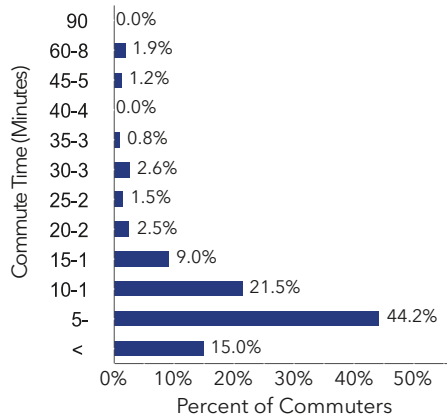
Figure 8.3: York Non-Resident Visit Origins



Source: Placer.ai (2025); RDG Planning & Design

REGIONAL WORKFORCE AND COMMUTING PATTERNS

Figure 8.4: Commuting and Transportation to Work



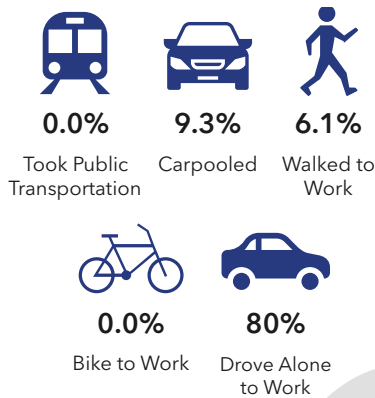
York’s workforce is both local and regional. A majority of employees working in the city live in York itself, with approximately 3,600 employees (about 58 percent) residing locally. This reflects York’s role as a central employment location for residents and its ability to support a locally based workforce.

At the same time, York draws employees from nearby communities across York County and surrounding counties. Commuting patterns are generally short, reflecting routine daily travel and reinforcing York’s function as a regional job destination rather than a long-distance employment center.

Year-over-year changes indicate that workforce patterns are continuing to shift within the region. While York remains the primary source of employees, recent data show a decrease of 288 employees residing locally, alongside modest increases in some surrounding communities. These shifts suggest ongoing movement within the regional labor shed, with where employees live adjusting over time even as jobs remain concentrated in York.

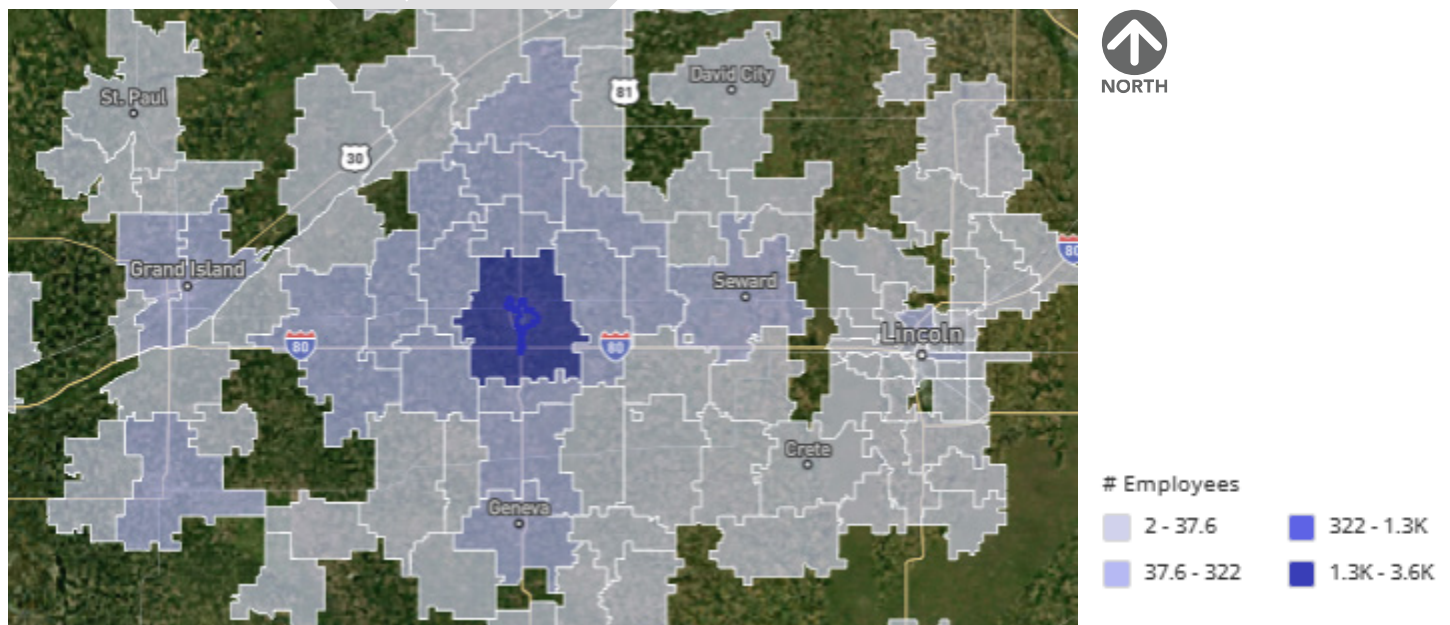
In addition to Placer.ai and Census-based commute data, feedback from local employers and City staff indicates that walking and biking to work occur more frequently than reflected in available datasets, particularly in areas where housing, employment, and services are closely integrated, such as downtown York. It is also common to see people walking along Highway 81 to jobs and shopping in the Tower Crossing district from nearby residential areas of York.

Together, these patterns reinforce York’s role as a regional employment hub supported by both residents and commuters. They also highlight the importance of pedestrian safety, workforce housing, and transportation connectivity as economic development priorities that support employee access, retention, and long-term workforce stability.



Source: Placer.ai (2025)

Figure 8.5: Where Employees Who Work in York Live

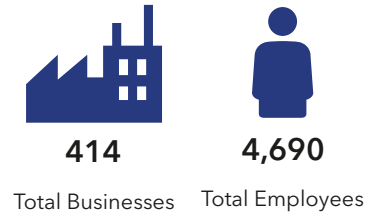


Source: Placer.ai (2025); RDG Planning & Design

EMPLOYMENT BASE AND INDUSTRY MIX

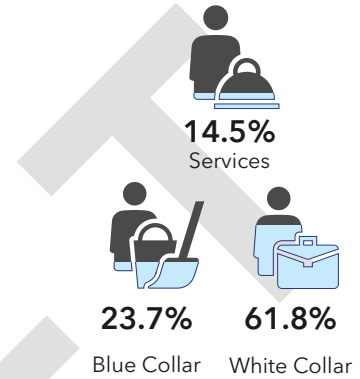
York's economy is supported by a diverse mix of industries and employers, reinforcing the city's role as a regional service and employment center. Placer.ai estimates show 414 businesses and approximately 4,690 employees in York, with a workforce mix of about 61.8% white collar and 23.7% blue collar (Figure 9.6). York's unemployment rate was 2.5%, reflecting a tight labor market and the importance of attracting and retaining workers.

Figure 8.6: York Employment Overview



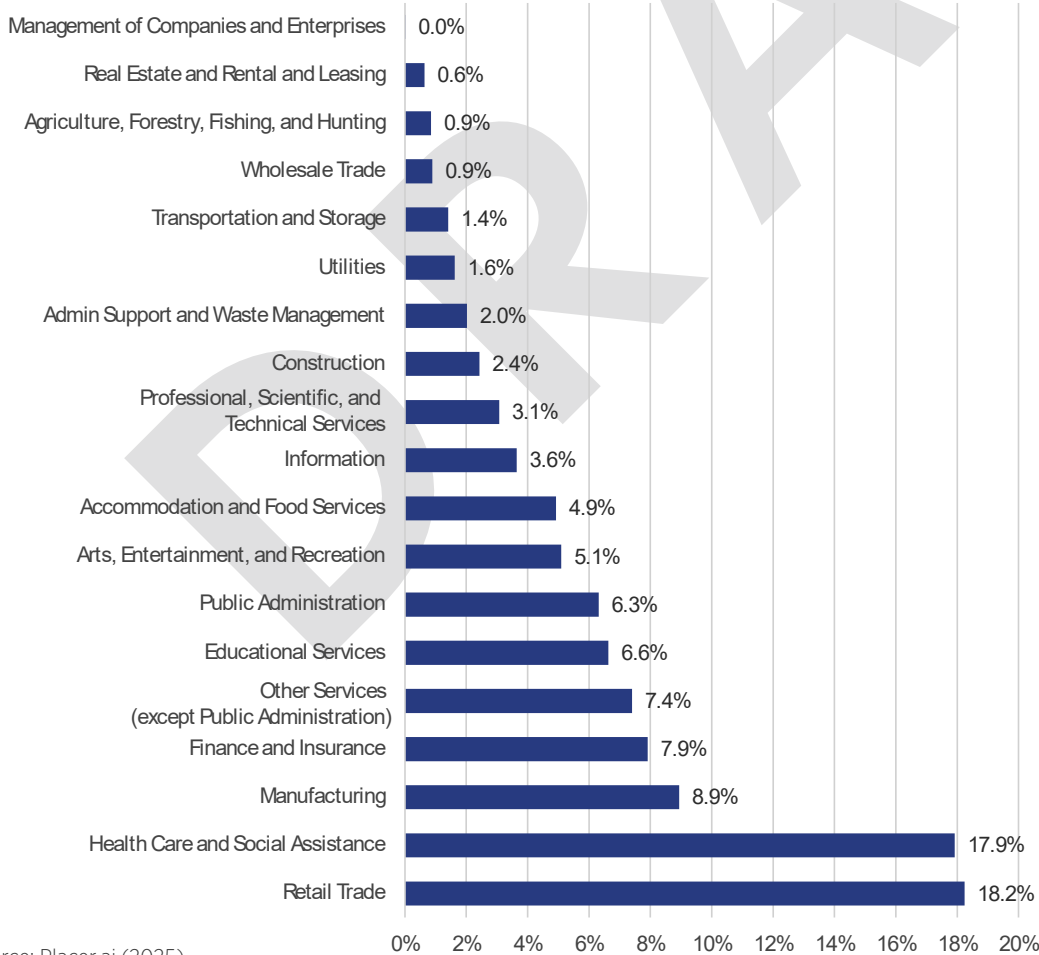
What York's employment mix tells us

- **York's job base is anchored by everyday industries.** Retail Trade and Health Care are the largest employment sectors, which supports steady year-round activity and essential services.
- **Low unemployment shifts the focus from job creation to labor availability.** With a 2.5% unemployment rate, strategies that support workforce housing, training, and commuting options become more important for employers.
- **The local economy benefits from a balanced mix.** Manufacturing, services, and public-sector jobs complement retail and health care and help reduce reliance on any single industry.
- **Workforce mix supports a range of occupations.** The share of white-collar and blue-collar employment reflects demand for both professional roles and skilled trades, reinforcing the value of multiple career pathways.



Source: Placer.ai (2025)

Figure 8.7: York Employees By Industry



Source: Placer.ai (2025)

SPENDING PATTERNS BY RESIDENTS AND VISITORS

Spending patterns provide important context for how York’s economy functions day to day and where future opportunities may exist. Key takeaways include:

- **Everyday activity drives the economy.** Spending is concentrated in routine needs, indicating York’s economic role is built on repeat, day-to-day activity rather than tourism-based purchases.
- **Housing, transportation, and food are the core spending areas.** These categories represent the largest shares of spending and reinforce the importance of convenient access to services and commercial areas.
- **Transportation is an economic development signal.** Strong transportation-related spending aligns with commuting and regional travel patterns, underscoring that access, safety, and connectivity support workforce and business activity.
- **Visitors add incremental demand, mostly for routine stops.** Out-of-market visitors contribute additional spending in categories tied to travel and everyday activity, supporting highway-oriented areas and highlighting opportunities to capture more of that activity elsewhere in the community.
- **York generally tracks close to state averages.** The index shows York’s spending profile is broadly similar to Nebraska overall, suggesting the strategy should focus on targeted improvements rather than a major repositioning.
- **This sets up leakage and opportunity.** Because spending is routine and repeat-based, leakage is most likely in categories where residents seek greater choice or experiences, pointing to opportunities to retain more spending locally.

Figure 8.8: Weekly Spending Patterns by Market Segment (Residents and Visitors)

	Residents		Out-of-Market Visitors	
Housing	\$103.16 (25.2%)	92	\$100.21 (25.2%)	89
Transportation	\$97.57 (23.9%)	93	\$95.46 (24%)	91
Food	\$76.74 (18.8%)	99	\$75.17 (18.9%)	97
Health care	\$41.84 (10.2%)	94	\$40.55 (10.2%)	91
Entertainment	\$23.2 (5.7%)	95	\$22.4 (5.6%)	92
Cash contributions	\$16.95 (4.1%)	94	\$15.98 (4%)	88
Apparel and services	\$15.35 (3.8%)	96	\$14.87 (3.7%)	93
Education	\$9.29 (2.3%)	86	\$8.87 (2.2%)	82
Personal care products and services	\$7.67 (1.9%)	98	\$7.47 (1.9%)	95
Miscellaneous	\$6.45 (1.6%)	99	\$6.24 (1.6%)	96
Personal insurance	\$3.93 (1%)	94	\$3.69 (0.9%)	88
Alcoholic beverages	\$2.89 (0.7%)	95	\$2.78 (0.7%)	91
Tobacco products and smoking supplies	\$3.16 (0.8%)	106	\$3.19 (0.8%)	107
Reading	\$0.62 (0.2%)	99	\$0.59 (0.1%)	95

Source: Placer.ai (2025); RDG Planning & Design

*Index note: Index values compare York to the Nebraska average (100).

Values above 100 indicate higher spending than average; values below 100 indicate lower.

WHERE YORK RESIDENTS SHOP LOCALLY

Within York, resident shopping patterns are strongly oriented toward convenience, daily needs, and repeat trips. The most visited in-market destinations reflect routine activity tied to groceries, services, dining, and health care rather than occasional or destination-based shopping.

- **Everyday needs anchor local shopping.** Large-format and convenience-oriented retailers capture the highest volume of resident visits, reinforcing their role as reliable, one-stop destinations for daily necessities.
- **Quick-service dining supports frequent trips.** Restaurants and food service locations rank among the most visited places, indicating short, regular visits tied to commuting patterns and daily routines.
- **Health care and essential services are key destinations.** Medical facilities and banks appear prominently among non-chain destinations, highlighting the importance of locally serving institutions in supporting resident activity.
- **Local and non-chain businesses remain an important part of the mix.** When national chains are excluded, the most visited locations include grocery stores, restaurants, personal services, and fitness facilities that primarily serve York residents' everyday needs.
- **Corridor access matters.** Many top destinations, including both chain and non-chain businesses, are located along Lincoln Avenue and other major corridors, reinforcing the role of visibility, access, and ease of travel in shaping local shopping behavior.

Together, these patterns show that York performs well in meeting residents' routine needs locally, while also highlighting opportunities to strengthen neighborhood-serving retail, support locally owned businesses, and enhance corridor connectivity as part of a balanced economic strategy.

Note: Some businesses may appear more than once when locations operate multiple storefronts or service components at the same address. Rankings reflect visit activity by storefront, rather than aggregated by brand or address.

Figure 8.9: Most Visited In-Market Shopping Destinations | Non-Chains

Rank		Total Residents
1	Grand Central Foods 311 N Lincoln Ave, York, NE 68467	4.5K (59.8%)
2	York General Hospital 2222 N Lincoln Ave, York, NE 68467	4K (52.7%)
3	Sun Theatre 427 N Lincoln Ave, York, NE 68467	2.3K (30.8%)
4	Abelardo's Mexican Fresh York 1806 N Lincoln Ave, York, NE 68467	2.2K (29.2%)
5	Kirk's Korner 1027 N Lincoln Ave, York, NE 68467	2.2K (28.7%)
6	Cornerstone Bank 529 N Lincoln Ave, York, NE 68467	2K (27%)
7	The Trading Post 626 N Lincoln Ave, York, NE 68467	1K (13.9%)
8	Encore Nail Spa 224 N Lincoln Ave, York, NE 68467	885.9 (11.7%)
9	Mogul's Auto Repair, Transmission 924 N Grant Ave, York, NE 68467	882.2 (11.7%)
10	Fitness Worx 2835 N Nebraska Ave, York, NE 68467	644 (8.5%)

Figure 8.10: Most Visited In-Market Shopping Destinations | Chains

Rank		Total Residents
1	Walmart 101 David Dr, York, NE 68467	6.9K (91.3%)
2	Casey's General Store Full Site 115 E Nobes Rd, York, NE 68467-4313	5.7K (75.9%)
3	Casey's General Store 115 E Nobes Rd, York, NE 68467-4313	5.7K (75.9%)
4	Casey's General Store Full Site 1901 N Lincoln Ave, York, NE 68467	5.6K (74.3%)
5	Casey's General Store 1822 N Lincoln Ave, York, NE 68467	5.6K (74.1%)
6	McDonald's 4012 S Lincoln Ave, York, NE 68467	5.3K (70.6%)
7	Dollar Fresh Market 220 E Nobes Rd, York, NE 68467	4.9K (64.4%)
8	Dairy Queen Restaurant 3608 S Lincoln Ave, York, NE 68467-94	4.8K (63.4%)
9	Wendy's 4011 S Lincoln Ave, York, NE 68467	4.7K (62.8%)
10	Dollar General 928 N Lincoln Ave, York, NE 68467	4.7K (61.8%)











Source: Placer.ai (2025); RDG Planning & Design

WHERE YORK RESIDENTS SHOP OUTSIDE THE CITY

York functions as the region’s “everyday hub,” but residents still leave town when they want a wider mix of shopping and dining options. The destinations below show where York households most often go when their trips extend beyond the local market.

- **Lincoln is the primary out of market draw.** Many of the top destinations are major shopping centers and malls in Lincoln, reflecting the pull of larger retail clusters and broader selection.
- **Grand Island is a secondary regional hub.** Several high ranking destinations are located in Grand Island, reinforcing York’s connection to multiple regional centers along I-80.
- **Trips concentrate in large retail districts.** Out-of-market visits cluster in places designed for comparison shopping, specialty purchases, and bundling multiple errands in one stop.
- **Nearby towns still capture routine activity.** Destinations in places like Aurora appear among the top locations, indicating that some out of town spending is part of short, familiar regional travel patterns.
- **What this means for York.** These patterns suggest opportunities to retain more local spending by expanding choice in key categories, strengthening the local retail and dining mix, and improving access and connections between highway commercial areas, downtown, and neighborhoods.

Figure 8.11: Top Out-of-Market Shopping Destinations for York Residents

Rank	Name	City	Total Residents
1	 Gateway Mall 6100 O St, Lincoln, NE 68505	Lincoln	3.8K (49.8%)
2	 SouthPointe Pavilions 2910 Pine Lake Rd, Lincoln, NE 68516	Lincoln	3.4K (45.1%)
3	 Eagle Run Shopping Center 911 Allen Drive, Grand Island, NE 68803	Grand Island	2.9K (38.1%)
4	 Lincoln Crossing 4720-5210 North 27th Street, Lincoln, N...	Lincoln	2.8K (36.8%)
5	 Grand Corners 115 Wilmar Ave, Grand Island, NE 68803	Grand Island	2.4K (31.6%)
6	 Crossroads Pavilion 233 N 48th St, Lincoln, NE 68504	Lincoln	2.4K (31.2%)
7	 Scheels 3030 Pine Lake Rd, Lincoln, NE 68516	Lincoln	2.2K (29%)
8	 Conestoga Mall 3404 W 13th St, Grand Island, NE 68803	Grand Island	1.9K (25%)
9	 Casey's General Store Full Site 1502 16th St, Aurora, NE 68818	Aurora	1.9K (24.7%)
10	 Casey's General Store 1502 16th St, Aurora, NE 68818	Aurora	1.8K (24.4%)

Source: Placer.ai (2025); RDG Planning & Design

RETAIL ACTIVITY, MARKET CAPTURE, AND GROWTH OPPORTUNITY

Retail leakage helps show whether York residents are meeting their shopping and dining needs locally, and where York is drawing customers from the surrounding area. When supply is higher than demand, it suggests York businesses are capturing sales beyond resident spending alone. When demand is higher than supply, it points to spending that is likely occurring outside York and may represent a market opportunity.

To understand how well York is capturing spending, this plan uses Placer.ai estimates of retail demand and supply by category (see Figure 8.12). Overall, York captures more retail sales than resident spending alone would generate. That citywide surplus (about \$42.0 million) reinforces York's role as a regional center and suggests that a meaningful share of spending is coming from outside the city.

STRONG DEMAND AND MARKET CAPTURE

Several categories show strong demand that is already being met locally, often with sales that exceed resident spending. These categories reinforce York's role as a regional center:

- Grocery Stores capture about \$24.2 million more in sales than local demand, reflecting frequent trips and regional draw.
- Automobile Dealers show a surplus of roughly \$40.0 million, confirming York as a destination for major purchases.
- Home and property-related retail performs well, with Building Materials and Lawn and Garden showing a combined surplus of nearly \$18.8 million, consistent with serving both urban and rural households.

These categories generate steady traffic, support local jobs, and anchor York's commercial corridors.

AREAS OF UNMET DEMAND AND POSSIBLE GAPS

Other categories show demand that is not fully captured locally. These gaps are common in communities of York's size and often reflect broader shopping patterns rather than market weakness.

- Electronic Shopping and Mail Order represents the largest gap (about \$28.7 million), highlighting the continued shift toward online purchasing.
- Food away from home shows meaningful unmet demand. Combined, Full Service and Limited Service Restaurants show a gap of about \$10.3 million, suggesting potential to expand dining options over time if supported by market conditions.
- Select specialty retail categories, including sporting goods, furniture, and niche retail, also show unmet demand where residents may travel for more variety or selection.

Not every gap represents a realistic or immediate opportunity. The strongest retail strategies build on existing strengths while responding to demand in a targeted and market-supported way.

CONNECTING RETAIL, WORKFORCE, AND HOUSING

Retail performance in York is closely connected to workforce patterns and housing availability. Many retail categories that perform well rely on a stable workforce and convenient access for both residents and commuters. Investments in workforce housing, transportation, and pedestrian infrastructure support retail activity by improving access to jobs and services and reinforcing York's regional role.

FIGURE 8.12: York Supply and Demand

Category	Demand	Supply	Retail Surplus / Leakage
Automobile Dealers	\$27,441,526.26	\$67,478,613.80	\$40,037,087.54
Grocery Stores	\$24,825,531.19	\$49,040,353.63	\$24,214,822.44
Lawn & Garden Equipment & Supplies Stores	\$2,978,222.00	\$14,550,483.67	\$11,572,261.67
Building Material & Supplies Dealers	\$8,549,187.28	\$15,740,935.84	\$7,191,748.56
Department Stores	\$2,550,223.29	\$7,008,547.70	\$4,458,324.41
Health & Personal Care Stores	\$9,442,391.70	\$12,365,380.11	\$2,922,988.41
Automotive Parts, Accessories, & Tire Stores	\$3,144,066.63	\$4,661,329.93	\$1,517,263.30
Electronics & Appliance Stores	\$2,170,902.79	\$3,559,958.29	\$1,389,055.50
Other Miscellaneous Store Retailers	\$1,626,716.46	\$2,539,273.45	\$912,556.99
Home Furnishings Stores	\$977,528.20	\$1,711,665.13	\$734,136.93
Used Merchandise Stores	\$362,317.73	\$1,038,131.62	\$675,813.89
Florists And Miscellaneous Store Retailers	\$197,384.64	\$605,570.07	\$408,185.43
Book, Periodical, & Music Stores	\$336,534.24	\$610,914.00	\$274,379.76
Beer, Wine, & Liquor Stores	\$816,787.07	\$948,043.00	\$131,255.93
Direct Selling Establishments	\$814,882.42	\$869,882.40	\$54,999.98
Clothing Stores	\$2,510,012.44	\$2,436,245.01	(\$73,767.43)
Jewelry, Luggage, & Leather Goods Stores	\$448,728.09	\$357,711.00	(\$91,017.09)
Office Supplies, Stationery, & Gift Stores	\$609,305.16	\$451,534.00	(\$157,771.16)
Specialty Food Stores	\$392,963.77	-	(\$392,963.77)
Special Food Services	\$1,200,725.10	\$736,155.32	(\$464,569.78)
Shoe Stores	\$541,455.50	-	(\$541,455.50)
Gasoline Stations	\$13,867,098.10	\$12,819,367.97	(\$1,047,730.13)
Bars Drinking Places (Alcoholic Beverages)	\$1,628,543.56	-	(\$1,628,543.56)
Other Motor Vehicle Dealers	\$1,676,535.31	-	(\$1,676,535.31)
Sporting Goods, Hobby, & Musical Instrument Stores	\$2,242,379.54	-	(\$2,242,379.54)
Furniture Stores	\$2,639,562.60	-	(\$2,639,562.60)
Other General Merchandise Stores	\$20,068,586.97	\$15,577,683.17	(\$4,490,903.80)
Limited Service Eating Places	\$8,553,009.40	\$3,707,119.63	(\$4,845,889.77)
Full Service Restaurants	\$8,708,526.58	\$3,218,675.29	(\$5,489,851.29)
Electronic Shopping & Mail Order Houses	\$28,721,803.95	-	(\$28,721,803.95)
Total Demand	\$180,043,437.99	\$222,033,574.02	\$41,990,136.03

Source: Placer.ai (2025); RDG Planning & Design

RETAIL DEMAND OUTLOOK AND STRATEGIC PARTNERSHIP

To complement the retail activity and market capture analysis, the City of York and the York County Development Corporation worked with The Retail Coach to better understand future retail demand and growth potential.

The Retail Coach team prepared a Retail Demand Outlook for York that looks ahead to how retail and dining demand is expected to change over time. This outlook does not replace the current retail activity analysis. Instead, it adds a forward looking view of which categories are projected to grow, helping York prioritize realistic, market supported opportunities over time.

The analysis shows continued growth in overall retail demand through 2030, with especially strong projections in:

- Retail trade overall, including food and drinking places
- Auto-related retail, which already performs well in York
- Building materials, lawn and garden, and home-related retail
- Food services and drinking places, reflecting continued demand for dining options

Together, the retail activity analysis and the Retail Coach demand outlook point to a clear direction for York: build on existing strengths, focus on categories with both demonstrated and projected demand, and support targeted growth that reinforces York's role as a regional retail and service center.

Figure 8.13: York Retail Market Outlook

NAICS	DESCRIPTION	2025 DEMAND	2030 DEMAND	GROWTH	CAGR (%)*
44, 45, 722	Total retail trade including food and drinking places	\$471,667,644	\$513,442,127	\$41,774,483	1.71%
441	Motor vehicle and parts dealers	\$87,595,977	\$96,806,191	\$9,210,214	2.02%
4411	Automobile dealers	\$77,853,944	\$86,029,168	\$8,175,224	2.02%
4412	Other motor vehicle dealers	\$4,147,074	\$4,587,748	\$440,673	2.04%
4413	Automotive parts, accessories, and tire stores	\$5,594,959	\$6,189,276	\$594,317	2.04%
442	Furniture and home furnishings stores	\$4,840,095	\$5,316,787	\$476,693	1.90%
4421	Furniture stores	\$2,943,993	\$3,253,600	\$309,607	2.02%
4422	Home furnishings stores	\$1,896,102	\$2,063,187	\$167,085	1.70%
443	Electronics and appliance stores	\$4,908,089	\$5,290,881	\$382,792	1.51%
443141	Household appliance stores	\$1,159,831	\$1,250,980	\$91,149	1.52%
443142	Electronics stores	\$3,748,258	\$4,039,901	\$291,644	1.51%
444	Building material and garden equipment and supplies dealers	\$29,529,496	\$32,805,202	\$3,275,705	2.13%
4441	Building material and supplies dealers	\$26,172,047	\$29,103,493	\$2,931,446	2.15%
44411	Home centers	\$13,621,055	\$15,123,384	\$1,502,330	2.11%
44412	Paint and wallpaper stores	\$1,468,754	\$1,648,110	\$179,356	2.33%
44413	Hardware stores	\$2,611,874	\$2,896,095	\$284,221	2.09%
44419	Other building material dealers	\$8,470,364	\$9,435,903	\$965,539	2.18%
4442	Lawn and garden equipment and supplies stores	\$3,357,450	\$3,701,709	\$344,259	1.97%
44421	Outdoor power equipment stores	\$599,141	\$663,961	\$64,819	2.08%
44422	Nursery, garden center, and farm supply stores	\$2,758,309	\$3,037,749	\$279,440	1.95%
445	Food and beverage stores	\$61,033,509	\$66,824,287	\$5,790,778	1.83%
4451	Grocery stores	\$55,363,336	\$60,593,177	\$5,229,841	1.82%
44511	Supermarkets and other grocery (except convenience) stores	\$52,896,922	\$57,916,509	\$5,019,587	1.83%
44512	Convenience stores	\$2,466,414	\$2,676,668	\$210,254	1.65%
4452	Specialty food stores	\$1,817,360	\$1,994,679	\$177,319	1.88%
4453	Beer, wine, and liquor stores	\$3,852,814	\$4,236,431	\$383,618	1.92%

Source: The Retail Coaci (2025); York County Development Corporation

Figure 8.13: York Retail Market Outlook (Continued)

NAICS	DESCRIPTION	2025 DEMAND	2030 DEMAND	GROWTH	CAGR (%)*
446	Health and personal care stores	\$13,413,193	\$14,674,676	\$1,261,483	1.81%
44611	Pharmacies and drug stores	\$9,446,773	\$10,317,082	\$870,309	1.78%
44612	Cosmetics, beauty supplies, and perfume stores	\$739,785	\$806,653	\$66,869	1.75%
44613	Optical goods stores	\$2,666,872	\$2,935,388	\$268,517	1.94%
44619	Other health and personal care stores	\$559,763	\$615,552	\$55,789	1.92%
447	Gasoline stations	\$48,530,005	\$53,262,376	\$4,732,371	1.88%
448	Clothing and clothing accessories stores	\$13,594,735	\$13,496,090	-\$98,645	-0.15%
4481	Clothing stores	\$9,349,503	\$9,003,255	-\$346,248	-0.75%
44811	Men's clothing stores	\$341,895	\$331,577	-\$10,317	-0.61%
44812	Women's clothing stores	\$1,194,689	\$1,132,853	-\$61,836	-1.06%
44813	Children's and infants' clothing stores	\$501,574	\$443,541	-\$58,033	-2.43%
44814	Family clothing stores	\$5,435,197	\$5,336,263	-\$98,933	-0.37%
44815	Clothing accessories stores	\$460,500	\$442,540	-\$17,961	-0.79%
44819	Other clothing stores	\$1,415,649	\$1,316,481	-\$99,168	-1.44%
4482	Shoe stores	\$2,095,878	\$2,304,626	\$208,748	1.92%
4483	Jewelry, luggage, and leather goods stores	\$2,149,354	\$2,188,209	\$38,854	0.36%
44831	Jewelry stores	\$1,182,332	\$1,226,855	\$44,523	0.74%
44832	Luggage and leather goods stores	\$967,022	\$961,353	-\$5,669	-0.12%
451	Sporting goods, hobby, musical instrument, and book stores	\$7,192,657	\$7,612,590	\$419,933	1.14%
4511	Sporting goods, hobby, and musical instrument stores	\$5,270,384	\$5,649,868	\$379,484	1.40%
45111	Sporting goods stores	\$3,701,615	\$3,996,698	\$295,083	1.55%
45112	Hobby, toy, and game stores	\$1,143,701	\$1,226,791	\$83,090	1.41%
45113	Sewing, needlework, and piece goods stores	\$223,138	\$213,584	-\$9,554	-0.87%
45114	Musical instrument and supplies stores	\$201,930	\$212,795	\$10,865	1.05%
4512	Book stores and news dealers	\$1,922,272	\$1,962,721	\$40,449	0.42%
452	General merchandise stores	\$49,135,713	\$52,947,405	\$3,811,692	1.51%
4522	Department stores	\$2,101,908	\$2,064,365	-\$37,543	-0.36%
4523	Other general merchandise stores	\$47,033,805	\$50,883,040	\$3,849,235	1.59%
453	Miscellaneous store retailers	\$8,488,283	\$9,048,449	\$560,166	1.29%
4531	Florists	\$385,291	\$426,924	\$41,633	2.07%
4532	Office supplies, stationery, and gift stores	\$1,299,914	\$1,344,683	\$44,769	0.68%
45321	Office supplies and stationery stores	\$292,770	\$312,928	\$20,159	1.34%
45322	Gift, novelty, and souvenir stores	\$1,007,145	\$1,031,755	\$24,610	0.48%
4533	Used merchandise stores	\$954,687	\$983,333	\$28,646	0.59%
4539	Other miscellaneous store retailers	\$5,848,390	\$6,293,509	\$445,119	1.48%
45391	Pet and pet supplies stores	\$2,468,674	\$2,703,354	\$234,681	1.83%
45399	All other miscellaneous store retailers	\$3,379,716	\$3,590,154	\$210,438	1.22%
454	Non-store retailers	\$82,876,215	\$88,269,318	\$5,393,104	1.27%
722	Food services and drinking places	\$60,529,678	\$67,087,874	\$6,558,195	2.08%
7223	Special food services	\$4,246,613	\$4,702,056	\$455,443	2.06%
7224	Drinking places (alcoholic beverages)	\$3,047,863	\$3,403,972	\$356,109	2.23%
7225	Restaurants and other eating places	\$53,235,203	\$58,981,846	\$5,746,643	2.07%
722511	Full-service restaurants	\$28,292,439	\$31,388,916	\$3,096,477	2.10%
722513	Limited-service restaurants	\$21,143,432	\$23,391,766	\$2,248,334	2.04%
722514	Cafeterias, grill buffets, and buffets	\$537,809	\$595,010	\$57,201	2.04%
722515	Snack and nonalcoholic beverage bars	\$3,261,522	\$3,606,154	\$344,632	2.03%

Source: The Retail Coaci (2025); York County Development Corporation

ECONOMIC DEVELOPMENT TOOLS AND PROGRAMS

TAX INCREMENT FINANCING AND REDEVELOPMENT

The City of York uses Tax Increment Financing (TIF) and related redevelopment tools to support reinvestment, housing development, and strategic economic growth. Since adoption of the 2017 Comprehensive Plan, the City has updated its redevelopment framework to better align with current development conditions, housing needs, and market opportunities.

Updated Redevelopment Areas and Workforce Housing

The City has updated its blighted and substandard area designations, which establish the geographic basis for redevelopment programs such as TIF. These updated maps help ensure redevelopment tools are applied strategically, focusing on areas with infrastructure needs, reinvestment potential, and opportunities for private development. The updated redevelopment areas are publicly available on the City's website and provide greater clarity and transparency for developers and the community.

In response to ongoing housing demand, the City expanded its Redevelopment Plan to explicitly include workforce housing as an eligible use for TIF assistance. This policy change applies to both traditional TIF and the City's Expedited TIF program, allowing the City to respond more efficiently to smaller-scale and housing-focused projects.

Since implementation:

- Creekside Apartments added 48 multifamily units, supported by a combination of TIF, Rural Workforce Housing Funds, and local investment, and opened in 2021.
- Through Expedited TIF, the City has supported the development of 9 permanent housing units (7 apartments and 2 houses), along with approximately 40 temporary workforce housing units.
- Expedited TIF has primarily been used for housing projects to date, with limited uptake for commercial or industrial uses.

These tools have allowed York to respond to housing needs more quickly while reducing administrative barriers for developers.

Funding Constraints and Policy Considerations

York's ability to expand redevelopment incentives is shaped by existing funding commitments. The City's voter-approved ½-cent local sales tax is fully dedicated to repayment of LB 357 bonds through the 2040s and is therefore not available for LB 840 economic development funding. The City has explored alternative funding options, including the potential use of electricity lease payments, though state law places restrictions on the use of certain utility-related revenues.

At the state level, there is ongoing discussion about modifying Expedited TIF rules, including proposals to reduce the current 60-year lookback requirement to 25 years. Any changes to state law could affect York's future flexibility in using expedited redevelopment tools.

TIF in Practice: How York Uses Redevelopment Tools

TIF remains a key implementation tool for advancing York's economic development goals, particularly by:

- Supporting workforce housing development
- Encouraging reinvestment in targeted redevelopment areas
- Leveraging private investment in conjunction with public infrastructure improvements
- Supporting growth areas such as Tower Crossing and emerging industrial districts

When coordinated with infrastructure investment, housing policy, transportation planning, and workforce development efforts, redevelopment tools help York guide reinvestment, remain competitive, and support long-term community vitality.

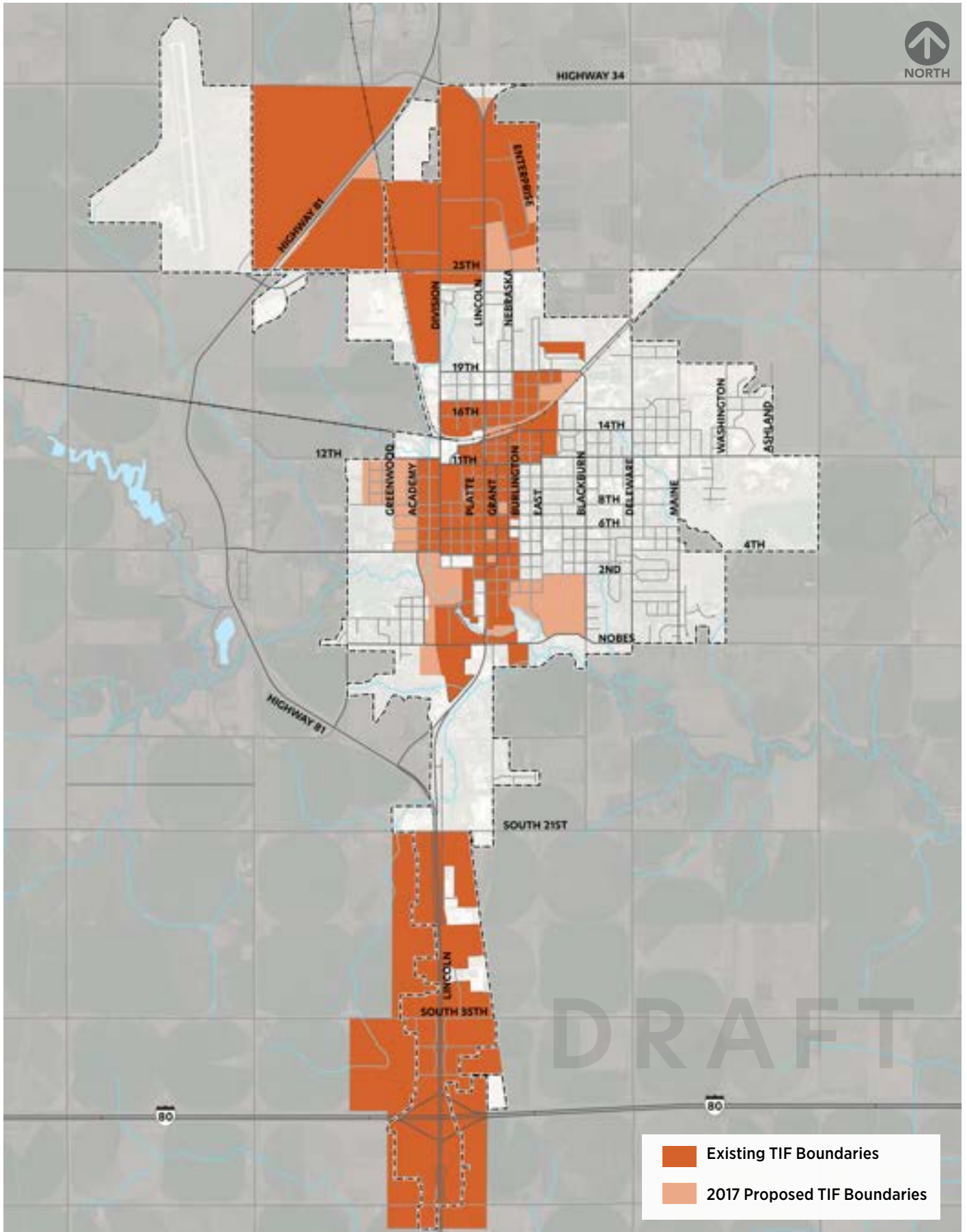


Figure 9.14: Existing and Proposed TIF Boundaries

KEY ECONOMIC AREAS

Economic development in York is concentrated in specific areas where infrastructure capacity, transportation access, market demand, and public investment align. Focusing growth and reinvestment in these areas allows the City to use economic development tools effectively, support efficient infrastructure use, and reinforce established activity centers.

- **Downtown York**

- » Downtown York serves as the civic, cultural, and small-business heart of the community. Continued reinvestment through Downtown Revitalization grants, historic preservation, and public and private improvements has strengthened downtown as a place to shop, work, gather, and invest. Cultural assets such as the Auditorium, Yorkshire Theater, Kilgore Memorial Library, and the Children's Museum support downtown activity and contribute to its role as a destination for residents and visitors.

- **Tower Crossing**

- » Tower Crossing has emerged as a key growth area due to its highway access, expanded Tax Increment Financing designation, and targeted planning efforts. Recent and planned investments, including hotel development, commercial services, and transportation studies, position Tower Crossing as an important employment and visitor-oriented node. Ongoing coordination of land use, transportation, and infrastructure improvements will be critical to supporting long-term growth in this area.

- **Industrial Areas**

- » York's industrial development is anchored by the Airport Industrial Park and the Northwest Industrial Park. Since 2017, the City and YCDC have sold and developed industrial land, acquired new sites, and invested in concept planning, due diligence, and virtual spec building design to maintain shovel-ready capacity. These areas support manufacturing, logistics, and other employment uses that contribute to economic diversification and long-term job growth.

By directing development and reinvestment toward these key areas, York can guide growth in a way that supports its regional economic role, strengthens existing assets, and promotes long-term economic vitality.

IMPLEMENTATION SINCE 2017

Since adoption of the 2017 Comprehensive Plan, the City of York, the York County Development Corporation, and the York Chamber of Commerce have implemented a range of economic development actions focused on redevelopment, housing, industrial readiness, downtown reinvestment, and business support. Key actions since 2017 include:

- **Redevelopment and Housing**

- » Updated blighted and substandard area designations to support strategic redevelopment and use of TIF
- » Added workforce housing as an eligible use within the Redevelopment Plan
- » Authorized Expedited TIF, including expedited TIF for workforce housing
- » Supported housing development through TIF and other tools, including Creekside Apartments (48 units, opened in 2021)
- » Supported additional workforce housing through Expedited TIF, including permanent and temporary units
- » Added senior housing, including Meadow Lark Independent Living (2025)

- **Downtown Reinvestment and Community Assets**

- » Completed multiple rounds of Downtown Revitalization grants, resulting in significant downtown building reinvestment
- » Achieved Creative District designation and advanced reinvestment in key cultural assets, including the Auditorium and Yorkshire Theater

- **Commercial Growth Areas**

- » Expanded TIF designation in Tower Crossing and supported new hotel development and commercial reinvestment
- » Completed planning and transportation studies to guide future growth in Tower Crossing and other priority areas

- **Industrial Development**

- » Developed and sold industrial land at the Airport Industrial Park
- » Acquired and advanced planning for additional industrial sites, including the Northwest Industrial Park, supported by due diligence and site planning efforts

- **Business Support and Streamlined Processes**

- » Implemented a digital permit system and streamlined permitting and fee processes
- » Updated zoning to reduce barriers for home-based businesses
- » Continued YCDC's role in providing hands-on business support, data tools, and talent recruitment support for entrepreneurs and employers.

These actions demonstrate steady implementation of the plan's economic development direction while responding to changing local needs and market conditions.

POLICY AND IMPLEMENTATION PRIORITIES

Building on progress since 2017, York's economic development policies emphasize focused reinvestment, market-supported growth, and coordination across housing, transportation, and infrastructure planning. Rather than pursuing expansion in all areas, the City's approach prioritizes strategic investment where it can have the greatest long-term impact.

Key policy and implementation priorities include:

- Reinforce York's role as a regional employment, service, and retail center
- Continue strategic use of Tax Increment Financing and Expedited TIF to support workforce housing and targeted redevelopment
- Support reinvestment in downtown and established commercial corridors
- Advance infrastructure planning, access improvements, and land use coordination in Tower Crossing
- Maintain a supply of development-ready industrial sites to support business attraction and job growth
- Strengthen workforce education and training partnerships with local schools, colleges, and regional institutions
- Improve pedestrian, bicycle, and transportation connections between housing, employment, and commercial areas
- Reduce barriers to development through streamlined permitting, clear guidance, and coordinated business support
- Support talent recruitment efforts led by YCDC, with a focus on out-of-state outreach and messaging around why people come to York and why people stay, supported by initiatives such as the "Good Life Is Calling" program

These priorities provide a practical framework for guiding economic development decisions while maintaining fiscal responsibility and supporting long-term community vitality.

CHAPTER 9

ENERGY & RESOURCE CONSERVATION

The City of York is dedicated to maintaining sustainable infrastructure to ensure public spaces are safe and accessible. Our community solar power innovative collaboration promotes a more resilient future. It is the responsibility of the City to lead resource conservation through practical policies, strategic public investments, and partnerships that encourage private-sector action in energy and water conservation.



CHAPTER GOALS

1. Energy strategies should support affordable, efficient and reliable services and find ways to expand the city's job base
2. Policies and strategies should reinforce the relationship between energy use and land use patterns, transportation, and community health
3. Enhance partnerships between the city, businesses, residents, and utility providers to expand the alternative energy options used within the city

ENERGY USE AND CONSERVATION

Energy use and conservation should be integrated into public operations and community decision making. Choices related to public facilities, housing, transportation, infrastructure, and land use all influence how energy is consumed and how costs are distributed across households and businesses. Improving energy efficiency helps reduce long term operating costs, support affordability, and maintain reliable service.

The City of York collaborated with the Nebraska Public Power District and GRNE Solar on a community solar project that provides renewable energy for City, County, and public school facilities. The solar generation became fully operational in 2022. Since that time, all electricity required for City buildings, County buildings, and public school buildings within the City of York has been generated using 100 percent carbon-free energy.

Energy strategies also support broader community goals related to economic competitiveness, environmental stewardship, and resilience. As energy systems evolve and weather related disruptions become more frequent, planning for efficient and reliable energy use is increasingly important for the City of York.

ENERGY POLICY IN NEBRASKA

The State of Nebraska has maintained a focus on energy planning and policy since the passage of Legislative Bill 997 (LB 997) in April 2010. LB 997 requires public jurisdictions to include an energy element when updating a Comprehensive Plan, and the City of York is complying with this requirement through this plan update.

Nebraska also maintains a state energy plan and related statewide energy strategies that address energy efficiency, infrastructure, and resource development. Unlike LB 997, these statewide strategies do not impose specific requirements or metrics on local communities. However, many of the strategies align with and support the energy goals included in this Energy Element.

ENERGY TRENDS

Energy use trends in Nebraska reflect long term shifts toward improved efficiency and cleaner energy sources. Although overall energy demand has increased over time, efficiency improvements in buildings, vehicles, and industrial processes have helped moderate growth.

Nebraska's electricity generation mix has changed significantly in recent years, with wind and nuclear energy accounting for a growing share of generation and coal playing a smaller role. These trends have reduced the carbon intensity of electricity generation while maintaining system reliability.

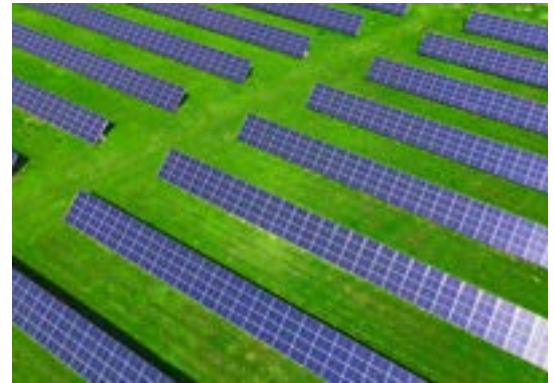
At the local level, energy use is influenced by building age, transportation patterns, housing type, and economic activity. Older buildings and auto oriented development patterns can contribute to higher energy use, reinforcing the importance of efficiency upgrades and coordinated land use planning.

ENERGY SOURCE, SUPPLY, AND USE

The City of York is served by the Nebraska Public Power District for its electrical energy needs. NPPD is a publicly owned utility responsible for electricity generation, transmission, and distribution. Its energy portfolio increasingly relies on carbon free and renewable sources, reflecting statewide trends.

According to Nebraska Public Power District resource information, NPPD's carbon emissions profile is closely aligned with statewide electricity trends in Nebraska. According to Nebraska Public Power District residential rate data, NPPD's average residential cost is \$0.1098 per kilowatt hour, compared to \$0.1124 statewide in Nebraska and \$0.1599 nationally.

York's electrical distribution system is designed to support existing development and future growth. Continued coordination between the City and utility providers is important to ensure that infrastructure investments align with community priorities and development patterns.



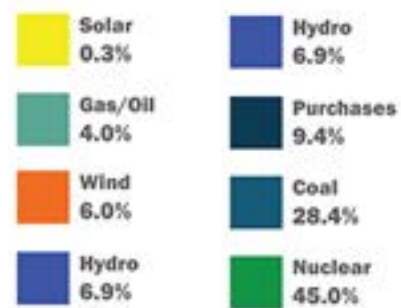
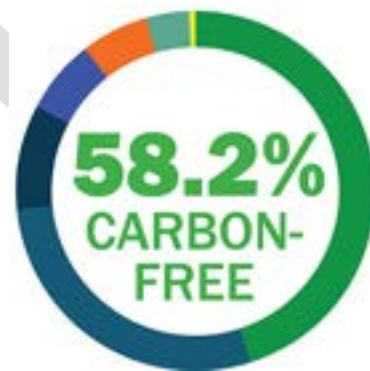
USE OF RENEWABLE ENERGY SOURCES

In Nebraska, renewable sources now contribute a much larger portion of electricity generation than was the case in 2010. In 2024, Nebraska's electricity generation mix included about 32% wind energy, 3% hydroelectric power, 0.5% solar, and 0.2% biomass, with coal and nuclear making up the majority of the remainder. Wind and other renewables together contribute a meaningful proportion of the state's generation resources.

For Nebraska Public Power District customers, the 2023-2024 rolling two-year average shows 58.2% carbon-free electricity generation, anchored largely by nuclear (45.0%) and supported by hydroelectric (6.9%), wind (6.0%), and solar (0.3%).

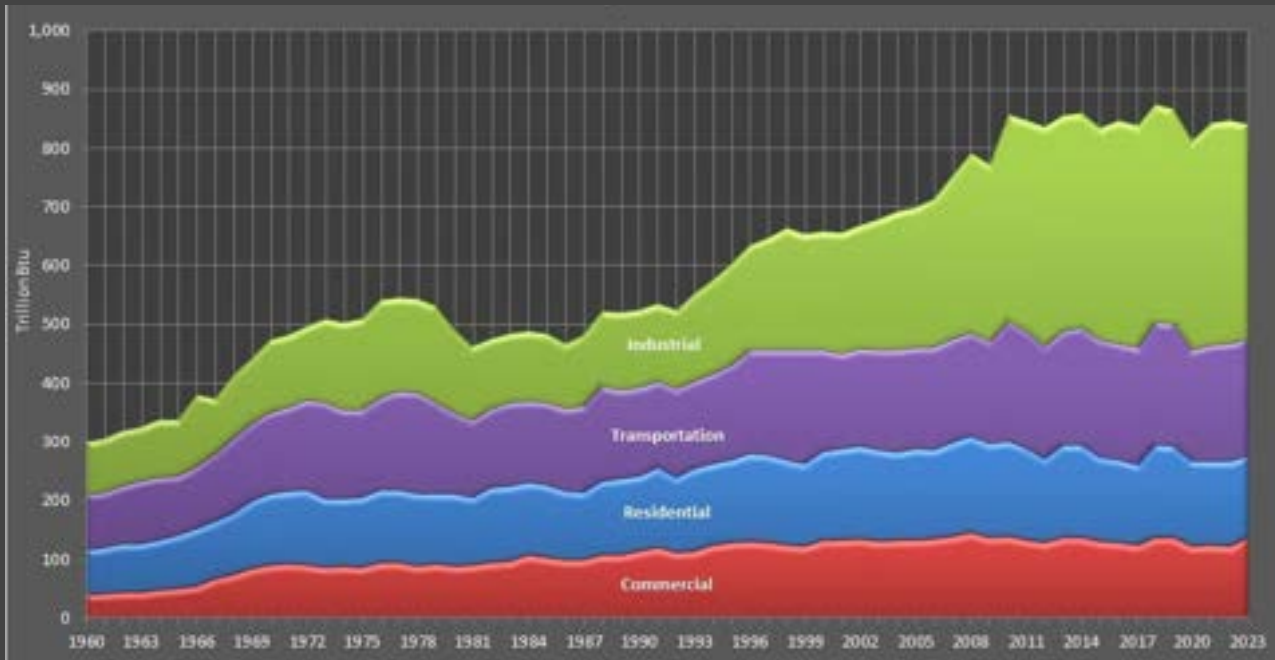
At the national level, renewable energy also represents a growing share of electricity production. In 2022, renewable energy (which includes wind, hydroelectric, solar, biomass, and geothermal) accounted for about 21% of total U.S. utility-scale electricity generation.

The City of York purchases 100% carbon free electricity from the Nebraska Public Power District (NPPD). Residents and businesses in York receive electricity through the city's electric utility, which is supplied through NPPD and reflects the utility's overall resource mix

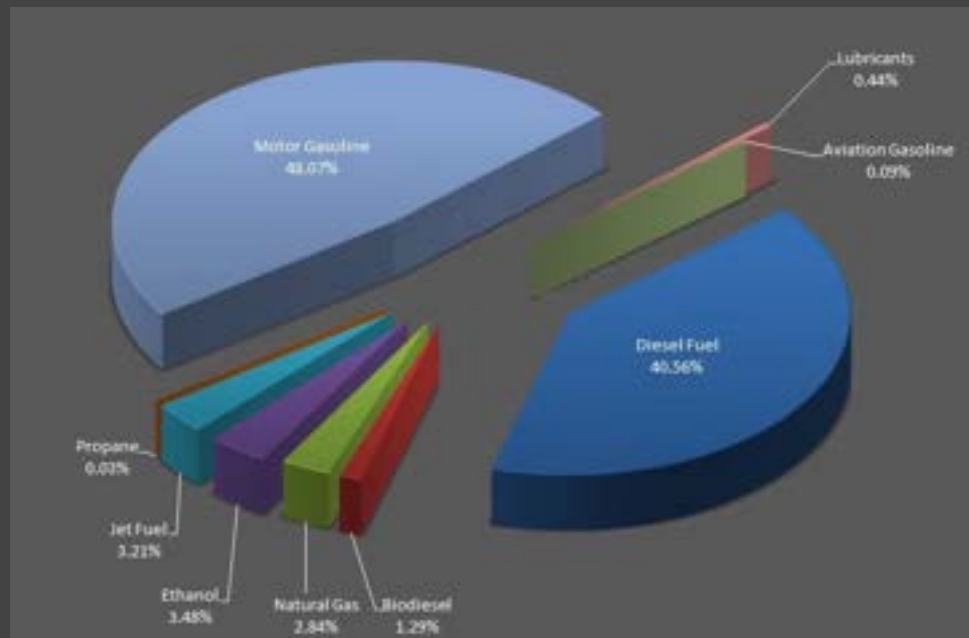


Source: Energy Generation Resources for Nebraska Customers 2023-2024 Rolling Two-Year Average

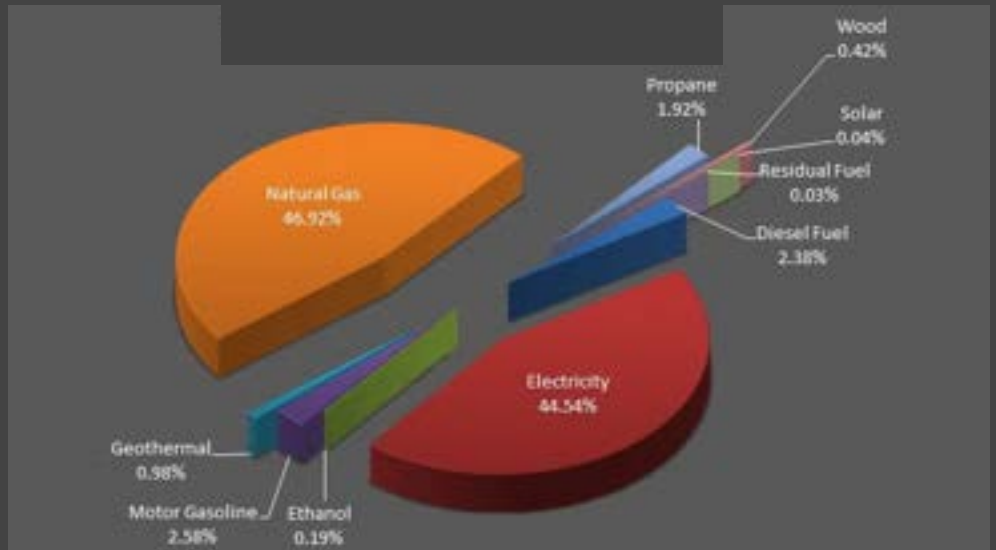
**TOTAL ENERGY CONSUMPTION BY END USE SECTOR
NEBRASKA DATA: 1960 - 2023**



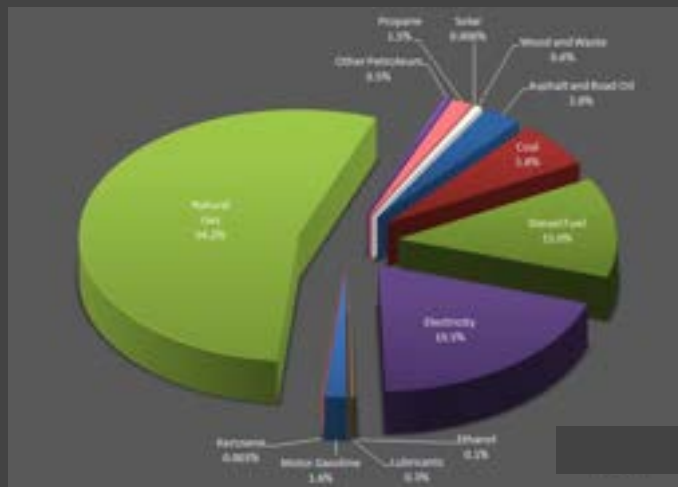
**NET ENERGY CONSUMPTION: TRANSPORTATION
NEBRASKA DATA: 2023**



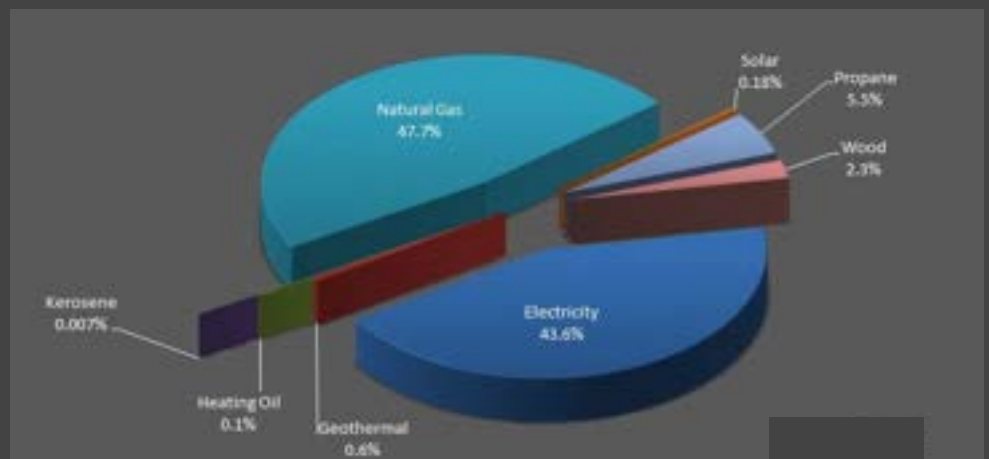
**NET ENERGY CONSUMPTION: COMMERCIAL SECTOR
NEBRASKA DATA: 2022**



**NET ENERGY CONSUMPTION: INDUSTRIAL SECTOR
NEBRASKA DATA: 2023**



**NET ENERGY CONSUMPTION: RESIDENTIAL SECTOR
NEBRASKA DATA: 2023**



ENERGY USE (LOCAL ELECTRICITY)

The Nebraska Energy Office compiles energy consumption data by sector at the state level. While detailed, up-to-date electricity consumption data by sector is publicly available at the state level, comparable data specific to the City of York is not publicly available. As a result, statewide energy use data is used for context, and the most recent available local electricity data for York is drawn from previously published sources.

The available data indicate that energy use varies significantly by sector, reflecting differences in building types, economic activity, and transportation patterns.

RESIDENTIAL

In 2022, the residential sector represented approximately 18% of the state's total energy use.

COMMERCIAL

In 2023, the commercial sector represented approximately 16% of the state's total energy use.

INDUSTRIAL

In 2023, the industrial sector represented approximately 41% of the state's total energy use.

TRANSPORTATION

In 2023, the transportation sector represented approximately 23% of the state's total energy use.

ENERGY CONSERVATION MEASURES

ENERGY CODES

The State of Nebraska has adopted the International Energy Conservation Code as the Nebraska Energy Code under §§81-1608 to 81-1616. State law requires that newly constructed buildings meet minimum energy efficiency standards to reduce energy consumption, improve long term affordability, and support statewide energy goals.

Cities may adopt and enforce the Nebraska Energy Code or an equivalent local energy code. If a city does not adopt an energy code, the Nebraska Energy Office is responsible for enforcement within that jurisdiction.

The Nebraska Energy Code applies to all new buildings, as well as renovations or additions to existing buildings that exceed 50 percent of the building's replacement cost.

The City of York has adopted the 2018 State Energy Code, which is generally consistent with the Nebraska Energy Code. Compliance with state energy code requirements remains a key tool for improving building efficiency, managing energy use, and supporting long term sustainability in the community. Future updates to adopted energy codes may be considered as part of ongoing city policy review.

ENERGY EFFICIENCY PROGRAMS

The City of York works with utility providers to support energy efficiency programs that encourage reduced energy use and improved utilization of electricity and natural gas. Residents and businesses are encouraged to take advantage of available utility-sponsored programs, including rebates, incentives, and technical assistance, to manage energy costs and improve building performance.

CLEAN CITIES PARTNERSHIP AND PUBLIC SAFETY:

The City of York is a participating member in the Nebraska Clean Cities Coalition, supporting local efforts that connect energy and transportation planning with practical, on the ground action.

In 2025, the City hosted a Clean Cities training for first responders in collaboration with the University of Nebraska-Lincoln and Southeast Community College. The workshop trained first responders on how to protect themselves and the public when responding to traffic accidents involving electric vehicles.

As electric vehicles become more common, this training reflects York's plan focus on public safety, community readiness, and keeping local services prepared for changing technologies.

GENERAL RECOMMENDATIONS

PUBLIC FACILITIES

- Lead by example through incremental upgrades that improve the energy efficiency of public buildings and facilities.
- Prioritize energy-efficient lighting, building systems, and equipment as part of routine maintenance and capital improvement projects.
- Use periodic energy audits to identify cost-effective efficiency opportunities over time.
- Consider energy-efficient, hybrid, or alternative-fuel options as vehicles and equipment are replaced through normal fleet cycles.

RESIDENTIAL AND COMMERCIAL

- Encourage energy-efficient building practices in new development and major renovations.
- Support reinvestment in existing homes and businesses through efficiency upgrades that reduce long-term utility costs.
- Promote awareness of available utility rebates, incentives, and efficiency programs for residents and businesses.
- Encourage early coordination between developers and utility providers to identify efficiency opportunities during project design.

INDUSTRIAL

- Support efficient site planning and infrastructure coordination to reduce unnecessary energy use and operational costs.
- Encourage compatible industrial and employment uses to locate near one another to support operational efficiency and reduce travel distances.
- Coordinate land use planning and utility planning to accommodate future industrial energy needs.

LAND USE

- Plan development patterns that shorten travel distances between housing, jobs, and services.
- Continue investing in sidewalks, trails, and connected street networks to support alternative transportation options.
- Integrate energy considerations into long-range transportation and infrastructure planning efforts.

RENEWABLE ENERGY

- Coordinate with utility providers to stay informed about renewable energy, grid modernization, and long-term infrastructure planning.
- Support development patterns and infrastructure decisions that align with cleaner and more reliable energy systems.
- Explore opportunities to link renewable energy and efficiency efforts with economic development and community resilience goals.

IMPLEMENTATION SINCE 2017

Since adoption of the 2017 Comprehensive Plan, energy-related implementation in York has focused on operational efficiency, compliance with state requirements, and coordination with utility providers rather than new local mandates.

Key actions and conditions since 2017 include:

- Continued compliance with the Nebraska Energy Code for new construction and major renovations
- Incremental energy efficiency improvements in public facilities as part of routine maintenance and capital projects
- Ongoing participation by residents and businesses in utility-sponsored efficiency and rebate programs
- Continued coordination with the Nebraska Public Power District on electricity supply, infrastructure, and long-term planning
- Community energy engagement, including a renewable energy event series hosted in York in spring 2025, organized by Conservation Nebraska and regional partners to explore renewable energy trends, economic opportunities, and planning considerations
- Partnered with NPPD to purchase 100% carbon free electricity for city buildings, county buildings, and York Public School Buildings tied to solar capacity built on the YASWA landfill land.

Statewide and utility-led efforts, including expanded renewable and carbon-free electricity generation and grid planning initiatives, have influenced local energy conditions by supporting reliable service and stable energy costs.



CHAPTER 10

PUBLIC FACILITIES & INFRASTRUCTURE

York's water, sewer, and stormwater systems provide the foundation that supports everyday life while services such as police and fire make York a safe place to call home. The provision of these services in a cost-efficient manner is a chief responsibility of the city and guides the development and quality of life for the residents who rely on these services.



CHAPTER GOALS

1. Use infrastructure extensions and enhancements to support efficient and desirable patterns of community, neighborhood, and economic development
2. Continue to use 'citizen guided investment' to identify potential projects and evaluate funding priorities
3. Provide public services in a manner that balances safety, cost efficiency and level of service while using innovative funding sources when possible
4. Prioritize projects that enhance the safety of residents, staff, and first responders

INTRODUCTION

The provision of health, safety, and welfare are core responsibilities of the City of York. Public facilities and infrastructure support everyday life and play a critical role in maintaining service reliability, operational efficiency, and community quality of life. This chapter reviews the condition and function of key public facilities and infrastructure systems and identifies considerations for investment over the life of the Comprehensive Plan.

This chapter builds on the 2017 Comprehensive Plan by documenting investments completed since that time and updating the status of key public facilities and infrastructure. In several cases, assumptions and recommendations from the 2017 plan are now being re-evaluated based on changing service demands, facility conditions, and ongoing space-use studies.

Several facilities discussed in this chapter are subject to active evaluation or future analysis. As a result, this chapter focuses on current conditions, confirmed improvements, and known operational needs, while avoiding conclusions about long-term adequacy or specific reuse decisions until formal studies are completed. This approach ensures that future capital investments are informed by data, coordinated planning, and community priorities.

CITY HALL: CITY OF YORK MUNICIPAL BUILDING

QUICK FACTS:

- 100 East 4th Street
- Converted to government use in late 1980s or early 1990s
- Building Use
 - » City Offices
 - » Council Chambers
 - » Police Department
 - » Utility Department

The police department is described in a separate section of this chapter.

EVALUATION

The building is in excellent condition overall but may require some additional investment regularly. The HVAC system was updated in the municipal building in the past 10 to 12 years. As the center of government for the city of York, the municipal building should continue to be maintained and equipped with adequate technology for employee offices, meeting spaces, and other resources.

The Municipal Building also supports multiple operational functions that interface directly with public services, including utility billing, public works administration, planning and asset management, and building inspection.

The City is currently considering a broader space use review of major public buildings. Future decisions related to municipal office space, police functions, and potential building reuse or renovations should be informed by formal analysis before significant capital funds are invested.

RECOMMENDATIONS

- Maintain the facility in a state of good repair
- Ensure the technology and facility is adequate to provide a high level of service to the residents of York
- Coordinate long range space planning with the City's planned facilities and space use analysis to ensure future investments align with operational needs and capital priorities.



POLICE DEPARTMENT

QUICK FACTS:

- 100 East 4th Street
- Converted to police use in late 1980s or early 1990s
- Police Force: 20 employees
- Chief: 1
- Captain: 1 (added since 2017)
- Sergeants: 4
- Sworn Officers: 12
- Support Staff: 1 (animal control / vegetation enforcement)
- Clerical Staff: 2



EVALUATION

The Police Department operates from the Municipal Building, which remains in good overall condition and has received ongoing maintenance and system upgrades, including HVAC improvements in the past 10-12 years.

Police service volumes are higher than population alone would suggest, driven by regional traffic, York's role as a rural retail hub, and the fact that approximately 44 percent of employees working in York commute from outside the community. Based on partial 2025 data, police calls are estimated at approximately 10,983 annually, averaging more than 850 calls per month.

Since adoption of the 2017 Comprehensive Plan, the City and County have implemented a joint communications center. The center is housed and staffed by York County, with operating costs shared between the City and County.

Since 2017, the Police Department has created a training room and a fitness room within the Municipal Building. Whether the Municipal Building provides adequate space for current and future police functions is a key question under consideration as part of a proposed facilities and space-use analysis.

With the planned relocation of the Fire Department in early 2026, one potential reuse of the former fire station is conversion to a Police Department facility. However, the City has paused any commitment to renovation in order to evaluate the former fire station and the Municipal Building together through a formal space-use study before investing capital funds.

Any discussion of long-term adequacy, expansion, or relocation of police facilities is subject to the outcome of this analysis.

RECOMMENDATIONS

- Ongoing
 - » Maintain the facility in a state of good repair
- Short/Long Term
 - » Evaluate police facility needs through a comprehensive space-use study prior to making major capital investments
 - » Coordinate future police facility decisions with the City's broader capital planning efforts

FIRE AND AMBULANCE DEPARTMENT

QUICK FACTS:

- 815 North Grant Avenue
- Facility Status:
 - » New Fire Station scheduled to open in early 2026, located on 17 Street
 - » Existing station constructed in 1969 and will be vacated upon relocation
- Fire Department Staffing:
 - » Chief: 1
 - » Captains: 3
 - » Firefighter / EMS: 12 (11 of whom are paramedics)
 - » Volunteers: Continue to assist with fire and EMS services



EVALUATION

The York Fire Department provides fire and EMS protection for the City of York and surrounding communities through interlocal agreements. Approximately 85 percent of department activity is EMS related, and all shifts include multiple paramedics, strengthening York's capacity as a high quality medical first responder team.

Based on partial 2025 data, total calls are estimated at approximately 1,700 annually, compared to approximately 1,200 calls in 2017. The new fire station scheduled to open in early 2026 addresses modern operational, health, and safety needs, including design features intended to reduce cancer risk for firefighters and supporting Goal #4 of this plan by prioritizing first responder safety.

Volunteers assist with department operations and interfacility transfers. The volume of transfers raises operational considerations related to maintaining staff availability for high risk emergency calls while meeting lower risk, long duration transfer needs.

With relocation in early 2026, the City is evaluating future use of the former fire station. Potential reuse options are subject to a formal space use study prior to capital investment.

RECOMMENDATIONS

- Ongoing
 - » Maintain fire and EMS services and equipment in a state of good repair
 - » Continue supporting paramedic training and staffing strategies that sustain ALS coverage on all shifts
- Short Term Capital
 - » Complete transition and operational startup of the new fire station in early 2026
 - » Following relocation, evaluate operational and space needs to inform future staffing, training, and capital planning
 - » Document and prioritize near term facility needs for the former station while reuse options are evaluated
- Long Term Capital
 - » Coordinate decisions regarding the former fire station with the City's facilities and space use analysis before committing significant capital funds
 - » Use the results of the space use study to guide a phased capital plan and schedule for reinvestment in older public safety facilities

RECREATION

This section builds on the 2017 Comprehensive Plan by reflecting improvements completed since that time and updating the status and priorities for York’s indoor recreation facilities.

COMMUNITY CENTER

Located at 211 East 7th Street, the Community Center was constructed around 1956 and is operated by the Parks and Recreation Department. It serves as a primary indoor recreation and wellness facility for the community and underwent a major renovation in 2022. Current amenities include a fitness center with updated weight and cardio equipment, gymnasium, racquetball and squash courts, swimming pool, and spaces supporting youth and family activities. The Community Center now also includes Fun City, expanding recreation opportunities for children and families.

The Anna Bemis Palmer Museum is no longer located in the Community Center and has been relocated to a rented downtown facility, where it continues to see strong visitation. Future planning considerations include whether the museum should remain downtown, transition into a City-owned building, or be co-located with partners such as the York County Historical Society or Wessels Living History Farm.

EVALUATION

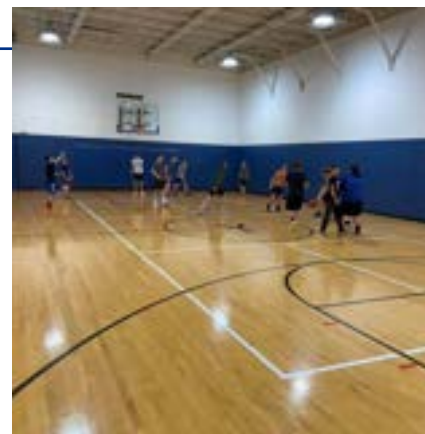
The Community Center remains one of the City’s most heavily used recreation facilities. According to recent Parks and Recreation reporting, member check-ins have nearly doubled since 2017, reflecting sustained demand and increased use following recent improvements.

The 2022 renovation addressed key facility needs and extended the useful life of the building. Ongoing reinvestment will continue to be necessary to maintain building systems and support evolving programs.

As programming evolves, the City may consider whether interior spaces should be reconfigured to better support current and future uses.

RECOMMENDATIONS

- Ongoing:
 - » Maintain the structure and its amenities in a state of good repair
 - » Monitor participation trends, facility use, and program needs to guide reinvestment priorities
 - » Ensure continued ADA compliance and life-safety standards
 - » Continue preventative maintenance on major building systems to protect the 2022 renovation investment
- Short Term Capital
 - » Continue targeted upgrades to equipment and interior spaces based on usage trends
 - » Evaluate minor space reconfiguration needs to support current programs and family-oriented uses
- Long Term Capital
 - » Evaluate long-term indoor recreation facility needs as part of broader parks, recreation, and capital planning efforts before committing to major expansion or replacement
 - » Coordinate future museum facility decisions with partner organizations and long-range city facility planning





CITY AUDITORIUM

The City Auditorium is located at 6th Street and Nebraska Avenue. Built in 1940, the City Auditorium is one of York's most prominent and flexible public facilities. The building hosts a wide range of activities, including community events, performances, meetings, celebrations, and regional sports. The Auditorium continues to be heavily used, with approximately 985 facility rentals in 2025.

The facility includes a large gymnasium suitable for athletics and banquets, multiple seating areas, meeting rooms, kitchens, and support spaces that allow the building to accommodate events of varying sizes. The Auditorium has also become an important anchor for the Creative Arts District and supports regional sports activity, including pickleball and basketball free play.

The Children's Museum, operated as a separate nonprofit, remains located within the building.



EVALUATION

The City Auditorium remains a valued civic asset and an important gathering place for residents and visitors. Major renovations were completed in 2022, including installation of a new audiovisual system. Additional improvements, including a new sound system and new curtains, were completed in 2024-2025. These investments have improved functionality and extended the useful life of the facility.

The future role of the Auditorium is under consideration as part of broader evaluation of City facilities. One option under discussion is relocation of City Council chambers to the North Dining Hall; however, any changes to use or configuration are subject to further analysis.

RECOMMENDATIONS

The City should evaluate the long-term cost, function, and viability of maintaining and operating the City Auditorium. This evaluation should consider the facility's continued role as a community and regional event space, recent reinvestments, and its relationship to other City-owned facilities. The evaluation should explore a full range of options, including:

- Continuation of current use with ongoing maintenance and reinvestment
- Adaptation or reuse of portions of the structure to support evolving civic, cultural, or recreational needs
- Alternative long-term scenarios for the site, subject to further study and community input



Given the Auditorium's long-standing role in the community, public input should be incorporated into any future decision-making process. Upon completion of a formal evaluation, a public process or voter-directed action may be appropriate depending on the scope and cost of recommended actions.

- Ongoing:
 - » Maintain the facility in a state of good repair
 - » Continue to manage and promote the Auditorium as a community and regional event venue
- Short / Long Term:
 - » Plan for the future of the facility through coordinated facilities and capital planning efforts, including maintaining cost estimates that reflect inflation and lifecycle needs
 - » Evaluate ADA compliance and identify improvements that enhance accessibility and long-term usability
 - » Explore partnerships, grants, and fundraising opportunities to support future improvements or reinvestment



HOLTHUS CONVENTION CENTER

The Holthus Convention Center opened in 2014 and is a 40,000-square-foot facility designed to accommodate a wide range of events, including conferences, meetings, banquets, and community gatherings. The facility includes a large Grand Ballroom, flexible meeting configurations, and supporting spaces for simultaneous events.

The Convention Center is strategically located near the I-80 and Highway 81 interchange and serves both local and regional users. The facility continues to function as a high-use destination for conferences, weddings, and regional events.

Key Features:

- Facility-wide audiovisual systems, with major upgrades underway
- Electric vehicle charging capabilities on site
- Planned pedestrian connections through Project Access York to nearby hotels, restaurants, and Tower Crossing

EVALUATION

The Convention Center continues to function as a high-use public facility serving both local and regional events. Since adoption of the 2017 Comprehensive Plan, the City has continued to invest in the facility to maintain competitiveness and support changing event needs.

The City is currently completing a comprehensive upgrade of audiovisual systems throughout the facility. These improvements address prior limitations related to sound coverage and control and align with the plan recommendation to regularly evaluate and invest in technology upgrades.

The Convention Center's surrounding area continues to evolve. A privately developed hotel, supported through TIF assistance, is planned directly across from the Convention Center, strengthening its value for conferences, weddings, and out-of-town guests.

Project Access York will improve pedestrian connectivity between the Convention Center, Tower Crossing, nearby hotels, restaurants, and the broader community. The Convention Center also includes electric vehicle charging infrastructure, a playground supporting family-oriented events, and designated caterers with a single alcohol-licensed provider.

RECOMMENDATIONS

- Ongoing
 - » Maintain the facility in a state of good repair
 - » Continue to evaluate technological advancements and invest in appropriate upgrades to remain competitive
 - » Support enhancement of surrounding development, including walkability, hospitality, dining, and trail connectionsShort Term Capital
- Short / Long Term
 - » Coordinate Convention Center planning with surrounding private development, including hotels and complementary amenities
 - » Continue to evaluate peer facilities and market trends to guide future operational and capital decisions
 - » Evaluate long-term space and program needs through periodic facility assessments rather than assuming expansion





KILGORE MEMORIAL LIBRARY

QUICK FACTS:

- 520 Nebraska Avenue
- Constructed in 1986
- Size: Approximately 14,000 square feet
- Library Staff: 1 Director; 4 Full-time; 8 Part-time

EVALUATION

The Kilgore Memorial Library serves as a central community resource, providing traditional library services alongside expanded programming and educational opportunities. The library now includes a small maker space, reflecting evolving service needs and community use patterns.

Since adoption of the 2017 Comprehensive Plan, the Library Foundation funded a comprehensive engineering and architectural study evaluating long-term expansion options on the existing site. The study identifies opportunities for significant expansion while maintaining library operations.

Additional green space has become available adjacent to the library. Any interim use of this space should be carefully coordinated to ensure it does not limit or preclude future expansion opportunities identified through the study.

The library has also partnered with the Parks and Recreation Department to implement StoryWalk, a segment of the Beaver Creek Trail featuring story panel installations. This initiative supports literacy, family engagement, and active use of public spaces.

RECOMMENDATIONS

- Ongoing
 - » Maintain the building in a state of good repair
 - » Continue programming, outreach, and partnerships consistent with the library's mission
- Short/Long Term Capital
 - » Use the completed engineering and architectural study to guide future reinvestment, reconfiguration, or expansion decisions
 - » Coordinate planning for adjacent green space to preserve long-term library expansion opportunities
 - » Continue to evaluate technology needs and invest in appropriate upgrades
 - » Support and expand StoryWalk through coordination with Parks and Recreation and future trail and sidewalk projects



WASTEWATER TREATMENT FACILITY

The City of York owns and operates a wastewater treatment system that serves the community's sanitary sewer needs. The City's original wastewater treatment facility was located at the southwest corner of Nobes Road and South Blackburn Avenue. Constructed in 1935, the facility underwent major expansions in the 1960s and 1970s. Prior to replacement, much of the infrastructure at the original plant had reached the end of its useful life.

To guide long-term wastewater planning, the City completed several technical studies, including the 2011 Facilities Plan, the 2014 Wastewater Treatment Facilities Plan, and the 2015 Phase 2 Engineering Study. Together, these studies evaluated system conditions, analyzed treatment alternatives, and supported the decision to construct a new wastewater treatment facility to meet current and future service needs. This Comprehensive Plan summarizes those efforts rather than duplicating detailed engineering analysis.

EVALUATION

Since adoption of the prior Comprehensive Plan, the City has completed and placed into operation a new Water Reclamation Facility. This major infrastructure investment improves treatment performance, enhances operational efficiency, and provides capacity to support long-term community growth and regulatory requirements. Completion of the new facility implements key recommendations identified in earlier planning efforts.

With the new wastewater treatment facility in operation, the original plant site has been decommissioned. Treatment structures were removed, the site was regraded and stabilized, and a large lift station with odor control was installed to convey wastewater to the new facility. These actions represent completed capital improvements associated with transitioning to the new treatment system.

The former plant site continues to function as a critical location within the sanitary sewer system. Ongoing access, maintenance, and protection of the lift station and related infrastructure are primary considerations for the site.

RECOMMENDATIONS

- Ongoing
 - » Maintain the lift station and associated wastewater conveyance infrastructure in a state of good repair
 - » Ensure continued access for inspection, maintenance, and emergency response
- Short / Long Term
 - » Limit any future site reuse to low-impact uses that are compatible with sanitary sewer operations and infrastructure requirements
 - » Coordinate with stakeholders to explore a potential military veterans memorial and memorial forest for a portion of the site, if feasible and compatible with ongoing utility access and operations
 - » Coordinate any future site decisions with broader land use, parks, and infrastructure planning efforts





SANITARY SEWER SYSTEM

The City of York's sanitary sewer system has developed incrementally alongside community growth. The system collects and conveys wastewater from residential, commercial, and industrial users to the City's wastewater treatment facilities. System components include a combination of older clay tile sewer mains and newer PVC lines, reflecting different eras of construction.

The City continues to manage the system through routine maintenance, targeted replacements, and coordination with new development. Sanitary sewer extensions associated with new development are typically constructed by developers, consistent with City policy, while system repairs and upgrades are addressed as needs arise.

The City has invested in system monitoring tools, including inspection equipment, to support improved asset management and long-term planning for sewer infrastructure.

EVALUATION

Due to relatively flat topography, lift stations are an essential component of York's sanitary sewer system. Key lift stations support wastewater conveyance from areas that cannot drain by gravity and require ongoing maintenance, periodic rehabilitation, and equipment replacement to maintain reliable operation.

- **South 81 Lift Station:** Serves development south of Interstate 80 and functions as a major conveyance point in the system. Continued monitoring and reinvestment are needed to address aging components and operational demands.
- **Walmart Lift Station:** Serves nearby commercial development and has required limited investment to date; future needs may include modernization of controls and equipment replacement.
- **St. Andrews Court Lift Station:** Serves a small residential area and has capacity for future connections; planned upgrades support continued reliability. St. Andrews Court Lift Station



Completion of the new Water Reclamation Facility improves overall system reliability and provides additional capacity to support future growth served by the sanitary sewer system.

RECOMMENDATIONS

- Ongoing
 - » Maintain the sanitary sewer system in a state of good repair through routine maintenance and targeted rehabilitation
 - » Continue monitoring system condition to inform maintenance and capital planning
- Short/Long Term Capital
 - » Use inspection and asset management tools to develop and maintain a comprehensive inventory of the sanitary sewer system
 - » Complete a wastewater capacity study, including treatment and key conveyance constraints, to confirm system readiness for future growth and guide phased reinvestment
 - » Evaluate lift station rehabilitation needs and prioritize upgrades based on condition, capacity, and risk to system performance
 - » Continue requiring developers to construct or reimburse sanitary sewer extensions associated with new development
 - » Consider use of City funds or public-private partnerships for sewer improvements that provide broader public benefit

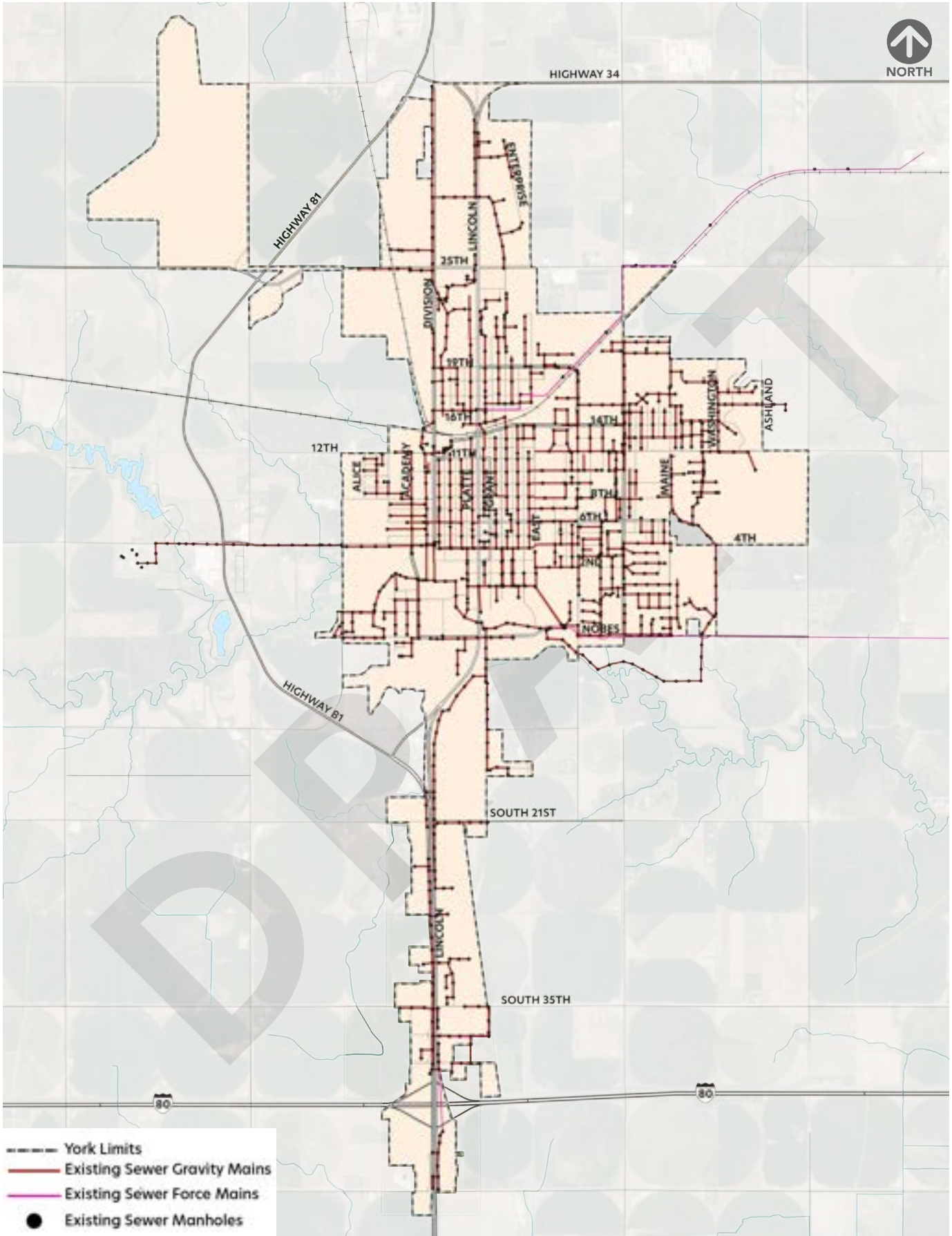


Figure 10.0: York Existing Sanitary Sewer System

WATER SYSTEM

The City of York's water system provides potable water to residential, commercial, and industrial users throughout the community. The system consists of municipal wells drawing groundwater from local aquifers and a distribution network of pipes, pumps, and storage facilities that deliver water citywide. Operation and maintenance of the water system is a core responsibility of the City.

The municipal water system currently includes twelve active municipal wells, located within the core of the city and in a newer wellfield in the northeast portion of the community. Some of the City's older wells date to the late 1960s, while additional wells have been added over time to support growth, redundancy, and system reliability.

EVALUATION

The City continues to monitor well performance and evaluate long-term strategies for maintaining adequate supply, including the potential replacement or decommissioning of aging wells as new capacity is added.

In 2017, the City adopted a Wellhead Protection Plan to safeguard groundwater resources by limiting certain land uses and development practices within designated protection areas based on soil, hydrological, and geological conditions. Ongoing implementation of this plan remains a key component of long-term water system management and resource protection.

Water quality issues related to sulfur odor have been observed in portions of the system. These odors are associated with sulfate-reducing bacteria (SRBs), which occur naturally in oxygen-deficient groundwater environments. SRBs do not pose a human health risk but may result in noticeable odor. Potential mitigation measures include operational or treatment strategies that introduce oxygen during treatment or distribution, as warranted.

RECOMMENDATIONS

- Ongoing
 - » Implement and maintain the Wellhead Protection Plan
 - » Maintain the water distribution system in a state of good repair through routine maintenance, targeted water main replacement, and pump system investments
- Short / Long Term Capital
 - » Evaluate long-term system capacity and reliability, including the addition of new wells and the planned decommissioning or replacement of aging wells
 - » Evaluate system pressure and service needs north of Interstate 80 and the railroad corridor, including the potential need for a separate pressure zone
 - » Coordinate water system improvements with infill and redevelopment projects where upgrades would provide broader public benefit
 - » Evaluate treatment or operational strategies to address sulfate-related odor issues, as appropriate

STORMWATER SYSTEM

The City of York's stormwater system manages surface runoff generated by rainfall events and functions in coordination with the community's natural drainage features, including creeks, streams, and low-lying areas. Over time, urban development has resulted in a system that relies heavily on underground storm sewer pipes that convey runoff to receiving streams.

The City maintains the stormwater system through routine maintenance and targeted replacement of storm sewer infrastructure as condition issues arise. As part of broader asset management efforts, the City plans to expand use of inspection equipment to support development of a more comprehensive inventory of stormwater infrastructure.

EVALUATION

While traditional storm sewer systems are effective at conveying runoff, reliance on rapid discharge can contribute to downstream impacts such as water quality degradation and streambank erosion. Current stormwater management practices increasingly combine traditional conveyance systems with detention and retention strategies to better manage runoff volume, improve water quality, and reduce peak flows during smaller and more frequent storm events.

In recent years, stormwater detention and retention facilities have been incorporated into select development projects. Due to York's relatively flat topography, surface-based stormwater solutions can be a cost-effective approach in certain areas and can provide added community benefits when integrated with open space, trails, or green infrastructure.

RECOMMENDATIONS

- Ongoing
 - » Maintain the stormwater system in a state of good repair through routine maintenance and targeted replacement of storm sewer infrastructure
 - » Encourage use of stormwater detention and retention practices that improve water quality and reduce downstream impacts, particularly on municipal sites
- Short / Long Term Capital
 - » Develop and maintain a comprehensive inventory of stormwater infrastructure to support long-term planning and capital investment
 - » Coordinate with the Natural Resources District and other partners to evaluate system performance, including stream conditions and areas with recurring drainage challenges
 - » Develop and implement stormwater guidelines or standards that promote integrated site design, improve water quality, and enhance streambank stability

LANDFILL

The York Area Solid Waste Agency is jointly owned by York County and the City of York and is located at 1214 Road 15. The facility is operated by the City of York Public Works Department and serves the City of York as well as portions of York County and surrounding communities.

The landfill remains a key component of the region's solid waste system, supporting local disposal needs and reducing reliance on more distant facilities. Site operations include municipal solid waste disposal, transfer functions, and supporting operational infrastructure funded through weight-based user fees.

EVALUATION

Since adoption of the 2017 Comprehensive Plan, the landfill has continued to operate under increasingly complex state and federal regulatory requirements. Management of remaining capacity is tied closely to permitted cell development, environmental safeguards, and operational efficiency.

The City has established plans for closure of existing cells and the creation of new cells to meet solid waste demands into the future. The City works with an engineering firm to regularly assess rates to ensure that the City is prepared for capital improvements when needed.

Given these conditions, long-term solid waste planning for York should prioritize strategies that extend the life of permitted landfill capacity, reduce waste volumes, and maintain regulatory compliance.

RECOMMENDATIONS

- Ongoing
 - » Maintain landfill facilities and equipment in a state of good repair
 - » Emphasize waste reduction, diversion, and operational efficiency consistent with the Waste Management Hierarchy
- Short/Long Term Capital
 - » Monitor methane generation and evaluate the need for permanent methane management systems
 - » Evaluate operational needs for managing materials with high biochemical oxygen demand (BOD)
 - » Plan for equipment replacement and facility investments necessary to maintain landfill operations and environmental compliance

AIRPORT

The York Municipal Airport, a publicly-owned facility, is located one mile northwest of the City.

- Runway 17/35 is a 5,900-foot by 100-foot concrete runway
- Instrument approaches include GPS, REIL, and VASIS
- Fuel service is available on site, including 100LL and Jet A
- Airport courtesy vehicles are available
- AWOS III P/T is available on the airport site

EVALUATION

York Municipal Airport is operated and managed by the City of York. Aviation services, including flight training, aircraft services, aircraft rental, and short-term hangar use, are provided through an on-site fixed base operator. Airport facilities are maintained to support safe and reliable operations.

Recent investments, including construction of a large aircraft hangar in 2015, have strengthened the airport's ability to serve a range of aircraft and users. Based on recent operational information, approximately 29 aircraft are based at the airport, and the airport averages approximately 15 aircraft operations per day, with activity primarily consisting of general aviation.

RECOMMENDATIONS

- Ongoing
 - » Maintain airport facilities and infrastructure in a state of good repair
 - » Continue coordination with federal and state aviation agencies to support safe and compliant operations
- Short/Long Term Capital
 - » Complete the planned runway reconstruction and lighting project, with an estimated capital investment of approximately \$9.8 million, subject to refinement through the Airport Capital Improvement Program and funding availability
 - » Continue to evaluate airport facilities and infrastructure needs as aviation demand and aircraft mix evolve
 - » Coordinate with the business community and economic development partners to support the airport's role in regional economic activity





PUBLIC WORKS GARAGE

The City of York Public Works Garage is located at 303 East Nobes Road and serves as the primary facility for the City's maintenance operations. The garage houses public works equipment, fleet vehicles, and the maintenance shop that supports daily operations across City departments.

The facility is in good condition and has seen ongoing maintenance and targeted improvements. Heating and insulation improvements were completed on the cold side of the building to improve working conditions and protect vehicles and equipment.

RECOMMENDATIONS

- Ongoing
 - » Maintain the facility in a state of good repair through routine maintenance and targeted upgrades
- Short/Long Term Capital
 - » Evaluate future space and functional needs of the Public Works Garage as part of broader facilities and capital planning efforts

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CHAPTER 11

IMPLEMENTATION

A plan's success should be measured by how it is used, how it is implemented, and how efficiently progress can be made. The implementation of this plan is the responsibility of city leadership and its steadfast commitment to thoughtful and collaborative community development.

REALIZING THE VISION

The previous chapters, with their narratives and maps, are the core of the York Comprehensive Plan. This section highlights a plan for implementation by both public agencies and private decision-makers.

Actions include:

- **Plan Maintenance.** A process for maintaining the plan and evaluating progress in meeting the plan's goals is recommended.
- **Development Policies and Actions.** The policies and actions proposed in the York Comprehensive Plan.

PLAN MAINTENANCE

The initiatives and action items of the York Plan are ambitious and long-range, and its recommendations will require funding and other continuous support. The city should implement an ongoing process that uses the plan to develop annual improvement programs, as outlined below.

ANNUAL ACTION AND CAPITAL IMPROVEMENT PROGRAM

The Planning Commission and City Council should define an annual action and capital improvement program that implements the recommendations in this plan and other supporting plans. This program should be coordinated with York's existing capital improvement planning and budgeting process, even though many of the plan's recommendations are not capital items. This annual process should be completed before the beginning of each budget year and should include:

- A work program for the upcoming year that is specific and related to the city's financial resources. The work program will establish which plan recommendations the city will accomplish during that year.
- A three-year strategic program. This component provides for a multi-year perspective, aiding the preparation of the annual work program. It provides a middle-term implementation plan for the city.
- A six-year capital improvement program. This is merged into York's current capital improvement program.

ANNUAL EVALUATION

The Planning Commission should conduct an annual evaluation of the comprehensive plan at the end of each fiscal year. This evaluation should include a written report that:

- Summarizes key land use developments and decisions during the past year and relates them to the comprehensive plan.
- Reviews actions taken by the city during the past year to implement plan recommendations.
- Defines any changes that should be made in the comprehensive plan.

The plan should be viewed as a dynamic changing document that is actively used by the city as a source of information and guidance on policy and public investment.

DEVELOPMENT POLICIES AND ACTIONS

The following tables in this chapter present a concise summary of the recommendations of the York Comprehensive Plan. These recommendations include various types of efforts:

- **Policies.** Policies require continuing efforts over a long period to implement the plan. In some cases, policies include specific regulatory or administrative actions.
- **Action Items.** Action Items include specific efforts or accomplishments by the community.
- **Capital Investments.** Capital Investments include public capital projects that will implement features of the York Comprehensive Plan.

Each recommendation is listed as part of its chapter in the York Comprehensive Plan. Some recommendations require ongoing implementation while others can be implemented within 0-5 years (short-term), 5-10 years (medium term), and other 10-20 years (long term).



LAND USE GOALS

1. Encourage contiguous land development that maximizes the efficiency of infrastructure, builds and reinforces the character of York, and integrates environmental preservation and transportation decisions into land use decisions
2. Encourage and support private investment for the rehabilitation, reuse, or redevelopment of vacant or underused sites in developed areas of the city that add density and expand options
3. Continue to market and expand the industrial park to recruit new businesses and facilitate new business growth
4. Incorporate green space and community features to complement existing commercial development areas, encourage and support new high-quality development, and to catalyze reinvestment in underutilized areas

LAND USE PRINCIPLES

*consult these principles with capital decisions
and private development projects*

1. Use Urban Services Efficiently
2. Promote Infill Development
3. Preserve Open Space and Natural Resource Areas
4. Promote Diverse Housing Options
5. Plan for Community Amenities Such as Parks and Schools
6. Provide a Multi-Modal and Connected Transportation Network
7. Enhance Public Safety and Minimize Hazard Risk
8. Encourage balanced and connected neighborhoods
9. Use Public Investments to Promote Private Development
10. Make Decisions in a Transparent and Collaborative Manner

RECOMMENDATIONS

- Use the following resources to review development proposals and capital projects with respect to land use, site design, environmental constraints, and buffer treatments between adjacent land uses:
 - » Future Land Use Map
 - » Land Use Categories
 - » Land Use Compatibility Matrix
 - » Environmental Constraints Map
- Reinvestment strategies should be appropriate to the context of the site, be tailored to create the greatest amount of private market reaction, and include a balanced array of interventions
- Base all annexation decisions on the six-point annexation strategy and the annexation map
- Examine the city's development regulations, identify and address barriers that limit the efficient use of land, the recommendations of this chapter, or the recommendations of this plan



COMMUNITY CHARACTER GOALS

1. Fashion high visibility corridors and gateways as visually cohesive environments that foster a strong sense of community and pride through attention to landscaping, architectural quality, and human scale.
2. Promote public and private investment in the beautification of activity centers and corridors to welcome and engage visitors with a positive first impression of York
3. Expand the amount and quality of green space in activity centers and along corridors to add beauty, amenities, and to responsibly manage stormwater
4. Provide connections between community destinations, current and future, that improve access for all residents through signage, streetscape design, and physical pathways including walking and bicycle paths
5. Enhance the flow of traffic and accessibility in the downtown in ways that will both improve safety and access to businesses while conveying the importance of downtown as a destination
6. Improve gateways to the downtown that welcome visitors and improve sense of place
7. Establish downtown as a neighborhood where residents and visitors can find culture, housing, jobs, and services in the heart of the community
8. Continually identify and implement catalyst projects to improve the appearance and function of the district while facilitating increased self-sustaining private market investment and keeping vacancies low

COMMUNITY CHARACTER PRINCIPLES

consult these principles for any physical projects undertaken in the community

PLACE CHARACTER

- Principle 1: Define Areas of Civic Importance
- Principle 2: Reinforce the Distinctive Heart of the City [Downtown]
- Principle 3: Enhance Gateways
- Principle 4: Building Design and Scale Along Corridors

CULTURAL & NEIGHBORHOOD CHARACTER

- Principle 1: Enhance Cultural Character
- Principle 2: Gateways and Neighborhood Connectors
- Principle 3: Neighborhood Form in Newly Developing Areas

GREEN CHARACTER

- Principle 1: A Complete Trail and Pathway System
- Principle 2: Implement Green Streets

RECOMMENDATIONS

- **Guidelines & Review.** Review development ordinances, identify appropriate design standards, and remove barriers to innovative stormwater and housing options.
- **Integrate visual design improvements into public projects.** Add design enhancements to public projects.
- **Existing project enhancements.** Create partnerships with the private sector to enhance projects and add to Yorks cultural and aesthetic appeal.
- **Capital Projects.** Support and encourage investment in the capital projects outlined for the Downtown and Gateways.



TRANSPORTATION GOALS

1. Provide safe and efficient transportation opportunities for all users of the system including walkers, bicyclists, electric scooters, and drivers
2. Increase safety in the transportation system to support efficient and desirable patterns of community, neighborhood, and economic development
3. Connect neighborhoods and community destinations with pedestrian and bicycle facilities to provide safe, healthy, and viable transportation alternatives
4. Develop a system of wayfinding and theming across the transportation network to both connect and market Yorks' amenities and quality
5. Enhance both public and private transportation options to ensure all residents have options

TRANSPORTATION PRINCIPLES

consult these principles with decisions that will require new transportation infrastructure (public or private projects) or the improvement of existing roads

CREATE CONNECTIONS

- A robust transportation system is a well-connected one. These systems offer rapid and resilient mobility, allow prompt emergency service response, and the creation of neighborhoods.

BUILD COMPLETE STREETS

- Roads should provide mobility for all users regardless of their mode of transportation - drivers, walkers, and bicyclists should operate comfortably and safely across the street network.

PROMOTE YORK'S CHARACTER

- Roadways comprise the single greatest amount of land that is dedicated to public use. As such, these areas are a tremendous opportunity to reinforce the character of the city.

PROTECT AND ENHANCE INVESTMENTS

- The roadway network is the single greatest public infrastructure investment and, as such, it should be maintained in a state of good repair.

RECOMMENDATIONS

- **Work with property owners.** The city should work with property owners to protect right-of-way for the future network and build those streets as development occurs.
- **Better north-south connectivity.** Improve connectivity between new development in the north and the Tower District.
- **Complete Street Enhancements.** Identify and implement complete street improvements along key corridors, making them safe for all users.
- **Traffic calming.** In areas like Downtown and the Tower District find ways to slow traffic and improve safety.
- **Tower District street network.** As the Tower District develops, create a system of streets that allows for traffic flow off of Highway 81 and connects local traffic to the north.
- **North Parkway.** As the northeast area developments, create a linear park that accommodates all users, assists with stormwater drainage, and creates a street everyone wants to travel down.
- **Bicycle & pedestrian network.** Complete the Project Access and build off of that system to connect new developments.



PARK AND RECREATION GOALS

1. Continue to maintain the current high level of service both in terms of park and resources facilities and the programs offered
2. Evaluate the use of facilities on an ongoing basis and respond with action and investment accordingly to maintain a system that meets the needs of the population

PARK AND RECREATION PRINCIPLES AND RECOMMENDATIONS

consult these principles for any developments (public or private) that impact the park level of service or park programming

AMOUNT OF PARK LAND

- As York continues to grow, maintaining this level of service will require continued investment in both park land and access to parks.

TYPE OF PARK LAND

- Use NRPA-based standards as a strategic goal to guide improvements to park services, accessibility, and connectivity.

RECOMMENDATIONS

- **Trails and system connectivity.** Complete implementation of Project Access and identify future opportunities for connectivity.
- **Expansion of neighborhood parks.** As new development occurs, the City should continue to address the need for additional neighborhood parks and smaller green spaces to maintain reasonable access for all residents.
- **Enhancing existing parks and facilities.** Key areas of future investment include:
 - » Continued upgrades to indoor recreation facilities, including flooring, building systems, accessibility improvements, and long-term planning for future facility needs
 - » Ongoing improvements at athletic complexes, including field quality, lighting, parking, circulation, and spectator amenities to support tournament and league play
 - » Incremental enhancements to neighborhood and community parks, including playground updates, splash pads, and informal recreation features
 - » Strategic reinvestment in aquatic facilities to maintain functionality and family-oriented appeal.
 - » Coordination between parks, schools, and trail connections.
- **Neighborhood park funding.** The City should continue to use its land development regulations to ensure that park access is considered as part of future growth.



HOUSING & NEIGHBORHOOD GOALS

1. Increase the availability of diverse housing options at all income levels through new construction and rehabilitation to make York more welcoming and competitive
2. Address the underlying causes of the housing shortages in the targeted market areas, especially rental and gateway housing
3. Strengthen neighborhoods through investment in the existing housing stock and infrastructure and guiding policy to reinforce neighborhood quality

HOUSING AND NEIGHBORHOOD PRINCIPLES

consult these principles for programs and developments proposals that impact the city's housing market

CONTEXTUAL CONNECTIONS

- New developments should connect seamlessly with the surrounding system of streets, sidewalks, trails, and pathways.

PEDESTRIAN FRIENDLY

- Sidewalks serve both transportation and recreational purposes and should be considered essential infrastructure.

CONNECTED COMMUNITY

- Residents love York for its small town community feel. This means that all residents should feel like they are part of the same community.

BALANCE AND VARIETY

- A balanced housing stock allows a community to serve residents at different life stages and income levels. Communities that offer a variety of housing types can retain residents as their needs change, from entry-level homes to family housing to downsizing options.

RECOMMENDATIONS

- Implement the recommendations of the York County Housing Study
- Invest in core building stock
- Support attainable housing for first-time homebuyers
- Build partnerships to create affordable housing (homes & lots)
- Target housing to the strategic interstate location



ECONOMIC DEVELOPMENT GOALS

1. Support the expansion of York's economy by taking a broader view of 'economic development' to include improving all factors that impact business retention, expansion, and recruitment efforts such as workforce housing, quality of life, and overall community image to create a robust economic system
2. Market and expand upon the character, quality of life, amenities, and visitor experience to recruit new residents and businesses
3. Leverage branding and messaging to tell the city's story and promote York to a wider audience
4. Support and facilitate private business investment through public-private partnerships including the use of municipal real estate, financing tools, infrastructure assistance, and talent training and upskilling assistance

ECONOMIC DEVELOPMENT PRINCIPLES

consult these principles for programs, efforts, and capital programming to strengthen the local economy

KEY ECONOMIC AREAS

Economic development in York is concentrated in areas where infrastructure capacity, transportation access, market demand, and public investment align. Focusing growth and reinvestment in these areas allows the City to use economic development tools effectively, support efficient infrastructure use, and reinforce established activity centers.

- **Downtown York.** Continued reinvestment through Downtown Revitalization grants, historic preservation, and public and private improvements strengthens downtown as a place to shop, work, gather, and invest. C
- **Tower Crossing.** Recent and planned investments, including hotel development, commercial services, and transportation studies, position Tower Crossing as an important employment and visitor-oriented node. Ongoing coordination of land use, transportation, and infrastructure improvements will be critical to supporting long-term growth in this area.
- **Industrial Areas.** York's industrial development is anchored by the Airport Industrial Park and the Northwest Industrial Park. These areas support manufacturing, logistics, and other employment uses that contribute to economic diversification and long-term job growth.

RECOMMENDATIONS

Key policy and implementation priorities include:

- Continue strategic use of Tax Increment Financing and Expedited TIF to support workforce housing and targeted redevelopment
- Support reinvestment in downtown and established commercial corridors
- Advance infrastructure planning, access improvements, and land use coordination in Tower Crossing
- Maintain a supply of development-ready industrial sites to support business attraction and job growth
- Strengthen workforce education and training partnerships with local schools, colleges, and regional institutions
- Improve pedestrian, bicycle, and transportation connections between housing, employment, and commercial areas
- Reduce barriers to development through streamlined permitting, clear guidance, and coordinated business support
- Support talent recruitment efforts led by YCDC, with a focus on out-of-state outreach and messaging around why people come to York and why people stay, supported by initiatives such as the "Good Life Is Calling" program



ENERGY & RESOURCE CONSERVATION GOALS

1. Energy strategies should support affordable, efficient and reliable services and find ways to expand the city's job base
2. Policies and strategies should reinforce the relationship between energy use and land use patterns, transportation, and community health
3. Enhance partnerships between the city, businesses, residents, and utility providers to expand the alternative energy options used within the city

ENERGY AND RESOURCE CONSERVATION PRINCIPLES

consult these principles for energy and resource conservation programs, initiatives, policies, and decisions related to public facilities

Energy use and conservation should be integrated into public operations and community decision making. Choices related to public facilities, housing, transportation, infrastructure, and land use all influence how energy is consumed and how costs are distributed across households and businesses.

RECOMMENDATIONS

PUBLIC FACILITIES

- Lead by example through incremental upgrades that improve the energy efficiency of public buildings and facilities.
- Prioritize energy-efficient lighting, building systems, and equipment as part of routine maintenance and capital improvement projects.
- Use periodic energy audits to identify cost-effective efficiency opportunities over time.
- Consider energy-efficient, hybrid, or alternative-fuel options as vehicles and equipment are replaced through normal fleet cycles.

RESIDENTIAL AND COMMERCIAL

- Encourage energy-efficient building practices in new development and major renovations.
- Support reinvestment in existing homes and businesses through efficiency upgrades that reduce long-term utility costs.
- Promote awareness of available utility rebates, incentives, and efficiency programs for residents and businesses.
- Encourage early coordination between developers and utility providers to identify efficiency opportunities during project design.

INDUSTRIAL

- Support efficient site planning and infrastructure coordination to reduce unnecessary energy use and operational costs.
- Encourage compatible industrial and employment uses to locate near one another to support operational efficiency and reduce travel distances.
- Coordinate land use planning and utility planning to accommodate future industrial energy needs.

LAND USE

- Plan development patterns that shorten travel distances between housing, jobs, and services.
- Continue investing in sidewalks, trails, and connected street networks to support alternative transportation options.
- Integrate energy considerations into long-range transportation and infrastructure planning efforts.

RENEWABLE ENERGY

- Coordinate with utility providers to stay informed about renewable energy, grid modernization, and long-term infrastructure planning.
- Support development patterns and infrastructure decisions that align with cleaner and more reliable energy systems.
- Explore opportunities to link renewable energy and efficiency efforts with economic development and community resilience goals.



PUBLIC FACILITIES & INFRASTRUCTURE GOALS

1. Use infrastructure extensions and enhancements to support efficient and desirable patterns of community, neighborhood, and economic development
2. Continue to use 'citizen guided investment' to identify potential projects and evaluate funding priorities
3. Provide public services in a manner that balances safety, cost efficiency and level of service while using innovative funding sources when possible
4. Prioritize projects that enhance the safety of residents, staff, and first responders

PUBLIC FACILITIES AND INFRASTRUCTURE RECOMMENDATIONS

consult these principles and recommendations when evaluating public facilities and infrastructure of projects that may have a significant impact on the ability to serve development

Each facility or service has specific recommendations but the following provides overarching guidance.

MAINTAIN A HIGH LEVEL OF SERVICE

- York currently offers a high level of service through its public facilities and infrastructure. This should continue through maintenance and attention to how public infrastructure will need to respond to a growing and changing community.

MAINTAIN FACILITIES AND INFRASTRUCTURE IN A STATE OF GOOD REPAIR

- One of the highest infrastructure cost comes from deferred maintenance which also reduces the overall level of service that a facility can offer. Investments should be targeted to ensure that facilities and infrastructure are maintained in a state of good repair.

CONTINUALLY EVALUATE FACILITIES AND THE LEVEL OF SERVICE TO REMAIN RESPONSIVE TO THE CHANGING WORLD

- York's public infrastructure and facilities should be evaluated on an ongoing basis with interventions that will promote: a state of good repair, a reasonable longevity of the facility, and a high level of service to residents of York.

REFER TO THE CHAPTER FOR INDIVIDUAL FACILITY RECOMMENDATIONS

- As with other sections of the plan, this section contains detailed recommendations that cannot be addresses in an overview. This section should be reviewed in detail as part of a capital improvements plan and be updated at regular intervals.

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APPENDIX

The development of this plan included the collection of a wealth of information, analysis, and complementary planning efforts. The appendix contains these supplemental materials not included in the body of the comprehensive plan.

COMPREHENSIVE PLAN SURVEY

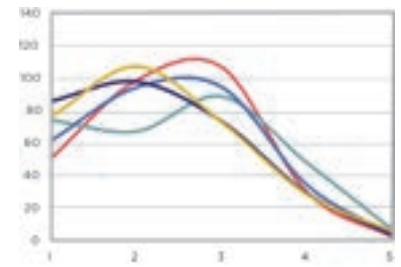
The Plan York Survey was designed specifically for the Comprehensive Plan and therefore sought a deeper understanding of the diverse components that drive how York functions today. During the time the survey was open, 322 respondents accessed the survey. The survey included an assortment of questions structured around the performance of York and its many systems.

The survey included a series of rating questions where respondents were asked to rate issues on a scale of one to five with one being poor and five being excellent.

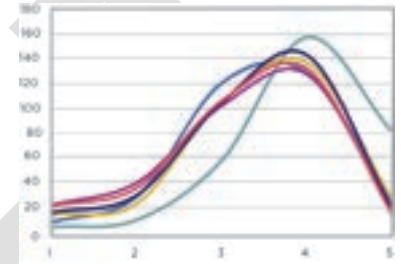
It is possible to gain insight into the true level of satisfaction expressed by examining the deviation from the average as a graph. The graphic illustrates how to read these bell-curve diagrams.

To the right are two graphs which represent the ways that individuals responded to two separate questions with one being poor and five being excellent (Horizontal Axis) and the number of responses on the vertical axis. Both questions have a consistent number of responses and a similar average rating. However, the way that people responded to the survey tells dissimilar stories. Question one illustrates that respondents sway to the negative side of the spectrum while question two illustrates the opposite.

The survey then includes a number of open ended question to invited respondents to provide additional comments in regard to what they believe are the highest priorities and big-ideas for York and its future.



Example Question 2:
A less favorable response



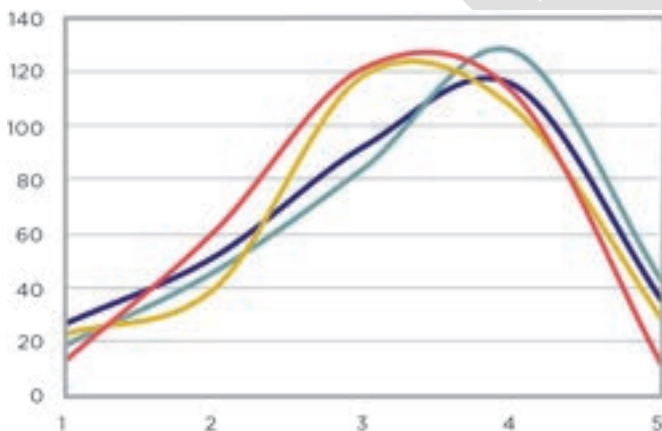
Example Question 2:
A favorable response

Findings: Community Image and Values

- On the topics related to Community Image and Values, the trend is generally positive with the average responses typically between 3 (adequate) to 3.5 (adequate to good).

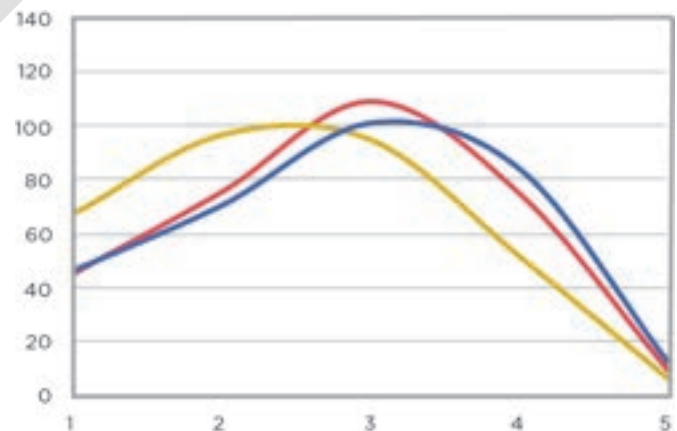
Findings: Transportation System

Most Positive



- Community Spirit
- Your Overall Happiness with Living in York
- Strength of Community Institutions
- Community Appearance

Least Positive

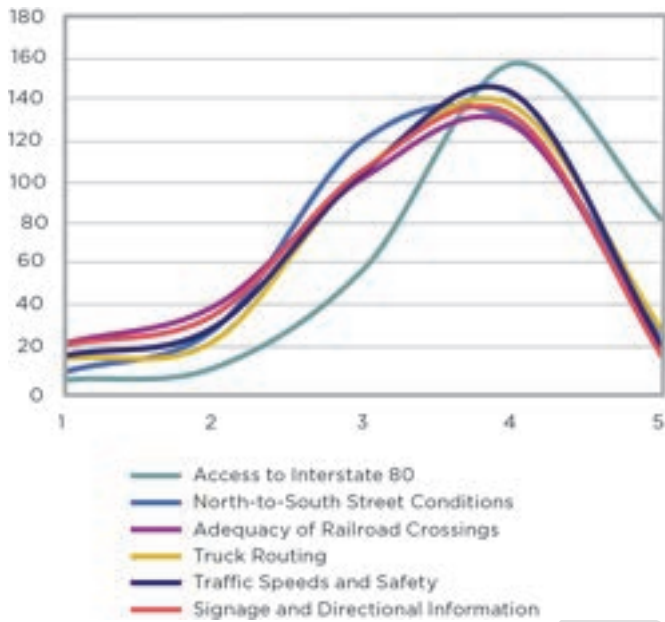


- Image of the Downtown
- Ability to Attract New Residents
- Welcoming Attitude for New Arrivals

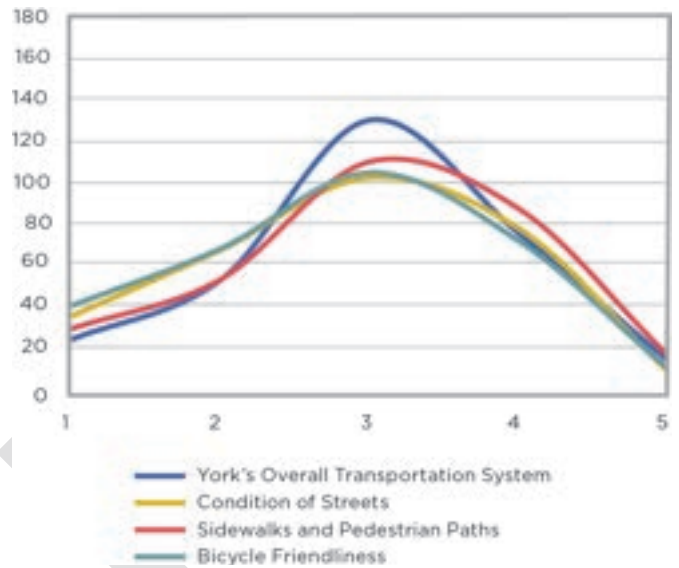
- On the topics related to York's transportation system, the trend was generally positive with the average responses typically between 3 (adequate) to 3.5 (adequate to good).

Findings: Economic Development

Most Positive

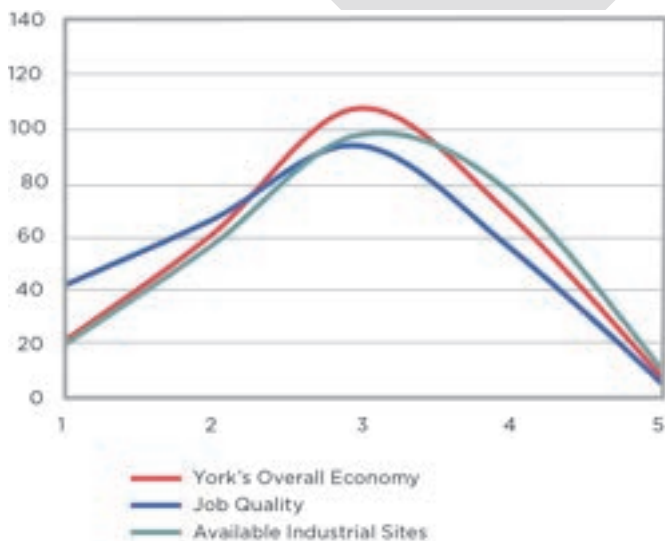


Least Positive

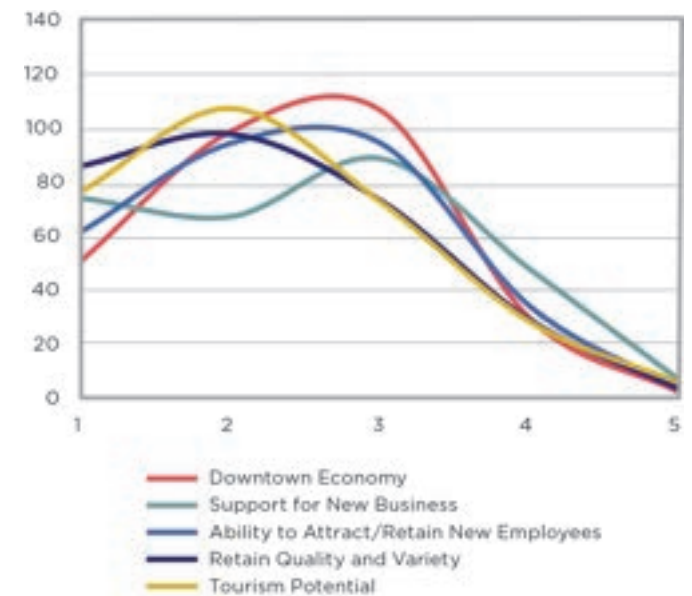


- On the topics related to York's economy, the trend was neutral with topic swings from fair to good.

Most Positive



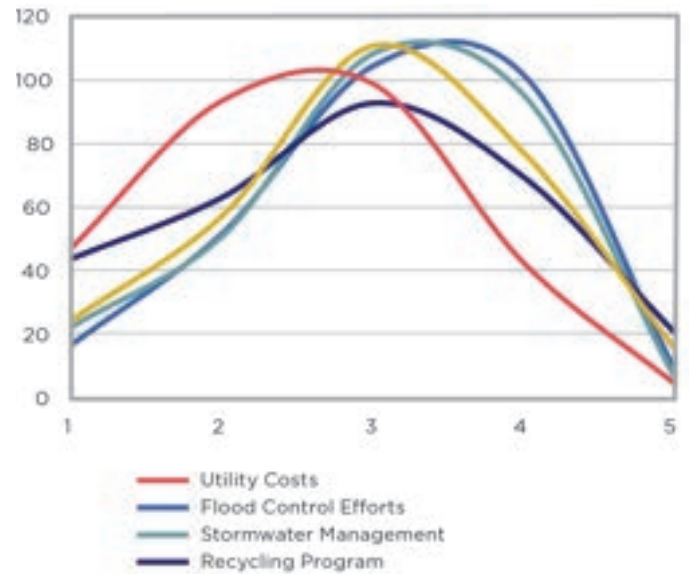
Least Positive



Findings: Land Use

- On the topics related to Land Use in York, the trend was generally neutral.
- Respondents were especially favorable for the following topics:
 - » Flood Control Efforts
 - » Stormwater Management
 - » New Areas for Growth
- Respondents were less favorable for the following topics:
 - » Recycling Program
 - » Utility Costs

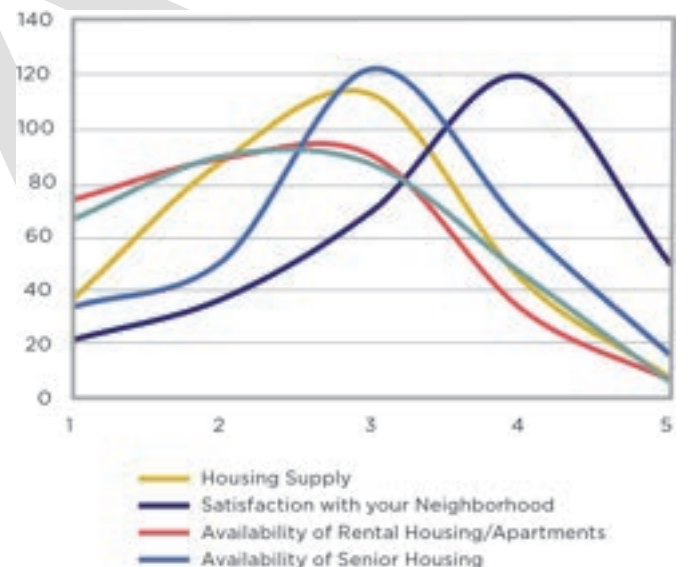
Land Use: All Elements



Findings: Housing

- On the topics related to Land Use in York, the trend was general neutral.
- Respondents were especially favorable for the following topics:
 - » Satisfaction with Your Neighborhood
- Respondents were less favorable for the following topics:
 - » Availability of Rental Housing
 - » Housing Affordability

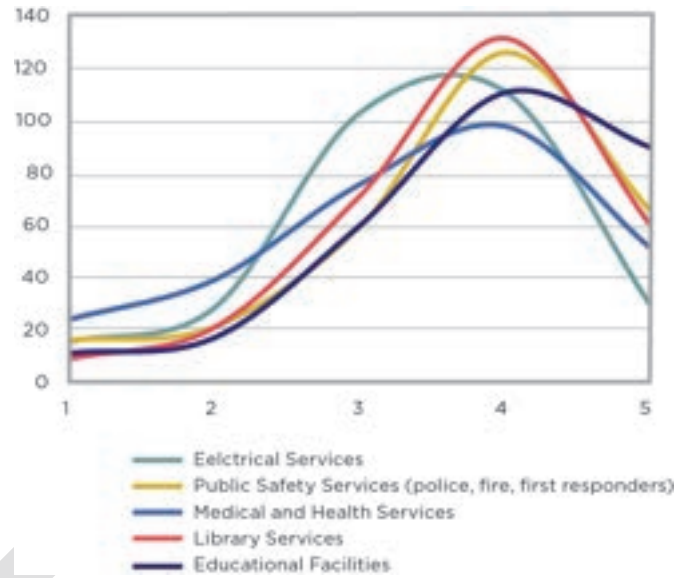
Housing: All Elements



Findings: Public and Community Facilities

- On the topics related to Public and Community Services in York, the trend was generally neutral with few exceptions.
- Respondents were especially favorable for the following topics:
 - » Public Safety Services
 - » Library Services
 - » Educational Facilities
 - » Electrical Services
 - » Customer Friendliness
 - » Water Services
- Respondents were less favorable for the following topics:
 - » Arts and Cultural Features
 - » Museums and Historical Attractions

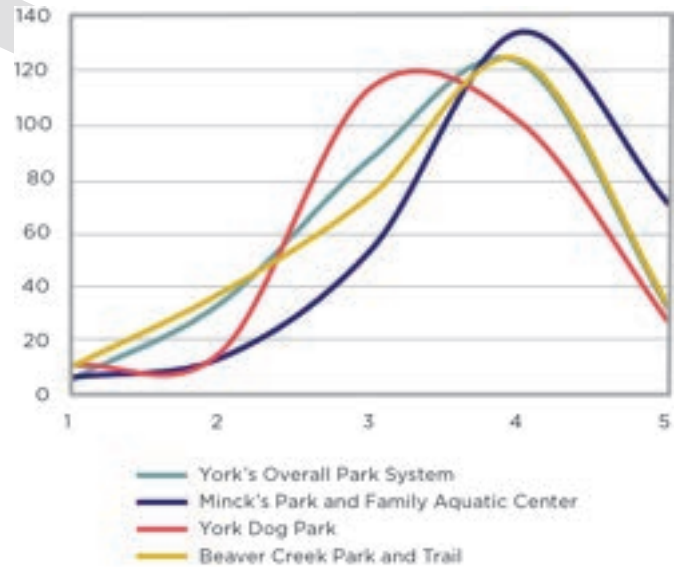
Public & Community Services: All Elements



Findings: Parks, Recreation, and Culture

- On the topics related to Parks, Recreation, and Culture in York, the trend is predominately positive as respondents overwhelmingly express pride in their park and recreation system.

Parks, Recreation, & Culture: All Elements

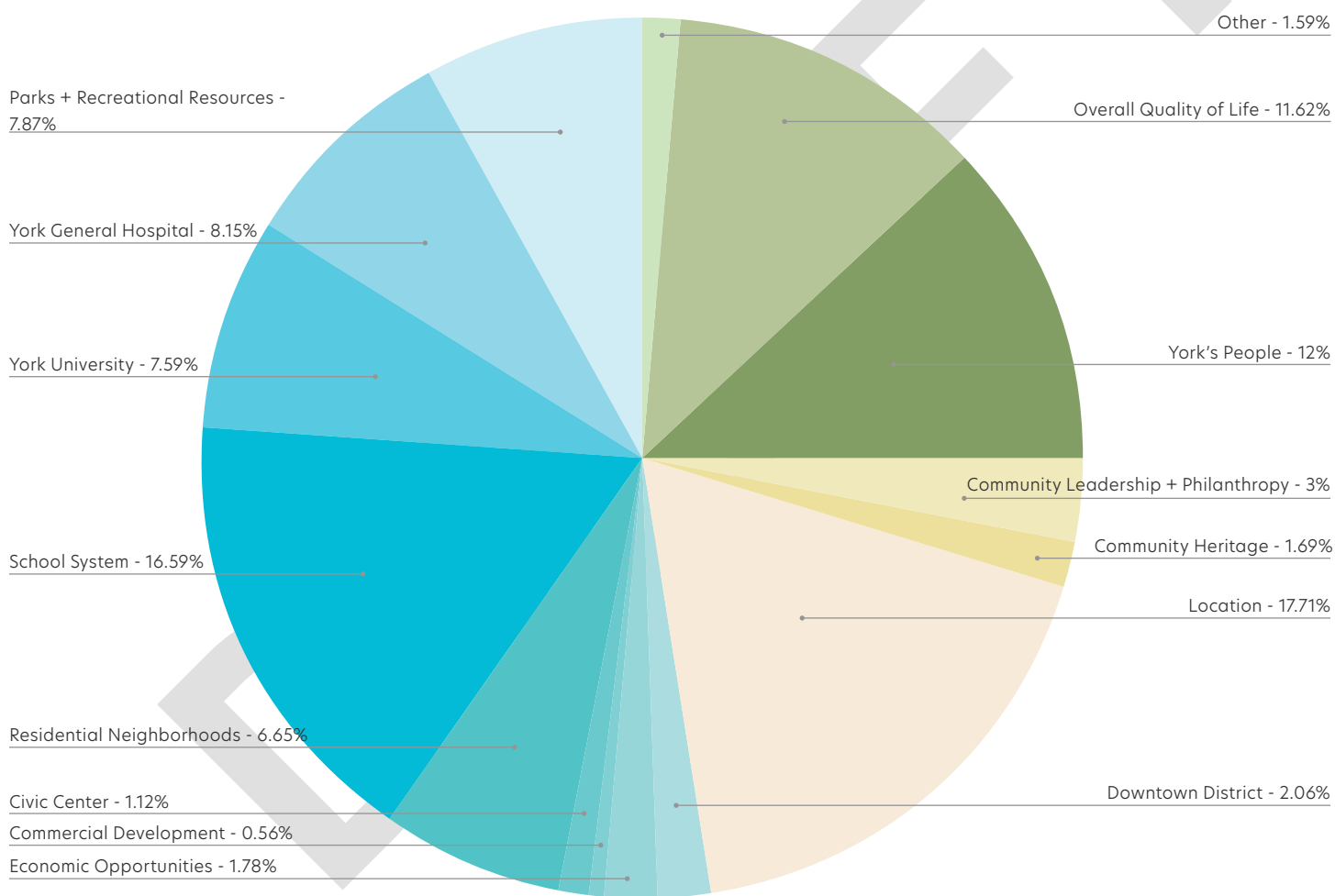


WHAT DO YOU BELIEVE ARE YORK'S GREATEST ASSETS?

Respondents were asked to identify York's top five assets. The responses revealed a balance of assets suggesting that many strong resources drive the stability of the community. The trends align closely with those topics which received high ratings in the previous questions, most notable the following assets:

- Location: 17.71%
- School System: 16.59%
- York's People: 12.00%
- Overall Quality of Life: 11.62%
- York General Hospital: 8.15%

PLAN GOALS



The plan is organized around a series of goals with each tailored to guide decisions around a specific component of the community. Together, these goals construct the collective framework that should be used to make decisions, guide investment, and create partnerships. Each of the goals was crafted through the ideas, values, and aspirations of York including its many residents, business owners, and community leaders.

CHAPTER 3: LAND USE

Encourage contiguous land development that maximizes the efficiency of infrastructure, builds and reinforces the character of York, and integrates environmental preservation and transportation decisions into land use decisions

Incorporate greenspace and community features to complement existing development areas, to encourage and support new high quality development, and to catalyze reinvestment in underutilized areas

Encourage and support private investment for the rehabilitation, reuse, or redevelopment of vacant or underused sites in developed areas of the city

Continue to market and expand the industrial park to recruit new businesses and facilitate new business growth

CHAPTER 4: COMMUNITY CHARACTER

Promote public and private investment in the beautification of activity centers and corridors to welcome and engage visitors with a positive first impression of York

Expand the amount and quality of greenspace in activity centers and along corridors to add beauty, amenities, and to responsibly manage stormwater

Fashion the high visibility corridors and gateways as visually cohesive environments that foster a strong sense of community and pride through an attention to landscaping, architectural quality, and human scale

Provide connections between community destinations, current and future, that improve access for all residents through signage, streetscape design, and physical pathways including walking and bicycle paths

CHAPTER 5: TRANSPORTATION

Provide safe and efficient transportation opportunities for all users of the system including walkers, bicyclists and drivers

Use improvements and enhancements to the transportation system to support efficient and desirable patterns of community, neighborhood, and economic development

Connect neighborhoods and community destinations with pedestrian and bicycle facilities to provide safe, healthy, and viable transportation alternatives

Develop a system of wayfinding and theming to augment the transportation network to both connect and market Yorks' amenities and quality



ENGAGEMENT PROCESS

Over the course of two years, this plan was developed through study of the major components that characterize a community and support its future. The foundation of this plan are the residents of York as they represent the collective spirit of the community, its aspirations and potential, and the energy to achieve its goals. The process was tailored to engage as many stakeholders as possible in a variety of ways:

PUBLIC MEETINGS

While all meetings throughout the process were advertised and open to the public, a number of meetings were specifically designed to solicit public dialogue around the future of the community with members of the public. Public meetings were held over the course of 2017 and 2017 including steering committee meetings, Planning Commission meetings, and City Council Meetings,

STEERING COMMITTEE WORKSHOPS

From the onset of this project a steering committee was assembled to represent the diverse attitudes and constituencies present in York Today. This group of 13 residents served as liaison and barometer for the plan. Their opinions and guidance was sought throughout the process to ensure the adopted plan truly represents the community and its path forward.

PUBLIC WORKSHOPS

A series of two public workshops were held to provide the opportunity to residents, business owners, and other stakeholders the opportunity to work side-by-side with the planning team and city staff. These workshops invited individuals to lend their ideas and input to the direction of the plan.

YORKFEST AND PUBLIC PLACES

Public festivals are a great place to share community ideas and to gather input because it is a place where the community gathers. At a YorkFest Booth, a display board and comment box described the process and allowed attendees to contribute their comments and ideas. This display board and comment box was then moved to other public venues to gather additional input from different stakeholders in York.

PLANNING COMMISSION REVIEW SESSIONS

Between February and July of 2017, the Planning Commission completed a detailed review of the plan at their public sessions.



SURVEYS

Surveys are a popular, accessible, and helpful way to gain a deeper understanding into the attitudes and aspirations of residents and stakeholders. For these reasons, this plan uses the findings of three surveys to guide the ideas of this plan.

YORK COUNTY HOUSING STUDY - COMMUNITY SURVEY

The York County Housing Study Community Survey asked residents from throughout York County to rate the conditions of the housing market and the direction of the community. Of the 351 total responses, 241 indicated their home Postal Code as York (68467) and 238 indicated they work in the York Postal Code.

Findings:

- Common Themes
 - » Quality and availability of entry level housing including rental and ownership options



York as Primary Residence

York as Primary Employer

- » The cost of entry level homes relative to the quality of the housing product
- » Cost and availability of residential lots for new home construction
- » Limited contractor availability
- » Limited workforce housing

YORK COUNTY HOUSING STUDY - WORKFORCE STUDY

The York County Housing Study Workforce Survey asked residents from throughout the region with employment ties to York County to rate the conditions of the housing market. Of the 539 total responses, 369 indicated they live in the York Postal Code and 471 indicated they work in the York Postal Code.

Findings:

- Common Themes
 - » Many York employees seek more affordable and available housing in surrounding communities and counties



York as Primary Residence

York as Primary Employer

- » Many dual income families choosing to reside at a central point along the interstate with one member traveling east and the other west
- » Seniors desired smaller single family independent homes or units with shared maintenance, lawn care, and snow removal

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THE CITY OF
YORK

COMPREHENSIVE PLAN
UPDATE | 2026



City Council Meeting

March 19, 2026

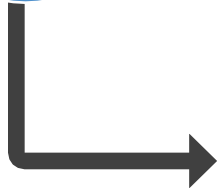
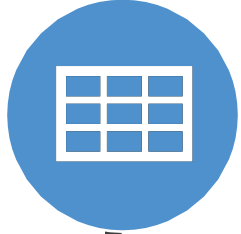
AGENDA

- Process
- Engagement
- Land Use
- Focus Areas



PROCESS

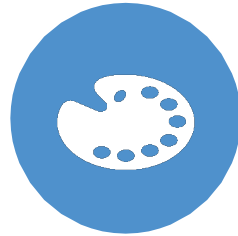
Project Launch



Input



Today:
Collect and
Analyze Data



Tomorrow:
Land Use &
Special Area
Concepts



Tomorrow:
Plan
Elements



Implementation



Approval



ENGAGEMENT ACTIVITIES

- Listening Sessions
- Community Roundtable
- Monthly polling questions
- Interactive Map
- Design Workshop
- Student Workshop
- Open House



ENGAGEMENT OUTCOMES

 planyork.com Metrics

 **1,665 Total Visits** *Each*

visit counts every time someone explores the site — even if they come back multiple times!

 **1,1173 Total Visitors**

This shows how many unique people stopped by — each person is counted only once, no matter how often they visit.



York Comprehensive Plan Update
Big things are ahead for York! The City is updating the 2017 Comprehensive Plan and want your voice at the center! Help shape the future of our community together!

Give Input!

Take our community survey! (It only takes a few minutes)

Your answers will help shape the plan!

What do you **love** about York?

What are your **top priorities**?

How should we **grow**?

Jump in and share your voice!

[Take Survey](#)

Take our 2 min Monthly Poll!

September Poll: Land Use and Environment

Each month, the Planning Team highlights a key element of **York's Comprehensive Plan Update**, and we want your input!

Come join us at our Design Workshop Sept. 10–11th!

Stop by anytime during workshop hours to help shape future land use and public space concepts. Find details below and see you there!

About the Plan

The City of York is updating its **Comprehensive Plan**. The plan is an essential tool that guides community leaders and decision-makers based on the vision of community stakeholders.



ENGAGEMENT OUTCOMES | Interactive Online Map

Interactive Online Map

Open from May through September 30, 2025

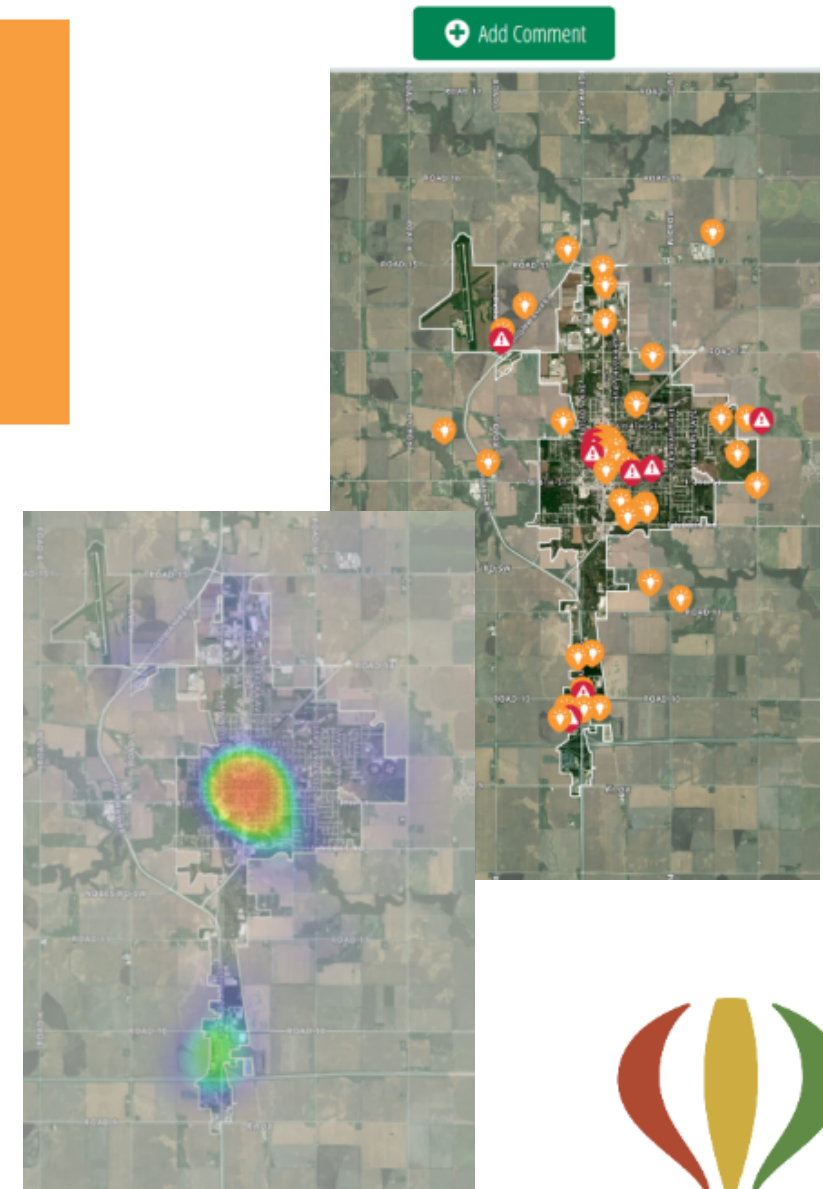
 **53 Comments**

“The intersection of highway 81 and 34 I believe there should be traffic lights in place at this extremely busy Intersection.”

“Adding a street connecting to David Drive would improve safety. It would benefit the RV park and hotel traffic.”

“Some kind of zoning is needed about the size, height, and location of signs. Tourists coming for the first time are greeted by a confusing number of street signs, business signs, and service signs. They are trying to find their way around while local traffic is going through the area at 50 mph.”

“Sidewalks in residential areas need improved. Its almost impossible to go on a safe walk throughout residential areas. I would first focus on Delaware and Blackburn Ave. I understand it is a responsibility of the homeowner, but if the city could offer an incentive program, maybe homeowners would make it a priority.”



AGENDA

- Process
- Engagement Update
- Land Use
- Focus Areas



Land Use

Using the Land Use Chapter

- Does it fit with our 10 Principles
- Is it in an environmentally sensitive area
- Does it fit within the future land use category
- Where does it fall on the compatibility matrix

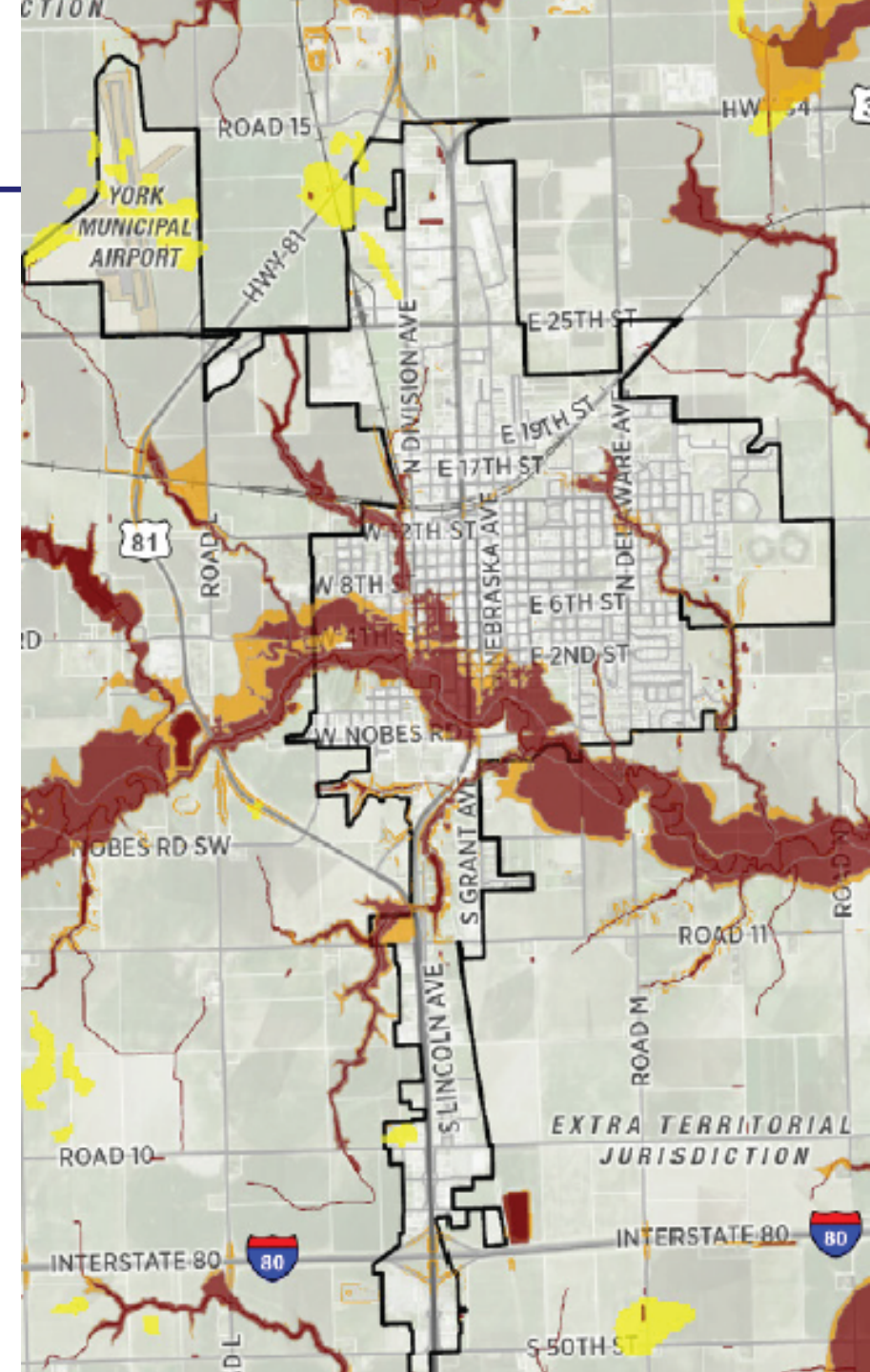
10 Principles

1. Use Urban services efficiently
2. Promote infill development
3. Preserve open space & natural resource
4. Promote diverse housing options
5. Plan for community amenities
6. Provide a multi-modal connected transportation network
7. Enhance public safety & minimize hazards
8. Encourage balanced & connected neighborhoods
9. Use public investments to promote private development
10. Make decisions in a transparent & collaborative manner

Land Use

Using the Land Use Chapter

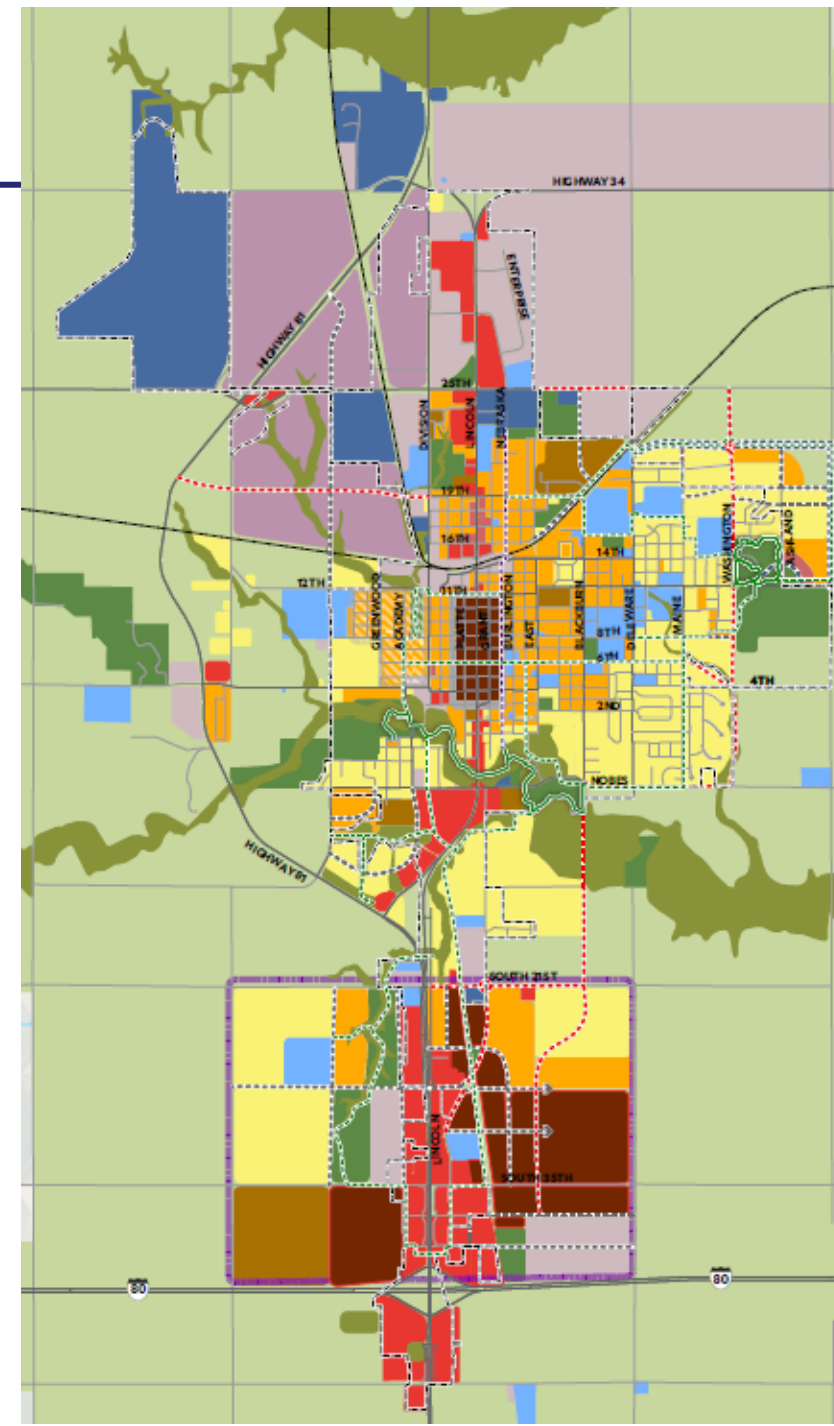
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Land Use

Using the Land Use Chapter

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Land Use

Using the Land Use Chapter

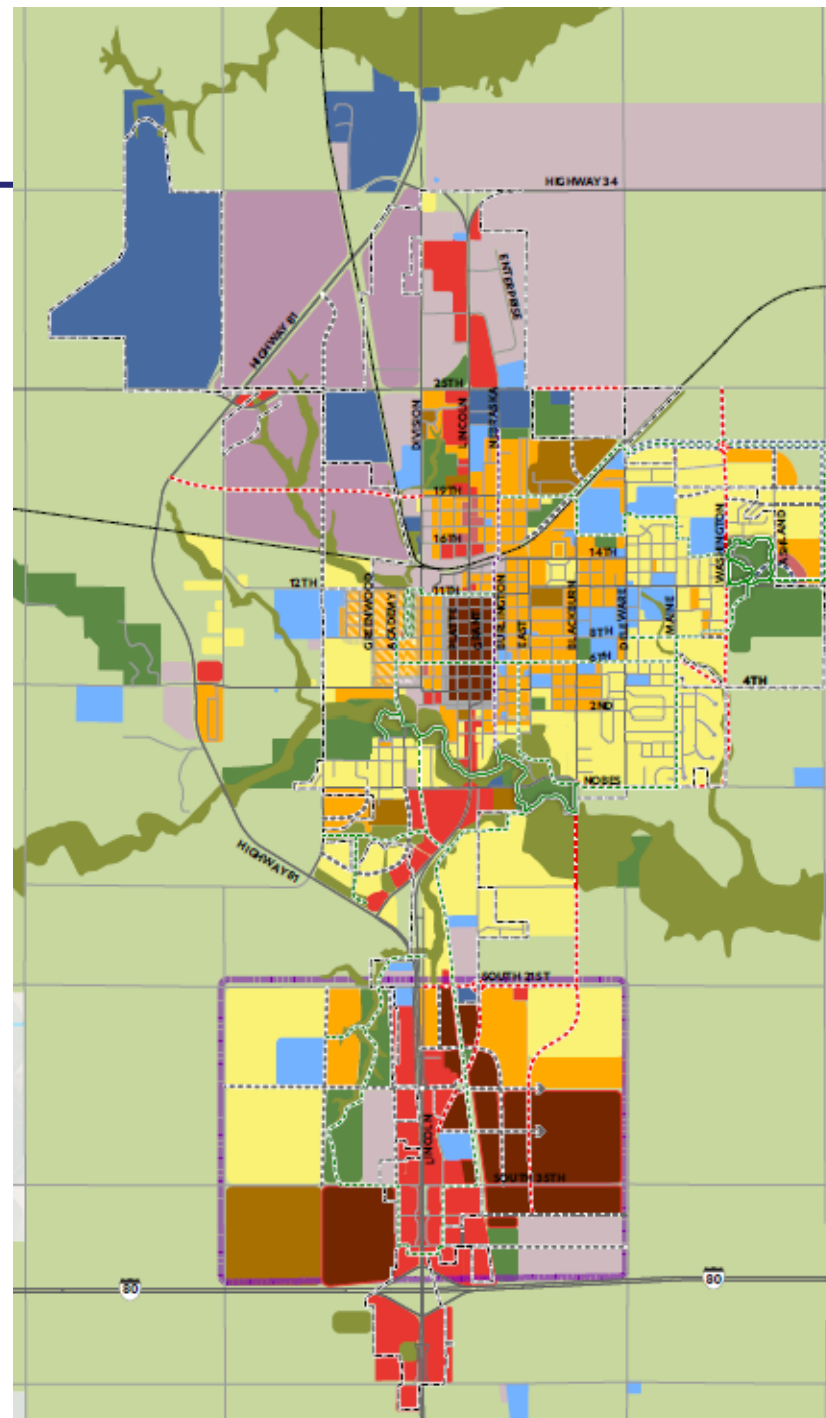
- Does it fit with our 10 Principles
- Is it in an environmentally sensitive area
- Does it fit within the future land use category
- Where does it fall on the compatibility matrix

FIGURE 3.9: Land Use Compatibility Matrix

	OPEN / SENSITIVE	PARKS AND RECREATION	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MIXED-USE RESIDENTIAL	MIXED-USE COMMERCIAL	COMMERCIAL	DOWNTOWN MIXED-USE	INDUSTRY	LIGHT INDUSTRY	UTILITIES	CIVIC
Open / Sensitive Areas	-	4	4	4	3	3	3	3	3	3	3	3	3
Parks and Recreation		-	5	5	5	5	5	4	4	2	3	2	3
Low Density Residential			-	4	3	3	3	3	3	2	2	3	3
Medium Density Residential				-	3	4	3	3	3	2	2	3	3
High Density Residential					-	3	4	4	3	2	2	3	3
Mixed-Use Residential						-	4	4	3	2	2	3	3
Mixed-Use Commercial							-	4	4	3	3	3	3
Commercial								-	4	3	3	3	3
Downtown Mixed-Use									-	2	3	2	4
Industry										-	4	4	4
Light Industry											-	4	3
Utilities												-	3
Civic													-



Land Use



- Agriculture
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Neighborhood Commercial
 - Community Commercial
 - Park
 - Greenway / Natural / Buffer
 - Civic, College, Airport
 - Public Utility
 - Light Industry
 - Industry
 - Mixed-Use
 - Reinvestment Area
 - Tower District
 - Highway
 - Major Arterial
 - Proposed Arterial
 - Minor Arterial
 - Collector
 - Proposed Collector
 - Local
 - Proposed Local
 - Existing Trail
 - Proposed Trail
 - Proposed Shared Lane
 - Railroad
 - York Limits
- North
 1 inch equals 1,000 feet



Land Use

Intensity:

The York Land Use Plan identifies how much development occurs in an area and how that development affects its neighbors. This is measured in intensity and/or density of development. ***Intensity is based on a number of factors including dwelling units per acre, amount of traffic a project generates, or other external effects (noise, odor, storage, etc.)***

Four characteristics guide implementation of each future land use category across York:

USE TYPE(S)

In general, each future land use category guides the appropriate use types. The category descriptions are guides and not meant to cover all possible uses. Intensity, compatibility, and form characteristics help guide land use decisions more than use types.

INTENSITY

Intensity is determined through the number of uses, development policies, and density. In residential areas, intensity is measured by dwelling units per acre. For other uses, intensity factors might include building scale and the amount of traffic that a project generates.

FORM

Form relates to how developments are laid out, including street patterns, types of infrastructure required, how buildings relate to each other, and the relation of buildings to the street. Form also includes the scale of the buildings - the length, width, and number of stories.

COMPATIBILITY

Compatibility is attained by considering potential effects of various uses. As uses become more intense and more integrated, compatibility methods focus less on spacing and congregating of similar uses, and more on methods that directly address issues like noise, traffic, privacy, and aesthetics.

Land Use

Low Density Residential

Uses

- Restrictive land uses emphasizing single-family detached residential developments.
- Innovative single-family attached projects may be considered with special review.
- Civic uses of similar intensity are allowed.
- Nonresidential uses that serve the immediate neighborhood and are of similar intensity may be allowed.



Land Use

Medium Density Residential

Uses

- Restrictive land use emphasizing housing.
- May incorporate a mix of housing types including single family detached homes, duplexes, and multi-family buildings with fewer than 14 dwelling units per acre.
- Civic uses are generally allowed.
- Existing neighborhood-scale commercial uses can remain.
- Future nonresidential uses serving immediate neighborhood may be allowed but must complement surrounding structures.

Single-Unit Detached



Townhomes & Row Homes



Neighborhood Commercial



Single-Unit Attached



Land Use

High Density Residential

Uses

- Allows a range of housing types from attached multi-family to small-lot detached homes.
- Compatible civic uses and the integration of limited office and convenience commercial but primarily residential areas.

Residential Mixed-Use



Attached Units



Multi-Unit Apartments



Shared Spaces

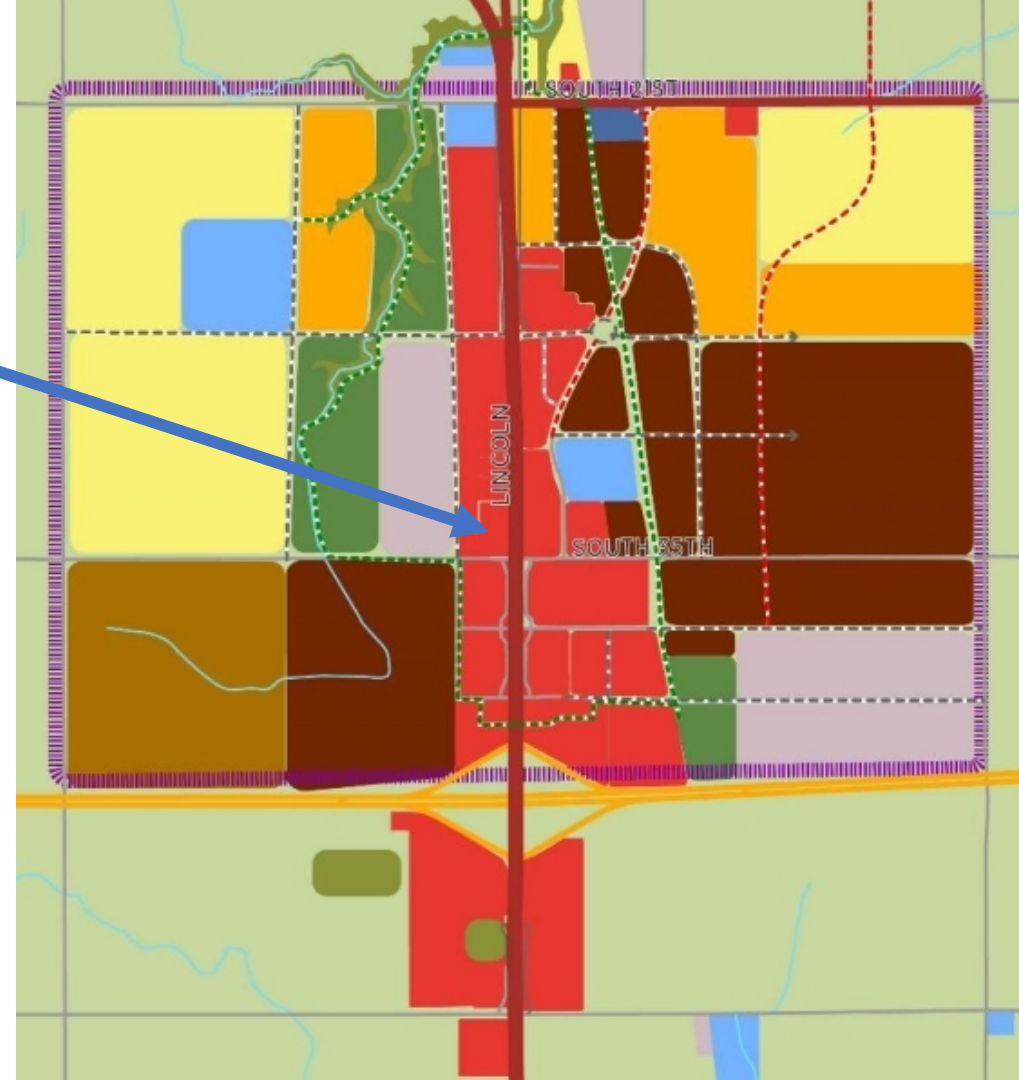


Tower District

Community Commercial

Uses

- A variety of commercial and office uses with a community and regional focus. May include a mix of small to large box retailers, restaurants, and complementary uses.
- High-density residential developments.
- Limited industrial or warehousing uses.

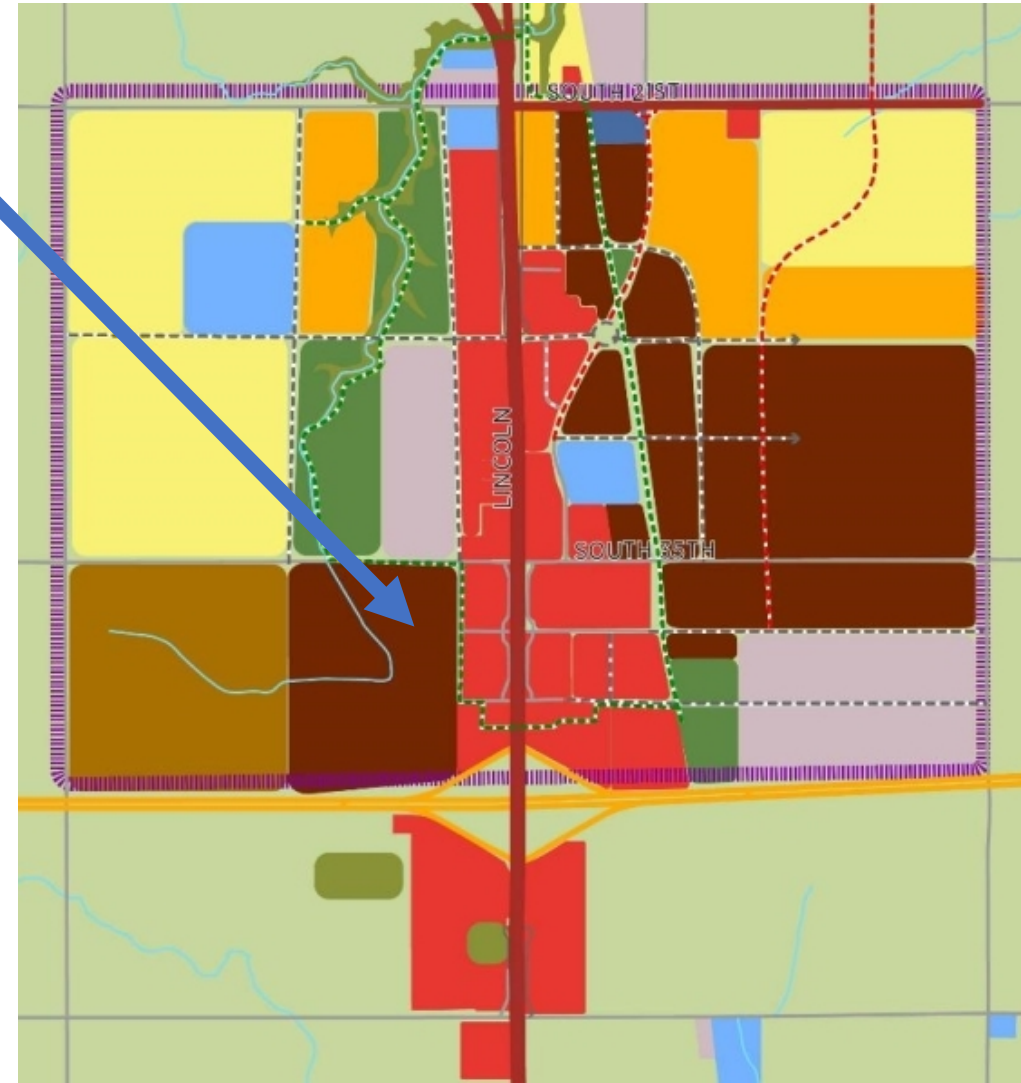


Land Use

Mixed Use

Uses

- Includes a mix of uses, primarily commercial, office, and upper level residential.
- Includes Yorks historic commercial center and new developments that should have a similar mix of uses.
- Downtown should be the primary focus of major civic uses, including government, cultural services, and other civic facilities.
- Developments outside the center of the city should be encouraged to have “downtown” characteristics, including mixed use buildings and an emphasis on pedestrian scale.
- Emphasized parks, plazas, and quality streetscapes.



AGENDA

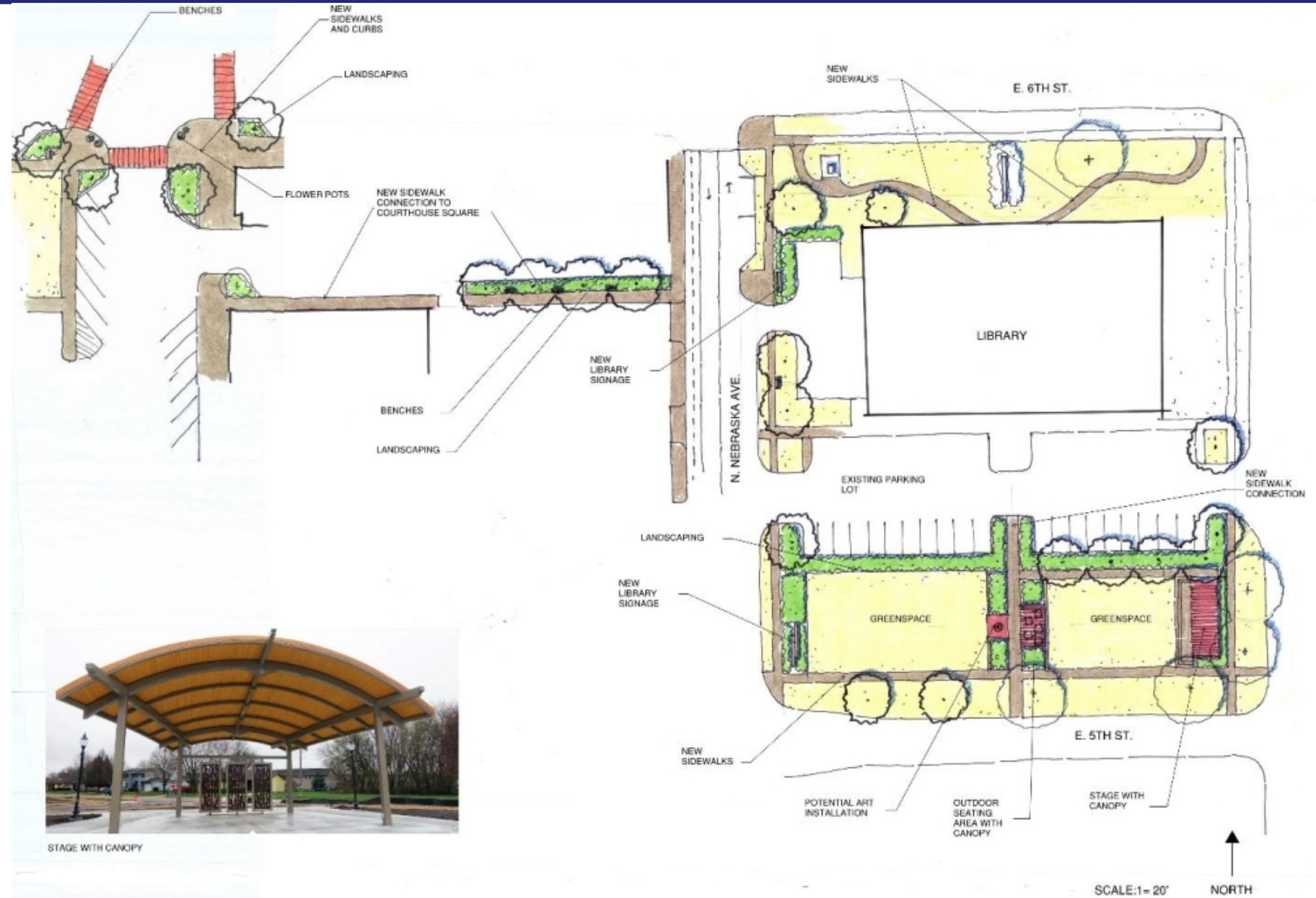
- Process
- Engagement Update
- Land Use
- Focus Areas



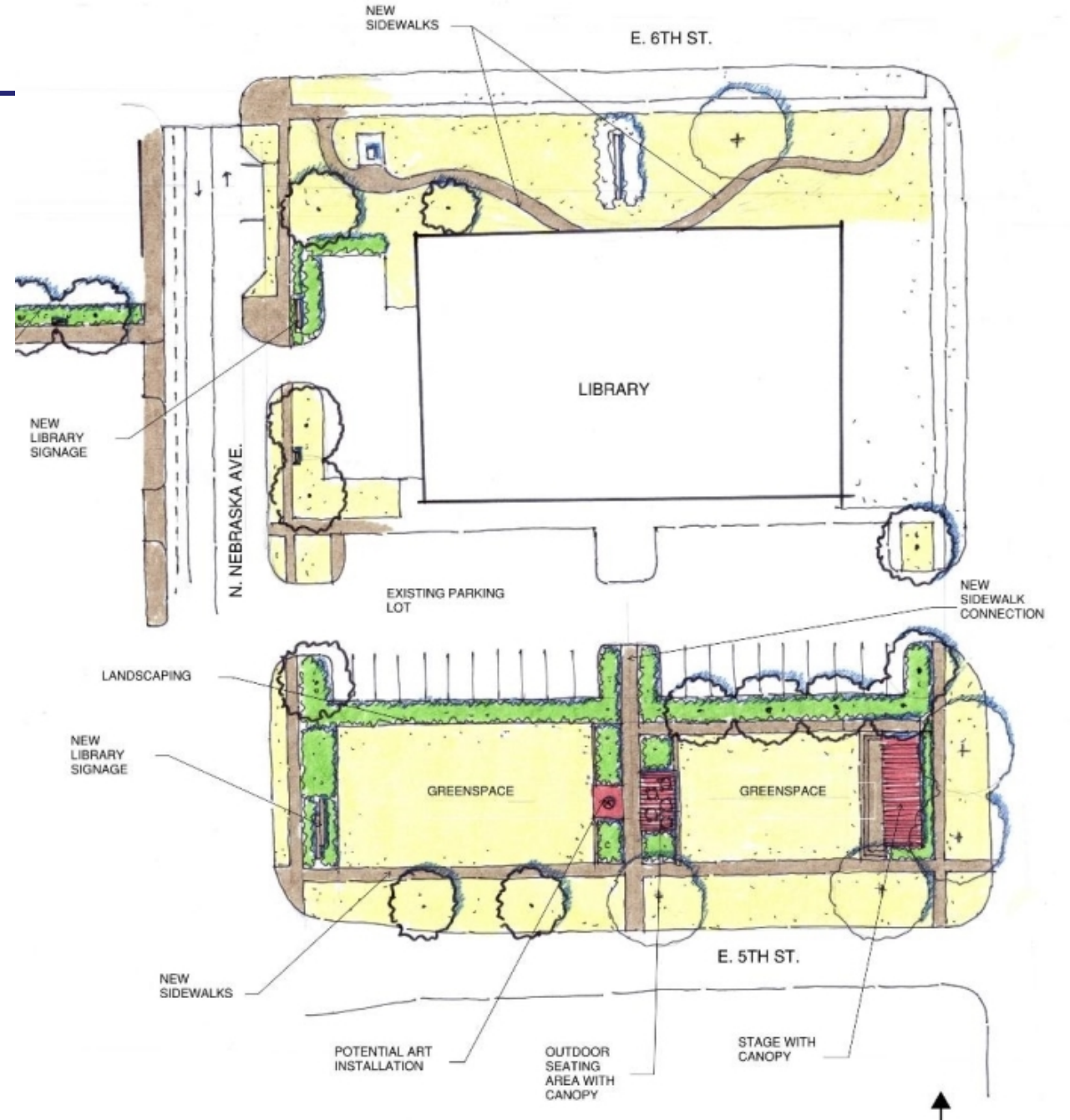
Downtown Greenspace & Entrance



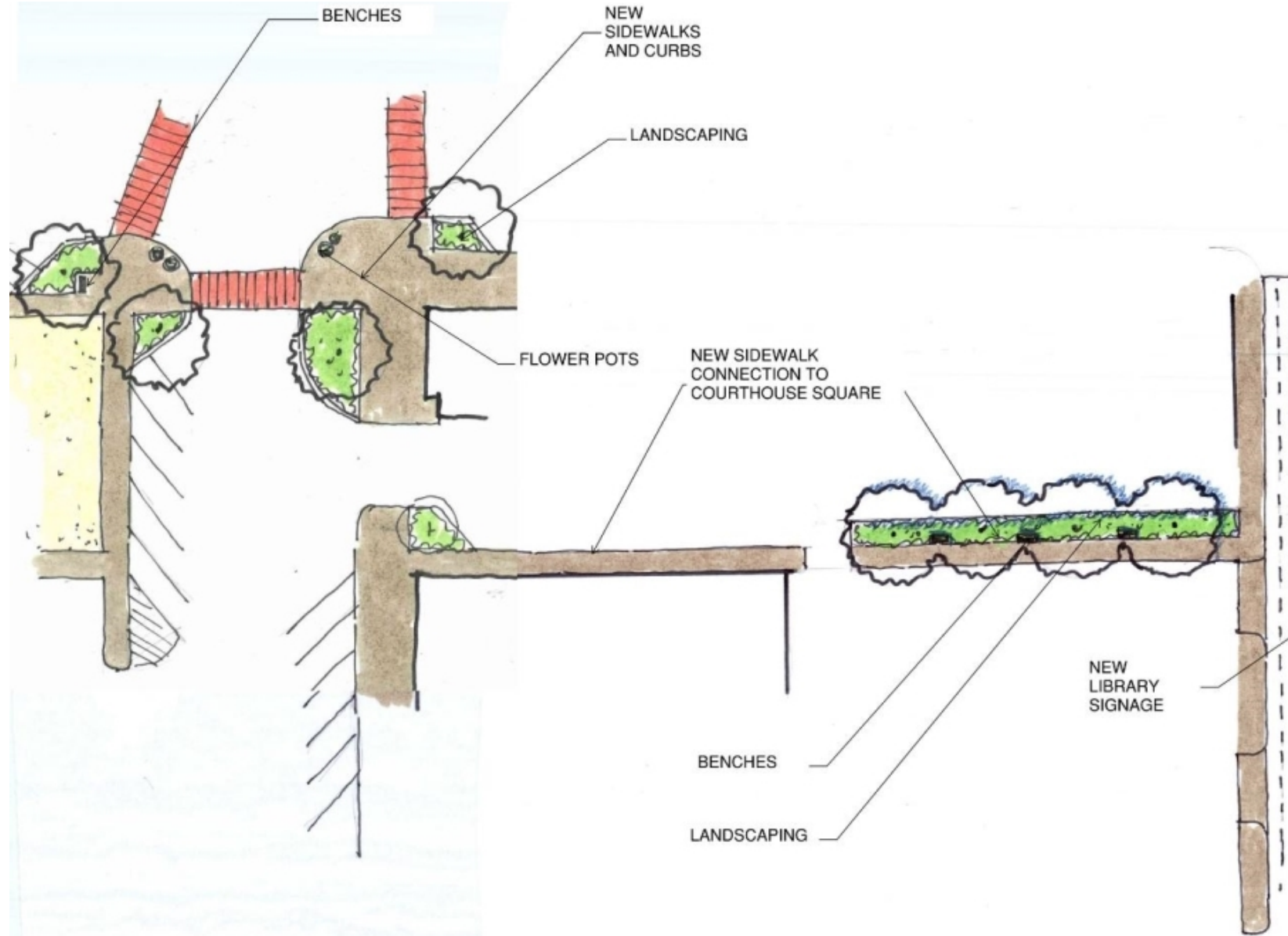
Library & Connections



Library & Connections



Library & Connections



Resolution 2026-2

Be it resolved by the Mayor and City Council of the City of York, Nebraska:

That the One-and-Six Year Highway and Street Improvement Program of the City of York, Nebraska, is hereby adopted after due and legal publication of Notice of Public Hearing thereon as directed by the State Highway Commission and public hearing thereon and that this Resolution and documents attached thereto shall serve a certification of matters herein to said Commission as required by law, the passage hereof being prior to the anniversary date of original filing.

Dated this 19th day of March, 2026.

Barry Redfern, Mayor

Attest:

Amanda Ring, City Clerk

Project Number	Year Designation	Year Updated	Street_Name	Surface Type	Project Type	New Surface Type	Width (Ft)	Length (Ft)	Square Ft	Square Yd	Cost
24-1	1 Year	2025	8th, Grant to Nebraska	Brick	reconstruction	Concrete	36	300	10,800	1,200	\$240,000
26-1	1 Year	2026	Kaliff Drive	Concrete	New	Concrete	32	550	17,600	1,956	\$440,000
26-2	1 Year	2026	Naomi Drive	Gravel	reconstruction	Concrete	32	310	9,920	1,102	\$248,000

Total 1-year **\$928,000**

17-13	6 Year	2025	Platte Ave, 9th to 11th	Brick, Concrete	reconstruction	Concrete	28	722	20,224	2,247	\$577,832
20-5	6 Year	2025	Greenwood, 4th to 8th	Asphalt	reconstruction	Asphalt	24	1300	31,200	3,467	\$237,800
24-2	6 year	2025	4th street West City Limit to Greenwood Ave	Asphalt	rehabilitation	Asphalt	26	1336	34,736	3,860	\$310,000
17-11	6 year	2025	W Frontage Rd by Case dealer	Asphalt	reconstruction	Concrete	24	1453	34,884	3,876	\$1,162,785
17-14	6 year	2025	8th, Platte to Lincoln	Brick	reconstruction	Concrete	42	327	13,734	1,526	\$261,600
17-7	6 year	2025	Grant Ave, S 21st to Nobes	Asphalt	rehabilitation	Asphalt	22	5280	116,160	12,907	\$1,056,000
75-4	6 Year	2025	5th St, Nebraska to East Ave	Brick	reconstruciton	Concrete	24	950	22,796	2,533	\$759,871
89-16	6 year	2025	5th St, Greenwood to 325' W of Division	Brick	reconstruction	Concrete	20	1317	26,348	2,928	\$1,053,916
10-1	6-year	2025	Nebraska Ave, 16th to 17th	Concrete	reconstruction	Concrete	32	444	14,222	1,580	\$355,542
75-5	6-year	2025	8th, Lincoln to Grant	Brick	reconstruction	Concrete	34	337	11,458	1,273	\$269,600
17-9	6-year	2025	S 21st, Lincoln to Grant	Asphalt	rehabilitation	Asphalt	22	1584	34,858	3,873	\$316,800
17-9	6 year	2025	W Lincoln Frontage Rd, north of S 50th	Asphalt	rehabilitation	Concrete	27	1214	32,770	3,641	\$292,000
26-3	6 Year	2026	Delaware Avenue 25th to 19th	Asphalt	rehabilitation	Asphalt	22	1050	23,100	2,567	\$210,000
26-4	6 Year	2026	Lincoln Ave East (frontage) to Holen Ave	New	New	Concrete	32	1300	41,600	4,622	\$1,040,000

Total 6-year **\$7,903,747**

2/3/26 JHPHII

Combined Total **\$8,831,747**



Nebraska Liquor Control

301 Centennial Mall
South - 1st Floor PO
Box 95046 Lincoln
NE 68508

Additional Information Requested

File Number: 151390

LICENSE TYPE Class I Beer, Wine, Spirits On Sale Only	ADDITIONAL INFORMATION DATE RECEIVED 2026-02-18
SECONDARY LICENSE(S) None selected	
LICENSEE LEGAL NAME Laxmi Ganesh Hospitality Inc	LICENSEE TYPE Corporation
DOING BUSINESS AS Holiday Inn Express - York	CORPORATE NUMBER 2512410052
INCORPORATION DATE 2025-12-31	
CORRESPONDENCE ADDRESS 9240 Andermatt Drive Suite 100 Lincoln, NE 68526	
MAILING ADDRESS 4020 Grand Ave York, NE 68467	
PHYSICAL ADDRESS 4020 Grand Ave York, NE 68467	

CONTACT NAME

Steve Young

PREFERRED CONTACT METHOD

Email

CONTACT PHONE

(402) 499-3862

ALTERNATE PHONE

FAX

(402) 413-6620

EMAIL

syong@lincolnhotelgroup.com

CORPORATE STRUCTURE

NAME	POSITION/TITLE	PARENT COMPANY	% INTEREST
Kalpeshkumar R Patel	President	Om Shree Dhanlaxmi LLC	100

ADDITIONAL INFORMATION

Temporary Operating Permit

LICENSE

License 107234 (Active) - Class I Beer, Wine, Spirits On Sale Only (Dec 18, 2025 - Apr 30, 2026)
 Holiday Inn Express & Suites (Pair A Dice Properties II LLC)

ADDITIONAL INFORMATION REQUESTED

1) Vershabahen cannot sign the affidavit as long as she has access to the bank account, that implies that she will be doing work for the hotel, we will need fingerprints and the privacy act statement or proof that she has been removed from the bank account.

2) Correct the name of the applicant on the TOP application.

Thanks,

Corrinne Andersen - Licensing - (402) 471-2896 -

corrinne.andersen@nebraska.gov

ADDITIONAL INFORMATION PROVIDED

see attached corrected TOP

Also Vershabahen is not on the bank account I accidentally listed her.

DOCUMENTS

TYPE	FILE NAME	DESCRIPTION
Temporary Operating Permit (TOP)	Corrected TOP.pdf	Corrected TPO

APPLICANT

Steve Young



Nebraska Liquor Control

301 Centennial Mall
South - 1st Floor PO
Box 95046 Lincoln
NE 68508

Application Copy

File Number: 151390

LICENSE TYPE Class I Beer, Wine, Spirits On Sale Only	APPLICATION DATE RECEIVED 2026-02-18
SECONDARY LICENSE(S) None selected	
LICENSEE LEGAL NAME Laxmi Ganesh Hospitality Inc	LICENSEE TYPE Corporation
DOING BUSINESS AS Holiday Inn Express - York	CORPORATE NUMBER 2512410052
INCORPORATION DATE 2025-12-31	
CORRESPONDENCE ADDRESS 9240 Andermatt Drive Suite 100 Lincoln, NE 68526	
MAILING ADDRESS 4020 Grand Ave York, NE 68467	
PHYSICAL ADDRESS 4020 Grand Ave York, NE 68467	
CONTACT NAME Steve Young	PREFERRED CONTACT METHOD Email

CONTACT PHONE
(402) 499-3862

ALTERNATE PHONE

FAX
(402) 413-6620

EMAIL
syoung@lincolnhotelgroup.com

CORPORATE STRUCTURE

NAME	POSITION/TITLE	PARENT COMPANY	% INTEREST
Kalpeshkumar R Patel	President	Om Shree Dhanlaxmi LLC	100

ADDITIONAL INFORMATION

Temporary Operating Permit

LICENSE

License 107234 (Active) - Class I Beer, Wine, Spirits On Sale Only (Dec 18, 2025 - Apr 30, 2026)
Holiday Inn Express & Suites (Pair A Dice Properties II LLC)

MARITAL STATUS
Single

MANAGED BY AGENT
Yes

AGENT NAME
Steven Allen Young

AGENT TYPE
Individual

BIRTHDATE
1959-10-01

GENDER
Male

SPOUSE
Deborah L Young

PREFERRED CONTACT METHOD
Email

CONTACT PHONE
(402) 499-3862

ALTERNATE PHONE

FAX

(402) 413-6620

EMAIL

syoung@lincolnhotelgroup.com

CORRESPONDENCE ADDRESS

9240 Andermatt Dr
Suite 100
Lincoln NE 68526

MAILING ADDRESS

4020 Grand Ave
York, NE 68467

PHYSICAL ADDRESS

4020 Grand Ave
York, NE 68467

PREMISES TYPE

Hotel/Motel/Lodging

PREMISES NAME

Holiday Inn Express - York

OPERATOR

Kreig Schmidt

CORPORATE LIMIT DESIGNATION

Inside

LEASE OR OWN

Lease

EXPIRATION DATE

2056-02-12

PHYSICAL ADDRESS

4020 S Grand Ave, York, Nebraska, 68467

MAILING ADDRESS

4020 S Grand Ave, York, Nebraska, 68467

CONTACT NAME

Kalpeshkumar Patel

PREFERRED CONTACT METHOD

Email

CONTACT PHONE

(608) 472-3859

ALTERNATE PHONE

FAX

(402) 413-6620

EMAIL

americinn09@gmail.com

PREMISES MANAGER

Rolando Morgan

PREMISES MANAGER EMAIL

rmorgan@lincolnhotelgroup.com

QUESTIONS

Class I Beer, Wine, Spirits On Sa

1. READ CAREFULLY. ANSWER COMPLETELY AND ACCURATELY

Has any officer, member, owner, or manager named in this application; or their spouse, EVER been convicted of or plead guilty to any charge?

*The Commission must be notified of any arrests and/or convictions that may occur after the date of this application.

No

2. What are the building dimensions: Enter length and width in feet separated by a comma (i.e. L20, W15) *Not square feet*

A simple sketch of the area to be licensed will be required to be uploaded in the Documents Section.. Include the length x width, direction of NORTH and number of floors of the building. (NO BLUEPRINTS)

L186 X W66

3. Is there an outdoor area?

*Permanent fence or barrier is required for outdoor areas. Please contact the local governing body for other requirements regarding fencing.

No

4. Will a basement be used for alcoholic storage or sale?

No

5. How many floors of the building? (excluding basement) Please indicate which floors will be included in the liquor license.

4 floors all will be included in the liquor license

6. Is premises to be licensed within 150 feet of a church, school, hospital, home for indigent persons or for veterans, their wives, and children?

No

7. Is premises to be licensed within 300 feet of a college campus or university?

No

8. Are you acquiring any alcohol prior to obtaining this liquor license? If you are purchasing a business with a current license; this includes alcohol purchased as part of a business purchase agreement.

Yes

(document uploaded)

9. What date do you intend to open for business?

Already open will add liquor when approved

10 What are the anticipated hours of operation?

Legal business hours

11 Are you borrowing any money from any source, including family or friends, to establish and/or operate the business?

Yes

GBank

12 Will any person or entity, other than the applicant, be entitled to a share of the profits of this business?

No

13 Is anyone listed on this application a law enforcement officer?

No

14 What is the primary bank and/or financial institution to be utilized by the business AND list the individual(s) who are authorized to write checks and/or withdrawals on accounts at this institution.

Cornerstone Bank - Kalpeshkumar Patel, Varshabahen Patel, Joe Kotopka

15 Do you have prior experience or training in selling, serving or managing alcohol sales?

Yes

Had a Liquor License in Wisconsin and worked where alcohol was served in the past

16 Are all individuals named in this application as a part of the ownership and/or manager over 21 years of age?

Yes

17 Do you intend to sell cocktails to go as allowed under Neb Rev. Statute 53-123.04(4)?

No

18 List all past and present liquor licenses held in Nebraska or any other state by any person named in this application. List the license holder name, location of license, and license number (if available). Also list reason for termination of license(s) previously held.

Wisconsin Lic #1442

19 Has the premises location been previously licensed within the last 2 years?

Yes

20 Are you applying for a Temporary Operating Permit?

Yes

(document uploaded)

21 Is the lease or deed for the premises listed under the applicant's name (LLC, Corporation, or Individual)? If the property is owned personally but the application is under an LLC or Corporation, a lease agreement must be made between the owner and the entity applying for the license.

Yes

22 If applying as a LLC or Corporation; is your LLC or Corporation active with the Nebraska Secretary of State? (Please mark yes if applying as an individual or partnership)

Yes

23 Per Nebraska Revised Statute 53-103.18 - Manager, defined: Manager means a person appointed by a corporation or limited liability company to oversee the daily operation of the business licensed in Nebraska. A manager shall meet all the requirements of the Nebraska Liquor Control Act as though he or she were the applicant, including residency.

What is the premises manager's name?

Rolondo Morgan

24 What is the manager's address?

5930 Dogwood Drive Lincoln NE 68516

25 What is the manager's phone number?

402-570-6506

26 What county is the manager registered to vote in?

The manager must be a resident of the state of Nebraska. If the manager is not registered to vote they can complete their voter registration here - <https://www.nebraska.gov/apps-sos-voter-registration/>

Lancaster

27 What is the manager's email address? An email will be sent to them to obtain their personal information.

rmorgan@lincolnhotelgroup.com

28 Is the manager married?

Yes

Celeste Morgan - lettylou76_2003@yahoo.com

DOCUMENTS

TYPE	FILE NAME	DESCRIPTION
Alcohol Inventory	Liquor Inventory Express York.pdf	
Temporary Operating Permit (TOP)	Temp Operating Permit.pdf	
Lease / Deed / Purchase Agreement	Commercial Lease - Holiday Inn Express NE.pdf	
Business Plan	Business Plan Holiday Inn Express and Suites.pdf	
Premises Description & Diagram	Site Drawing Express York.pdf	
Affidavit of non-participation	Roland Spousal Affidavit.pdf	
Affidavit of non-participation	Patel Spousal Affidavit.pdf	
Privacy Act Statement	Ken signed Fingerprint form.pdf	
Privacy Act Statement	Fingerprint Form Roland.pdf	
Additional Document	Ken Patel Fingerprint Payment.pdf	
Additional Document	Roland Fingerprint Payment.pdf	

APPLICANT

Steve Young

DECLARATION

I (We) the applicant(s) agree and consent

By checking the box next to "I (We) the applicant(s) agree and consent", the applicant(s) hereby consent(s) to an investigation of background and release present and future records of every kind and description including, but not limited to, police records, tax records, bank or lending institution records, and corporate records. I consent to the release of any documents supporting any declarations made in this application and agree to provide any documents supporting these declarations to the Nebraska Liquor Control Commission (NLCC) or the Nebraska State Patrol (NSP) immediately upon demand. I agree to provide any record needed in furtherance of any investigation related to this application immediately upon demand to the NLCC or the NSP. I waive any right or cause of action that I may have against the NLCC, the NSP, or any other individual or entity disclosing or releasing any investigatory or supporting records related to this application or the review of this application.

I acknowledge that false information submitted in this application is grounds for denial of a license. Any license issued based on the information submitted in this application is subject to additional conditions, cancellation, revocation, or suspension if the information contained herein is incomplete, inaccurate, or fraudulent. I acknowledge that any changes to the information contained in this application must be reported to the NLCC. I acknowledge the review of this application will involve a criminal record check of all owners, partners, managers, officers and stockholders or members owning 25% interest in the applying entity and their spouses. Any license granted by the NLCC is subject to the provisions of the Nebraska Liquor Control Act and the Rules & Regulations of the NLCC, and that failure to comply with these provisions and rules may subject the license to suspension, cancellations, or revocation. I acknowledge that a licensee must keep complete, accurate, and separate records and that a licensee's records and books are subject to inspection by the NLCC. NLCC auditors and law enforcement officers are authorized to enter and inspect the licensed premises at any time to determine whether any provision of the Act, rule or regulation, or ordinance has been or is being violated. I acknowledge that it is the licensee's responsibility to comply with the provisions of the Nebraska Liquor Control Act and the Commission's rules and regulations.

If I am an individual applicant, I will supervise in person the management and operation of the business and operate the business authorized by the license for myself and not as an agency for any other person or entity. If I am a corporate applicant, I will ensure that an approved manager will supervise in person the management and operation of the business. If I am a partnership applicant, I will ensure one partner supervises the management and operation of the business.

I will operate the licensed business in compliance with all applicable laws, rules and regulations, and ordinances and to cooperate fully with any authorized agent of the NLCC.

I declare under penalty of perjury that I have read the contents of this application and, to the best of my knowledge, believe all statements made in this application are true, correct, and complete.

Applicant Notification and Record Challenge: An applicant's fingerprints will be used to check the criminal history records of the FBI. The applicant may complete or challenge the accuracy of the information contained in the FBI Identification Record. The procedures for obtaining a change, correction, or updating an FBI identification record are set forth in 28 CFR 16.34.

Business Plan Holiday Inn Express and Suites – York

We are a Hotel/Motel providing leisure, business, government and some extended stay rooms for rent.

We have a marketplace in the hotel and would like to sell beer, wine and canned spirits for consumption on the premises by the guests staying at our hotel.

We also have a complimentary managers reception 3-4 days a week between 4pm and 7pm serving keg beer and wine.

Our staff responsible for selling the alcohol will be tips trained.

Thank you

Steve Young

January 12, 2026

COMMERCIAL LEASE AGREEMENT

This Lease agreement is made on this 12th day of January 2026 by and between

Om Shree Dhanlaxmi LLC (hereinafter "Landlord")

AND

Laxmi Ganesh Hospitality Inc. (hereinafter "Tenant").

In consideration for the shared promises and agreements contained herein, and for other good and valuable consideration, the parties hereby agree as follows:

1. The Landlord leases to the Tenant, and the Tenant rents from the Landlord the following stated grounds: Holiday Inn Express located at 4020 S Grand Ave, York, NE 68467.
2. The tenure of the Lease shall be for 30 years beginning January 12, 2026, and ending January 11, 2056. Lessee shall have the option to extend this lease of the demised Premises for two additional Ten-year terms, contingent upon mutual agreement of the Tenant & Landlord as to rental for the extension terms.
3. The Tenant shall pay to Landlord as rent as monthly installments of \$ 69,826.21 . The Base Rent shall be subject to an annual upward adjustment of zero percent (0%) of the then-current base rent. The first such adjustment shall become effective commencing on the first (1st) annual anniversary of the term Commencement Date, and subsequent adjustments shall become effective on every successive annual anniversary for so long as this lease continues in effect.
4. This Lease is subject to all present or prospective mortgages affecting the property.
5. Tenant shall use and inhabit the building only as Holiday Inn Express (Hotel).
6. The Tenant shall not make any amendments, additions or improvements to the building without the prior written permission of the Landlord.
7. The property-owner, at his own cost, shall equip the following utilities or facilities for the benefit of the occupant:

N/A
8. The leaseholder, at his own cost, shall provide the following: Lease holder responsible for expenses related to subject property operations.
9. The leaseholder shall purchase at his own cost public liability insurance in the amount of \$1,000,000.00 as well as fire and exposure insurance in the amount of \$1,000,000 for the property and shall provide satisfactory proof thereof to the property owner and shall continue with the same in force and effect throughout the Lease period hereof.
10. The leaseholder shall not let or commit waste to the property.

January 12, 2026

COMMERCIAL LEASE AGREEMENT

11. The leaseholder shall meet the terms, policies, order codes and laws of all governmental establishments having authority over the property.
12. The Tenant shall not allow or engage in any activity that will affect an increase in the rate of insurance for the Building in which the property is not contained nor shall the leaseholder allow or commit any annoyance thereon.
13. The lessee shall not sublet or allocate the neither property nor consent to any other person or business to use or occupy the property without the earlier written approval of the Landlord, which permission may not be unduly withdrawn.
14. At the end of the period of this Lease, the lessee shall give in and deliver up the property in the same condition (subject to any additions, alterations or improvements, if any) as presently exists, realistic wear and tear expelled.
15. Upon evasion in any term or condition of this Lease, the owner shall have the right to embark on any or all other remedies allowable by Law.
16. This Lease shall be binding upon, and inure to the benefit of, the parties, their beneficiaries, successors, and assigns.

Signed on 1/12/2026,

DocuSigned by:

Kalpeshkumar Patel

C86F30E050AE423...

Laxmi Ganesh Hospitality Inc (**Tenant**)

DocuSigned by:

Kalpeshkumar Patel

C86E30E050AE423

Om Shree Dhanlaxmi LLC (**Landlord**)

Certificate Of Completion

Envelope Id: 9DFC8971-CC99-44B0-858C-33D9DCB1D9F5	Status: Completed
Subject: Complete with Docusign: Commercial Lease Agreement Holiday Inn Express York PA.docx.pdf	
Source Envelope:	
Document Pages: 2	Signatures: 2
Certificate Pages: 5	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Priya Patel
Time Zone: (UTC-06:00) Central Time (US & Canada)	917 N Plum Grove Rd, Ste C
	Schaumburg, IL 60173
	priya@clsolutionscorp.com
	IP Address: 24.1.9.39

Record Tracking

Status: Original	Holder: Priya Patel	Location: DocuSign
1/12/2026 10:18:27 AM	priya@clsolutionscorp.com	

Signer Events

Kalpeshkumar Patel
 americinn09@gmail.com
 Owner
 Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

 C86F30E050AE423...
 Signature Adoption: Pre-selected Style
 Using IP Address: 2600:387:15:516::a
 Signed using mobile

Timestamp

Sent: 1/12/2026 10:19:18 AM
 Resent: 1/12/2026 1:51:01 PM
 Viewed: 1/12/2026 2:16:35 PM
 Signed: 1/12/2026 2:17:16 PM

Authentication Details

Identity Verification Details:
 Workflow ID: 1b7fa663-d600-49e4-aef7-5d430e916e21
 Workflow Name: DocuSign Knowledge-Based Authentication
 Workflow Description: The recipient will be asked to identify themselves through Knowledge-Based Authentication.
 Transaction Unique ID: 7ccfc849-1695-5285-a95c-57f19dcb1834
 Country or Region of ID: US
 Identification Method: KnowledgeBasedAuthentication
 Vendor: LexisNexis
 Result: Passed
 Information Provided to Generate Question Set: Name, Address, DOB, SSN4
 Number of Primary Questions: 6
 Number of Primary Questions Passed: 4
 Number of Secondary Questions: #
 Number of Secondary Questions Passed: #
 Performed: 1/12/2026 2:16:23 PM

Electronic Record and Signature Disclosure:
 Accepted: 5/13/2025 5:28:37 PM
 ID: 3f6379e2-164c-462e-ac12-ef67eded14fa

In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp

Yuli processing@clsolutionscorp.com Security Level: Email, Account Authentication (None)		Sent: 1/12/2026 10:19:19 AM
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Electronic Record and Signature Disclosure:
 Not Offered via Docusign

Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Envelope Sent	Hashed/Encrypted	1/12/2026 10:19:19 AM
Certified Delivered	Security Checked	1/12/2026 2:16:35 PM
Signing Complete	Security Checked	1/12/2026 2:17:16 PM
Completed	Security Checked	1/12/2026 2:17:16 PM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, CLS Mortgage Inc (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact CLS Mortgage Inc:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: bandish@clsolutionscorp.com

To advise CLS Mortgage Inc of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at bandish@clsolutionscorp.com and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from CLS Mortgage Inc

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to bandish@clsolutionscorp.com and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with CLS Mortgage Inc

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to bandish@clsolutionscorp.com and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify CLS Mortgage Inc as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by CLS Mortgage Inc during the course of your relationship with CLS Mortgage Inc.

APPLICATION FOR TEMPORARY OPERATING PERMIT

NEBRASKA LIQUOR CONTROL COMMISSION
301 CENTENNIAL MALL SOUTH
PO BOX 95046
LINCOLN, NE 68509-5046
PHONE: (402) 471-2571
FAX: (402) 471-2814
website: www.lcc.nebraska.gov

This form must be signed by the Current Licensee (Seller) and the Applicant (Buyer).

A Temporary Operating Permit (TOP) may be issued at the Commission's discretion when a licensed business is sold, and the business continues under new ownership. A complete application for a new license must be filed before a TOP can be granted.

If issued, the Temporary Operating Permit is valid for 90 days. If subsequent reports reveal that the information provided in the application was inaccurate or incomplete, the Temporary Operating Permit may be cancelled.

Name of current licensee (Seller, e.g. LLC or Corporation): Pair-A-Dice Properties II, LLC

Name of applicant (Buyer; e.g. LLC or Corporation): Laxmi Ganesh Hospitality Inc

On this date 1/16/2026 (Date) buyer and seller entered a contract for sale of the alcohol

related business known as: Holiday Inn Express - York License #: 107234
(Name of business currently licensed)

Located at: 4020 Grand Ave, York, NE 68467
(Street Address) (City) (Zip Code)

Requested effective date of Temporary Operating Permit: 2/2/2026
(The Seller's license will be terminated on this date) (Date)

Seller hereby declares that they have no outstanding balances on all accounts with all Nebraska licensed wholesalers under Revised Section 53-123.02. Any seller who provides false information regarding such accounts is guilty of a Class IV misdemeanor for each offense.

Clark Anderson Clark Anderson 1/30/2026
Signature of Seller Printed Name Date

Buyer seeks to obtain a Temporary Operating Permit (TOP) to allow buyer to operate the business under the same terms and conditions of the current licensee subject to approval by Nebraska Liquor Control Commission for a period not to exceed 90 days.

Kalpesh Kumar R Patel Kalpeshkumar R Patel 1/30/2026
Signature of Buyer Printed Name Date

Nebraska Secretary of State

LAXMI GANESH HOSPITALITY INC

Wed Feb 18 09:16:03 2026

SOS Account Number

2512410052

Status

Active

Principal Office Address

No address on file

Registered Agent and Office Address

KALPESHKUMAR PATEL

4020 S GRAND AVE

YORK, NE 68467

Nature of Business

Not Available

Entity Type

Domestic Corp

Qualifying State: NE

Date Filed

Dec 31 2025

Next Report Due Date

Jan 01 2026

Filed Documents

Filed documents for LAXMI GANESH HOSPITALITY INC may be available for purchase and downloading by selecting the Purchase Now button. Your Nebraska.gov account will be charged the indicated amount for each item you view. If no Purchase Now button appears, please contact Secretary of State's office to request document(s).

Document	Date Filed	Price	
Articles of Incorporation	Dec 31 2025	\$1.35 = 3 page(s) @ \$0.45 per page	Purchase Now
Change of Agent or Office	Jan 06 2026	\$0.45 = 1 page(s) @ \$0.45 per page	Purchase Now

Good Standing Documents

- If you need your Certificate of Good Standing Apostilled or Authenticated for use in another country, you must contact the Nebraska Secretary of State's office directly for information and instructions. Documents obtained from this site cannot be Apostilled or Authenticated.

Online Certificate of Good Standing with Electronic Validation
\$6.50

This certificate is available for immediate viewing/printing from your desktop. A Verification ID is provided on the certificate to validate authenticity online at the Secretary of State's website.

[Purchase Now](#)

Certificate of Good Standing - USPS Mail Delivery

\$10.00

This is a paper certificate mailed to you from the Secretary of State's office within 2-3 business days.

[Continue to Order](#)

[↑ Back to Top](#)

Nebraska Secretary of State

OM SHREE DHANLAXMI LLC

Wed Feb 18 09:17:04 2026

SOS Account Number

2510365479

Status

Active

Principal Office Address

No address on file

Registered Agent and Office Address

KALPESHKUMAR PATEL

4020 S GRAND AVE

YORK, NE 68467

Designated Office Address

4020 S GRAND AVE

YORK, NE 68467

Nature of Business

Not Available

Entity Type

Domestic LLC

Qualifying State: NE

Date Filed

Oct 06 2025

Next Report Due Date

Jan 01 2027

Filed Documents

Filed documents for OM SHREE DHANLAXMI LLC may be available for purchase and downloading by selecting the Purchase Now button. Your Nebraska.gov account will be charged the indicated amount for each item you view. If no Purchase Now button appears, please contact Secretary of State's office to request document(s).

Document	Date Filed	Price	
Certificate of Organization	Oct 06 2025	\$0.45 = 1 page(s) @ \$0.45 per page	<input type="button" value="Purchase Now"/>
Statement of Change	Jan 06 2026	\$0.45 = 1 page(s) @ \$0.45 per page	<input type="button" value="Purchase Now"/>

Good Standing Documents

- If you need your Certificate of Good Standing Apostilled or Authenticated for use in another country, you must contact the Nebraska Secretary of State's office directly for information and instructions. Documents obtained from this site cannot be Apostilled or Authenticated.

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\$6.50

This certificate is available for immediate viewing/printing from your desktop. A Verification ID is provided on the certificate to validate authenticity online at the Secretary of State's website.

Purchase Now

Certificate of Good Standing - USPS Mail Delivery

\$10.00

This is a paper certificate mailed to you from the Secretary of State's office within 2-3 business days.

Continue to Order

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SPOUSAL AFFIDAVIT OF NON-PARTICIPATION

NEBRASKA LIQUOR CONTROL COMMISSION
301 CENTENNIAL MALL SOUTH
PO BOX 95046
LINCOLN, NE 68509-5046
PHONE: (402) 471-2571
FAX: (402) 471-2814
Website: www.lcc.nebraska.gov

I acknowledge that I am the non-participating spouse of a liquor license holder. My signature below confirms that I will not have any interest, directly or indirectly in the operation of the business (§53-125(13)) of the Liquor Control Act. I will not tend bar, make sales, serve patrons, stock shelves, write checks; sign invoices, represent myself as the owner or **in any way participate in the day to day operations of this business in any capacity**. The penalty guideline for violation of this affidavit is cancellation of the liquor license.

I acknowledge that I am the applicant of the non-participating spouse. I understand that my spouse and I are responsible for compliance with the conditions set out above. If, it is determined that my spouse has violated (§53-125(13)) the commission may cancel or revoke the liquor license.

V. K. Patel

Signature of **NON-PARTICIPATING SPOUSE**

Varshabhen K Patel

Print Name

State of Iowa ~~Nebraska~~, County of Iowa

The foregoing instrument was acknowledged before me
this Feb 12, 2020 (date)

by Varshabhen Patel
Name of person acknowledged
(Individual signing document)

Heather Conrad
Notary Public Signature

KRP

Signature of **APPLICANT**

Kalpeshkumar R Patel

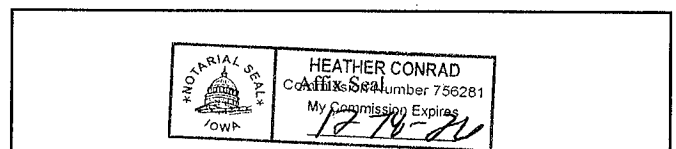
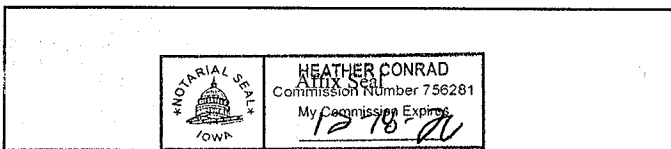
Print Name

State of Iowa ~~Nebraska~~, County of Iowa

The foregoing instrument was acknowledged before me
this Feb 12, 2020 (date)

by Kalpeshkumar Patel
Name of person acknowledged
(Individual signing document)

Heather Conrad
Notary Public Signature



SPOUSAL AFFIDAVIT OF NON-PARTICIPATION

NEBRASKA LIQUOR CONTROL COMMISSION
301 CENTENNIAL MALL SOUTH
PO BOX 95046
LINCOLN, NE 68509-5046
PHONE: (402) 471-2571
FAX: (402) 471-2814
Website: www.lcc.nebraska.gov

I acknowledge that I am the non-participating spouse of a liquor license holder. My signature below confirms that I will not have any interest, directly or indirectly in the operation of the business (§53-125(13)) of the Liquor Control Act. I will not tend bar, make sales, serve patrons, stock shelves, write checks, sign invoices, represent myself as the owner or **in any way participate in the day to day operations of this business in any capacity**. The penalty guideline for violation of this affidavit is cancellation of the liquor license.

I acknowledge that I am the applicant of the non-participating spouse. I understand that my spouse and I are responsible for compliance with the conditions set out above. If, it is determined that my spouse has violated (§53-125(13)) the commission may cancel or revoke the liquor license.



Signature of **NON-PARTICIPATING SPOUSE**
Celeste Morgan

Print Name



Signature of **APPLICANT**
Rolando Morgan

Print Name

State of Nebraska, County of Lancaster

State of Nebraska, County of Lancaster

The foregoing instrument was acknowledged before me
this February 16, 2026 (date)

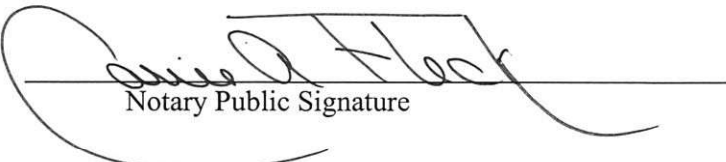
The foregoing instrument was acknowledged before me
this February 16, 2026 (date)

by Celeste Morgan

Name of person acknowledged
(Individual signing document)

by Rolando Morgan

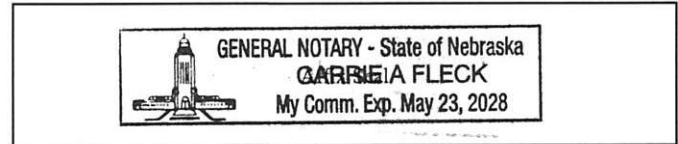
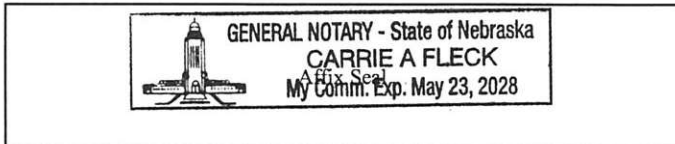
Name of person acknowledged
(Individual signing document)



Notary Public Signature



Notary Public Signature



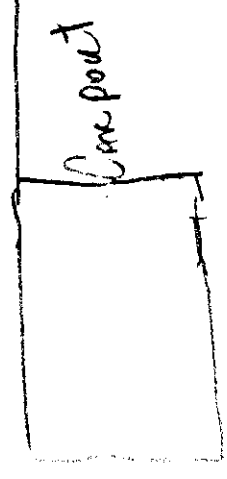
Holiday Inn Express - York
4 Story Hotel
LICENSE AVE 4 STORIES

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186

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RESOLUTION NO. 2026-3

BE IT RESOLVED

That Laxmi Ganesh Hospitality Inc. dba Holiday Inn Express - York, has made application for a Class "I" Liquor License for sale of Beer, Wine & Distilled Spirits, On Sale Only at 4020 Gran Avenue, York, Nebraska.

That the Mayor and City Council of the city of York, Nebraska, have held a public hearing on the 19th day of March, 2026, pursuant to Nebraska Liquor Control Act and Chapter 4, Section 49 -51 of the Municipal Code of the City of York; and

That notice of the time and place of hearing herein has been given as provided by law; and

That the Mayor and Council in hearing conducted herein have considered licensing standards and criteria set forth in Chapter 4, Section 49 -51 of the Municipal Code of the City of York, and appropriate statutory provisions and find:

- (1) That the application will further the public interest.
- (2) That the application will provide an improvement to the locality or neighborhood
- (3) That the application will provide an improvement to the City of York, Nebraska, and a true increase to the service to the public.
- (4) That the application will not be detrimental to the public health, safety and welfare.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF YORK, NEBRASKA, that it is the recommendation of this body that the application for a Class "I" liquor license for the sale of Beer, Wine and Distilled Spirits, On Sale Only, as submitted by Laxmi Ganesh Hospitality Inc. dba Holiday Inn Express - York, 4020 Grand Avenue, City of York, Nebraska, be approved/denied/no recommendation made and such recommendation be transmitted to the Nebraska Liquor Control Commission.

Dated this 19th day of March, 2026.

Barry Redfern, Mayor

ATTEST:

Amanda Ring, City Clerk



315 N Grant Ave
York, NE 68467
402-363-2640 (P)
402-363-2621 (F)

March 18, 2026

Re: Laxmi Ganesh Hospitality Inc, dba Holiday Inn Express Liquor License Application

Mayor, Clerk, City Council Members:

The York Police Department has reviewed local and state files pertaining to the applicants named in the Laxmi Ganesh Hospitality Inc, dba Holiday Inn Express liquor license application and subsequent change/correction documentation.

We have found no criminal or court actions/records that should prohibit approval of such license.

Respectfully,

Edward Tjaden
Chief of Police
York, Nebraska



ORDINANCE NO. 2431

AN ORDINANCE OF THE CITY OF YORK, NEBRASKA TO AMEND CHAPTER 52, ARTICLE V BICYCLES, TO AMEND SAID ARTICLE TO PROVIDE DEFINITIONS FOR BICYCLES, SKATEBOARDS, ROLLER-BLADES, SCOOTERS AND HOVERBOARDS; TO PROVIDE FOR RULES OF OPERATION; TO REPEAL ALL ORDINANCES IN CONFLICT HEREWITH; AND TO PROVIDE AN EFFECTIVE DATE FOR THIS ORDINANCE.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF YORK, NEBRASKA:

Section 1. Chapter 52, ARTICLE V. BICYCLES shall be amended as follows:

1. ARTICLE V. BICYCLES, SKATEBOARDS, ROLLER-BLADES, SCOOTERS AND HOVERBOARDS

a. Section 52-229 is amended as follows:

Sec. 52-229. Bicycles, skateboards, roller-blades, scooters and hoverboards.

Definition.

- (1) A bicycle is a peddle-driven, human-powered or motor-assisted vehicle with two or three wheels attached to a frame.
- (2) A skateboard, roller-blade, scooter or hoverboard may be human-powered and/or motor-assisted or operated.

Operation.

- (1) No person shall operate a bicycle on a street, highway or sidewalk within the City with another person on the handlebars or in any position in front of the operator.
- (2) No bicycle, skateboard, roller-blade, scooter or hoverboard shall be operated faster than is reasonably safe under the circumstances then exiting, and it shall be operated in a safe manner with reasonable regard to the safety of the operator and any other person upon the streets, highways and/or sidewalks of the City.
- (3) Persons operating bicycle, skateboard, roller-blade, scooter or hoverboard shall observe all traffic signs and stop at all stop signs.

- (4) No person shall ride a bicycle, skateboard, roller-blade, scooter or hoverboard upon a sidewalk within the "C-1" Central Business District of the City.
- (5) Any person operating a bicycle, skateboard, roller-blade, scooter or hoverboard upon a sidewalk or trail shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

Section 2. Sections 52-230 through 52-232 and all other ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall take effect and be in full force and effect from and after its passage, approval and publication pursuant to law.

PASSED AND APPROVED by the York City Council this _____ day of _____, 2026.

Barry Redfern, Mayor

ATTEST:

Amanda Ring, York City Clerk

ORDINANCE NO. 2432

AN ORDINANCE OF THE CITY OF YORK, NEBRASKA TO AMEND SECTION 8-27, RUNNING AT LARGE, OF THE YORK CITY CODE TO CLARIFY THE RESPONSIBILITY OF A DOG OR CAT OWNER; TO REPEAL ALL ORDINANCES IN CONFLICT HEREWITH; AND TO PROVIDE AN EFFECTIVE DATE FOR THIS ORDINANCE.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF YORK, NEBRASKA:

Section 1.

Sec. 8-27. RUNNING AT LARGE PROHIBITED, is amended as follows:

(1) Sec. 8-27. Running at large prohibited.

It shall be unlawful for any person who owns, keeps, harbors or maintains any dog or cat to fail to keep his or her dog or cat securely restrained or otherwise confined in or upon his or her premises in an enclosure sufficient to contain the dog or cat, or to fail to keep it securely chained or securely tied on a leash, and under the control of a competent person. Any dog or cat shall be deemed to be running at large unless it is securely chained or securely tied on a leash or kept in a pen or within doors in a building, or is on the premises where it is owned, kept, harbored or maintained. Anyone who violates this section shall be subject to a penalty as provided in section 1-9, and in addition shall be liable for the payment of all fees and expenses incurred in the impoundment of such dog or cat, which fees and expenses shall be imposed as a part of the penalty for the violation of this section.

Section 2. All other ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall take effect and be in full force and effect from and after its passage, approval and publication pursuant to law.

PASSED AND APPROVED by the York City Council this _____ day of _____, 2026.

Barry Redfern, Mayor

ATTEST:

Amanda Ring, York City Clerk

ORDINANCE NO. 2433

AN ORDINANCE OF THE CITY OF YORK, NEBRASKA TO AMEND SECTION 8-30, HARBORING DANGEROUS DOGS PROHIBITED, TO CLARIFY THE RESPONSIBILITY OF THE DOG OWNER; TO REPEAL ALL ORDINANCES IN CONFLICT HEREWITH; AND TO PROVIDE AN EFFECTIVE DATE FOR THIS ORDINANCE.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF YORK, NEBRASKA:

Section 1.

Sec. 8-30. HARBORING DANGEROUS DOGS PROHIBITED; DANGEROUS, VICIOUS DOGS AT LARGE PROHIBITED shall is amended as follows:

- (1) Sec. 8-30. Harboring dangerous dogs prohibited; dangerous dogs at large prohibited.
 - (a) It shall be unlawful for the owner or other person having a dog in said person's possession or under said person's control to keep or harbor any dog of dangerous, vicious or fierce propensities or tendencies within the limits of the city.
 - (b) It shall be unlawful for any person who owns, keeps, harbors or maintains any dog of dangerous, vicious or fierce propensities to fail to keep such dog securely restrained or securely tied on a leash and under the control of a competent person. Any dog shall be deemed to be running at large when it is off the premises where it is owned, kept, harbored or maintained unless it is securely chained or securely tied on a leash or kept in a pen or within doors in a building.
 - (c) If any dog bites or attempts to bite any person, then such dog shall be conclusively presumed to be a dangerous dog and a dog of dangerous propensities and tendencies, except as provided in subsection (e) of this section.
 - (d) If any dog attacks or attempts to attack any other dog or animal while such dog is at large or chases, attacks or attempts to attack a person while the dog is at large, then the dog shall be conclusively presumed to be a dangerous dog and to have dangerous propensities and tendencies.
 - (e) No dog may be declared dangerous or vicious that inflicts injury or damage on a person committing a willful trespass or other tort, or crime, or attempting to commit such trespass, tort or crime upon premises occupied

by the owner of the dog. No dog may be declared dangerous or vicious for taking any action to defend or protect a human being or itself from an unjustified attack or assault by another animal or person. In any prosecution under this section in which it is claimed that the exception created by this subsection exists, such claim shall be an affirmative defense, and the person charged with the violation of this section shall have the burden to prove the existence of facts supporting this claim by a preponderance of the evidence.

(f) If a dog is determined to be a dangerous or vicious dog under this section, and such dog has not previously been determined to be a dangerous or vicious dog under this section or any other similar ordinance or statute, then, upon conviction under this section, the court may order the police department to dispose of the dangerous dog in an expeditious and humane manner, or it may require the owner or person in possession or control of such dog to remove the dog from the city limits. In the event that the dog has previously been determined to be a dangerous or vicious dog under this section or any other similar ordinance or statute, then the court shall order the police department to dispose of the dangerous dog in an expeditious and humane manner or it shall require the owner or person in possession or control of such dog to permanently remove the dog from the city limits.

(g) Any officer or agent of the police department may immediately confiscate a dog of dangerous, vicious or fierce propensities that is found to be in violation of this section, and upon confiscation and placement of such dog by an officer or agent of the police department, the owner shall be responsible for the reasonable costs incurred for the care of such dog confiscated or for the destruction of any dangerous dog that has been confiscated or destroyed pursuant to this section. The court is further authorized to order any individual who is convicted for a violation of this section to pay the reasonable costs incurred for the care of the dangerous dog that has been confiscated or for the costs of the destruction of such dangerous dog.

(h) Penalty. Any person who violates this section shall be subject to a penalty as provided in section 1-9, plus the costs of placement and/or destruction of the dog and may further be ordered to pay restitution to any person for medical expenses or veterinary expenses incurred by such person as a result of the actions of such dangerous dog.

Section 2. All other ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall take effect and be in full force and effect from and

after its passage, approval and publication pursuant to law.

PASSED AND APPROVED by the York City Council this _____ day of _____, 2026.

Barry Redfern, Mayor

ATTEST:

Amanda Ring, York City Clerk

F:\NET\NODE3\CHARLIE\YORK\ORDINANCES\Sec8-30HarboringDangerousDog ORD.wpd