

Core Values

“Why are we making these decisions?”

1. We value our people over cars and want to make sure that residents are connected to parks, schools, and business without having to drive. *(Connecting People, Place & Opportunity)*
2. We value a community that meets the everyday and long term needs of our residents and businesses but not at the detriment of our other core values. *(Taking Care of what we have)*
3. We value our community’s importance as part of the metro-region of Lancaster County and seek to advocate our core values and principles at all levels of influence. *(Thinking Beyond Boundaries)*
4. We value collaboration and partnerships to help us grow responsibly. *(Thinking Beyond Boundaries)*
5. We value the fiscal sustainability of our community now and in the future. *(Growing Responsible)*
6. We value a community that cherishes its agricultural past and its natural environment while growing responsibly. *(Growing Responsible)*

Critical Issues

“What solutions are we working towards?”

1. **HOUSING IS OUT OF REACH:** Housing costs are rising, and homeownership is out of reach for young adults and seniors in the Township.
2. **UNWELCOMING TRANSPORTATION NETWORK:** The Township is negatively impacted by a transportation system that is not designed for all users. Lack of sidewalk connections and bike facilities as well as high traffic roadways create an unsafe environment for our residents and is harming our business community.
3. **FISCALLY RESPONSIBLE GROWTH:** The costs to provide our public services and maintain community amenities are not keeping pace with the demands of a growing community.
4. **LAND USE REGULATIONS:** Our local land use policies and regulations are not adequately flexible to realize our core values and principles.
5. **ADVOCATE BASED ON OUR PLAN:** Decision making and planning needs to influence local, regional, state, and federal programs.
6. **PARTNERSHIPS ARE CRITICAL:** The metro area is continuing to grow and if not properly planned will negatively impact the quality of life for our residents.

Principles and Policies

“How do we achieve
our goals?”

- 1. Find new and innovative ways to reduce congestion.**
 - a. Trails and sidewalk connections as a primary tool to reduce congestion.
 - b. Transportation/road improvements.
 - c. **Compact development and redevelopment near the urban core will be a priority.**
 - d. Access management policies will be introduced to help ease traffic congestion.
 - e. Complete Streets Policies and implementation are important.

- 2. Build more compactly and efficiently near the urban core.**
 - a. Redevelopment sites are opportunities
 - b. Housing alternatives and zoning will be a key tool to build more compactly.
 - c. Policies that promote redevelopment and housing.

- 3. Integrate place-based thinking into all future planning initiatives.**
 - a. Redevelopment sites will help show a place-based approach to development,
 - b. Planning Principles through thoughtful land use planning.
 - c. Housing needs will be integrated decision making and within zoning.

Housing Analysis

Key Findings and Recommendations

Future housing needs for the Township

- Construct both rental and for-sale housing at rates above current growth rates
- Develop housing at more attainable price points for households making under 150% of the median income.
- Small-scale multifamily and smaller-lot single-family, and other housing that is affordable for middle-income households who have had their buying power decrease from inflation, housing price spikes, and increased interest rates.
- Expand housing for smaller households, to solve the mismatch between bedroom count and household size.
- Develop housing for seniors (smaller, accessible) to help them age in place without nursing or supportive care.
- Expand housing for people working in the region's growing labor markets.

Expand New Housing Opportunities

- Strategy #1 – Incentivize the redevelopment of key sites. Develop a criteria list along with the CPC for potential sites. Example: Areas south of Rt 30/Golden Triangle
- Strategy #2 – Remove barriers to development in the Township Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO) that increase housing costs. See Zoning Analysis for more details.
- Strategy #3 – Assess availability of vacant property for future housing sites. Consider single family lots that are under-developed and where new “Missing Middle” housing may be appropriate.

- Kirsten Golden Triangle overview

ZONING ANALYSIS

Manheim Township's Zoning Ordinance promotes agricultural land preservation and low-density residential development in much of the Township. **Most of the Township is zoned for low-density residential or Agriculture, with 65%** of the Township in either the A-Agricultural, R-1 Residential or R-2 Residential District.

Manheim Zoning Districts		
PRIMARY ZONING DISTRICT	Acres	% of Total Land
Agricultural District A	2,149	14%
Residential District R-1	3,715	24%
Residential District R-2	4,098	27%
Residential District R-3	1,829	12%
Business District B-1	220	1%
Business District B-2	103	1%
Business District B-3	137	1%
Business District B-4	668	4%
Industrial District I-1	895	6%
Industrial District I-2	294	2%
Industrial District I-3	844	5%
Institutional District IN	470	3%
TOTAL	15,423	

The **R-3 Residential District permits multifamily-dwelling developments exceeding 2 units.** Areas zoned R-3 are largely limited to the southern portion of the Township, areas around Neffsville Village and along Oregon Pike. **Only 12% of the Township is zoned R-3; however, more than half of the total area zoned for R-3 is also under a separate T-Zone Overlay district,** which requires additional design standards which may increase the cost of multiple family housing.

	R-1	R-2	R-3
Accessory dwelling units	SE	SE	SE
Apartment dwellings			X
Bed-and-breakfast establishments		SE	SE
Boardinghouses			SE
Conversion of single-family detached farm dwelling		SE	SE
Duplex dwellings			X
Group homes	X	X	X
Mobile home parks			C
Planned residential developments	C	C	C
Single-family detached dwellings	X	X	X
Single-family semidetached dwellings		X	X
Townhouse dwellings			X

KEY:

X = By-Right

SE = Special exception

C = Conditional

- ADD ZONING MAP AS SEPARATE PDF

T- Zone Overlay Districts

Overlay districts add supplemental regulations to development within each primary district where they are applied. Regulations and standards within overlay districts are required, not optional, for all development located within the district.

Overlay Districts can create complex and costly standards within areas that are desirable for high density residential and mixed-use development. All land south of Rt 30, closest to the City of Lancaster, is regulated with an Overlay District in addition to zoning.

Manheim Transect/Overlay Zones		
Name	Acres	Percent of Total Under Overlay
D-A Airport	1222.38	28%
D-C Corridor	88.43	2%
D-R Retrofit	1531.91	36%
T-4 Urban Neighborhoods	856.34	20%
T-5 Neffsville	197.74	5%
T-5 Oregon	185.94	4%
T-6 Urban Transition	208.73	5%
TOTAL ACREAGE/% OF TOWNSHIP	4291.47	28%

- ADD TZONE AS SEPARATE PDF

- ADD FAIR HOUSING CHART AS A SEPARATE PDF