



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

Lancaster Station Small Area Plan 2023



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Executive Summary

Lancaster County is working to grow responsibly and build more compactly and efficiently throughout the county. Growth efforts are focused in designated growth areas in order to protect the high-quality soils and farmland the county is known for, including the 120,000 acres of permanently protected land.

This small area plan is the result of a coordinated and cooperative, multi-municipal planning and placemaking strategy at and around the Lancaster Amtrak station. Development and growth in this area is important but has faced challenges in the past. The area straddles the City of Lancaster and Manheim Township, each of which has unique zoning ordinances and policies which can create confusion and obstacles for property owners and potential developers.

The Lancaster Amtrak station is located just north of downtown Lancaster on McGovern Avenue. It is the second busiest Amtrak station in Pennsylvania and 21st busiest in the United States.

Since the early 20th century, the land uses surrounding the station haven't been conducive to residential or recreational uses. The station is surrounded by large vacant lots, parking lots, industrial or former industrial properties, and car dealerships. Land use is predominantly industrial and commercial to the north and mixed urban land and high density residential to the south. Scattered throughout this mostly commercial area are a few small parks, trails, and other forms of open space, including that belonging to Franklin & Marshall College. The area was described as unfriendly to pedestrians, with large, highway-sized signs and lighting, high traffic volume and high-speed streets, and limited crosswalks, sidewalks, and trees.

The study area is expected to see five percent (5%) population growth through 2026, with an increase in racial and ethnic diversity. Current residents of this area tend to be more educated than Lancaster County overall, but income distribution skews lower and is expected to continue to lag behind the rest of the county through 2026. The study area also has a higher rate of renter-occupied dwellings than the county overall and that is expected to remain through 2026. In the five Census Tracts in the study area, between 3% and 19% of the population does not have access to a personal vehicle.

Nine of proposed commercial developments in the station area total nearly 250,000 square feet, and 12 proposed residential properties total 1,359 units with 69,000 square feet of ancillary retail. The new residential units in the pipeline represent a change from the previous shortage of new housing supply. Newly completed apartment units in the study area include Stadium Row, which includes numerous amenities and has rents higher than the City average.

Because the study area includes both the City of Lancaster and Manheim Township, property owners often have to navigate both municipalities' zoning and land use ordinances when developing property, or they cannot develop adjacent properties in the same way if they fall across municipal borders. Each municipality has different zoning districts with different allowable uses and separate permitting and approval processes, creating inconsistency in the area, from land use, streetscaping and aesthetics, to curb use and sidewalk widths. A matrix on page 27 shows these inconsistencies and highlights some unintended consequences of these ordinances.

Parking was a specific and very common concern raised by stakeholders, property owners and the wider community throughout the study process, and this is another area where ordinances and requirements differ between the two municipalities.

The transportation system in the study includes the Amtrak station, of course, as well as major regional roadways, local streets and alleys, pedestrian and bicycle infrastructure, and several Red Rose Transit bus routes.

During plan development, several common themes began to emerge from research and data collection and coordination with stakeholders and the general public:

- The station area as a ‘magnet’ or destination – a vibrant, busy area that draws locals and visitors to spend time there.
- The station area should be thoughtfully designed, encouraging consistency and coordination both between the municipalities and among the developers and property owners.
- The station area is an opportunity for new, mixed-use development to encourage density and connections within the area and with other parts of the City and Township.
- The station area should be connected to other parts of the City, Township and region, with easy access on foot, by bicycle, and by public transportation as well as by Amtrak.
- Parking should be more available and affordable for residents, visitors, and commuters.

After extensive coordination and discussion with county and local government officials, environmental agencies, local property owners, community development organizations, and the general public, a vision for the train station area was established to guide this planning process and the identification and implementation of recommendations to move this area into the future as a vibrant, great place in the county:

“The Lancaster Train Station Area will be a cohesive and well-designed urban gateway neighborhood, safely connecting all transportation modes and attractive to a diverse mix of residents, housing and businesses that is compatible with and supportive of increased transit ridership.”

A [concept plan](#) was developed for illustrative purposes, to show one possible design for future neighborhoods surrounding the train station. Its intent is to inspire partners to collaboratively create a gateway neighborhood that achieves the Vision described above. The design includes a well-connected street system, bike and pedestrian facilities, a compact building layout, and a diverse network of urban open spaces.

The Pennsylvania Municipal Planning Code (MPC) allows for various cooperative regulatory frameworks to encourage municipalities to collaborate, and the study team investigated several cooperative options which could be implemented by the City of Lancaster and Manheim Township:

- Joint Municipal Authority and Transportation Revitalization District
- Planned Residential Development
- Advisory Committee

In addition to those cooperative regulatory frameworks, the study team considered three potential options for modifying The City of Lancaster and Manheim Township zoning codes to be more consistent:

- Joint Municipal Zoning
- A new zoning district adopted by both municipalities
- Modifying existing zoning ordinances independently

Other recommendations focused on the following topics:

- Adoption of this plan
- Forming a committee to implement plan recommendations

- Encouraging housing development and density
- Collaboration to create land use and zoning consistency in various important aspects
- Implementing key transportation improvements
- Incorporation of environmental and stormwater/green infrastructure
- Encouraging public art and historic preservation

The study team also considered and evaluated several possible funding mechanisms to support development in the area and implementation of the plan's recommendations. Funding tools evaluated include:

- City Revitalization & Improvement Zone (CRIZ)
- Redevelopment Assistance Capital Program (RACP)
- Tax Increment Financing (TIF)
- Local Economic Revitalization Tax Assistance (LERTA)
- Rebuilding American Infrastructure with Sustainability & Equity (RAISE)
- Multimodal Funds from PennDOT and PA Department of Community & Economic Development
- Transportation Alternatives Set-aside (TASA)
- Transportation Improvement Program (TIP) funds

This plan and its recommendations provide some guidance for the future of the Lancaster Amtrak station area, and it will require collaboration between public and private partners to implement these recommendations and achieve the vision. Key partners in this implementation include Lancaster Planning Commission and Lancaster Metropolitan Planning Organization; the City of Lancaster; Manheim Township; the implementation committee noted above; economic development agencies; and transportation agencies.

Background

Lancaster County and the municipalities are seeking sustainable economic development with safe, accessible transportation options in this area. The Lancaster Train Station Small Area Plan is designed to capitalize on the [mobility hub](#) concept advocated in *places2040*, the comprehensive plan for Lancaster County, PA.

To further develop this area as a mobility hub, a combination of compact development, mixed land uses, high density housing, and other types of destinations must be developed. With the Amtrak station as the focus of the area, Transit-Oriented Development (TOD) principles should also be applied to future development plans for the area. Creating the right mix of land uses that maximize opportunities for TOD and the mobility hub concept must involve the public, private, and non-profit sectors. Through regulation and incentives, the municipalities can encourage the type of development, form, pattern, and character that this plan envisions for the area around the train station. However, it will be the private sector, in concert with non-profit economic development organizations, that will have to invest the resources to evolve the current land uses to one that maximizes the mobility hub concept.

Places2040 identified five 'big ideas' for the county:

- Creating Great Places
 - Design communities that put people first
 - Create a mix of uses in our communities and corridors
 - Provide a greater supply and diversity of housing types to own and rent
 - Find new and innovative ways to reduce congestion
- Connecting People, Place, & Opportunity
 - Make our downtowns into regional hubs

- Create more places to hike, bike, play, and enjoy nature
- Make it easier for residents and visitors to get around without a car
- Connect housing, jobs, schools, transportation, and other destinations
- Taking Care of What We Have
 - Improve water quality and work together on stormwater management
- Growing Responsibly
 - Prioritize redevelopment and infill in Urban Growth Areas
 - Build more compactly and efficiently
- Thinking Beyond Boundaries
 - Integrate place-based thinking into all future planning initiatives
 - Break down the traditional silos that limit our effectiveness
 - Make planning and regulation more efficient, consistent and regional

All stakeholders involved in this plan and in this area are working to create a vibrant, 'great place' – as described in *places2040*:

Great places are places we brag about—where we're proud to live, work, learn, play, and visit. They're safe and attractive environments that improve the quality of life for those who live and work there—while also ensuring the success and sustainability of our economy. These are places that encourage interaction, promote healthy lifestyles, create a sense of belonging, and spark creativity and investment. They provide choices in housing, jobs, and transportation. They capitalize on new technologies and other assets that are unique to the community, like its location and culture. In other words, they're "complete" communities with a unique identity. When we create great places, we make it easier to achieve many of our other goals. Places where people want to live are places that people want to visit—and where businesses want to be. Our goal is not just to celebrate the special places in our community, but to transform ordinary places into extraordinary ones.

Primary and Secondary Study Areas

This plan divided the area into a Primary Study Area (PSA) and Secondary Study Area (SSA). The PSA is defined as a $\frac{1}{4}$ mile radius around the Lancaster Amtrak station. The SSA includes all parcels within a 10-minute walkshed from the station. Both study areas are shown in *Figure 1: Primary and Secondary Study Areas*. This area includes properties within both the City of Lancaster and Manheim Township, including a piece of the township completely surrounded by the City. This patchwork is due to past incomplete annexations.

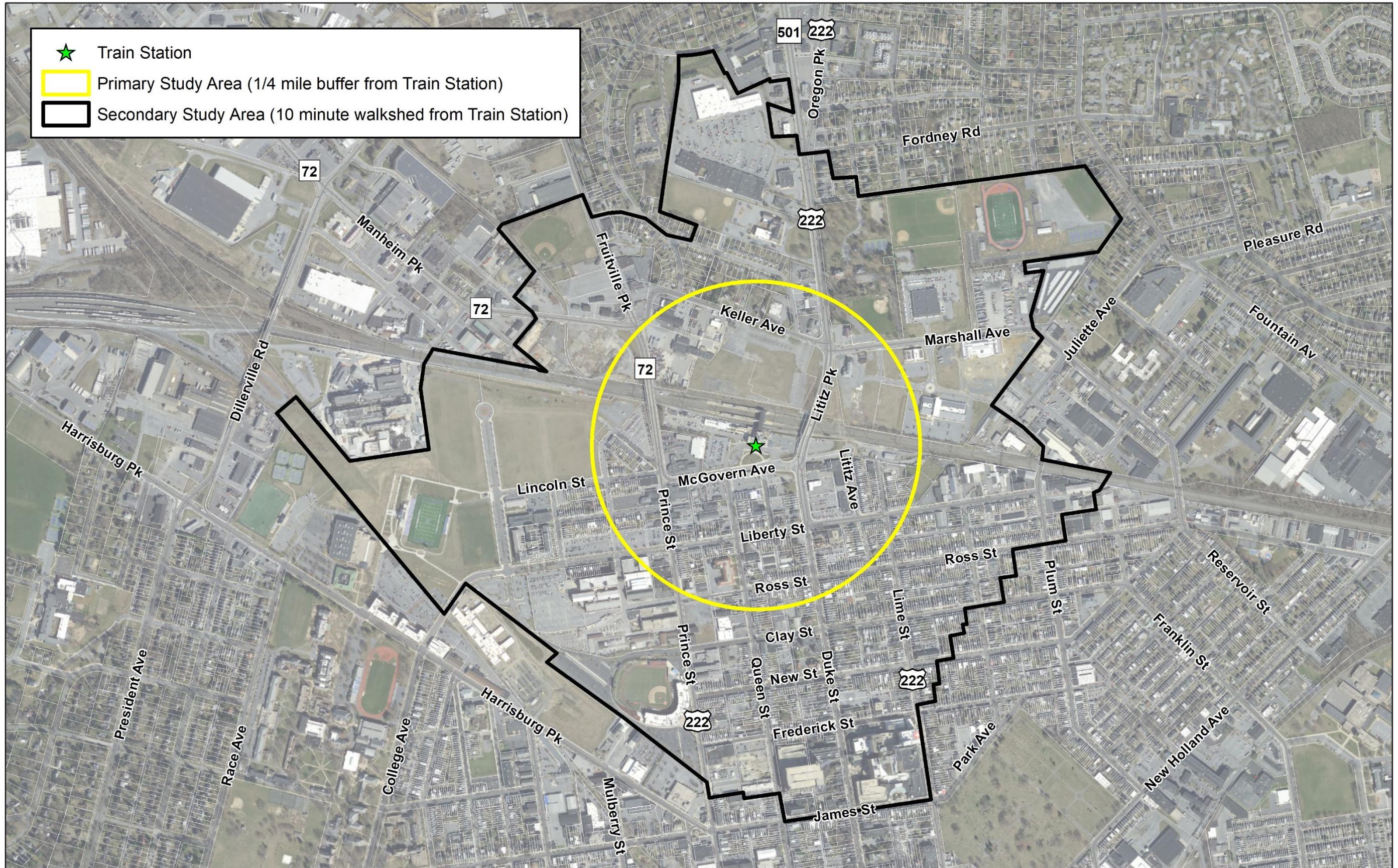


Figure 1: Primary and Secondary Study Areas

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What is a Small Area Plan?

Small Area Plans are prepared for smaller geographic areas within a community and include more detail than found in community-wide and regional plans. Small Area Plans provide a way for residents and businesses to actively engage in the process to help figure out what is important to their area, how it fits into the larger community, and how to address issues or concerns of particular importance to their place. To be successful, the small area plan process also recognizes the context of the broader goals of community-wide and regional planning efforts and should contain a series of realistic actions to implement the plan.

Initiate the Process

- Establish the Study Committee
- Establish Primary and Secondary Study Areas

Engage and Understand

- Connect with the Community through Stakeholder Interviews and Public Visioning
- Draft Plan Vision based on Committee, Stakeholder, and Public Input
- Develop Themes based on Identified Concerns and Future Vision

Develop, Adopt and Implement

- Develop Goals, Actions, and Implementation Process and Priorities
- Review and Adopt Plan by City of Lancaster, Manheim Township, and Lancaster County

Existing Conditions

Location

The Lancaster Amtrak station is located just north of downtown Lancaster on McGovern Avenue. It is the second busiest Amtrak station in Pennsylvania and 21st busiest in the United States, with more than 500,000 on/offs in 2019. The original Lancaster train station was located closer to the middle of the City, until 1929 when the current station was opened to move the station away from the busier city center and spur development in the northern portion of Lancaster.

Since the early 20th century, the land uses surrounding the station haven't been conducive to residential or recreational uses. The station is surrounded by large vacant lots, parking lots, industrial or former industrial properties, and car dealerships. It is an area unfriendly to pedestrians, with large, highway-sized signs and lighting, high traffic volume and high-speed streets, and limited crosswalks, sidewalks, and trees.

Demographics

As of 2021, the Primary Study Area (PSA) has roughly 1,200 residents, the Secondary Study Area (SSA) has nearly 5,000, and Lancaster County has 550,000. The PSA and SSA are expected to see five percent (5%) population growth from 2021 to 2026, which is equivalent to growth of roughly 70 residents in the PSA and roughly 250 residents in the SSA, as outlined in the Market Analysis (*Appendix A*). This growth rate is higher than the three percent (3%) expected population growth in Lancaster County as a whole during the same time period.

The age distribution of the population of the PSA and SSA are expected to remain the same between 2021 and 2026. Both the PSA and SSA are projected to remain slightly younger than the county's overall age distribution, with a relatively higher population of young adults aged 25-44 than the county overall, and a significantly lower population of seniors aged 65+ than the county overall.

The population in the PSA, SSA, and County is projected to become more racially and ethnically diverse between 2021 and 2026. The PSA and SSA are far more racially and ethnically diverse than the County as a whole. This Hispanic population around the Amtrak station is projected to be almost quadruple the County average in 2026. Additional data and charts can be found in the Market Analysis, *Appendix A*, and Demographic Tables & Statistics, *Appendix B*.

The PSA and SSA residents are somewhat more educated than the county overall, with a higher proportion of residents with at least some college education compared to the county (54.7% of the PSA, 55.1% of the SSA, and 49.7% of the county overall).

Despite this, the income distribution in the PSA and SSA skews lower than in the county overall, with a 2021 median household income of \$56,574 in the PSA and \$47,776 in the SSA, compared to \$67,227 in the county overall. While incomes are projected to grow in the PSA, SSA, and county between 2021 and 2026, the projected income growth in the PSA and SSA lags that of the county overall. Within the SSA, incomes are generally highest in the suburban area to the north and lowest in the urban area to the south (*Figure 2. Median Household Income, Secondary Study Area, 2019*).

In the PSA, occupied housing units are more likely to be renter-occupied than owner-occupied (47.4% are renter-occupied compared to 42.5% owner-occupied.) The proportion of renter-occupancy is even higher in the SSA, at 50% (compared to 39.1% owner-occupied). Between 2021 and 2026, minimal changes are projected for renter/owner occupancy in the PSA (0.1% changes in both categories); the renter-occupied proportion is projected to grow by 0.6% in the SSA (with minimal changes in the owner-occupied proportion). In the county overall, nearly two-thirds (64.7%) of occupied housing units are owner-occupied, and the proportion of renter-occupied housing units is projected to shrink modestly (by 0.6%) in the county by 2026.



Figure 2: Median Household Income, Secondary Study Area, 2019

According to the 2020 ACS Estimates, nearly 10% of the residents within all Census tracts around the station do not have access to a vehicle. Most residents have access to one vehicle (40.25%) or two vehicles (38.22%). The portion of the study area immediately south of the Amtrak station (Census Tract 4) has the highest proportion of carless households (19.6%). The Census tract that includes the station and the neighborhoods north and west of the station follows closely at 14.4% of households without access to a vehicle. (See **Figure 3**: Carless Households, by Census Tract) These statistics emphasize the importance of encouraging quality walking and biking infrastructure near the station.

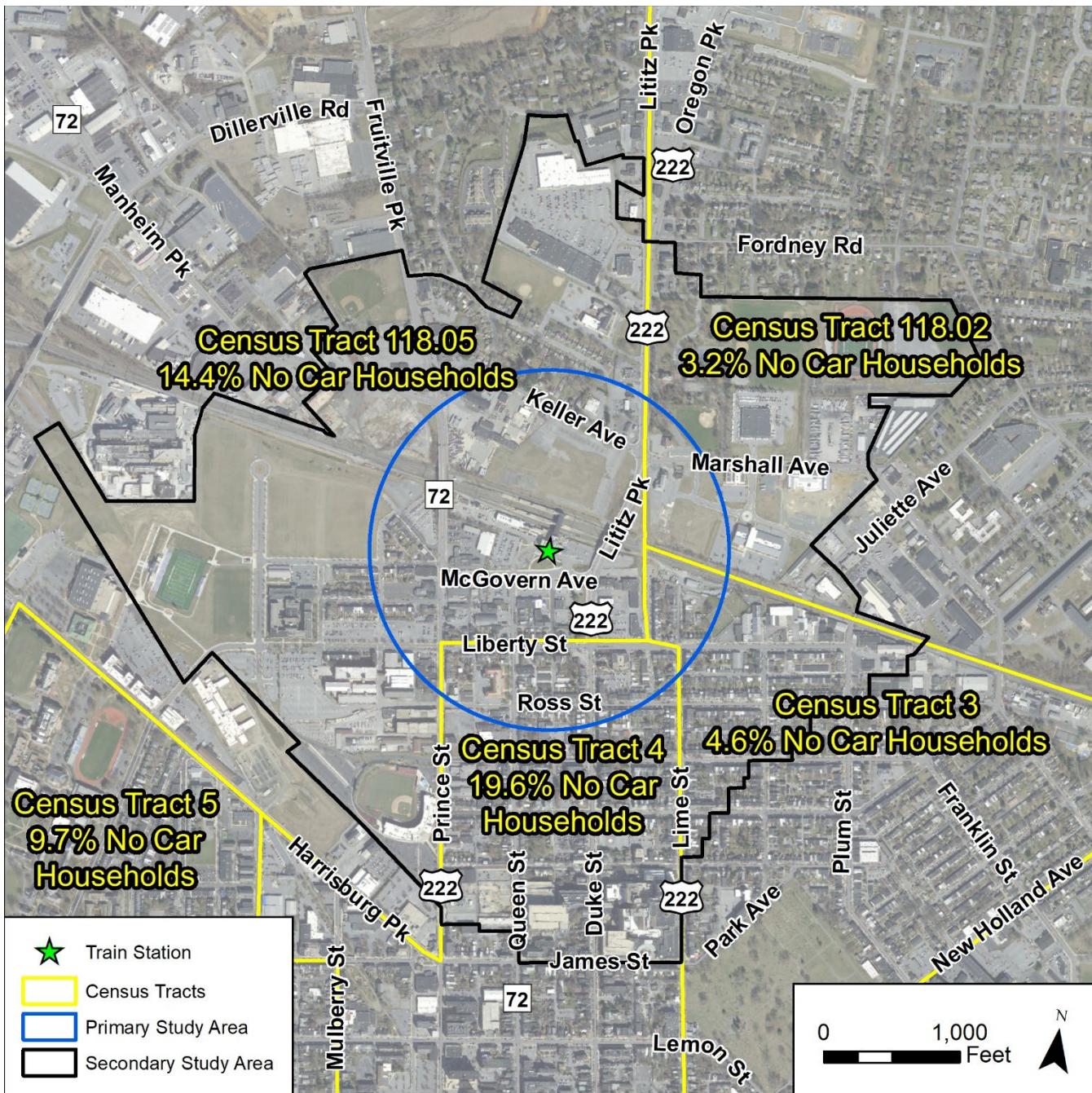


Figure 3: Careless Households, by Census Tract

Land Use

Existing Land Uses

Land use in the PSA is predominantly industrial and commercial to the north and mixed urban land and high density residential to the south. The SSA is primarily high- and medium-density residential, based on the number of properties and assessed land value (*Table 1*). Both also have a significant number of commercial properties. Relatively few parcels in the area are used for purposes other than these two.

Zoning adjacent to the Lancaster Amtrak station area primarily includes industrial, commercial, and mixed uses (in both Lancaster and Manheim Township). An area of higher-density residential is found to the south, near Lancaster General Hospital.

The SSA also includes areas of open land. These properties are generally related to parks and recreation features, including those associated with Clipper Magazine Stadium, Franklin and Marshall College's athletic fields, Lancaster Catholic High School, Stauffer Park, and others. (See *Figure 4*: Lancaster Station Area Land Use)

Table 1: Land Use by Number of Properties and Assessed Land Value

Use Description	Primary Study Area		Secondary Study Area	
	Number of Properties	Total Assessed Value	Number of Properties	Total Assessed Value
Residential	337	\$28,909,411	1,105	\$116,330,700
Commercial and retail trade	60	\$14,951,835	240	\$96,251,500
Vacant	13	\$321,900	39	\$5,371,900
Transportation	17	\$3,719,950	36	\$33,219,100
Community services	4	-	18	\$34,864,400
Industrial	3	\$568,750	16	\$9,544,800
Apartments	3	\$222,760	14	\$4,209,000
Cultural	3	-	9	\$20,420,500
Utilities & communication	-	-	1	\$80,700
Totals	440	\$48,694,606	1,478	\$320,292,600

Source: Econsult Solutions

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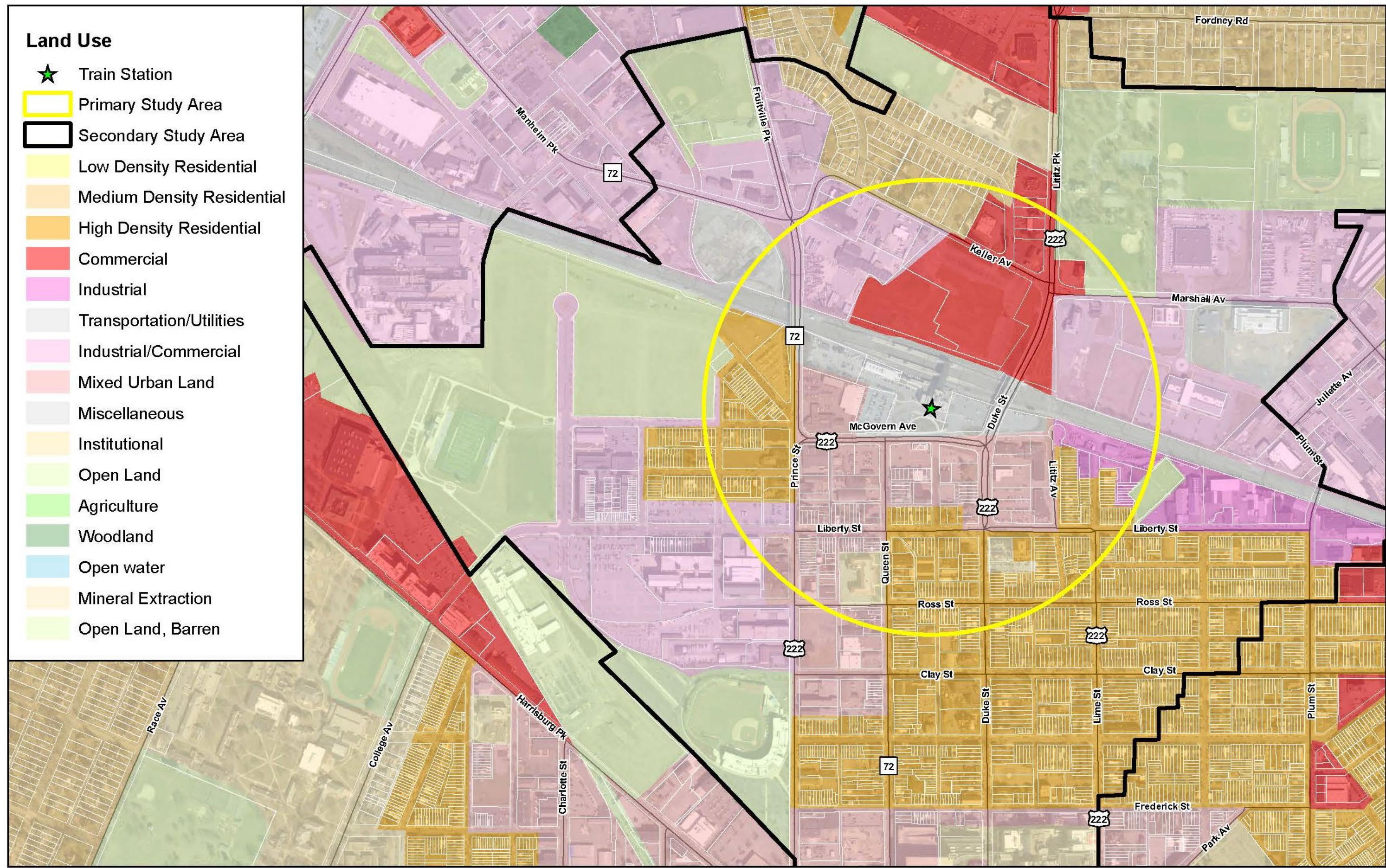


Figure 4: Lancaster Station Area Land Use

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Planned or In-Progress Development

At the time of publishing, more than two dozen commercial and residential properties are in the development pipeline, under development, or have been recently completed in the study area (*Figure 5: Development Pipeline Map*).

(Source: City of Lancaster, Manheim Township, McCormick Taylor, Econsult Solutions), *Table 2, Table 3, Table 4*.

Nine of these proposed commercial developments total nearly 250,000 square feet, and 12 proposed residential properties total 1,359 units with 69,000 square feet of ancillary retail.

The new residential units in the pipeline represent a change from the previous shortage of new housing supply. Newly completed apartment units in the study area include Stadium Row, which includes numerous amenities and has rents higher than the city average (\$1,150 for studios, \$1,400-\$1,455 for one-bedrooms, \$1,935-\$2,020 for two-bedrooms).

While these proposed units may meet some of the local housing demand, the expected household and employment growth in the area will continue to drive increased housing demand.

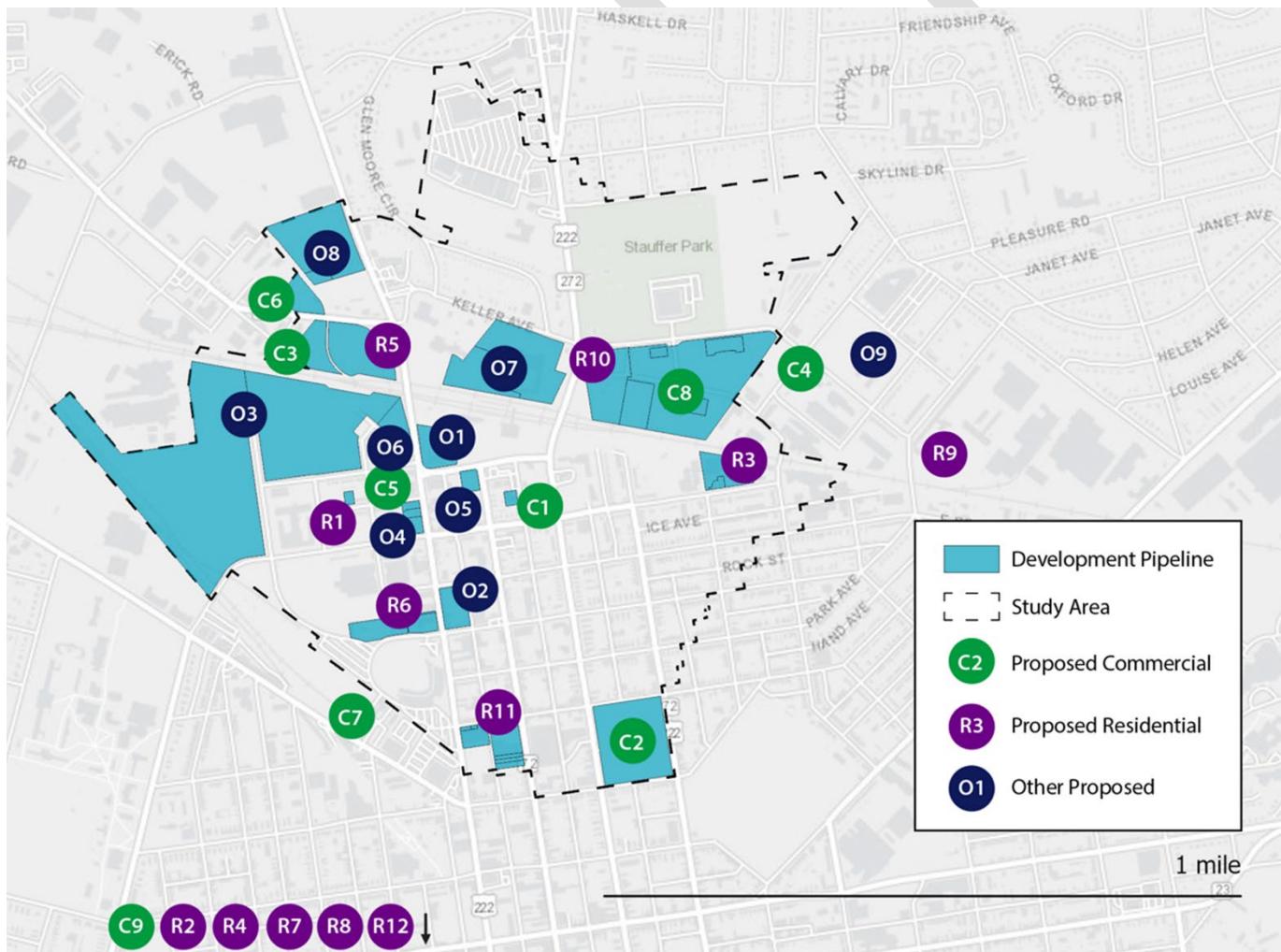


Figure 5: Development Pipeline Map
(Source: City of Lancaster, Manheim Township, McCormick Taylor, Econsult Solutions)

Table 2: Proposed Commercial Developments

Label	Site	Municipality	Use	Units	SF	Status	Brief summary
C1	1018 N. Christian Street (Tattered Flag Brewery & Still Works)	Manheim Township	Commercial	-	4,660	Completed	Construction completed of a brewery, distillery and eatery
C2	555 N. Duke St.	City of Lancaster	Medical Office	-	79,000	Construction	
C3	1046 Manheim Pike	Manheim Township	Office	-	18,000	C/O issued	N/I
C4	471 Juliette Avenue (Brook Farms Development)	Manheim Township	Parking	123 spaces	75,000	Post-Demolition	N/I
C5	926 N. Prince St. (Cartel Brewing & Blending)	Manheim Township	Restaurant	-	2,200	C/O issued	Construction completed
C6	Manheim Pike/ former McMinn's Asphalt (1111 McKinley Ave)	City of Lancaster/ Manheim Township	Office	-	-	Site Work	N/I
C7	309/311 Harrisburg Ave.	City of Lancaster	Office	-	-	Construction	N/I
C8	Stockyards Business Park (Brook Farms Development)	City of Lancaster	Medical Office	-	-	Construction	N/I
C9	50-54 N Queen St. (Place Marie)	City of Lancaster	Mixed Use	-	-	Proposed	

Source: City of Lancaster, McCormick Taylor, Econsult Solutions

Table 3: Proposed Residential Development

Label	Site	Municipality	Use	Units	SF	Status	Brief summary
R1	213 Jackson St.	Manheim Township	Residential	12	-	C/O issued	
R2	215 N Queen St.	City of Lancaster	Residential	51	-	Proposed	Proposed six-story building with 51 apartments
R3	301-341 E Liberty St	City of Lancaster	Mixed Use	60	67,000	Unknown	Proposed 2.3-acre parcel with 11 buildings (rezoned)
R4	221-27 N Prince St.	City of Lancaster	Mixed Use	63	-	Construction	N/I
R5	1036 Manheim Pike	Manheim Township	Residential	96	-	Construction	
R6	Stadium Row (811 N Prince St)	City of Lancaster	Residential	104	-	Complete	Complete
R7	43 W. King St	City of Lancaster	Mixed Use	130	5,000 retail	Proposed	Proposed
R8	17 W Vine St (Willow Valley Mosaic)	City of Lancaster	Mixed Use	147	-	Proposed	Proposed
R9	Stehli Silk Mill	Manheim Township	Mixed Use	165	4,500 restaurant 1,200 office	Approved	Building permit issued November 2022
R10	Stockyard Inn (1147 Lititz Pike)	City of Lancaster	Mixed Use	216	12,000 commercial	Zoning Approved	Final Land Development Submitted
R11	LGH/Hankin Mixed Use Project (48 W Frederick)	City of Lancaster	Mixed Use	249	9,200 retail 30,000 medical office	Approved	Construction
R12	800 S Queen St.	City of Lancaster	Mixed Use	66	8,336 retail	Proposed	Project approved

Source: McCormick Taylor, City of Lancaster and Manheim Township; Econsult Solutions, Inc

Table 4: Other Development

Label	Site	Municipality	Use	Units	SF	Status	Summary of development
01	1009 N. Prince St. (former Mitsubishi dealership)	City of Lancaster	TBD	-	-	Unknown	N/I
02	Charter Homes site (812 N Prince St)	City of Lancaster	TBD	-	-	Inactive	N/I
03	F&M North Campus 350 and 401 W Liberty (301 Manheim Ave.)	City of Lancaster	TBD	-	-	Inactive	N/I
04	N. Prince/Liberty site (Neptune Diner and adjacent surface parking)	Manheim Township	TBD	-	-	Unknown	N/I
05	934 N. Queen St. (former Cheap Heaps used car dealership)	Manheim Township	TBD	-	-	Discussion	N/I
06	Manheim Avenue triangular parking lot (owned by owner of 1009 N. Prince)	Manheim Township	TBD	-	-	Unknown	N/I
07*	Keller Avenue site across from Train Station (PennDOT portion)	Manheim Township	TBD	-	-	Construction	Est. start late 2022
07*	Keller Avenue site across from Train Station (Deerin portion)	Manheim Township	TBD	-	-	Discussion	No final plan or start date
08	Stumpf Field site	Manheim Township	TBD	-	-	Discussion	N/I
09	630 Janet Avenue (Brook Farms Development)	Manheim Township	TBD	-	-	Discussion	N/I

Source: McCormick Taylor, City of Lancaster and Manheim Township; Econsult Solutions, Inc

* Though the Keller Avenue site is split into two portions for development, ESI assigned the site a single label (07) on the Development Pipeline Map for simplicity.

Zoning

Because the study area includes both the City of Lancaster and Manheim Township, property owners often have to navigate both municipalities' zoning and land use ordinances when developing property, or they cannot develop adjacent properties in the same way if they fall across municipal borders. Each municipality has different zoning districts with different allowable uses and separate permitting and approval processes that can create additional obstacles for property owners. This has created inconsistency in many aspects of the area, from land uses, streetscaping and appearance, to curb use and sidewalk widths.

City of Lancaster Zoning

The City of Lancaster's [zoning ordinances](#) and zoning districts seek to protect and enhance the City's physical attractiveness and historic quality while allowing for reasonable growth to make all neighborhoods desirable, safe places to live. Zoning encourages the conversion, rehabilitation, reuse, and redevelopment of existing vacant and underutilized structures in a manner consistent with community goals and objectives. The City of Lancaster implements land use strategies that protect and enhance the built environment and contribute to the economic and aesthetic well-being of the community. They also preserve and maintain existing housing stock and assure housing that is affordable for people at various income levels. The City of Lancaster zoning districts present in the study area are listed in *Table 5*.

Table 5: City of Lancaster Zoning Districts in the Lancaster Train Station Small Area Plan Study Areas

Zoning District	Definition/Purpose
R3 District (Residential Medium Density Dwellings)	Characterized by predominance of attached, or row, houses, and smaller lot sizes. A variety of small, neighborhood-oriented or low-impact commercial retail and service uses are permitted by special exception, as well as a limited number of institutional and cultural/recreational uses
R4 District (Residential High-Density Dwellings & Commercial Services)	Characterized by past conversion of many single-family dwellings to two-family and multifamily dwellings and to small professional offices and other commercial services. A variety of commercial, institutional, and cultural/recreational uses are permitted by special exception.
RO District (High-Density Residential, Office and Institutional Uses)	Characterized by the conversion of many structures to professional offices, or to combination office and multifamily structures, and by a variety of office and institutional uses.
MU District (Mixed Use)	Includes areas of the City characterized by residential uses in close proximity to nonresidential uses, including historic warehouses and manufacturing facilities, many of which have been vacated by the original industries. The MU District includes undeveloped land where new mixed-use residential and nonresidential development with traditional neighborhood character is recommended. A variety of residential, commercial, cultural, light industrial and other miscellaneous uses are permitted in order to encourage the reuse of former manufacturing structures and undeveloped land. This is the only zoning district which permits both dwellings and a variety of manufacturing uses to coexist. However, since the MU District is considered primarily as a high-density residential district, all manufacturing uses must meet certain conditions and receive special exception approval.
C2 District (Urban Commercial)	A retail/commercial area located adjacent to residential districts but serving a wider geographic area, with retail/service uses oriented more to vehicle traffic. A variety of higher impact retail/commercial uses, e.g., twenty-four-hour convenience stores, are permitted by right and by special exception.
CM District (Central Manufacturing)	Includes historical manufacturing/industrial areas of the City, many of which are in close proximity to residential districts as well as industrial sites annexed to the City between 1947 and 1952. A variety of manufacturing uses are permitted, with special exception approval required for those uses with potential negative impacts on nearby residential districts. In addition, certain

	commercial uses considered to be compatible with manufacturing/industrial uses are permitted. To encourage reuse of vacant or underutilized manufacturing/warehousing facilities, other nonresidential uses are also permitted, subject to certain conditions.
CO (Campus Overlay)	Provides an optional set of provisions within the core campuses of colleges. The CO District is intended to streamline the process for new buildings, additions and facilities within the core campus of a college, while maintaining more restrictive regulations in place for college uses that may occur in surrounding residential areas. The intent is to allow flexibility within the interior of a campus, while still carefully controlling uses that are outside of the core campus, including along the perimeter of a college.

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EXISTING CONDITIONS

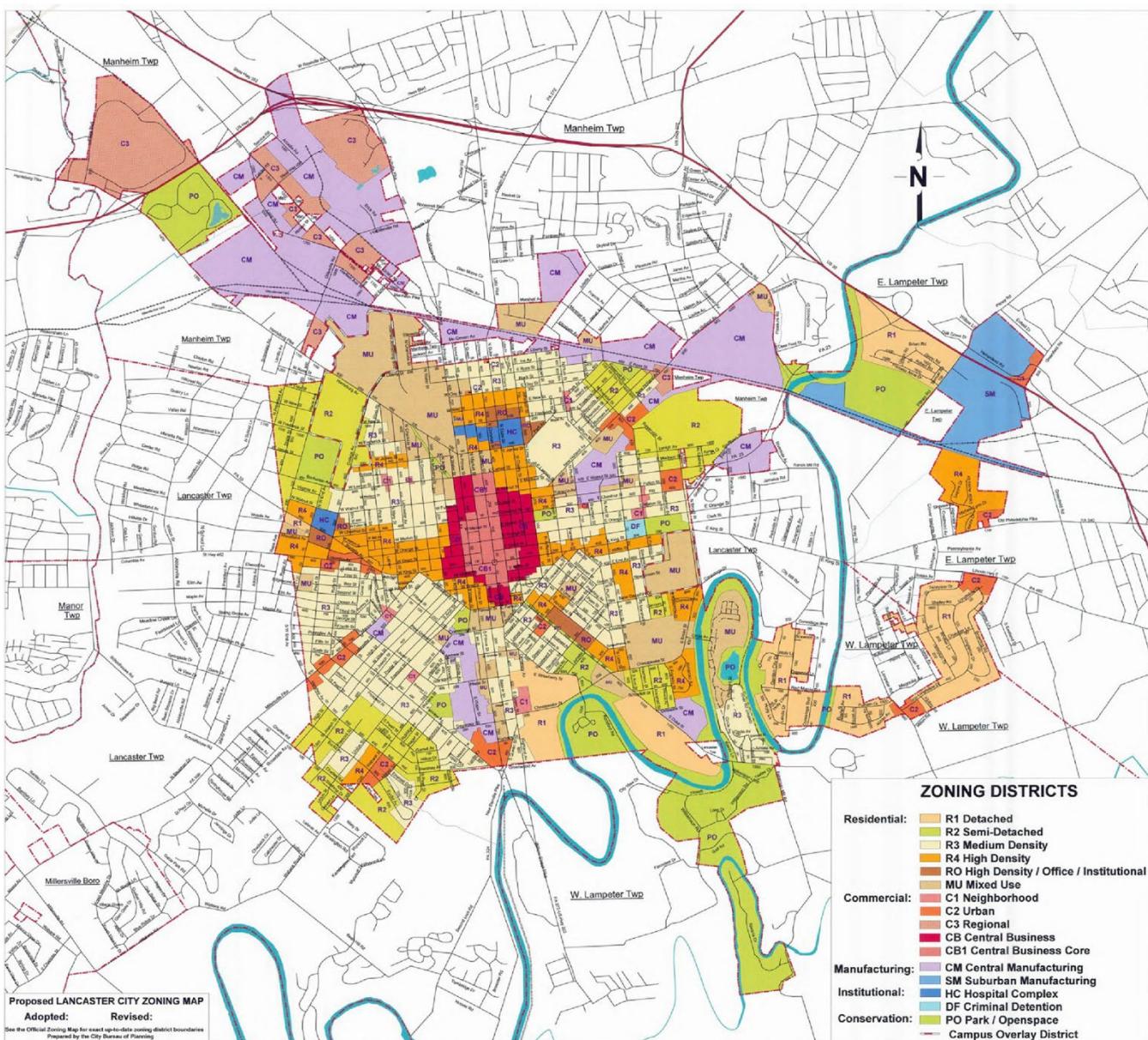


Figure 6: City of Lancaster Official Zoning Map

Manheim Township Zoning

Manheim Township enacted [zoning ordinances](#) to promote, protect, and facilitate the public health, safety, morals, and the general welfare of township residents. The ordinances seek to ensure coordinated and practical community development, density, and accommodate population and employment growth, and development opportunities for a variety of residential and nonresidential uses. They promote safe and adequate travel and transportation facilities and controls, vehicle parking and loading space. The Township ordinances allow for the water and sewer utilities and resources, such as schools, recreational facilities, and public land. Manheim Township zoning districts found in the study area are listed in *Table 6*.

Table 6: Manheim Township Zoning Districts in the Lancaster Train Station Small Area Plan Study Areas

Zoning District	Definition/Purpose
B-1 District Business 1	Provides for various types of small-scale business and professional offices that provide services to local neighborhoods.
B-3 District Business 3	Provides for various office and commercial uses for servicing the local area.
B-4 District Business 4	Provide for various office and commercial uses for local residents, as well as the general public. These uses may be independent activities or part of a coordinated grouping of stores within a single building or center.
I-1 District Industrial 1	Provides suitable regulations for manufacturing and industrial uses and operations which are free from offensive noise, vibration, smoke, odors, glare, hazards of fire, and other objectionable and dangerous conditions to protect adjacent land uses. This district is intended to provide opportunities for the integration of complimentary office, light industrial and retail development, and promote redevelopment throughout the industrial areas of the township.
I-2 District Industrial 2	Provides for manufacturing and industrial uses and operations which are free from offensive noise, vibration, smoke, odors, glare, hazards of fire, and other objectionable and dangerous conditions to protect adjacent land uses and provide areas for the development, continuation, or expansion of industrial uses.
R-3 District Residential 3	Permits medium- and higher-density residential development by permitting a variety of dwelling types.

Township Overlay Areas

In addition to the above zoning districts, Manheim Township classifies areas in the vicinity of the Amtrak station as ["T-Zone" overlay areas](#). These areas were first identified in the 2010 township comprehensive plan and intended to promote the efficient use of land within the urban and village growth areas of Manheim Township, thereby preserving agricultural areas outside of the designated growth areas. Additional goals of the T-Zone overlay areas include:

- To encourage design compatibility between new development, infill and redevelopment and existing neighborhoods.
- To enhance streetscapes throughout Manheim Township to become more pedestrian friendly.
- To promote a greater mix of compatible uses and dwelling types throughout the Township.
- To expand and enhance the open space and pedestrian network.
- To promote context-sensitive massing, proportion, height, articulation and detailing of buildings, streetscape elements, signage, and landscaping in accordance with Appendix A, Form-Based Code Standards.

T-4 (Urban Neighborhoods) and T-6 (Urban Transition) overlay zones are found in the study area.

EXISTING CONDITIONS

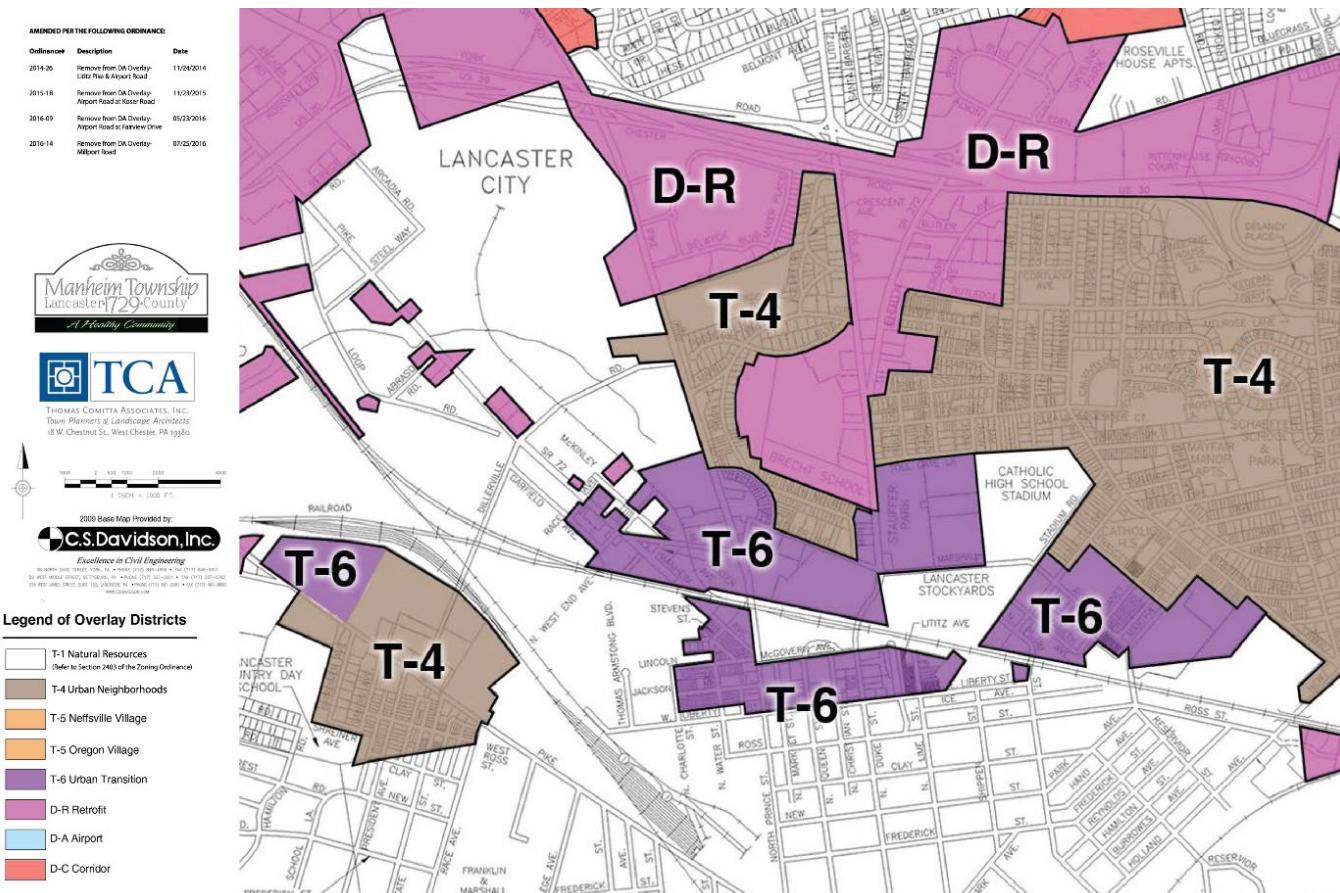


Figure 7: Manheim Township Overlay Zoning Districts (Source: Manheim Township)

T-4 Urban Neighborhoods Overlay Area

Properties within the T-4 Overlay must follow the regulations for the underlying zoning district, but this overlay area provides additional regulations beyond the other zoning district regulations.

The maximum building height within the overlay area is 36 feet, except where this area comes within 150 feet of the T-6 Urban Transition Overlay Area, where the maximum height can increase to 50 feet with the purchase of transferable development rights (TDR). The build-to line must also fall between 10-25 feet.

Properties within the T-4 overlay zone must include open area. For residential uses, this open area must be according to the regulations of the underlying zoning district. For non-residential units 25% of the property area must be reserved for open area.

T-6 Urban Transition Overlay Area

The T-6 overlay zone allows a wide range of permitted uses from agricultural uses, high- and low-density residential, offices, medical services, retail and food service, commercial, hotels, and temporary retail locations. Mixed-use buildings that provide apartments or office uses over ground-floor commercial uses are strongly encouraged. All uses permitted in the underlying zoning district are permitted along with many other uses, listed in the T-6 provisions. Further uses are permitted by special exception and conditional use, including houses of worship, private clubs, recreational facilities, boarding houses, educational institutions, planned residential development and parking facilities. Given all of these permitted uses, only drive-through facilities are prohibited in the T-6 zone.

In this zone, the minimum building height is 20 feet, and the maximum is 45 feet. The maximum height can be increased to 64 feet with the purchase of TDR. This increase is not allowed within 150 feet of properties in the T-4 overlay, unless the adjacent buildings within the T-4 overlay are built to the maximum permitted height in the T-4 overlay. The properties' rear and side perimeter buffer must also increase by one foot for each five feet in height over 45 feet. In addition, the building area above the fifth story must be set back an additional 10 feet from the build-to line. The build-to line must fall within eight to fifteen feet of the edge of right-of-way.

Building length is also regulated in the T-6 overlay. No building can exceed 200 feet in length. The maximum length may be increased to 300 feet with the purchase of TDR. There must be a visual break in the building façade every 75 feet. These visual breaks must consist of, at a minimum, a two-foot recess or projection from the building for 15 feet along the façade, or at least a 30-degree angle of deflection of the building's center line. The visual break must also extend the entire height of the building.

There are additional, specific regulations for certain uses including full- and limited-service hotels and bed and breakfast establishments, public parks and recreation areas, and public utility installations.

The T-6 overlay zone also provides considerations for the street network within the zone. The street and alley network within any new developments must maintain blocks that emulate those found in northern parts of the City of Lancaster. For the purposes of this network, the perimeter of a block must form a distinct shape and be a maximum of 1,600 feet, except where there are constraints such as railroad tracks, highways or other rights-of-way. Existing streets and alleys should be extended, where feasible.

WHAT IS TDR?

Transferable development rights (TDR) refer to a program which seeks to preserve a landowners' asset value by moving the right to build from a location where development is prohibited (e.g., for environmental or preservation reasons) to a location where development is encouraged.

Parking Zoning Ordinances

Parking was a specific and very common concern raised by stakeholders, property owners and the wider community throughout the study process. *Table 7* shows the minimum parking requirements for the City of Lancaster and Manheim Township for a variety of land uses.

Table 7: Minimum Parking Requirements

	Manheim Township	City of Lancaster
Single family and duplex	2 per dwelling unit	1 per dwelling unit
Townhouse	1.75 per dwelling unit	1 per dwelling unit
Apartment	1.5 per dwelling unit	1 per dwelling unit
One or more nonfamily units		2 per nonfamily unit
Retail and services	1 per 200 SF gross floor area	1 per 250 SF gross floor area; if more than 1 floor, other floors are 1 space per 400 SF gross floor area
Eating & drinking establishment		1 per 100 square feet of gross floor area devoted to public use, plus 1 per 3 employees, based on the estimated maximum number of employees at any one time
Office		
- Under 50,000 SF gross floor area	4.5 spaces per 1,000 SF gross floor area	
- 50,000 to 99,999 SF gross floor area	4 spaces per 1,000 SF gross floor area	
- 100,000+ SF gross floor area	3.5 spaces per 1,000 SF gross floor area	
- Offices in office park	1 space per 250 SF gross floor area	
- Offices, medical or dental	5 spaces per 1,000 SF gross floor area	2 per examining and/or treatment room, plus 1 per employee or 1 per 250 square feet of gross floor area, whichever is greater
- Servicing businesses only or without walk in customers		1 per 500 SF gross floor area
- Servicing general public		1 per 250 square feet of gross floor area
Culture, Entertainment & Recreation	1 per each 2.5 seats	1 per 250 square feet of gross floor area. Where an establishment utilizes more than one floor, floors other than the one closest to ground level, 1 per 400 SF of gross floor area.
Institutional	(educational) 1 per each student and 1 for each 500 feet of gross floor area devoted to classroom and admin. use	1 per 250 SF gross floor area. Where an establishment utilizes more than one floor, floors other than the one closest to ground level shall be computed at 1 parking space per 400 SF of gross floor area. (university – 1 per 3 students on site at peak times, plus 1 per 500 SF of gross floor area devoted to admin use.)

Manheim Township Parking Ordinances

In Manheim Township, when an applicant or the Township believes the parking requirements for a particular property are inappropriate, a Parking Demand and Needs Assessment (PDNA) may be submitted at the developer's expense.

A parking structure/deck shall not exceed two parking levels above ground level or 25 feet in height, whichever is less, unless otherwise specified. The parking structure/deck cannot be taller than the principal buildings on the site.

City of Lancaster Parking Ordinances

Joint Use of Parking Facilities

Required parking spaces for two or more uses occupying contiguous lots may be provided in a common parking facility, provided that the number of spaces is not less than the sum of the spaces required for each lot individually. The Zoning Hearing Board may approve a reduction in the number of parking spaces in a common parking facility by special exception.

Off-Site Nonresidential Parking

Required parking spaces shall be provided on the lot where the nonresidential property is located. The Zoning Hearing Board can approve providing all or part of the required number of spaces for nonresidential uses on a separate lot(s) within 600 feet, walking distance, from the pedestrian entrance to the structure containing the use, as long as the off-premises parking location is owned or leased by the same property owner. If the property owner can no longer use that off-site parking location, the owner must purchase or lease the same amount of parking area, subject to the same conditions.

Off-Site Multifamily Parking

In general, required parking spaces should be provided on the lot where the principal multifamily property is located. All or part of the required number of spaces for new multifamily dwelling buildings may be provided on a separate lot(s) within 600 feet, walking distance, from the pedestrian entrance to the multifamily residence. The required parking must be provided at no separate charge or fee to the occupants.

Bicycle Parking Ordinances

Manheim Township Bicycle Parking

All parking facilities containing between 50 and 100 parking spaces must provide bicycle racks on the site.

City of Lancaster Bicycle Parking

Required bicycle parking spaces are based on various land uses and are outlined in the Zoning Ordinances.

Table 8: City of Lancaster Bicycle Parking Ordinances

Land Use	Required Bicycle Parking
All nonresidential uses larger than 2,000 square feet except parking lots and garages	1 per every 10,000 SF of gross floor area, or 1 per 20 employees, whichever is greater
Multifamily	1 per every 5 dwelling units
Multifamily 10 or more dwelling units, restricted to those 60+ years or age	1 per every 10 dwelling units
Parking that is not accessory to an on-site principal use	4, or 5% of automobile spaces, whichever is greater

Zoning Matrix

This matrix summarizes and highlights conflicting or unintended consequences of key sections of the City of Lancaster and Manheim Township zoning ordinances related to Transit Oriented Development within the study area. Details about each item shown in the matrix can be found in [Zoning](#).

	City of Lancaster	Manheim Township	Conflicts
Allowable Uses	Medium/High-density Residential Commercial/Urban Commercial Office/Institutional Mixed Manufacturing	Business Office/Commercial Industrial/Manufacturing Medium/High-density Residential	Both municipalities allow (by right or special exceptions) various uses that are not conducive to TOD or encouraging to pedestrian use, such as gas stations, motor vehicle sales/repair, and various machinery, manufacturing, and industrial uses.
Densities	16 dwelling units/acre (Medium Residential) 43 dwelling units/acre (Mixed Use)	Minimum lot requirements: <ul style="list-style-type: none"> • Agricultural uses/forestry: 10 acres • Single-family detached dwellings: varies based on whether public water & sewer are available. • Single-family semidetached dwellings: 6,000 SF/dwelling unit • Duplex dwellings: 6,000 SF/dwelling unit • Apartment dwellings: 6,000 SF/dwelling unit with minimum lot area of 20,000 SF (5,000 SF/dwelling unit, minimum lot size 20,000 SF for TDR) • Townhouse Dwellings: 3,000 SF 	Dense development near transit provides residents and visitors with the things they need and want within easy walking distances. Less dense development prevents this key element of TOD. Manheim Township's minimum lot requirements can lead to significantly less dense residential development than those in the City of Lancaster. This not only creates inconsistent building and use types in the station area, but it is also not conducive to TOD.
Parking Minimums	(See Parking Zoning Ordinances for parking requirements by use for each municipality.)		The City and Township have different parking requirements for all land use types, often measuring by different metrics (GFA, units, rooms, employees, etc.) for the same use. The same building/use would require different types and levels of parking in each municipality. Bicycle parking requirements are also different in each municipality, another consideration for developers to navigate in building new facilities and parking accommodations.
Minimum Setbacks	5 feet (Residential); 5-10 feet (MU); 5 feet (C2); 10 feet (CM) New structures are required to build to the setback of existing structures on the same side of the street of the block or the average of those structures.	8-15 feet maximum for most uses in T-6 20 foot maximum along public rights-of-way Note: Section 2213 lists 40-50 feet along key roadways, like Fruitville Pike and Litzl Pike	Larger setbacks in Manheim Township can make buildings seem inaccessible to pedestrians. Buildings closer to the sidewalk, as with the City's setback minimums, can create a vibrant neighborhood.
Landscaping Requirements	Perimeter and interior landscaping required for parking lots. Northern Gateway Streetscape District standards apply in areas abutting the train station. 5'x5' street tree cut outs	No trees, shrubs or other plantings within any public street right-of-way or public/private easement; however, planting strips and/or landscape screening is required between nonresidential uses and the public street, around parking lots, between residential uses 4-foot street tree cut outs	Landscaping within the public right-of-way is prohibited in Manheim Township's SALDO, and the City of Lancaster has differing requirements for landscaping in various sections of the study area. Landscaping in TOD helps to create a livable, comfortable space, especially for pedestrians and bicyclists. Consistent landscaping creates cohesive and attractive streetscapes, as well as buffers between sidewalks and traffic, to encourage pedestrian activity.
Sidewalk Widths	5 feet standard 6 feet in downtown investment district or central business district	4 feet standard 5 feet along collectors and adjacent to shopping centers, schools, recreation areas, community facilities	

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Market Analysis

The market analysis included detailed information on supply and demand trends in both of the $\frac{1}{4}$ mile (PSA) and (approximately) $\frac{1}{2}$ mile radius (SSA) of the Lancaster Amtrak station. While the population is expected to grow at 5% over the next five years, with an increase in mostly the minority populations, the area is primarily an employment center rather than a residential district. While the area houses major employers, including the county's top employer, Lancaster General Hospital, more than 98% of workers in both the PSA and SSA commute in from outside of the area. The top 10 employers in the county represent a mix between the healthcare, financial, government, and retail sectors, with the vast majority of jobs in the SSA being in health care and social assistance (77%). The area also serves as a retail and dining destination, drawing in a retail surplus (retail sales that outstrip what would be expected based on its population) in a variety of industries, including motor vehicles, furniture sales, and electronics.

The City of Lancaster's residential housing market has been heating up in recent years, with a rental vacancy at a low of 3.7%. This suggests unmet demand for housing, especially affordable housing, considering the median household income in the area surrounding the station, which means the area could benefit from more high-density residential development. Affordable homes are considered to be priced at four times household income or less, and median household income in the City is \$45,514, according to 2019 U.S. Census data, meaning that any home priced above roughly \$180,000 is unaffordable to the median household in the City. In 2020, the median sale price in the City was \$241,000, according to the [Lancaster Today report](#) issued by the City late last year. That median sale price indicates that more than half of the houses sold within the City of Lancaster in 2020 were unaffordable to median households.

New development could create a strong community that lives, works, shops, and enjoys leisure activities in the City of Lancaster and Manheim Township, helping to build a vibrant economy and taxpayer base in the area.

While there is an existing shortage of housing in the immediate area near Lancaster Amtrak station, there is significant development activity underway in the larger SSA in response to this shortage. More than two dozen properties are in the development pipeline, under development, or have been recently completed in the area surrounding Lancaster Amtrak station, including both commercial and residential developments. There are nine proposed commercial developments in the pipeline totaling nearly 250,000 square feet and 12 proposed residential properties in the pipeline totaling 1,359 units and 69,000 square feet of ancillary retail. While these pipeline units may meet some of the pent-up housing demand, the expected household and employment growth will continue to drive housing demand. See [Appendix A](#) for the complete Market Analysis.

Transportation System

Amtrak Station

The station attracts passengers from outside the City of Lancaster and the surrounding county as well as the York area and beyond. The Lancaster station was recently remodeled and upgraded, and offers more services and amenities, parking, and train frequency than other nearby stations.

Amtrak Service

The Lancaster Amtrak station is served by the *Keystone* and the *Pennsylvanian*, which are registered service marks of the National Railroad Passenger Corporation. The *Pennsylvanian*, traveling between New York City and Pittsburgh, serves the Lancaster station twice daily at 1:52 p.m. (westbound) and 1:40 p.m. (eastbound). The *Keystone* Service, traveling between New York City and Harrisburg by way of Philadelphia, serves the Lancaster station, approximately 12 times per weekday (in each direction), six times per day on Saturdays (in each direction) and four times per day on Sundays (in each direction). *Keystone* service is detailed in [Table 9](#). Both services allow passengers to connect to many other destinations at their terminus

points. The trip from Lancaster to Philadelphia is approximately 60 – 70 minutes depending on the number of stops between the two stations. The trip from Lancaster to Harrisburg is approximately 34 - 39 minutes depending on stops.

Table 9: Amtrak Keystone service at Lancaster station

	WESTBOUND	EASTBOUND	
Monday-Friday	6:32 a.m.	3:58 p.m.	5:35 a.m. 12:41 p.m.
	7:45 a.m.	4:55 p.m.	6:30 a.m. 3:42 p.m.
	8:24 a.m.	6:02 p.m.	7:16 a.m. 5:15 p.m.
	10:06 a.m.	6:51 p.m.	8:27 a.m. 6:10 p.m.
	12:11 p.m.	7:56 p.m.	9:33 a.m. 7:12 p.m.
	2:56 p.m.	9:28 p.m.	10:37 a.m. 9:08 p.m. 9:48 p.m.
Saturday	8:37 a.m.		7:55 a.m.
	9:42 a.m.		9:05 a.m.
	12:03 p.m.		10:05 a.m.
	6:08 p.m.		2:40 p.m.
	8:08 p.m.		5:40 p.m.
	10:50 p.m.		7:40 p.m.
Sunday	9:42 a.m.		7:55 a.m.
	12:03 p.m.		10:05 a.m.
	3:06 p.m.		11:55 a.m.
	6:08 p.m.		2:40 p.m.
	8:08 p.m.		5:40 p.m.
	10:50 p.m.		7:40 p.m. 8:55 p.m.

Fare Structure

Amtrak fares can be purchased as one-way tickets or multi-ride tickets. Purchasing multi-ride tickets provides a significant cost savings (*Table 10*). For data analysis purposes only, Amtrak identifies commuters as passengers who purchase multi-ride tickets.

Table 10: Amtrak Fares, as of March 2022

Route	One Way	Ten Rides (within 45 days)	Monthly (up to two trips/day for 30 days)
Lancaster to Philadelphia	\$21	\$151 (\$15.10 per trip)	\$357 (\$5.95 per trip*)
Lancaster to Harrisburg	\$12	\$79 (\$7.90 per trip)	\$206 (\$3.43 per trip*)

*Assuming 60 trips per month

Ridership Data

In general, more passengers begin their trip at Lancaster than end their trip there. Before the COVID-19 pandemic, less than one-third of passengers on the Keystone Service were considered commuters and others traveled by train for work frequently, but not every day. Amtrak expects to see approximately half of this ridership return following the COVID-19 pandemic, as more people have options to work remotely at least part of the time. Ridership recovery data indicates recovery includes new ridership and shows additional strength in longer trips taken for leisure or personal reasons.

Weekend traffic has remained steady and high, indicating that people are using the train for recreational trips, not just for work. On weekends, trains are busy throughout the day, while weekdays see peak times, like rush hour on the roadways. Amtrak provided data related to passenger embarkations (ons) and disembarkations (offs) at the Lancaster Amtrak station (**Table 11**). As noted in the table, 2021 ons/offs are approximately 1/3 of what they were in 2019, caused by the reduction in both recreational and business travel due to the COVID-19 pandemic.

FY20 and FY21 service levels varied significantly and were overall, less than FY19 levels (a record year). Despite the beginning of the year being impacted by COVID, the number of passengers in FY22 showed that service is recovering. After five months, FY23 YTD is on track to significantly surpass the FY22 level, but will probably fall short of FY19. Overwhelmingly riders are east bound, and most trips are to destinations beyond Philadelphia.

Table 11: Amtrak Lancaster, PA Station Ons and Offs

Fiscal Year	Total On/Off
2019	577,305
2020	298,202
2021	179,094
2022	305,698

Station Parking

Amtrak understands that parking around the station is a concern. Many passengers drive to the station and park on site and in adjoining neighborhoods, and most passengers arrive to the station by automobile. If the number of commuters stay lower than pre-COVID-19 levels as people have more flexibility to work remotely, parking issues during weekdays may not be as serious, but as of early 2023, there is not enough data to support this as a long-term trend.

PennDOT is planning to construct a new surface lot on the north side of the tracks with approximately 240 spaces which will be operated by SCTA. PennDOT and SCTA opened the Christian Street Parking Lot in April 2021 for use by Lancaster Amtrak users. The lot is located on the corner of Christian Street and McGovern Avenue across from the station, with 53 surface spaces including three handicap spaces available for monthly parking.¹ The station itself currently has approximately 175 parking spaces.



Figure 9: Pedestrian crosswalk sign on McGovern

¹ 2021 Annual Report, South Central Transit Authority, June 2021: <https://www.sctapa.com/wp-content/uploads/2022/02/2021-SCTA-Annual-Report-Reprint-Correction.pdf>

Bus Service

Red Rose Transit Authority is the main provider of public bus services in the vicinity of the Lancaster Amtrak station. It was formed by a partnership between the City of Lancaster and Lancaster County in 1976. The South Central Transit Authority (SCTA) was formed in 2014 as a consolidated administrative authority by Berks County and Lancaster County to manage public transportation services in Berks County (Berks County Regional Transit Authority – BARTA) and Lancaster County (Red Rose Transit Authority – RRTA).

RRTA consists of 17 routes serving the City of Lancaster and Lancaster County. Routes 2, 3, 5, 6, 10, 11, and 19 run through or near the station area. (See *Figure 9*: RRTA Routes Serving PSA and SSA)

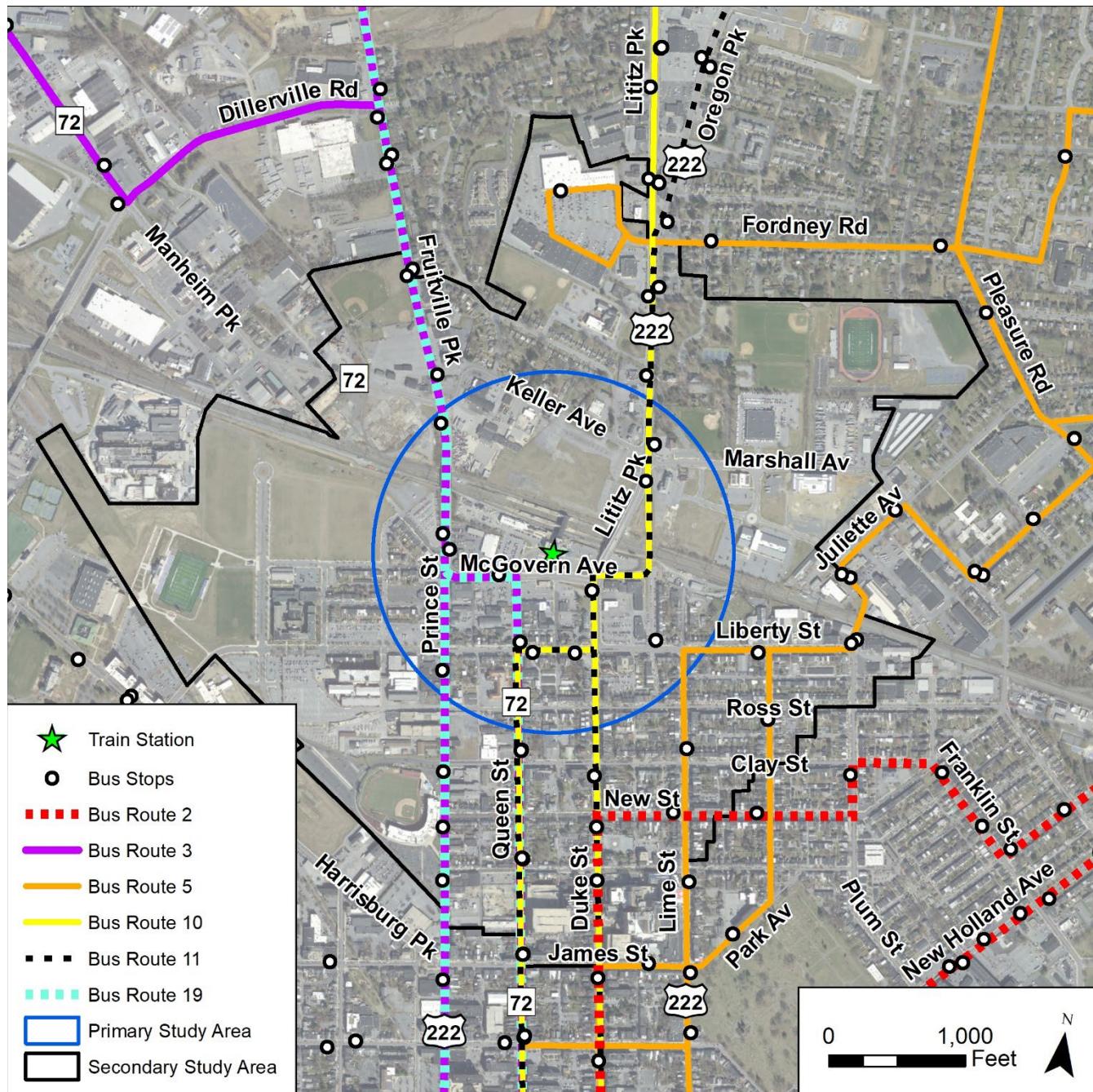


Figure 10: RRTA Routes Serving PSA and SSA

Table 12: RRTA Bus Routes in Study Area

Bus Route	Areas Served
Route 2/Park City B – 6 th Ward	<ul style="list-style-type: none"> Downtown Lancaster New Holland Avenue Lancaster General Hospital Lancaster Regional Medical Center Harrisburg Pike Park City LGH Health campus LGH Womens & Babies Hospital
Route 3/Park City C – 8 th Ward	<ul style="list-style-type: none"> Downtown Lancaster Sterling Place Hershey Heritage Village PA Dept. of Welfare RRTA Operations Center Manheim Pike Parkview Plaza Park City
Route 5/Grandview/Rossmere	<ul style="list-style-type: none"> Downtown Lancaster Lancaster General Hospital Golden Triangle Shopping Center Lancaster Shopping Center Lancaster County Social Services
Route 6/Downtown Lancaster Loop (Historic Downtown Trolley Route)	<ul style="list-style-type: none"> Downtown Lancaster <i>Amtrak Train Station</i> RRTA Clipper Magazine Stadium Park 'n Ride lot
Route 10/Lititz	<ul style="list-style-type: none"> Downtown Lancaster Lancaster Shopping Center Golden Triangle Shopping Center Neffsville Kissel Hill Lancashire Hall Brethren Village UPMC Lititz Hospital Lititz Luther Acres Sauder Eggs Warwick Medical Center
Route 11/Ephrata	<ul style="list-style-type: none"> Downtown Lancaster Roseville Apartments Oregon Pike Olde Hickory 222 Dutch Lanes Park 'n Ride K Mart Park 'n Ride Akron Ephrata Walmart

Route 19/Manheim	<ul style="list-style-type: none">• Downtown Lancaster• Fruitville Pike• Red Rose Commons• K-Mart Park 'n Ride• Hawthorne Plaza Park n' Ride• Granite Run• Arnold Logistics• Manheim Pike• East Petersburg• Manheim
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The Route 6/Downtown Lancaster Loop (Route 6) stops at the Amtrak station during weekday peak periods (5:00-10:00 a.m. and 2:00-6:00 p.m.) but does not include weekend service.

Connectivity, including with existing public transit, was a key theme which emerged from the station area planning process. SCTA is attempting to coordinate bus schedules with the train schedules to the extent they are able. Services between the station and downtown are not heavily used. It is one of the lowest utilized routes, as of late 2021. SCTA and RRTA are considering other awareness and outreach efforts to make Amtrak users aware of the downtown service. These routes are currently not adequately advertised in and around the Amtrak station. There is no signage to alert passengers that there is a downtown loop, the service frequency, or cost.

In January 2021, RRTA simplified the fare structure and eliminated the fare zones to make it easier and more convenient for customers to use RRTA. The new fare structure has one base zone fare, instead of the previous five fare zones.

RRTA debuted a contactless mobile payment option for customers in January 2021. The Go Mobile payment system allows customers to pay fares or buy bus passes via a mobile phone application. Customers can also enter their origin and destination information and the app will produce which bus route to ride and where to find the nearest bus stop. An Automatic Vehicle Location (AVL) system tracks when the next bus will arrive.

Roadway Network

The roadway network within the primary and secondary study areas consists of both state and local roadways, some within Manheim Township's jurisdiction and others in the City of Lancaster's jurisdiction.

The Study Team reviewed the existing Lancaster County Transportation Improvement Plan (TIP) and Pennsylvania Twelve-Year Plan (TYP) project lists and found none anticipated in the study area.

Keller Avenue/Marshall Avenue is a Manheim Township owned 2-lane road running east/west to the north of the Amtrak station and provides a connection between Fruitville Pike and Lititz Pike. Keller Avenue includes a sharp "S" turn as it approaches Fruitville Pike. The majority of Keller Avenue does not include sidewalks except for the property at 66 Keller Avenue and the convenience store located at the corner of Keller Avenue and Lititz Pike. ADA compliant crosswalks and pedestrian push buttons are present in all four directions at the intersection of Keller Avenue/Marshall Avenue and Lititz Pike. Crosswalks and pedestrian push buttons are present in all four directions at the intersection Keller Avenue/Marshall Avenue and Fruitville Pike; however, they are not all ADA accessible.



Figure 13: Pedestrian Crossing at N. Prince Street and McGovern Avenue.

Fruitville Pike/N. Prince Street (SR 0072) is a state route running north/south and connecting Manheim Township with the City of Lancaster. Fruitville Pike/N. Prince Street extends across the railroad tracks west of the station. N. Prince Street has a minor separated bikeway; bike lanes are present in both directions across the Fruitville Pike/N. Prince Street bridge (*Figure 10: Approach to Fruitville Pike/N. Prince Street bridge looking north.*, *Figure 11: Fruitville Pike/N. Prince Street bridge looking towards the intersection with Keller Avenue.*). Prince Street becomes one way (south) at the intersection with Lincoln Street. A sidewalk with lighting is present on the eastern side of the bridge connecting with the sidewalk on McGovern Avenue, which provides pedestrian access to the train station. A pedestrian crossing with a refuge

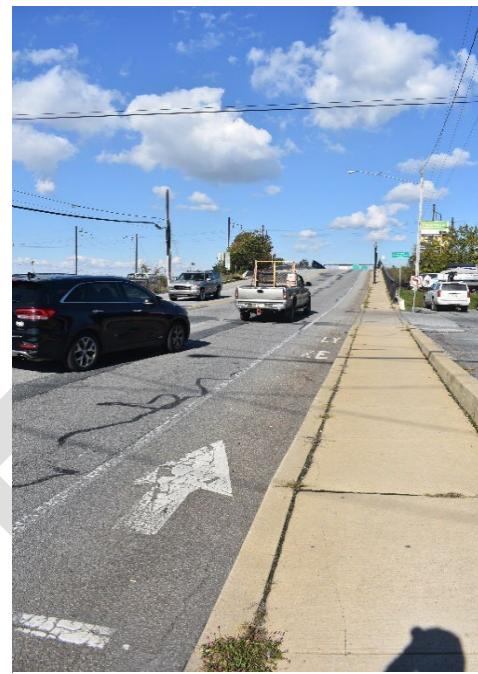


Figure 11: Approach to Fruitville Pike/N. Prince Street bridge looking north.



Figure 12: Fruitville Pike/N. Prince Street bridge looking towards the intersection with Keller Avenue.

and pedestrian push button is present just south of Lincoln Avenue and continues across McGovern Avenue (*Figure 12*: Pedestrian Crossing at N. Prince Street and McGovern Avenue.).

Lititz Pike/N. Duke Street (SR 0222) is a state route running north/south and connecting Manheim Township with the City of Lancaster. Lititz Pike/N. Duke Street extends across the railroad tracks east of the Amtrak station. The bridge was replaced in 2014 and was shifted from its original alignment to the west. Sidewalks and decorative lighting are present from the intersection with Marshall Avenue/Keller Avenue to the Lititz Pike/N. Duke Street bridge. Sidewalks continue across the bridge to the intersection with McGovern Avenue. A pedestrian crossing is present at the southern intersection of N. Duke Street and McGovern Avenue. As mentioned in the description of Marshall Avenue/Keller Avenue, pedestrian crossings are present at the intersection of Marshall Avenue/Keller Avenue and Lititz Pike/N. Duke Street (*Figure 13*: Lititz Pike/N. Duke Street looking north towards Marshall Avenue/Keller Avenue.).

McGovern Avenue (SR 0222) runs east/west in front of the Amtrak station and connects N. Prince Street and N. Duke Street. McGovern Avenue was converted from one-way to two-way. Pedestrian crossings are present at the intersections with N. Prince Street, N. Queen Street, and N. Duke Street. Pedestrian crossings are also marked across the driveway entrances to the station. Sidewalks are present on the north side of McGovern Avenue and on portions of the south side (mostly absent from N. Queen Street to N. Prince Street).

Large overhead signs are present on McGovern Avenue (*Figure 14*: McGovern Avenue looking west towards N. Prince Street. Note the sidewalks on the right and lack of sidewalks on the left as well as the overhead signage.). While helpful for wayfinding, these signs make the roadway feel “highway-like” and not like it is meant to be shared by pedestrians and bicyclists. A SCTA-operated parking lot (54 spaces) was installed in 2021 at McGovern Avenue and Christian Street (*Figure 15*: SCTA operated parking lot at McGovern Avenue and N. Duke Street.). There are anecdotal reports of pedestrians crossing McGovern Avenue at N. Christian Street to reach the station; however, there is no marked crossing at this location.

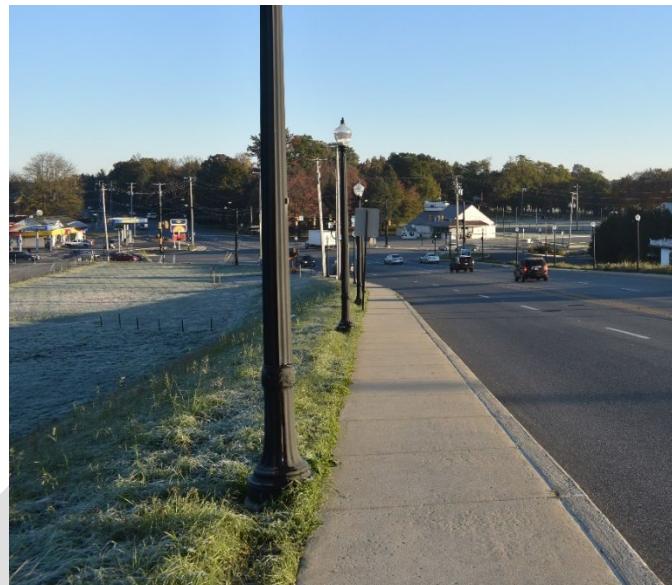


Figure 14: Lititz Pike/N. Duke Street looking north towards Marshall Avenue/Keller Avenue.



Figure 15: McGovern Avenue looking west towards N. Prince Street. Note the sidewalks on the right and lack of sidewalks on the left as well as the overhead signage.



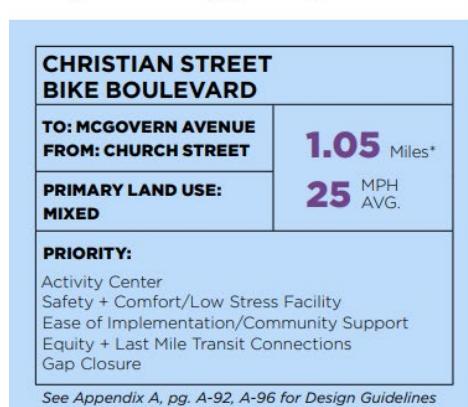
Figure 16: SCTA operated parking lot at McGovern Avenue and N. Duke Street.

Queen Street (SR 0072) is directly opposite of the Amtrak station entrance and provides a direct connection from destinations such as the Lancaster County Convention Center, Lancaster Central Market, the Lancaster County Government Center, and the Queen Street Bus Station to the train station.

Liberty Street runs east-west through the study area south of McGovern Avenue. Liberty Street was extended to the intersection of Harrisburg Avenue and College Avenue as part of the redevelopment of the former Armstrong World Industries site. Liberty Street provides access to Franklin and Marshall College and Lancaster Behavioral Health Hospital, as well as Clipper Magazine Stadium via Thomas M. Armstrong Boulevard. Liberty Street includes crosswalks, landscaped medians, and sharrows between Thomas M. Armstrong Boulevard and N. Prince Street.

N. Christian Street runs north-south within the study area from McGovern Avenue to the south. According to the Lancaster County Active Transportation Plan, N. Christian will become a bike boulevard within the City from McGovern Avenue to Church Street (project in progress) (*Figure 16*: Proposed Christian Street Bike Boulevard, Lancaster County Active Transportation Plan

). Bike boulevards have low traffic volumes and speeds that are designated and designed to prioritize bike travel. Often, these streets are thought of as “quiet” streets that typically run parallel to major roadway corridors.



CONSIDERATIONS

- Street crossings require crosswalks and are opportunities for artistic expression.
- Christian Street between Frederick and James is used to access Lancaster General Hospital Parking Garage. Paint and other traffic calming tools should be used to denote the mixing area.
- Neighbors living along the corridor should be involved in the engineering process.
- Curb bulb-outs should be used where appropriate to reduce crossing distances. Appropriate signage should be used to alert vehicles of bike/ped crossing.

MIXING ZONE

Christian Street between Frederick and James is used to access Lancaster General/Penn Medicine Parking Garage. Several tools can be used to create a mixing zone: striping, stenciled words, signs, and tactile pavement changes.

Note: This project is currently in progress.

Figure 17: Proposed Christian Street Bike Boulevard, Lancaster County Active Transportation Plan

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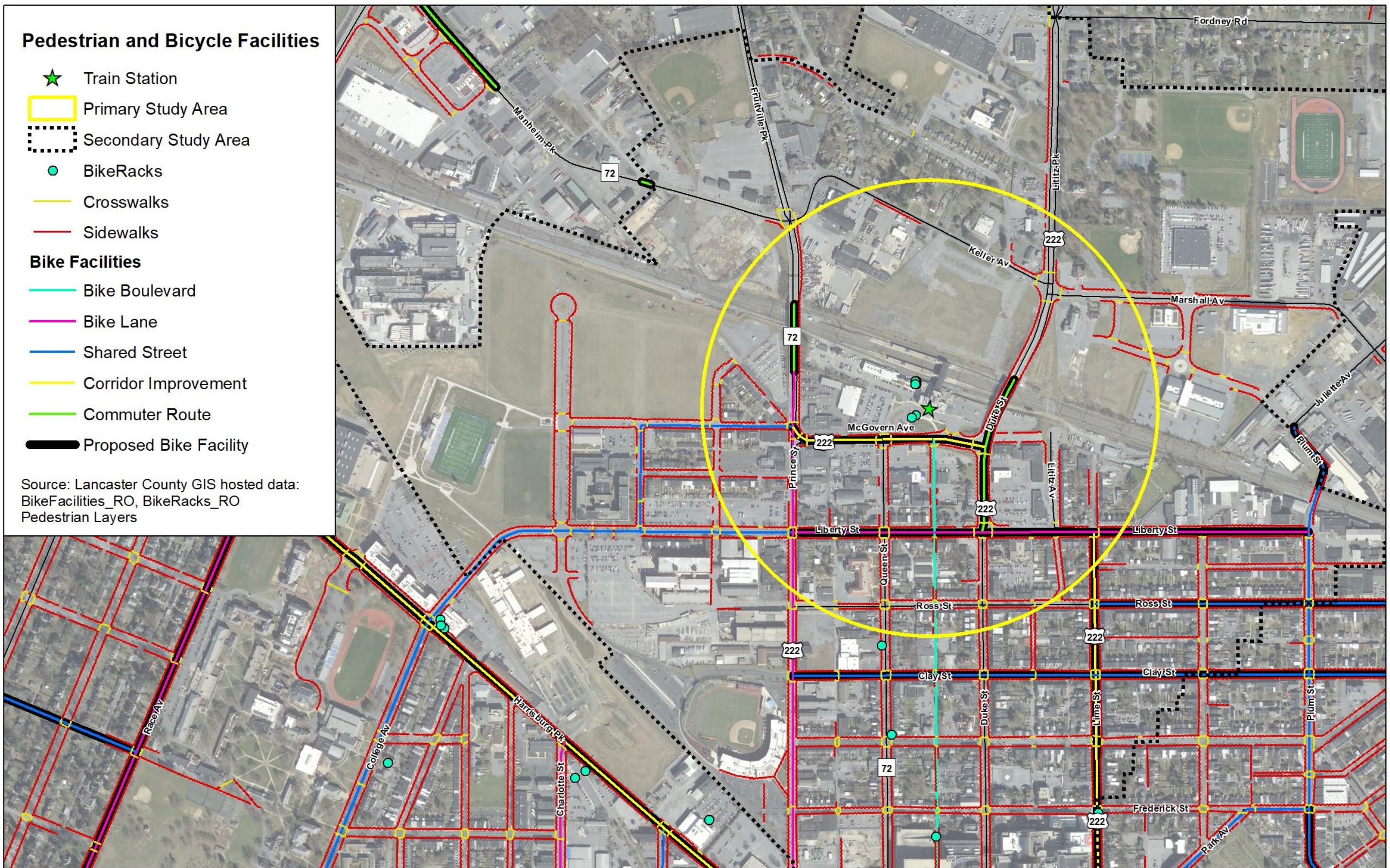


Figure 18: Existing Pedestrian and Bicycle Facilities near the study area

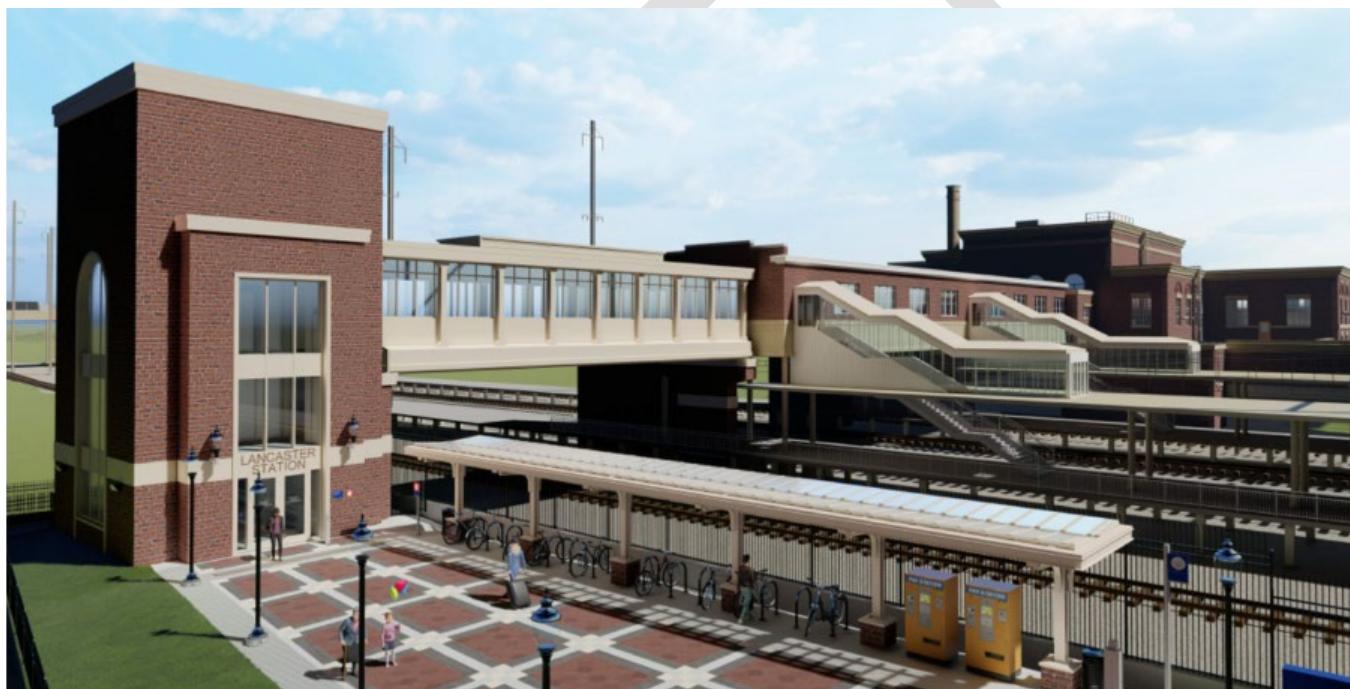
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Parking

The need for additional parking within the primary study area to serve the Amtrak station has long been debated; however, the demand for commuter parking has changed due to the COVID-19 pandemic (refer to [Amtrak Station](#) section). Parking does not contribute to the vibrancy of a neighborhood. While parking is necessary, structured parking, rather than surface lots, is preferred for TOD, as it allows more of the land area to be developed as housing, offices, retail, and restaurants. As a part of this study, the existing parking within the primary study area was identified. **Figure 19:** Surface Parking within the Primary Study Area shows the location of public and private surface lots within the primary study area. Approximately 21 acres of the 125 acres within the primary study area are currently used for parking. Approximately 48 acres within the primary study area are used for transportation infrastructure between the railroad, roadways, and parking facilities.

PennDOT is planning to build an additional public surface lot to the north of the railroad tracks. Construction is underway in early 2023. This lot will have approximately 240 spaces and will be operated by SCTA. This new parking lot will have pedestrian access to the station through the proposed pedestrian bridge across the tracks (**Figure 18:** Rendering of Proposed Pedestrian Bridge Connecting Parking Lot to Amtrak Station).



*Figure 19: Rendering of Proposed Pedestrian Bridge Connecting Parking Lot to Amtrak Station.
(Source: PennDOT)*

(Source: PennDOT). There will also be bike parking near the elevator.

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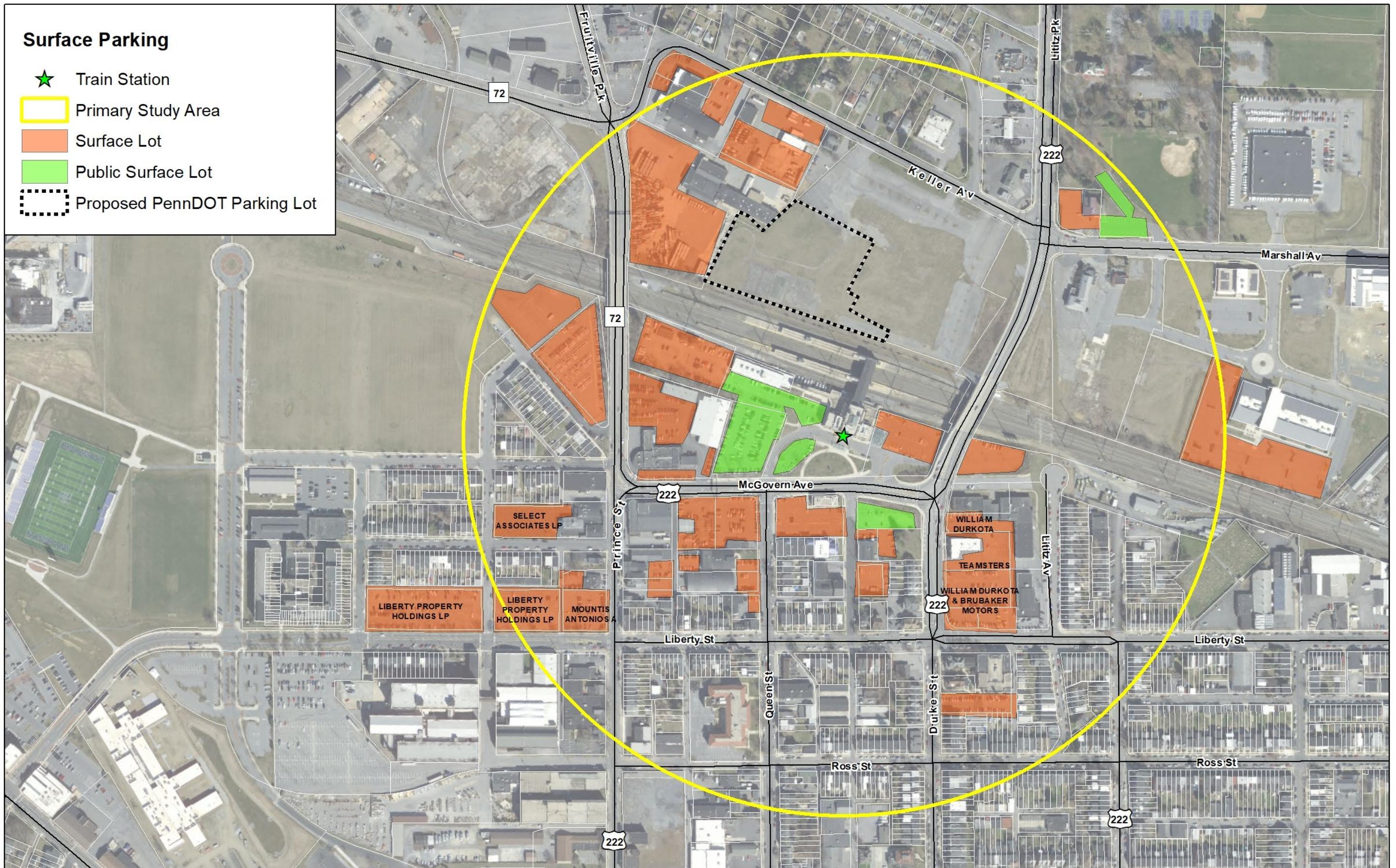


Figure 20: Surface Parking within the Primary Study Area

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Parks, Open Space and Trails

Stauffer Park is located to the northeast of the Amtrak station with entrances located on Marshall Avenue and Toll Gate Lane. The 18-acre park includes the Stauffer Mansion (*Figure 20*: Stauffer Mansion, built in 1870, located in Stauffer Park.), which is the main office of the Manheim Township Recreation and Park Planning Department.

Stauffer Park also has a Carriage House, which has been restored and used for various recreational programs and classes. The park offers a formal garden, pet cemetery, four tennis courts, three basketball courts, one volleyball court, a soccer field, a lighted softball field, and lighted

walking/biking paths. The commercial property located at the intersection of Marshall Avenue and Lititz Pike is owned by the Stauffer Park Board of Trustees and provides income to run the park.

Brecht Elementary School is located north of Glen Moore Circle and includes two softball/baseball fields open for use by the public.

Stumpf Field, which includes two privately-owned and operated baseball fields, is west of Fruitville Pike, near the intersection with Orchard Street.

The **Market Street Kids Park** (*Figure 21*: Market Street Kids Park (Source: Google Maps)) is present on North Market Street opposite Ross Elementary School. The park includes benches and a play structure.

Currently, the area to the north of Lincoln Street between Thomas M. Armstrong Boulevard and N. Water Street is open space (*Figure 22*: Open space which is the future location of Franklin and Marshall College athletic fields.). Franklin and Marshall College has plans to relocate its sports fields to this location.

According to Manheim Township's Trails Mapping Application, Marshall Avenue east of the entrance to Stauffer Park is part of Bike Route 1. Keller Avenue between Lititz Pike, Glen Moore Circle, and Orchard Street is part of Bike Route 2.

The parks and Franklin and Marshall College are important pedestrian generators in the area. Franklin and Marshall students rely on walking for daily activities; only about half of the student body has a car registered on campus.



Figure 21: Stauffer Mansion, built in 1870, located in Stauffer Park.

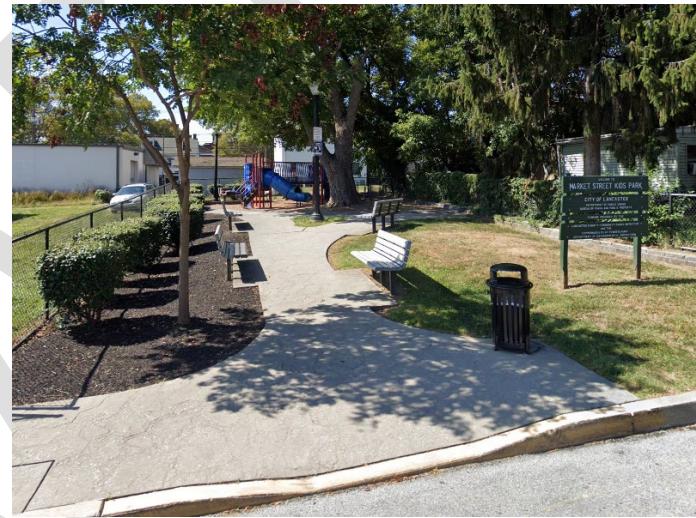


Figure 22: Market Street Kids Park (Source: Google Maps)

Currently, the area to the north of Lincoln Street between Thomas M. Armstrong Boulevard and N. Water Street is open space (*Figure 22*: Open space which is the future location of Franklin and Marshall College athletic fields.). Franklin and Marshall College has plans to relocate its sports fields to this location.



Figure 23: Open space which is the future location of Franklin and Marshall College athletic fields.

Related Plans & Previous Studies

Gateways Revitalization Strategic Plan 2007

In 2007, Lancaster County, the City of Lancaster, Manheim Township and the U.S. Environmental Protection Agency produced the *Gateways Revitalization Strategic Plan*, which developed a vision and a set of goals for the revitalization of approximately 600 acres of urban land in the vicinity of the Lancaster Amtrak station. The plan was consistent with Lancaster County's comprehensive plan as well as Growing Together, the multi-municipal comprehensive plan that included the City of Lancaster and Manheim Township as well as nine other municipalities.

Revitalization strategies included 57 strategies or actions that needed to be taken to achieve the vision. The strategies fell into 11 broad categories:

- Support the Amtrak Train station as the key multimodal transportation hub in the area
- Establish a pedestrian-oriented character within the Gateways Area
- Encourage the use of alternative modes of transportation within the Gateways Area
- Support, expand and diversify opportunities for mixed-use, economic development that provides for a variety of jobs within the area
- Improve existing transportation infrastructure and provide new connections to improve quality of life and expand opportunities within the Gateways Area
- Enhance the visual character and vitality of the community
- Provide sufficient public parking to support active mixed-use districts
- Expand the range of open space and recreational opportunities within the Gateways Area
- Become a leader in environmental sustainability for the county
- Establish community programs and cultural connections
- Encourage housing opportunities

The 2007 Gateways Revitalization Strategic Plan focused on a larger area than the Small Area Plan and further divided the area into districts as shown in *Figure 23: 2007 Gateways Revitalization Strategic Plan Districts*. Since the plan was prepared, there have been significant investments in the area including renovations to the Lancaster Amtrak station, redevelopment of portions of the former stockyards, and the redevelopment of the former Armstrong industrial complex.

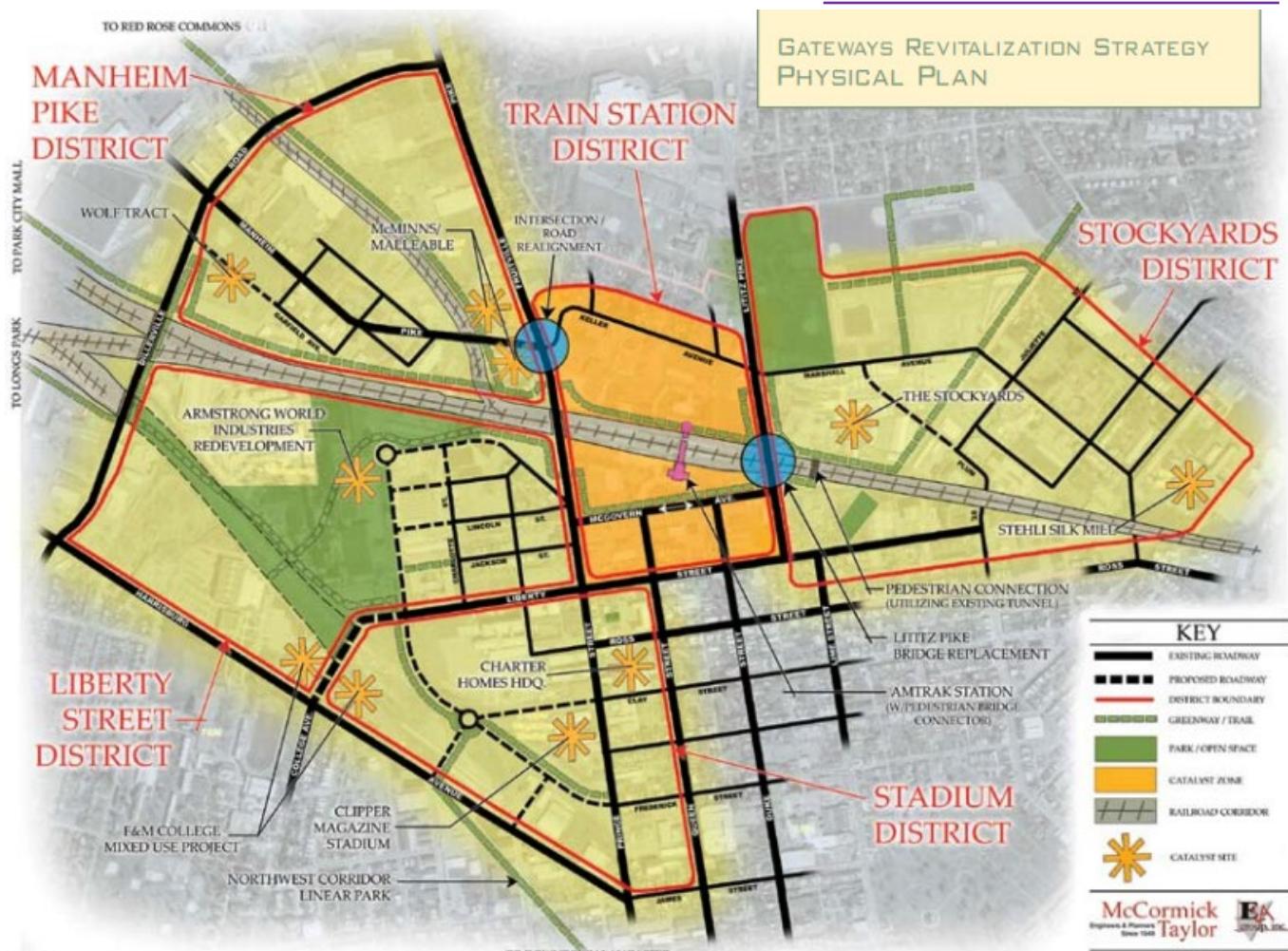


Figure 24: 2007 Gateways Revitalization Strategic Plan Districts

Gateways Circulation Improvement Study

In 2008, the *Gateways Circulation Improvement Study* was conducted to evaluate the feasibility and operational impacts of proposed transportation improvements intended to support the *Gateways Revitalization Strategy*.

The study recommendations are summarized below:

- The conversion of certain one-way streets to two-way operation, new streets and street extensions will provide a level of vehicular mobility comparable to the current street network, improve access to properties near the Amtrak station, and provide additional vehicular, bicycle and pedestrian connections.
 - Since the 2008 study, the following roadways in the area have been converted from one-way to two-way operation:
 - McGovern Avenue, between Lititz Pike and Prince Street
 - Liberty Street – includes sharrows as well as on street parking, curb bump-outs, sidewalks and planted medians
 - Lincoln Street
- Other study recommendations that have been implemented include:
 - Plum Street was extended from Juliette Avenue to Marshall Avenue to accommodate redevelopment in the former stockyards.

RELATED PLANS & PREVIOUS STUDIES

- Liberty Street was extended to the intersection of Harrisburg Avenue and College Avenue as part of the redevelopment of the former Armstrong World Industries site.
- Dillerville Road was extended to Garfield Avenue.
- The realignment of Keller Avenue, Alternative B in the study (**Figure 24: Gateways Circulation Improvement Study Recommendation for the Realignment of Keller Avenue**), was preferred because it maximizes the use of existing roadway infrastructure, moves the intersection further from the Fruitville Pike Bridge, has less significant impacts to existing buildings, and could provide more

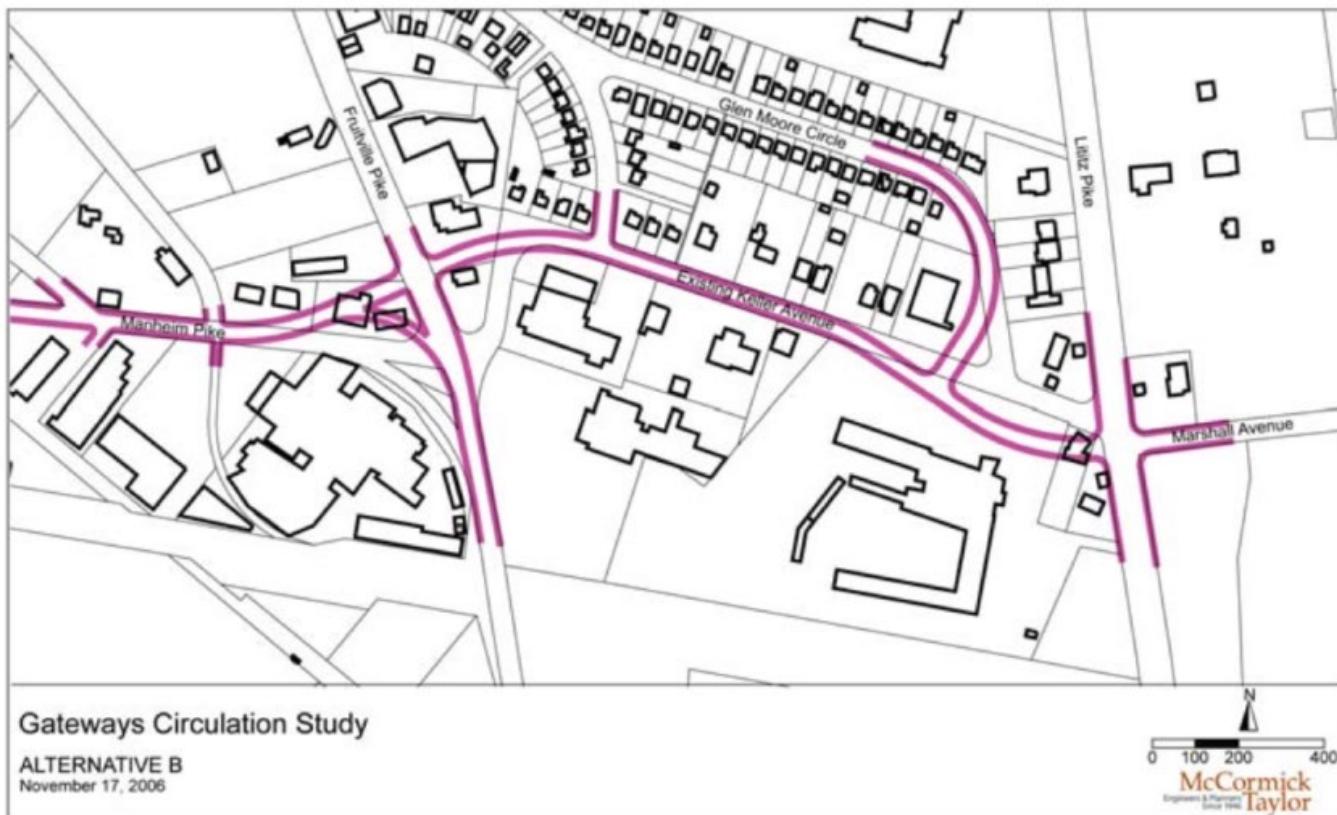


Figure 25: Gateways Circulation Improvement Study Recommendation for the Realignment of Keller Avenue
substantial areas for redevelopment.

- The missing links in the pedestrian network should be connected, and enhanced pedestrian facilities should be included in all redevelopment projects.
- Cycling should be encouraged through destination-based amenities. The use of dedicated bicycle lanes would not be feasible based on the existing street widths. Removing on-street parking to accommodate bicycle lanes would be counter to the planning objectives of the Gateways Revitalization Strategy because parked cars provide a buffer for pedestrians on the sidewalk and provide opportunities for improved access to existing and future businesses. Furthermore, posted speeds support bicycles within the travel lane.
- On-street parking should be incorporated where feasible. Existing roadway widths could not accommodate the addition of on-street parking. Therefore, it is anticipated that on-street parking could be provided during future redevelopment projects by relocating the existing curb and sidewalk to provide space for the on-street parking without impacting the existing travel lanes.
- Structured parking facilities located north of the railroad tracks can be accommodated without significant impact to vehicular flows at the adjacent intersections. Locating a structured parking facility south of the railroad tracks in the core station area may have adverse impacts to circulation

and may be difficult to access during peak periods. However, the potential impacts on circulation may be acceptable to achieve the planning goals.

- As the Gateways Area changes in the coming years due to redevelopment and new development, transit will play an important role in providing mobility choices. Strategies for the future include providing incentives to increase ridership and analyzing where to extend service and provide transit amenities (e.g., bus shelters) as the needs of the area change.

Gateways Initiative – Phase II Report – Ordinance Change Recommendations

This report focused on the areas closest to the Amtrak station because of their clear revitalization potential and further investigated land use, urban design, stormwater management, open space & recreation, parking, street design & pedestrian facilities, and streetscape & design guidelines. At the time of the report, none of the zoning allowed for by-right mixed-use development. The report identified a need for City of Lancaster and Manheim Township to change their zoning in order to be more cohesive and encourage TOD. Since the time of this report both Manheim Township and the City of Lancaster have updated their zoning ordinances, most notably including the T-4 (urban neighborhood) and T-6 (urban transition) overlays in Manheim Township.

Places2040 – Lancaster County Comprehensive Plan

[Places2040](#) was adopted in 2018, and identified eight issues and opportunities, many of which are related to the Lancaster Train Station Small Area Plan – specifically:

- Managing Growth – create compact, walkable communities
- Urban Places – promote reinvestment through rehab and infill
- Housing Choice – ensure safe, quality housing options for everyone
- Employment – support 21st-century industries and jobs
- Transportation – build a network with more alternatives and connections
- Parks, Trails, and Natural Areas – provide more places to hike, bike, and enjoy nature
- Thinking Beyond Boundaries – promote cooperation, work together, and share resources

These eight priorities were integrated into five big ideas:

- Creating Great Places
- Connecting People, Place, & Opportunity
- Taking Care of What We Have
- Growing Responsibly
- Thinking Beyond Boundaries

Lancaster County Active Transportation Plan

The [Lancaster County Active Transportation Plan](#) was prepared in 2019 with a focus on connectivity and changing the culture of transportation in the greater Lancaster area. Highlights of the plan as it relates to the Lancaster Train Station Small Area Plan are:

- Corridor Improvements - A seamless network of improvements that will tie key corridors across the City, Lancaster Inter-Municipal Committee (LIMC) area, and County together to improve safety for all roadway users and promote active transportation.
- Mobility Hubs - The creation of “Mobility Hubs,” or activity nodes, with concentrations of pedestrian activity would link people to high demand areas.
- Shared Use Trails - A network of trails across the county, LIMC area, and through the City that will serve a wide array of user ages and abilities providing transportation and recreation facilities while contributing to economic development through bicycle tourism.

Corridor Improvements

The concept of Complete Streets should guide corridor improvements. Rather than allocating more space to cars, complete streets improve the efficiency and capacity of existing roads by moving more people in different ways in the same amount of space. Complete Streets take into account context-sensitive and multimodal design, compactness, placemaking, incrementalism, and environmental sustainability.

Mobility Hubs

Mobility Hubs (*Figure 25: Mobility Hub Components*) are activity nodes that contain concentrations of pedestrian activity and demand, as well as various combinations of compact development, mixed land uses, high density housing, and other destinations. They can form natural convergence zones for multiple transportation modes, such as secure bike storage, car/bike/scooter sharing locations, bike repair stations, and transit stops with shelters and seating. They can also be thought of as the “gateways” into communities—providing longer distance connections between areas of high active transportation demand.

The Lancaster County Active Transportation Plan identifies the Amtrak station as a primary mobility hub. Primary mobility hubs provide the most transportation options and connections between modes (automobile, transit, bicycle, pedestrian), especially for trips outside Lancaster County. They also have the most transit riders. As key nodes in the transportation network, these hubs are prime locations for transit-oriented, compact, mixed-use development as well as employment and leisure. These hubs are well-lit and highly visible, with prominent signage. They are carefully integrated into the neighborhood and safely connected to it by sidewalks and trails. Suggested amenities for primary mobility hubs include a climate-controlled building with restrooms, child changing tables, secure bicycle storage, and real-time transit arrival signage. They may also provide bicycle repair stations, vehicle sharing (bicycles, scooters, etc.), and commuter parking.

Shared Use Trail Development

One of the key goals of the Active Transportation Plan is to create a connected and comprehensive system of shared use trails that is safe, accessible, economical, easy to navigate and connects places that people want to go.

The plan recommends that shared use trails should be 10-12 feet wide with two-foot shoulders.

City of Lancaster Bicycle Network Recommendations and Priorities

The City's efforts to improve on-road bicycling facilities include bike lanes on Mulberry Street, Charlotte Street, Hershey Avenue, Prince Street, College Avenue, and Walnut Street; bike sharrows on streets throughout the City including Mulberry, Charlotte, James, Lehigh, S. Lime, and W. Vine Streets, and a bike boulevard on Christian Street. In addition, a bike-share program with Zagster features stations throughout the City. Bicycle recommendations are shown in *Figure 26: Lancaster County Active Transportation City of Lancaster Bicycle Network Recommendations*. Bicycle priorities are shown in *Figure 27: Lancaster County Active Transportation Plan City of Lancaster Bicycle Network Recommendations*.



Figure 26: Mobility Hub Components

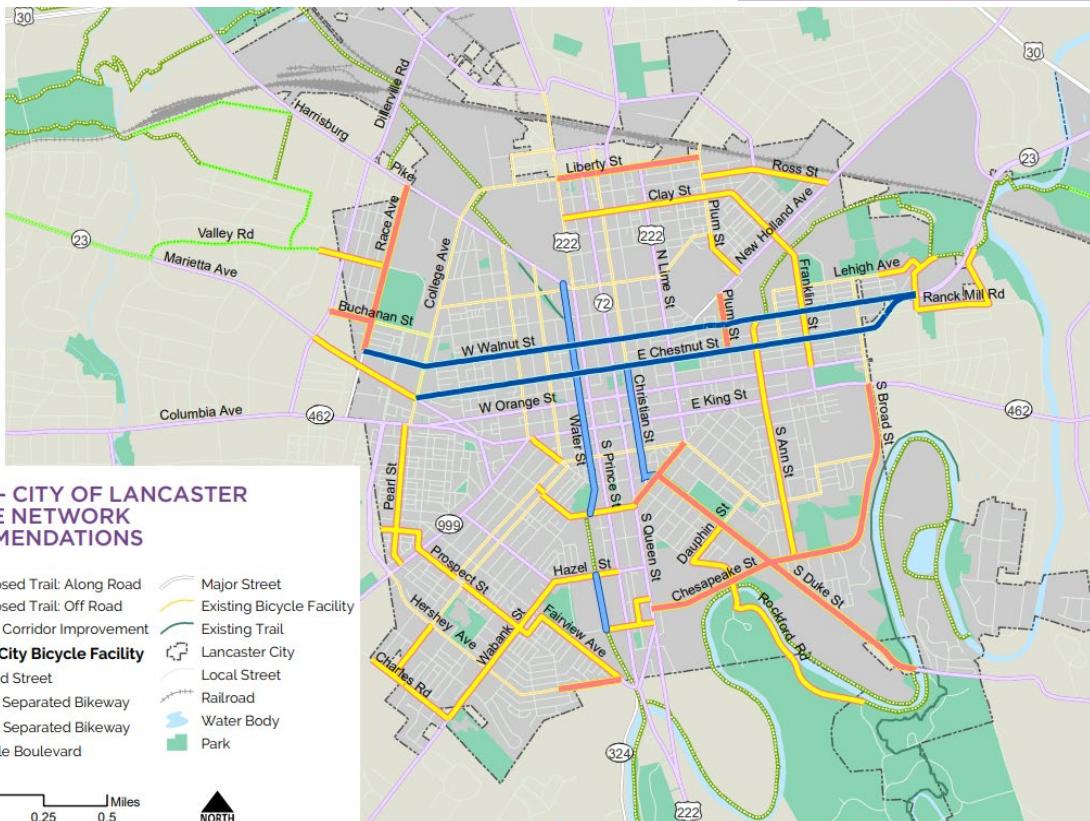


Figure 28: Lancaster County Active Transportation City of Lancaster Bicycle Network Recommendations

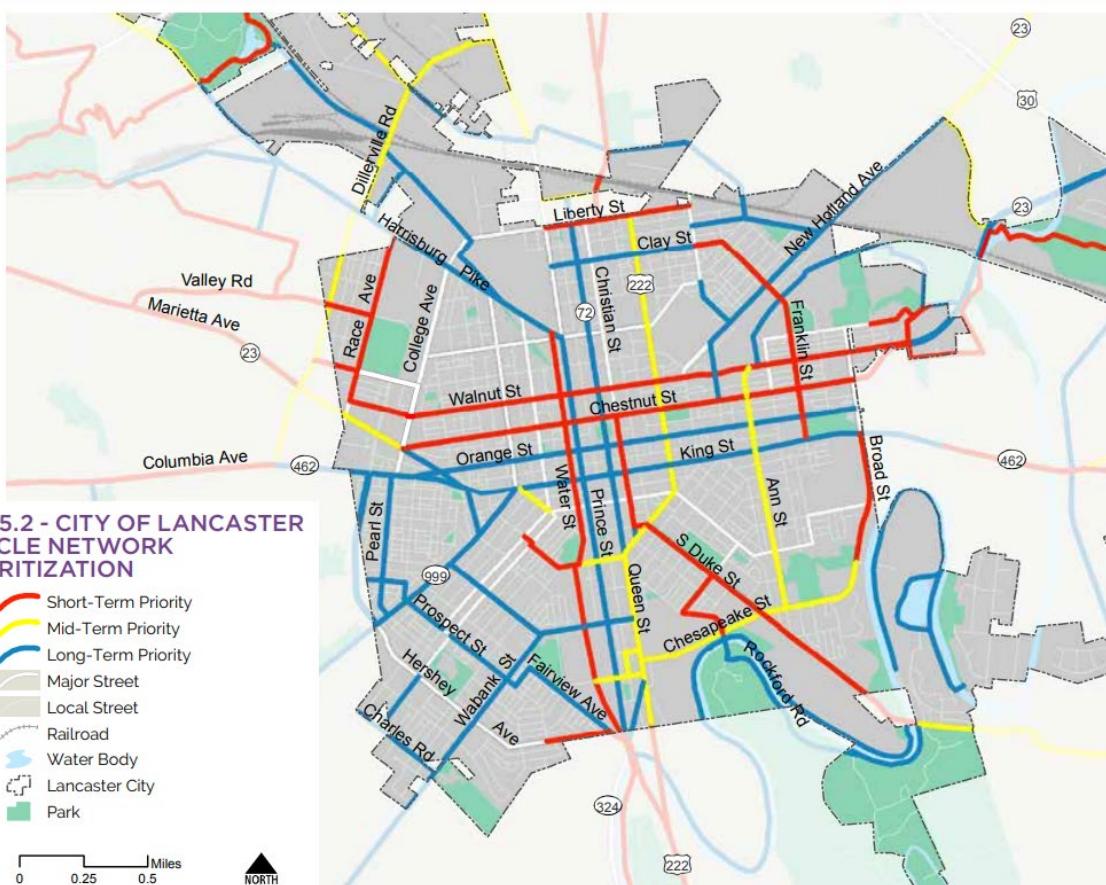


Figure 27: Lancaster County Active Transportation Plan City of Lancaster Bicycle Network Recommendations

Lancaster Train Station Master Plan – 2012

This plan was developed by the Lancaster County Planning Commission to identify actionable ways to leverage the ongoing station renovations and public momentum to make the station into a prominent destination as well as provide passengers with a safer, seamless, efficient, and enhanced travel experience. Some items noted in the plan are still applicable today and are being considered as part of the Small Area Plan:

- Opportunities to increase passenger amenities, improve stormwater management, utilize green technologies, and increase parking at the station.
- Opportunity to feature both public and private artwork inside the station and on its grounds
- Additional opportunities for transit, student, airport, and vehicular connections
- Increase pedestrian connectivity and bicyclist-friendly features
- Wayfinding
- Marketing

Building on Strength – Economic Development Strategic Plan for the City of Lancaster – 2015

In 2015, the Lancaster City Alliance published the [Building on Strength plan](#), which outlines a long-term economic development strategy for the City of Lancaster in order to create “an appropriate environment for fostering continued economic and quality of life enhancements.”²

One of this plan’s eight Commercial Hubs, defined in the plan as commercial corridors and gateways, is the Train Station Area. These areas are significant centers of commercial activity, serving residents and businesses. Recommendations related to the Train Station Area in the plan include development of pedestrian, bicycle, and transit connections from the station to Downtown and other ‘hubs;’ improvement of streetscapes in the area; collaboration among property owners and governments; and incorporation of parking and mixed-use development in the area.

Manheim Township Comprehensive Plan – 2010

The [Manheim Township Comprehensive Plan](#) established the following vision for the Township: “With enhanced zoning and subdivision provisions that encourage design flexibility and a straightforward review process, development will take place in ways that protect and spotlight the Township’s natural and cultural resources. Greater incentives will exist for development that results in farming and farmland preservation. Greenways will be interconnected and made part of Manheim Township’s non-motorized pathway system. Manheim Township air quality will improve as more efficient travel management and methods are employed and the Township will be a leader in the promotion and implementation of “green” development design and construction.”

Several of the items from the vision statement are key to the future of redevelopment in the train station area, specifically:

- Zoning and subdivision provisions that encourage design flexibility
- Incentives for development that result in farmland preservation
- Greenways
- “Green” development

² *Building on Strength: Economic Development Strategic Plan for the City of Lancaster, Pennsylvania*, Lancaster City Alliance, June 2015

Transit and Higher Density, Mixed Use Nodes and Corridors

The state route arterials (Manheim, Fruitville, Lititz, Oregon, Harrisburg, and New Holland Pikes) run in a radial pattern through Manheim Township to and from the City of Lancaster. The current development pattern along the arterials presents an opportunity for Manheim Township to promote continued higher density and mixed-use redevelopment along segments (or entire reaches) of the arterials at levels that support significantly enhanced mass transit service which could lead to improved circulation and air quality.

Since the 2010 Comprehensive Plan, Manheim Township implemented additional zoning overlays to encourage higher density land uses such as T-4 (Urban Neighborhoods) and T-6 (Urban Transition), which are present within the study area.

City of Lancaster Comprehensive Plan – Update in progress (fall 2022)

Starting in June 2021, the City of Lancaster began the community outreach process for [updating their comprehensive plan](#), which is slated for adoption in Summer 2023. The plan update is intended to guide development in the City and identification important issues in the community. This is the first comprehensive plan update since 1993. The City anticipates completion of the plan in late 2022. The Interim Public Engagement Report, published in June 2022, included initial feedback collected to date. Some of the topics discussed with the public included a mix of businesses and restaurants; diversity; walkability and accessibility; affordable quality housing; improved parks, green spaces and historic features; safe streets; and access to services and infrastructure for all community members.

Engagement

Study Committee

The Study Committee met periodically to guide the planning process and provide input to study development. The Committee was comprised of representatives from the following organizations:

- Amtrak
- City of Lancaster
- Economic Development Company of Lancaster County
- Lancaster City Alliance
- Lancaster County
- Manheim Township
- PennDOT
- SCTA

This interdisciplinary team brought together different viewpoints and ideas for the future of the Amtrak station area. Support for the Study Committee was provided by McCormick Taylor, Econsult Solutions, and Foursquare ITP.

Susceptibility to Change Analysis

In order to identify future redevelopment opportunities, the Study Committee undertook a susceptibility to change analysis. This analysis considered current ownership, vacancies, parcel size, existing land use, and ease of consolidation of parcels that may provide an impetus for redevelopment. *Figure 28*. Susceptibility to Change Exercise Results shows parcels within the PSA, shaded green, yellow, or red based on their perceived susceptibility to change.

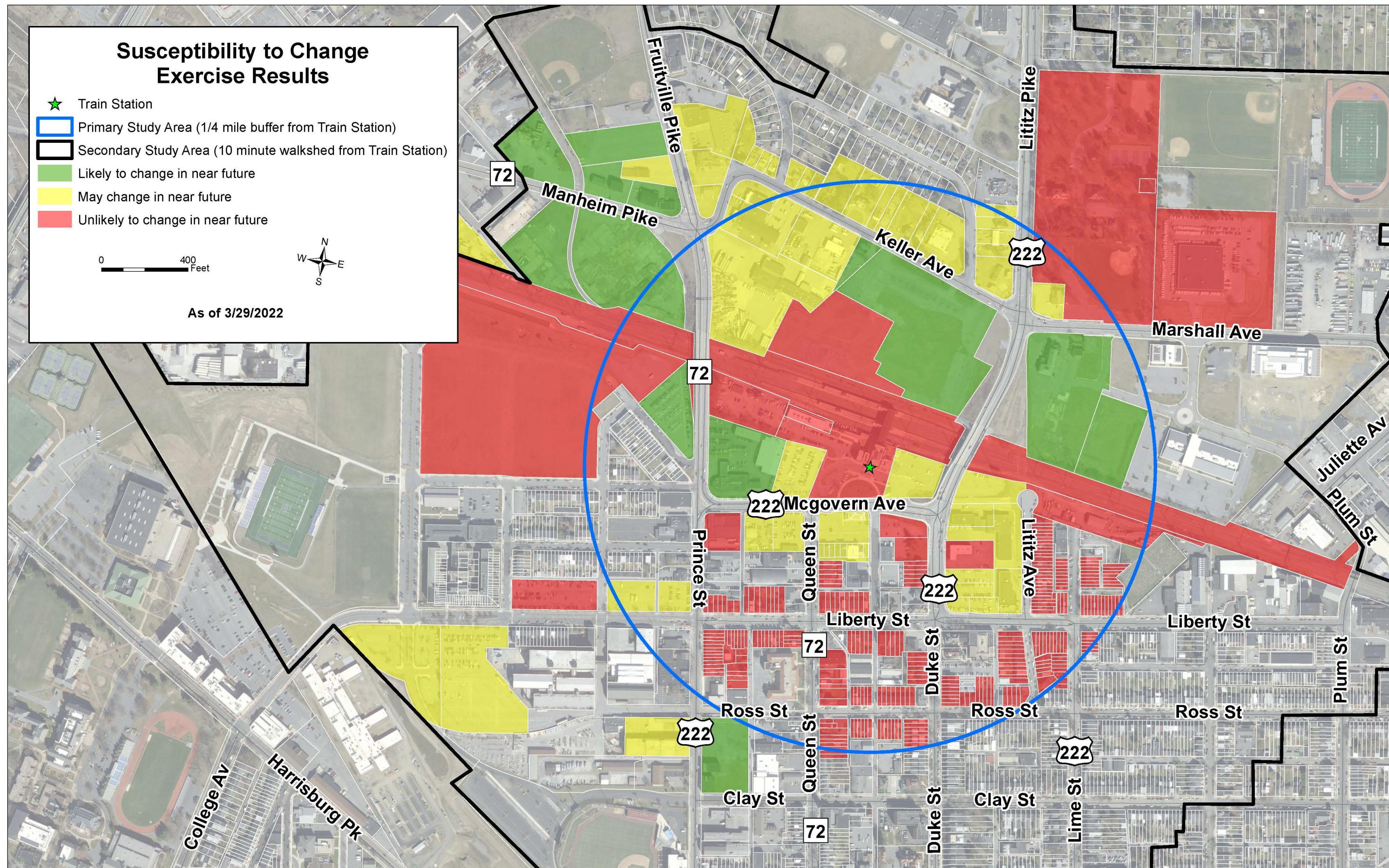


Figure 29: Susceptibility to Change Exercise Results

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Stakeholder Outreach

Stakeholders were identified by the Study Committee and organized into six groups for interviews:

- County & Municipal Government
- Economic Development
- Transportation
- Education
- Developers & Property Owners (interviewed individually)
- Environmental

In each interview session, the study team guided the stakeholders through a list of discussion prompts about existing needs and a future vision for the Amtrak station area.

Some recurring themes from these discussions across stakeholder groups were:

- **Consistency** – With the borders of the City of Lancaster and Manheim Township converging in the area, property owners, especially those who own properties in both municipalities, struggle to navigate the differences in ordinances. These inconsistencies also create a neighborhood without a cohesive appearance or context, with different signage, parking, and density requirements.
- **Connections** – It is difficult to make connections between various transportation modes, and many users of the train station are not aware of other modes, such as Red Rose Transit Authority. There is little to no signage or marketing of those other transportation options in or around the station.
- **Green Infrastructure** – For environmental/stormwater as well as aesthetic reasons, the area needs more green space. The train station is located in the combined sewer service area, and efforts are being made to control run off into the system with green infrastructure. Additional green space or streetscaping with canopy trees or other plantings could also make the area more appealing for pedestrians.
- **Density** – Stakeholders encouraged dense development within the study area with housing, entertainment, services, and amenities. There are opportunities for infill development in northern portions of the study area, and the addition of sidewalks and shared parking would contribute to a more urban or dense community.
- **Walkability** – Currently, pedestrians do not feel safe crossing many of the roadways or walking around the station area. The wide roadways and lack of pedestrian facilities make walking safely difficult. Intersections at Marshall/Keller/Lititz Pike and McGovern/North Prince are confusing and difficult to navigate on foot.
- **Parking** – Parking is at a premium at the train station and in the surrounding area. PennDOT is in the planning stages for a new parking lot north of the train station with roughly 240 spaces, but stakeholders would prefer to see shared parking and parking structures permitted in the area to more efficiently meet parking needs.

General Public Outreach

A Public Visioning Event was held on February 9, 2022 from 4:00 – 7:00 p.m., at 1009 N. Prince Street, Lancaster, PA (former Auto Traders International). The purpose of the event was to provide an opportunity for the public to learn about existing conditions research as well as provide input on how they envision the area around the Amtrak station in the future. The Visioning Event was conducted as an Open House Plans Display, with informational displays available for public review and discussion with Study Team members. No formal presentation was given. The estimated total attendance was approximately 80 people.

The majority of participants indicated they were from the City of Lancaster or adjacent areas. Additional areas represented by meeting attendees include Elizabethtown, Manheim, Lititz, East Petersburg, Strasburg, Conestoga, Millersville, and Columbia.

Three interactive display areas collected input about the community's vision for the future of the station area. Responses to these questions and prompts are summarized below (the number in parentheses indicates the number of respondents with similar input):

What are 1-3 words you would use to describe the train station area today?

- Lack of Amenities and Activities to Draw People to the Area (7)
- Outdated and in Need of Upgrade (5)
- Not Accessible or Safe for Pedestrians and Cyclists (5)
- Vehicle-oriented and Congested (3)
- Lack of Coordination with Developers/Investors

What are 1-3 words you would like to use to describe the train station area in the future?

- Mixed-use, Transit-Oriented Development (8)
- Walkable, Bikeable, Affordable (4)
- Memorable and Attractive (4)
- Safety (3)
- Diverse (2)
- Cohesive and Convenient (2)
- Green and Sustainable (2)



Figure 30: Attendees at the February 2022 Public Visioning

SWOT Analysis

Meeting attendees and respondents to the online survey were asked to identify the Amtrak station area's Strengths, Weaknesses, Opportunities, and Threats (SWOT).

<p>Strengths Strengths are positive attributes or conditions. We want to build on the station area's strengths in the future.</p> <ul style="list-style-type: none"> • Access to Trains & Other Destinations (7) • Historic Building (6) • Artistic Installations (3) • Memorable Location (2) • Gateway Area (2) • Opportunities for Development (2) 	<p>Weaknesses Weaknesses are challenges or areas for improvement. We want to address the station area's weaknesses in the future.</p> <ul style="list-style-type: none"> • Pedestrian and Bicycle Safety Concerns (7) • Lack of Pedestrian and Bicycle Connectivity (6) • Lack of Connection to Buses (5) • Limited Parking (4) • Disconnected from City of Lancaster with Major Roadways ("stroads") and Parking Lots (4) • Lack of Street Lighting and Streetscaping (4) • Lack of Green Space and Trees (3) • Not Enough Density, Housing, and Mixed Use (3)
<p>Opportunities Opportunities are trends that we hope to capitalize on or take advantage of.</p> <ul style="list-style-type: none"> • "Blank Slate" – Many Areas for New Development/Redevelopment (8) • Enhance Area to Become Mobility Hub with Connections to Many Transportation Modes (6) • Connection of City of Lancaster and Manheim Township (3) • "Build Up, Not Out" – Permit Taller Development (3) • Additional Green Space and Trees (3) 	<p>Threats Threats are trends that might jeopardize the future of the station area. We want to mitigate threats in the future.</p> <ul style="list-style-type: none"> • Car- and Parking-Oriented (11) • Traffic and Congestion on Wide Roadways with Highway-scale Signage (4) "Cobbled Together" – No Cohesive Plan (4) • Low Density Existing Development (2)

Additional details and feedback collected during the Public Visioning Event are available in *Appendix C*.

Visual Preference Survey

For each image shown, attendees were asked to indicate whether each image is representative of what they would like to see for the future of the Amtrak station area on a scale from 1-5, with 1 being least appropriate and 5 being most appropriate. Each image was given an average weighted score based on the number of total responses and the ranking in each response, rounded to the nearest tenth.

Mixed Use Development

Residential/Office Building with First Floor Retail	Retail, Commercial, and Residential	Apartments with First Floor Retail
		

Score: 4.2

Score: 3.8

Score: 4.3

Retail/Commercial

Strip Mall/Shopping Plaza	Gas Station/Convenience Store	Restaurant/Retail with Outdoor Seating
		

Score: 1.3

Score: 1.4

4.2

Parking

Retail, Commercial, Residential Surrounding Parking Garage	Parking Structure	Surface Parking
		

Score: 4.3

Score: 3.6

Score: 1.5

*Green Space***Linear Park with Playground and Paths**

Score: 4.1

Parklet with Seating

Score: 4.3

Pocket Park

Score: 2.1

*Pedestrian***Pedestrian Crosswalk**

Score: 4.6

Pedestrian Pathway

Score: 4.5

Raised Crosswalk

Score: 3.7

*Bicycle***Separated Bike Lane**

Score: 4.1

Separated Multi-Use Path

Score: 4.2

Protected Bike Parking

Score: 4.4

*Housing***The Willows at Landisville**

Score: 4.1

Veranda Single Family Housing

Score: 1.6

Apartments Stadium Row

Score: 3.8

Final Public Open House

[TO BE INSERTED AFTER OPEN HOUSE IS CONDUCTED]

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Emerging Themes

Following all stakeholder and public outreach efforts, several common themes began to emerge.

- The station area as a ‘magnet’ or destination – a vibrant, busy area that draws locals and visitors to spend time there.
- The area should be thoughtfully designed, encouraging consistency and coordination both between the municipalities and among the developers and property owners.
- The station area is an opportunity for new, mixed-use development to encourage density and connections within the area and with other parts of the City and Township.
- The station area should be connected to other parts of the City, Township and region, with easy access on foot, by bicycle, and by public transportation as well as by Amtrak.
- Parking should be more available and affordable for residents, visitors, and commuters.



Figure 31: Emerging Themes Word Cloud

Vision Statement

A vision statement is a way of communicating hopes for the future. The vision statement for the Small Area Plan was discussed at several Steering Committee meetings and built upon the input received from the public and stakeholders as to what they would like to see and feel in the Amtrak station area in the future. The vision statement captures in one statement the future intentions for the area. The vision statement for the Lancaster Train Station Small Area Plan is:

“The Lancaster Train Station Area will be a cohesive and well-designed urban gateway neighborhood, safely connecting all transportation modes and attractive to a diverse mix of residents, housing and businesses that is compatible with and supportive of increased transit ridership.”

Design Charrette

On July 8, 2022, the Study Committee held a design charrette to generate ideas and reach a consensus for the public spaces and potential transportation improvements within the study area, based on a proposed concept plan developed by Foursquare ITP. Committee members offered feedback and suggestions for the proposed concept plan in the following general topic areas:

General Street-and-Block Grid and Streetscaping

- Explore a wider hierarchy of streets
- Employ a consistent streetscaping/paving approach throughout the area
- Ensure pedestrian-scale lighting, signage, traffic lights, etc.

Intersection Realignments

- Realign the Keller/Marshall/Lititz intersection to a 90-degree alignment
- Realign the McGovern/Prince/Lincoln intersection as a 90-degree four-way intersection

Parks

- Explore ideas related to smaller 'finger parks' and 'pocket parks' throughout the area north of the station, rather than one large green space
- Incorporate stormwater infrastructure into parks
- Design plazas south and north of the station with vendors to pass through or to stop and rest
- Include amenities in the parks (furniture, interactive art, farmers market, etc.)

Station and Tracks

- Maintain the east-west pedestrian/bike shared-use path along the north side of the tracks, but explore a different crossing across Lititz Pike
- Include general recommendation that all parking include EV (electric vehicle) charging infrastructure

Duke and Prince Street Bridges/Lititz Pike and Fruitville Pike Bridges

- Replace cobra head lighting with pedestrian-scale acorn lampposts
- Set the planters 18" back from the curb edge
- Explore lightweight shade structures added to the sides of the bridges for pedestrian comfort
- Widen sidewalks where possible and add art to any blank retaining walls

McGovern Avenue

- Downsize the street by adding curbside parking on both sides
- Create three more prominent focal points along the north side of McGovern (McGovern/Duke intersection, parklet in front of the station, and McGovern/Prince intersection)
- Widen the proposed sidewalks, especially along the southern side to accommodate restaurant seating

Christian Street

- Extend the City's bike/pedestrian improvements along this corridor north to McGovern



Figure 32: Steering committee members discuss the proposed concept plan

Keller Avenue

- Downsize to one lane in each direction with curbside parking on both sides
- Explore running the east-west bikeway through the middle of the site rather than along Keller
- Extend the proposed bikeway network along Keller (or midblock), the tracks, and Lititz east to a Plum Street bikeway
- Reduce the number of intersections along Keller between Fruitville and Lititz

Marshall Avenue

- Maintain existing layout

Queen and Prince Streets

- Continue to show parking elimination as proposed.

Cooperative Planning Framework

The Pennsylvania Municipal Planning Code³ (MPC) allows for various cooperative regulatory frameworks to encourage municipalities to collaborate, where appropriate, to manage future growth together. The study team investigated several cooperative options which could be implemented by the City of Lancaster and Manheim Township.

Joint Municipal Authority and Transportation Revitalization Improvement District (TRID)

In December 2008, the Lancaster County Planning Department conducted research and produced a memo for carrying out a revitalization and economic development plan for the area surrounding the Lancaster Amtrak station, referred to in the memo as the Gateways neighborhood. **This research concluded that establishing a joint municipal authority and that authority establishing a Transportation revitalization Improvement District (TRID) would be the best options for Manheim Township and the City of Lancaster to collaborate and create a cohesive district in the area of the train station.**

A municipal authority alone would not be able to carry out the actions needed to achieve the established vision for the train station area. The legislation that established TRIDs in 2004 was intended to promote flexibility and creativity, which would be advantageous in this situation. The combination of the municipal authority and TRID would have the ability and funding mechanism to accomplish the vision for the area.

A joint authority alone would have the power to acquire property for improvements of primarily public facilities or buildings that will have a portion devoted to public use. However, it would not be able to compete with private businesses or fund the necessary assessments for these improvements. A TRID would receive top priority for funding, especially for capital improvements at the state level. An agreed upon long-term TRID plan will also outlive changes in administration at the municipal levels. The TRID plan could also enable a joint authority to select developers and enter into agreements that work toward the vision in accordance with the plan, which could not be done with a joint authority alone. A TRID also provides a mechanism to assist in financing improvements through increased tax revenues back to the authority. There is a risk to advancing this strategy. A TRID plan would require time and a planning process before any revenue could be realized, and there are no existing TRIDs in Pennsylvania to serve as a model.

Previous planning efforts in 2008 and 2009 secured funds to create a TRID, but the process was later abandoned.

Planned Residential Development (PRD)

Planned Residential Development provisions (*Article VII – Planned Residential Development*) often encourage the development of denser residential development to meet housing demands and use available land more efficiently, however, these provisions are typically focused on residential development with other uses only included if they are considered appropriate for the district by the municipality. As with other zoning tools, a PRD would have to be enacted and implemented in the same way by both municipalities. If it is not implemented by both municipalities, the station area would again be in a situation with inconsistent zoning standards.

Advisory Committee

The MPC does not include provisions for an Advisory Committee for zoning or planning issues, but principles outlined for similar committees could be applied in this situation (See *Section 504-A, Transportation Capital Improvements Plan*). Advisory Committee members could be appointed by both municipalities, with input from the County, composed of members with expertise in business development, real estate,

³ Pennsylvania Municipal Planning Code, Commonwealth of Pennsylvania, Department of Community & Economic Development, <https://dced.pa.gov/download/pennsylvania-municipalities-planning-code-act-247-of-1968/?wpdmdl=56205&ind=1652213074925>

building/construction, transportation, and other related fields. The committee would not have legal or regulatory authority but would serve as a collaborative body to advise both municipalities when developments are proposed within the train station area. Duties could include recommendations with respect to land use assumptions, recommendations for approvals, disapprovals or modifications of proposed developments, and advising the municipalities when the need may arise to update existing zoning ordinances.

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Zoning Options

There are three potential options for modifying the City of Lancaster's and Manheim Township's zoning codes to be more consistent: Joint Zoning Ordinances, hiring a consultant to write an ordinance that both municipalities adopt, or each municipality independently modifying its existing zoning ordinance to be more consistent.

Joint Municipal Zoning

The Pennsylvania Municipal Planning Code allows for the creation of joint municipal zoning ordinances that allow municipalities which "cooperatively plan for their future to also regulate future growth and change in a cooperative manner...in order to implement joint municipal comprehensive plans" (*Article VIII-A – Joint Municipal Zoning*). This could be an option that would contribute to a cohesive vision and implementable plan for the train station area; however, a joint municipal comprehensive plan and a joint planning commission would be a key requirement of the implementation of joint zoning ordinances. During this planning process, neither municipality was open to joint municipal zoning and the other provisions that would be required to enact it. Without joint municipal zoning ordinances, there would be no role for a Joint Planning Commission, as outlined in the MPC. The benefit of this approach is that there would be one code and one planning commission for developers to present to, which would streamline the process for them. The drawback of this approach is that each municipality would lose some of its autonomy over its decisions.

New Zoning District Adopted by Both Municipalities

The City of Lancaster and Manheim Township could jointly cooperate to develop a new zoning district (e.g., "TOD") that would support the uses and density (minimum of 30 units per acre and minimum of 4 stories) that the communities envision around the train station. For example, Manheim Township could rezone the parcels in their T-6 district to the new TOD district and the City of Lancaster could rezone the parcels currently zoned CM north of McGovern and MU south of Marshall Ave to the new TOD district. The benefit of this is that the zoning regulations would be the same, regardless of what side of a street a particular parcel is on. A more consistent built environment and streetscape would result. The design process would be easier for developers who own parcels in both municipalities. Unlike the joint planning commission noted above, however, developers would still have to present their plans to both municipalities for approval. Another potential drawback is that while the district's regulations would be identical at the beginning, there is a chance that over time each municipality might modify the regulations over time as they update their ordinances, which could mean that the district's regulations might not stay consistent over time.

Modifying Existing Zoning Ordinances Independently

The third option would be for the City of Lancaster and Manheim Township to modify their existing ordinances independently so that they are more consistent and cohesive, without a major overhaul or renaming of the existing CM, MU, and T-6 districts. This would bring slightly more consistency across the municipal boundaries; however, it would not be as comprehensive as rewriting the district from scratch. The timelines of the updates might not be as coordinated as the more formal adoption of the same district noted above.

Recommendations

Concept Plan & Renderings

The following site design concept for the Lancaster Train Station Area has been prepared for high level planning purposes and is for illustrative purposes only. This sketch shows one possible design scenario for future neighborhoods in train station area. The proposed design incorporates the elements expressed in the vision statement for the train station small area plan. Its intent is to garner public support and inspire public, private, and non-profit partners to collaboratively create a gateway neighborhood that is walkable, livable, and affordable for those who wish to reside and/or work near the train station. The design includes a well-connected street system, bike and pedestrian facilities, a compact building layout that incorporates 4-5 story mixed-use buildings, a variety of parking options, and a diverse network of urban open spaces clearly defined by proposed structures. The proposed site design scenario was prepared without constraints from existing municipal zoning and subdivision regulations.

The following are some highlights of this site design concept:

Street Network:

- The McGovern Ave./Prince St. and Keller Ave./Fruitville Pike intersections have been realigned for improved safety and functionality.
- The proposed street network north of the train station includes a southward extension of Orchard Street, a new street linking Keller Ave. to the train station's proposed north entrance, and a new east-west street connecting these two north-south streets.

Pedestrian/Cyclist Infrastructure:

- Cyclists and pedestrians entering the Keller Avenue site from the Lititz Pike/Keller Avenue intersection will connect directly to the train station's north plaza via a route between proposed Buildings #14 and #15.
- Off-street cyclist/pedestrian infrastructure between the plaza and the Fruitville Pike/Keller Avenue intersection is provided in the form of a side path that parallels the proposed east-west street.
- On-street bike infrastructure is included throughout the site plan sketch.
- Sidewalks are provided along both Keller Ave. and the realigned McGovern Ave., as well as all proposed streets.

Buildings/Architectural Forms:

- Buildings are depicted at 60' minimum widths, acknowledging that some widths might ultimately be greater if warranted by specific building uses (e.g. a larger grocery footprint).
- Significant portions of the site are reserved to achieve a building area/parking area balance while still using proposed architectural forms to effectively define key streetscapes and other outdoor gathering places.
- Three existing structures remain (Buildings #7, 24, and 29).
- Building #4 is a parking structure proposed to serve some of the parking requirements of those living and working in areas north of the railway, while Building #26 is a parking structure proposed to serve those located south of the railway.

- Specific project phasing is dependent upon property owner discussions, but some later-phase redevelopment is proposed for future Buildings #10, 11, 12, 15, 17, and 23. These sites are owned by PennDOT, Amtrak, and Manheim Township, and they are essential for the site's overall success. For example, building #15 is key to defining the previously noted Lititz Pike/Keller Avenue gateway, but it assumes that ample off-street parking for bridge maintenance vehicles (PennDOT's present use for this site area) can be provided nearby.
- Except for Buildings #32-34 and #20-21, all proposed buildings are intended to be four or five story mixed-use structures with commercial or office uses on ground floors, and residential uses on upper floors.
- Located nearest the train station's north plaza, the ground floor of building #16 could accommodate food vendors.
- Four proposed structures (Buildings #32-34 and #20-21) contain exclusively residential uses because they are located among existing homes on Manheim and Lititz Avenues. Each proposed structure should complement the height and architectural massing of the existing homes.
- Building #34 is proposed to define the N. Water Street streetscape while providing much needed housing options. Like all privately owned sites within this study area, the fate of Building #34's inclusion is dependent upon the outcome of property owner discussions.

Parking:

- In addition to on-street and off-street parking spaces, two early-phase parking structures are proposed. The structure identified as Building #4 includes approximately 2 four parking levels for the 5-story alternative and primarily serves mixed-use Buildings #2, 3, 5-9, 13, 14, and 16 on the existing railway's northside.
- The structure identified as Building #26 includes approximately three parking levels and, in combination with other off-street and on-street parking spaces, primarily serves mixed-use Buildings #25-29 on the existing railway's southside. All other proposed, early phase buildings are primarily served by surface/off-street and on-street parking spaces located nearby.
- The eastern portion of PennDOT's surface lot could potentially host a third parking structure (Building #11) with liner structures (Buildings #10 and #12) at its northern and eastern sides. The latter side is especially critical for defining an effective streetscape between Keller Avenue and the north station entrance.
- Keller Ave. is designed to accommodate on-street parking, as is the proposed internal street network.

Parks and Open Space:

- Directly opposite future Building #12 and flanked by Building #16, the north redevelopment area's primary green space – a public plaza - will greet station visitors and serve those who will occupy proposed Buildings #8-16.
- A secondary green space is proposed at this same redevelopment area's western end to serve those who will occupy proposed Buildings #8-16.
- At Keller Avenue's intersections with both Fruitville Pike and Lititz Pike, two tertiary green spaces are proposed, but these are intended as vegetated gateway spaces through which most people will move

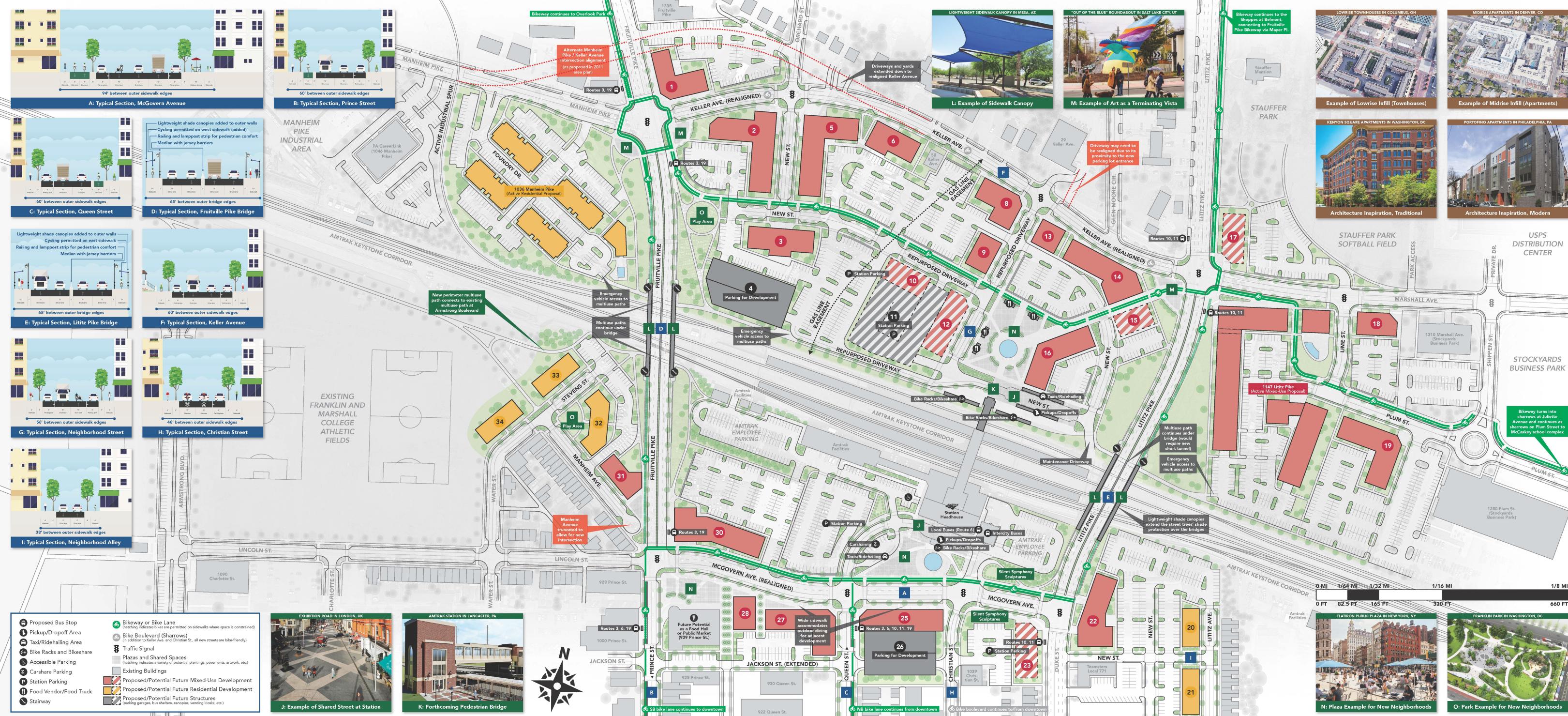
rather than congregate. They are also the key termini for the east-west greenway which parallels Keller Avenue and forms the main ‘connective tissue’ for this entire redevelopment area.

- Surface parking is proposed over an existing gas easement so that subsurface utilities can remain unaffected by stormwater facility excavation. Proposed open spaces are intended to address most stormwater management requirements while also serving the community’s recreational needs in conjunction with the nearby Stauffer Park.
- South of the railway, two primary open spaces – the train station’s front lawn and the ‘Silent Symphony’ sculpture area – already exist.
- A proposed open space at McGovern Avenue’s realigned western end has been added.
- A secondary open space/play area has been located near Buildings # 32-34. This and all other proposed open spaces – especially those located at study area gateways – should incorporate additional public art.

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Conceptual Renderings



Figure 33: Looking southwest just west of the intersection of Keller Ave. and Lititz Pike



Figure 34: Looking south towards the train station from just south of Keller Ave



Figure 35: Looking southwest from Keller Ave. and Lititz Pike



Figure 36: Looking east just north of the Amtrak Station. new pedestrian bridge and elevator to access the parking on the north side of the station can be seen on the right.



Figure 37: Looking east along McGovern Ave towards the train station.



Figure 38: Looking north towards the train station from the corner of Christian St and McGovern Ave



Figure 39: Looking west along McGovern Ave, just west of Duke Street

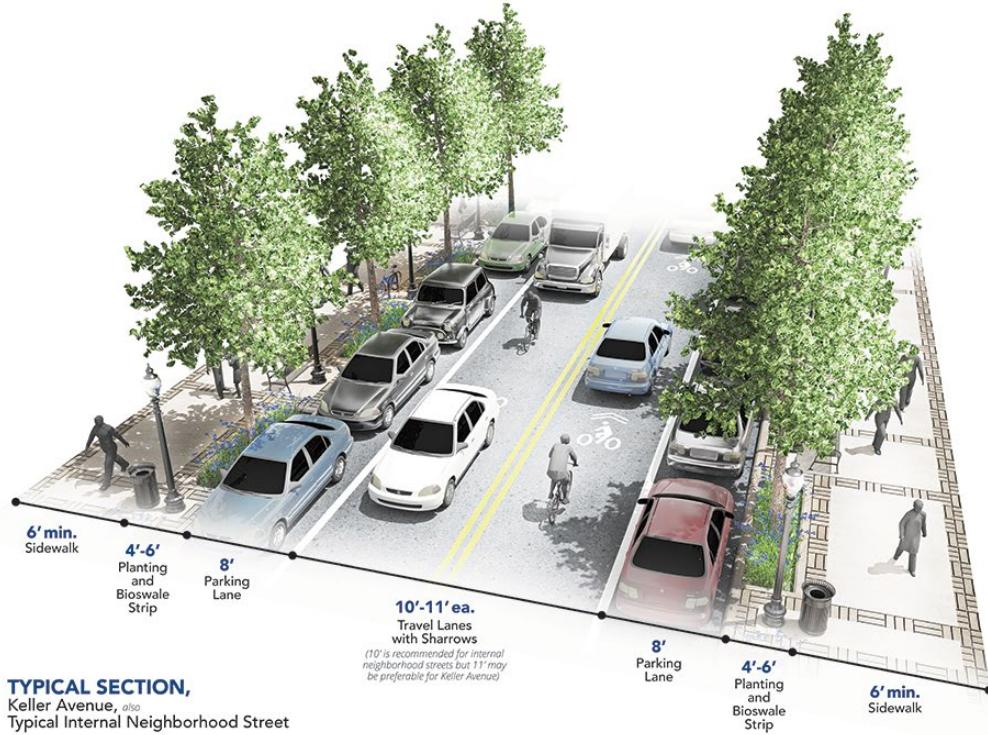


Figure 41: Keller Avenue Neighborhood Street Typical Section

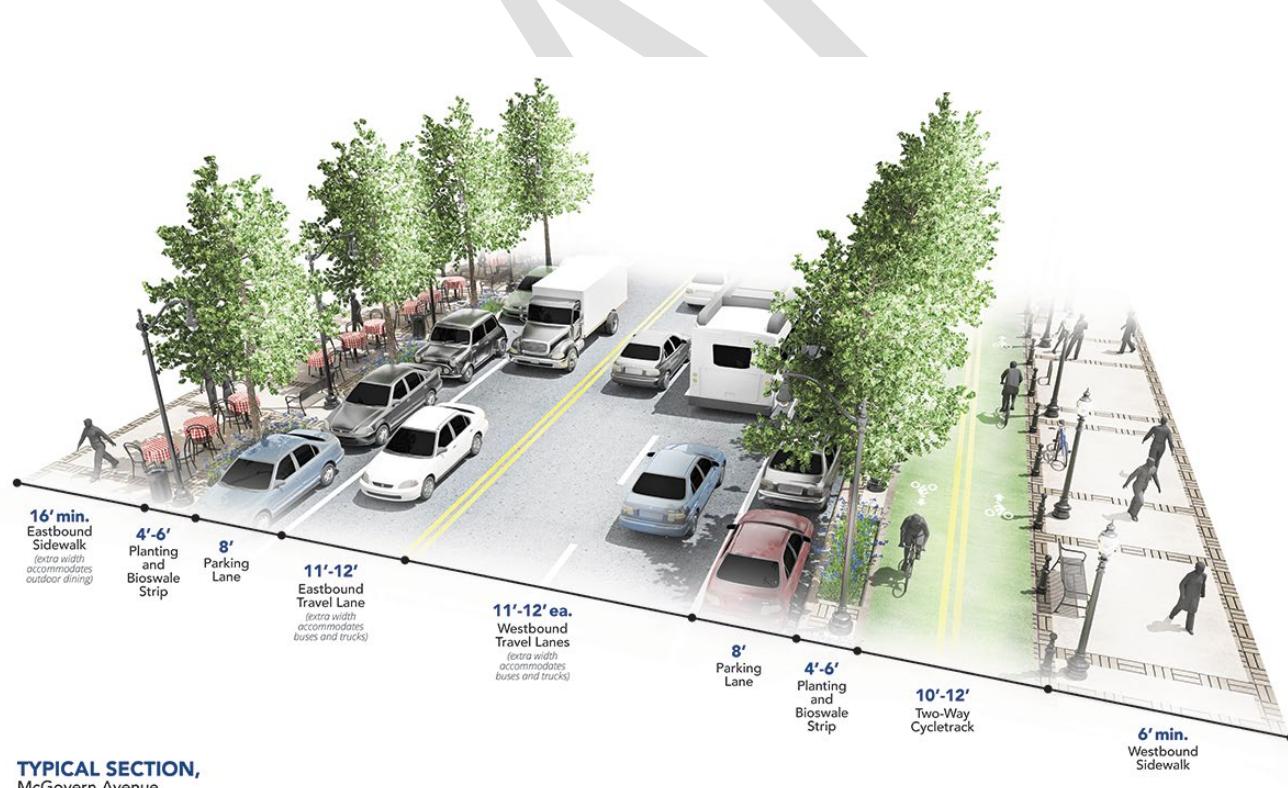


Figure 40: McGovern Avenue Typical Section

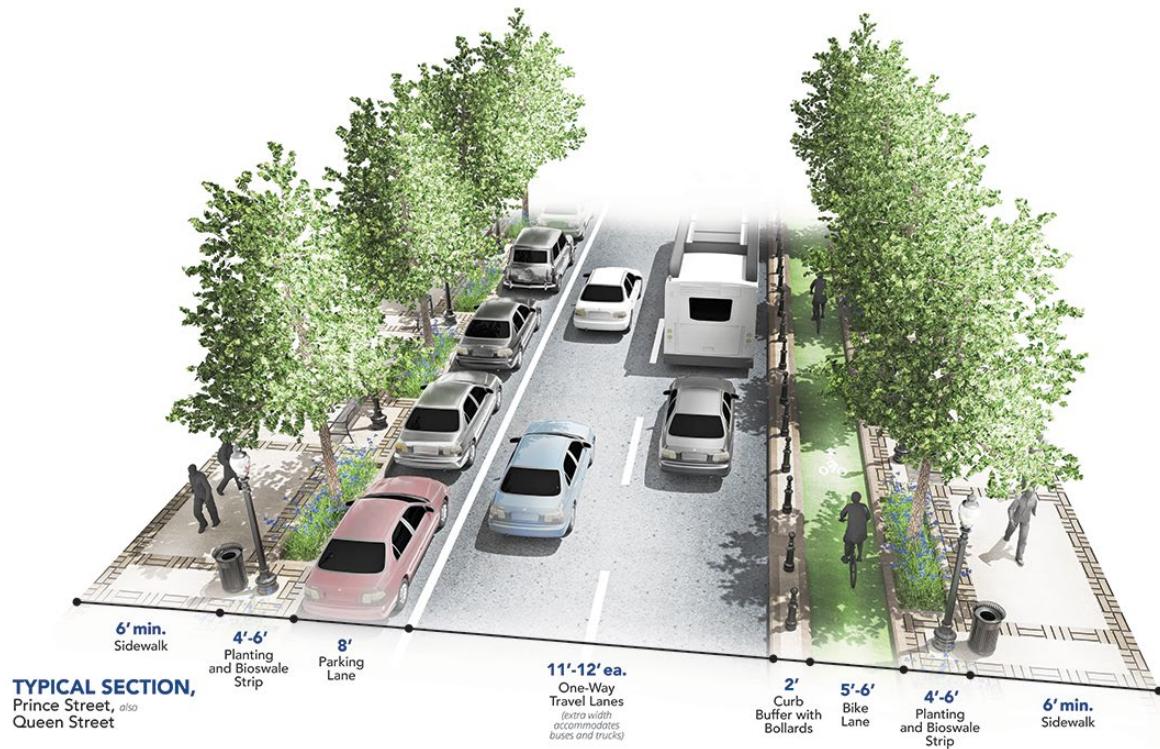


Figure 42: Prince and Queen Street Typical Section

Estimated Building Density & Parking Analysis

To confirm that an adequate supply of parking is provided in the proposed site design concept, a series of redevelopment scenarios was considered for the desired building densities in the train station area neighborhoods.

For the following redevelopment scenarios, data on the graphic's left-side is calculated based on specific buildings that are highlighted in the illustration's right side. Mixed-use buildings have proposed retail and/or office uses on the first floor and residential uses above. These scenarios provide data for both four and five-story mixed-use buildings. Parking structure heights are based on the number of floors needed to accommodate any parking space deficit within nearby-surface lots and on-street parking lanes. Parking spaces at PennDOT's Christian St. surface lot, and the proposed surface lot on Keller Ave., were not counted towards meeting parking requirements for any near-term redevelopment scenarios. These parking spaces are earmarked exclusively for train passengers. However, Scenario 2B is designed with a parking structure (Building #11) to accommodate both train passengers and occupants of later phase redevelopment.

Note that redevelopment scenarios and related data have been prepared for high level planning purposes and are for illustrative purposes only. Measurements and calculations of parcel sizes, building areas, densities, and parking spaces are approximations. These numbers are subject to change depending on the number of buildings, building heights, types of uses, and a host of other design factors, as well as future municipal reviews and approvals. For more information on the Disclaimer and Assumptions, as well as the Building, Density and Parking Calculations used to tabulate this data, please see *Appendix E*.

1A. ALL PROPOSED BUILDINGS (Without Potential Later Phase Buildings)

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McCORMICK TAYLOR FOURSQUARE ITP

ALL PROPOSED BUILDINGS

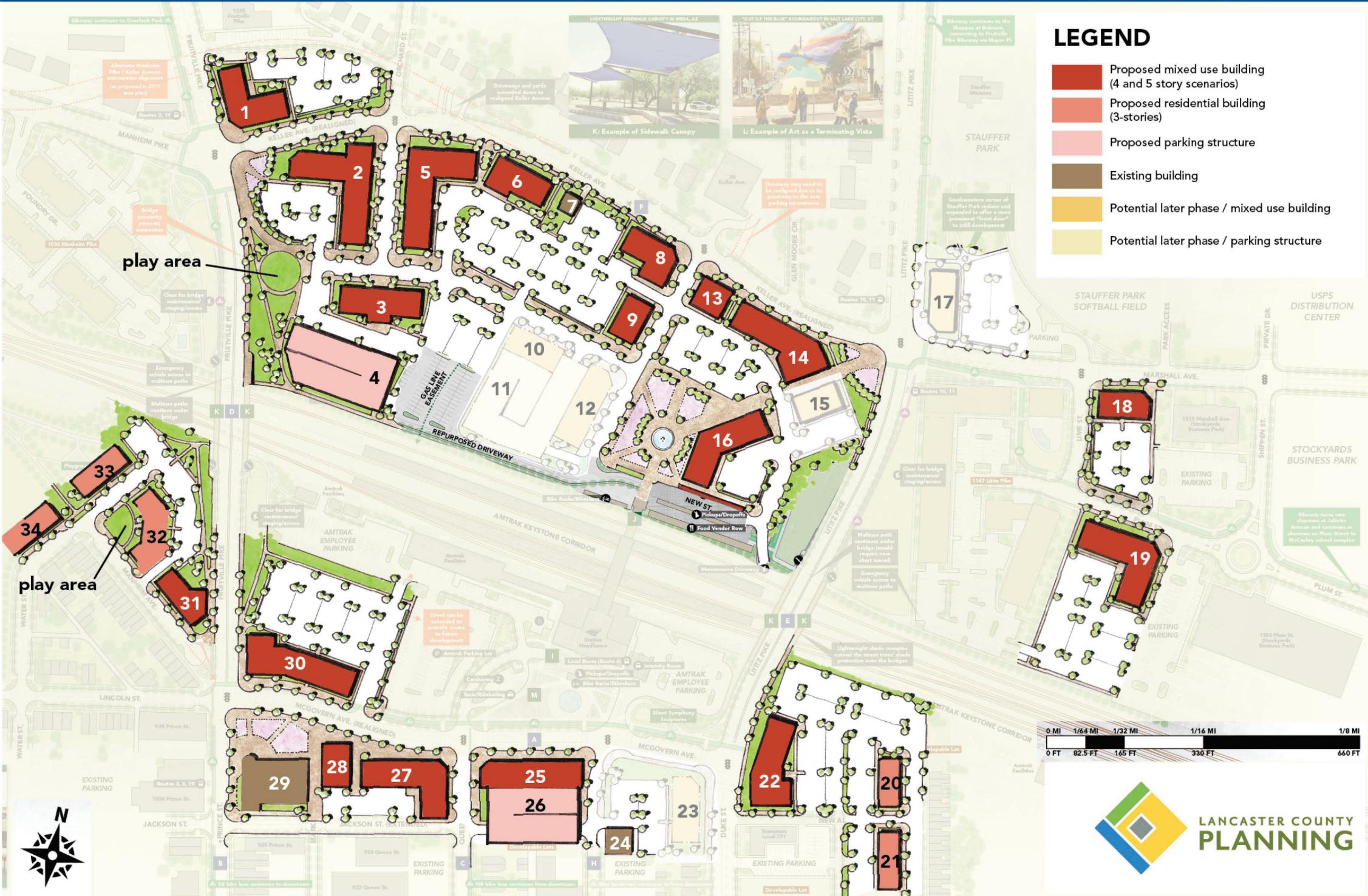
(Without Potential Later Phase Buildings)

BUILDING AREA & DENSITY

- Total Number of New Buildings: **25 (Including 2 parking garages)**
- Total Sq. Ft. of Commercial Retail/Office Space: **200,838 Sq. Ft.**
- Total Number of Residential Units (Four-Story Mixed-Use Buildings and Three-Story Residential Buildings): **690 Units**
 - Gross Density Dwelling Units/Acre: **20.55 Units/Acre**
 - Approximate No. of Residents: **863 – 1,035 Residents**
- Total Number of Residential Units (Five-Story Mixed-Use Buildings and Three-Story Residential Buildings): **886 Units**
 - Gross Density Dwelling Units/Acre: **26.39 Units/Acres**
 - Approximate No. of Residents: **1,108 – 1,329 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - **1,577 Spaces** (Four-story Option)
 - **1,773 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. and Christian St. PennDOT Parking Lots): **1,442 Spaces**
- Building No. 4 – Parking Structure:
70 Spaces/Floor x 3 Floors = 210 Spaces
- Building No. 26 – Parking Structure:
59 Spaces/Floor x 3 Floors = 177 Spaces



1B. ALL PROPOSED BUILDINGS (With Potential Later Phase Buildings)

ALL PROPOSED BUILDINGS

(With Potential Later Phase Buildings)

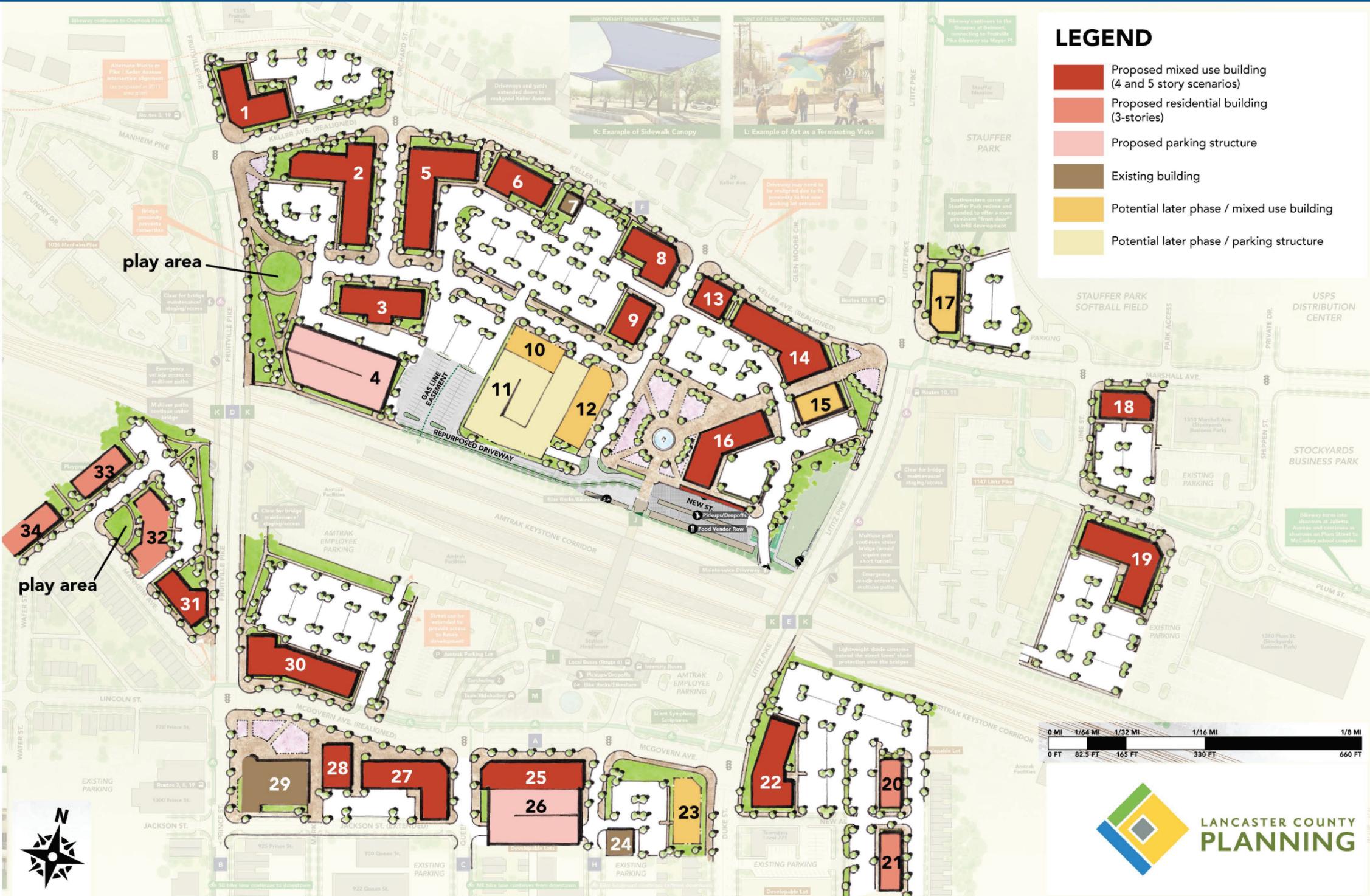
BUILDING AREA & DENSITY

- Total Number of New Buildings: **31 (Including 3 parking garages)**
- Total Sq. Ft. of Commercial Retail/Office Space: **256,325 Sq. Ft.**
- Total Number of Residential Units (Four-Story Mixed-Use Buildings and Three-Story Residential Buildings): **794 Units**
 - Gross Density Dwelling Units/Acre: **23.65 Units/Acre**
 - Approximate No. of Residents: **993 – 1,193 Residents**
- Total Number of Residential Units (Five-Story Mixed-Use Buildings and Three-Story Residential Buildings): **990 Units**
 - Gross Density Dwelling Units/Acre: **29.49 Units/Acres**
 - Approximate No. of Residents: **1,238 – 1,485 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - **1,819 Spaces** (Four-story Option)
 - **2,014 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. and Christian St. PennDOT Parking Lots): **1,480 Spaces**
- Building No. 4 – Parking Structure:
70 Spaces/Floor x 3 Floors = 210 Spaces
- Building No. 26 – Parking Structure:
59 Spaces/Floor x 3 Floors = 177 Spaces
- Building No. 11 – Parking Structure:
95 Spaces/floor x 3 floors = 285 Spaces *

* Note: Building No. 11 needs to accommodate 228 spaces from the PennDOT lots (Keller Ave. and Christian St.) for train station parking, so only 57 spaces in the parking structure can be utilized for the adjacent redevelopment scenarios.



2A. KELLER AVENUE SITE (Without Potential Later Phase Buildings)

Lancaster Train Station Small Area Plan • Draft Plan, Version 3

KELLER AVENUE SITE

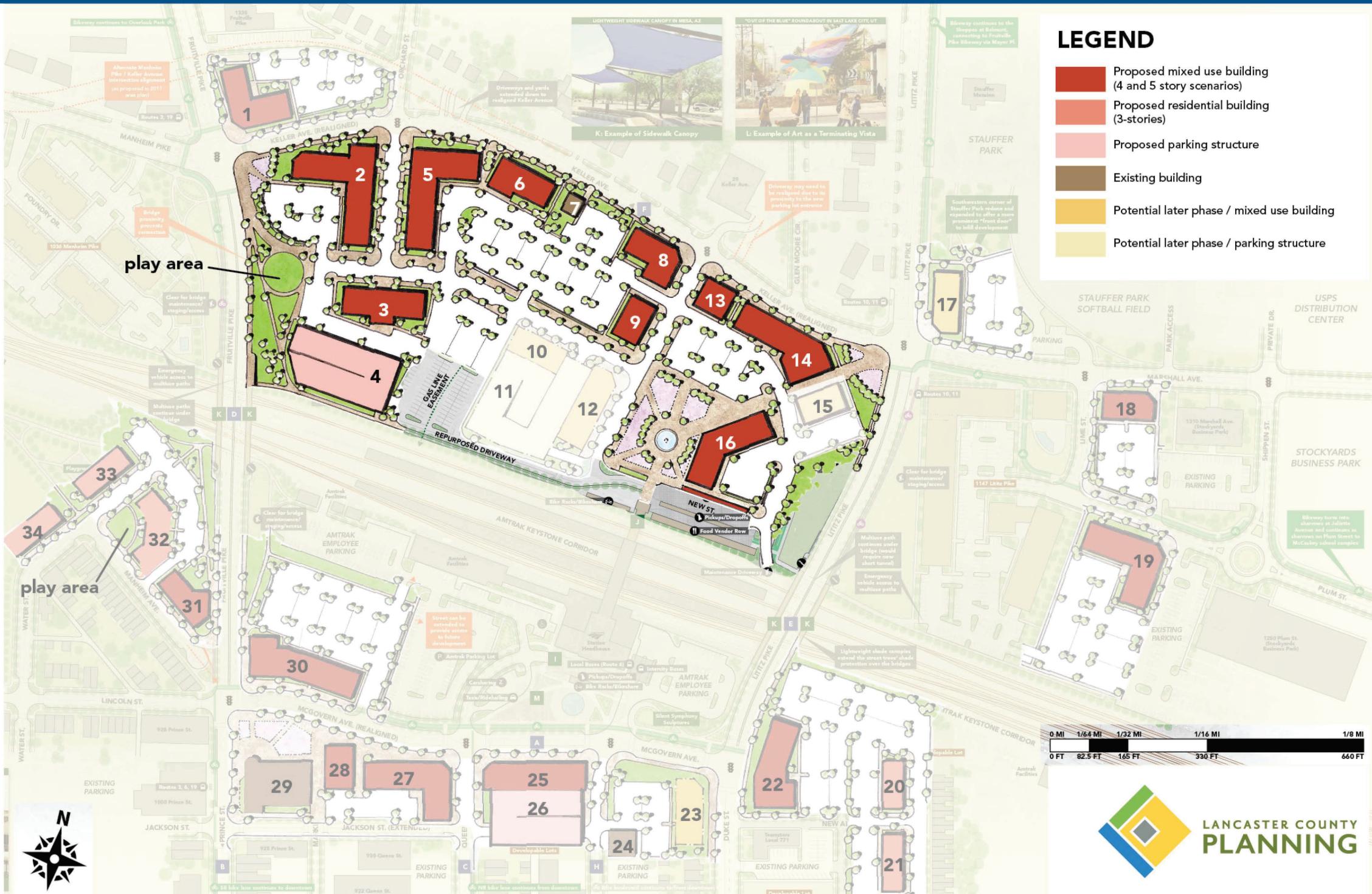
(Without Potential Later Phase Buildings)

BUILDING AREA & DENSITY

- Total Number of New Buildings: **10 (Including 1 parking garage)**
- Total Sq. Ft. of Commercial Retail/Office Space: **104,848 Sq. Ft.**
- Total Number of Residential Units
(Four-Story Mixed-Use Buildings): **320 Units**
 - Gross Density Dwelling Units/Acre: **19.25 Units/Acre**
 - Approximate No. of Residents: **400 – 480 Residents**
- Total Number of Residential Units
(Five-Story Mixed-Use Buildings): **425 Units**
 - Gross Density Dwelling Units/Acre: **25.57 Units/Acres**
 - Approximate No. of Residents: **532 – 638 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - **756 Spaces** (Four-story Option)
 - **861 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. and Christian St. PennDOT Parking Lots):
573 Spaces
- Building No. 4 – Parking Structure:
 - **70 Spaces/Floor x 3 Floors = 210** (Four-story Option)
 - **70 Spaces/Floor x 4 Floors = 280** (Five-story Option)



2B. KELLER AVENUE SITE (With Potential Later Phase Buildings)

Lancaster Train Station Small Area Plan • Draft Plan, Version 3

KELLER AVENUE SITE

(With Potential Later Phase Buildings)

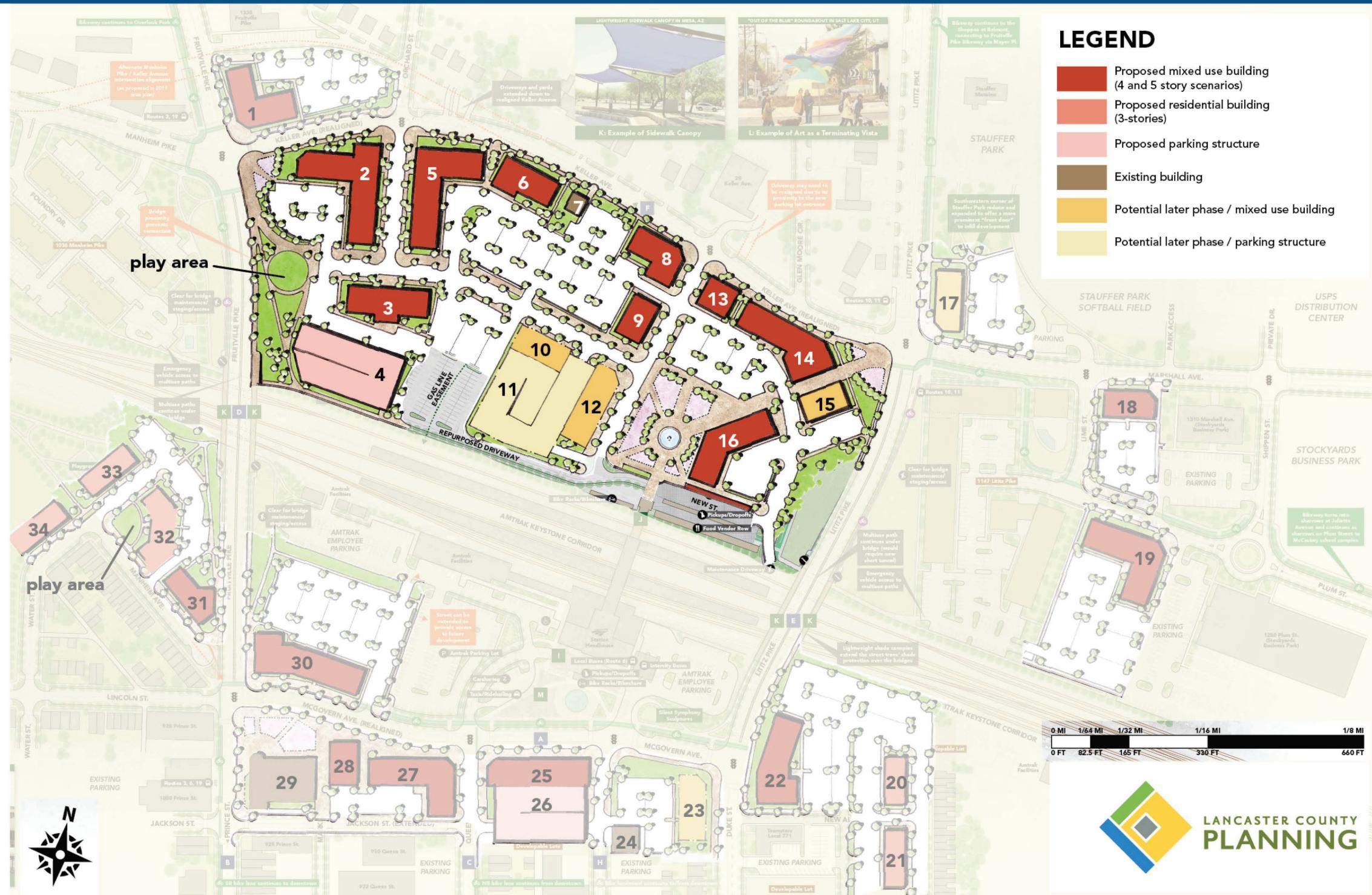
BUILDING AREA & DENSITY

- Total Number of New Buildings: **14 (Including 2 parking garages)**
- Total Sq. Ft. of Commercial Retail/Office Space: **128,738 Sq. Ft.**
- Total Number of Residential Units
(Four-Story Mixed-Use Buildings): **379 Units**
 - Gross Density Dwelling Units/Acre: **22.8 Units/Acre**
 - Approximate No. of Residents: **474 – 569 Residents**
- Total Number of Residential Units
(Five-Story Mixed-Use Buildings): **505 Units**
 - Gross Density Dwelling Units/Acre: **30.39 Units/Acres**
 - Approximate No. of Residents: **632 – 758 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - **894 Spaces** (Four-story Option)
 - **1,029 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. and Christian St. PennDOT Parking Lots):
573 Spaces
- Building No. 4 – Parking Structure:
 - **70 Spaces/Floor x 3 Floors = 210** (Four-story Option)
 - **70 Spaces/Floor x 4 Floors = 280** (Five-story Option)
- Building No. 11 – Parking Structure:
 - **95 Spaces/Floor x 3 Floors = 285 Spaces** (Four-story Option) *
 - **95 Spaces/Floor x 4 Floors = 380 Spaces** (Five-story Option) *

* Note: Building No. 11 – Parking Structure, includes 175 spaces for train station parking. Those spaces, plus the 65 reserved surface spaces, equal the 240 spaces needed for the train station and were not used to meet the required parking for the new buildings. Therefore, only 110 spaces (Four-story Option) and 205 spaces (Five-story Option) in the parking structure can be utilized for the adjacent redevelopment scenarios.



3. KELLER AVENUE SITE – WEST SIDE

Lancaster Train Station Small Area Plan • Draft Plan, Version 3

KELLER AVENUE SITE – WEST SIDE

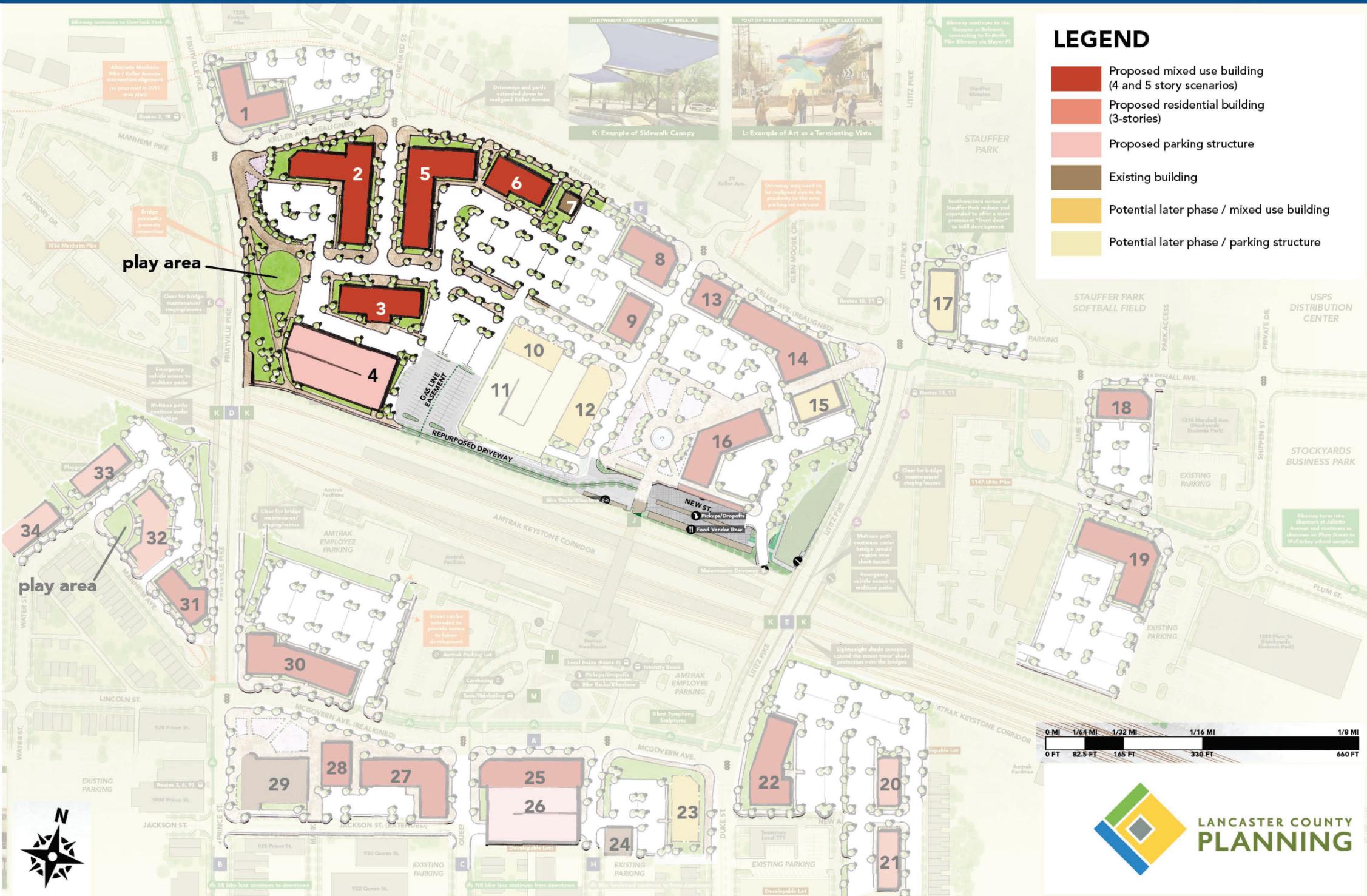
BUILDING AREA & DENSITY

- Total Number of New Buildings: **5 (Including 1 parking garage)**
- Total Sq. Ft. of Commercial Retail/Office Space: **53,320 Sq. Ft.**
- Total Number of Residential Units (Four-Story Mixed-Use Buildings): **163 Units**
 - Gross Density Dwelling Units/Acre: **19.98 Units/Acre**
 - Approximate No. of Residents: **204 – 245 Residents**
- Total Number of Residential Units (Five-Story Mixed-Use Buildings): **216 Units**
 - Gross Density Dwelling Units/Acre: **26.47 Units/Acre**
 - Approximate No. of Residents: **270 – 324 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - 393 Spaces** (Four-story Option)
 - 446 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including the Keller Ave. and Christian St. PennDOT Parking Lots):
 - 420 Spaces** (Four-story Option)
- Building No. 4 – Parking Structure:
 - Parking Structure not needed. Utilize space for 70 surface Spaces** (Four-story Option)
 - 70 Spaces/Floor x 2 Floors = 140 Spaces** (Five-story Option) *

* Note: Depending on final site and building design, a parking garage might not be required on the five-story option. Without Parking Structure No. 4, there would only be a 26-parking space deficit. This could possibly be picked up by slightly reducing the size of one building.



4A. KELLER AVENUE SITE – EAST SIDE (Without Potential Later Phase Buildings)

Lancaster Train Station Small Area Plan • Draft Plan, Version 3

KELLER AVENUE SITE – EAST SIDE (Without Potential Later Phase Buildings)

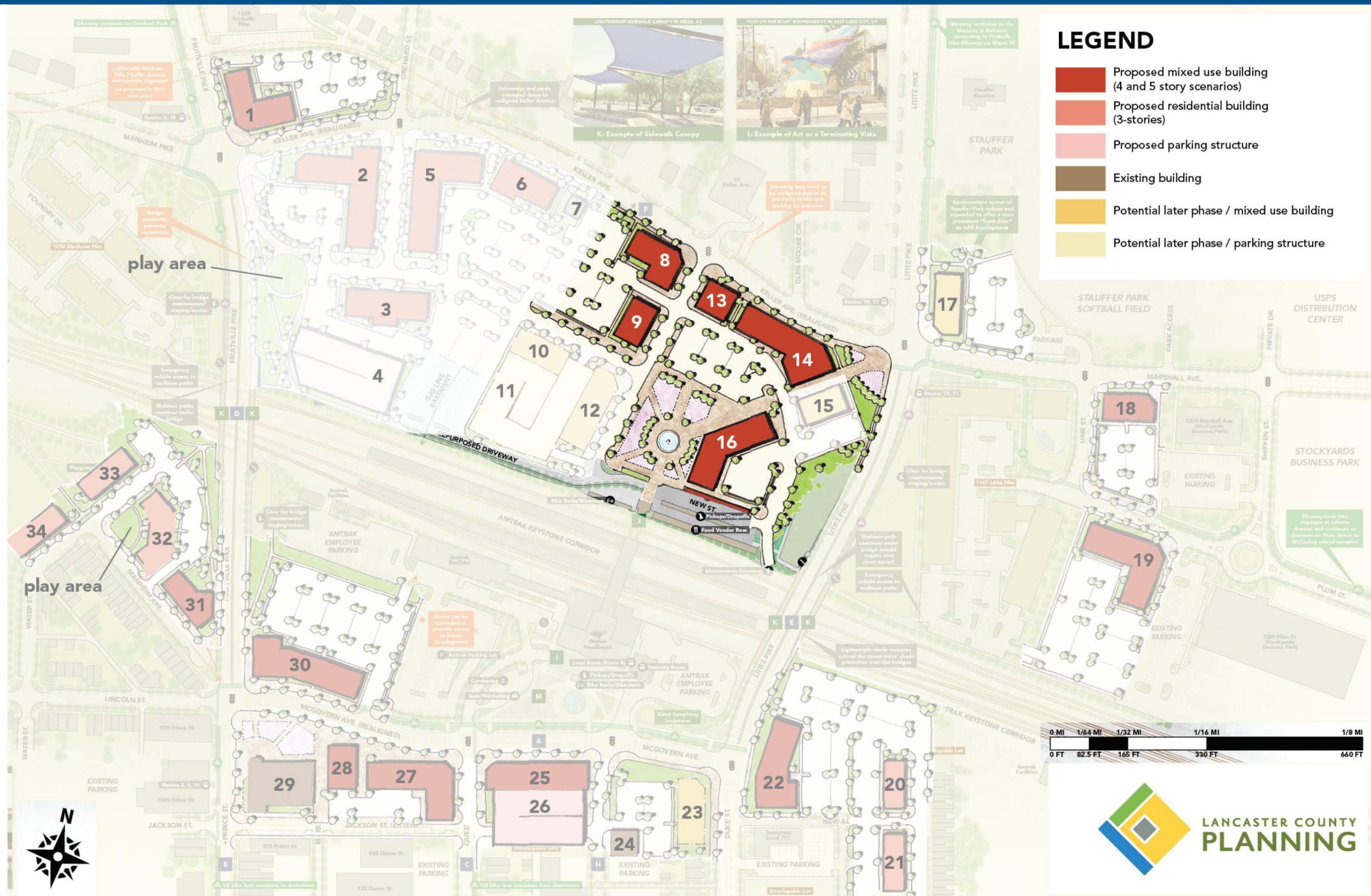
BUILDING AREA & DENSITY

- Total Number of New Buildings: **5**
- Total Sq. Ft. of Commercial Retail/Office Space: **51,528 Sq. Ft.**
- Total Number of Residential Units (Four-Story Mixed-Use Buildings): **157 Units**
 - Gross Density Dwelling Units/Acre: **18.56 Units/Acre**
 - Approximate No. of Residents: **197 – 236 Residents**
- Total Number of Residential Units (Five-Story Mixed-Use Buildings): **209 Units**
 - Gross Density Dwelling Units/Acre: **24.70 Units/Acre**
 - Approximate No. of Residents: **262 – 314 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - **363 Spaces** (Four-story Option)
 - **415 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. PennDOT Parking Lot): **254 Spaces ***
- Building No. 11 – Parking Structure:
 - **95 Spaces/Floor x 3 Floors = 285 Spaces** (Four-story Option) *
 - **95 Spaces/Floor x 4 Floors = 380 Spaces** (Five-story Option) *

* Note: Building No. 11 – Parking Structure, includes 175 spaces for train station parking. Those spaces, plus the 65 reserved surface spaces, equal the 240 spaces needed for the train station and were not used to meet the required parking for the new buildings. Therefore, only 110 spaces (Four-story Option) and 205 spaces (Five-story Option) in the parking structure can be utilized for the adjacent redevelopment scenarios.



4B. KELLER AVENUE SITE – EAST SIDE (With Potential Later Phase Buildings)

Lancaster Train Station Small Area Plan • Draft Plan, Version 3

KELLER AVENUE SITE – EAST SIDE (With Potential Later Phase Buildings)

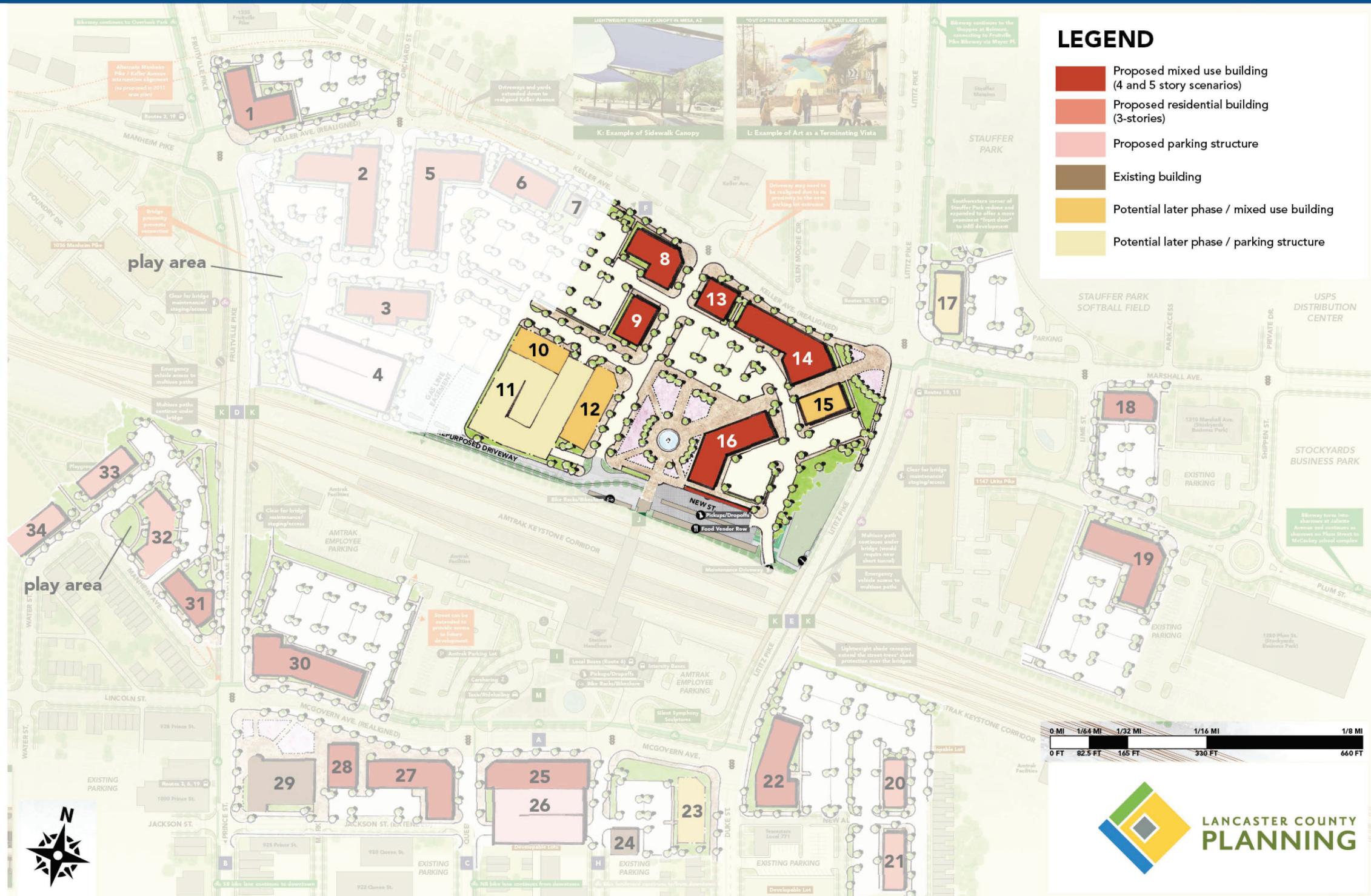
BUILDING AREA & DENSITY

- Total Number of New Buildings: **8 (Including 1 parking garage)**
- Total Sq. Ft. of Commercial Retail/Office Space: **71,218 Sq. Ft.**
- Total Number of Residential Units (Four-Story Mixed-Use Buildings): **216 Units**
 - Gross Density Dwelling Units/Acre: **25.53 Units/Acre**
 - Approximate No. of Residents: **270 – 324 Residents**
- Total Number of Residential Units (Five-Story Mixed-Use Buildings): **289 Units**
 - Gross Density Dwelling Units/Acre: **34.16 Units/Acre**
 - Approximate No. of Residents: **362 – 434 Residents**

PARKING

- Total Number of Parking Spaces Needed:
 - 501 Spaces** (Four-story Option)
 - 574 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. and Christian St. PennDOT Parking Lots): **250 Spaces**
- Building No. 11 – Parking Structure:
 - 95 Spaces/Floor x 5 Floors = 475 Spaces** (Four-story Option) *
 - 95 Spaces/Floor x 5 Floors = 475 Spaces** (Five-story Option) *

* Note: Building No. 11 – Parking Structure, includes 175 spaces for train station parking. Those spaces, plus the 65 reserved surface spaces, equal the 240 spaces needed for the train station and were not used to meet the required parking for the new buildings. Therefore, only 300 spaces (Four-story Option) and 300 spaces (Five-story Option) in the parking structure can be utilized for the adjacent redevelopment scenarios.



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DRAFT

Formally Adopt the Lancaster Train Station Small Area Plan

Both the City of Lancaster and Manheim Township should adopt this Small Area Plan. Though largely symbolic, this sends a message to the community and the landowners that both municipalities are serious and committed about working together to implement the plan's vision and the proposed site design concept.

Form a Lancaster Train Station Small Area Plan Implementation Committee

To carry out the recommendations below, the City of Lancaster, Manheim Township, and Lancaster County should form a "Lancaster Train Station Small Area Plan Implementation Committee" through the adoption of an "Intergovernmental Cooperation Agreement."⁴ The committee should be populated with staff representatives from Manheim Township, the City of Lancaster, and the County of Lancaster. County staff would not be officially represented on the Implementation Committee but would serve to facilitate cooperation and planning between the two municipalities. The Implementation Committee would explore the possibility of using the "Specific Plan" provisions in the Municipalities Planning Code, oversee the development of a train station district zoning overlay, the possibility of establishing a TIF, parcel consolidation opportunities, adoption of an official map, and explore other tools that would aid in achieving the vision for the train station area.

Encourage Housing Development and Density

As identified in the Market Analysis, the area near Lancaster train station features major employers, including the county's top employer, Lancaster General Hospital, as well as numerous amenities, including retail and dining within the study area and in walkable downtown Lancaster and the shopping malls of Manheim Township. However, there is nearly no live-work population in the area, and a large percentage of workers in the SMA commute in from outside. This suggests unmet demand for housing in the area surrounding the station, which means the area could benefit from more high-density residential development. This development could create a strong community that lives, works, shops, and enjoys leisure activities in the City of Lancaster and Manheim Township, helping to build a vibrant economy and taxpayer base in the area. Denser development typically leads to higher market values and tax revenue.

Increasing the amount of pedestrian-oriented retail and other amenities would also contribute to a more vibrant environment where residents and visitors can access the things they need and want within walking distance. **The municipal codes could be updated to require active streetfront commercial on the primary streets, especially for multifamily buildings.**

Zoning & Tax Revenue

Zoning that supports appropriate and well-designed intensification around transit centers can further magnify the market value and tax base. One example is the neighboring apartment and condominium properties on Sibley Avenue next to Suburban Square and the Ardmore SEPTA station. These two buildings were redeveloped on the site of a former beverage warehouse. The annual municipal tax revenue after redevelopment increased by over \$50,000 while the school district gained \$338,478. Economic returns come from both intensification of use, as well as the market influence of mixed-use development in an urbanized walkable environment. New residents with "feet on the street" can drive commercial profits for existing restaurants and retail and support new businesses locating to the area.

Transit-Oriented Development

Model Ordinance, Montgomery County, PA, October 2021

⁴ Governor's Center for Local Government Services. (2006). Intergovernmental Cooperation Handbook (Sixth Edition). <https://dced.pa.gov/download/intergovernmental-cooperation-handbook/>

Future housing in the area should focus on ‘workforce housing,’ rather than ‘luxury housing,’ to encourage the type of live-work environment identified in the Market Analysis.

The Lancaster Amtrak station area is an ideal location for denser housing, to serve as a model for other developments within the County. **Both municipalities should revise applicable zoning codes to require a minimum residential density of 19 units/acre and permit by-right residential densities between 19-30 units/acre, which is in accordance with public feedback and with the plan rendering provided herein.** Regulations around height, lot size, and parking should also be aligned, in order that the recommended density is achievable.

Adopt a New Zoning District

A new Zoning District is the preferable method of addressing the zoning inconsistencies between the two municipalities. The new district would be developed jointly through the work of the new Lancaster Train Station Small Area Plan Implementation Committee and officially adopted independently by each municipality and incorporated into each zoning ordinance. In essence, both communities would be agreeing to “wiping the slate clean” and start from scratch rather than negotiating each rule and regulation to bring the ordinance into conformance.

A Transit-Oriented Development (TOD) District encourages walkable, mixed-use development near transit hubs, such as the Amtrak station. TOD is typically a dense mix of residential and commercial land uses, concentrated near transit to better connect people and places. Commercial uses often include grocery stores, restaurants and cafes, entertainment, and personal services, which provide residents and visitors with the things they need and want within easy walking distances. TOD encourages construction of mixed-use buildings with these amenities on the first floor and office and/or residential uses on upper floors.

Land uses change in relation to the transit hub. Diverse, dense residential and retail with mixed-use buildings are typically closest to transit to encourage pedestrian activity. Office and commercial space can be located on upper floors of those mixed-use buildings close to the station or on the ground floor of buildings further from the train station.

The street and sidewalk networks in TOD districts provide safe and convenient pedestrian connections to the transit station and the other nearby amenities. Pedestrian-scale building design, pedestrian routes, gathering spaces, and other streetscape features (benches, streetlighting, plantings, etc.) contribute to a safe and inviting sense of place to encourage residents and visitors to spend time exploring the district.

TOD Case Studies



The [Madison Lansdale Station](#) is another TOD example along the Southeastern Pennsylvania Transportation Authority (SEPTA) Lansdale/Doylestown line. The development includes a parking garage, pedestrian bridge across the train tracks for easy access to the station, and access to local trails. The building is mixed use with first floor retail with 175 market rate residential units.



The [Airdrie at Paoli Station](#) is one example of TOD on Amtrak's Keystone Line. It is a four-story building with parking below built 300 feet from the station. It features one- and two-bedroom luxury apartments. It provides amenities including fitness and pool facilities, clubhouse, and media facilities, along with easy access to the train station, large regional employers, and shopping centers.

Collaborate to Create Land Use & Zoning Consistency

The two municipalities should pay particular attention to the provisions below when designing the new ordinance to support land use conducive to TOD and the overall vision for the train station area. These provisions include: coordination and collaboration; building heights; review the Central Manufacturing Zone; setbacks; parking; curb use; sidewalk widths; and landscaping.

Coordination and Collaboration

Both municipalities will need to coordinate with other partner agencies, including Amtrak, PennDOT, RRTA, Lancaster Parking Authority, and the economic and community development agencies. **All agencies can work together to develop consistent design standards and expedite reviews, approvals, and permit executions to support development efforts in this area.**

Building Heights

Currently, Manheim Township's building height limitation in the T-4 zone is 35 feet with the option to increase the height to 50 feet if TDR is utilized; however, that height increase is not permitted within 150 feet of the T-6 overlay area. A similar 150-foot requirement is in place for the adjacent T-6 area, which prevents property owners from building higher than 64 feet, even when utilizing TDR. If this 150-foot requirement was removed, developers would have more options to build higher and therefore more densely. Another option would be to extend the T-6 zone to the north to include both sides of Keller Avenue. The requirement of TDR purchase could also be removed, and the maximum heights allowed by right to encourage the density needed for TOD.

Both municipalities could consider providing height bonuses or other incentives for moderate income housing, public gathering spaces, alternative energy, green roofs, public parking, transit improvements, off-site pedestrian improvements, public art, and other features contributing to the overall vision for the area.

Review Central Manufacturing Zone

The City of Lancaster should review the use of the Central Manufacturing (CM) zone in the train station area. The CM zone does not currently allow any residential development. The CM zone could be updated to be more consistent with the Mixed Use (MU) zoning requirements, or the City could consider rezoning the area near the intersection of Prince Street and McGovern Avenue to MU rather than CM.

Setbacks

Regulating building setbacks is another tool to manage the appearance and use of streetscapes. Large setbacks can make buildings seem impersonal and inaccessible to pedestrians. Bringing buildings closer to the sidewalk, especially when buildings have active, first floor retail or service businesses, can help create a vibrant neighborhood. However, small setbacks can limit space for sidewalks, plantings, lighting, and street furniture. A good balance of providing space for pedestrians and making the buildings feel accessible is necessary in TOD.

What is TOD?

Transit Oriented Development refers to mixed-use, pedestrian scale real estate development oriented around and to a rail or transit station, transit stop or transportation center (usually within a $\frac{1}{4}$ mile radius) that promotes transit ridership.

What is Mixed Use Development?

Mixed-Use refers to development projects or zoning classifications that provide for more than one use or purpose within a shared building or development area. Mixed-use allows the integration of commercial, retail, office, medium to high-density housing, and in some cases light industrial uses. These uses can be integrated either horizontally or vertically in a single building or structure.

The [Montgomery County TOD Model Ordinance](#) suggests 10–15-foot setbacks along inner blocks and residential streets in a ‘town center’ TOD context. Along main streets and closer to the transit station, the model ordinance suggests buildings can be built to the build-to line in a ‘town center’ context. **The City of Lancaster and Manheim Township should consider applying these setback requirements to their new ordinance.** The Madison Lansdale station, described below as a possible model for the Lancaster station area TOD, is considered a ‘town center’ TOD in the model ordinance, so recommendations for this TOD context can be applied.

Parking

Parking doesn’t contribute to the vibrancy of a neighborhood. While necessary, structured parking is preferred in TODs, as it affords the opportunity to develop more housing, offices, retail shops, and restaurants. Within the study area, parking zoning ordinances are very inconsistent, and Township requirements are nearly double those in the City. Higher minimum parking requirements can limit density of other land uses. City parking requirements are much lower and much of the existing land use in the City (such as the historic rowhouses) do not provide even those minimum requirements without major negative impacts. **It is recommended that both municipalities consider parking maximums rather than minimums to manage the amount of land area dedicated to parking. The municipalities could also provide alternatives to conventional parking standards by allowing by-right, more flexible provisions such as shared parking, reserve parking, and fee-in-lieu parking.** These approaches can save money for developers by not building extensive parking lots and benefit the municipalities by leaving more property for more productive, tax-paying uses and, with fee-in-lieu parking, can provide additional revenue.

There is a national trend toward unbundling parking from the cost of development because it raises the cost of developments and puts the cost of housing out of reach for many people with lower incomes (or those who choose to walk/bike and don’t need a car). For example, in *The Automobile at Rest: Toward Better Parking Policies in the Delaware Valley*, the Delaware Valley Regional Planning Commission (DVRPC) writes: “Unbundling the price of housing and parking is a solution that can increase the affordability of housing at TOD projects, promote car-sharing, and reduce the total amount of parking required at a site. When housing and parking prices are unbundled, parking spaces are rented or sold separately from residential space. Because parking spaces are not automatically included, residents pay for the amount of parking they use. Households that choose to own fewer vehicles can spend more money on housing if desired. Another option is to offer rent rebates to households with fewer vehicles.” **Both Manheim Township and the City of Lancaster should encourage developers to provide alternatives to conventional parking standards by allowing by-right, flexible parking provisions such as shared parking, reserve parking, and fee-in-lieu parking.**

Another approach is to encourage developers to provide a parking ‘cash out’. For example, California has a ‘cash-out law’ that requires employers who provide free or subsidized parking to give their employees the option to receive a rebate in lieu of using a parking space. This policy can reduce vehicle trips and encourage commuting via transit, biking or carpooling.

Manheim Township is also encouraged to review height limitations specifically as it relates to parking decks. Increasing allowable heights for parking structures would increase opportunities for property owners and developers to provide multi-property cooperative parking within larger structures, rather than in multiple surface parking lots. Structured parking on existing surface parking lots owned by PennDOT and Amtrak would enable denser development around the train station. Parking structures condense more parking into smaller footprints which leaves more properties available for other uses more conducive to TOD. PennDOT and Amtrak have stated that they do not currently plan to include any structured parking on their properties; however, this issue should be revisited in the future to see if their position has changed. **PennDOT and Amtrak are encouraged to explore public private partnerships with adjacent property owners for structured parking. Adjacent property owners may be interested in meeting parking demand with structured parking on public land if the number of units increases.**

Curb use

Use and access to curbs in dense urban and residential areas has drawn additional attention with the dramatic increase in online shopping and food delivery orders as a result of the COVID-19 pandemic. Cities are working to address the challenges of delivery vehicles vying for curb space with other uses such as public transit vehicle pick-up/drop-offs, personal vehicle parking, bicyclists, and pedestrians.

Seattle refers to the curb space on city streets as a '[flex zone](#)'. The City's Comprehensive Plan identifies different functions of this flex space and policies that set priorities for use according to function. For example, 'flex spaces' identified with a 'Mobility' function are defined as moving people and goods. Uses in that 'flex space' could include sidewalks, bus or streetcar lanes, bike lanes, travel lanes, or turn lanes. 'Flex spaces' identified with a 'Access for People' function, providing areas for people to arrive at a destination or transfer between travel modes, could include uses such as bus stops, bike parking, short-term parking, or taxi zones. These policies are flexible enough to meet the needs of street users and property owners.

HOW WE USE THE STREET

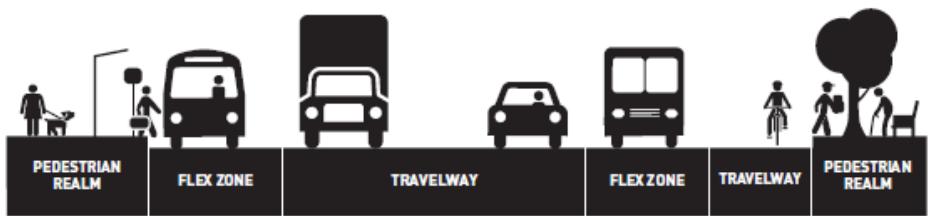


Figure 43: Street use typical section (Source: City of Seattle Department of Transportation)

Another tool that could be implemented is a curb management framework to utilize curb space to meet the needs of street users, property owners, and municipalities. The American Planning Association [outlines guidelines](#) for creating a successful curb management framework. According to these guidelines, a curb management framework needs high-level goals based on existing plans and policies, a clear understanding of how curb space will function and be allocated to different users, existing land uses and curb-use priorities, evaluation policies and performance metrics, identified processes and resources.

Curb management frameworks and/or curb use policies could be implemented by the City of Lancaster and Manheim Township to support the variety of land and street uses in the train station area to address this very timely issue that will likely continue in the future.

Sidewalk Widths

Manheim Township currently requires four-foot-wide sidewalks on most streets, but along collector streets and adjacent to shopping centers, schools, recreation areas, and community facilities the minimum width is five feet. To meet requirements of the Americans with Disabilities Act, Manheim Township's Subdivision and Land Development Ordinance requires five-foot-wide sidewalks in all subdivisions and land developments. In the T Overlay Zones, a five-foot sidewalk is also required, and 10-foot sidewalks are required in non-residential or mixed-use areas. The Township also requires a grass planting strip between the curb and the sidewalk. The City of Lancaster requires five-foot sidewalks, except in the downtown investment or central business districts where that requirement is six feet.

This is another inconsistency that can be rectified by coordination between the municipalities. Where streets or properties cross municipal boundaries, sidewalk widths can be different under current ordinances. This not only creates visual discontinuity from an aesthetic perspective, but it could also create confusion or safety concerns for those requiring wheelchairs or those with different visual abilities. **Updated sidewalk ordinances should be consistent between the municipalities and allow for wider sidewalks in the train station area.** Wider sidewalks create a large, safe area for pedestrians to walk or gather and also allow for the other streetscaping features mentioned above, including benches and plantings.

Landscaping

Landscaping in TOD helps to create a livable, comfortable space, especially for pedestrians and bicyclists. It also creates cohesive and attractive streetscapes to encourage pedestrian activity. Street trees and landscaped areas can create buffers between the sidewalk and vehicular traffic. Street plantings can also contribute to [stormwater management](#), and native plants would be preferred, as they will thrive in local weather conditions with less maintenance.

This is another area where the municipalities should coordinate to create consistent ordinances. There are streets that traverse the municipalities, and landscaping is key to creating visual cohesion. Manheim Township's [Subdivision and Land Development Ordinance](#) (SALDO) does not permit trees, shrubs or other plantings within any public street right-of-way or public or private easement (Article 8, Section 819); however, planting strips and/or landscape screening is required between nonresidential uses and the public street, around parking lots, and between residential uses in the [Zoning Ordinance](#) (Article 25, Section 2512).

The City of Lancaster has designated the [Northern Gateway Streetscape District](#), which consists of the area bordered by Lemon Street, Lime Street, Liberty Street, and Prince Street, and McGovern Avenue, Prince Street, Amtrak railroad tracks and Lititz Avenue, abutting the study area, and requiring additional streetscape/landscape standards.

The City of Lancaster's [Tree Manual](#) requires that street trees be planted in a cutout at least five feet long by five feet wide, while Manheim Township requires a four-foot cut out. **The new regulations should permit and encourage street trees and other plantings, outline guidelines for including street furniture such as benches, and pedestrian-scale lighting that are consistent throughout the area to create a visually cohesive and identifiable place.**

Montgomery County's model ordinance suggests that 'town center' TOD include plazas and parks strategically located as part of the street grid. Steering Committee members identified this as a preference early in the planning process, and 'pocket' or 'finger' parks are shown throughout the area in the proposed concept plan and should be incorporated into the future development at those sites.

Implement Key Transportation Improvements

Pedestrian and Bicycle Network

Feedback from the Steering Committee and general public highlight the interest in improving accommodations for bicycles and pedestrians within the study area. **Sidewalks, bicycle amenities, and streetscaping should also be consistent in appearance and design throughout the station area.** This would include employing pedestrian-scale lighting, signage, plantings, etc. The addition of pedestrian and bicycle infrastructure and pedestrian-scale streetscaping can serve as traffic calming measures to help to slow down traffic speeds.

Pedestrian and bicycle accommodations on the Lititz Pike and Fruitville Pike bridges were identified by the Steering Committee during the Design Charrette as important connections. **Improvements on the bridges could include wider sidewalks where possible to make walking and biking on the bridges more comfortable.**

Prince Street was also identified as a high priority location for pedestrian and bicycle improvements. The most recent pedestrian and bicycle improvements to this corridor were implemented approximately 15 years ago. Improvements on Prince Street can also be tied into nearby existing bicycle infrastructure in the City of Lancaster.

The existing east-west bikeway could be moved to Keller Avenue to provide better cyclist visibility and safety, as well as improving connections to the nearby parks. A Bike It Lancaster bike share station should be added north of the station to further improve bicycling connections in that area and meet short-term and first- and last-mile mobility needs.

Transit Connections

Stakeholders and the Steering Committee highlighted the need for better connections between Amtrak services and other transit services. Current train and bus schedules do not conveniently line up to allow riders to take the bus to the train station with reasonable timing to catch trains.

Several bus routes operate near the station and could be very useful for visitors if timing is convenient. Providing real-time bus arrival information at the station would help to inform riders that the bus is an option and when the next bus will be available. Posting promotional signage with information about how and where to connect with transit within the station is a simple, low-cost improvement that would help educate train passengers about their other transportation options.

Roadway Network

During the planning process, three intersection realignments were identified as potentially beneficial to the street grid in the station area. **The intersection of Keller Avenue, Marshall Avenue, and Lititz Pike would be realigned to a 90-degree format to improve pedestrian safety.** The properties at the existing intersection, especially at the northeast and northwest quadrants, are revenue-generating properties for Manheim Township. As the area redevelops, it would be beneficial to realign the building closer to the road and manage parking in the rear. This intersection serves as a gateway to Manheim Township and is in close proximity to the historic mansion in Stauffer Park.

The intersection of Keller Avenue, Manheim Avenue, and Fruitville Pike would also be realigned to eliminate the severe curve on Keller Avenue approaching the intersection. The proposed concept plan also recommends adding curbside parking along Keller Avenue to support traffic calming and make it more comfortable for cyclists and pedestrians. A roundabout could also be an alternative to be explored at this location in the future.

The current intersection of McGovern Avenue, Prince Street, and Lincoln Street is a complicated alignment that is difficult to navigate for vehicles and unsafe for pedestrians. **The concept plan proposes to realign the intersection as a 90-degree four-way intersection to eliminate the current awkward layout and improve safety. As part of the realignment, Manheim Avenue would be closed from Prince Street and transitioned into a cul-de-sac.** Vehicles from Manheim Avenue would travel via Water and Lincoln Streets to connect to Prince Street.

The concept plan proposes a new east-west roadway between Keller Avenue and the train tracks, providing new access to this area with perpendicular roadways connecting the new roadway to Keller. This new roadway would be constructed to fit in with the context of TOD, with pedestrian and bicycle access and attractive streetscaping.

Both municipalities are encouraged to adopt an Official Map that incorporates the road, bike, and pedestrian networks, as well as the parks, open space, trails, and stormwater management facilities identified on the concept plan.

Incorporate Environmental & Stormwater/Green Infrastructure

The City of Lancaster has a combined sewer system, which collects stormwater, sanitary sewage, and industrial wastewater in the same pipes. Additionally, a large portion of Manheim Township land within the study area drains into the City's combined sewer system. With intense rainfall and increased runoff from impervious surfaces (buildings, streets, parking lots, etc.), these systems can cause untreated wastewater to overflow into the Conestoga River. There is a movement in many municipalities, including the City of Lancaster, to reduce these combined sewer overflows. The City has decided to focus on 'green infrastructure' solutions for stormwater management, including porous pavements, vegetated roofs, trees, rain gardens, and rain barrels, among others. These efforts are largely funded by a Stormwater Management Fee that is assessed to all properties in the City of Lancaster. Manheim Township does not have a stormwater fee.

There is an opportunity to utilize the station area's public parks and plazas to help meet the stormwater capture needs for the TOD as a whole. The costs of the green infrastructure could potentially be incorporated into Tax Increment Financing (TIF) bonds, which allow local governments to invest in public infrastructure and other improvements up-front and recapture their costs via the anticipated increase in tax revenues generated by the project.

Due to the location of the train station area in both the City of Lancaster and Manheim Township, stormwater management in the area must include a coordinated approach between the two municipalities. The City of Lancaster published 'Green It! Lancaster,' a stormwater management plan, in 2019, in addition to their stormwater management [ordinance](#) and other [resources](#). Manheim Township has a stormwater management [ordinance](#), a [reference manual](#), and [checklist](#) for property owners. **There are slight differences in the guidance for both municipalities, and they should work together to identify the best stormwater management policies and guidance for the area and incorporate them into their zoning code and ordinances to simplify the permitting process for developers.** Developers and property owners could then implement the same stormwater management tools throughout the entire area to not only make it easy for their development and construction plans, but to significantly reduce runoff in the area.

The PA Department of Environmental Protection (DEP) and Lancaster County Conservation District hold weekly pre-application sessions to help developers navigate the environmental permitting processes.

Other priorities that arose from discussions with Steering Committee members and other stakeholders include increasing tree canopy cover and providing open space for public use, as noted in following sections of this plan.

Incorporate Small Pocket Parks Throughout the Station Area

Vibrant neighborhoods include open space to allow people to relax, meet up with friends and family, exercise, and interact with nature. Open space offers people both physical and mental health benefits. Tree canopy will be increased throughout the study area. Smaller 'finger parks' or 'pocket parks' should be built throughout the area, especially north of the station, rather than one large green space. Stakeholders were concerned that putting too much focus on open space could limit density. The area north of the train station is also very close to Stauffer Park, which offers numerous recreational amenities. The plazas on the north and south sides of the station will have more seating/programming space, and both plazas will retain their fountains.

Encourage Public Art

The Steering Committee was agreeable to public art throughout the area. Possible examples could include a gateway treatment, such as sculptures or other public art or a sign with a welcoming message at one of the key intersections and possibly the PennDOT rights-of-way along the Lititz and Fruitville Pike bridges to improve corridor legibility and create directional cues for vehicle and pedestrian traffic. See

Figure 33: "Points of Reference", Aphidoidea, located in downtown Erie, PA (Source: Erie Times-News) and Error! Reference source not found. for other examples. The proposed concept plan includes additional seating and programming space in the plazas on the north and south sides of the station, along with proposed fountains.



Figure 44: "Points of Reference", Aphidoidea, located in downtown Erie, PA (Source: [Erie Times-News](#))

Municipal zoning ordinance updates should include provisions to encourage property owners to include public art in new developments. This could include tax incentives, height bonuses, or similar incentives.



Figure 45: "Silent Symphony", located to the east of the Lancaster Amtrak station

Encourage Historic Preservation

The Lancaster Amtrak station is a contributing resource to the City of Lancaster National Register Historic District. The station building was constructed in 1929 by the Pennsylvania Railroad in the classical revival style. No recommendations in this plan will impact the station directly or change the historic status of the building or the historic district.

There are several historically important structures in the station area that should be preserved to maintain the historic character of the area. In general, redevelopment and adaptive reuse of these buildings should be encouraged. They can be incorporated into redevelopment of the area while preserving their history and the historic character of the area. This is planned with the redevelopment of the Stockyards Inn, which could be used as a model for future developers. **Both municipalities should also survey historic resources within the study area and ensure the history is thoughtfully incorporated into new development opportunities.**

The City of Lancaster and Manheim Township have ordinances and guidelines related to review of proposed construction in and around historic structures and districts, which could be more closely coordinated to provide more consistent rules and guidance for interested developers.

The City has two local historic districts, governed by separate ordinances and implemented by citizen review boards: the Lancaster Historic District, overseen by the [Historical Architectural Review Board](#), and the Heritage Conservation District, administered by the [Historical Commission](#). These advisory boards make recommendations to City Council for any new construction or demolition within the districts. The principles and standards applied within the historic districts do not prohibit appropriate changes to buildings, but the goal of the historic districts is to protect the integrity of individual buildings as well as the relationship of those buildings to each other and to the wider architectural context.

Manheim Township has a Historic Overlay District in the Zoning Ordinances, and the Historic Preservation Trust of Lancaster County acts in an advisory role to the Board of Commissioners regarding historic properties.

Listing properties on historic registers, especially the National Register of Historic Places but also the Historic Preservation Trust of Lancaster County, can increase funding opportunities, including Historic Tax Credits for properties on the National Register. **The municipalities can coordinate with developers of historic properties to maximize these opportunities to encourage development, while preserving these properties.**

DRAFT

Implementation

This plan and its recommendations provide some guidance for the future of the Lancaster train station area, and it will require collaboration between public and private partners to implement these recommendations and achieve the vision.

Roles & Responsibilities

Lancaster County Planning Commission

Lancaster County Planning Commission led the creation of this most recent concept plan with the intent to guide future redevelopment efforts. The County Planning Commission will work with the municipalities and other agencies, providing facilitation, guidance, and assistance as needed. The County will also provide technical assistance to the municipalities and other agencies. The Lancaster MPO, administered by the Planning Commission, will also work to implement transportation-related recommendations.

City of Lancaster & Manheim Township

The City and Township oversee their respective jurisdictions in relation to zoning, land development, economic development, and community planning. Each municipality will be responsible for making any changes to zoning and land development ordinances and their approval processes. A recurring theme throughout the public outreach portions of the planning process was a need for consistency between the two municipalities so coordination and collaboration will be key to implementing this plan's recommendations.

Lancaster Train Station Small Area Plan Implementation Committee

As [recommended above](#), a committee including representatives from Manheim Township, the City of Lancaster, and the County of Lancaster will work together to achieve the vision for the train station area. One of their early responsibilities will be to present and collaborate with the Lancaster County MPO to advocate for funding for the intersection and road realignments recommended in the concept plan. As development continues in the study area, the Committee will work to implement other recommendations in this plan.

Lancaster Metropolitan Planning Organization (MPO)

The Lancaster MPO, a coalition between local governments, regional agencies, and other groups with an interest in transportation, manages transportation planning and funding for Lancaster County, Pennsylvania. The Lancaster MPO will be instrumental in the implementation of proposed improvements to key road realignments and intersections such as McGovern and Prince Street, and Keller and Manheim Pike.

Economic Development Agencies

Lancaster City Alliance and Economic Development Company of Lancaster County are the key agencies supporting and encouraging development for the station area. Both organizations were involved in this planning process and can provide the support and technical assistance needed to achieve our vision. Both organizations partner with both the local governments, businesses, and other agencies, and they will provide valuable support, advocacy, and connections to achieve our vision.

Transportation Agencies

Amtrak and PennDOT are the transportation agencies which will be most involved in these recommendations. Amtrak will oversee any changes or updates to the station property and surrounding parking facilities. PennDOT will oversee any changes to the state roadway network and their parking facilities within the area. These agencies will make decisions related to their own properties but should also coordinate with the other stakeholders in this plan to implement those changes.

Funding Opportunities

There are several economic development tools and funding mechanisms that could assist with and support development in the station area. Each funding program has different requirements and guidelines which should be evaluated independently to determine which is the best fit for the particular project or initiative.

City Revitalization & Improvement Zone (CRIZ)

The City of Lancaster has an identified CRIZ, but there is only capacity for 18 more acres to be added. Any additions to a CRIZ must be approved by the CRIZ Authority and the state. Typically these additions are project-specific, because the process to add a project is easier than that to add acreage to a CRIZ. Feedback from the Steering Committee indicates that the state may not be open to any additional CRIZ programs, so this may not be a viable opportunity in the short term.

Redevelopment Assistance Capital Program (RACP)

To qualify for RACP funding, a project must be included in the PA Capital Budget Project Itemization Acts, cannot be included in a CRIZ, and have a total cost greater than \$1 million. If a RACP project includes and requires improvements to housing, roads, bridges, tunnels, infrastructure, and/or drinking water/waste/disposal/wastewater/stormwater systems, these improvements must not be the primary focus of the project. Per Act 77 of 2013, they must be associated with a project that is part of an economic development project, and in the case of housing, must be part of a community revitalization plan and in accordance with RACP program requirements. (These additional requirements for housing projects are not required if the funding is from a designated special allocation for housing.)

Tax Increment Financing (TIF) Guarantee Program

TIF funding can support development, redevelopment and revitalization of brownfield and greenfield sites. The program provides credit enhancement for TIF projects to improve market access and lower capital costs using guarantees to issuers of bonds or other indebtedness. A small area of the study area is within the City of Lancaster TIF boundary (*Figure 35*). The City currently receives TIF funding through the Redevelopment Authority for a parking garage.

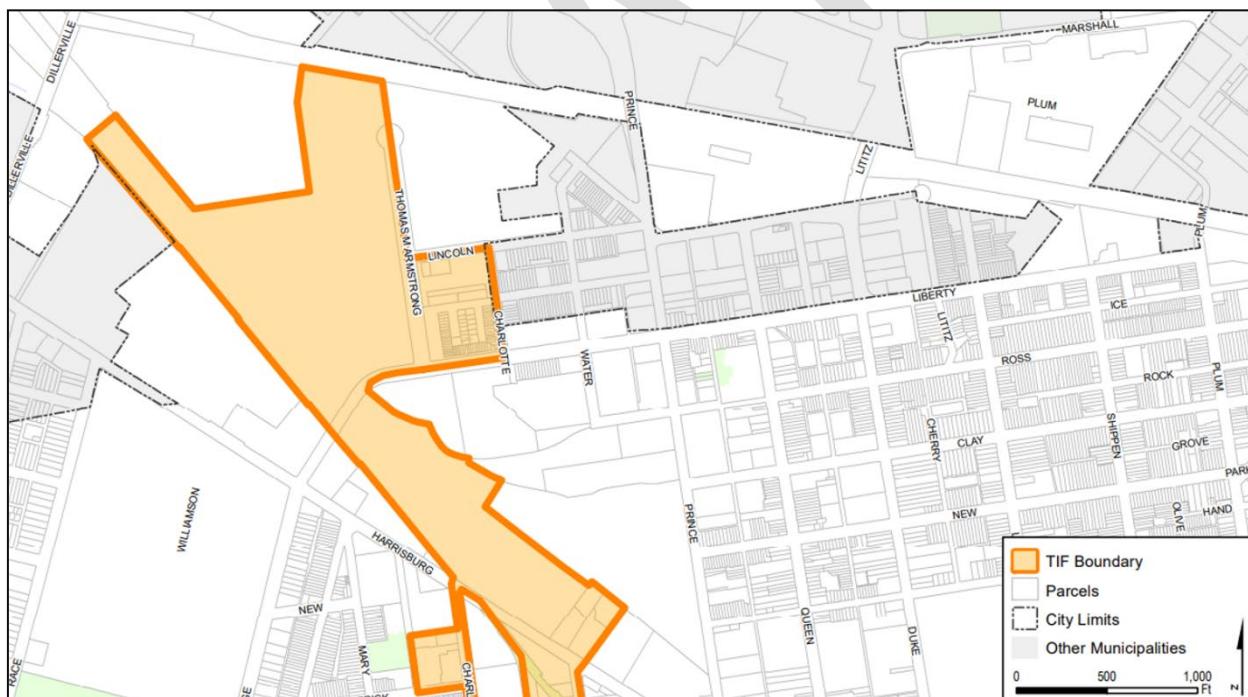


Figure 46: City of Lancaster TIF boundary

Expansion of the TIF boundary could be explored to provide an additional funding option for more parcels within the station area. A separate, multi-jurisdictional TIF district may also need to be established, rather than expanding the current district, to include the entire study area. One municipality would create the TIF district and the other would sign onto it. An obstacle to this avenue of funding is that it requires support from all taxing authorities for the proposed district, which in this case would include the City of Lancaster, Manheim Township, Lancaster County, and two school districts. Experience has shown that the school

districts are not willing to support such a district for the sole purpose of economic development. There may be more support if the TIF also supported affordable housing opportunities.

Local Economic Revitalization Tax Assistance (LERTA)

The LERTA program provides tax exemptions on improvements to deteriorated properties (residential, commercial, and mixed use) and new construction of residential properties in deteriorated areas. The portion of the improvement to be exempted each year varies by type of project. Properties benefiting from LERTA funding must not also receive TIF funding or be within a TIF boundary.

Manheim Township created a LERTA recently, but it was established for one defined property, the Stehli Silk Mill property at 701 Martha Avenue. The County and School District were both supportive of the LERTA. The township may consider expanding the LERTA or establishing a new LERTA near the train station. The City has a large LERTA area, most of which is south of the railroad in the study area.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE grants are the current iteration of federal funding programs previously called BUILD and TIGER grants. Recipients are evaluated on statutory criteria of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership and innovation, mobility and community connectivity. There is \$2.25 billion in funding available. The federal government designates \$35 million for projects in Historically Disadvantaged Communities, but the station area is not in an area designated as a historically disadvantaged community. An additional \$775 million was added in the FY 2022 Appropriations Act. This funding can be used for both capital and planning projects.

PennDOT & PA Department of Community & Economic Development (DCED) Multimodal Funds

This funding can be applied to development, rehabilitation, and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets, and Transit Oriented Development. Funding can be applied to projects with costs up to \$3 million, but the program requires a 30% local funding match.

Transportation Alternatives Set-aside (TASA)

The Transportation Alternatives Set-Aside (TASA) is a federal funding program implemented by PennDOT which provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

Projects are funded at 100% of the construction cost (including construction inspection), with no local match required. (Project sponsors must pay for project design, pre-construction permits, clearances, etc.) TASA is a reimbursement program, so no funding is provided at the start of the project. There is a minimum award of \$50,000 for construction projects. There is a maximum award of \$1,000,000, although higher awards can be justified for "exceptional" projects. The Lancaster MPO receives TASA funding, as well, and MPO evaluates applications submitted to PennDOT to allocate the funding dedicated to the MPO.

Transportation Improvement Program

Lancaster MPO coordinates with PennDOT and other transportation agencies to develop a recurring listing of projects called the [Transportation Improvement Program](#) (TIP), updated every other year. The TIP represents 4 years of transportation projects such as road resurfacings, bike trails, bridge repairs, and traffic signal improvements and assigns funding for the projects. The Implementation Committee can coordinate with the MPO to include projects identified in this plan on future TIP updates.

Conclusion

This plan is a result of the planning and placemaking strategy to identify collaboration opportunities for the City of Lancaster and Manheim Township, in partnership with Lancaster County Planning Commission, the Economic Development Company of Lancaster County, and the Lancaster City Alliance, to encourage development, density, and vibrance in the area surrounding the Lancaster Amtrak station.

Our vision is to create a cohesive, well-designed urban gateway surrounding the station, safely connecting people and places and bringing together a diverse mix of residents, visitors, and businesses. The area near Lancaster Amtrak station features major employers, including the county's top employer, Lancaster General Hospital. It also features numerous amenities, including proximity to retail and dining – both within the study area and nearby. The train station area is in a position to grow – there are almost a dozen projects proposed or under construction, and the future expected population and employment growth will fuel continued demand.

Creating the right mix of land uses that maximize opportunities for TOD must involve the public, private, and non-profit sectors. Through regulation and incentives, the municipalities can encourage the type of development, form, pattern, and character that this plan envisions for the area around the train station. However, it will take collaboration between the local governments, the private sector, and non-profit economic development organizations, to invest the resources to evolve the current land uses to one that maximizes TOD and mobility hub concepts.

The research and recommendations in this plan are designed to work toward that goal. It will take extensive coordination and cooperation between government agencies, non-profits, community organizations, and members of the public to reach that goal.

Appendices

- A. Market Analysis
- B. Demographic Tables and Statistics
- C. Public Visioning Event Summary
- D. Public Meeting Summary
- E. Building Density & Parking Disclaimer and Tables

DRAFT



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

APPENDIX A: Market Analysis

Memorandum

To: McCormick Taylor
From: Econsult Solutions Inc.
Date: February 6, 2023
RE: Market Analysis for the Lancaster Train Station Small Area Plan

1 Introduction

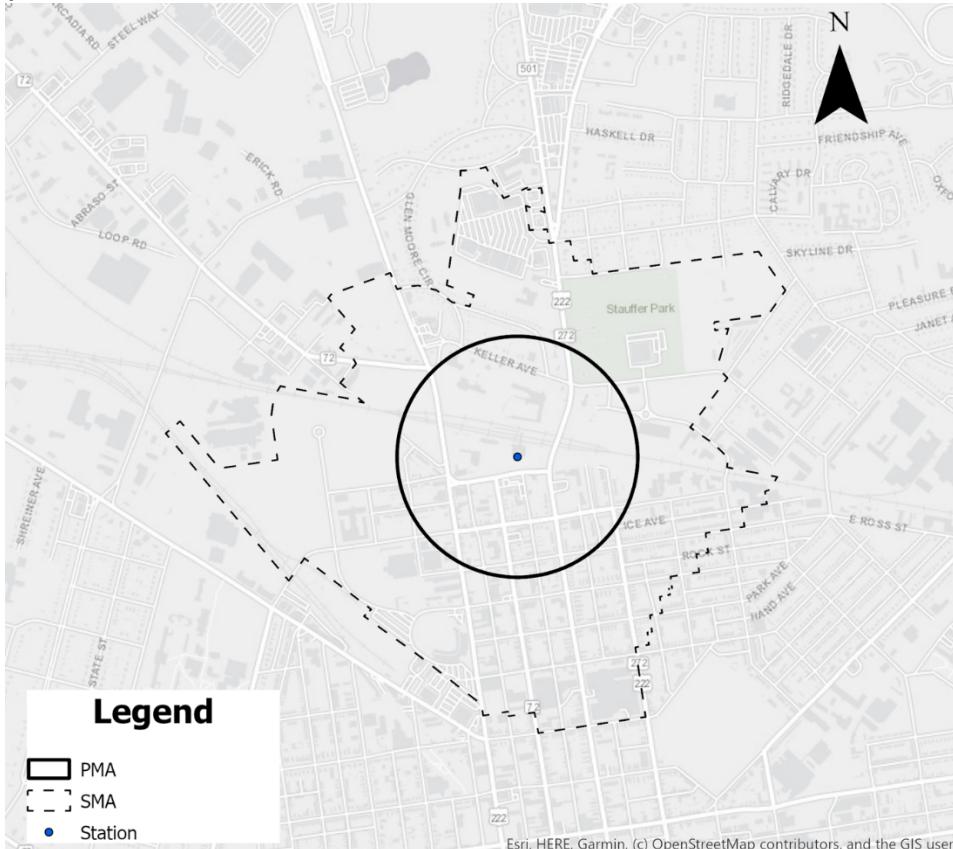
A coordinated multi-municipal planning and placemaking strategy is underway for the Lancaster Train Station area, driven by a partnership including the County of Lancaster, Manheim Township, the City of Lancaster, the Economic Development Company of Lancaster County, and the Lancaster City Alliance. The Lancaster Train Station (the “Station”) is located roughly one mile north of the downtown of the City of Lancaster, along the border of the City of Lancaster and Manheim Township. The Station features direct Amtrak services to destinations including Pittsburgh, Harrisburg, Philadelphia, and New York City.

The station is considered to be a “primary mobility hub” within the urban core of Lancaster County, according to the Comprehensive Plan; therefore, special attention needs to be taken to concentrate multi-modal transportation and compact and high-density development in the area nearby. The partnership has engaged Econsult Solutions, Inc. to evaluate the demand and supply dynamics within two Study Areas surrounding the Train Station.

The primary market area (the “PMA”) is defined as a $\frac{1}{4}$ mile radius around the Train Station, and the secondary market area (the “SMA”) is defined by a map provided by the client, including an approximate radius of one-half to one mile around the Train Station. The Small Market Area is based on the 10-minute walkshed of the Lancaster Train Station. As the station marks the border between the dense, urban street grid of the City of Lancaster and sparser, suburban Manheim Township, the PMA and SMA include both urban and suburban areas. See below for a detailed map of the PMA and SMA.

Our market analysis includes detailed information on supply and demand trends in both of these study areas; statistics on Lancaster County overall (the “County”) are also included for comparison.

Figure 1: Map of PMA and SMA



Source: Esri ArcGIS (2021)

2 Demand

2.1 Population Demographics

As of 2021, the PMA has roughly 1,200 residents, the SMA has nearly 5,000, and the county has 550,000. The PMA and SMA are expected to see five percent population growth from 2021 to 2026, which is equivalent to growth of roughly 70 residents in the PMA and roughly 250 residents in the SMA. This growth rate is higher than the 3 percent expected population growth in Lancaster County overall during the same time period (*Figure 2*).

The age distribution of the population of the PMA and SMA are expected to see little change between 2021 and 2026. Both the PMA and SMA are projected to remain slightly younger than the county's overall age distribution – with a relatively higher population of young adults aged 25-44 than the county overall, and a significantly lower population of seniors aged 65+ than the county overall (*Figure 3*).

The population in the PMA, SMA, and County is projected to become more racially and ethnically diverse between 2021 and 2026; the PMA and SMA are far more racially and ethnically diverse than the County as a whole (*Figure 4*).

The PMA and SMA are somewhat more educated than the county overall, with a higher proportion of residents having attended at least some college compared to the county (54.7 percent of the PMA, 55.1 percent of the SMA, and 49.7 percent of the county overall) (*Figure 5*).

Despite this, the income distribution in the PMA and SMA skews lower than in the county overall, with a 2021 median household income of \$56,574 in the PMA and \$47,776 in the SMA compared to \$67,227 in the county overall. While incomes are projected to grow in the PMA, SMA, and County between 2021 and 2026, both the PMA and SMA's projected income growth lags that of the County overall. Within the SMA, incomes are generally highest in the suburban area to the north and lowest in the urban area to the south (*Figures 6, 7a, 7b*).

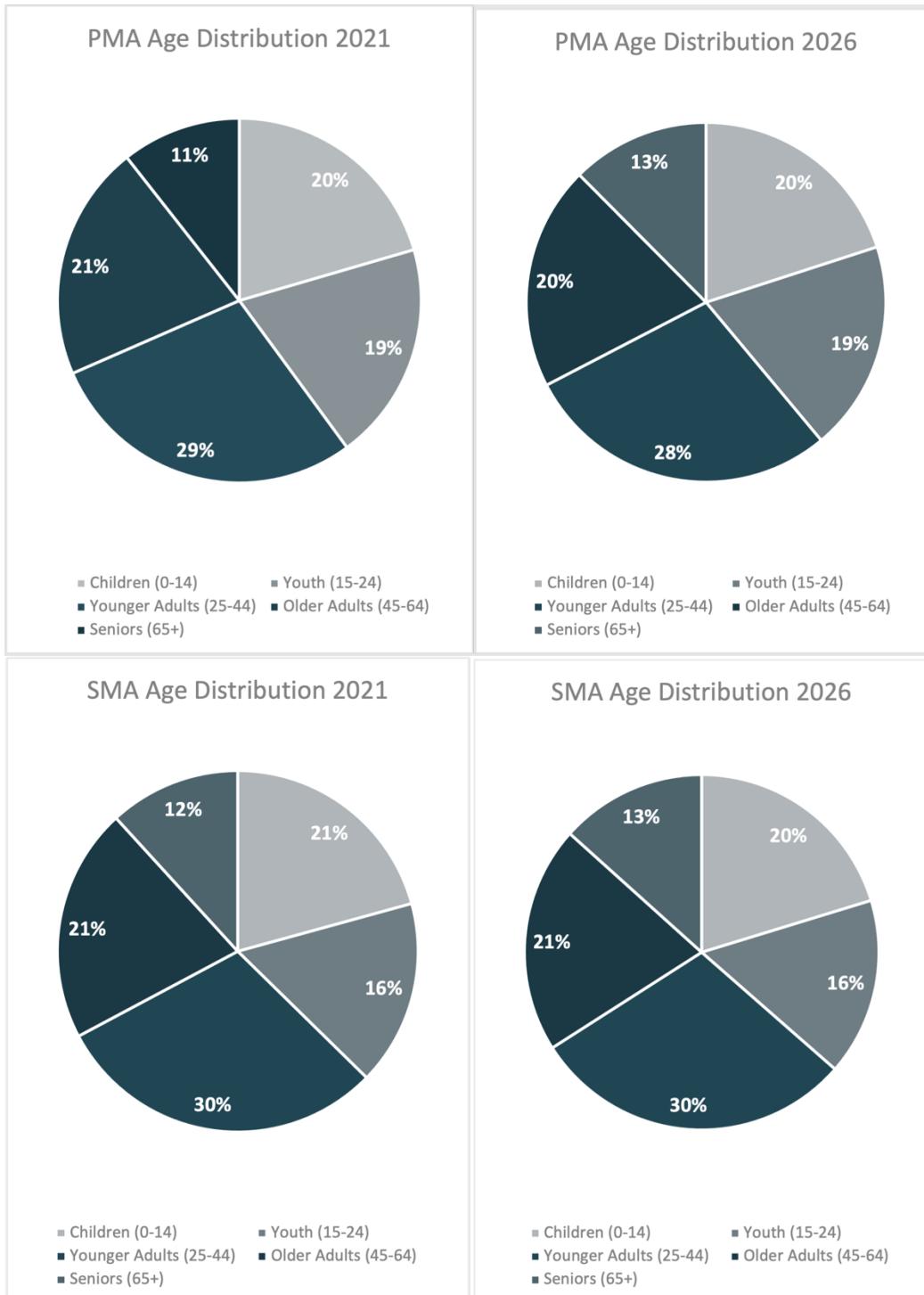
In the PMA, occupied housing units are more likely to be renter-occupied than owner-occupied (47.4 percent are renter-occupied compared to 42.5 percent owner-occupied.) The proportion of renter-occupancy is even higher in the SMA, at 50.0 percent (compared to 39.1 percent owner-occupied). Between 2021 and 2026, minimal changes are projected for renter/owner occupancy in the primary market area (0.1 percent changes in both categories); the renter-occupied proportion is projected to grow by 0.6 percent in the secondary market area (with minimal changes in the owner-occupied proportion). In the County overall, nearly two-thirds (64.7 percent) of occupied housing units are owner-occupied, and the proportion of renter-occupied housing units is projected to shrink modestly (by 0.6 percent) in the county overall by 2026 (*Figure 8*).

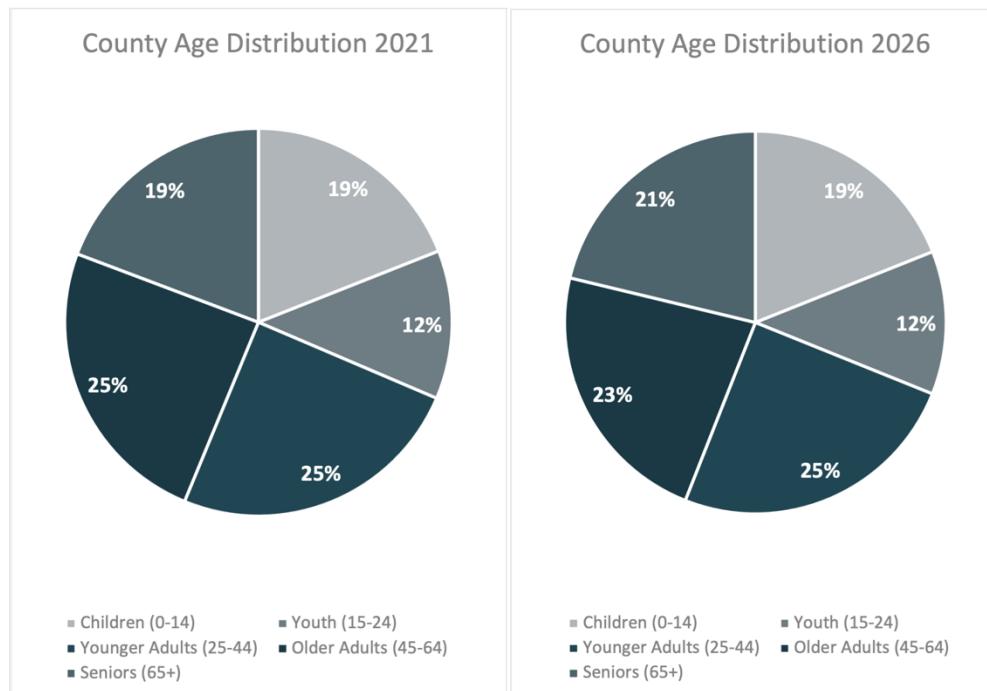
Figure 2: Population Summary by Year, 2021 and 2026 (projected)

	Primary Market Area		Secondary Market Area		Lancaster County	
	2021	2026	2021	2026	2021	2026
Population	1,202	1,268	4,842	5,109	551,135	567,545
Households	425	454	1,770	1,883	206,489	213,017
Families ¹	234	247	1,006	1,057	142,024	145,818
Average Household Size	2.75	2.72	2.64	2.62	2.61	2.60
Owner Occupied Housing Units	201	215	776	819	140,749	146,560
Renter Occupied Housing Units	224	239	994	1,063	65,740	66,457
Median Age	31.4	32.5	32.8	33.9	39.5	40.2

Source: ESRI Business Analyst (2021)

¹Per [ESRI](#), families are defined as "households in which one or more persons in the household are related to the householder...by birth, marriage, or adoption."

Figure 3: Population Age Distribution, 2021 and 2026 (projected)



Source: ESRI Business Analyst, Demographic and Income Profile

Figure 4: Race and Ethnicity Distribution, 2021 and 2026 (projected)

	PMA		SMA		County	
	2021	2026	2021	2026	2021	2026
White Alone	56.2%	52.5%	52.1%	48.6%	85.0%	83.1%
Black Alone	15.1%	16.1%	17.1%	18.1%	4.5%	5.0%
American Indian Alone	0.4%	0.4%	0.6%	0.6%	0.3%	0.3%
Asian Alone	5.6%	5.9%	4.4%	4.7%	2.6%	3.0%
Pacific Islander Alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Some Other Race Alone	17.0%	18.9%	19.5%	21.3%	4.9%	5.6%
Two or More Races	5.7%	6.2%	6.2%	6.7%	2.7%	3.1%
Hispanic Origin (Any Race)	35.4%	39.4%	39.3%	43.3%	11.7%	13.4%
Total	1,627	1,767	6,742	7,318	615,588	643,846

Source: ESRI Business Analyst, Demographic and Income Profile

Figure 5: Educational Attainment Distribution, 2019

	PMA		SMA		County	
	Number	Share	Number	Share	Number	Share
Less than High School	67	9.2%	295	10.6%	49,554	13.6%
High School / GED	202	27.6%	780	28.0%	128,465	35.3%
Assoc. Degree / Some College	187	25.6%	741	26.6%	81,814	22.5%
Bachelor's Degree	124	16.9%	460	16.5%	63,009	17.3%
Advanced Degree	89	12.2%	336	12.0%	36,261	9.9%

Source: ESRI Business Analyst, Community Profile, ACS Key Population & Household Facts

Figure 6: Population Income Distribution, 2021 and 2026 (projected)

	PMA		SMA		County	
	2021	2026	2021	2026	2021	2026
<\$15,000	17.9%	15.4%	20.6%	18.1%	7.9%	6.8%
\$15,000 - \$34,999	12.5%	11.5%	17.9%	16.9%	14.3%	12.7%
\$35,000 - \$49,999	12.2%	11.7%	13.0%	12.6%	12.8%	11.8%
\$50,000 - \$74,999	20.9%	21.1%	17.4%	17.4%	19.6%	18.9%
\$75,000 - \$99,999	12.5%	13.4%	12.4%	13.6%	16.3%	16.7%
\$100,000 - \$149,999	13.9%	14.5%	11.5%	12.5%	16.9%	18.6%
\$150,000+	10.1%	12.3%	7.3%	8.8%	12.2%	14.3%
Total	425	454	1,771	1,883	206,488	213,016

Source: ESRI Business Analyst, Demographic and Income Profile (2021)

Figure 7a: Median Household Income by Area, 2021 and 2026 (projected)

	PMA			SMA			County		
	2021	2026	Change	2021	2026	Change	2021	2026	Change
Median Household Income	\$56,574	\$60,697	7.3%	\$47,776	\$52,313	9.5%	\$67,227	\$74,310	10.5%

Source: ESRI Business Analyst, Demographic and Income Profile (2021)

Figure 7b: Median Household Income across the Secondary Market Area, 2019



Figure 8: Housing Tenure, 2021 and 2026 (projected)

	PMA				SMA				County			
	2021		2026		2021		2026		2021		2026	
	Number	Share	Number	Share	Number	Share	Number	Share	Number	Share	Number	Share
Owner Occupied	201	42.5%	215	42.6%	776	39.1%	819	39.0%	140,749	64.7%	146,560	65.2%
Renter Occupied	224	47.4%	239	47.3%	994	50.0%	1063	50.6%	65,740	30.2%	66,457	29.6%
Total Housing Units	425		454		1,770		1,882		206,489		213,017	

Source: ESRI Business Analyst, Demographic and Income Profile

ESRI Tapestry Segmentation

ESRI's Tapestry Segments divide neighborhoods into typologies and describe the characteristics of typical residents of these areas.² Below are summaries of the various types of communities found in the PMA and SMA:

The most common type of community in the PMA (41%) and SMA (31%) is what ESRI calls "Front Porches". These communities consist of a blend of young families with children and single households. These residents live in both single-family homes and 2-4 unit houses, including duplexes, generally in architecturally older structures. This demographic generally has blue-collar jobs and is very price-conscious in their purchasing. The other common types of communities in the PMA and SMA include:

- Emerald City: Architecturally older, sparser parts of metropolitan areas drawing middle-class young and middle aged adults, who are often young and mobile, travel frequently, use the internet and eat out often. Residents of these areas mostly rent and are environmentally conscious and evaluative when making purchases. (36% in PMA and 14% in SMA)
- Metro Fusion: Denser areas, but located further from amenities and the urban core; renter-heavy; draw recent immigrants and young families. (15% in PMA and 28% in the SMA)
- Retirement Communities: Dedicated retirement areas with a variety of housing types, tend to be much older than average with smaller household sizes.
- Fresh Ambitions (13D): Dense, immigrant-heavy areas located near the urban core. (Less than 9% in the PMA and 18% in SMA)

While currently a smaller percentage of the area (9% of both the PMA and SMA), the Retirement Communities Tapestry Segment represents an opportunity to attract empty nesters from nearby larger metropolitan areas who may be interested in the combination of urban amenities and slower pace of life offered by a small city like Lancaster.

Figure 9: PMA Tapestry Segments, 2019

PMA				
Tapestry Segment	Percent	Household	Population	
Front Porches (8E)	40.9%	174	423	
Emerald City (8B)	35.5%	151	278	
Metro Fusion (11C)	15.1%	64	154	
Retirement Communities (9E)	8.7%	37	59	

² https://doc.arcgis.com/en/esri-demographics/data/tapestry-segmentation.htm#ESRI_SECTION2_4169057C9D174B9EA7A41A2EE9F3BC82

Figure 10: SMA Tapestry Segments, 2019

SMA Tapestry Segment	Percent	Household	Population
Front Porches (8E)	30.7%	544	1,129
Metro Fusion (11C)	27.6%	488	1,026
Fresh Ambitions (13D)	18.1%	321	648
Emerald City (8B)	13.6%	241	508
Retirement Communities (9E)	9.4%	167	327

Source: ESRI Business Analyst, Tapestry Segmentation Area Profile

2.2 Jobs and Employment

The area near Lancaster Train Station is predominantly an employment center rather than a residential district; the employed population in the SMA is more than five times its residential population. Based on Census commute data, there is almost no live-work population in the study areas (*Figure 11*).

This means that those employed near Lancaster Train Station are nearly always commuting into the area from outside – more than 98% of workers in both the PMA and SMA commute in from outside of the PMA/SMA, typically from elsewhere in Lancaster County, though many area employees commute in from neighboring counties including York, Lebanon, and Chester. While many PMA and SMA residents do work elsewhere in the City of Lancaster, the vast majority of area residents commute to locations across Lancaster County – and even to locations well outside the county limits. The PMA’s residents include a handful of long-distance commuters to Philadelphia – for these residents, proximity to Lancaster Train Station, with its direct service to Philadelphia, may be a vital asset (*Figures 12-15*).

The highest concentration of employment in the SMA is located in the denser, southern portion of the area, nearest to the Train Station (*Figure 16*). The largest employer in the County, Lancaster General Hospital, is located within the Secondary Market Area, less than one mile south of Lancaster Train Station. The top 10 employers in the county represent a mix between the healthcare, financial, government, and retail sectors (*Figure 17*). The City of Lancaster can leverage its health, finance, and science assets to grow its population and tax base, given that these sectors are some of the fastest growing nationally.³ Within the SMA, the vast majority of jobs, 77%, are in health care and social assistance. In the PMA, the largest share of jobs is in finance and insurance (38.5%) (*Figures 18-19*).

³ https://www.bls.gov/opub/ted/2020/5-out-of-20-fastest-growing-industries-from-2019-to-2029-are-in-healthcare-and-social-assistance.htm?view_full

Figure 11: Employment Inflow/Outflow, 2019

	PMA	Share of all residents / employees	SMA	Share of all residents / employees	County	Share of all residents / employees
	Number		Number		Number	
Employed in the Area	820	N/A	9,216	N/A	215,125	N/A
Living in the Area	430	N/A	1,676	N/A	220,161	N/A
Residents Living in Area, Employed Outside	429	99.8%	1,544	92.1%	74,280	33.7%
Employees in the Area but Living Outside	819	99.9%	9,084	98.6%	69,244	32.2%
Employees Employed and Living in the Area	1	0.1%	132	1.4%	145,881	67.8%

Source: U.S. Census Bureau Longitudinal Household Employment Dynamics, OnTheMap, Inflow/Outflow Report

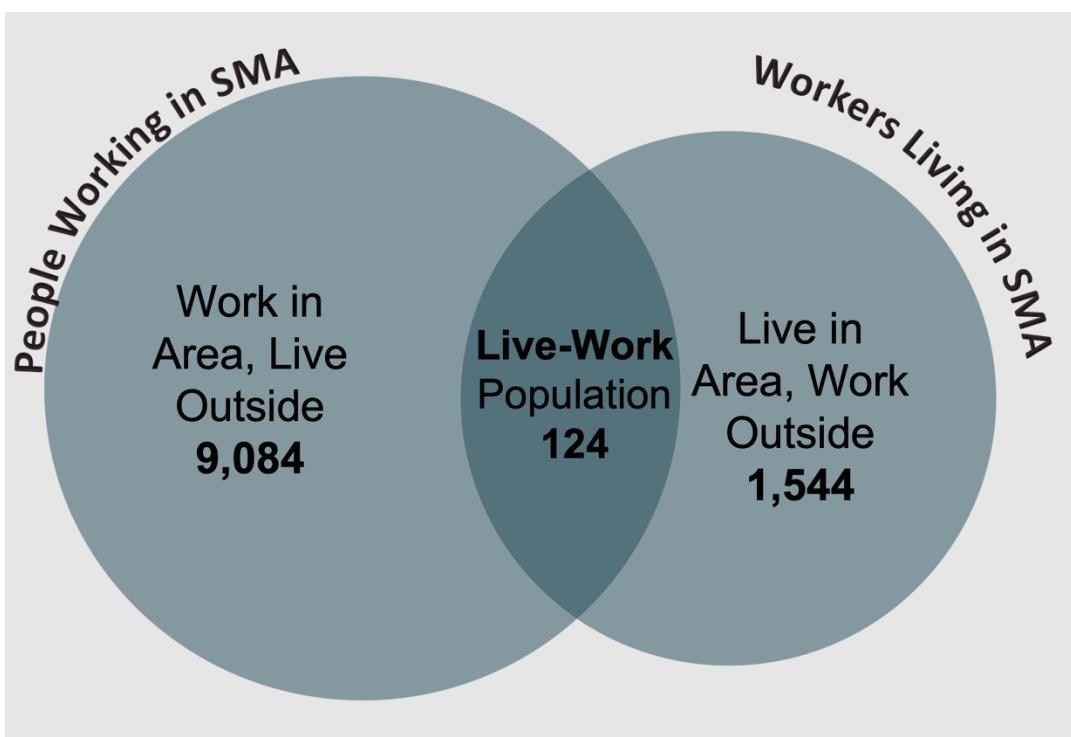


Figure 12: Top 10 Places of Residence for Workers by Area, 2019⁴

	PMA		SMA		County	
	Count	Share	Count	Share	Count	Share
Lancaster City, PA	74	9.0%	1,245	13.5%	17,012	7.9%
Ephrata Borough, PA	15	1.8%	116	1.3%	4,412	2.1%
Philadelphia City, PA ⁵	15	1.8%	-	-	2,294	1.1%
Willow Street CDP, PA	14	1.7%	134	1.5%	2,121	1.0%
Manheim Borough, PA	12	1.5%	-	-	-	-
Elizabethtown Borough, PA	10	1.2%	72	0.8%	2,311	1.1%
Columbia Borough, PA	9	1.1%	91	1.0%	2,830	1.3%
Lititz Borough, PA	9	1.1%	116	1.3%	2,724	1.3%
Millersville Borough, PA	9	1.1%	144	1.6%	1,873	0.9%
East Petersburg Borough, PA	7	0.9%	76	0.8%	-	-
Mount Joy Borough, PA	-	-	93	1.0%	2,189	1.0%
Leola CDP, PA	-	-	80	0.9%	2,188	1.0%
All Other Locations	646	78.8%	7,049	76.5%	175,171	81.4%

Source: U.S. Census Bureau OnTheMap Home Destination Report by Places (Cities, CDPs, etc.) – Where Workers Live Who are Employed in the Selection Area

⁴ Note that the locations used in this table use the Census definition of places, which may not include all municipalities and may include some non-municipality Places (Census-Designated Places or CDPs.)

⁵ In figures 13 and 15, an asterisk (*) denotes locations outside of Lancaster County, while a hyphen (-) for a particular year indicates that a location was outside the top 10 locations for a particular area.

Figure 13: “Where Workers Live” by ZIP Code for those employed in SMA

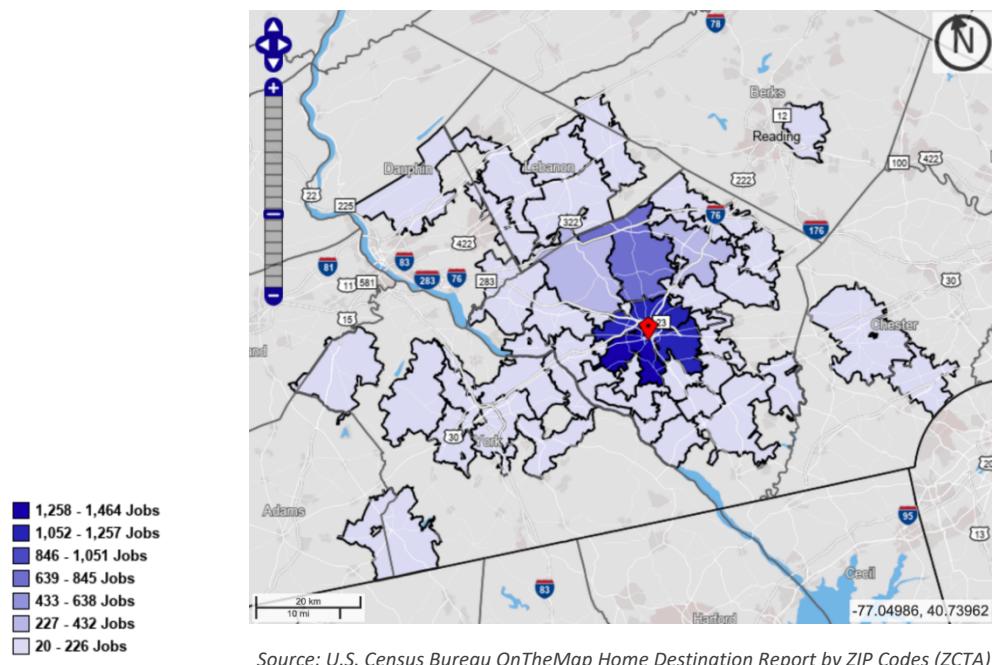


Figure 14: Top 10 Places⁶ of Employment for Area Residents, 2019

	PMA		SMA		County	
	Count	Share	Count	Share	Count	Share
Lancaster City, PA	113	26.3%	404	24.1%	22,960	10.4%
Leola CDP, PA	17	4.0%	55	3.3%	4,868	2.2%
Willow Street CDP, PA	7	1.6%	23	1.4%	2,902	1.3%
Columbia Borough, PA	4	0.9%	15	0.9%	-	-
Hershey CDP ⁷ , PA	4	0.9%	10	0.6%	3,069	1.4%
Lititz Borough, PA	4	0.9%	18	1.1%	2,404	1.1%
New Holland Borough, PA	4	0.9%	22	1.3%	3,176	1.4%
Philadelphia City*, PA	4	0.9%	20	1.2%	3,360	1.5%
Carlisle Borough*, PA	3	0.7%	-	-	-	-
East York CDP*, PA	3	0.7%	-	-	-	-
Leola CDP, PA	-	-	-	-	-	-
Wyomissing Borough*, PA	-	-	17	1.0%	-	-
Ephrata Borough*, PA	-	-	9	0.5%	3,068	1.4%
Mount Joy Borough, PA	-	-	-	-	1,755	0.8%
Elizabethtown Borough, PA	-	-	-	-	1,518	0.7%
All Other Locations	267	62.1%	1,083	64.6%	171,081	77.7%

Source: U.S. Census Bureau OnTheMap Work Destination Analysis by Places (Cities, CDPs, etc.)

⁶ Note that the locations used in this table use the Census definition of places, which may not include all municipalities and may include some non-municipality Places (Census-Designated Places or CDPs).

⁷ In figures 13 and 15, an asterisk (*) denotes locations outside of Lancaster County, while a hyphen (-) for a particular year indicates that a location was outside the top 10 locations for a particular area.

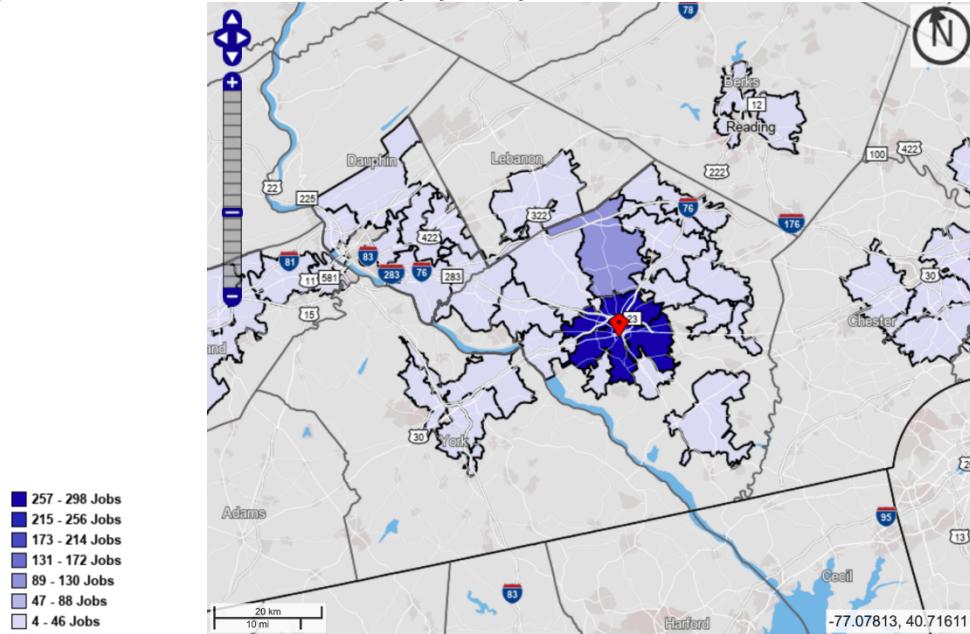
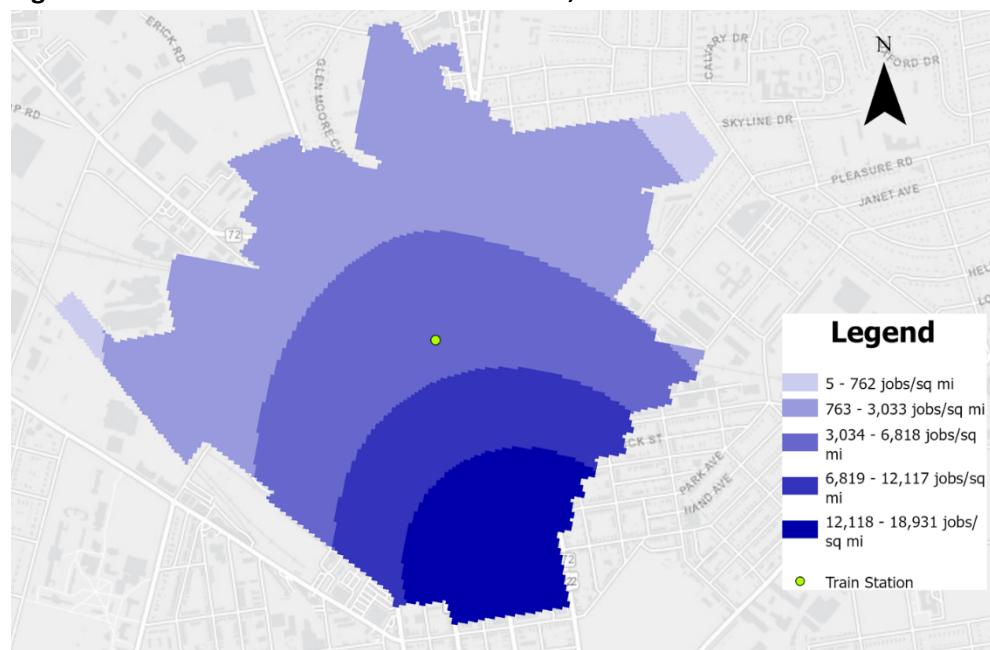
Figure 15: "Where Workers Are Employed" by ZIP Code for Residents of SMA, 2019**Figure 16: Distribution of Jobs across the SMA, 2019**

Figure 17: Top 10 Employers, Lancaster County, Q2 2021

- 1 Lancaster General Hospital
- 2 Mutual Assistance Group
- 3 Giant Food Stores
- 4 County of Lancaster
- 5 Nordstrom, Inc.
- 6 Lancaster School District
- 7 Masonic Villages of the Grand Lodge
- 8 Eurofins Lancaster Laboratories, Inc.
- 9 Dart Container Corporation
- 10 Fulton Bank, N.A.

Source: PA Dept. of Labor and Industry

Figure 18: Jobs by NAICS Code, PMA

PMA	Count	Share
Finance and Insurance	316	38.5%
Retail Trade	130	15.9%
Professional, Scientific, and Technical Services	83	10.1%
Construction	79	9.6%
Health Care and Social Assistance	60	7.3%
Accommodation and Food Services	31	3.8%
Other Services (excluding Public Administration)	31	3.8%
Educational Services	26	3.2%
Real Estate and Rental and Leasing	17	2.1%
Manufacturing	12	1.5%
Transportation and Warehousing	12	1.5%
Arts, Entertainment, and Recreation	10	1.2%
Wholesale Trade	7	0.9%
Administration & Support, Waste Management and Remediation	5	0.6%
Information	1	0.1%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Management of Companies and Enterprises	0	0.0%
Public Administration	0	0.0%

Figure 19: Jobs by NAICS Code, SMA

SMA	Count	Share
Health Care and Social Assistance	7,104	77.1%
Finance and Insurance	343	3.7%
Accommodation and Food Services	331	3.6%
Retail Trade	297	3.2%
Professional, Scientific, and Technical Services	191	2.1%
Administration & Support, Waste Management and Remediation	178	1.9%
Wholesale Trade	164	1.8%
Other Services (excluding Public Administration)	143	1.6%
Manufacturing	138	1.5%
Construction	104	1.1%
Transportation and Warehousing	66	0.7%
Management of Companies and Enterprises	45	0.5%
Educational Services	45	0.5%
Real Estate and Rental and Leasing	34	0.4%
Arts, Entertainment, and Recreation	24	0.3%
Information	9	0.1%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Public Administration	0	0.0%

Source: U.S. Census Bureau, *OnTheMap Work Area Profile Report*

2.3 Retail

The SMA and PMA are retail destinations. A commercial corridor is located just south of Lancaster Train Station along U.S. Route 222, including a retail specialty center called Station Square located directly across the street from the station. Businesses within a quarter-mile of the station include several restaurants, two car dealerships, a comic book store, nail salons, barber shops, flower shops, furniture stores and convenience stores. The SMA includes additional retail destinations, including a significant portion of a shopping mall. The SMA in particular draws in a retail surplus – or retail sales that outstrip what would be expected based on its population – in a variety of industries. Motor vehicle and furniture sales, which are the areas of largest surplus in the SMA, are also surplus areas across Lancaster County (Figures 20-22). Just outside the SMA limits sit two very different retail centers – the heart of downtown Lancaster is located one mile south, and an agglomeration of suburban-style shopping centers is located about 1-2 miles to the north.

Figure 20: Retail Supply and Demand Detail, PMA

Industry	NAICS	Demand - Retail			Leakage/ Surplus Factor	# Bus.
		Potential	Supply - Retail Sales	Retail Gap		
Motor Vehicle & Parts Dealers	441	\$2,407,034	\$18,829,071	(\$16,422,037)	-77.3	2
Furniture & Home Furnishings Stores	442	\$412,987	\$9,656,615	(\$9,243,628)	-91.8	2
Electronics & Appliance Stores	443	\$391,485	\$1,305,070	(\$913,585)	-53.8	1
Bldg. Materials, Garden Equip. & Supply Stores	444	\$664,320	\$0	\$664,320	100	0
Food & Beverage Stores	445	\$2,196,053	\$2,170,501	\$25,552	0.6	2
Health & Personal Care Stores	446, 4461	\$701,917	\$1,319,895	(\$617,978)	-30.6	1
Gasoline Stations	447, 4471	\$1,160,826	\$0	\$1,160,826	100	0
Clothing & Clothing Accessories Stores	448	\$677,993	\$3,638,265	(\$2,960,272)	-68.6	2
Sporting Goods, Hobby, Book & Music Stores	451	\$344,262	\$969,304	(\$625,042)	-47.6	1
General Merchandise Stores	452	\$1,772,263	\$0	\$1,772,263	100	0
Miscellaneous Store Retailers	453	\$509,854	\$1,322,291	(\$812,437)	-44.3	1
Nonstore Retailers	454	\$236,867	\$0	\$236,867	100	0
Food Services & Drinking Places	722	\$1,244,253	\$3,557,977	(\$2,313,724)	-48.2	7

Source: ESRI

Figure 21: Retail Supply and Demand Detail, SMA

Industry	NAICS	Demand - Retail			Leakage/ Surplus Factor	# Bus.
		Retail Potential	Supply - Retail Sales	Retail Gap		
Motor Vehicle & Parts Dealers	441	\$8,523,938	\$76,541,111	(\$68,017,173)	-80	9
Furniture & Home Furnishings Stores	442	\$1,453,905	\$36,877,000	(\$35,423,095)	-92.4	9
Electronics & Appliance Stores	443	\$1,391,171	\$8,668,542	(\$7,277,371)	-72.3	4
Bldg Materials, Garden Equip. & Supply Stores	444	\$2,274,428	\$7,323,481	(\$5,049,053)	-52.6	2
Food & Beverage Stores	445	\$7,994,467	\$10,907,165	(\$2,912,698)	-15.4	11
Health & Personal Care Stores	446, 4461	\$2,500,750	\$5,843,675	(\$3,342,925)	-40.1	6
Gasoline Stations	447, 4471	\$4,186,488	\$5,686,533	(\$1,500,045)	-15.2	1
Clothing & Clothing Accessories Stores	448	\$2,447,956	\$21,129,647	(\$18,681,691)	-79.2	12
Sporting Goods, Hobby, Book & Music Stores	451	\$1,240,864	\$6,857,289	(\$5,616,425)	-69.4	3
General Merchandise Stores	452	\$6,394,547	\$21,292,803	(\$14,898,256)	-53.8	2
Miscellaneous Store Retailers	453	\$1,809,349	\$6,363,129	(\$4,553,780)	-55.7	6
Nonstore Retailers	454	\$851,663	\$534,053	\$317,610	22.9	1
Food Services & Drinking Places	722	\$4,445,382	\$15,683,397	(\$11,238,015)	-55.8	29

Source: ESRI Business Analyst

Figure 22: Retail Supply and Demand Detail, Lancaster County

Industry	NAICS	Demand - Retail Potential	Supply - Retail Sales	Retail Gap	Leakage/ Surplus Factor	# Bus.
Motor Vehicle & Parts Dealers	441	\$1,473,622,185	\$1,717,373,073	(\$243,750,888)	-7.6	457
Furniture & Home Furnishings Stores	442	\$245,482,399	\$433,935,293	(\$188,452,894)	-27.7	240
Electronics & Appliance Stores	443	\$225,176,203	\$165,040,533	\$60,135,670	15.4	122
Bldg. Materials, Garden Equip. & Supply Stores	444	\$461,864,363	\$480,624,640	(\$18,760,277)	-2	289
Food & Beverage Stores	445	\$1,271,987,955	\$1,450,867,788	(\$178,879,833)	-6.6	407
Health & Personal Care Stores	446, 4461	\$431,093,603	\$373,150,687	\$57,942,916	7.2	225
Gasoline Stations	447, 4471	\$680,932,649	\$251,069,889	\$429,862,760	46.1	90
Clothing & Clothing Accessories Stores	448	\$384,817,815	\$342,126,999	\$42,690,816	5.9	301
Sporting Goods, Hobby, Book & Music Stores	451	\$198,622,551	\$190,980,694	\$7,641,857	2	259
General Merchandise Stores	452	\$1,032,568,320	\$830,527,582	\$202,040,738	10.8	120
Miscellaneous Store Retailers	453	\$308,753,673	\$385,550,953	(\$76,797,280)	-11.1	616
Nonstore Retailers	454	\$146,245,873	\$766,537,201	(\$620,291,328)	-68	54
Food Services & Drinking Places	722	\$711,053,243	\$692,927,578	\$18,125,665	1.3	1,005

Source: ESRI Business Analyst

3 Supply

3.1 Zoning and Land Use

Land use in both the PMA and SMA is primarily residential. Both also have a significant number of commercial properties. Relatively few parcels in the area are used for purposes other than these two.

Zoning adjacent to the Lancaster Train Station primarily includes industrial, commercial, and medium-density residential (in both Lancaster and Manheim Township). An area of higher-density residential zoning proximate to Lancaster Train Station is found to the south, near Lancaster General Hospital.

Figure 23: Land Use, PMA and SMA

Use Description	PMA		SMA	
	Number of Properties	Total Assessed Value	Number of Properties	Total Assessed Value
Residential	337	\$28,909,411	1,105	\$116,330,700
Commercial and retail trade	60	\$14,951,835	240	\$96,251,500
Vacant	13	\$321,900	39	\$5,371,900
Transportation	17	\$3,719,950	36	\$33,219,100
Community services	4	-	18	\$34,864,400
Industrial	3	\$568,750	16	\$9,544,800
Apartments	3	\$222,760	14	\$4,209,000
Cultural	3	-	9	\$20,420,500
Utilities & communication	-	-	1	\$80,700
Totals	440	\$48,694,606	1,478	320,292,600

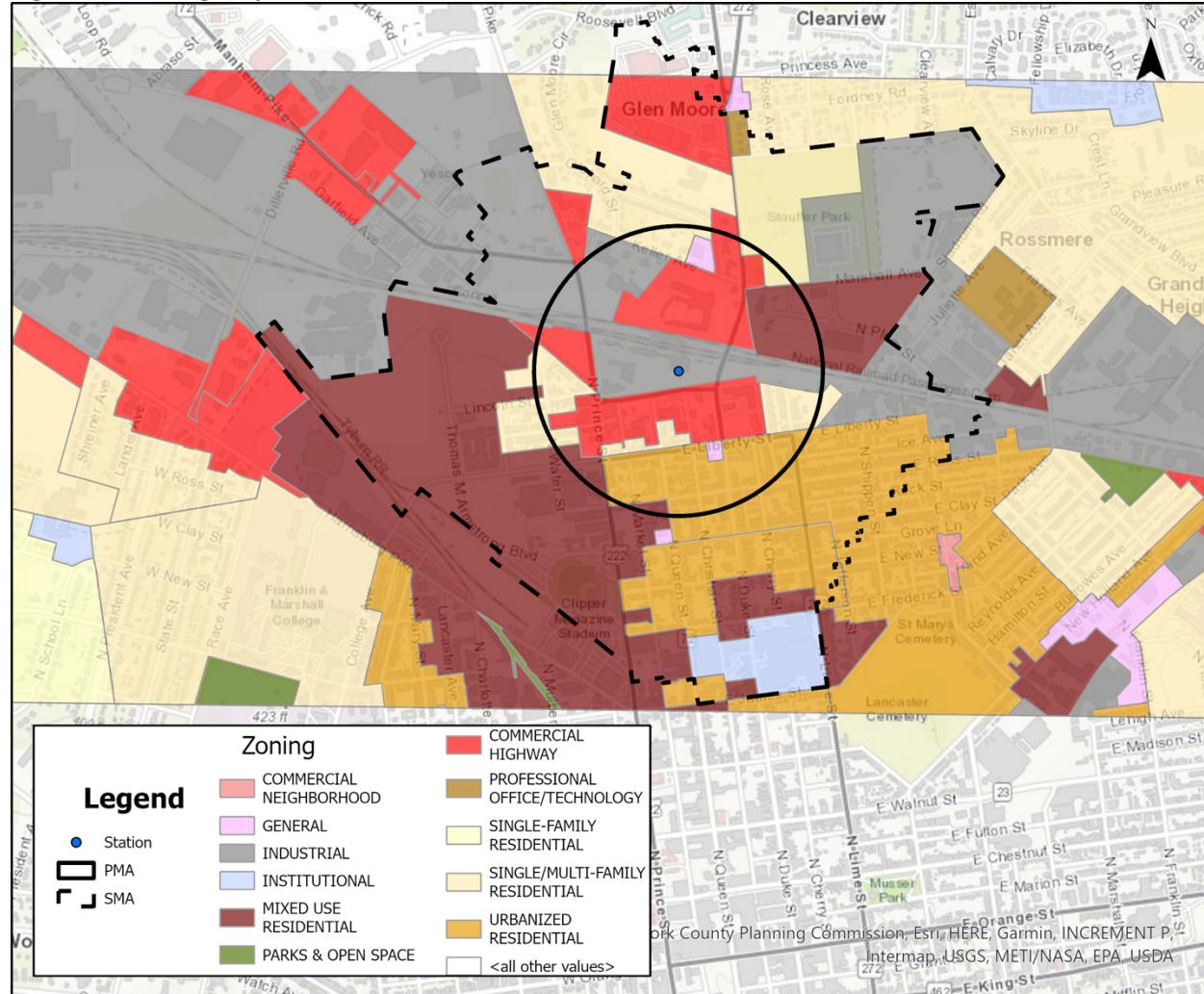
Source: McCormick Taylor and City of Lancaster (2021)

Figure 24: Zoning, PMA and SMA

Zoning Classification	PMA		SMA	
	No. of Properties	Total Assessed Value	No. of Properties	Total Assessed Value
Urbanized Residential	194	\$21,952,700	852	\$106,026,200
Single/Multi-family Residential	171	\$17,237,900	302	\$37,094,700
Commercial Highway	60	\$16,841,500	69	\$38,401,700
Industrial	9	\$9,109,300	37	\$27,604,900
Mixed-Use Residential	8	\$1,682,600	211	\$68,803,200
General Commercial	2	\$1,126,900	3	\$1,487,700
Institutional	-	-	4	\$39,516,400
Office	-	-	4	\$1,357,800
Total	444	\$67,950,900	1,482	\$320,292,600

Source: McCormick Taylor and City of Lancaster (2021)

Figure 25: Zoning map near Lancaster Train Station



3.2 Residential Supply

The City of Lancaster's residential housing market has been heating up in recent years. The U.S. Department of Housing and Urban Development identified the Lancaster-area housing market as "tight" for both sales and rentals due to demand increases outpacing housing supply increases in the area. The Lancaster area's estimated rental vacancy rate is 3.7 percent - a vacancy rate of below 5 percent generally indicates a housing shortage.⁸

In addition, a recent housing study by the firm 4ward Planning found a mismatch between the number of small households and the number of small housing units. The study found that the majority of

⁸ <https://www.huduser.gov/portal/periodicals/USHMC/reg//LancasterPA-HMP-March20.pdf>

housing units are single family (58 percent) and have three or more bedrooms (51 percent) and only 22 percent are studio and one-bedroom. However, 31 percent of all households in the City of Lancaster consist of one person, and roughly 12 percent of City of Lancaster households consist of a single parent with children. This suggests an unmet demand for smaller housing units.⁹

In 2019, median home sales price in the City of Lancaster hovered around \$200,000. Since the onset of the pandemic in March 2020, prices have trended upward, reaching a high of more than \$250,000 in July 2021. The November 2021 median sale price of about \$226,000 represented about a 1% year-over-year increase, and about a 9% increase from the same month in 2019 (*Figure 26*). As discussed in 4ward Planning's housing study, the average home in the City of Lancaster is not affordable to the median city household. Affordable homes are considered to be priced at four times household income or less, and median household income in the city is \$45,514, meaning that any home priced above roughly \$180,000 is unaffordable to the median household in the city.¹⁰

In addition, the number of homes sold increased significantly in the months after March 2020, reaching highs of 207 homes sold in July 2020 and 218 homes sold in June 2021. The 201 homes sold in November 2021 represented about a 10% year-over-year increase (*Figure 27*).

The median number of days that homes in the City of Lancaster are on the market before being sold has declined precipitously since the onset of the COVID-19 pandemic. Prior to the pandemic, median days on the market never dipped below 10, and in winter months, monthly medians of 30 days or more were common. Since summer 2020, Lancaster homes have spent a median of less than ten days on the market in all non-winter months, and a median of less than 15 days during the winter months of 2020-21 (*Figure 28*).

⁹ Todd J. Poole (4Ward Planning Inc.), 'Preliminary Key Findings for the Lancaster Comp Plan', October 8, 2021.

¹⁰ S1903: Median Income in the Past 12 Months (in 2019 Inflation-Adjusted Dollars), 2019 ACS 5-Year Estimates, <https://data.census.gov/>.

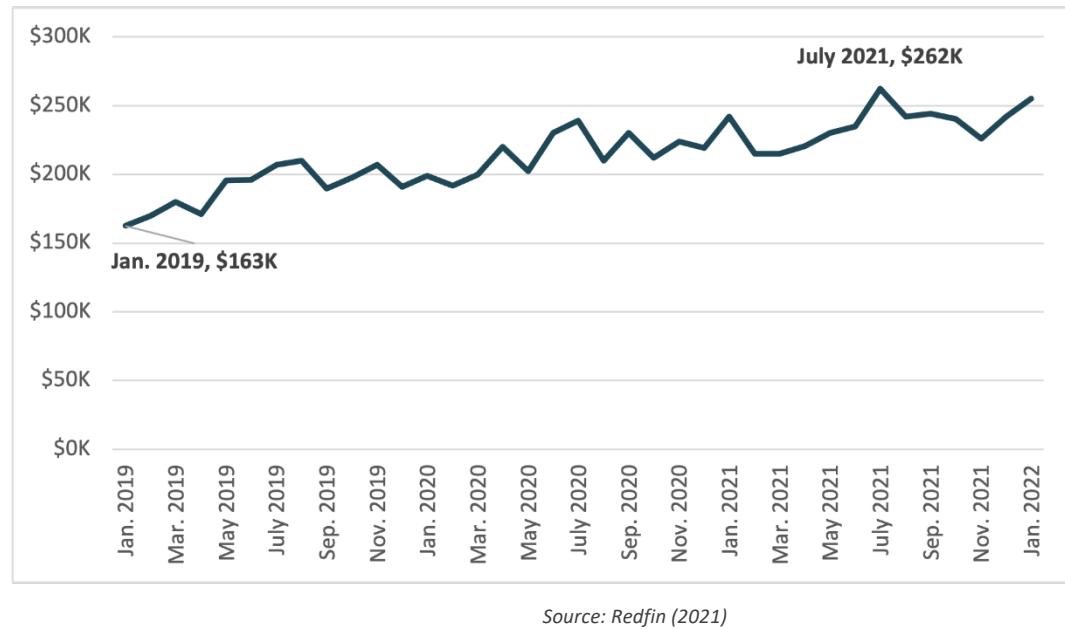
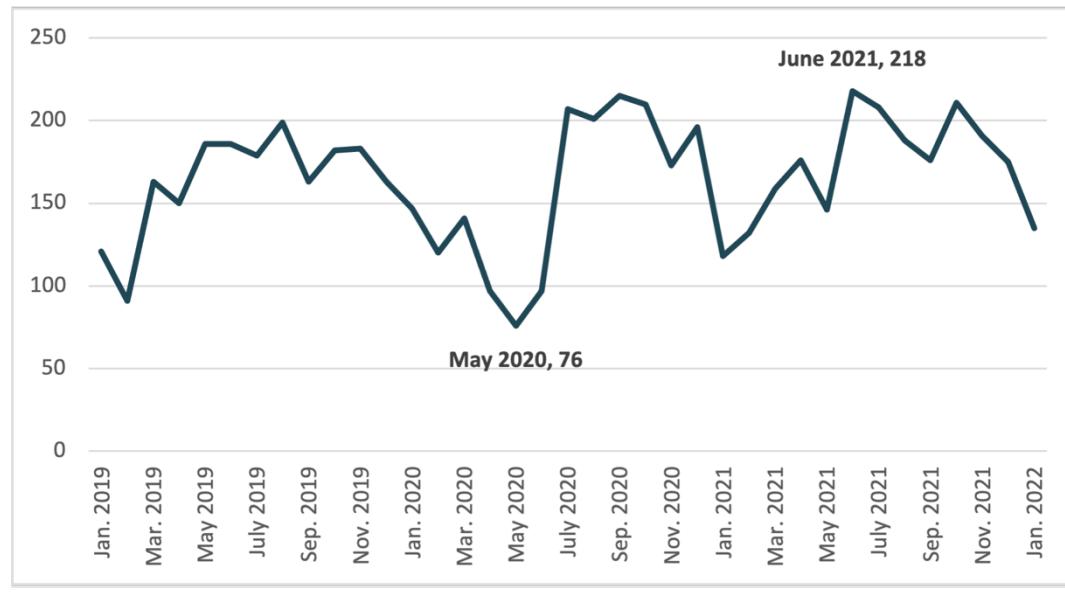
Figure 26: Median Sale Price of Homes in City of Lancaster, PA 2019-2021**Figure 27: Number of Homes Sold in City of Lancaster, PA 2021**

Figure 28: Median Days on the Market for Homes in City of Lancaster, PA, 2021*Source: Redfin (2021)*

3.3 Commercial Supply

An analysis of the Lancaster area's real estate market (including the city and three suburban townships) by High Real Estate Group LLC, a Lancaster-based real estate group, found 5.6 million square feet of office space in 244 buildings. High Real Estate Group LLC found that the asking rate for Class A office space in Lancaster is \$23-26/sf, or \$32-35/sf if new. They found that absorption of Class A, B, and C office space was down dramatically in 2020 from 2016-19 levels, with Class A vacancy rates of 7.6%, Class B/C vacancy rates of 4.3%, and Business Center vacancy rates of 13.4% in 2020, all representing modest increases from 2019 levels. Still, 2020 vacancy rates were decreased from 2016 levels for Class A, B, and C office space.¹¹

Our LoopNet research identified 93 units for rent in 39 buildings, with an average annual rental rate of \$16.84/sf. for those units that displayed pricing information. Our research also identified 19 commercial spaces for sale, including lots and office, industrial, and retail buildings, with asking prices ranging from \$335,000 for a lot on Danville Pike to \$5.75 million for a 15-year-old industrial building on Plum St (Figure 29 and 30).

¹¹ <https://www.highassociates.com/contentassets/ade6fa00f7084f65ae93aed8bcc2003/ci-council-presentation-and-survey-results.pdf>

High Real Estate Group found that Lancaster Revenue Per Available Room (RevPAR) was down 51% in 2020 compared to 2019.¹² Hotels near the center of the City of Lancaster include the adaptive-reuse Lancaster Arts Hotel and Cork Factory Hotel, the historic Lancaster Marriott at Penn Square, the Holiday Inn Lancaster, and several bed and breakfast options.

There are also numerous hotels in the suburban area just outside of central Lancaster. Two such hotels are located within one mile north of Lancaster Train Station: Home2Suites by Hilton Lancaster and Hammock Hotel Lancaster Dutch Country.¹³ A significant concentration of hotels is located between four and ten miles east of Lancaster along U.S. Route 30; these hotels, located well outside Lancaster's urban center, also serve other Lancaster County attractions, such as Pennsylvania Dutch Country.¹⁴ Accommodations in the Lancaster area are typically either two-star hotels, three-star hotels, or bed and breakfasts (*Figure 31 and 32*).

Figure 29: Commercial spaces for sale in PMA/SMA/Greater City of Lancaster

Address	Asking Price	Sq. Ft.	Acres	Type	Year Built
205 N Christian St	\$1,950,000	9,328		Retail Building	1971
28 E Vine St	\$1,100,000	4,698		Retail Building	1895
1604 Lititz Pike	\$695,000	3,163		Office Building	1952
347 N Queen St	\$450,000		0.26	Commercial Lot	
1500 Wilson Ave	\$1,095,000	4,800		Office Building	1996
240 N Plum St, Tobacco Ave	\$4,900,000	19,078		Office Building	2020
1980 New Danville Pike	\$335,000		2.1	Commercial Lot	
2031 Lincoln Hwy	\$415,000		0.91	Commercial Lot	
241 N Plum St	\$5,750,000	43,672		Industrial	2007
1850 Oregon Pike	\$2,875,000		4.25	Commercial Lot	
128 E Grant St	\$125,000	1,242		Office Condo	1874
121-123 E King St	\$1,850,000	14,955		Office Building	1789
22-26 S Duke St	\$595,000	6,522		Office Building	1890
1100 Harrisburg Ave	\$1,199,000	2,828		Retail Building	1969
Yellow Goose Rd @ State Rd	\$750,000		2.59	Commercial Lot	
Average	\$1,605,600				

Source: Loopnet (December 2021)

¹² <https://www.highassociates.com/contentassets/ade6fa00f7084f65ae93aed8bcc2003/ci-council-presentation-and-survey-results.pdf>

¹³ Google Maps

¹⁴ Google Maps

Figure 30: Commercial spaces for rent in Lancaster, PA

Address	Asking Price SF/YR	Sq. Ft.	Type	Year Built/Renovated
313 W Liberty St (multiple units)	\$14.95	1,280	Office	1925/1990
	\$14.95	2,404	Office	
	\$13.50	730	Office	
	\$14.96	702	Office	
	\$15.50	960	Office	
	\$17.95	728	Office	
	\$16.94	702	Office	
	\$17.97	360	Office	
	\$20.00	466	Office	
	\$16.95	3,467	Office	
	\$18.00	680	Office	
	\$17.87	1,140	Office	
	\$18.00	350	Office	
	\$25.00	216	Office	
	\$22.88	128	Office	
	\$23.08	234	Office	
	\$17.00	729	Office	
	\$33.33	153	Office	
	\$17.50	729	Office	
	\$22.07	367	Office	
	\$18.35	840	Office	
	\$18.00	3,050	Office	
	\$25.88	255	Office	
	\$16.50	1,058	Office	
	\$15.78	825	Office	
	\$16.20	715	Office	
	\$25.84	137	Office	
	\$31.92	149	Office	
360 Steel Way (multiple units)	\$7.95	7,425	Flex	2004
	\$7.75	13,200	Flex	
	\$7.45	19,800	Industrial	
	\$6.95	27,225	Industrial	
1004 New Holland Ave, Burle Corporate Park (multiple units)	\$8.45	20,000	Office	
	\$7.50	1,690	Industrial	
	\$11.00	22,000	Office	
	\$10.00	22,500	Office	
	\$10.00	22,500	Office	
1905 Old Philadelphia Pike	\$11.48	12,823	Office	1977
147 E King St	\$15.73	1,068	Retail	1898
3020 Columbia Ave	\$21.00	8,141	Office	1997

Memorandum

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RE: Market Analysis for the Lancaster Station Area Plan
 Date: February 6, 2023

1801 Lititz Pike (<i>multiple units</i>)	\$14.00	540	Office	1955
	\$10.00	720	Office	
	\$14.00	510	Office	
290 Lincoln Hwy E, East Towne Centre (<i>multiple units</i>)	-	2,400	-	1974
	-	6,000	-	
	-	22,000	-	
	\$6.00	7,684	Industrial Gross	
	-	1,802	-	
	\$6.00	6,000	Industrial Gross	
	\$6.00	39,700	Industrial Gross	
200 Plaza Blvd, Park City Center (<i>multiple units</i>)	\$12.00	19,500	Retail	1971
	\$12.00	12,000	Retail	
	\$12.00	19,500	Retail	
39 E Chestnut St	\$20.00	14,952	Office	1954
128 E Grant St	\$15.00	1,242	Office	1874
205 Granite Run Dr	\$15.25	2,376	Office	1998
1811 Olde Homestead Ln	\$14.00	14,908	Office	1988
40 E Roseville Rd	\$24.00	5,000	Office	2023
1850 William Penn Way	\$22.50	4,850	Office	1989
3040 Industry Dr	\$14.95	17,230	Office	1986
800 New Holland Ave	\$60.00	3,000	Office	1952
36 E King St	\$17.25	2,731	Office/Retail	1979
2231 Embassy Drive	\$7.95	56,889	Industrial	2021
211-227 Granite Run Dr (<i>multiple units</i>)	\$14.25	2,013	Office	1995
	\$14.25	5,462	Office	
	\$14.25	3,880	Office/Medical	
245 E King St	\$24.83	725	Office	1915
1234 Millersville Pike	\$10.50	2,000	Retail	1959
1891 Santa Barbara Dr - Executive Park North	\$12.00	3,672	Office	1981
101 N Queen (<i>multiple units</i>)	\$28.50	3,140	Retail	2019
	\$26.00	1,736	Retail	
	\$20.50	1,945	Office	
	\$19.50	8,747	Office	
	\$19.50	8,430	Office	
1841 Columbia Ave, Wheatland Shopping Center	-	2,800	Office/Retail	1962
3050 Hempland Rd	-	53,207	Office/Medical	1972/1995
1655-1661 Old Philadelphia Pike	-	2,650	Retail	1967
2119 Marietta Ave	-	1,528	Office	1900
314 Good Dr	-	5,141	Office	
450 Ben Franklin Blvd	-	228,648	Industrial	2022
283 Industrial Center	-	252,210	Industrial	2023

1725-1755 Oregon Pike (<i>multiple units</i>)	-	5,245	Office	1986
	-	800	Office	
	-	2,101	Office	
200 Butler Ave (<i>multiple units</i>)	-	1,760	Office	1973
	-	2,085	Office	
Lititz Pike Golden Triangle (<i>multiple units</i>)	-	1,500	Retail	1960
	-	1,800	Retail	
0231 Lincoln Hwy	-	39,640	Commercial Lot	
1842-1890 Fruitville Pike, Lancaster	-	3,000	Retail	
Towne Center				1970
120 N Pointe Blvd	-	1,580	Office	2000
Greenfield Rd Hospitality Drive	-	91,475	Commercial Lot	
1603-1651 Manheim Pike, Chelsea Square (<i>multiple units</i>)	-	3,200	Retail	1988
	-	1,300	Retail	

Average **\$16.84**

Source: Loopnet (December 2021)

Figure 31: Hotels in downtown Lancaster, Google Maps

Name	Address	Type	Nightly Rack rate	Distance from train station
Holiday Inn Lancaster	26 E Chestnut St, Lancaster, PA 17602	3-star Hotel	\$160	0.93 miles
Barbi	110 N Lime St, Lancaster, PA 17602	Bed & Breakfast	Not listed	1.02 miles
Cork Factory Hotel	480 New Holland Av #3000, Lancaster, PA 17602	3-star Hotel	\$168	0.87 miles
Lancaster Marriott at Penn Square	25 S Queen St, Lancaster, PA 17603	3-Star Hotel	\$178	1.17 miles
Lancaster Arts Hotel	300 Harrisburg Av, Lancaster, PA 17603	3-star Hotel	\$209	0.57 miles

Source: Google Travel (2022)

Figure 32: Other hotels within three miles of train station, Google Maps

Name	Address	Type	Nightly Rack rate	Distance from train station
Hammock Hotel	1492 Lititz Pike Bldg.	2-star hotel	Not listed	0.61 miles
Lancaster Dutch Country	A/B, Lancaster, PA 17601			
Home2Suites by Hilton Lancaster	1584 Fruitville Pike, Lancaster, PA 17601	2-star hotel	\$158	0.86 miles
Eden Resort & Suites	222 Eden Rd, Lancaster, PA 17601	4-star hotel	\$166	1.10 miles
America's Best Value Inn Lancaster	1320 Harrisburg Pike, Lancaster, PA 17603	2-star hotel	\$63	1.23 miles
The Lancaster Bed and Breakfast	1105 E King St, Lancaster, PA 17602	Bed & Breakfast	\$155	1.76 miles
Residence Inn by Marriott Lancaster	1450 Harrisburg Pike, Lancaster, PA 17601	3-star hotel	\$203	1.82 miles
A New Beginning Bed & Breakfast	1400 E King St, Lancaster, PA 17602	Bed & Breakfast	Not listed	2.01 miles
Hilton Garden Inn Lancaster	101 Granite Run Dr, Lancaster, PA 17601	3-star hotel	\$144	2.25 miles
Homewood Suites by Hilton Lancaster	200 Granite Run Dr, Lancaster, PA 17601	3-star hotel	Not listed	2.26 miles
Fairfield Inn & Suites by Marriott Lancaster	150 Granite Run Dr, Lancaster, PA 17601	2-star hotel	\$152	2.32 miles
Rocky Springs Bed and Breakfast	1441 Millport Rd, Lancaster, PA 17602	Bed & Breakfast	\$149	2.73 miles
Hampton Inn by Hilton Lancaster	545 Greenfield Rd, Lancaster, PA 17601	3-star hotel	\$135	2.91 miles
Red Carpet Inn Lancaster PA	2101 Columbia Ave, Lancaster, PA 17603	2-star hotel	\$75	2.99 miles

Source: Google Travel (2022)

3.4 Development Pipeline

There is significant development activity underway in the SMA. More than two dozen properties are in the development pipeline, under development, or have been recently completed in the area surrounding Lancaster Train Station, including both commercial and residential developments.

There are nine proposed commercial developments in the pipeline totaling nearly 250,000 square feet and 12 proposed residential properties in the pipeline totaling 1,359 units and 69,000 square feet of ancillary retail.

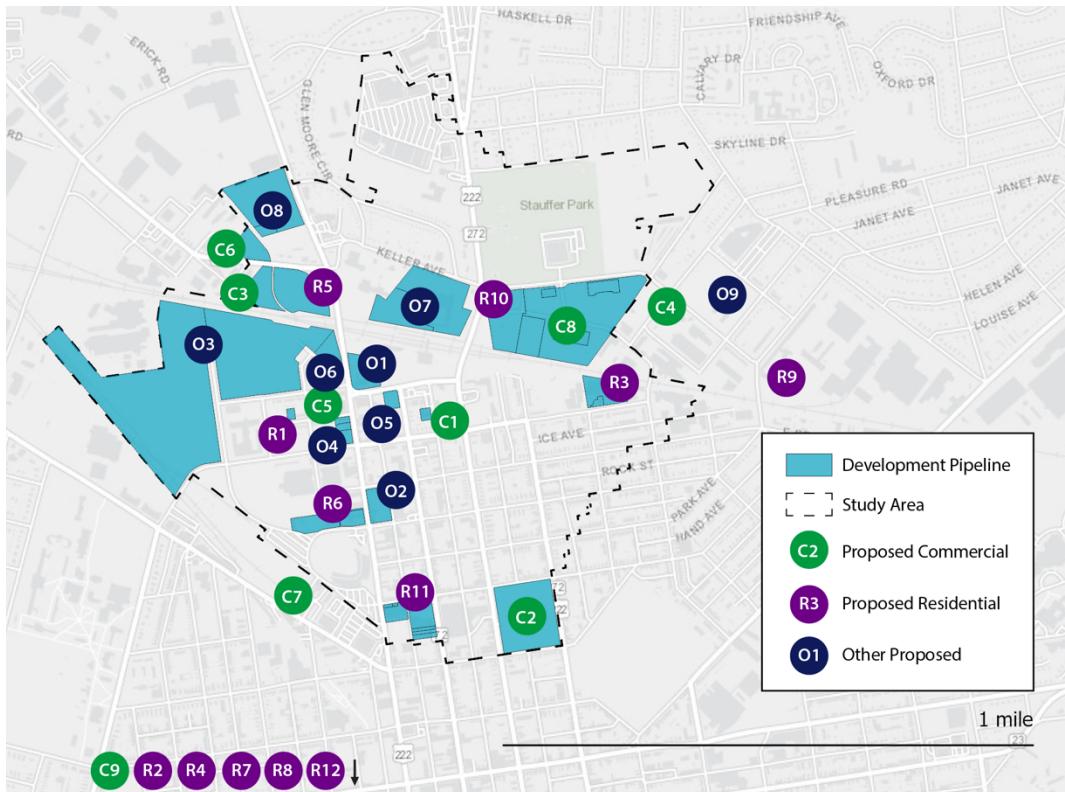
Between 2010 and 2020, the city gained on average 75 new housing units per year.¹⁵ The new residential units in the pipeline represent a change from the previous shortage of new housing supply. Newly completed apartment units in the SMA include Stadium Row, which includes numerous amenities

¹⁵ Todd J. Poole (4Ward Planning Inc.), 'Preliminary Key Findings for the Lancaster Comp Plan', October 8, 2021.

and has asking rents higher than the city average (\$1,150 for studios, \$1,400-\$1,455 for one-bedrooms, \$1,935-\$2,020 for two-bedrooms).

While these pipeline units may meet some of the pent up housing demand, the expected household and employment growth will continue to drive housing demand.

Figure 33: Development Pipeline Map



Source: McCormick Taylor and City of Lancaster (2021); Econsult Solutions, Inc (2022)

Figure 34: Proposed Commercial Developments

Label	Site	Municipality	Use	Units	SF	Status	Brief summary of development
C1	1018 N. Christian Street (Tattered Flag Brewery & Still Works)	Manheim Township	Commercial	-	4,660	Completed	Construction completed of a brewery, distillery and eatery
C2	555 N. Duke St.	City of Lancaster	Medical Office	-	79,000	Construction	Unclear if construction is completed – location is Lancaster General Hospital
C3	1046 Manheim Pike	Manheim Township	Office	-	18,000	C/O issued	N/I
C4	471 Juliette Avenue (Brook Farms Development) -	Manheim Township	Parking	123 spaces	75,000	Post-Demolition	N/I
C5	926 N. Prince St. (Cartel Brewing & Blending)	Manheim Township	Restaurant	-	2,200	C/O issued	Construction completed
C6	Manheim Pike/former McMinn's Asphalt site (1111 McKinley Ave)	City of Lancaster	Office	-	-	Site Work	N/I
C7	309/311 Harrisburg Ave.	City of Lancaster	Office	-	-	Construction	N/I
C8	Stockyards Business Park (Brook Farms Development)	City of Lancaster	Medical Office	-	-	Discussion	N/I
C9	50-54 N Queen St. (Place Marie)	City of Lancaster	Mixed Use	-	-	Proposed	

Source: McCormick Taylor and City of Lancaster (2021); Econsult Solutions, Inc (2022)

Figure 35: Proposed Residential Development

Label	Site	Municipality	Use	Units	Other SF	Status	Brief summary of development
R1	213 Jackson St.	Manheim Township	Residential	12		- C/O issued	
R2	215 N Queen St.	City of Lancaster	Residential	51		- Proposed	Proposed six-story building with 51 apartments
R3	301-341 E Liberty St	City of Lancaster	Mixed Use	60	67,000	Unknown	Proposed 2.3-acre parcel with 11 buildings (rezoned)
R4	221-27 N Prince St.	City of Lancaster	Mixed Use	63		- Construction	N/I
R5	1036 Manheim Pike	Manheim Township	Residential	96		- Awaiting Approval	Awaiting Approval
R6	Stadium Row (811 N Prince St)	City of Lancaster	Residential	104		- Complete	Complete
R7	43 W. King St	City of Lancaster	Mixed Use	130	5,000 sf retail	Proposed	Proposed
R8	17 W Vine St (Willow Valley Mosaic)	City of Lancaster	Mixed Use	147		- Proposed	Awaiting Approval
R9	Stehli Silk Mill	Manheim Township	Mixed Use	165	4,500 sf restaurant 1,200 sf office	Under Review	N/I
R10	Stockyard Inn (1147 Lititz Pike)	City of Lancaster	Mixed Use	216	12,000 sf commercial	Zoning Approved	N/I
R11	LGH/Hankin Mixed Use Project (48 W Frederick)	City of Lancaster	Mixed Use	249	9,200 sf retail 30,000 sf medical office	Awaiting Approval	Awaiting Approval
R12	800 S Queen St.	City of Lancaster	Mixed Use	66	8,336 sf retail	Proposed	Project approved
				1,359	69,036		

Source: McCormick Taylor and City of Lancaster (2021); Econsult Solutions, Inc (2022)

Figure 36: Other Development

Label	Site	Municipality	Use	Other		Status	Summary of development
				Units	SF		
O1	1009 N. Prince St. (former Mitsubishi dealership)	City of Lancaster	TBD	-	-	Discussion	N/I ¹⁶
O2	Charter Homes site (812 N Prince St)	City of Lancaster	TBD	-	-	Inactive	N/I
O3	F&M North Campus 350 and 401 W Liberty, (301 Manheim Ave.)	City of Lancaster	TBD	-	-	Inactive	N/I
O4	N. Prince/Liberty site (Neptune Diner and adjacent surface parking)	Manheim Township	TBD	-	-	Unknown	N/I
O5	934 N. Queen St. (former Cheap Heaps used car dealership)	Manheim Township	TBD	-	-	Discussion	N/I
O6	Manheim Avenue triangular parking lot (owned by owner of 1009 N. Prince)	Manheim Township	TBD	-	-	Unknown	N/I
O7	Keller Avenue site across from Train Station (PennDOT portion)	Manheim Township	TBD	-	-	Drawings Complete	Est. start 2022
O7 ¹⁷	Keller Avenue site across from Train Station (Deerin portion)	Manheim Township	TBD	-	-	Discussion	No final plan or start date
O8	Stumpf Field site	Manheim Township	TBD	-	-	Discussion	N/I
O9	630 Janet Avenue (Brook Farms Development)	Manheim Township	TBD	-	-	Discussion	N/I

Source: McCormick Taylor and City of Lancaster (2021); Econsult Solutions, Inc (2022)

¹⁶ Note: N/I indicates no information available for this development parcel.

¹⁷ Though the Keller Avenue site is split into two portions for development, ESI assigned the site a single label (O7) on the Development Pipeline Map for simplicity.

3.5 Transportation and Parking

Nearly 20,000 people come to Lancaster each day for business or leisure¹⁸. As the City of Lancaster continues to be a prime destination for business and leisure, transportation is a primary concern, particularly in the City of Lancaster's central business district.

Transportation demand becomes compounded during large conferences and events at the Lancaster County Convention Center, located in the heart of downtown Lancaster. The venue has the capacity to host hundreds to even thousands of visitors at a time.¹⁹ Its events boost the local economy, but also add significant demand to the city's transportation infrastructure.²⁰ Before the pandemic, the Center had hosted as many as 75 events per year. While the pandemic slowed the volume of conventions significantly, the Convention Center adapted by hosting numerous non-convention events. It held its first post-pandemic convention in summer 2021.²¹

Like many business districts, downtown Lancaster often sees demand for automobile parking that outstrips the space available. The city operates several parking garages and lots located near the downtown core. As of 2015, the city's parking authority managed nearly 5,000 spaces, with additional garages managed by other groups.²²

Still, 20.8% of City of Lancaster households do not own a vehicle, and active and public transportation options are available.²³ The city and region are served by Red Rose Transit bus routes, the city's dense core enables walkability, and the city has developed bicycle infrastructure, including a bike share system (Bike It Lancaster) and a network of designated bicycle routes.²⁴ Lancaster County has developed an active transportation plan to encourage further adoption of these green modes of transport.²⁵

The outlying location of Lancaster Train Station – about one mile north of Lancaster's urban core – means that the transportation situation there is somewhat different. The area near the station is defined by auto-oriented businesses, including several car dealerships and automotive service shops, and the train station features surface parking. An additional, 53-space surface lot located across the street to the south of the station was opened by PennDOT and South-Central Transit Authority in 2021.²⁶

¹⁸ https://lancasteronline.com/opinion/columnists/here-s-why-lancaster-city-needs-more-parking/article_869a1110-88f6-11e7-a525-b78ac2e876e5.html

¹⁹ [Convention Center in Lancaster County Pennsylvania | Discover Lancaster](#)

²⁰ https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html

²¹ [Visitors returning to convention center and Marriott on Penn Square, boosting downtown | Local Business | lancasteronline.com](#)

²² https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html; <https://www.lancasterparkingauthority.com/where-to-park/garages-and-lots/>

²³ 2019 American Community Survey 5-Year Estimates, S2504, Physical Housing Characteristics for Occupied Housing Units, <https://data.census.gov/>

²⁴ [Lancaster city to launch bicycle network, bike-share program | Local News | lancasteronline.com](#)

[Bike It Lancaster — Bike Share in the City of Lancaster, PA](#)

[Transit Maps, Transit Services - Red Rose Transit Lancaster PA](#)

[Bicycle Network FAQ | City of Lancaster, PA \(cityoflancasterpa.com\)](#)

²⁵ <https://www.lancompo.org/atp>

²⁶ https://lancasteronline.com/news/local/new-parking-lot-opening-wednesday-for-lancaster-amtrak-users/article_7698a8f6-90c9-11eb-807c-4b784c5cb377.html

PennDOT is planning an additional investment in parking at the Lancaster Train Station – a 220-space parking lot to the north of the station.²⁷

The walkable street grid of urban Lancaster begins directly south of the train station, and there are active and public transportation options between the station and downtown. A Bike It Lancaster station is located directly outside the train station, and a designated bicycle route down Christian Street connects the station with downtown Lancaster.²⁸ A Red Rose Transit bus route also runs directly between the train station and central Lancaster.²⁹

The area north of the station is defined by several prominent automotive routes, including US-30, PA-222, Fruitville Pike, and Manheim Pike. This area's land use is suburban and auto-oriented, featuring several large drive-up shopping malls.

4 Conclusions

The area near Lancaster Train Station features major employers, including the county's top employer, Lancaster General Hospital. It also features numerous amenities, including proximity to retail and dining – both within the study area and nearby (in walkable downtown Lancaster and the shopping malls of Manheim Township).

Yet there is nearly no live-work population in the area, and a large percentage of workers in the SMA commute in from outside. This suggests unmet demand for housing in the area surrounding the Station, which means the area could benefit from more high density residential development. This development could create a strong community that lives, works, shops, and enjoys leisure activities in the City of Lancaster and Manheim Township, helping to build a vibrant economy and taxpayer base in the area.

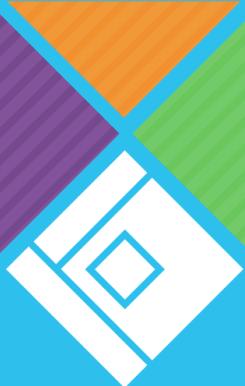
While there is an existing shortage of housing in the area near Lancaster Train Station, there are almost a dozen projects proposed or under construction in response to this shortage. The future expected population and employment growth will fuel continued demand.

While there are not many vacant sites in the study area, there are a significant number of industrial sites within the Station's vicinity that can accommodate adaptive reuse with certain zoning overlays ("Urban Transition").

²⁷ https://lancasteronline.com/news/local/under-the-bridge-new-parking-lot-at-amtrak-station-idea-session-for-developing-area-open/article_39ce1ba8-892b-11ec-aee6-43081bb607fd.html

²⁸ [City of Lancaster Re-Launches Bike It Lancaster — Bike It Lancaster; the City of Lancaster to launch bicycle network, bike-share program | Local News | lancasteronline.com](https://lancasteronline.com/news/local/city-of-lancaster-re-launches-bike-it-lancaster-bike-it-lancaster-the-city-of-lancaster-to-launch-bicycle-network-bike-share-program-local-news-lancasteronline.com)

²⁹ <https://www.redrosetransit.com/wp-content/uploads/2021/01/Route-3-1-4-2021.pdf>



LANCASTER COUNTY
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APPENDIX B:

Demographic Tables

& Statistics

Lancaster Train Station Small Area Plan

Appendix B: Demographic Tables & Statistics

Table 1: Population Summary by Year, 2021 and 2026 (projected)

	Primary Study Area		Secondary Study Area		Lancaster County	
	2021	2026	2021	2026	2021	2026
Population	1,202	1,268	4,842	5,109	551,135	567,545
Households	425	454	1,770	1,883	206,489	213,017
Families	234	247	1,006	1,057	142,024	145,818
Avg Household Size	2.75	2.72	2.64	2.62	2.61	2.60
Owner-occupied Housing Units	201	215	776	819	140,749	146,560
Renter-occupied Housing Units	224	239	994	1,063	65,740	66,457
Median Age	31.4	32.5	32.8	33.9	39.5	40.2

Source: ESRI Business Analyst (2021)

Table 2: Race and Ethnicity Distribution, 2021 and 2026 (projected)

	Primary Study Area		Secondary Study Area		Lancaster County	
	2021	2026	2021	2026	2021	2026
White Alone	56.2%	52.5%	52.1%	48.6%	85.0%	83.1%
Black Alone	15.1%	16.1%	17.1%	18.1%	4.5%	5.0%
American Indian Alone	0.4%	0.4%	0.6%	0.6%	0.3%	0.3%
Asian Alone	5.6%	5.9%	4.4%	4.7%	2.6%	3.0%
Pacific Islander Alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Some Other Race Alone	17.0%	18.9%	19.5%	21.3%	4.9%	5.6%
Two or More Races	5.7%	6.2%	6.2%	6.7%	2.7%	3.1%
Hispanic Origin (Any Race)	35.4%	39.4%	39.3%	43.3%	11.7%	13.4%
Total	1,627	1,767	6,742	7,318	615,588	643,846

Source: ESRI Business Analyst, Demographic and Income Profile

Table 3: Educational Attainment Distribution, 2019

	Primary Study Area		Secondary Study Area		Lancaster County	
	Number	Share	Number	Share	Number	Share
Less than High School	67	9.2%	295	10.6%	49,554	13.6%
High School/GED	202	27.6%	780	28.0%	128,465	35.3%
Assoc. Degree/Some College	187	25.6%	741	26.6%	81,814	22.5%
Bachelor's Degree	124	16.9%	460	16.5%	63,009	17.3%
Advanced Degree	89	12.2%	336	12.0%	36,261	9.9%

Source: ESRI Business Analyst, Community Profile, ACS Key Population & Household Facts

Table 4: Population Income Distribution, 2021 and 2026 (projected)

	Primary Study Area		Secondary Study Area		Lancaster County	
	2021	2026	2021	2026	2021	2026
<\$15,000	17.9%	15.4%	20.6%	18.1%	7.9%	6.8%
\$15,000 - \$34,999	12.5%	11.5%	17.9%	16.9%	14.3%	12.7%
\$35,000 - \$49,999	12.2%	11.7%	13.0%	12.6%	12.8%	11.8%
\$50,000 - \$74,999	20.9%	21.1%	17.4%	17.4	19.6%	18.9%
\$75,000 - \$99,999	12.5%	13.4%	12.4%	13.6%	16.3%	16.7%
\$100,000 - \$149,999	13.9%	14.5%	11.5%	12.5%	16.9%	18.6%
\$150,000+	10.1%	12.3%	7.3%	8.8%	12.2%	14.3%
Total	425	454	1,771	1,883	206,488	213,016

Source: ESRI Business Analyst, Demographic and Income Profile (2021)

Table 5: Median Household Income by Area, 2021 and 2026 (projected)

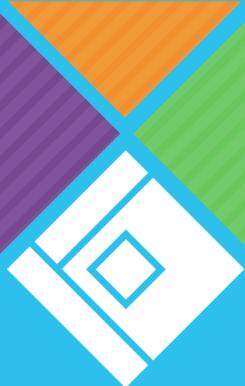
Table 3. Median Household Income by Area, 2021 and 2026 (Projected)									
	Primary Study Area			Secondary Study Area			Lancaster County		
	2021	2026	Change	2021	2026	Change	2021	2026	Change
Median Household Income	\$56,574	\$60,697	7.3%	\$47,776	\$52,313	9.5%	\$67,227	\$74,310	10.5%

Source: ESRI Business Analyst, Demographic and Income Profile (2021)

Table 6: Housing Tenure, 2021 and 2026 (projected)

Value of Housing Units, 2021 and 2026 (Projected)												
Primary Study Area				Secondary Study Area				Lancaster County				
	2021		2026		2021		2026		2021		2026	
	Number	Share	Number	Share	Number	Share	Number	Share	Number	Share	Number	Share
Owner Occupied	201	42.5%	215	42.6%	776	39.1%	819	39.0%	140,749	64.7%	146,560	65.2%
Renter Occupied	224	47.4%	239	47.3%	994	50.0%	1063	50.6%	65,740	30.2%	66,457	29.6%
Total Housing Units	425		454		1,770		1,882		206,489		213,017	

Source: ESRI Business Analyst, Demographic and Income Profile



LANCASTER COUNTY
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APPENDIX C: Public Visioning Summary

Lancaster Train Station Small Area Plan

Public Visioning Event

February 9, 2022

Event Summary – *Draft 3.15.2022*

A Public Visioning Event was held by Lancaster County Planning on February 9, 2022 from 4:00 – 7:00 p.m., at 1009 N. Prince Street, Lancaster, PA (former Auto Traders International).

PURPOSE:

The purpose of this Public Visioning Event was to introduce the Lancaster Train Station Small Area Plan to the community and collect input about the community's vision for the area.

NOTIFICATIONS:

- A hard copy flyer was distributed in advance of the event to Steering Committee members, stakeholders, and local businesses to post in their facilities and share with their networks.
- Lancaster County Planning Department advertised the event on their social media channels. Steering Committee members and stakeholders were also encouraged to share these posts on their own social media channels.
- A press release was issued by Lancaster County Planning Department with the local media to promote the event and input opportunities.
- Lancaster City Alliance Ambassadors distributed flyers to all homes and businesses in the immediate train station area.

The Visioning Event was conducted as an Open House Plans Display, with informational displays available for public review and discussion with Study Team members. No formal presentation was given. The displays were organized in the following stations. Feedback was collected at Stations 1, 3 and 4; the input collected at each station is also listed below. Input shown below was collected from in-person attendees, responses via hard copy comment forms, and responses to the online comment form. Eight (8) hard copy comment forms were submitted at the event and by mail. One (1) response was received from the online survey. In addition to the displays listed below the following related displays from partnering agencies and projects were also available for public review. A copy of all displays is included in the appendix to this report.

Station 1: Registration

Attendees were asked to sign-in and received a copy of the handout/comment form. They were briefed about the meeting format and how to participate by a Study Team member.

Seventy-five (75) individuals signed in at the registration table. Study Team members also observed additional attendees who entered the building through other doors and did not sign in. The estimated total attendance was approximately 80 people.

Tell Us About You

Attendees were asked to place a sticker on the map showing where they live. A photo of the display at the end of the meeting follows.

The majority of participants indicated they were from the City of Lancaster or adjacent. Additional areas represented on the map include Elizabethtown, Manheim, Lititz, East Petersburg, Strasburg, Conestoga, Millersville and Columbia.

One participant indicated they were from zip code 17349 which includes the New Freedom area of York County.



Station 2: Study Introduction

A display board at Station 2 provided an overview of the purpose and goals of the study and a general timeline for completion of the study.

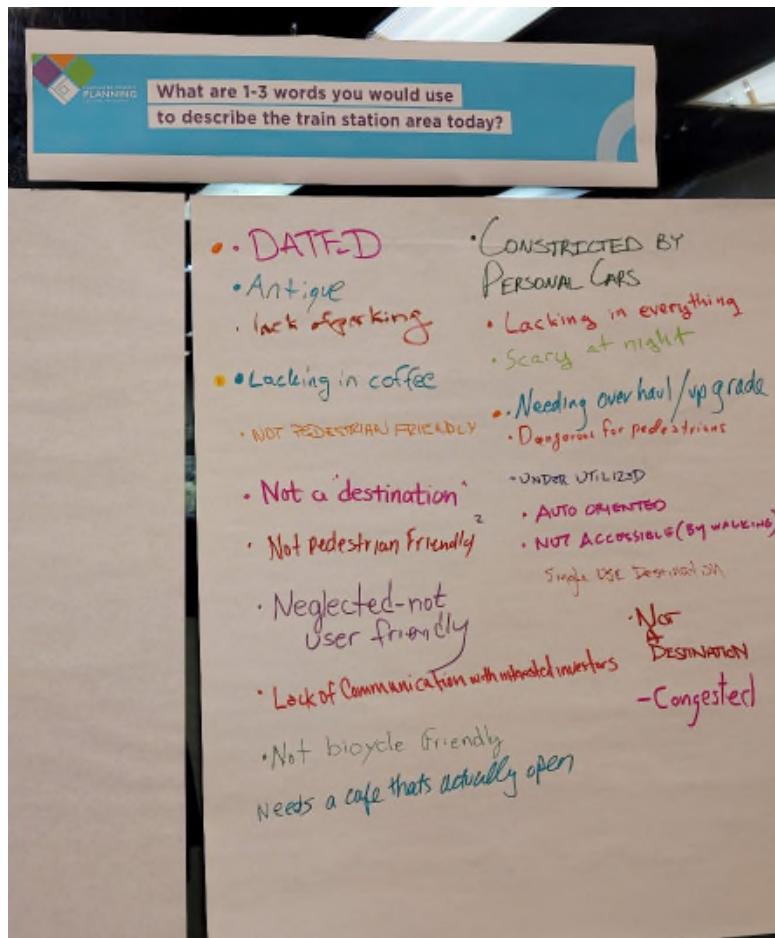
Station 3: Interactive Visioning

This station included three interactive display areas to collect input about the community's vision for the future of the train station area. Photographs show the input received and under the photographs the input has been generalized by topic. The number in parentheses following each topic area indicates the number of comments received.

Station 3 Display Area #1:

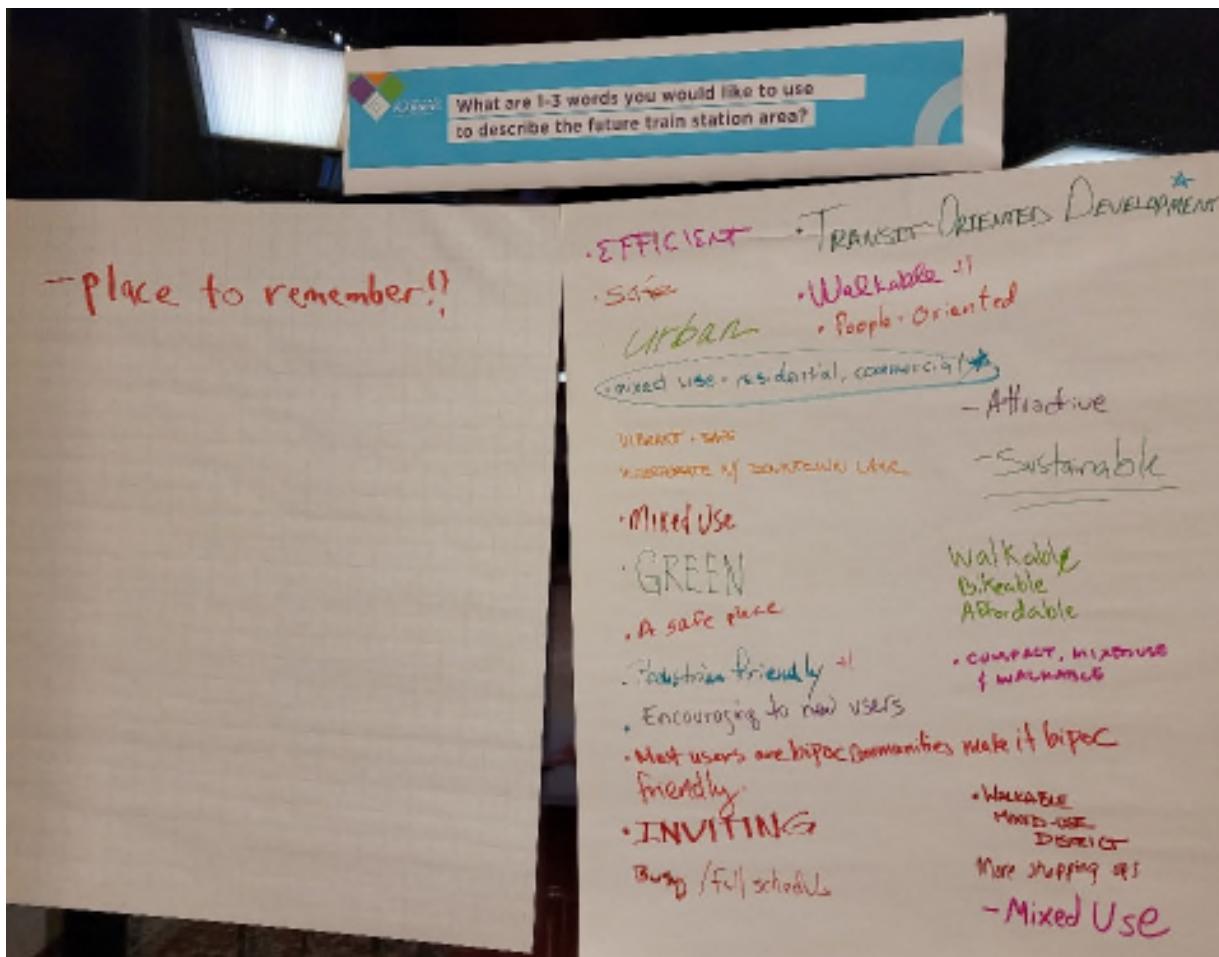
What are 1-3 words you would use to describe the train station area today?

Meeting attendees and respondents to the online survey were asked to describe the train station area as it is today. Some attendees placed stickers or stars by responses they wanted to "second".



- Outdated and in Need of Upgrade (5)
- Lack of Amenities and Activities to Draw People to the Area (7)
- Not Accessible or Safe for Pedestrians and Cyclists (5)
- Vehicle-oriented and Congested (3)
- Lack of Coordination with Developers/Investors

What are 1-3 words you would like to use to describe the train station area in the future? Meeting attendees and respondents to the online survey were asked to describe their future vision for the train station area. Some attendees placed stickers or stars by responses they wanted to "second".

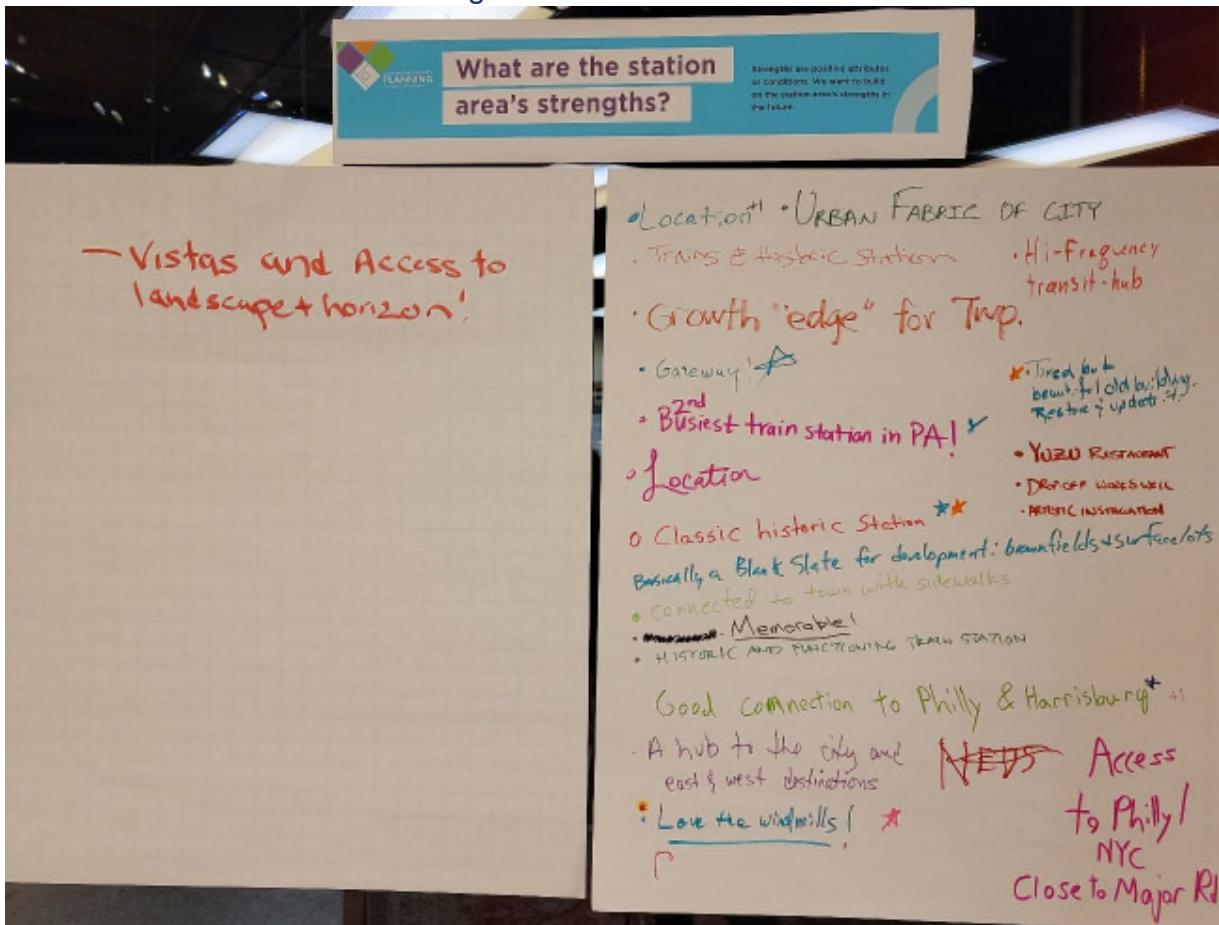


- Mixed-use, Transit-Oriented Development (8)
- Safety (3)
- Walkable, Bikeable, Affordable (4)
- Diverse (2)
- Memorable and Attractive (4)
- Cohesive and Convenient (2)
- Green and Sustainable (2)

Station 3 Display Area #2: SWOT Analysis

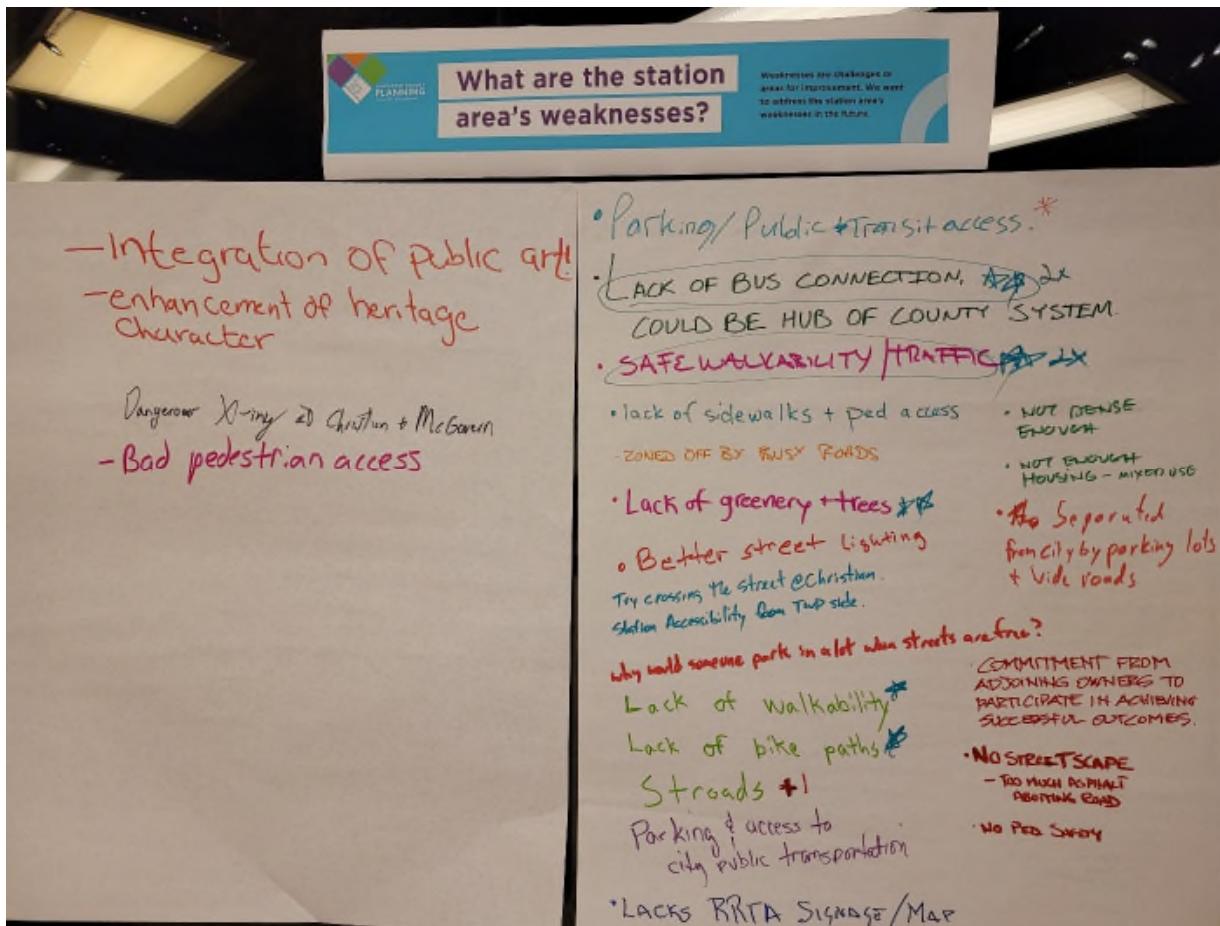
Meeting attendees and respondents to the online survey were asked to identify the train station area's Strengths, Weaknesses, Opportunities, and Threats (SWOT). Actual responses are shown in each photo. An aggregated list of the high-level topics that were included in those responses is listed below each photo.

What are the station area's strengths?



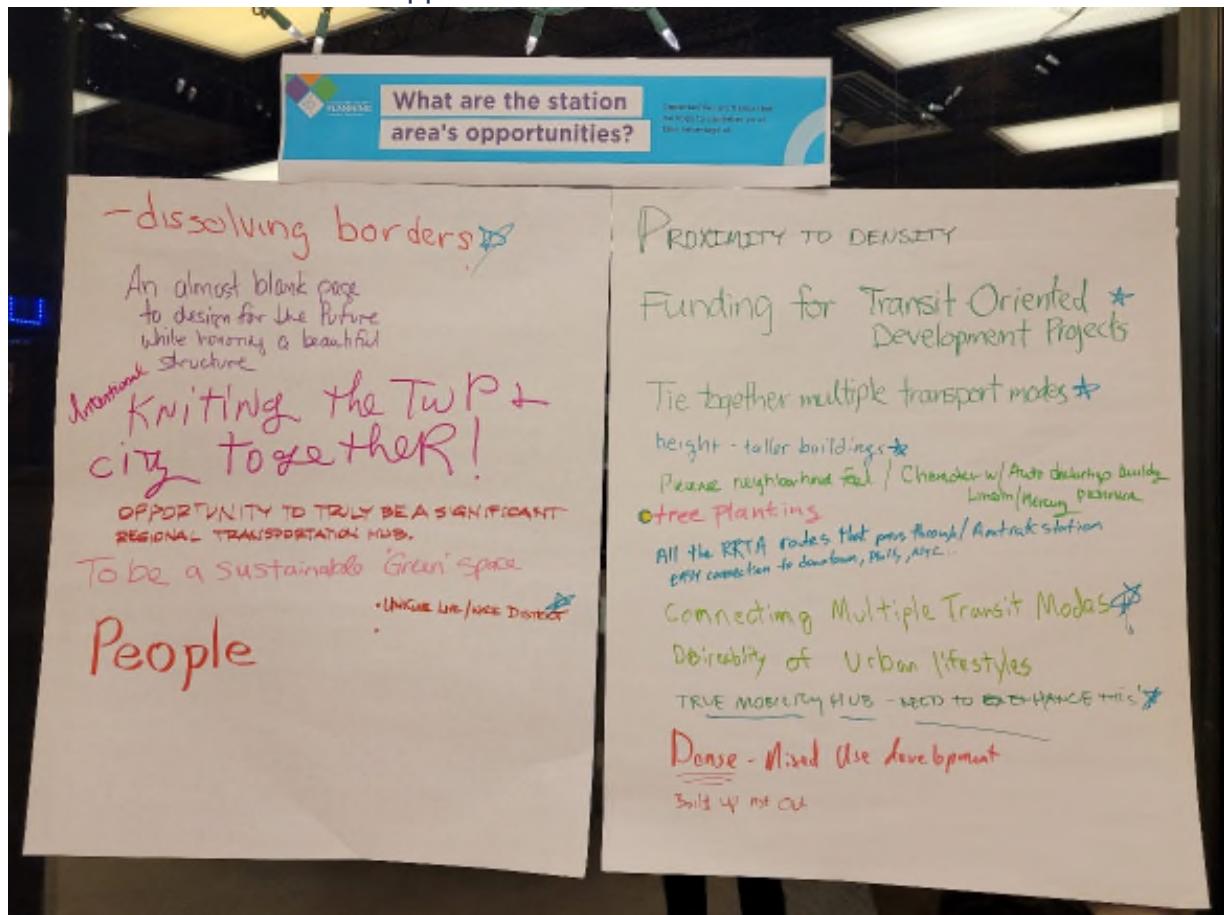
- Memorable Location (2)
- Gateway Area (2)
- Access to Trains and Other Destinations (7)
- Historic Building (6)
- Artistic Installations (3)
- Opportunities for Development (2)

What are the station area's weaknesses?



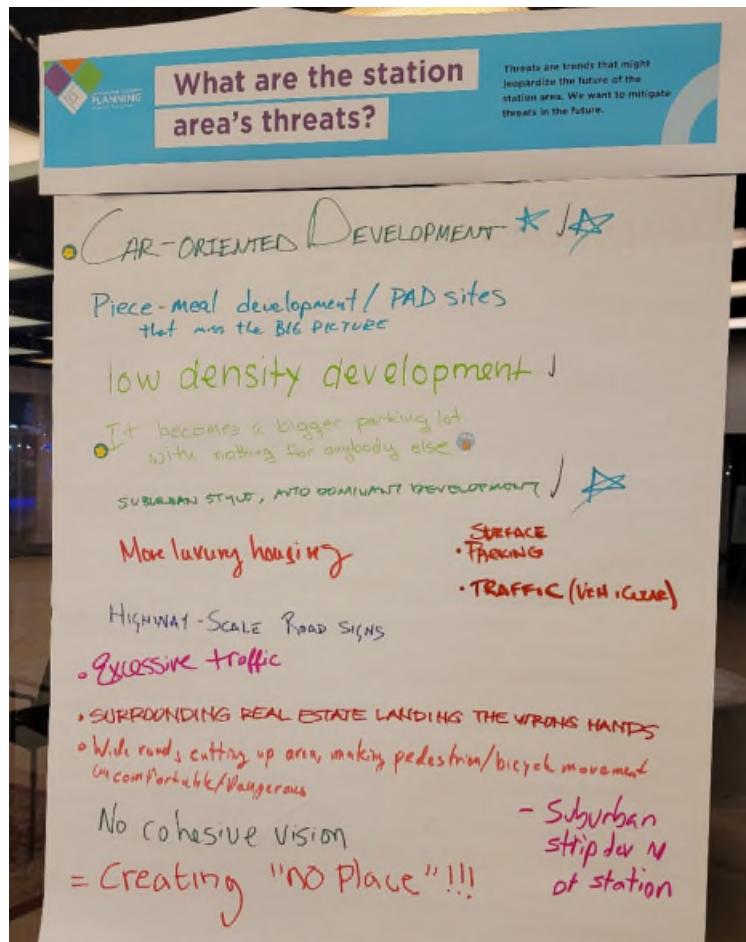
- Limited Parking (4)
- Lack of Connection to Buses (5)
- Lack of Pedestrian and Bicycle Connectivity (6)
- Pedestrian and Bicycle Safety Concerns (7)
- Disconnected from City of Lancaster with Major Roadways ("stroads") and Parking Lots (4)
- Lack of Green Space and Trees (3)
- Lack of Street Lighting and Streetscaping (4)
- Not Enough Density, Housing, and Mixed Use (3)

What are the station area's opportunities?



- Connection of City of Lancaster and Manheim Township (3)
- Enhance Area to Become Mobility Hub with Connections to Many Transportation Modes (6)
- “Build Up, Not Out” – Permit Taller Development (3)
- “Blank Slate” – Many Areas for New Development/Redevelopment (8)
- Additional Green Space and Trees (3)

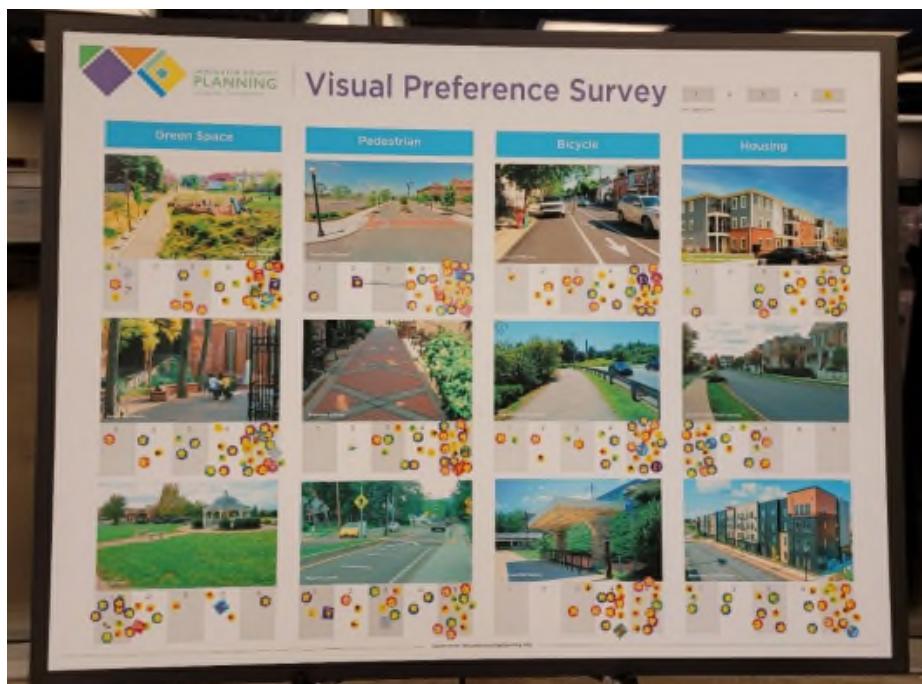
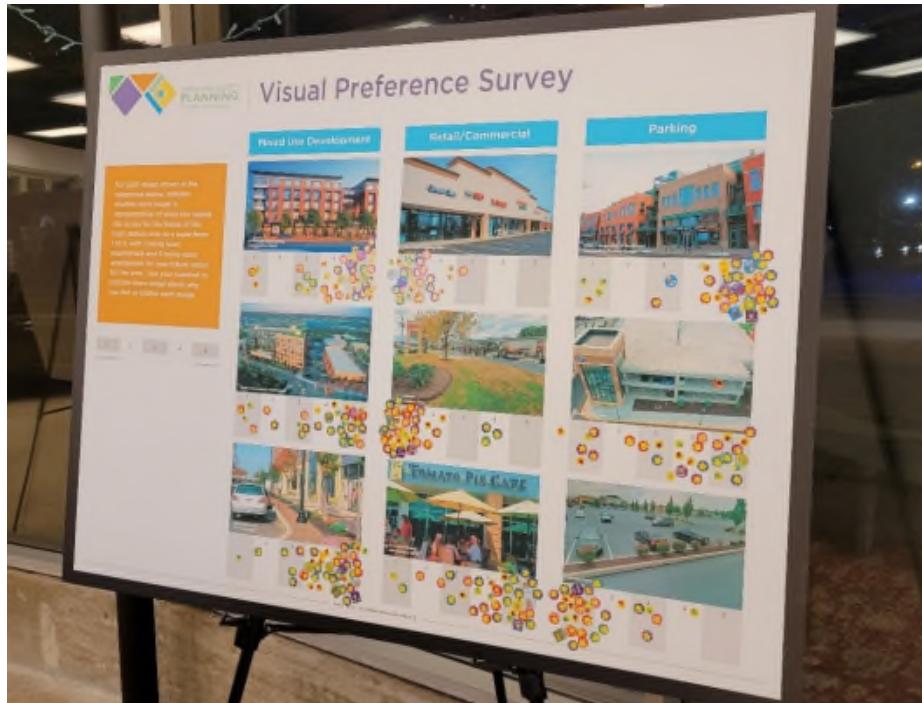
What are the station area's threats?



- "Cobbled Together" – No Cohesive Plan (4)
- Low Density Existing Development (2)
- Car- and Parking-Oriented (11)
- Traffic and Congestion on Wide Roadways with Highway-scale Signage (4)

Station 3 Display Area #3: Visual Preference Survey

For each image shown, attendees were asked to indicate whether each image is representative of what they would like to see for the future of the train station area on a scale from 1-5, with 1 being least appropriate and 5 being most appropriate. Each image was given an average weighted score based on the number of total responses and the ranking in each response, rounded to the nearest tenth. Respondents were also encouraged to use the hard copy or online comment form to provide additional comments to further explain their rating.



Mixed Use Development

Residential/Office Building with First Floor Retail



Score: 4.2

Additional Comments:

- Key to developing enough residential density as required in the 2040 plan
- Very good!
- Unsure of office demand due to COVID
- May be appropriate
- Great use
- Sounds good

Residential, Commercial, and Residential



Score: 3.8

Additional Comments:

- Retail & commercial but not sure more residential is needed.
- Yes – transit centric and dense like NOVA Dulles corridor (but scale it down for Lancaster)
- Too much commercial
- May be appropriate
- Great use
- Good height, 4 stories is too short
- First choice

Apartments with First Floor Retail



Score: 4.3

Additional Comments:

- Seems to duplicate what is intended for the Stockyard Inn property.
- Too underutilized – this will be like the Stockyards property. Need a contrast!
- Yes please!
- Limited retail may work
- May be appropriate
- Absolutely
- Liking this
- Second choice

Retail/Commercial

Strip Mall/Shopping Plaza



Score: 1.3

Additional Comments:

- A small grocery, like the SKH that was on Oregon Pike would be a benefit to the area.
- We already have too many identical junk-retail strips – no!
- No – please don't even consider this
- Too much parking; waste of space on transit
- Not needed at all
- Nope. Let's take Golden Triangle and make half of it residential and build above
- No
- Undesirable

Gas Station/Convenience Store



Score: 1.4

Additional Comments:

- Only if you were going to move the gas station that is on that corner over to the new development. The current location is inconvenient to get out of.
- Just no!
- No...under no circumstances!
- Too car oriented
- Not needed at all
- Already have Sunoco. Not really best land use next to busy train station.
- No
- Undesirable

Restaurant/Retail with Outdoor Seating



Score: 4.2

Additional Comments:

- Eateries would benefit commuters as well as the planned Stockyard Inn housing development.
- Group buildings around a central plaza where interesting restaurants would have outdoor options.
- Useful when waiting for train; a lot of traffic makes al fresco somewhat unappealing
- OK as a peripheral use, subordinate to others
- Absolutely, but not standalone. Must be part of residential project.
- Preferably residential too
- OK – quick service for travelers

Parking

Retail, Commercial and Residential Surrounding Parking Garage



Score: 4.3

Additional Comments:

- I cannot see the need for more residential. Grocery, bank, drug store, urgent care, restaurants seem useful.
- Of all parking options this seems the best. Integrate station and residential parking. Minimal street-level spaces to emphasize bike/walk access.
- Yes – please do this!
- OK if not standalone
- Parking integrated with other uses is preferable.
- Best use properties are deep enough and varied to allow this.
- Appealing; not surface parking

Parking Structure



Score: 3.6

Additional Comments:

- A two-story garage with handicap parking next to the entrance to the pedestrian bridge would be an asset.
- Unimaginative
- No, wrap structure with retail (Liner Buildings)
- OK if not surface and standalone
- This use along may displace other better uses.
- If you must
- Less visually appealing, but better than a surface lot.
- Seems unnecessary

Surface Parking



Score: 1.5

Additional Comments:

- In combination with a two-story garage. Perhaps the surface parking could occupy a larger area than the garage.
- Huge waste of potential and a car-centered approach. "Mobility hub" has to make all types of transportation attractive and efficient.
- No, no, no!
- Waste of space
- Not highest and best use. Done alone, this displaces other better uses.
- Don't do this please
- Not a great use. Maybe gravel for now so it can easily be used?
- Don't do it
- No

Green Space

Linear Park with Playground and Paths



Score: 4.1

Additional Comments:

- Anywhere you can add green space & water features & encourage foot traffic and provide for birds and wildlife is a boon to the community. An area for children would benefit residents on both sides of the railroad tracks.
- This would be too much to expect in the site. There should be a path to Stauffer Park on Keller Ave. (A kiddie park for residents would be enough, plus the plaza)
- Waste of space near transit hub
- OK but not to displace other revenue earning uses
- Like this
- If it connects to something and helps stormwater

Parklet with Seating



Score: 4.3

Additional Comments:

- Anywhere you can add green space & water features & encourage foot traffic and provide for birds and wildlife is a boon to the community. Adult space provides a welcome destination for a walk, thus benefiting the health of local residents.
- This is the design language to use throughout.
- Nice
- Waste of space
- Better suite where urban centers exist
- Yes, civic space is important.
- Probably more appropriate in mixed use
- Could be nice for commercial but I am biased in favor of water features for ecosytemic benefit

Pocket Park



Score: 2.1

Additional Comments:

- Anywhere you can add green space & water features & encourage foot traffic and provide for birds and wildlife is a boon to the community.
- Incorporate some elements into a plaza, but this should not be dominant use of the property.
- Waste of space
- Not suited here
- Possibly where stormwater/rain gardens can be done.
- We have nearby parks and greenspace should build stronger ecosystems. Recreation should not be the sole intent of greenspace additions.

Pedestrian

Pedestrian Crosswalk



Score: 4.6

Additional Comments:

- In some areas. This does not indicate where you are thinking about. Location would dictate feasibility and type.
- Won't have this type of through street due to the RR to the south.
- Necessary
- Very much needed!
- Definitely needed
- Sure
- Good

Pedestrian Pathway



Score: 4.5

Additional Comments:

- In some areas. This does not indicate where you are thinking about. Location would dictate feasibility and type.
- Favorable – inviting! Should not have 'real streets' cutting through the property, just emergency lane/alleys
- Necessary
- Very much needed!
- Yes!
- Love this
- Better, use often

Raised Crosswalk



Score: 3.7

Additional Comments:

- In some areas. This does not indicate where you are thinking about. Location would dictate feasibility and type.
- Won't have this type of through street.
- Necessary at Christian and McGovern
- Very much needed!
- Safest in my opinion and best for accessibility
- Best if road is present
- Undesirable for even moderate use streets

Bicycle

Separated Bike Lane



Score: 4.1

Additional Comments:

- If you want to do this, you will need to widen any roads in the area of the train station where you want to add bike lanes. There is too much traffic to remove lanes and too much traffic to make it safe for bike riders.
- I don't see streets like this except on the edges of the site.
- Necessary
- Very much needed!
- Yes, but can you do this on side that gets sunlight and make it a protected lane with bollards.
- Like it, but we need more robust traffic calming measures
- Seems to be working well throughout the City

Separated Multi-Use Path



Score: 4.2

Additional Comments:

- If you can find room for this type of access, it would be better than bike lanes on the road but thinking about the area I am not sure where you have room.
- This is needed on Fruitville Pike, Harrisburg Pike, to tie into the "hub".
- Bike lane is sufficient.
- Very much needed!
- OK
- Cool idea, but is it needed?

Protected Bike Parking



Score: 4.4

Additional Comments:

- If you are adding parking for cars, you might as well include bikes and motorcycles.
- Important element. Need rental bikes here.
- Necessary
- Very much needed!
- Certainly
- Absolutely!
- I think it could be good for long-term bike parking.
- Prefer garage space for bikes

Housing

The Willows at Landisville apartments, walkable access to community amenities



Score: 4.1

Additional Comments:

- In addition to Stockyard Inn development? Not sure it is needed. Increased vehicle traffic would be a detriment to the area.
- This is a good transitional height and style but can only be part of the mix if we are serious about achieving appropriate density. Some taller residences will be vital.
- Necessary
- Not suited here
- Yes
- Better than low density single family

Veranda Single Family Housing



Score: 1.6

Additional Comments:

- If you are talking in addition to Stockyard Inn development this would be a better density option.
- We can't squander relatively small acreage on this "suburb" style.
- Waste of space
- Not suited here
- Possibly but not best use for most of these spaces
- I'd rather not see more.
- Not appropriate

Apartments Stadium Row



Score: 3.8

Additional Comments:

- I would prefer not yet another complex like this, since two others are already in place or underway nearby.
- Depends where it would be located...Better if mixed use is adjacent to train station
- Necessary
- Not suitable where more transit-oriented uses could go at greater value.
- Absolutely!
- Density could increase, but best of three
- Proper density; first floor mixed use preferred

Other/General Comments

Respondents to the online survey and the hard copy comment form were asked to provide other comments. Other community members provided input directly to the Study Team by email. Those responses are shown in the table below.

I think one of the most important things to keep in mind is density. "Improvements" to the roadways as a sop to adding more traffic has minimal impact to the actual traffic flow. On the city side, look for ways to provide more off-street parking to residents (knocking down some buildings to provide residential parking) or just reduce number of cars in the area by changing houses that were divided into multifamily back to single family. More parked cars off the street means more opportunity for safe bike lanes. This opportunity should not be just about tax dollars. It should be about creating an entrance to the city that is welcoming, providing a driving experience that is as frustration free as possible, welcoming nature into the city.

I was hoping to offer my feedback about the proposed parking lot and pedestrian bridge off of McGovern Avenue that will link the train station with points north of the train tracks. I am hoping to see a mix of uses on this property: apartments/condos, ground floor stores set along a grid that "extends" the city grid across the train tracks. Ardmore's Suburban Square offers a good model for what it might be able to look like (although having housing rise higher than one or two stories above the storefronts would be a welcome difference from Suburban Square so more people could receive housing). It would be nice to have parking off to the sides and a pedestrian road run down the center of the development (sort of like Belmont, but more buildings and pedestrian areas and fewer parking lots). Trader Joe's tends to like this type of set up and I wonder if it might be interested in anchoring this shopping/parking/living area. Is there any way that parking could be subterranean? College Row could offer a good scale and model for the size of the buildings with retail on the first floor. A few of these buildings together would offer a very different living and shopping experience compared to what most of Lancaster County has to offer. I know that not all of this is possible, but I at least wanted to send some of the dreams that I'd love to see for this site to you. If you need more explanation, please let me know.

A community garden! It is a place for residents to grow, share, and learn about growing fruits, vegetables, and herbs. The garden brings diverse people together and provides access to healthy foods and education. It adds attractive beauty and welcoming tranquility to one of the busiest entrances to our city. The garden's greenery helps to clean the air and reduce the effects of carbon emissions. It is a model of sustainability and progress, to inspire people everywhere. There are many people in Lancaster who are able and willing to contribute to this new development for the north side of the city.

A track level path to get walkers and bikers safely UNDER those busy roads and to the station, or on the north side, just under those busy roads, from Manheim Pike to the Stockyards, without waiting for crosswalk lights, would be a real benefit.

I think we should look at places along other transit corridors (Arlington, Chantilly, etc.) and in particular Conshohocken (also Manayunk). While these are extremes in height and concentration, an appropriate scale for Lancaster should be achievable. Heights a bit higher than the monotonous downtown hospital buildings, but higher than the 65ft at Stockyards, could be part of the mix. Cluster a variety of brick/glass buildings, from 4 to 8 stories high, around a market plaza and this could be a real breakthrough in converting a brownfield to a creative "urban edge" that leverages the transportation assets of the station, visually divided from the rowhomes of Lanc City. Include co-working space for residents who WFH.

I'm very concerned the PennDOT parking lot and tower is being planned in isolation. This entire site should be planned as one urban design exercise. That tower to the RR crossing should be coordinated with the other buildings on that site. Site across from train station must be compact, mixed use and walkable! Build up – tall buildings

Need raised crossing at Christian and McGovern immediately, safety issue

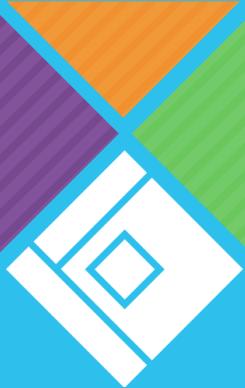
Emphasis on connecting surrounding activities to transit center is KEY and TOP priority

1. I really want to see RRTA, Amtrak connecting the downtown and rest of county...and beyond. 2. Not really a fan of surface parking anywhere. Is it necessary? Probably, but we could do better. The current Christian/McGovern lot is rarely used AND you can't even cross there. 3. I really love this is a blank slate and hope we will maximize the land for this once in a long-time chance... maybe we can do something amazing.

Greenspace/trees have an economic and ecosystemic benefit. Turf grass alone bad! Place some white oaks please. No parks with recreation as sole intent. Parking is a necessary evil at the moment. Make it dense and unseen if possible. Garages only, if at all. Make the RRTA county routes centralize at the train station. Will help persuade less long-term parking.

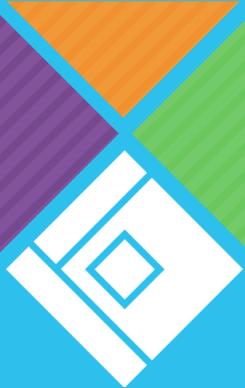
Appendix – Event Displays

1. Tell Us About You
2. Study Area Map
3. Study Introduction
4. Mobility Hubs
5. Susceptibility to Change Results
6. Land Use Map
7. Zoning Map
8. Proposed Train Station Pedestrian Bridge
9. Proposed PennDOT Surface Parking Lot
10. Visual Preference Survey



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

APPENDIX D: Public Meeting Summary



APPENDIX E:

Building,

Density, &

Parking

Calculations

BUILDING, DENSITY AND PARKING CALCULATIONS

Lancaster Train Station Small Area Plan

Disclaimer and Assumptions for Building, Parcel, and Parking Counts

Disclaimer:

This master plan was prepared for high level planning purposes and is for illustrative purposes only. Measurements and calculations of the parcels and building areas, and density and parking totals are approximate only and are meant to provide general planning level numbers. These numbers are subject to change pending a final boundary survey and final site and building design and approvals.

Assumptions in Calculating Areas & Quantities:

Buildings & Units

1. Proposed mixed use structure (or building) noted on the plan or in the calculations refers to a building that has commercial retail/office space on the first floor, and residential units on the floors above, both on the four-story and five story mixed-use prototype. In one instance, mixed use building #31 is a three-story structure in order to transition to the surrounding residential neighborhood. This building has commercial retail/office space on the first floor, and residential units on the two floors above.
2. Proposed residential structures (or buildings) noted on the plan or in the calculations contain residential units on all 3-floors. Residential buildings include Buildings 20, 21, 32, 33, and 34.
3. The calculated number of residential units is subject to change pending final design. No building floor plans were available for the various building types, so in order to assign a number of residential units per floor, a 982 square foot/unit factor was used. This factor was developed from examining a local mixed-use project in the vicinity of this project and finding an average based on that building's area and number of units. This base factor includes extra area per unit to consider lobby area, hallways, elevator core, and utility space. It also assumes that there will be a mix of unit types, such as studio, one-bedroom, and two-bedroom units, and this factor is just an average without knowing final unit type mix.

This factor was applied to the total residential area of the building, not on a floor-by-floor basis.

4. To project an approximate number of residents that will be generated by this proposed development, a factor of 1.25 and 1.5 per unit was used to develop a range of residents. For

example, if we have 320 residential units, that will translate into approximately 400 (320×1.25) to 480 (320×1.5) residents.

Site Area and Density

5. Project density was calculated as a gross density and included park, open space, and plaza areas. The only area not included in the density calculation was an approximate 0.29 acre area of PennDOT right-of-way on the east side of the site.

6. Because no boundary survey was available, the site area could only be approximately calculated and is subject to change. Any change in site area will impact density calculations.

Parking

7. Required parking was determined using standards from the City of Lancaster:

- Residential: 1 parking space per dwelling unit
- Commercial retail/office: 1 space per 250 square feet of gross floor area.

8. Parking totals assume the following parking dimensions:

- 90-degree spaces – 8.5 feet wide x 18 feet deep
- Parallel spaces – 7 feet wide x 21 feet long

9. After the parking was totaled for each lot, the total was reduced slightly in order to consider the City's accessible parking space requirements. Generally, the total was reduced by the minimum amount of required accessible spaces for each lot area to take into account required wider spaces and painted islands.

10. PennDOT currently controls a parcel of land on the Keller Avenue site and has plans for a 240-space surface parking lot to serve the Lancaster Train Station. Each scenario assumes that those 240 spaces cannot be used to meet the parking requirements of the proposed building. In the "All Proposed Buildings", "Keller Avenue", and "Keller Avenue – West Side" options keep PennDOT's 240 parking space surface parking lot intact. In a potential later phase depicted in the "Keller Avenue – East Side", 65 spaces are shown accommodated in a surface lot, and 175 parking spaces in Parking Garage #11. None of these spaces are used in meeting the requirements of the proposed buildings.

11. The three proposed parking garages will serve these buildings.

- Parking Garage #4 will serve any parking deficiency from surface lots from Buildings #2, #3, #5, #6, #7, #8, #9, #13, #14, and #16.

- Parking Garage #26 will serve any parking deficiency from surface lots from Buildings #23, #25, #27, #28, and #29.
- Parking Garage #11 will serve buildings #10, #12, and #15
- We assume that all other Buildings will be entirely dependent upon available surface parking, both on and off street.

Lancaster Train Station Small Area Plan
Building and Density Calculations

FOUR-STORY SCENARIO - ALL PROPOSED BLDGS

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 1	Mixed Use	11,437	11,437	34,311	45,748	35	
Building 2	Mixed Use	19,260	19,260	57,780	77,040	59	
Building 3	Mixed Use	8,200	8,200	24,600	32,800	25	
Building 5	Mixed Use	17,700	17,700	53,100	70,800	54	
Building 6	Mixed Use	8,160	8,160	24,480	32,640	25	
Building 8	Mixed Use	9,228	9,228	27,684	36,912	28	
Building 9	Mixed Use	5,100	5,100	15,300	20,400	15	
Building 13	Mixed Use	4,200	4,200	12,600	16,800	13	
Building 14	Mixed Use	20,250	20,250	60,750	81,000	62	
Building 16	Mixed Use	12,750	12,750	38,250	51,000	39	
Building 18	Mixed Use	6,550	6,550	19,650	26,200	20	
Building 19	Mixed Use	15,528	15,528	46,584	62,112	47	
Building 20	Residential	4,500	0	13,500	13,500	13	Keep to 3 stories - adjacent to residential
Building 21	Residential	5,400	0	16,200	16,200	15	Keep to 3 stories - adjacent to residential
Building 22	Mixed Use	13,250	13,250	39,750	53,000	40	
Building 25	Mixed Use	12,550	12,550	37,650	50,200	38	
Building 27	Mixed Use	10,450	10,450	31,350	41,800	32	
Building 28	Mixed Use	5,400	5,400	16,200	21,600	16	
Building 30	Mixed Use	15,050	15,050	45,150	60,200	46	
Building 31	Mixed Use	5,775	5,775	11,550	17,325	12	Keep to 3 stories - adjacent to residential
Building 32	Residential	8,038	0	24,114	24,114	24	Keep to 3 stories - adjacent to residential
Building 33	Residential	5,400	0	16,200	16,200	16	Keep to 3 stories - adjacent to residential
Building 34	Residential	5,400	0	16,200	16,200	16	Keep to 3 stories - adjacent to residential
Subtotal		200,838			690		

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0
Building 24	Existing (Commercial)	3,600	3,600	0	3,600	0
Building 29	Existing (Commercial)	13,320	13,320	0	13,320	0
Subtotal		21,120			0	

Potential Later Phase Buildings

Building 10	Mixed Use	6,900	6,900	20,700	27,600	21
Building 12	Mixed Use	7,390	7,390	22,170	29,560	22
Building 15	Mixed Use	5,400	5,400	16,200	21,600	16
Building 17	Mixed Use	6,390	6,390	19,170	25,560	20
Building 23	Mixed Use	8,287	8,287	24,861	33,148	25
Sub Total		34,367			104	

Grand Total

256,325

794

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)
Proposed & Exist. Buildings	690	33.57	20.55
With Potential Later Phase	794	33.57	23.65

Note - Parcel acreage is very approx

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	690	803	1,493
Existing Bldgs	0	84	84
Subtotal		1,577	

Potential Later Phase	104	137	241
Subtotal			241

Grand Total **1,819**

Proposed Parking/ Without Potential Later Phase

			Parking Spaces
Surface Parking	On and off street		1,442
Parking Structure #4	70 sp/fl x 3 floors		210
Parking Structure #26	59 sp/fl x 3 floors		177
Total			1,829

(not including any PennDOT train station surface lots)

Proposed Parking/ With Potential Later Phase

			Parking Spaces
Surface Parking	On and off street		1,480
Parking Structure #4	70 sp/fl x 3 floors		210
Parking Garage #26	59 sp/fl x 3 floors		177
Parking Garage #11*	95 sp/fl x 3 fl = 285 - 175 - 53		57
Total			1,924

* Garage #11 needs to accomodate 240 sp from Keller Ave lot (Include 175 spaces in garage plus 65 surface spaces) and 53 sp from Christian St lot. So subtract 175 and 53 from Garage 11 total

Calculations below are for Parking Structure #26 (With and Without Future Buildings)

PARKING STRUCTURE 26/ Without Potential Later Phase

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units
Building 25	Mixed Use	12,550	12,550	37,650	50,200	38
Building 27	Mixed Use	10,450	10,450	31,350	41,800	32
Building 28	Mixed Use	5,400	5,400	16,200	21,600	16
Building 29	Existing (Commercial)	13,320	13,320	0	13,320	0
			41,720			86

Note Building 24 has own surface parking

Required Parking for Garage 26

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	86	200	286
			286
Less Surface Spaces	On and off street		106
Total spaces needed in Garage 26			180

Garage 26 has 59 sp/floor 3.05 177 Assume we will use 3 Floors

PARKING STRUCTURE 26/ With Potential Later Phase

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units
Building 23	Mixed Use	8,287	8,287	24,861	33,148	25
Building 25	Mixed Use	12,550	12,550	37,650	50,200	38
Building 27	Mixed Use	10,450	10,450	31,350	41,800	32
Building 28	Mixed Use	5,400	5,400	16,200	21,600	16
Building 29	Existing (Commercial)	13,320	13,320	0	13,320	0
			50,007			111

Required Parking for Garage 26

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	111	200	311
			311
Less Surface Spaces	On and off street		144
Total spaces needed in Garage 26			167

Garage 26 has 59
sp/floor 2.83 177 Assume we will
use 3 Floors

Lancaster Train Station Small Area Plan
Building and Density Calculations

FIVE-STORY SCENARIO - ALL PROPOSED BUILDINGS

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -5th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 1	Mixed Use	11,437	11,437	45,748	57,185	46	
Building 2	Mixed Use	19,260	19,260	77,040	96,300	78	
Building 3	Mixed Use	8,200	8,200	32,800	41,000	33	
Building 5	Mixed Use	17,700	17,700	70,800	88,500	72	
Building 6	Mixed Use	8,160	8,160	32,640	40,800	33	
Building 8	Mixed Use	9,228	9,228	36,912	46,140	37	
Building 9	Mixed Use	5,100	5,100	20,400	25,500	20	
Building 13	Mixed Use	4,200	4,200	16,800	21,000	17	
Building 14	Mixed Use	20,250	20,250	81,000	101,250	82	
Building 16	Mixed Use	12,750	12,750	51,000	63,750	52	
Building 18	Mixed Use	6,550	6,550	26,600	33,150	27	
Building 19	Mixed Use	15,528	15,528	62,112	77,640	63	
Building 20	Residential	4,500	0	13,500	13,500	13	Keep to 3 stories - adjacent to residential
Building 21	Residential	5,400	0	16,200	16,200	15	Keep to 3 stories - adjacent to residential
Building 22	Mixed Use	13,250	13,250	53,000	66,250	54	
Building 25	Mixed Use	12,550	12,550	50,200	62,750	51	
Building 27	Mixed Use	10,450	10,450	41,800	52,250	42	
Building 28	Mixed Use	5,400	5,400	21,600	27,000	22	
Building 30	Mixed Use	15,050	15,050	60,200	75,250	61	
Building 31	Mixed Use	5,775	5,775	11,550	17,325	12	Keep to 3 stories - adjacent to residential
Building 32	Residential	8,038	0	24,114	24,114	24	Keep to 3 stories - adjacent to residential
Building 33	Residential	5,400	0	16,200	16,200	16	Keep to 3 stories - adjacent to residential
Building 34	Residential	5,400	0	16,200	16,200	16	Keep to 3 stories - adjacent to residential
Subtotal		200,838			886		

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0
Building 24	Existing (Commercial)	3,600	3,600	0	3,600	0
Building 29	Existing (Commercial)	13,320	13,320	0	13,320	0

Subtotal **21,120** **0**

Potential Later Phase Buildings

Building 10	Mixed Use	6,900	6,900	20,700	27,600	21
Building 12	Mixed Use	7,390	7,390	22,170	29,560	22
Building 15	Mixed Use	5,400	5,400	16,200	21,600	16
Building 17	Mixed Use	6,390	6,390	19,170	25,560	20
Building 23	Mixed Use	8,287	8,287	24,861	33,148	25

Sub Total **34,367** **104**

Grand Total **256,325** **990**

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)	Note - Parcel acreage is very approx
Proposed & Exist. Buildings	886	33.57	26.39	
With Potential Later Phase	990	33.57	29.49	

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	886	803	1,689
Existing Bldgs	0	84	84
Subtotal		1,773	

Potential Later Phase	104	137	241
Subtotal			241

Grand Total **2,014**

Proposed Parking/ Without Potential Later Phase

			Parking Spaces
Surface Parking	On and off street		1,442
Parking Garage #4	70 sp/fl x 3 floors		210
Parking Garage #26	59 sp/fl x 3 floors		177
Total			1,829

(not including any PennDOT train station surface lots)

Proposed Parking/ With Potential Later Phase

			Parking Spaces
Surface Parking	On and off street		1,480
Parking Garage #4	70 sp/fl x 3 floors		210
Parking Garage #26	59 sp/fl x 3 floors		177
Parking Garage #11*	95 sp/fl x 3 fl = 285 - 175 - 53		57
Total			1,924

* Garage #11 needs to accommodate 175 sp from Keller Ave lot (Not including 65 surface spaces) and 53 sp from Christian St lot. So subtract 175 and 53 from Garage 11 total.

Lancaster Train Station Small Area Plan
Building and Density Calculations

FOUR-STORY SCENARIO - KELLER AVE SITE

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 2	Mixed Use	19,260	19,260	57,780	77,040	59	
Building 3	Mixed Use	8,200	8,200	24,600	32,800	25	
Building 5	Mixed Use	17,700	17,700	53,100	70,800	54	
Building 6	Mixed Use	8,160	8,160	24,480	32,640	25	
Building 8	Mixed Use	9,228	9,228	27,684	36,912	28	
Building 9	Mixed Use	5,100	5,100	15,300	20,400	15	
Building 13	Mixed Use	4,200	4,200	12,600	16,800	13	
Building 14	Mixed Use	20,250	20,250	60,750	81,000	62	
Building 16	Mixed Use	12,750	12,750	38,250	51,000	39	
Subtotal		104,848			320		

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0
Subtotal			4,200			0

Potential Later Phase Buildings

Building 10	Mixed Use	6,900	6,900	20,700	27,600	21
Building 12	Mixed Use	7,390	7,390	22,170	29,560	22
Building 15	Mixed Use	5,400	5,400	16,200	21,600	16
Sub Total			19,690			59

Grand Total **128,738** **379**

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)	Note - Parcel acreage is very approx
Proposed & Exist. Buildings	320	16.62	19.25	
With Potential Later Phase	379	16.62	22.80	

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required (Spaces)
Proposed Bldgs	320	419	739
Existing Bldgs	0	17	17
Subtotal		756	
Potential Later Phases	59	79	138
Grand Total			894

Proposed Parking/ Without Potential Later Phase

Surface Parking		573
Parking Garage #4	70 sp/fl x 3 floors	210
Total		783

Proposed Parking/ With Potential Later Phase

Surface Parking		573
Parking Garage #4	70 sp/fl x 3 floors	210
Parking Garage #11*	95 sp/fl x 3 fl = 285 - 175	110
Total		893

* Garage #11 needs 175 spaces for the train station, along with 65 reserved surface spaces

Lancaster Train Station Small Area Plan
Building and Density Calculations

FIVE-STORY SCENARIO - KELLER AVE SITE

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 2	Mixed Use	19,260	19,260	77,040	96,300	78	
Building 3	Mixed Use	8,200	8,200	32,800	41,000	33	
Building 5	Mixed Use	17,700	17,700	70,800	88,500	72	
Building 6	Mixed Use	8,160	8,160	32,640	40,800	33	
Building 8	Mixed Use	9,228	9,228	36,912	46,140	37	
Building 9	Mixed Use	5,100	5,100	20,400	25,500	21	
Building 13	Mixed Use	4,200	4,200	16,800	21,000	17	
Building 14	Mixed Use	20,250	20,250	81,000	101,250	82	
Building 16	Mixed Use	12,750	12,750	51,000	63,750	52	
Subtotal			104,848			425	

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0	Existing 3 story bldg
			4,200			0	

Potential Later Phase Buildings

Building 10	Mixed Use	6,900	6,900	27,600	34,500	28
Building 12	Mixed Use	7,390	7,390	29,560	36,950	30
Building 15	Mixed Use	5,400	5,400	21,600	27,000	22
Sub Total			19,690			80

Grand Total

128,738

505

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)	Note - Parcel acreage is very approx
Proposed & Exist. Buildings	425	16.62	25.57	
With Potential Later Phase	505	16.62	30.39	

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	425	419	844
Existing Bldgs	0	17	17
Subtotal			861
Potential Later Phases	80	79	159
Grand Total			1,020

Proposed Parking/ Without Potential Later Phase

Surface Parking		573
Parking Garage #4	70 sp/fl x 4 floors	280
Total		853

Proposed Parking/ With Potential Later Phase

Surface Parking		573
Parking Garage #4	70 sp/fl x 4 floors	280
Parking Garage #11*	95 sp/fl x 4 fl = 380 - 175	205
Total		1,058

* Garage #11 needs 175 spaces for the train station, along with 65 reserved surface spaces

Lancaster Train Station Small Area Plan
Building and Density Calculations

FOUR-STORY SCENARIO - WEST SIDE KELLER AVE SITE

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 2	Mixed Use	19,260	19,260	57,780	77,040	59	
Building 3	Mixed Use	8,200	8,200	24,600	32,800	25	
Building 5	Mixed Use	17,700	17,700	53,100	70,800	54	
Building 6	Mixed Use	8,160	8,160	24,480	32,640	25	
Subtotal			53,320			163	

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0	Existing 3 story bldg
Subtotal			4,200			0	

Grand Total

57,520

163

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)
Proposed & Exist. Buildings	163	8.16	19.98
With Potential Later Phase	163	8.16	19.98

Note - Parcel acreage is very approx

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	163	213	376
Existing Bldgs	0	17	17
Total		393	

Proposed Parking

Surface Parking			420
NO Parking Garage Needed			0
Total			420

Lancaster Train Station Small Area Plan
Building and Density Calculations

FIVE-STORY SCENARIO - WEST SIDE KELLER AVE SITE

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 2	Mixed Use	19,260	19,260	77,040	96,300	78	
Building 3	Mixed Use	8,200	8,200	32,800	41,000	33	
Building 5	Mixed Use	17,700	17,700	70,800	88,500	72	
Building 6	Mixed Use	8,160	8,160	32,640	40,800	33	
Subtotal			53,320			216	

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0	Existing 3 story bldg
			4,200			0	

Grand Total

57,520 **216**

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)
Proposed & Exist. Buildings	216	8.16	26.47

Note - Parcel acreage is very approx

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	216	213	429
Existing Bldgs	0	17	17
Total		446	

Proposed Parking

Surface Parking			350
Parking Garage #4	70 sp/fl x 2 floors		140
Total		490	

Lancaster Train Station Small Area Plan
Building and Density Calculations

FOUR-STORY SCENARIO - EAST SIDE KELLER AVE SITE

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 8	Mixed Use	9,228	9,228	27,684	36,912	28	
Building 9	Mixed Use	5,100	5,100	15,300	20,400	15	
Building 13	Mixed Use	4,200	4,200	12,600	16,800	13	
Building 14	Mixed Use	20,250	20,250	60,750	81,000	62	
Building 16	Mixed Use	12,750	12,750	38,250	51,000	39	
Subtotal		51,528			157		

Existing Buildings

NA	NA	0	0	0	0	0	0
Subtotal		0			0		

Potential Later Phase Buildings

Building 10	Mixed Use	6,900	6,900	20,700	27,600	21
Building 12	Mixed Use	7,390	7,390	22,170	29,560	22
Building 15	Mixed Use	5,400	5,400	16,200	21,600	16
Sub Total		19,690			59	

Grand Total

71,218 **216**

Density

	Units	Gross Area (Ac)	Gross Density (Units/Ac)	Note - Parcel acreage is very approx
Proposed & Exist. Buildings	157	8.46	18.56	
With Potential Later Phase	216	8.46	25.53	

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	157	206	363
Existing Bldgs	0	0	0
Subtotal		363	

Potential Later Phases	59	79	138
Subtotal			138

Grand Total

501

Proposed Parking

Without Potential Later Phases

Surface Parking			254
Parking Garage #11 *	95 sp/fl x 3 fl = 285 - 175		110
Total			364

With Potential Later Phases

Surface Parking			254
Parking Garage #11 *	95 sp/fl x 5 fl = 475 - 175		300
Total			554

* Garage #11 needs 175 spaces for the train station, along with 65 reserved surface spaces

Lancaster Train Station Small Area Plan
Building and Density Calculations

FIVE-STORY SCENARIO - EAST SIDE KELLER AVE SITE

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd - 4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units	Notes
Building 8	Mixed Use	9,228	9,228	36,912	46,140	37	
Building 9	Mixed Use	5,100	5,100	20,400	25,500	21	
Building 13	Mixed Use	4,200	4,200	16,800	21,000	17	
Building 14	Mixed Use	20,250	20,250	81,000	101,250	82	
Building 16	Mixed Use	12,750	12,750	51,000	63,750	52	
Subtotal		51,528			209		

Existing Buildings

NA	NA	0	0	0	0	0
		0			0	

Potential Later Phase

Building 10	Mixed Use	6,900	6,900	27,600	34,500	28
Building 12	Mixed Use	7,390	7,390	29,560	36,950	30
Building 15	Mixed Use	5,400	5,400	21,600	27,000	22
Sub Total		19,690			80	

Grand Total

71,218

289

Density w/ 5 story scenario

	Units	Gross Area (Ac)	Gross Density (Units/Ac)	Note - Parcel acreage is very approx
Proposed & Exist. Buildings	209	8.46	24.70	
With Potential Later Phase	289	8.46	34.16	

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	209	206	415
Existing Bldgs	0	0	0
Subtotal		415	

Potential Later Phases	80	79	159
Subtotal		159	

Grand Total

574

Proposed Parking

Without Potential Later Phases

Surface Parking			254
Parking Garage #11 *	95 sp/fl x 4 fl = 380 - 175		205
Total			459

With Potential Later Phases

Surface Parking			254
Parking Garage #11 *	95 sp/fl x 5 fl = 475 - 175		300
Total			554

* Garage #11 needs 175 spaces for the train station, along with 65 reserved surface spaces

Lancaster Train Station Small Area Plan
Keller Avenue Site

PARKING STRUCTURE #4 FOUR-STORY OPTION

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units
Building 2	Mixed Use	19,260	19,260	57,780	77,040	59
Building 3	Mixed Use	8,200	8,200	24,600	32,800	25
Building 5	Mixed Use	17,700	17,700	53,100	70,800	54
Building 6	Mixed Use	8,160	8,160	24,480	32,640	25
Building 8	Mixed Use	9,228	9,228	27,684	36,912	28
Building 9	Mixed Use	5,100	5,100	15,300	20,400	15
Building 13	Mixed Use	4,200	4,200	12,600	16,800	13
Building 14	Mixed Use	20,250	20,250	60,750	81,000	62
Building 16	Mixed Use	12,750	12,750	38,250	51,000	39
Subtotal				104,848		320

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0
Subtotal			4,200			0

Grand Total **109,048** **320**

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	320	419	739
Existing Bldgs	0	17	17
Total			756

Required Spaces **756**

Proposed Spaces (w/o garage) **582**

Need **174**

Garage #4

Spaces per Floor **70**

How many floors needed? **2.49 or 3 floors**

Garage 4 **210**

Lancaster Train Station Small Area Plan
Keller Avenue Site

PARKING STRUCTURE #4 FIVE-STORY OPTION

Proposed Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units
Building 2	Mixed Use	19,260	19,260	77,040	96,300	78
Building 3	Mixed Use	8,200	8,200	32,800	41,000	33
Building 5	Mixed Use	17,700	17,700	70,800	88,500	72
Building 6	Mixed Use	8,160	8,160	32,640	40,800	33
Building 8	Mixed Use	9,228	9,228	36,912	46,140	37
Building 9	Mixed Use	5,100	5,100	20,400	25,500	21
Building 13	Mixed Use	4,200	4,200	16,800	21,000	17
Building 14	Mixed Use	20,250	20,250	81,000	101,250	82
Building 16	Mixed Use	12,750	12,750	51,000	63,750	52
Subtotal				104,848		425

Existing Buildings

Building 7	Existing (Commercial)	1,400	4,200	0	0	0
Subtotal			4,200			0

Grand Total

109,048

425

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	425	419	844
Existing Bldgs	0	17	17
Total			861

Required Spaces 861
 Proposed Spaces
 (w/o garage) 553

 308

Garage #4
 Spaces per Floor 70

How many floors
 needed? Assume 4
 4.4 floors

Garage 4 380 spaces

Lancaster Train Station Small Area Plan
Keller Ave Site - With Potential Later Phase

PARKING STRUCTURE #11 - FOUR-STORY OPTION

Potential Later Phase Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units
Building 10	Mixed Use	6,900	6,900	20,700	27,600	21
Building 12	Mixed Use	7,390	7,390	22,170	29,560	22
Building 15	Mixed Use	5,400	5,400	16,200	21,600	16
Total					19,690	59

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	59	79	138

138

Required Spaces	138
	(+65 provided
Train Station	175 on surface lot =
Required Spaces	240 sp)
	313

Garage #11	
Spaces per Floor	95

How many floors needed?	3.29 Assume 3 floors even though this is slightly short
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285 spaces at 95 sp per floor

Lancaster Train Station Small Area Plan
Keller Ave Site - With Potential Later Phase

PARKING STRUCTURE #11 - FIVE-STORY OPTION

Potential Later Phase Buildings

Bldg #	Description	Footprint SF	Comm SF (1st Fl)	Residential SF (Typ 2nd -4th Fl, Res = 1-4 Fl)	Total SF	No. Res Units
Building 10	Mixed Use	6,900	6,900	27,600	34,500	28
Building 12	Mixed Use	7,390	7,390	29,560	36,950	30
Building 15	Mixed Use	5,400	5,400	21,600	27,000	22
Total					19,690	80

Required Parking

	Residential (1 sp/unit)	Commercial (1 sp/250 SF)	Total Required
Proposed Bldgs	80	79	159
		159	

Required Spaces	159
	(+65 provided
Train Station	175 on surface lot =
Required Spaces	240 sp)
Total	334

Garage #11	
Spaces per Floor	95

How many floors needed?	3.52	4 Floors
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Garage 4	380 spaces at 95 sp per floor
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