

places2040 Implementation Workshops

Fall 2021 Series: Creating Great Places

Placemaking Focus Areas (Metro Planning Area)

- **Golden Triangle, Manheim Township**
 - Why – While close to the city and many well-planned residential neighborhoods, the Golden Triangle Shopping Center does not mesh well with adjacent areas. It’s a single use, auto dominated area that is not well connected to the surrounding neighborhood fabric. Additionally, the convergence of Lititz Pike (Route 501) and Oregon Pike (Route 272) in front of the site is one of the most congested intersections in the County and is not transit, pedestrian, or bicycle friendly.
 - Solution – Improve the neighborhood character by incrementally transitioning to a mixed-use, pedestrian friendly community that is well connected to the surrounding neighborhoods. Incorporate the planning of the intersection with this work to make it a pedestrian, bicycle, and transit friendly place.
 - Best Practices – The Sprawl Repair Manual (Galina Tachieva), Lincoln Highway Streetscape Plan (East Lampeter Township), and Bridgeport Crossroads: Transportation & Land Use Study (Bridgeport, Lancaster, PA)
- **Downtown District, Millersville Borough**
 - Why – Millersville Borough does not have a well-defined downtown, and their comprehensive plan calls for a compact, pedestrian-friendly mixed-use district at Manor Avenue (Route 999) and Leaman Avenue. Currently, this area currently has few downtown characteristics and is dominated by the automobile.
 - Solution – The Borough adopted a form-based overlay zoning district in this area to encourage compact, mixed-use, pedestrian friendly development. It is hoped that this will create a vibrant place, which will also spark economic development.
 - Best Practices – Millersville Downtown Overlay District (Traditional Neighborhood Development Overlay District)
- **Rohrerstown Crossroads, East Hempfield Township**
 - Why – While Rohrerstown was a well-planned community, auto-oriented development has changed the character of the village through the years, especially at the crossroads of Marietta Avenue (Route 23) and Rohrerstown Road (Route 741). This type of development has reduced the sense community character and the sense of town/village center. Sidewalks are present here; however, the intersection and

Analysis: Topic 2 – Placemaking

corridors are not pedestrian or bicycle friendly. Buildings are set back from the road with parking in front which places more importance on automobiles than people.

- Solution – Short term solutions would involve streetscape improvements, including new sidewalks, crosswalks, site furnishings and lighting, and street trees and landscaping. Incremental, longer-term solutions include locating multi-story, mixed-use buildings up to the sidewalk, with parking behind. This model reflects how the community was originally planned.
- Best Practices –Millersville Downtown Overlay District (Traditional Neighborhood Development Overlay District) and Village Infill/Redevelopment for Neffsville (Manheim Township Zoning Ordinance, Appendix B).