



LANCASTER COUNTY  
**PLANNING**  
Lancaster, Pennsylvania

# Lancaster Train Station Small Area Plan

*May 2023*



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# Acknowledgments



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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 28 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 maximizes 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 ¼ 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 *Error! Reference source not found.*. 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.

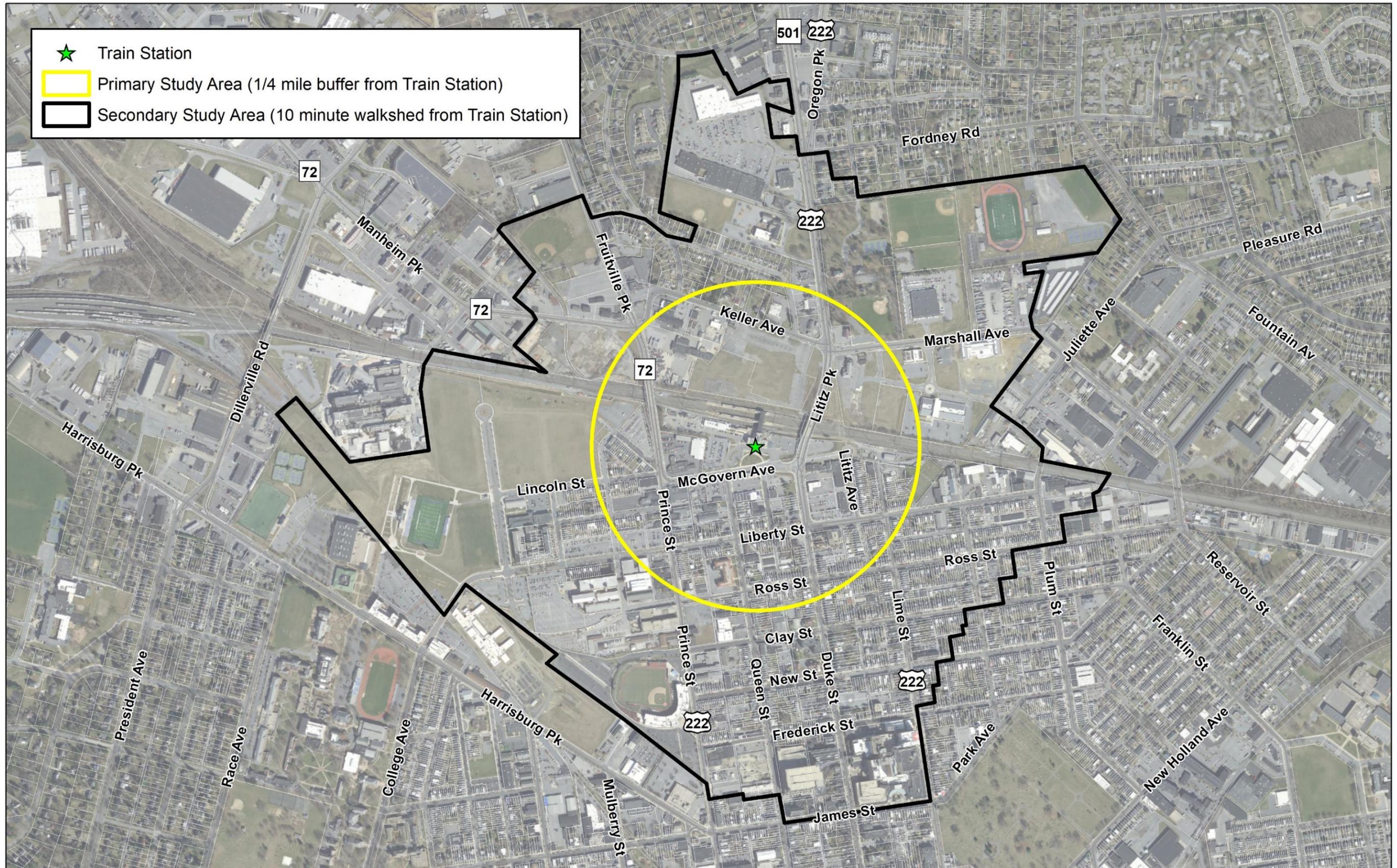


Figure 1: Primary and Secondary Study Areas

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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 21<sup>st</sup> busiest in the United States, with more than 500,000 on/offers 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 20<sup>th</sup> 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: Carless 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             |
| <b>Totals</b>               | <b>440</b>           | <b>\$48,694,606</b>  | <b>1,478</b>         | <b>\$320,292,600</b> |

Source: Econsult Solutions

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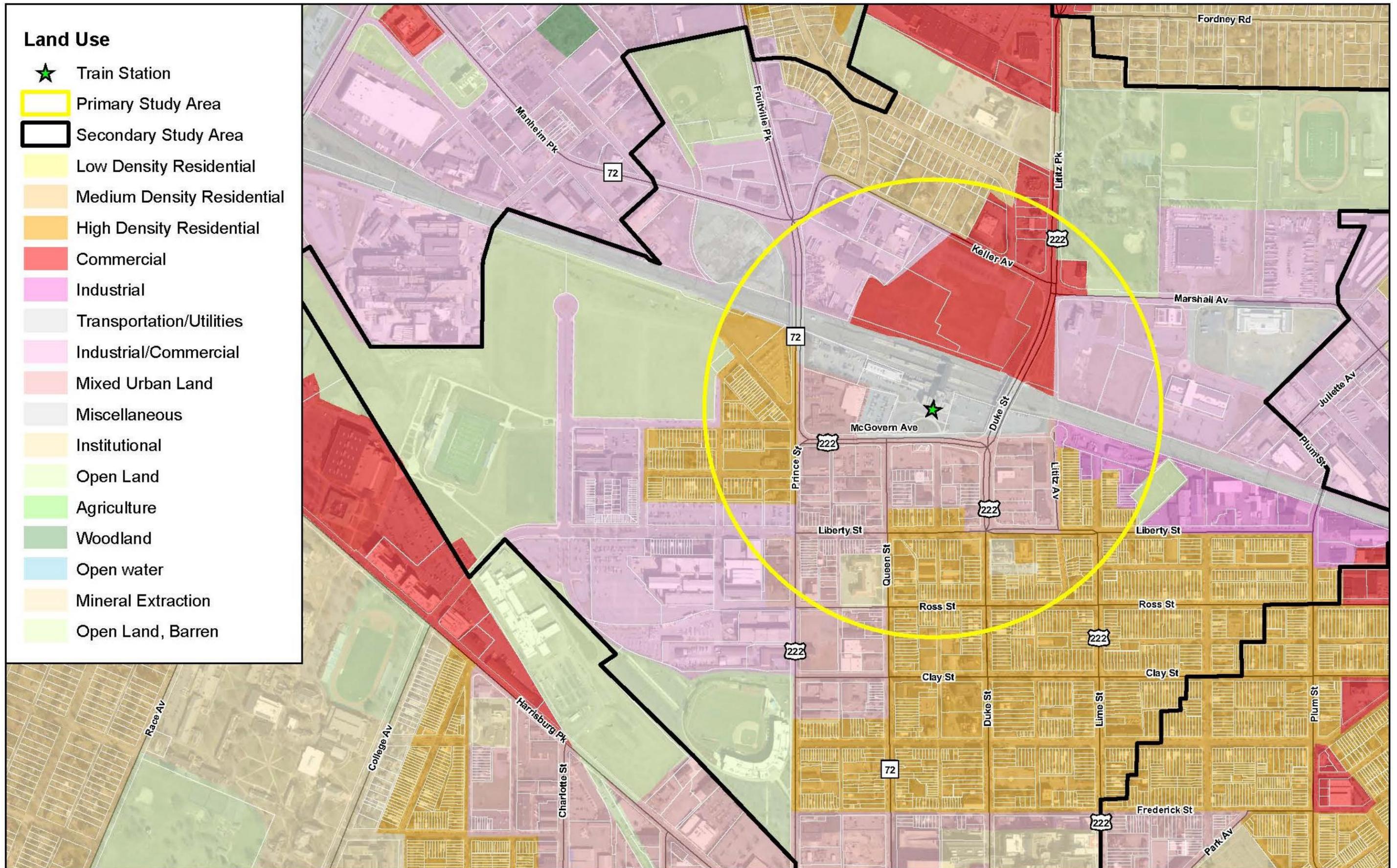


Figure 4: Lancaster Station Area Land Use

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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<br>(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<br>(Brook Farms Development)                  | Manheim Township                       | Parking        | 123 spaces | 75,000 | Post-Demolition | N/I  |
| C5    | 926 N. Prince St.<br>(Cartel Brewing & Blending)                  | Manheim Township                       | Restaurant     | -          | 2,200  | C/O issued      | Construction completed                                     |
| C6    | Manheim Pike/ former McMinn's Asphalt<br>(1111 McKinley Ave)      | City of Lancaster/<br>Manheim Township | Office         | -          | -      | Site Work       | N/I  |
| C7    | 309/311 Harrisburg Ave.   | City of Lancaster                      | Office         | -          | -      | Construction    | N/I  |
| C8    | Stockyards Business Park<br>(Brook Farms Development)             | City of Lancaster                      | Medical Office | -          | -      | Construction    | N/I  |
| C9    | 50-54 N Queen St.<br>(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<br>(811 N Prince St)                    | City of Lancaster | Residential | 104   | -   | Complete        | Complete   |
| R7    | 43 W. King St                                       | City of Lancaster | Mixed Use   | 130   | 5,000<br>retail                             | Proposed        | Proposed   |
| R8    | 17 W Vine St<br>(Willow Valley Mosaic)              | City of Lancaster | Mixed Use   | 147   | -   | Proposed        | Proposed   |
| R9    | Stehli Silk Mill                                    | Manheim Township  | Mixed Use   | 165   | 4,500<br>restaurant<br>1,200<br>office      | Approved        | Building permit issued<br>November 2022              |
| R10   | Stockyard Inn<br>(1147 Lititz Pike)                 | City of Lancaster | Mixed Use   | 216   | 12,000<br>commercial                        | Zoning Approved | Final Land Development<br>Submitted                  |
| R11   | LGH/Hankin Mixed<br>Use Project (48 W<br>Frederick) | City of Lancaster | Mixed Use   | 249   | 9,200 retail<br>30,000<br>medical<br>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.<br>(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<br>(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   |
|--|--|
| <b>R3 District</b><br>(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   |
| <b>R4 District</b><br>(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.   |
| <b>RO District</b><br>(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.  |
| <b>MU District</b><br>(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. |
| <b>C2 District</b><br>(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.  |
| <b>CM District</b><br>(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  |

|                                       |  |
|---------------------------------------|--|
|                                       | <p>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.</p>  |
| <p><b>CO</b><br/>(Campus Overlay)</p> | <p>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.</p> |

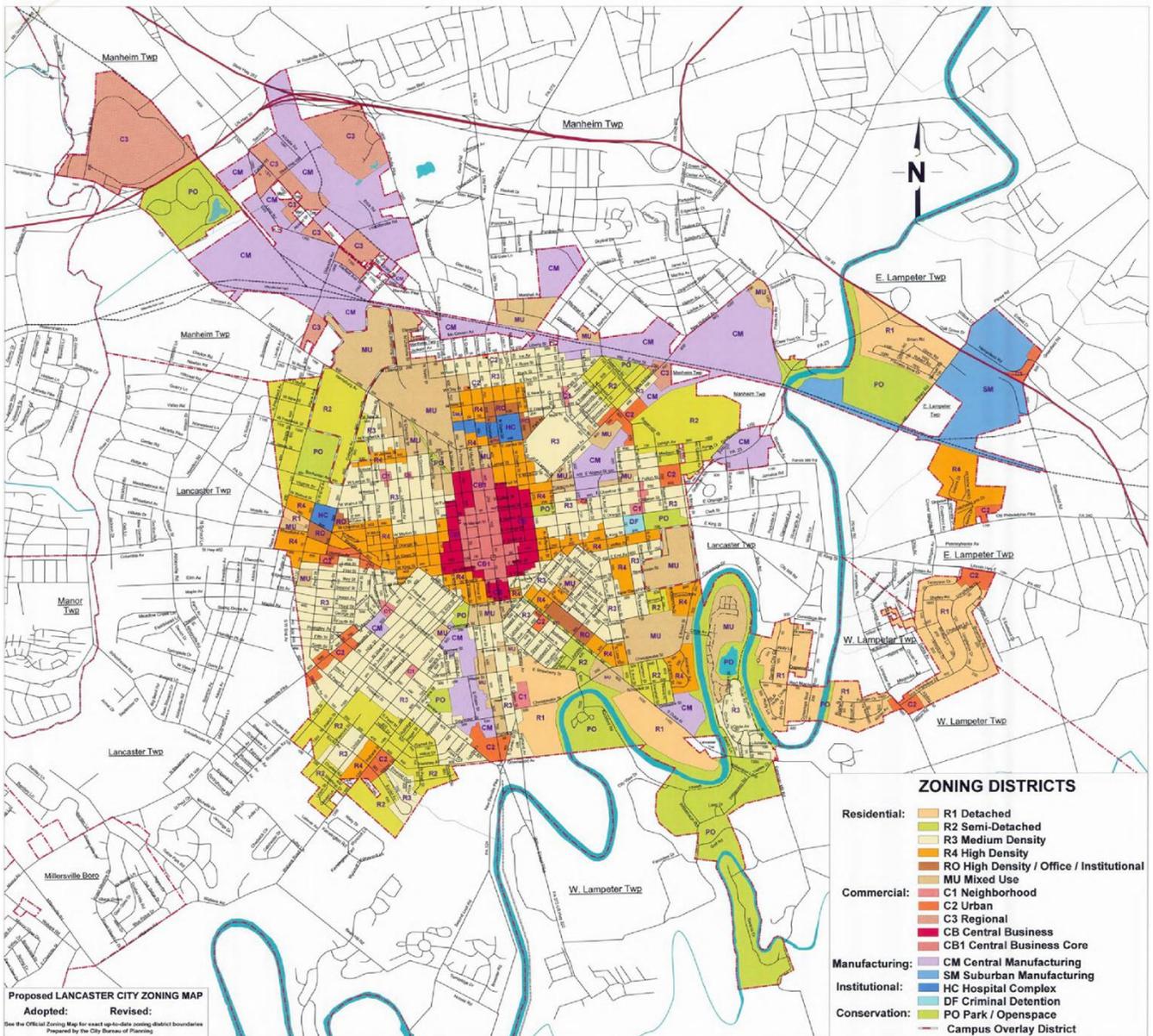


Figure 6: City of Lancaster Official Zoning Map

**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<br>Business 1    | Provides for various types of small-scale business and professional offices that provide services to local neighborhoods.  |
| B-3 District<br>Business 3    | Provides for various office and commercial uses for servicing the local area.  |
| B-4 District<br>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<br>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<br>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<br>Residential 3 | Permits medium- and higher-density residential development by permitting a variety of dwelling types.  |

**Township Overlay Areas**

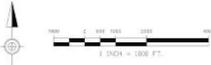
In addition to the above zoning districts, Manheim Township classifies areas in the vicinity of the Amtrak station as ["T-Zone" overlay areas](#). These areas were first identified in the 2010 township comprehensive plan and intended to promote the efficient use of land within the urban and village growth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

AMENDED PER THE FOLLOWING ORDINANCE:

| Ordinance | Description   | Date       |
|-----------|---|------------|
| 2014-26   | Remove from DA Overlay Litz Flis & Airport Road       | 11/24/2014 |
| 2015-18   | Remove from DA Overlay Airport Road (Horse Road)      | 11/24/2015 |
| 2016-69   | Remove from DA Overlay Airport Road at Parkview Drive | 05/23/2016 |
| 2016-14   | Remove from DA Overlay Milport Road                   | 07/25/2016 |



2009 Base Map Provided by  
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 800 WEST WALTON STREET, SUITE 100 • WEST CHESTER, PA 19380 (717) 326-2401 • FAX (717) 326-2496  
 100 WEST WALTON STREET, SUITE 100 • WEST CHESTER, PA 19380 (717) 326-2401 • FAX (717) 326-2496

**Legend of Overlay Districts**

- T-1 Natural Resources (Refer to Section 2403 of the Zoning Ordinance)
- T-4 Urban Neighborhoods
- T-5 Neffsville Village
- T-5 Oregon Village
- T-6 Urban Transition
- D-R Retrofit
- D-A Airport
- D-C Corridor

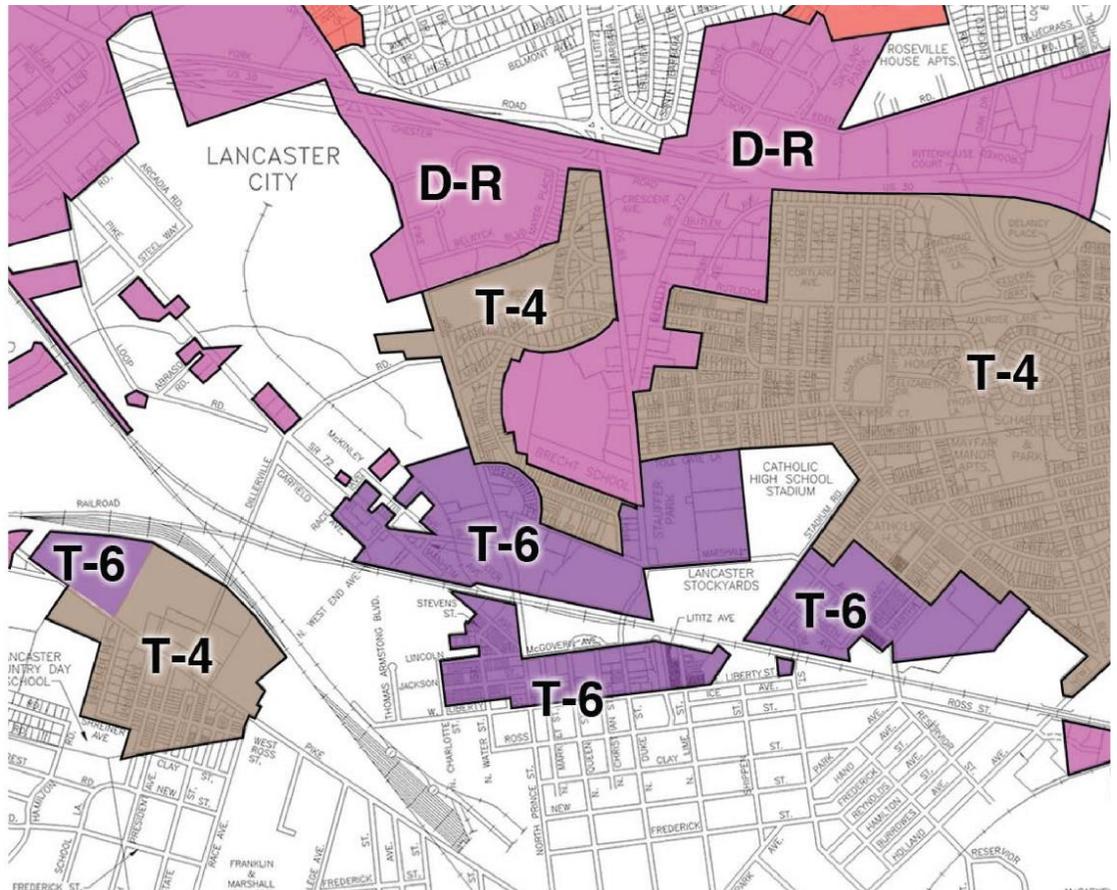


Figure 7: Manheim Township Overlay Zoning Districts (Source: Manheim Township)

#### *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   |
| <b>Office</b>  |  |   |
| - 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.<br>(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   |
|---------------------------------|---|---|---|
| <b>Allowable Uses</b>           | Medium/High-density Residential<br>Commercial/Urban Commercial<br>Office/Institutional<br>Mixed<br>Manufacturing  | Business<br>Office/Commercial<br>Industrial/Manufacturing<br>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.  |
| <b>Densities</b>                | 16 dwelling units/acre (Medium Residential)<br>43 dwelling units/acre (Mixed Use)   | Minimum lot requirements: <ul style="list-style-type: none"> <li>• Agricultural uses/forestry: 10 acres</li> <li>• Single-family detached dwellings: varies based on whether public water &amp; sewer are available.</li> <li>• Single-family semidetached dwellings: 6,000 SF/dwelling unit</li> <li>• Duplex dwellings: 6,000 SF/dwelling unit</li> <li>• 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)</li> <li>• Townhouse Dwellings: 3,000 SF</li> </ul> | 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.                 |
| <b>Parking Minimums</b>         | (See <a href="#">Parking Zoning Ordinances</a> 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. <a href="#">Bicycle parking</a> requirements are also different in each municipality, another consideration for developers to navigate in building new facilities and parking accommodations. |
| <b>Minimum Setbacks</b>         | 5 feet (Residential); 5-10 feet (MU); 5 feet (C2); 10 feet (CM)<br><br>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<br>20 foot maximum along public rights-of-way<br>Note: <a href="#">Section 2213</a> lists 40-50 feet along key roadways, like Fruitville Pike and Lititz 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.  |
| <b>Landscaping Requirements</b> | Perimeter and interior landscaping required for parking lots.<br><br>Northern Gateway Streetscape District standards apply in areas abutting the train station.<br><br>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<br><br>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.      |
| <b>Sidewalk Widths</b>          | 5 feet standard<br>6 feet in downtown investment district or central business district  | 4 feet standard<br>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 ¼ mile (PSA) and (approximately) ½ 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 will 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  |            |
|----------------------|------------|-----------|------------|------------|
| <b>Monday-Friday</b> | 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.  |
| <b>Saturday</b>      |            |           |            | 9:48 p.m.  |
|                      | 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.  |            |
| <b>Sunday</b>        |            |           | 7:40 p.m.  |            |
|                      | 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.  |            |
|                      |            | 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<br>(within 45 days) | Monthly<br>(up to two trips/day for 30 days) |
|----------------------------------|---------|-------------------------------|--|
| <b>Lancaster to Philadelphia</b> | \$21    | \$151<br>(\$15.10 per trip)   | \$357<br>(\$5.95 per trip*)                  |
| <b>Lancaster to Harrisburg</b>   | \$12    | \$79<br>(\$7.90 per trip)     | \$206<br>(\$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.<sup>1</sup> The station itself currently has approximately 175 parking spaces.



Figure 8: Pedestrian crosswalk sign on McGovern

<sup>1</sup> 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 only 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**)

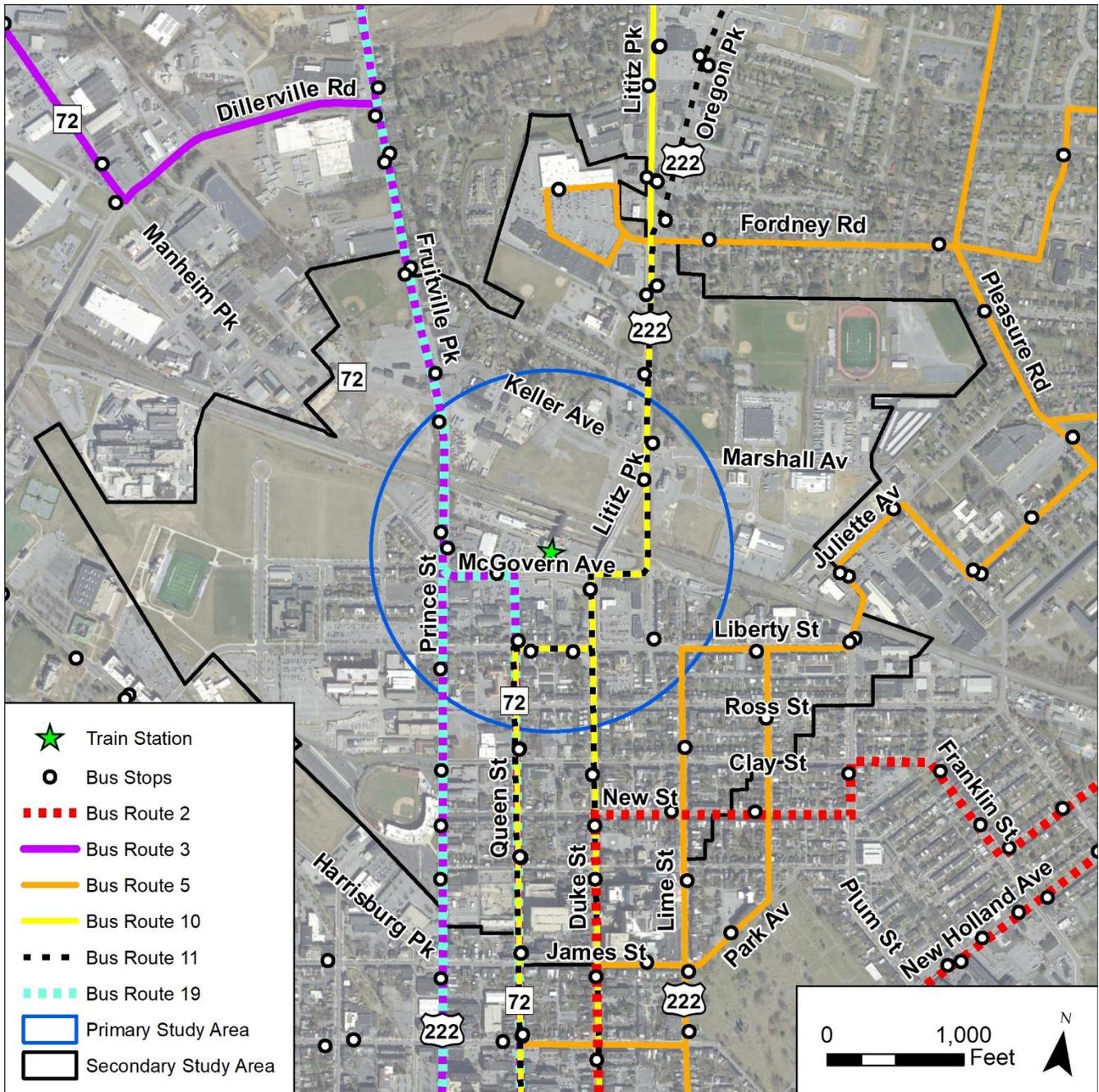


Figure 9: RRTA Routes Serving PSA and SSA

Table 12: RRTA Bus Routes in Study Area

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

**Route 19/Manheim**

- 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

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.

SCTA/RRTA is currently updating its Transit Development Plan, a 10-year strategic plan that is updated every 5 years. A detailed analysis of each bus route will be conducted that will provide recommendations for route and schedule changes. This TDP Update will be completed by the end of 2023. As the small area plan is implemented, coordination with SCTA should be maintained to ensure consistency with planned and future transit system changes.

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.

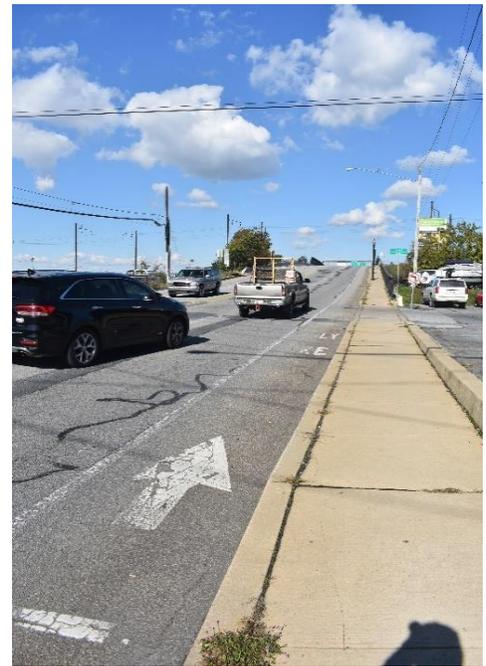


Figure 10: Approach to Fruitville Pike/N. Prince Street bridge looking north.

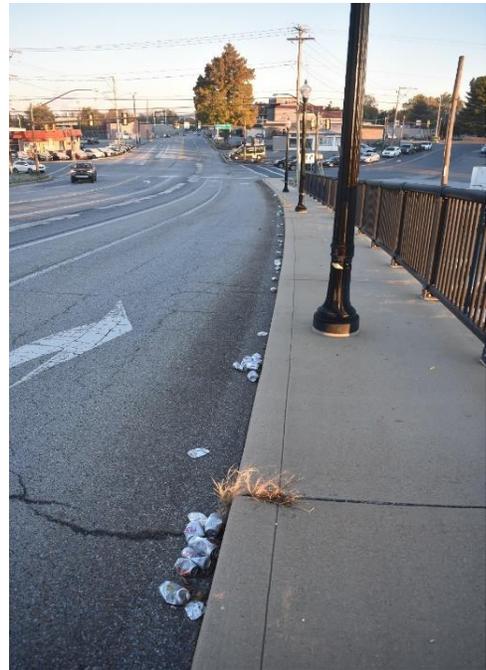


Figure 11: Fruitville Pike/N. Prince Street bridge looking towards the intersection with Keller Avenue.



Figure 12: 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 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



Figure 13: 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 14: SCTA operated parking lot at McGovern Avenue and N. Duke Street.

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 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.). 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 14**: 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.

**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.



|  |                    |
|--|--------------------|
| <b>CHRISTIAN STREET BIKE BOULEVARD</b>   |                    |
| <b>TO: MCGOVERN AVENUE</b>   | <b>1.05</b> Miles* |
| <b>FROM: CHURCH STREET</b>   |                    |
| <b>PRIMARY LAND USE:</b>   | <b>25</b> MPH AVG. |
| <b>MIXED</b>   |                    |
| <b>PRIORITY:</b>   |                    |
| Activity Center<br>Safety + Comfort/Low Stress Facility<br>Ease of Implementation/Community Support<br>Equity + Last Mile Transit Connections<br>Gap Closure |                    |
| <i>See Appendix A, pg. A-92, A-96 for Design Guidelines</i>  |                    |

**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 16: Proposed Christian Street Bike Boulevard, Lancaster County Active Transportation Plan

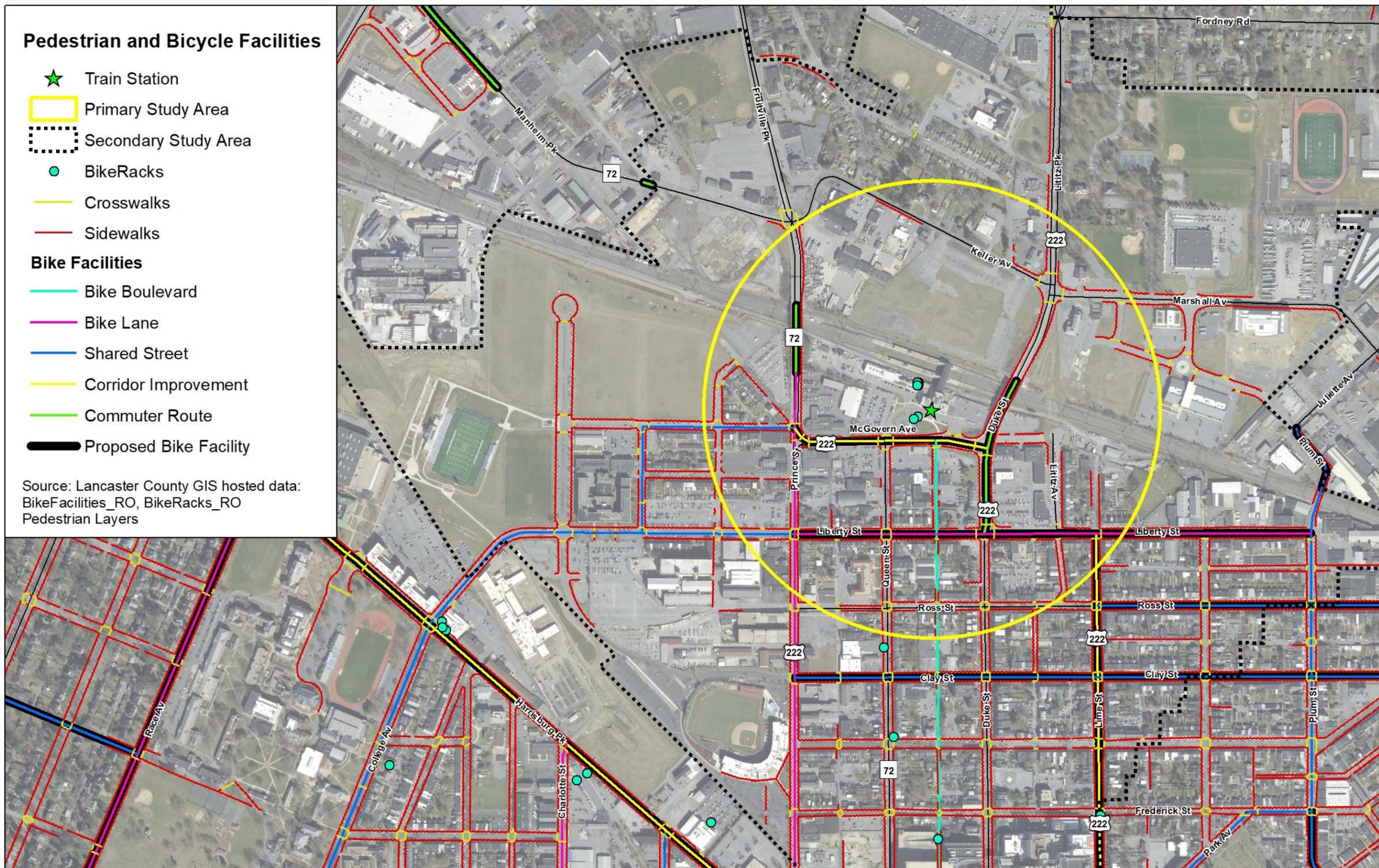


Figure 17: Existing Pedestrian and Bicycle Facilities near the study area

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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 18: 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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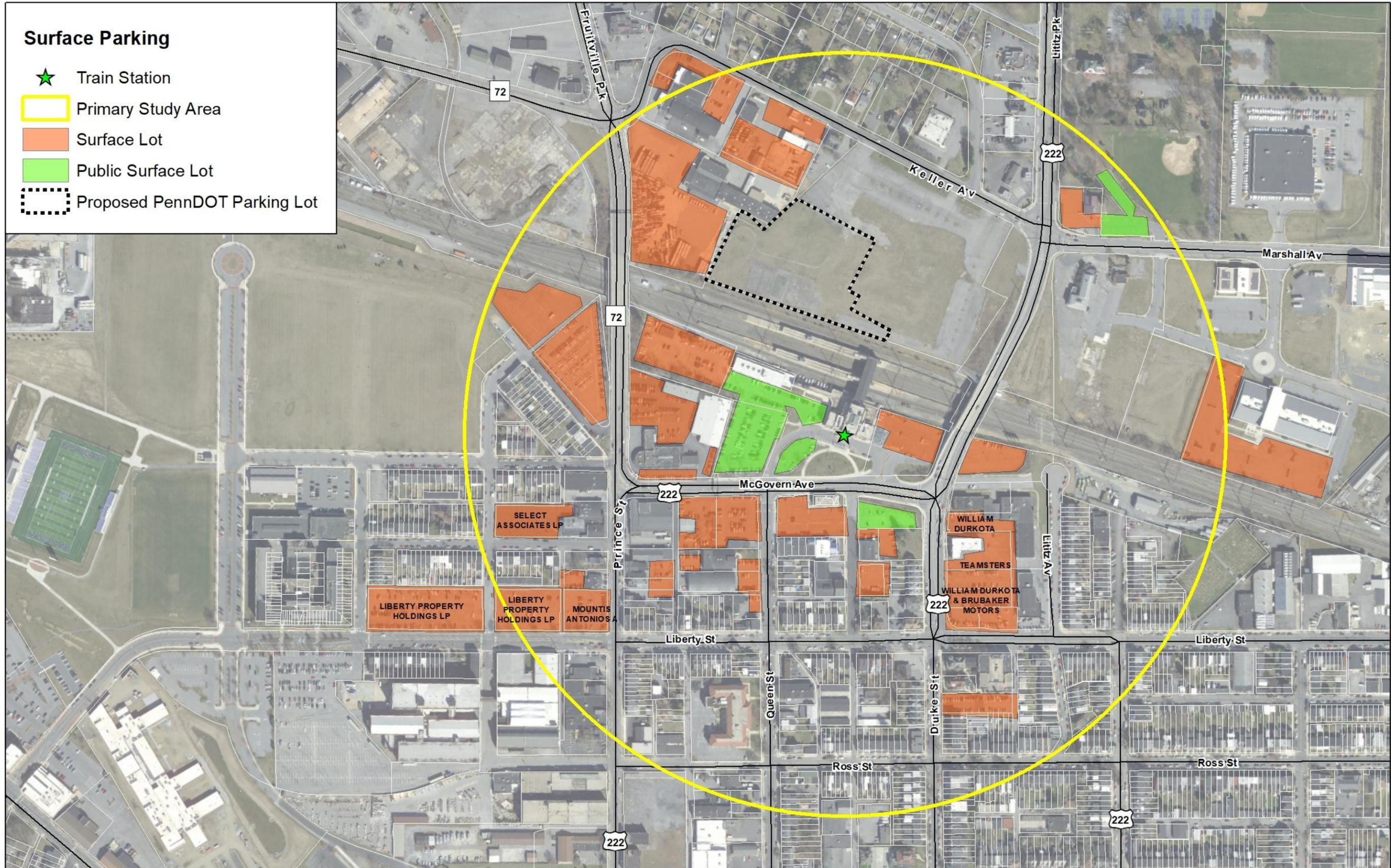


Figure 19: Surface Parking within the Primary Study Area

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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 20: Stauffer Mansion, built in 1870, located in Stauffer Park.

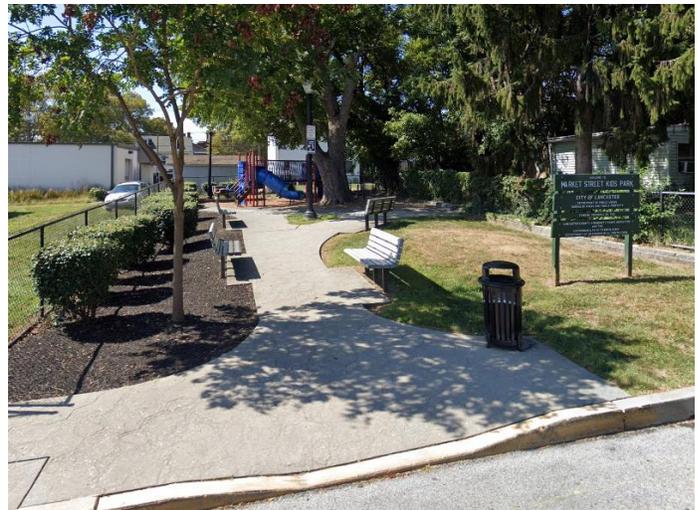


Figure 21: Market Street Kids Park (Source: Google Maps)



Figure 22: 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 this 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.

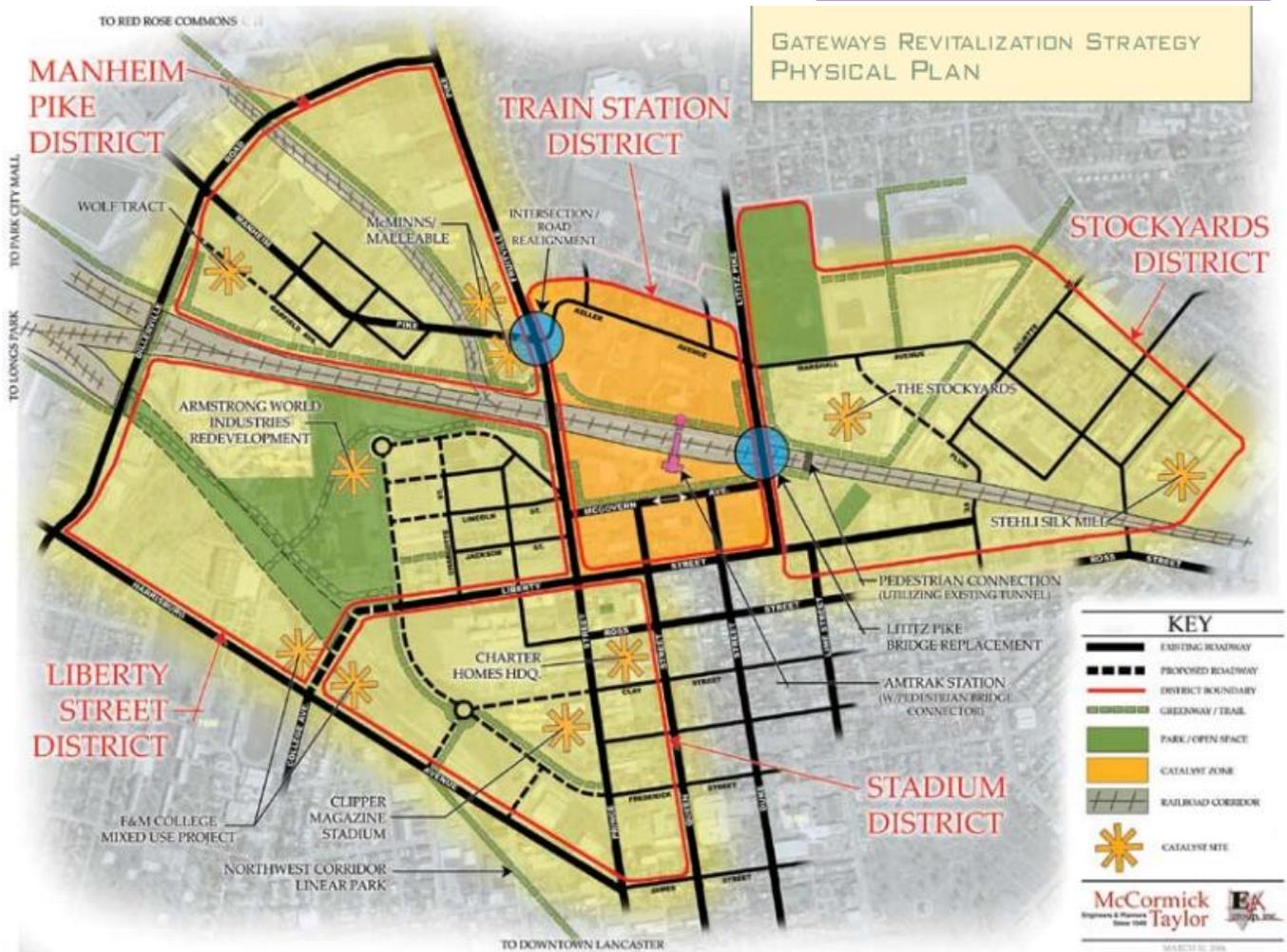


Figure 23: 2007 Gateways Revitalization Strategic Plan Districts

### 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.

- 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

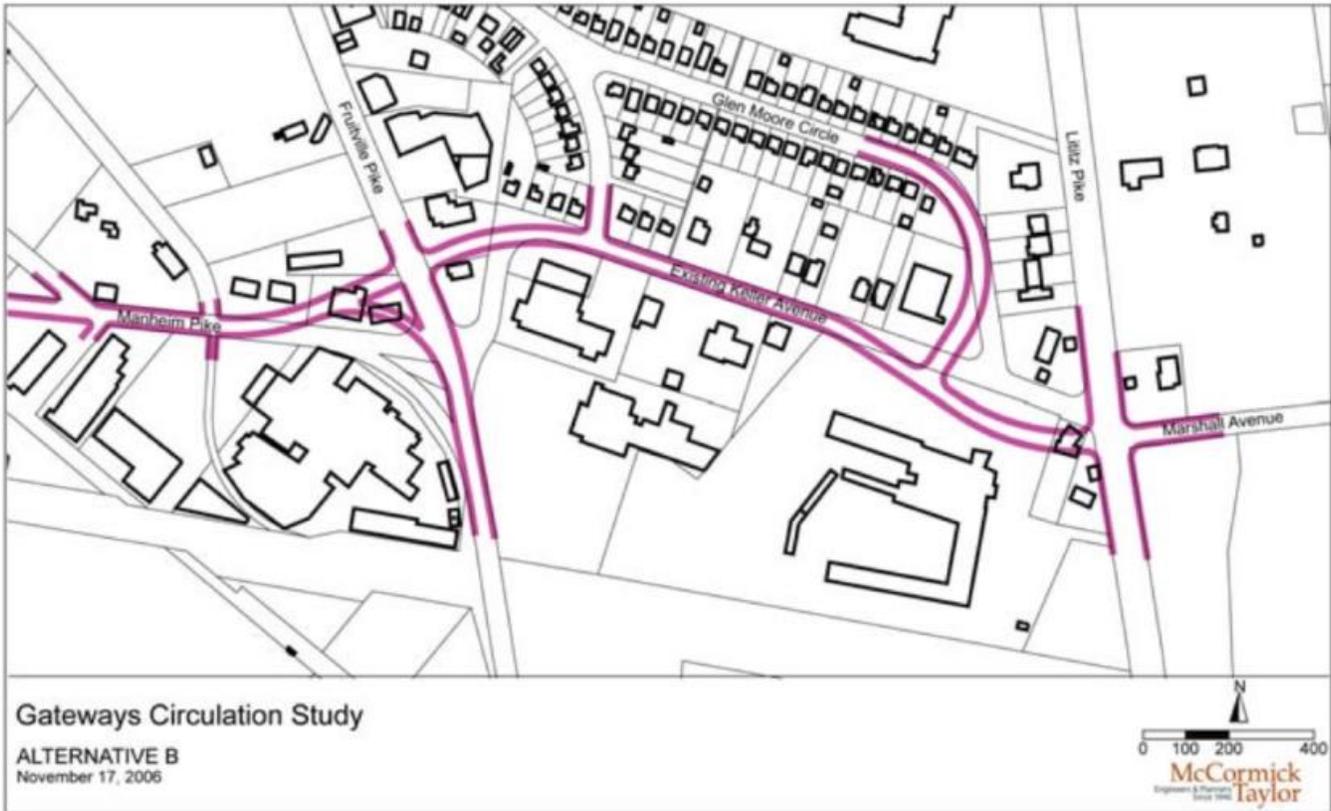


Figure 24: Gateways Circulation Improvement Study Recommendation for the Realignment of Keller Avenue substantial areas for redevelopment.

- 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 21<sup>st</sup>-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.

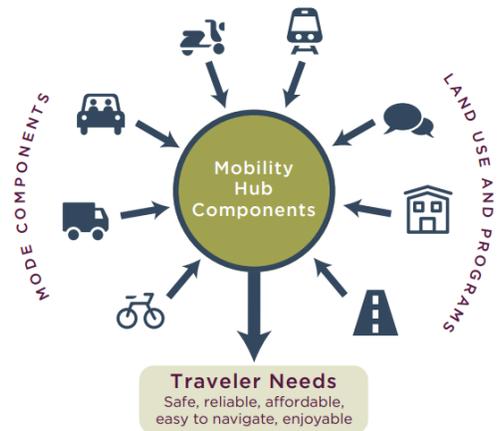


Figure 25: Mobility Hub Components

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-lighted 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 27: Lancaster County Active Transportation City of Lancaster Bicycle Network Recommendations**. Bicycle priorities are shown in **Figure 26: Lancaster County Active Transportation Plan City of Lancaster Bicycle Network Recommendations**.

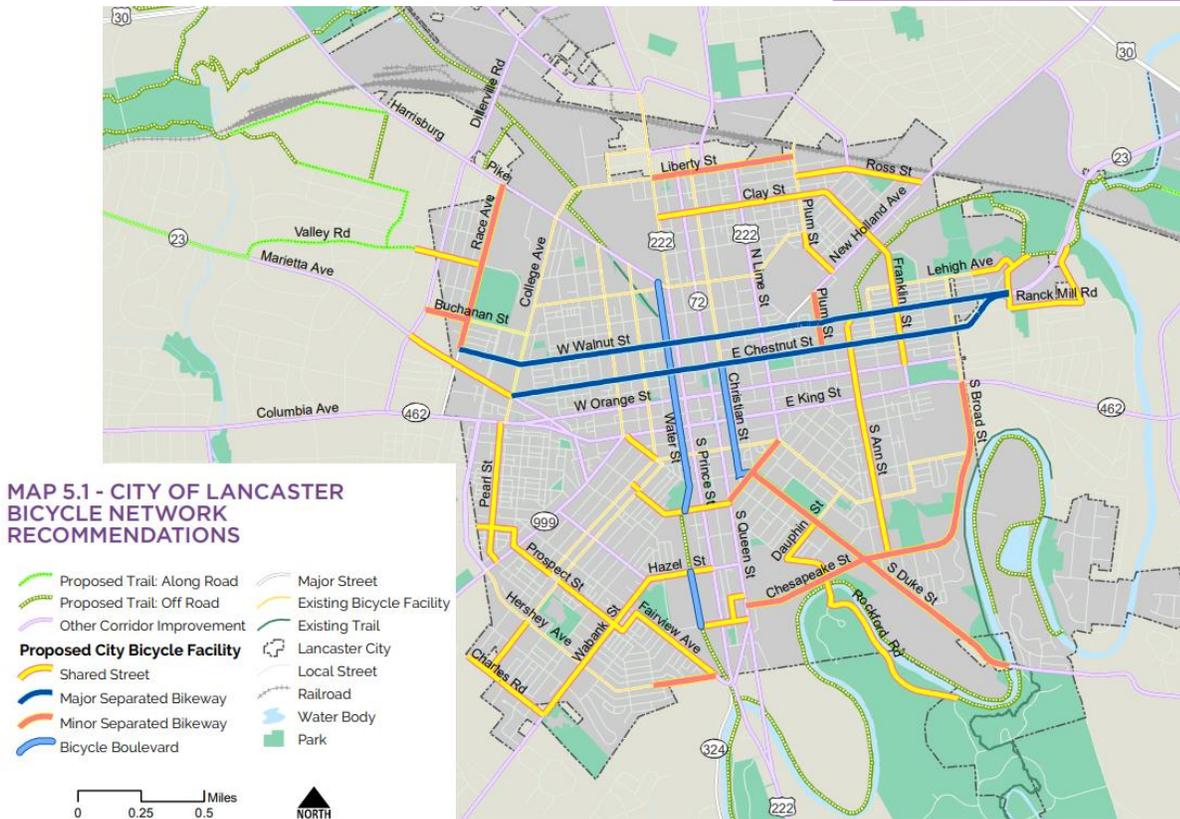


Figure 27: Lancaster County Active Transportation City of Lancaster Bicycle Network Recommendations

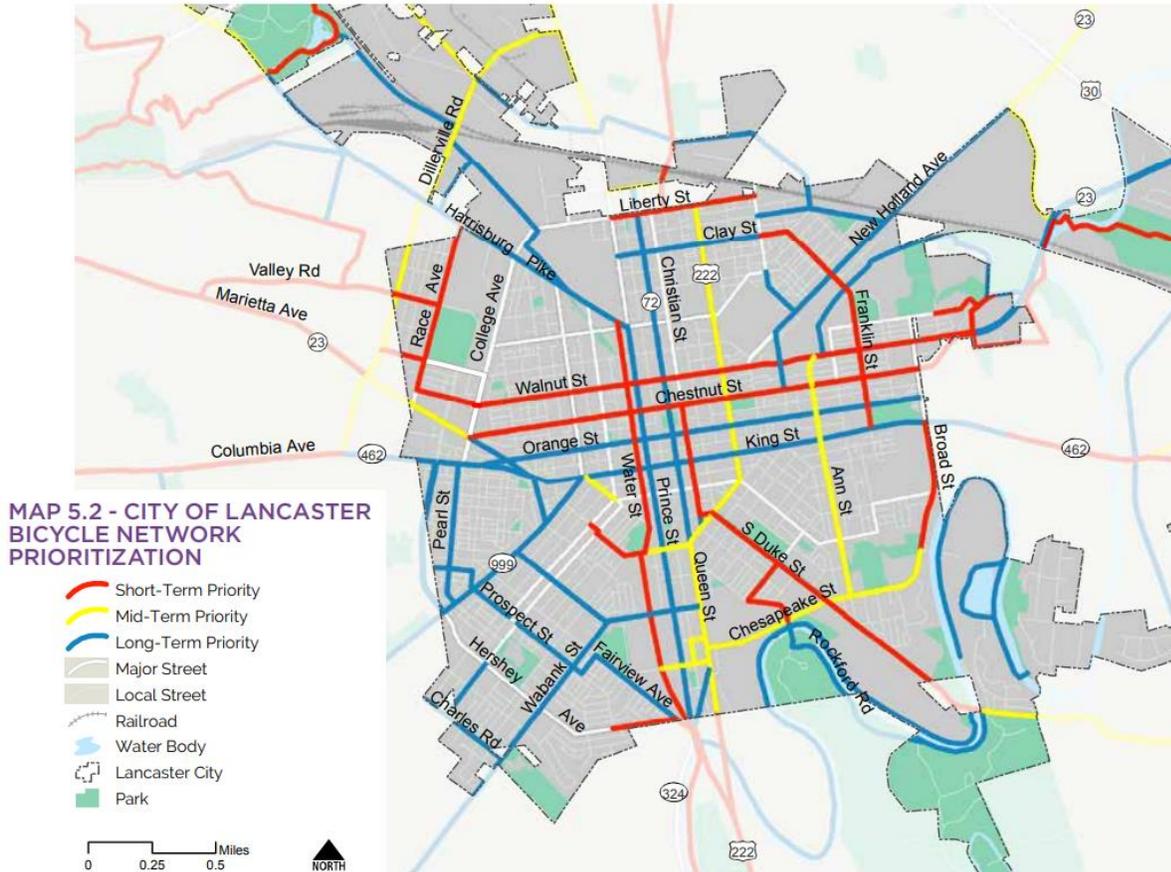


Figure 26: Lancaster County Active Transportation Plan City of Lancaster Bicycle Network Recommendations

### 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.”<sup>2</sup>

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

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<sup>2</sup> *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.

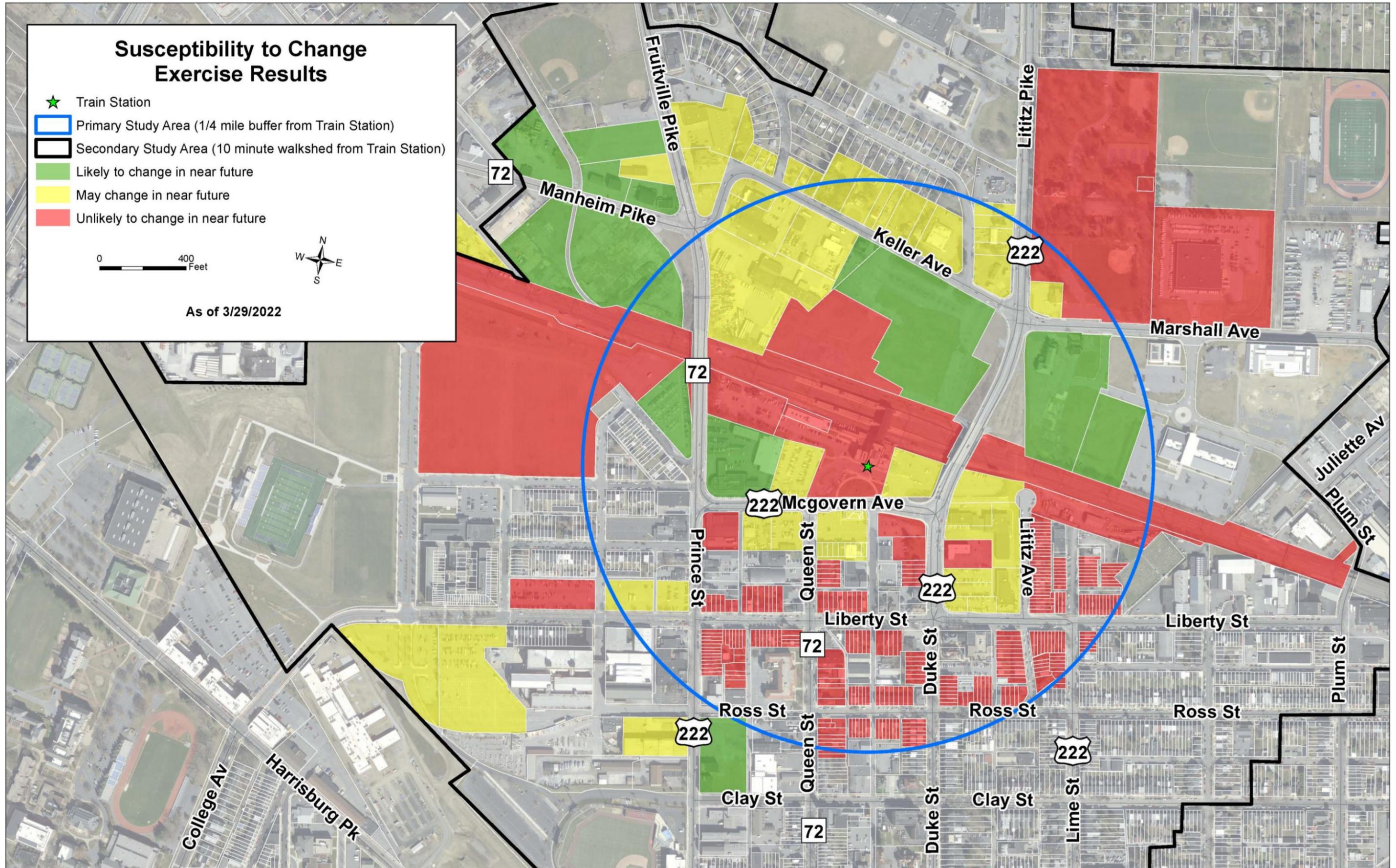


Figure 28: Susceptibility to Change Exercise Results

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

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



Score: 4.2

Retail, Commercial, and Residential



Score: 3.8

Apartments with First Floor Retail



Score: 4.3

Retail/Commercial

Strip Mall/Shopping Plaza



Score: 1.3

Gas Station/Convenience Store



Score: 1.4

Restaurant/Retail with Outdoor Seating



4.2

Parking

Retail, Commercial, Residential Surrounding Parking Garage



Score: 4.3

Parking Structure



Score: 3.6

Surface Parking



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

## Draft Plan Review Public Open House

On March 21, 2023, a public open house was held at Ross Elementary School. The purpose of the public open house was to collect public input and comments on the draft small area plan and concept plan.

119 people attended the meeting, and 52 comment forms were collected.

Comments were organized into the general categories listed below:

### General Transportation/Parking

- Concerned for jaywalking in the vicinity of building 28. Tree lined walkways to the left and right of the building are going to encourage a lot of shortcuts.
- There are way too many parking spaces and not enough land devoted to green spaces and buildings.
- Too much parking, especially on the Lancaster City side. Should be mixed use or retail.
- Encourage Manheim Township to revise parking requirements.
- Too many traffic signals on Keller Ave. plus Marshall Ave. between Fruitville pine and Janet Ave. why not use stop signals and or roundabouts to keep traffic moving
- TOD area should make all other modes of transport other than cars a priority. The area should be well connected to existing nearby shopping centers via walking, bikes and mass transit.



### Bicycles & Pedestrians

- Opposed to separated bike lanes, especially two lanes on one side.
- If bike lanes are a must have, then they should be shown on both sides of the road with a bike buffer to prevent dooring.
- On the bridges, opposed to mixing bikes and pedestrians on the sidewalks.
- Prefer full bike lanes along the full length of Plum St. (presumably on Plum St. outside of the study area).
- Should be a protected bike lane across the railroad tracks
- Need for bike lockers.
- Need more raised crosswalks.



Figure 30: Attendees discuss displays at the March 23 Public Open House

### Buildings

- Affordable housing is needed (several mentions).
- Is building 31 viable as a mixed use building at that location, with the proposed dead ending of Manheim Ave & with no access to Fruitville Pike. Could building 31 not be all residential instead?

- Too ambitious to tag all of buildings 1 - 16 as mixed use. More prudent to tag the bulk of the buildings (1-16) as residential and focus mixed use in only a few areas (for example, buildings 12 and 16 with ground floor commercial, building 3, maybe 6 or 9 with offices/medical).
- Welcome Center on Keller Avenue.
- Feels like too many apartments.
- The proposed food hall & plaza at Prince & McGovern are at cross purposes and should be flipped. The food hall should abut McGovern, with the plaza south of the food hall.

#### Open Spaces/Public Gathering Areas

- Dedicated pop-up spaces (farmers market vibe) that can provide opportunities for local small business owners.
- Need some sort of stage/gathering place for live music and events.
- Relocate play area away from Fruitville Pike.
- More room for kids for spontaneous recreation.
- Need for pocket parks throughout instead of parking.

Following the public open house, the Steering Committee reviewed the submitted comments and revised this plan document and the conceptual site plan with relevant suggestions or comments.

## 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 this 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:

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*“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.”*

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## 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 Code<sup>3</sup> (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,

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<sup>3</sup> 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.

## 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, 23, and 35. 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.
- Building #35 is designed to help define the streetscape and eliminate the visual intrusion of the Amtrak surface parking lot directly west of the train station. Due to the addition of this potential future building being added late in the planning process, parking calculations in the next section did not include this building. However, the surface parking lot to the rear of the property may be adequate to serve the residents of this mixed-use building.

#### **Parking:**

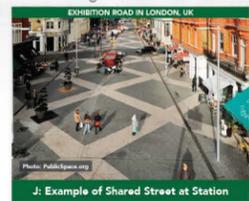
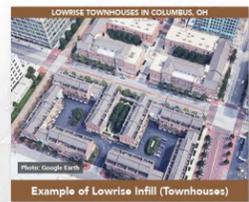
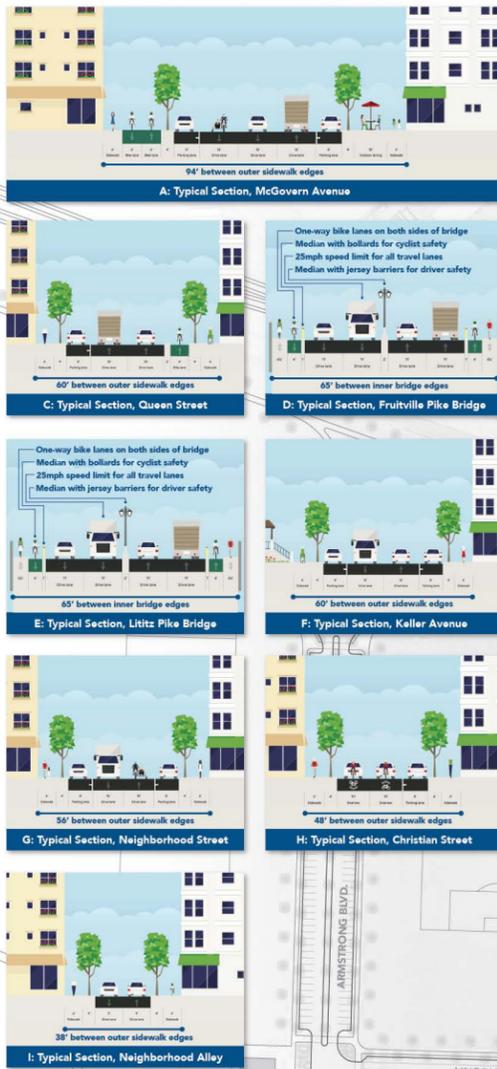
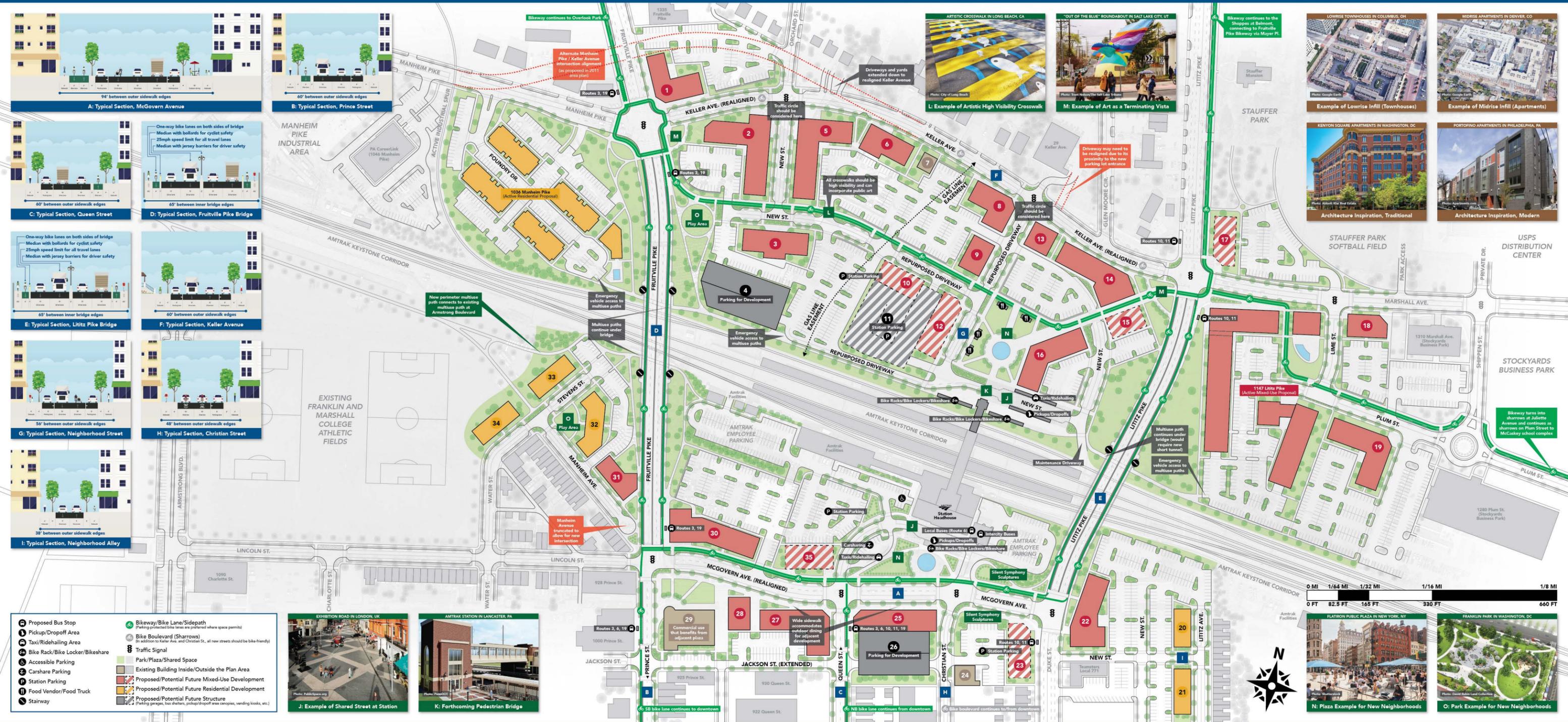
- In addition to on-street and off-street parking spaces, two early-phase parking structures are proposed. The structure identified as Building #4 includes approximately three parking levels for the 5-story alternative and primarily serves mixed-use Buildings #2, 3, 5-9, 13, 14, and 16 on the existing 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:**

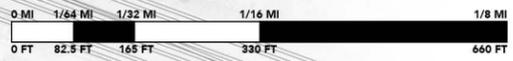
- Directly opposite future Building #12 and flanked by Building #16, the north redevelopment area's primary green space – a public plaza - will greet station visitors and serve those who will occupy proposed Buildings #8-16.

- 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.

# Lancaster Train Station Small Area Plan • Site Design Concept, Version 5



- Proposed Bus Stop
- Pickup/Dropoff Area
- Taxi/Ridehailing Area
- Bike Rack/Bike Locker/Bikeshare
- Accessible Parking
- Carshare Parking
- Station Parking
- Food Vendor/Food Truck
- Stairway
- Bikeway/Bike Lane/Sidepath
- Bike Boulevard (Sharrows)
- Traffic Signal
- Park/Plaza/Shared Space
- Existing Building Inside/Outside the Plan Area
- Proposed/Potential Future Mixed-Use Development
- Proposed/Potential Future Residential Development
- Proposed/Potential Future Structure



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Conceptual Renderings



Figure 34: Looking southwest just west of the intersection of Keller Ave. and Litz Pike



Figure 35: Looking south towards the train station from just south of Keller Ave



Figure 36: Looking southwest from Keller Ave. and Litz Pike



Figure 37: 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 38: Looking east along McGovern Ave towards the train station.



Figure 39: Looking north towards the train station from the corner of Christian St and McGovern Ave



Figure 40: Looking west along McGovern Ave, just west of Duke Street

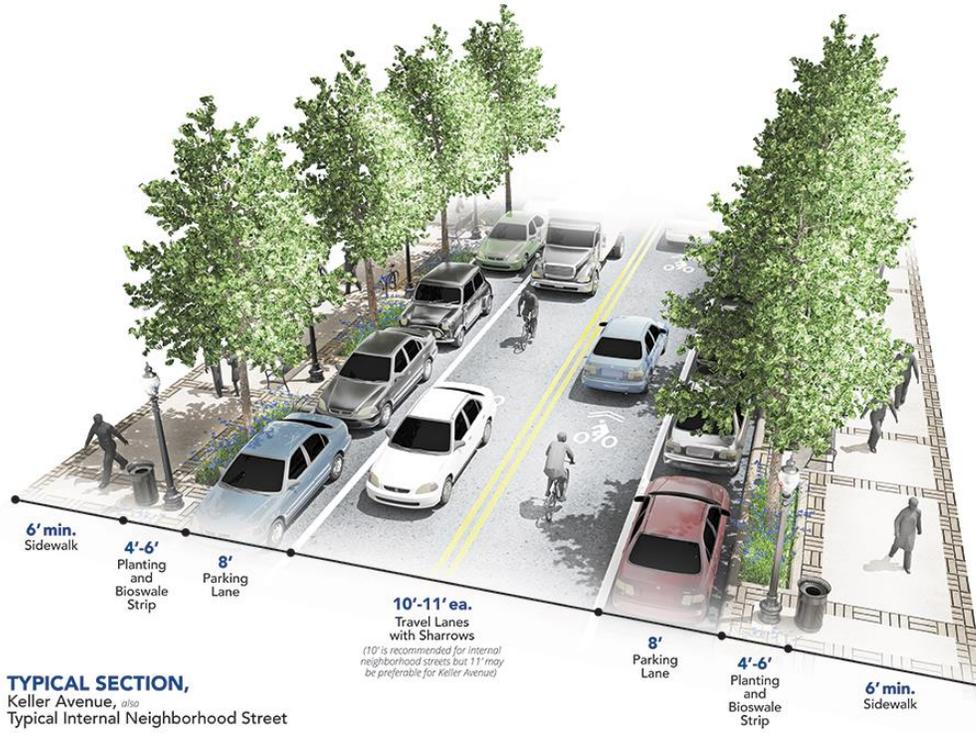


Figure 42: Keller Avenue Neighborhood Street Typical Section

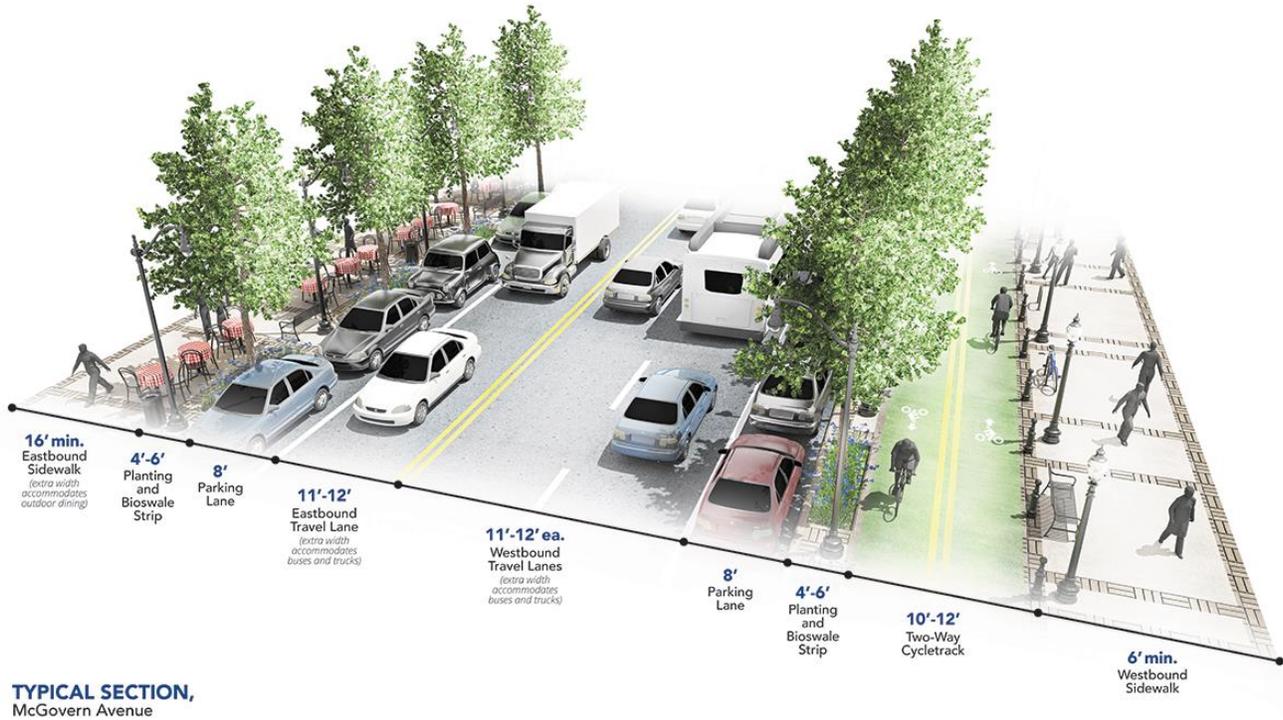


Figure 41: McGovern Avenue Typical Section

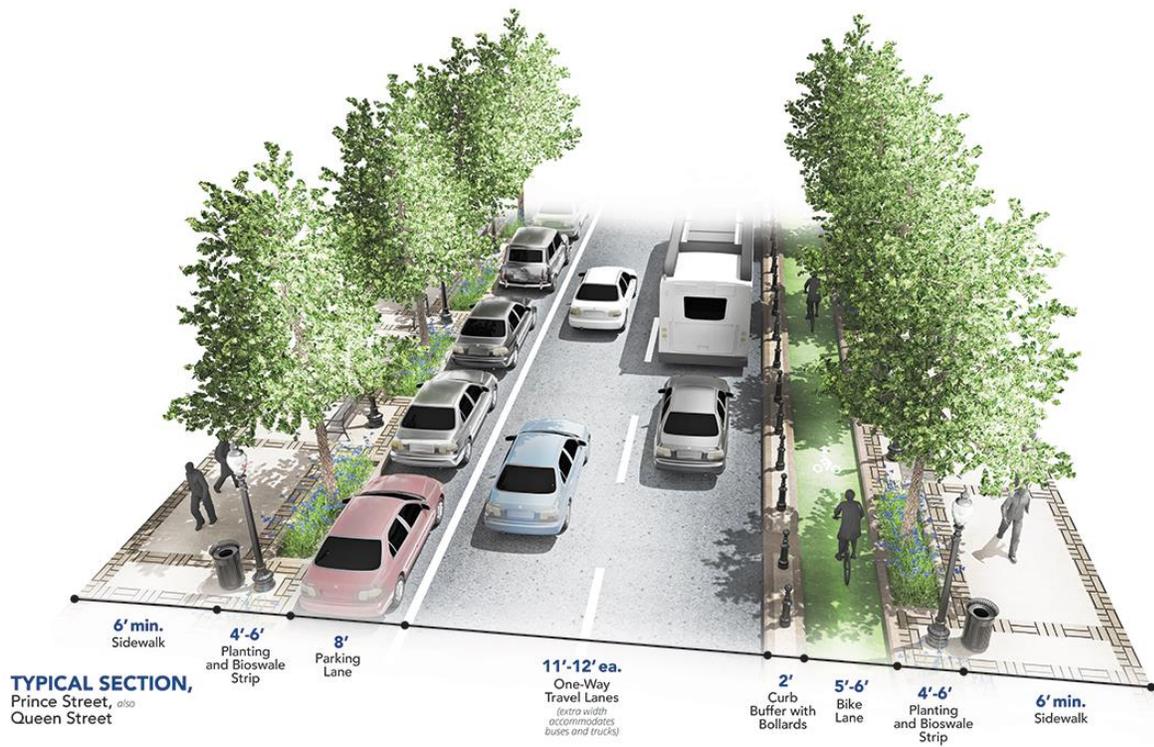


Figure 43: Prince and Queen Street Typical Section

### 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. Also, please note that Building No. 35 was added by key stakeholders after the building, density, and parking calculations were completed for the various site design scenarios. Therefore, the following building, density, and parking calculations do not include Building No. 35. 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)

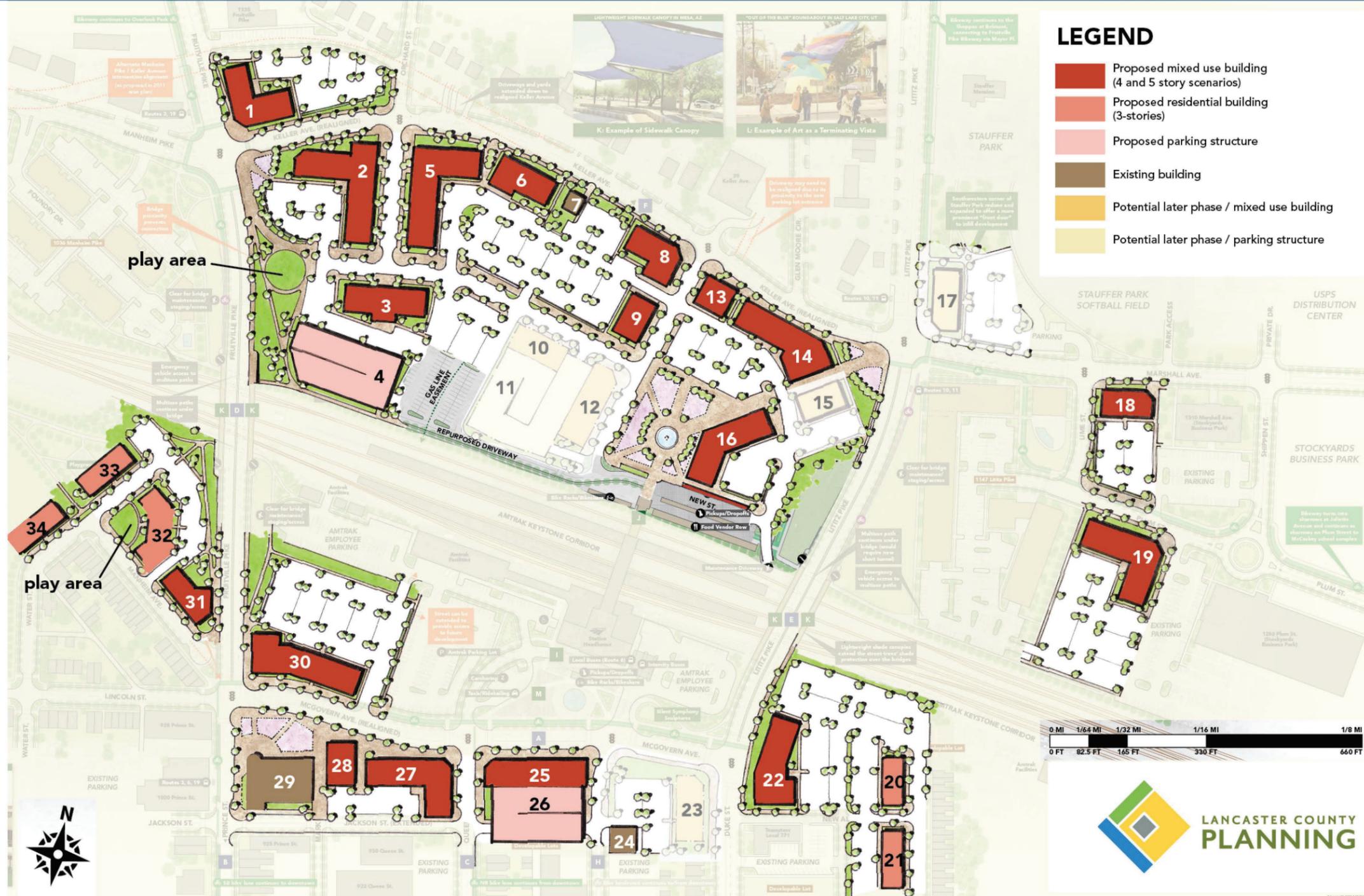
## ALL PROPOSED BUILDINGS (Without Potential Later Phase Buildings)

### 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/Acre**
  - 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)

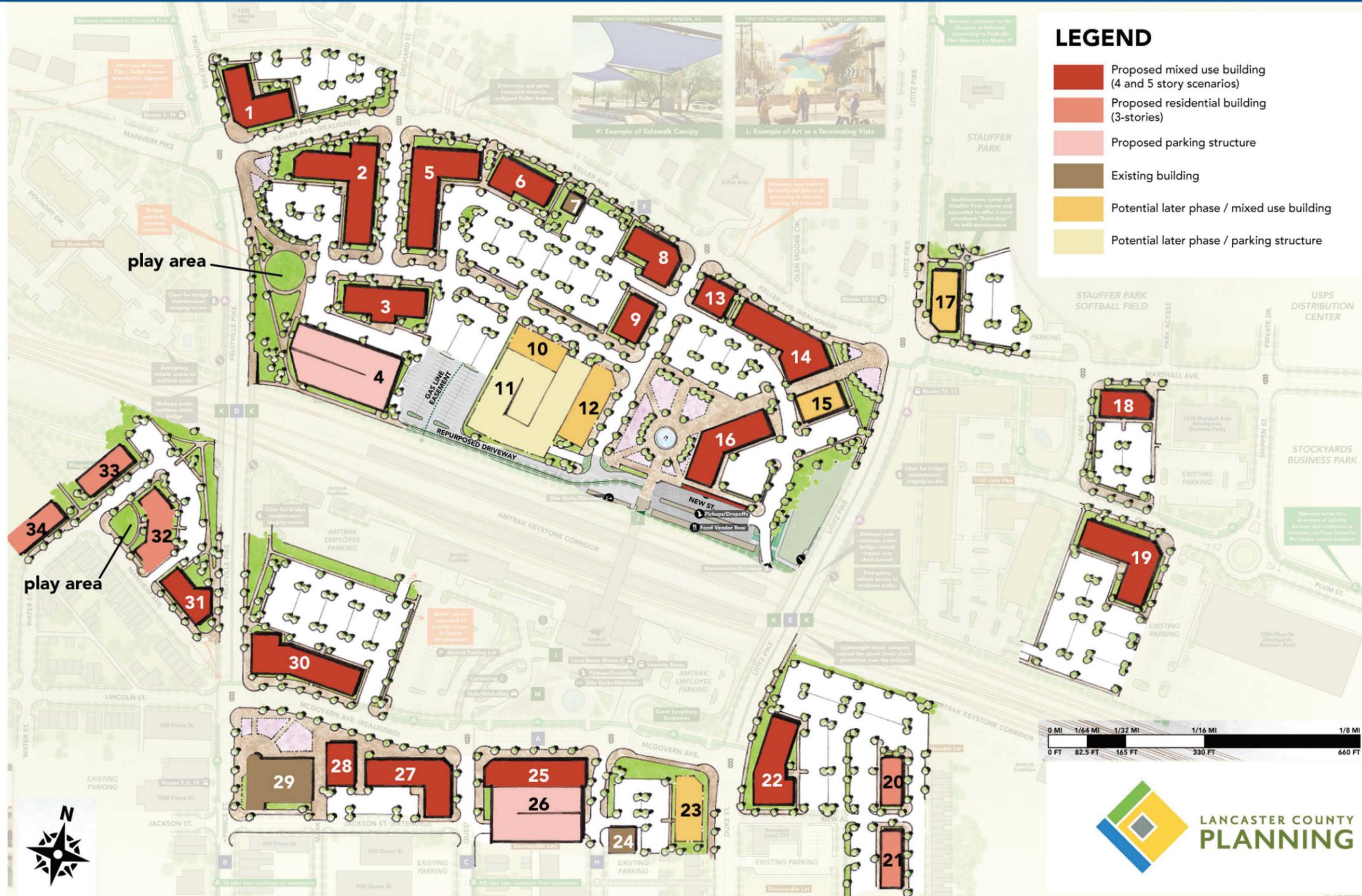
### BUILDING AREA & DENSITY

- 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/Acre**
  - 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)

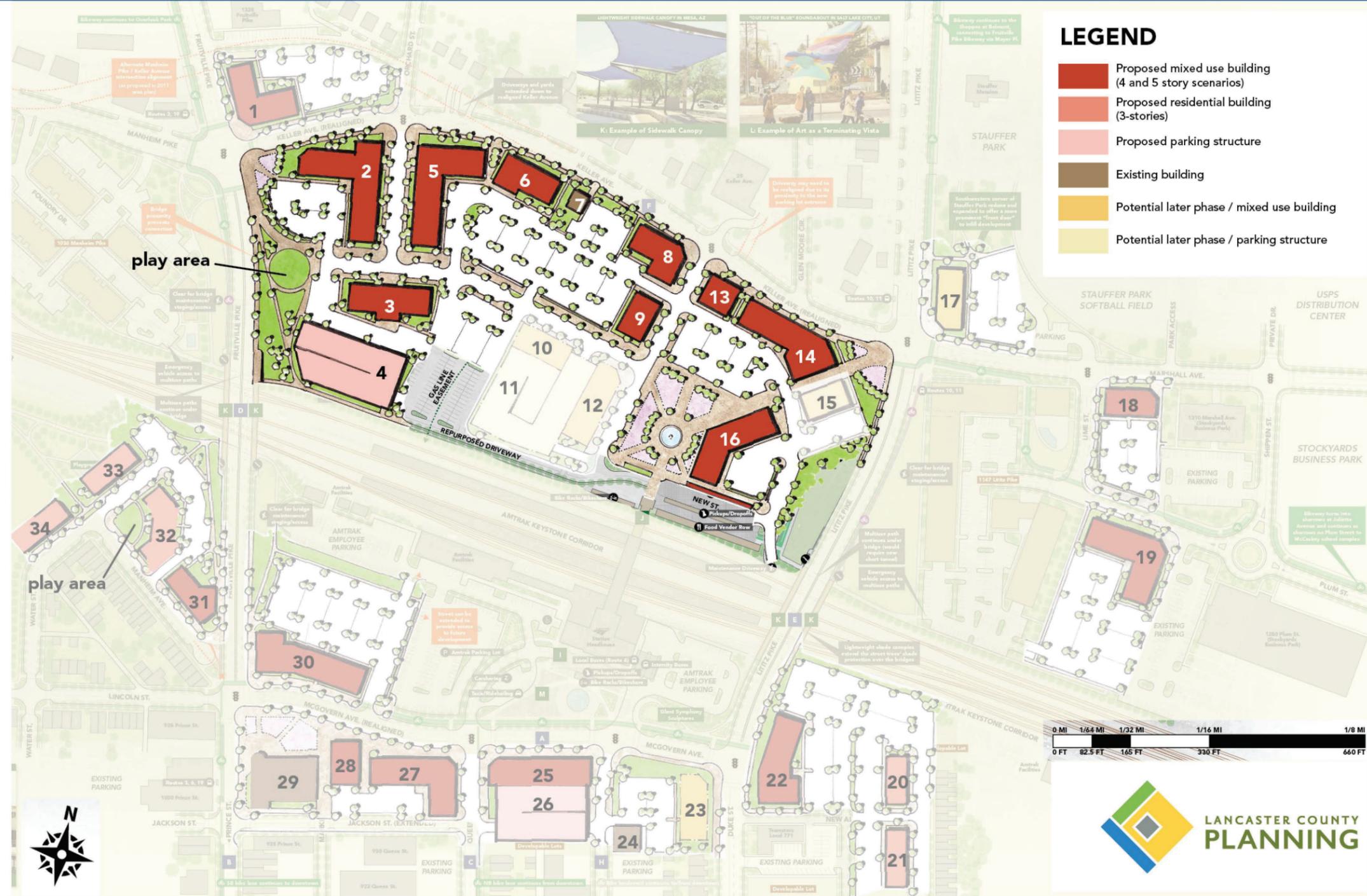
## KELLER AVENUE SITE (Without Potential Later Phase Buildings)

### 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/Acre**
  - 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)

## KELLER AVENUE SITE (With Potential Later Phase Buildings)

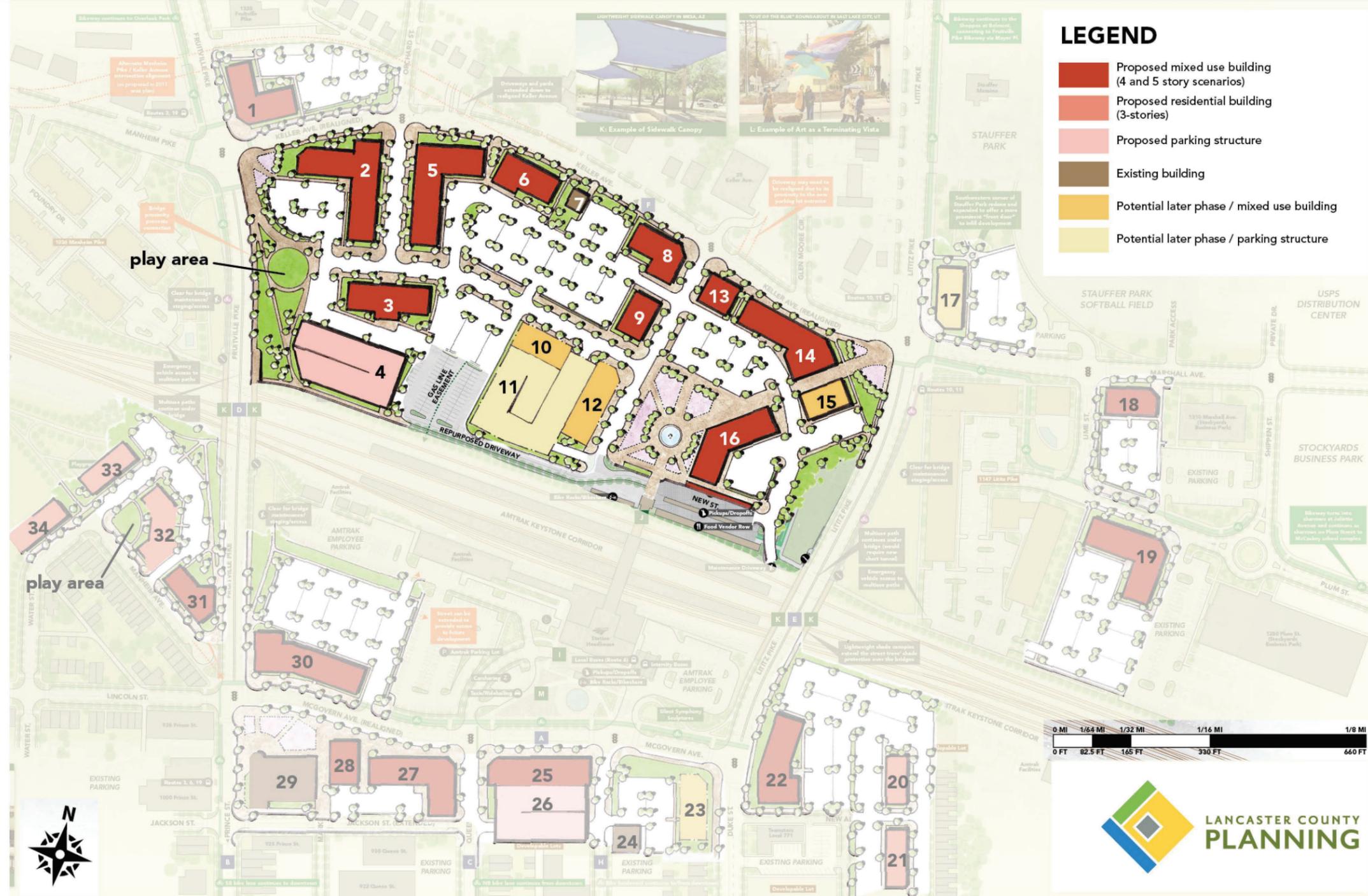
### BUILDING AREA & DENSITY

- 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

## KELLER AVENUE SITE – WEST SIDE

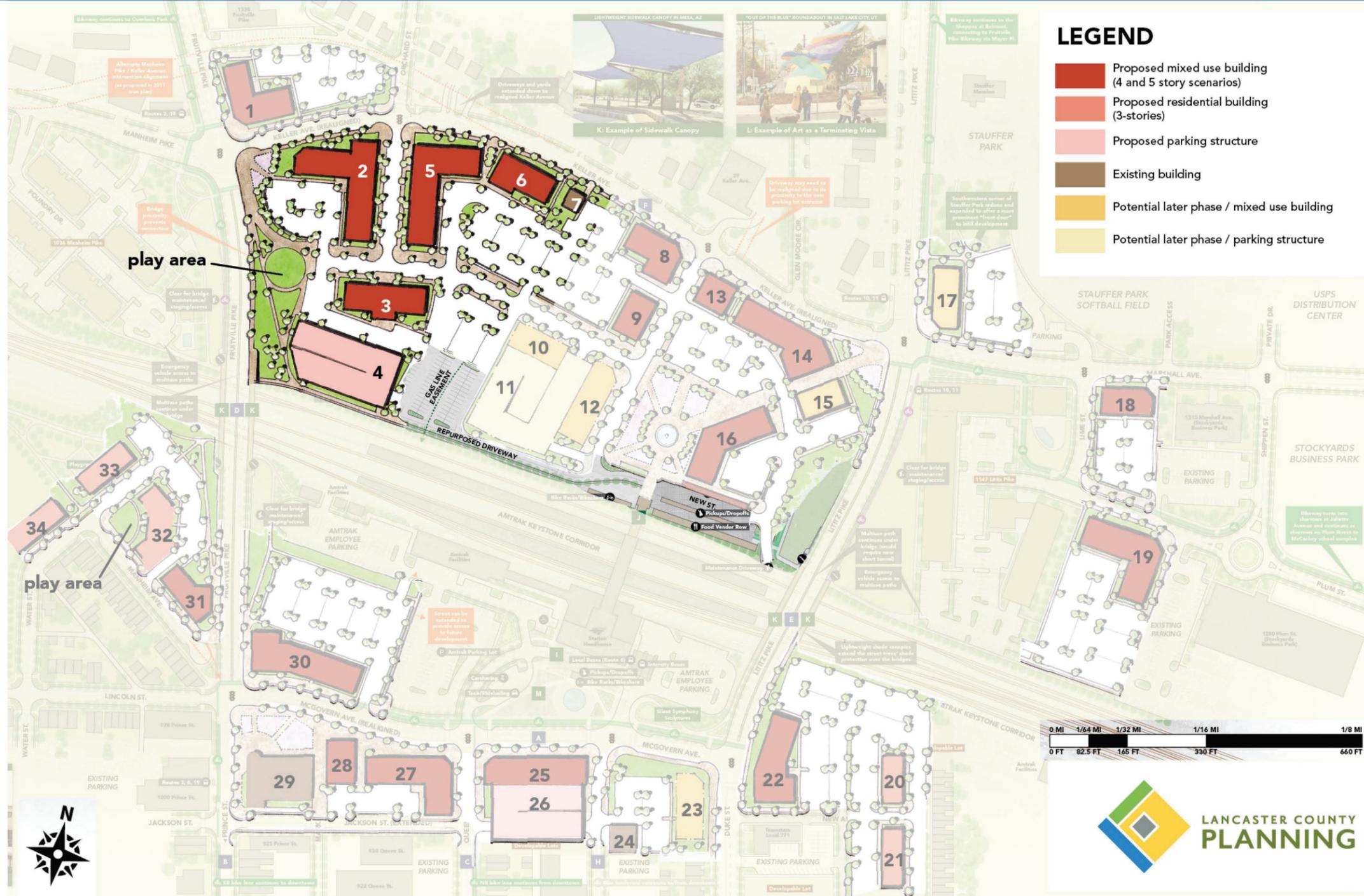
### BUILDING AREA & DENSITY

- 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)

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

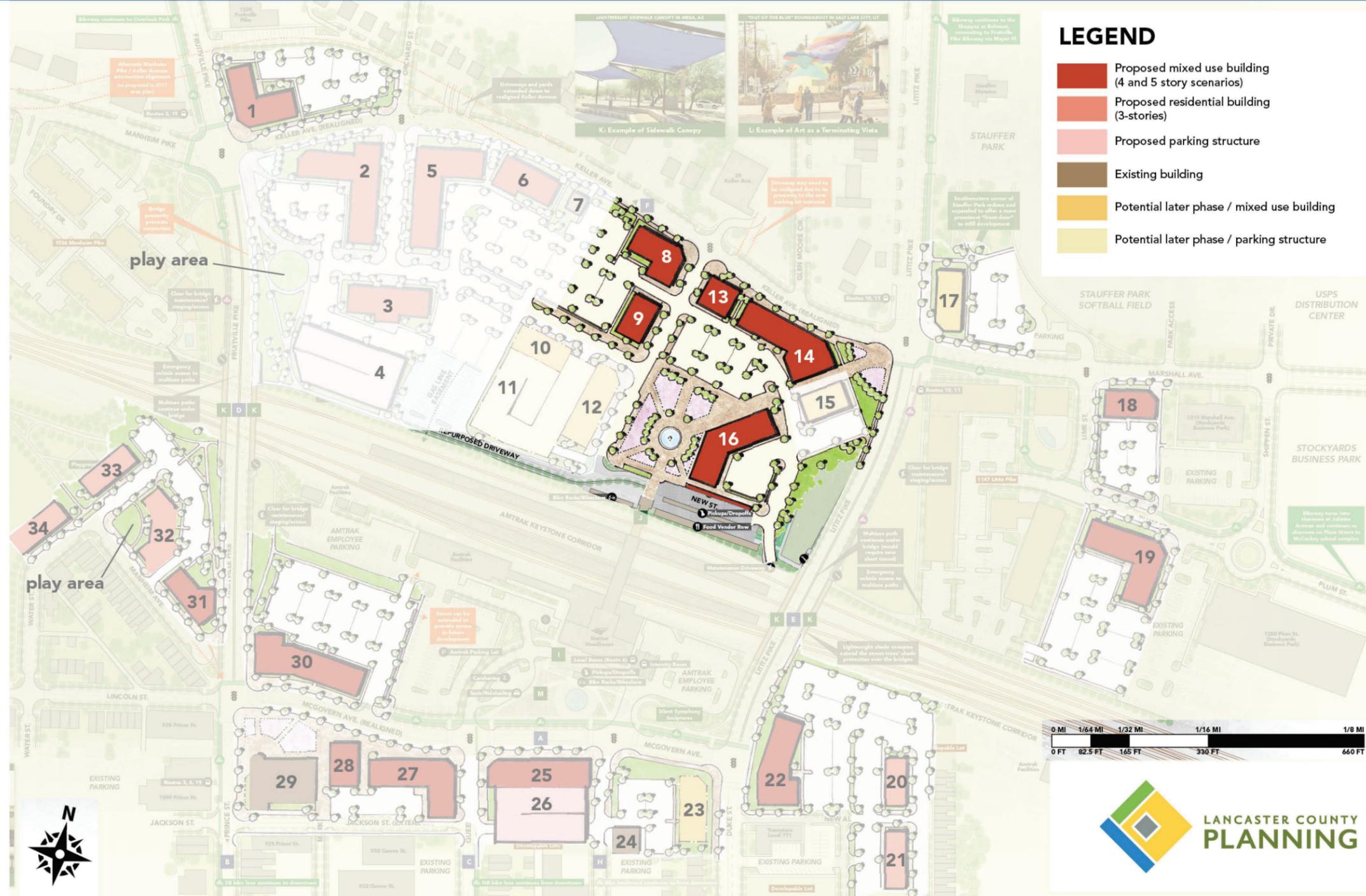
### BUILDING AREA & DENSITY

- 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)

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

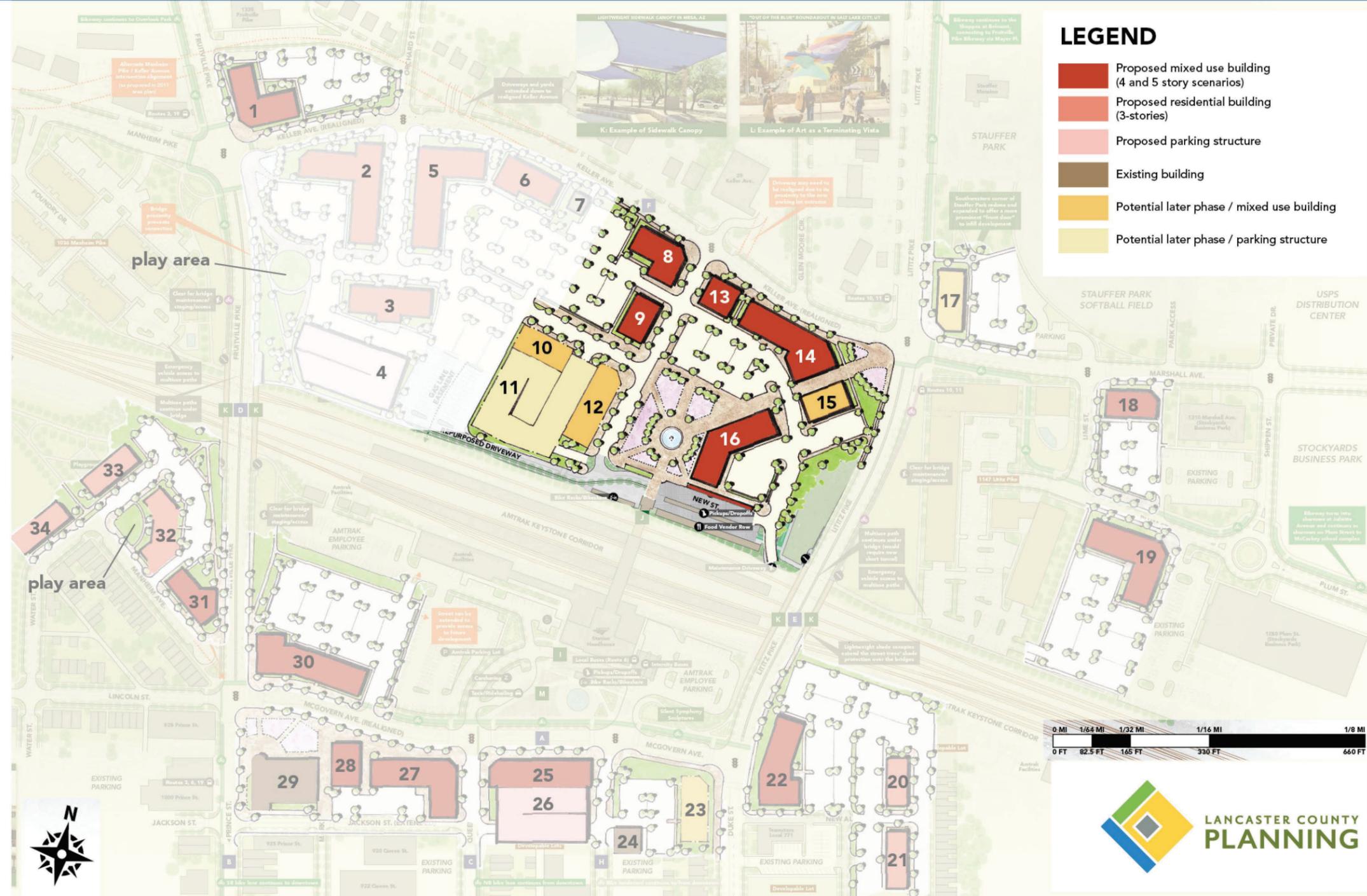
### BUILDING AREA & DENSITY

- 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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## 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."<sup>4</sup> 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.

The City of Lancaster published an [Interim Housing Strategy](#) in October 2021, outlining the City's intention to increase the supply and diversity of housing in the city, with an emphasis on achieving affordable homes for both rent and purchase. Housing diversity will take pressure off of other areas with a range of multifamily housing options of all types and all price points. The City's goal is to create mixed income housing with 15% of new units at affordable levels.

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

## 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*

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

distance. **The municipal codes could be updated to require active streetfront commercial on the primary streets, especially for multifamily buildings.**

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.

### 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.

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.

### 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

#### 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 ¼ 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.

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.

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 44: 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. In addition, a variety of tools and techniques would be used to develop highly visible crosswalks and safe pedestrian circulation. The addition of pedestrian and bicycle infrastructure and pedestrian-scale streetscaping can serve as traffic calming measures to help to slow down traffic speeds. Exact configurations of bike lanes in the area will be determined in the future, but there is a preference for sidepaths and/or parking protected bike lanes.

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 RRTA. 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 RRTA 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.**

**Additionally, coordination between the Steering Committee, Discover Lancaster, and Amtrak should be initiated to discuss the possibility of a Welcome Center at the Lancaster Amtrak Station as the area around the station grows as a destination.**

### 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 and programming space, and both plazas will retain their fountains. These small parks and green spaces can provide venues for music performances, farmers' markets, and other live events.



Figure 45: "Points of Reference", Aphidoidea, located in downtown Erie, PA (Source: [Erie Times-News](#))

### 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 45**: "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.

**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 46: "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.**

# 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 Department

Lancaster County Planning Department led the creation of this most recent concept plan with the intent to guide future redevelopment efforts. The County Planning Department 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 Department, 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.

SCTA/RRTA will also be a key partner in implementing these recommendations, especially related to the coordination of transportation and transit services to encourage TOD in the area.

## 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 47**). The City currently receives TIF funding through the Redevelopment Authority for a parking garage.

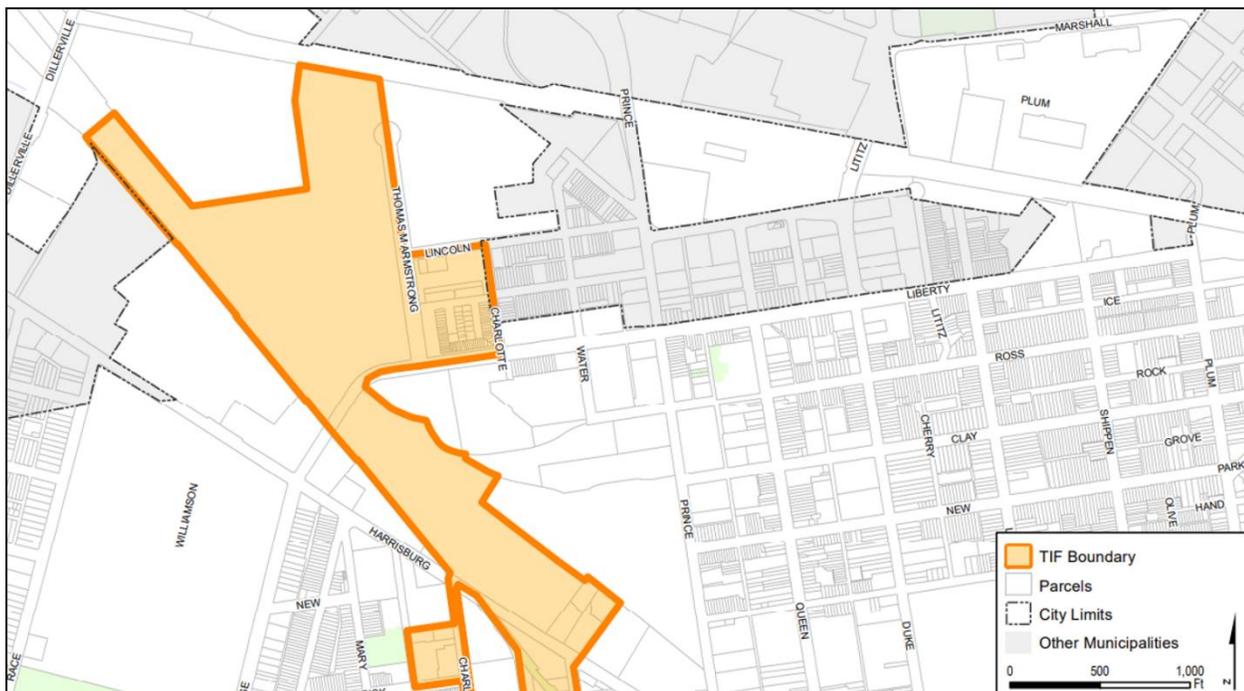


Figure 47: City of Lancaster TIF boundary

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



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

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## 1 Introduction

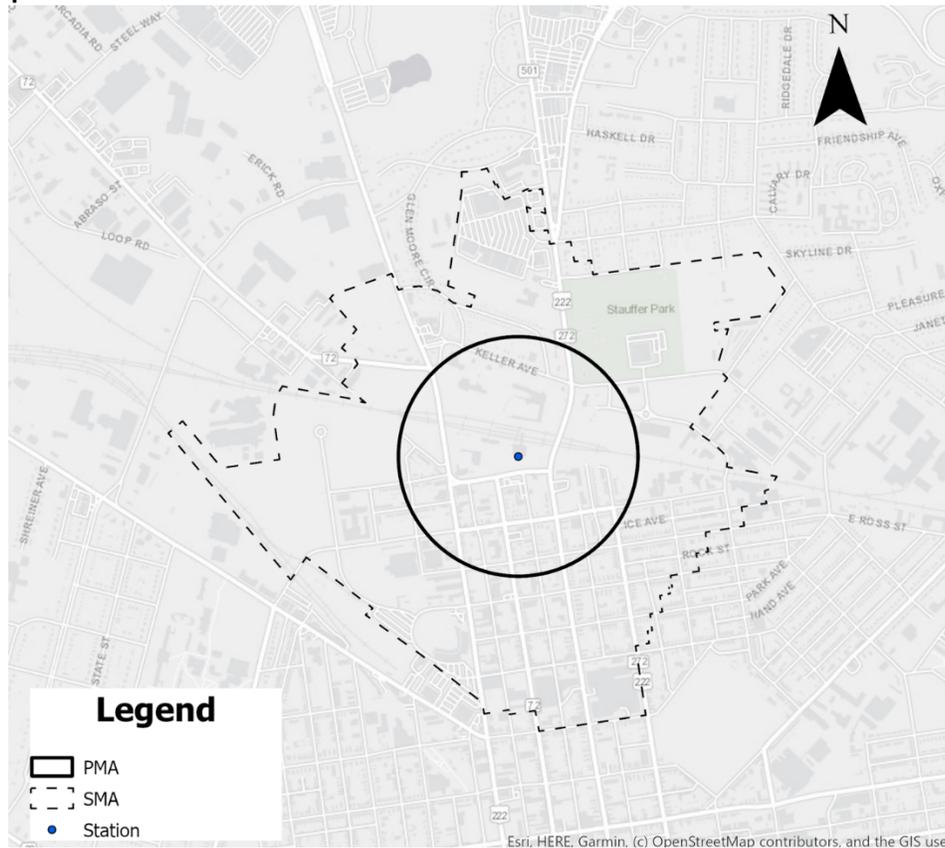
A coordinated multi-municipal planning and placemaking strategy is underway for the Lancaster Train Station area, driven by a partnership including the County of Lancaster, Manheim Township, the City of Lancaster, the Economic Development Company of Lancaster County, and the Lancaster City Alliance. 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 ¼ 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).

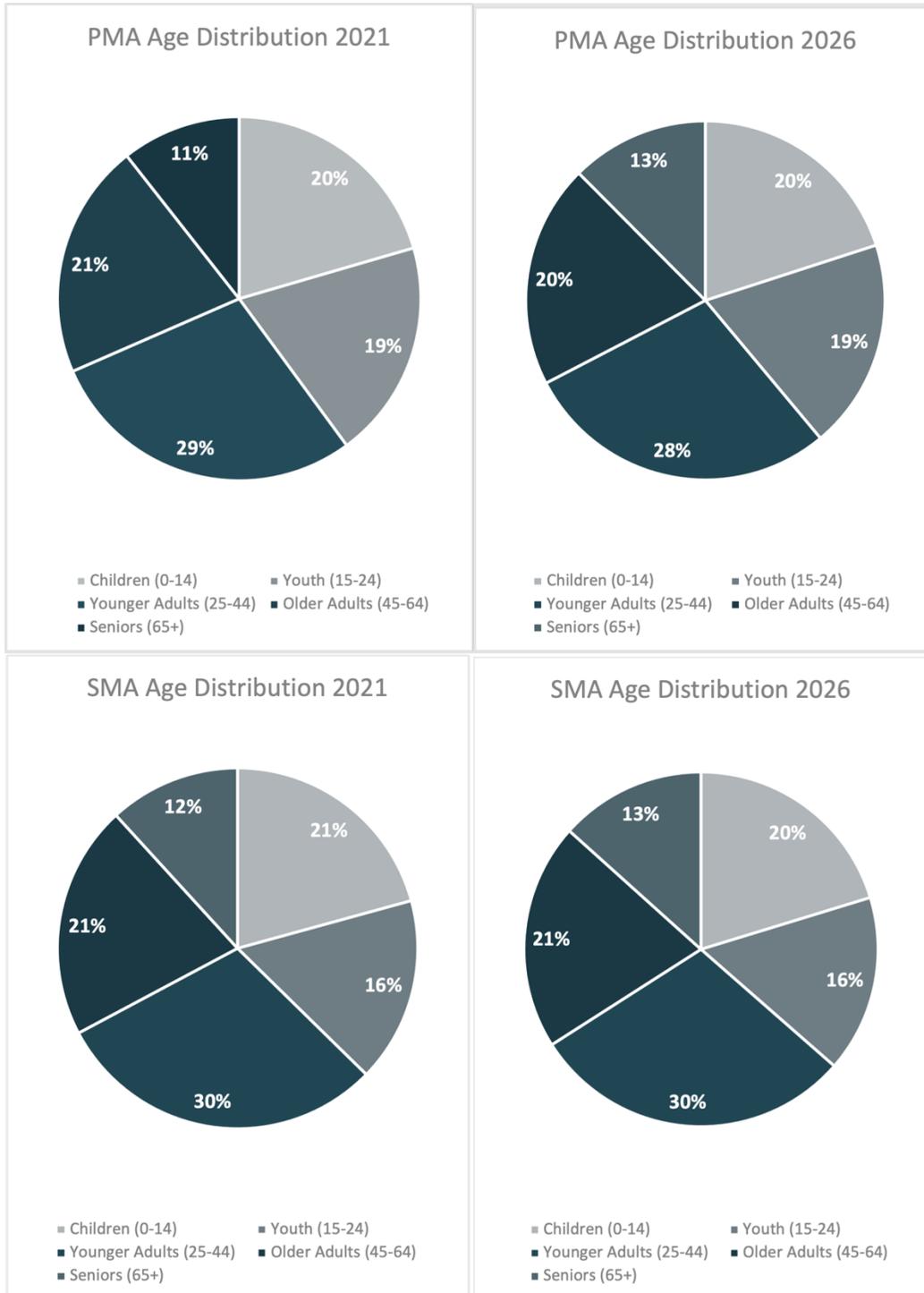
**Figure 2: Population Summary by Year, 2021 and 2026 (projected)**

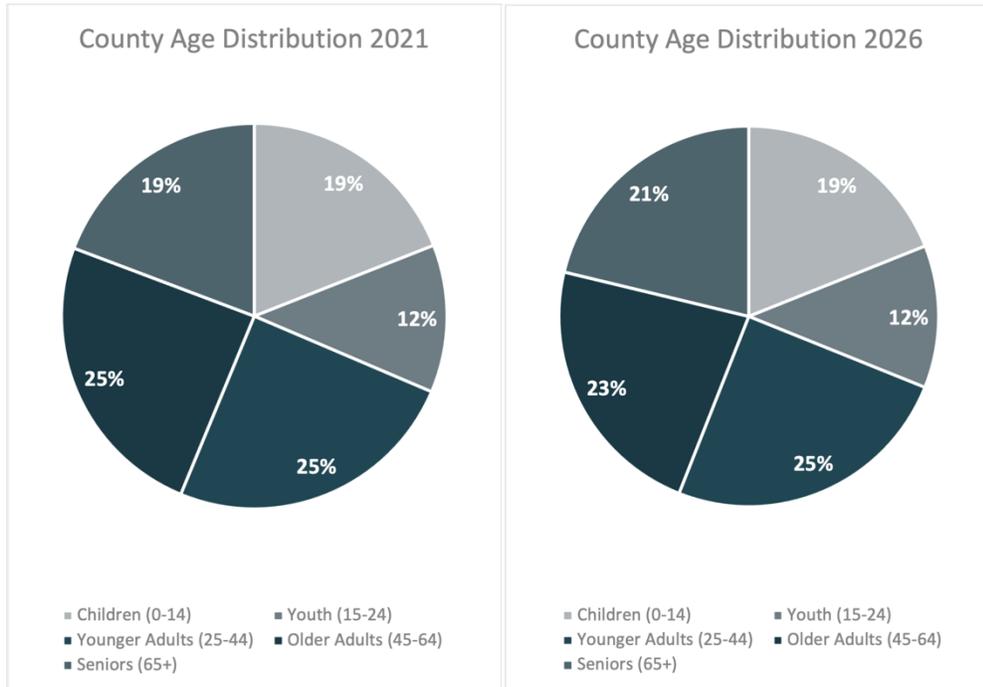
|                               | Primary Market Area |       | Secondary Market Area |       | Lancaster County |         |
|-------------------------------|---------------------|-------|-----------------------|-------|------------------|---------|
|                               | 2021                | 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 <sup>1</sup>         | 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)

<sup>1</sup>Per 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%          |
| <b>Total</b>               | <b>1,627</b> | <b>1,767</b> | <b>6,742</b> | <b>7,318</b> | <b>615,588</b> | <b>643,846</b> |

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.<sup>2</sup> 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         |

<sup>2</sup> [https://doc.arcgis.com/en/esri-demographics/data/tapestry-segmentation.htm#ESRI\\_SECTION2\\_4169057C9D174B9EA7A41A2EE9F3BC82](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*).

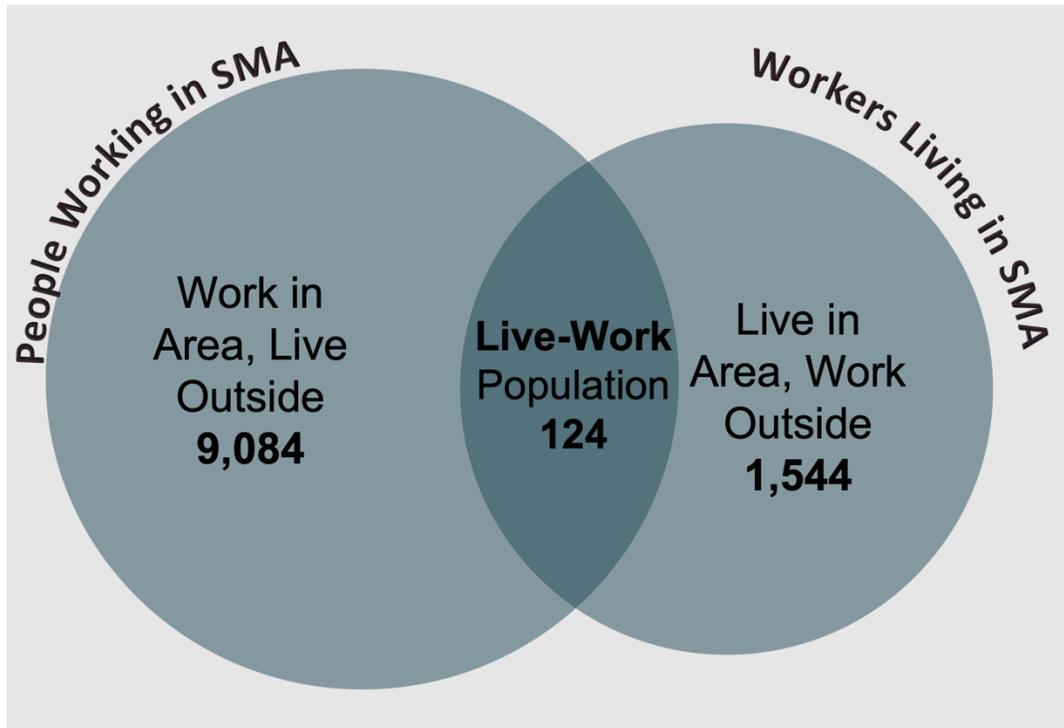
The highest concentration of employment in the SMA is located in the denser, southern portion of the area, nearest to the Train Station (*Figure 16*). The largest employer in the County, Lancaster General Hospital, is located within the Secondary Market Area, less than one mile south of Lancaster Train 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.<sup>3</sup> 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*).

<sup>3</sup> [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](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    |                                    | SMA    |                                    | County  |                                    |
|--|--------|------------------------------------|--------|------------------------------------|---------|------------------------------------|
|  | Number | Share of all residents / employees | Number | Share of all residents / employees | Number  | Share of all residents / employees |
| 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, 2019<sup>4</sup>**

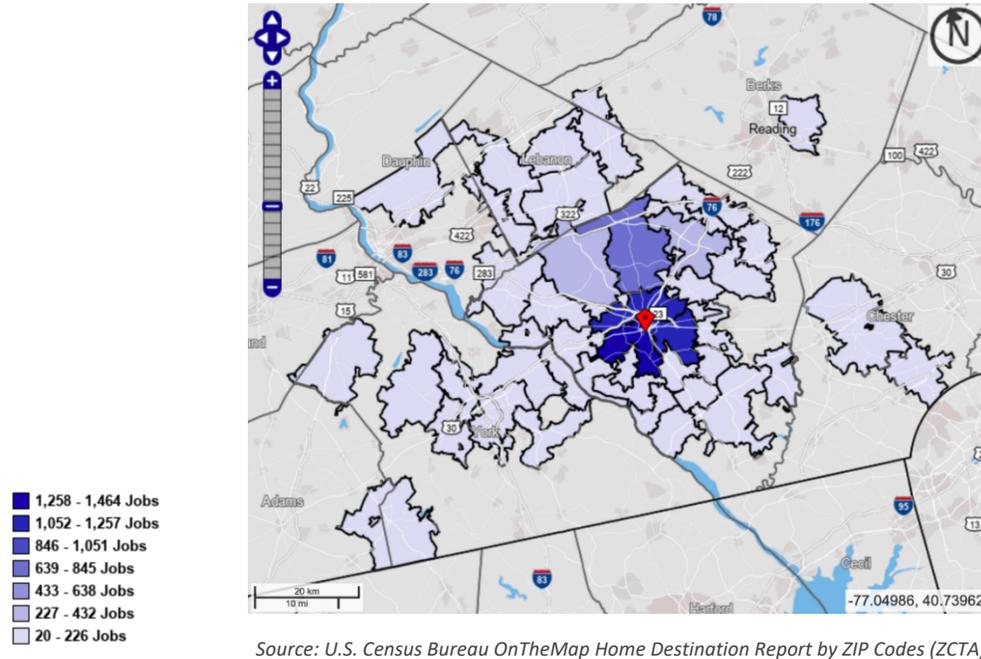
|                                     | PMA   |       | SMA   |       | County  |       |
|-------------------------------------|-------|-------|-------|-------|---------|-------|
|                                     | Count | Share | Count | Share | Count   | Share |
| Lancaster City, PA                  | 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* <sup>5</sup> | 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

<sup>4</sup> 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.)

<sup>5</sup> 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 Places<sup>6</sup> of Employment for Area Residents, 2019**

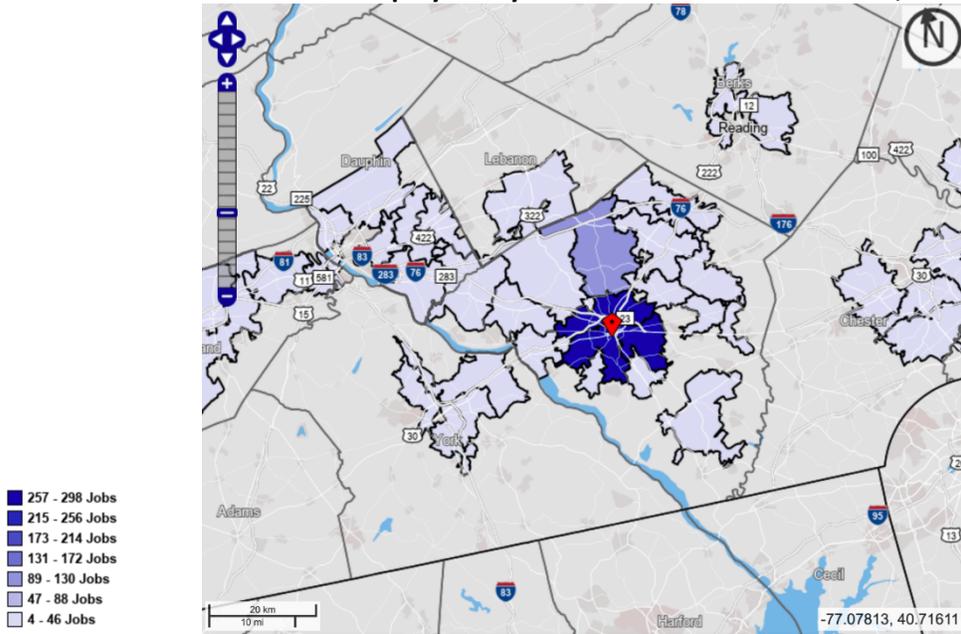
|                                | PMA   |       | SMA   |       | County  |       |
|--------------------------------|-------|-------|-------|-------|---------|-------|
|                                | Count | Share | Count | Share | Count   | Share |
| Lancaster City, PA             | 113   | 26.3% | 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* <sup>7</sup> , 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.)

<sup>6</sup> 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.)

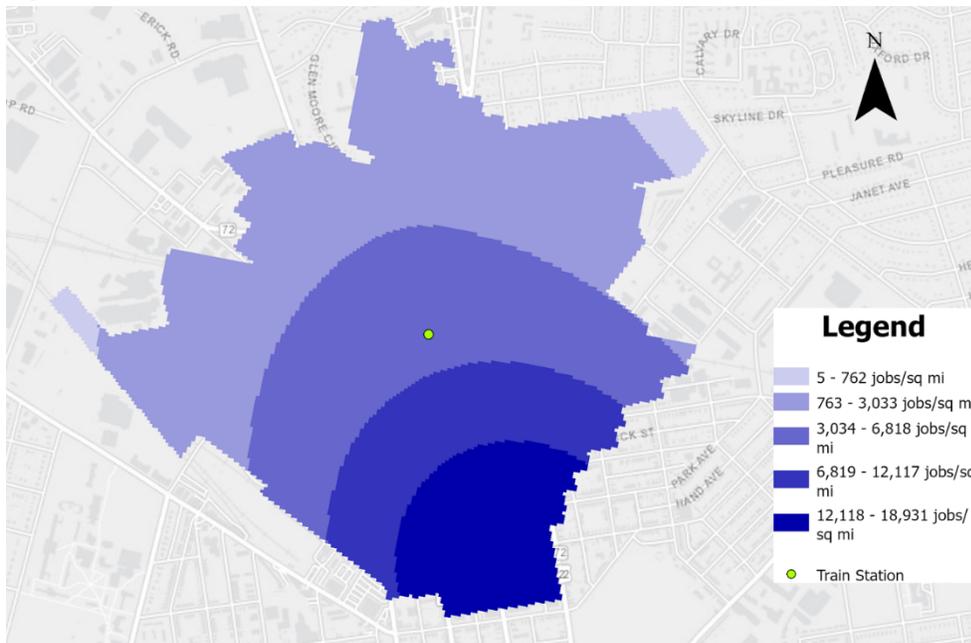
<sup>7</sup> In figures 13 and 15, an asterisk (\*) denotes locations outside of Lancaster County, while a hyphen (-) for a particular year indicates that a location was outside the top 10 locations for a particular area.

Figure 15: "Where Workers Are Employed" by ZIP Code for Residents of SMA, 2019



Source: U.S. Census Bureau OnTheMap Work Destination Analysis by ZIP Codes (ZCTA)

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 Potential | Supply - Retail Sales | Retail Gap     | Leakage/ Surplus Factor | # Bus. |
|--|-----------|---------------------------|-----------------------|----------------|-------------------------|--------|
| 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 Potential | Supply - Retail Sales | Retail Gap     | Leakage/ Surplus Factor | # Bus. |
|---|-----------|---------------------------|-----------------------|----------------|-------------------------|--------|
| 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             |
| <b>Totals</b>               | <b>440</b>           | <b>\$48,694,606</b>  | <b>1,478</b>         | <b>\$320,292,600</b> |

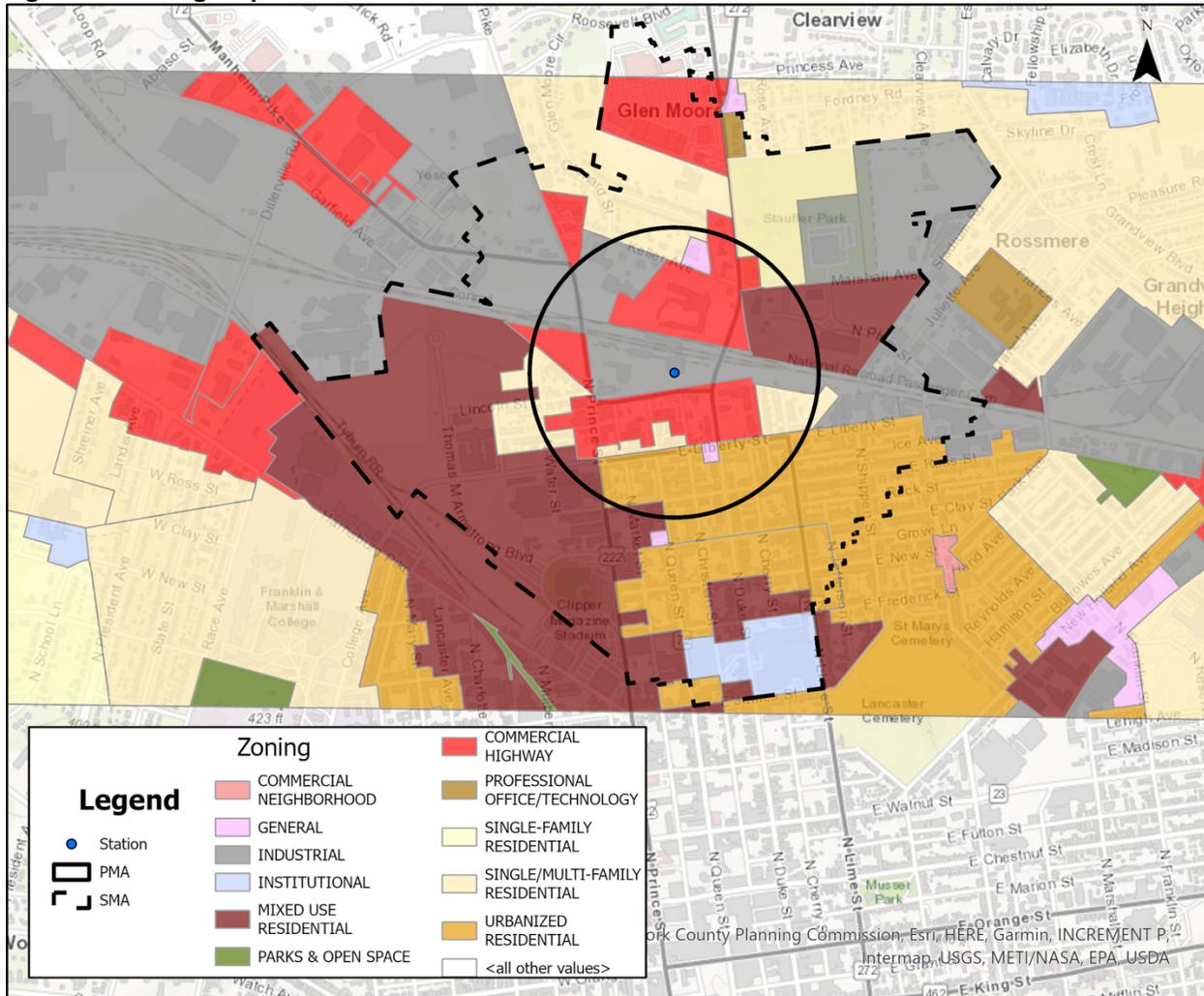
Source: McCormick Taylor and City of Lancaster (2021)

**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          |
| <b>Total</b>                    | <b>444</b>        | <b>\$67,950,900</b>  | <b>1,482</b>      | <b>\$320,292,600</b> |

Source: McCormick Taylor and City of Lancaster (2021)

**Figure 25: Zoning map near Lancaster Train Station**



Sources: Lancaster County Zoning Map – Provided by Client, Esri

### 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.<sup>8</sup>

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

<sup>8</sup> <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.<sup>9</sup>

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.<sup>10</sup>

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*).

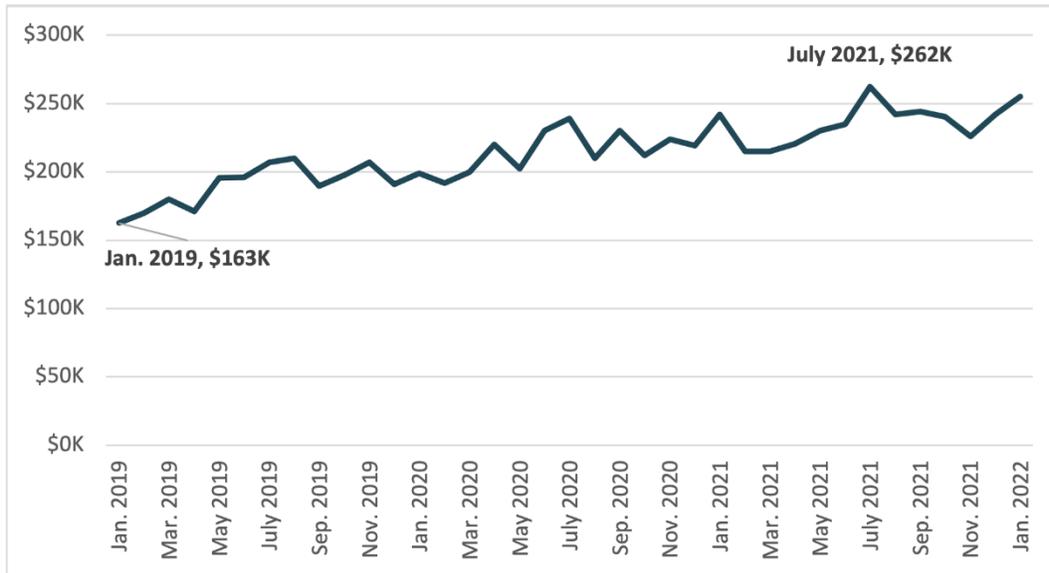
The median number of days that homes in the City of Lancaster are on the market before being sold has declined precipitously since the onset of the COVID-19 pandemic. Prior to the pandemic, median days on the market never dipped below 10, and in winter months, monthly medians of 30 days or more were 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*).

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

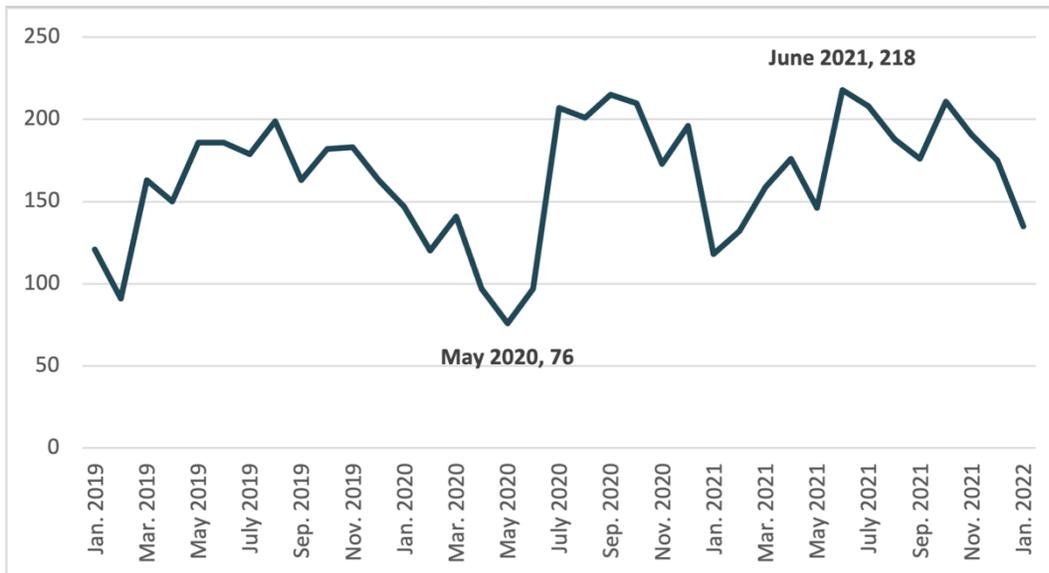
<sup>10</sup> S1903: Median Income in the Past 12 Months (in 2019 Inflation-Adjusted Dollars), 2019 ACS 5-Year Estimates, <https://data.census.gov/>.

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



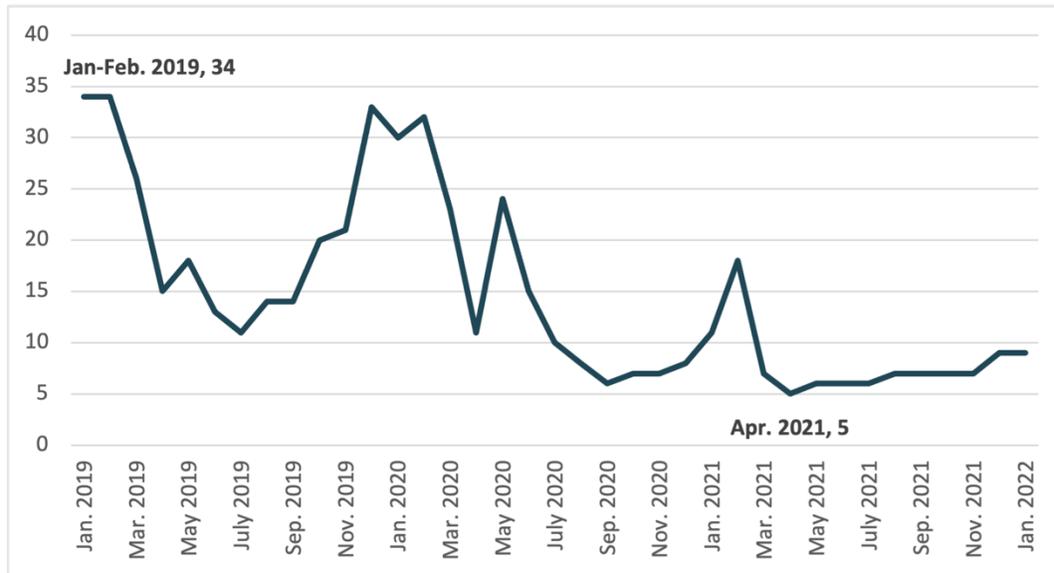
Source: Redfin (2021)

**Figure 27: Number of Homes Sold in City of Lancaster, PA 2021**



Source: Redfin (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.<sup>11</sup>

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).

<sup>11</sup> <https://www.highassociates.com/contentassets/ade6fa00f7084f65ae93aed8bcca2003/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.<sup>12</sup> 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.<sup>13</sup> 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.<sup>14</sup> 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)

<sup>12</sup> <https://www.highassociates.com/contentassets/ade6fa00f7084f65ae93aed8bcca2003/ci-council-presentation-and-survey-results.pdf>

<sup>13</sup> Google Maps

<sup>14</sup> Google Maps

**Figure 30: Commercial spaces for rent in Lancaster, PA**

| Address  | Asking Price<br>SF/YR | Sq. Ft.    | Type       | Year<br>Built/Renovated |
|--|-----------------------|------------|------------|-------------------------|
| 313 W Liberty St ( <i>multiple units</i> )                           | \$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     |                         |
| 360 Steel Way ( <i>multiple units</i> )                              | \$18.35               | 840        | Office     |                         |
|  | \$18.00               | 3,050      | Office     |                         |
|  | \$25.88               | 255        | Office     |                         |
|  | \$16.50               | 1,058      | Office     |                         |
| 1004 New Holland Ave, Burle Corporate Park ( <i>multiple units</i> ) | \$15.78               | 825        | Office     |                         |
|  | \$16.20               | 715        | Office     |                         |
|  | \$25.84               | 137        | Office     |                         |
|  | \$31.92               | 149        | Office     |                         |
|  | \$7.95                | 7,425      | Flex       | 2004                    |
| \$7.75   | 13,200                | Flex       |            |                         |
| \$7.45   | 19,800                | Industrial |            |                         |
| \$6.95   | 27,225                | Industrial |            |                         |
| \$8.45   | 20,000                | Office     |            |                         |
| 1905 Old Philadelphia Pike   | \$7.50                | 1,690      | Industrial |                         |
|  | \$11.00               | 22,000     | Office     |                         |
|  | \$10.00               | 22,500     | Office     |                         |
|  | \$10.00               | 22,500     | Office     |                         |
| 147 E King St  | \$11.48               | 12,823     | Office     | 1977                    |
| 3020 Columbia Ave  | \$15.73               | 1,068      | Retail     | 1898                    |
|  | \$21.00               | 8,141      | Office     | 1997                    |

# Memorandum

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<br>( <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<br>( <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<br>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<br>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      |

Memorandum

RE: Market Analysis for the Lancaster Station Area Plan

Date: February 6, 2023

|   |   |                |                |      |
|---|---|----------------|----------------|------|
| 1725-1755 Oregon Pike (multiple units)                  | - | 5,245          | Office         | 1986 |
|   | - | 800            | Office         |      |
|   | - | 2,101          | Office         |      |
| 200 Butler Ave (multiple units)                         | - | 1,760          | Office         | 1973 |
|   | - | 2,085          | Office         |      |
| Lititz Pike Golden Triangle (multiple units)            | - | 1,500          | Retail         | 1960 |
|   | - | 1,800          | Retail         |      |
| 0231 Lincoln Hwy  | - | 39,640         | Commercial Lot |      |
| 1842-1890 Fruitville Pike, Lancaster Towne Center       | - | 3,000          | Retail         | 1970 |
| 120 N Pointe Blvd                                       | - | 1,580          | Office         | 2000 |
| Greenfield Rd Hospitality Drive                         | - | 91,475         | Commercial Lot |      |
| 1603-1651 Manheim Pike, Chelsea Square (multiple units) | - | 3,200          | Retail         | 1988 |
|   | - | 1,300          | Retail         |      |
| <b>Average</b>  |   | <b>\$16.84</b> |                |      |

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.

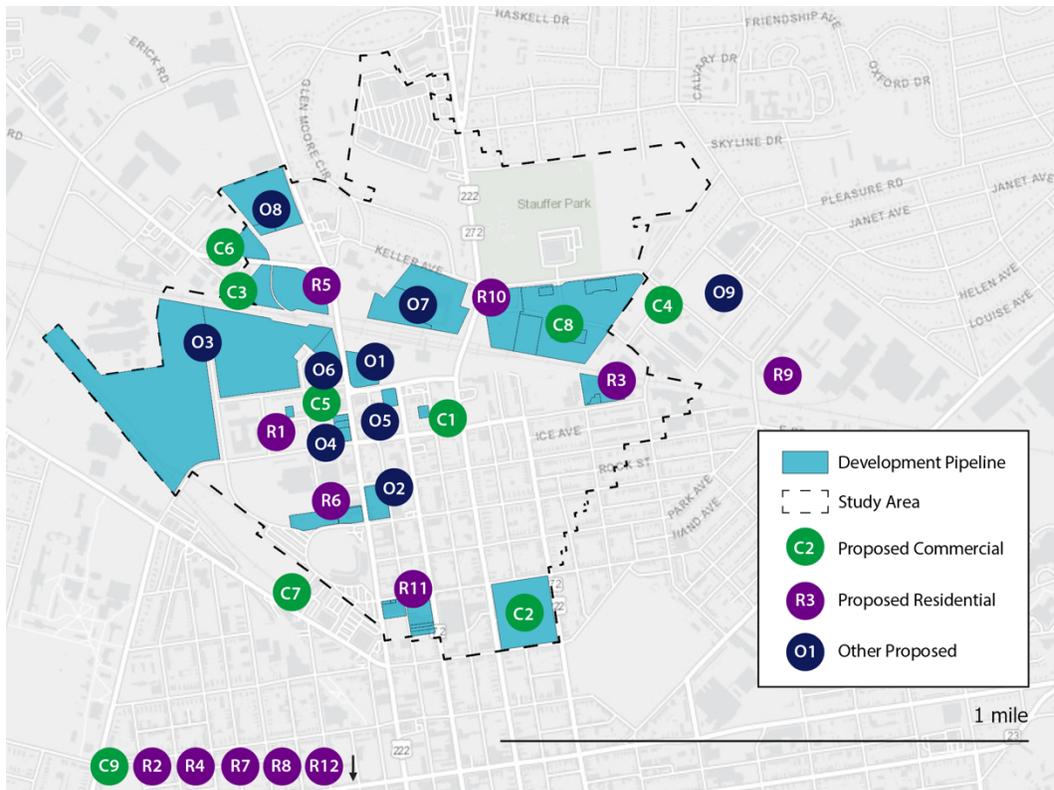
Between 2010 and 2020, the city gained on average 75 new housing units per year.<sup>15</sup> The new residential units in the pipeline represent a change from the previous shortage of new housing supply. Newly completed apartment units in the SMA include Stadium Row, which includes numerous amenities

<sup>15</sup> 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<br>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<br>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 | Units | Other SF | Status            | Summary of development      |
|------------------|--|-------------------|-----|-------|----------|-------------------|-----------------------------|
| O1               | 1009 N. Prince St. (former Mitsubishi dealership)                        | City of Lancaster | TBD | -     | -        | Discussion        | N/I <sup>16</sup>           |
| 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 <sup>17</sup> | 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)

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

<sup>17</sup> 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 leisure<sup>18</sup>. 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.<sup>19</sup> Its events boost the local economy, but also add significant demand to the city's transportation infrastructure.<sup>20</sup> 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.<sup>21</sup>

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.<sup>22</sup>

Still, 20.8% of City of Lancaster households do not own a vehicle, and active and public transportation options are available.<sup>23</sup> 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.<sup>24</sup> Lancaster County has developed an active transportation plan to encourage further adoption of these green modes of transport.<sup>25</sup>

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.<sup>26</sup>

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<sup>18</sup> [https://lancasteronline.com/opinion/columnists/here-s-why-lancaster-city-needs-more-parking/article\\_869a1110-88f6-11e7-a525-b78ac2e876e5.html](https://lancasteronline.com/opinion/columnists/here-s-why-lancaster-city-needs-more-parking/article_869a1110-88f6-11e7-a525-b78ac2e876e5.html)

<sup>19</sup> [Convention Center in Lancaster County Pennsylvania | Discover Lancaster](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

<sup>20</sup> [https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article\\_12cfee22-c1b0-11e4-861e-f757a23a870a.html](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

<sup>21</sup> [Visitors returning to convention center and Marriott on Penn Square, boosting downtown | Local Business | lancasteronline.com](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

<sup>22</sup> [https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article\\_12cfee22-c1b0-11e4-861e-f757a23a870a.html](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/>

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

<sup>24</sup> [Lancaster city to launch bicycle network, bike-share program | Local News | lancasteronline.com](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

[Bike It Lancaster — Bike Share in the City of Lancaster, PA](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

[Transit Maps, Transit Services - Red Rose Transit Lancaster PA](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

[Bicycle Network FAQ | City of Lancaster, PA \(cityoflancasterpa.com\)](https://lancasteronline.com/news/local/authority-lancaster-will-need-more-parking-in-several-years/article_12cfee22-c1b0-11e4-861e-f757a23a870a.html)

<sup>25</sup> <https://www.lancompo.org/atp>

<sup>26</sup> [https://lancasteronline.com/news/local/new-parking-lot-opening-wednesday-for-lancaster-amtrak-users/article\\_7698a8f6-90c9-11e8-807c-4b784c5cb377.html](https://lancasteronline.com/news/local/new-parking-lot-opening-wednesday-for-lancaster-amtrak-users/article_7698a8f6-90c9-11e8-807c-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.<sup>27</sup>

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.<sup>28</sup> A Red Rose Transit bus route also runs directly between the train station and central Lancaster.<sup>29</sup>

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").

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<sup>27</sup> [https://lancasteronline.com/news/local/under-the-bridge-new-parking-lot-at-amtrak-station-idea-session-for-developing-area-open/article\\_39ce1ba8-892b-11ec-ae6-43081bb607fd.html](https://lancasteronline.com/news/local/under-the-bridge-new-parking-lot-at-amtrak-station-idea-session-for-developing-area-open/article_39ce1ba8-892b-11ec-ae6-43081bb607fd.html)

<sup>28</sup> [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](#)

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



LANCASTER COUNTY  
**PLANNING**  
Lancaster, Pennsylvania

# **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    |
| <b>Population</b>                    | 1,202              | 1,268 | 4,842                | 5,109 | 551,135          | 567,545 |
| <b>Households</b>                    | 425                | 454   | 1,770                | 1,883 | 206,489          | 213,017 |
| <b>Families</b>                      | 234                | 247   | 1,006                | 1,057 | 142,024          | 145,818 |
| <b>Avg Household Size</b>            | 2.75               | 2.72  | 2.64                 | 2.62  | 2.61             | 2.60    |
| <b>Owner-occupied Housing Units</b>  | 201                | 215   | 776                  | 819   | 140,749          | 146,560 |
| <b>Renter-occupied Housing Units</b> | 224                | 239   | 994                  | 1,063 | 65,740           | 66,457  |
| <b>Median Age</b>                    | 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    |
| <b>White Alone</b>                | 56.2%              | 52.5% | 52.1%                | 48.6% | 85.0%            | 83.1%   |
| <b>Black Alone</b>                | 15.1%              | 16.1% | 17.1%                | 18.1% | 4.5%             | 5.0%    |
| <b>American Indian Alone</b>      | 0.4%               | 0.4%  | 0.6%                 | 0.6%  | 0.3%             | 0.3%    |
| <b>Asian Alone</b>                | 5.6%               | 5.9%  | 4.4%                 | 4.7%  | 2.6%             | 3.0%    |
| <b>Pacific Islander Alone</b>     | 0.0%               | 0.0%  | 0.0%                 | 0.0%  | 0.0%             | 0.1%    |
| <b>Some Other Race Alone</b>      | 17.0%              | 18.9% | 19.5%                | 21.3% | 4.9%             | 5.6%    |
| <b>Two or More Races</b>          | 5.7%               | 6.2%  | 6.2%                 | 6.7%  | 2.7%             | 3.1%    |
| <b>Hispanic Origin (Any Race)</b> | 35.4%              | 39.4% | 39.3%                | 43.3% | 11.7%            | 13.4%   |
| <b>Total</b>                      | 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 |
| <b>Less than High School</b>      | 67                 | 9.2%  | 295                  | 10.6% | 49,554           | 13.6% |
| <b>High School/GED</b>            | 202                | 27.6% | 780                  | 28.0% | 128,465          | 35.3% |
| <b>Assoc. Degree/Some College</b> | 187                | 25.6% | 741                  | 26.6% | 81,814           | 22.5% |
| <b>Bachelor's Degree</b>          | 124                | 16.9% | 460                  | 16.5% | 63,009           | 17.3% |
| <b>Advanced Degree</b>            | 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%          |
| <b>Total</b>          | <b>425</b>         | <b>454</b> | <b>1,771</b>         | <b>1,883</b> | <b>206,488</b>   | <b>213,016</b> |

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

Table 5: 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 |
| <b>Median Household Income</b> | \$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)

|                            | 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 |
| <b>Owner Occupied</b>      | 201                | 42.5% | 215    | 42.6% | 776                  | 39.1% | 819    | 39.0% | 140,749          | 64.7% | 146,560 | 65.2% |
| <b>Renter Occupied</b>     | 224                | 47.4% | 239    | 47.3% | 994                  | 50.0% | 1063   | 50.6% | 65,740           | 30.2% | 66,457  | 29.6% |
| <b>Total Housing Units</b> | 425                |       | 454    |       | 1,770                |       | 1,882  |       | 206,489          |       | 213,017 |       |

Source: ESRI Business Analyst, Demographic and Income Profile



LANCASTER COUNTY  
**PLANNING**  
Lancaster, Pennsylvania

# 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.

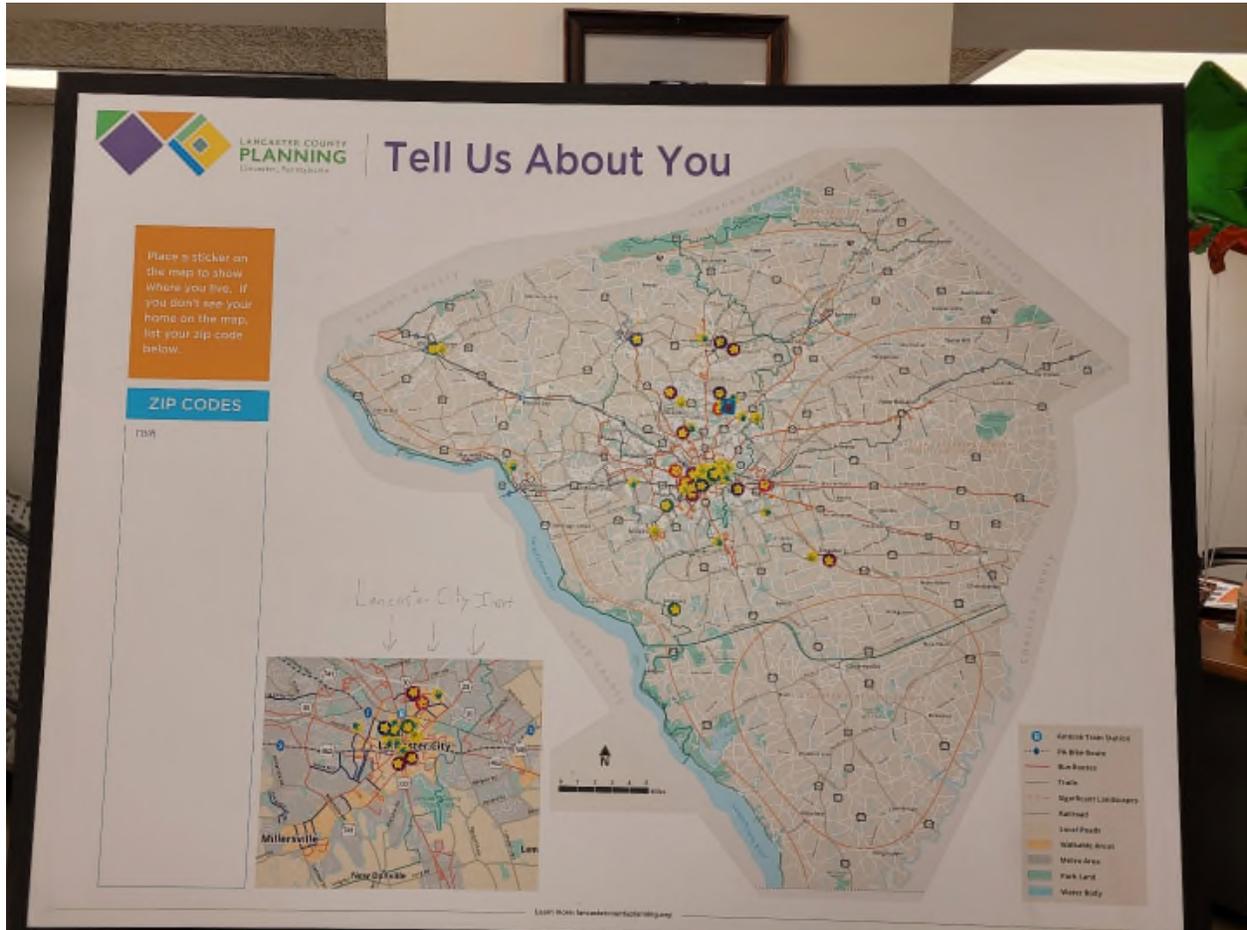
Seventy-five (75) individuals signed in at the registration table. Study Team members also observed additional attendees who entered the building through other doors and did not sign in. The estimated total attendance was approximately 80 people.

## 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.

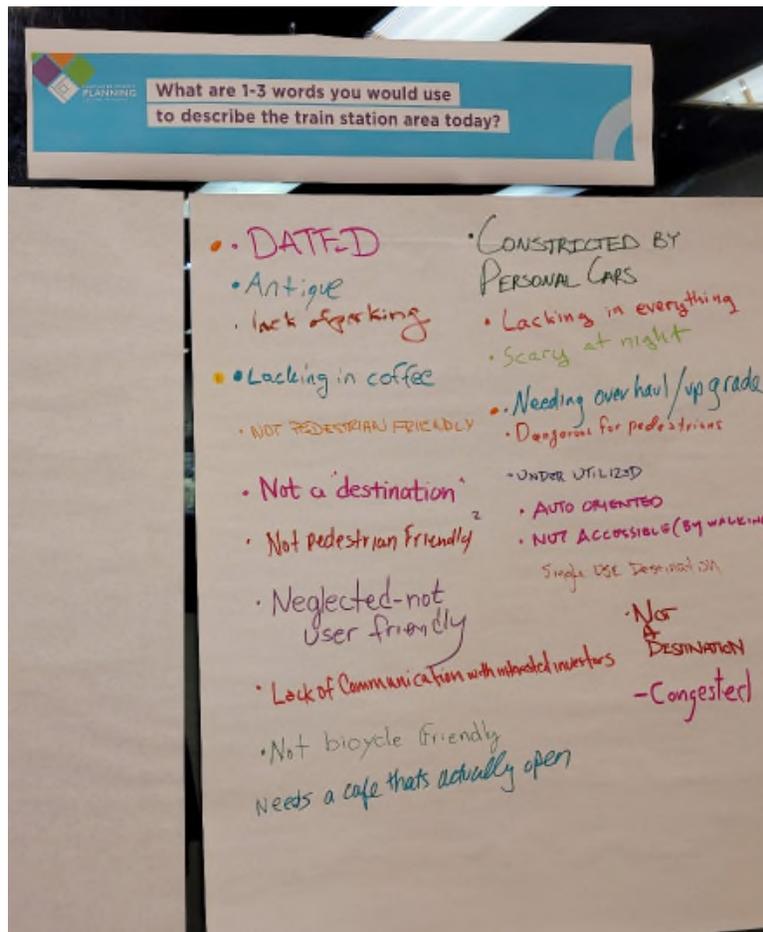
## Station 3: Interactive Visioning

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:

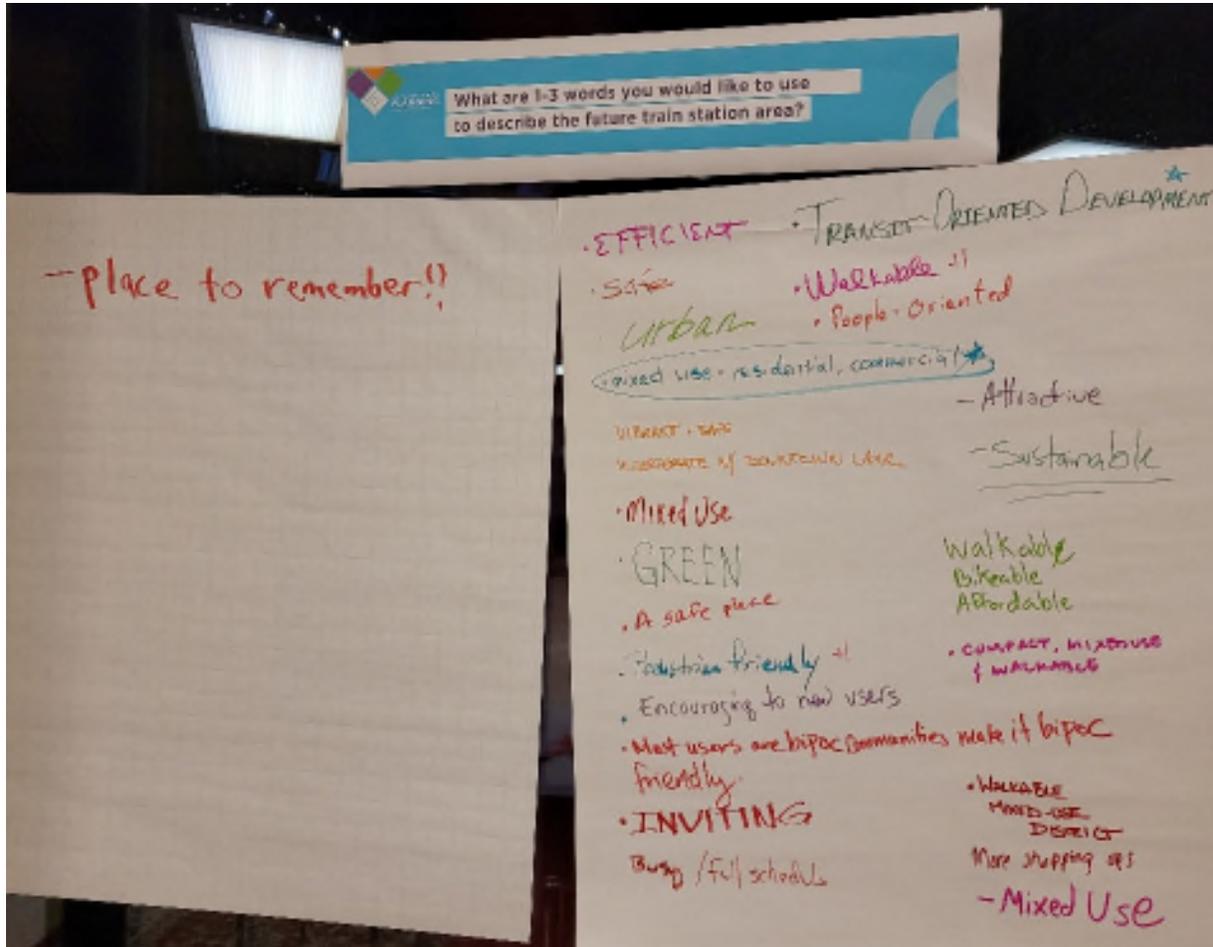
What are 1-3 words you would use to describe the train station area today?

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”.

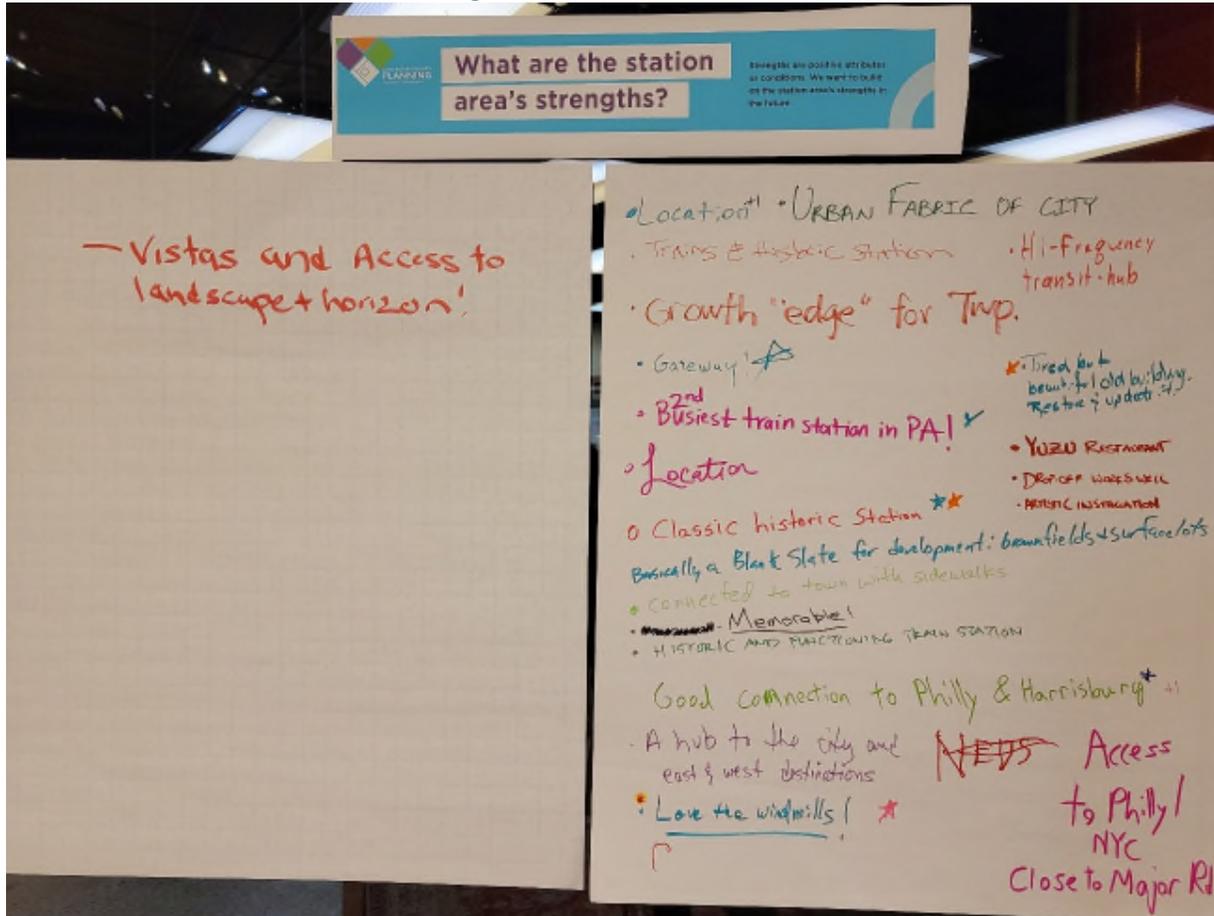


- Mixed-use, Transit-Oriented Development (8)
- Safety (3)
- Walkable, Bikeable, Affordable (4)
- Diverse (2)
- Memorable and Attractive (4)
- Cohesive and Convenient (2)
- Green and Sustainable (2)

## Station 3 Display Area #2: SWOT Analysis

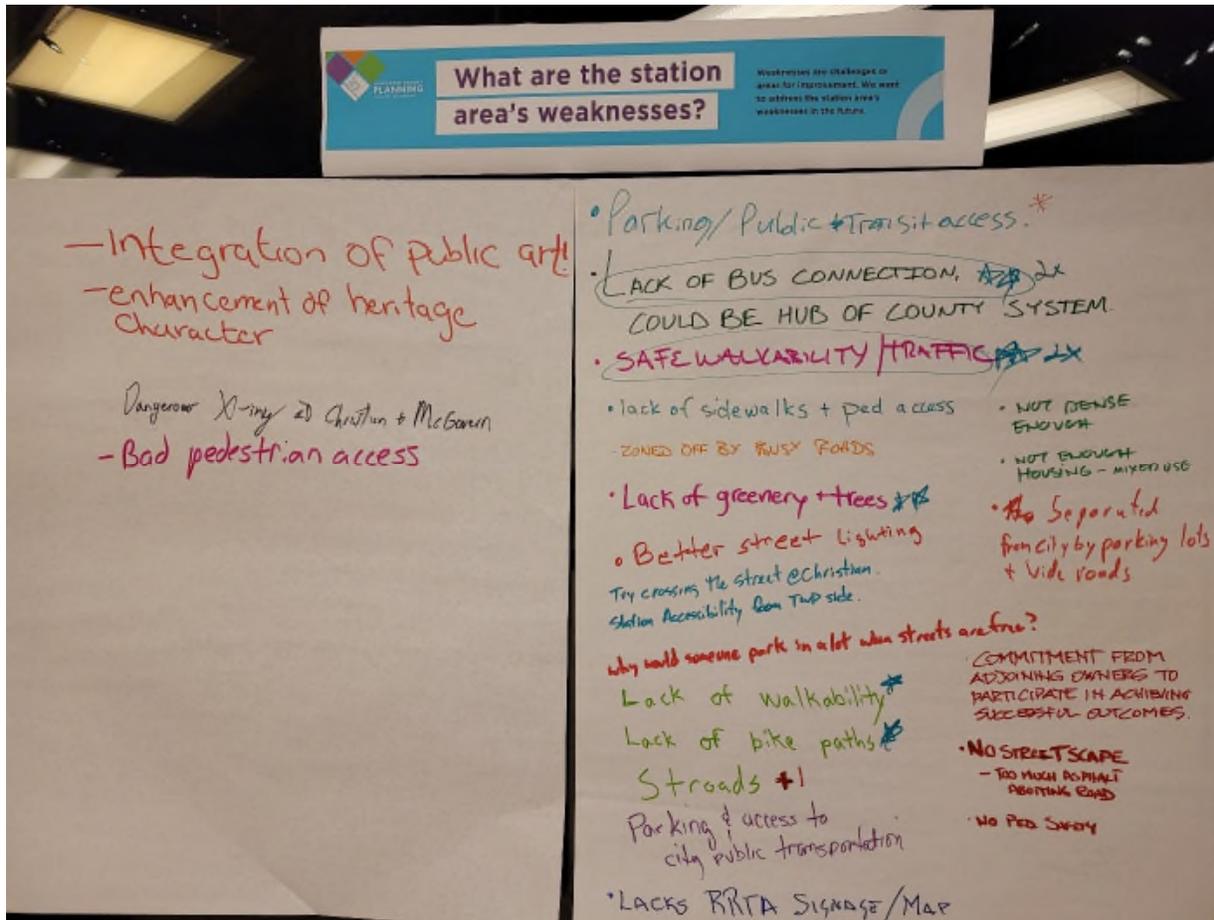
Meeting attendees and respondents to the online survey were asked to identify the train station area's Strengths, Weaknesses, Opportunities, and Threats (SWOT). Actual responses are shown in each photo. An aggregated list of the high-level topics that were included in those responses is listed below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

What are the station area's strengths?



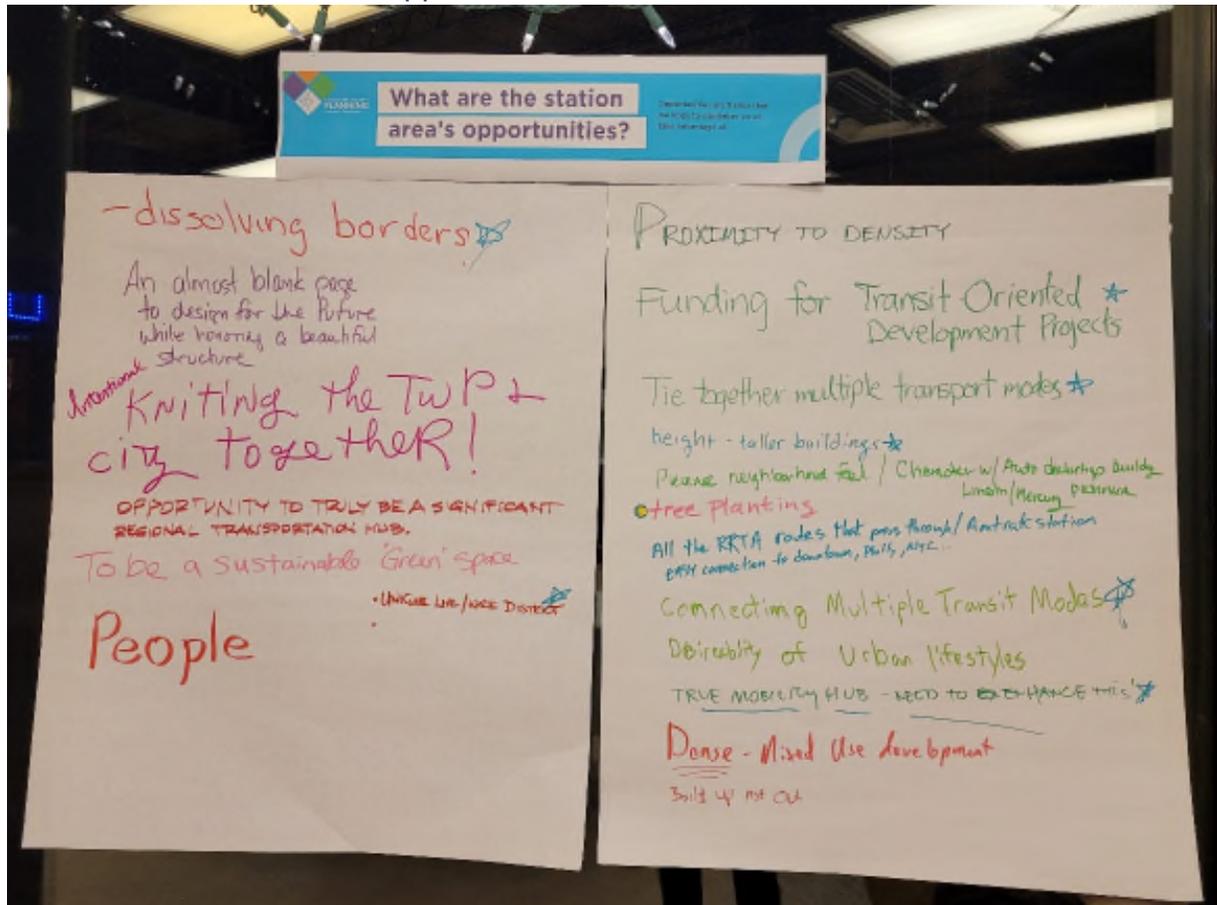
- Memorable Location (2)
- Gateway Area (2)
- Access to Trains and Other Destinations (7)
- Historic Building (6)
- Artistic Installations (3)
- Opportunities for Development (2)

What are the station area's weaknesses?



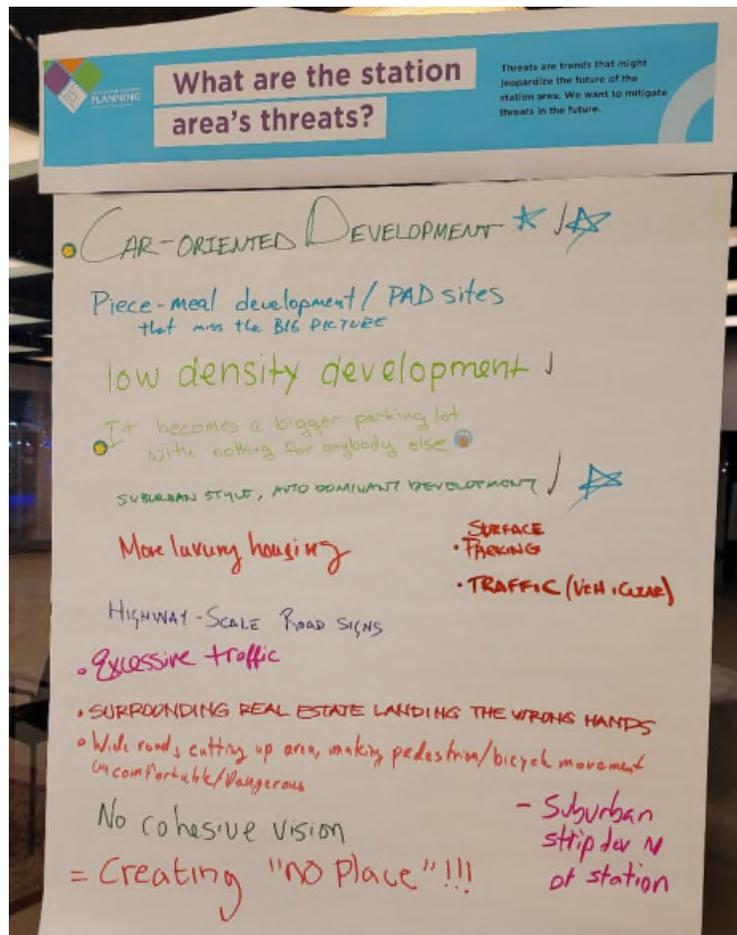
- Limited Parking (4)
- Lack of Connection to Buses (5)
- Lack of Pedestrian and Bicycle Connectivity (6)
- Pedestrian and Bicycle Safety Concerns (7)
- Disconnected from City of Lancaster with Major Roadways ("stroads") and Parking Lots (4)
- Lack of Green Space and Trees (3)
- Lack of Street Lighting 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)

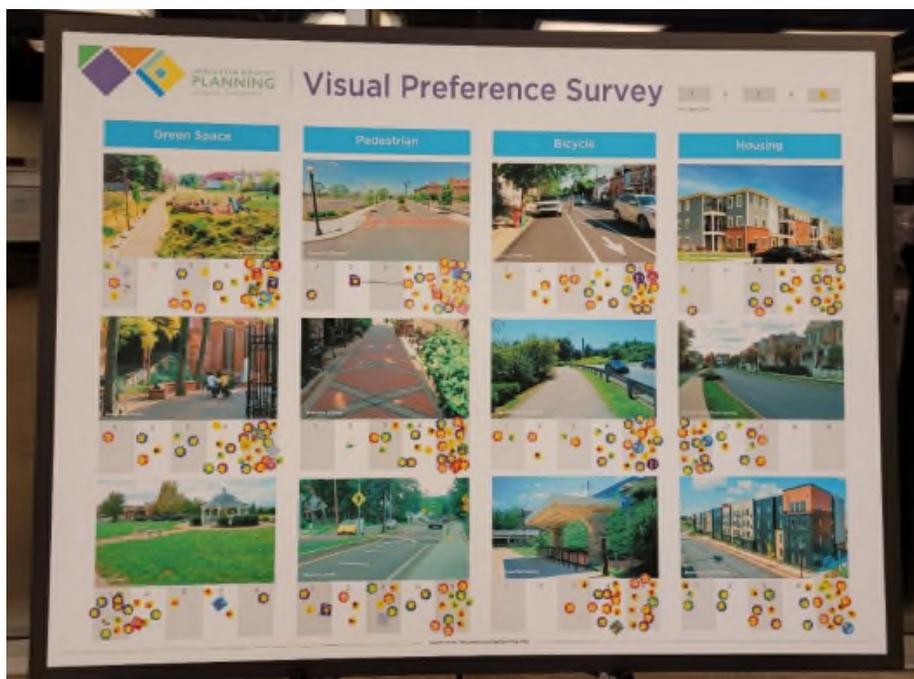
## What are the station area's threats?



- "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 ecosystemic 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

# Lancaster Train Station Small Area Plan Public Open House

March 21, 2023  
Event Summary

A Public Open House was held by Lancaster County Planning on March 21, 2023, from 4:30 – 7:30 p.m., at Ross Elementary School, 840 N Queen Street, Lancaster, PA 17603.

## PURPOSE:

The purpose of this Public Open House was to share the draft Lancaster Train Station Small Area Plan with the community and collect input about the plan.

## NOTIFICATIONS:

- A 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.



Flyer used to advertise the Public Open House



Social media post used to advertise Public Open House

The Open House did not have a formal presentation. The project team set up stations for the public to view. Project team members were available to answer questions. The following displays were shown to the public:

- Overview
- Primary Study Area/Secondary Study Area Map
- Site Design Concept Illustration
- All Proposed Buildings With Later Phase Buildings
- North of the Train Station Renderings
- South of the Train Station Renderings
- Street Cross sections

Four printed copies of the plan were available for viewing. The draft plan was also published on <https://lancastercountyp Planning.org/246/Lancaster-Train-Station-Small-Area-Plan> from March 16, 2023 through April 9, 2023. The public had the option of submitting comments in person via paper comment forms, via mail, or electronically via a comment form on <https://lancastercountyp Planning.org/246/Lancaster-Train-Station-Small-Area-Plan>. A total of fifty responses were received: twenty-two (22) hard copy comment forms at the event, three (3) via email, and twenty-five (25) via the online survey.

## Registration

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

One hundred and nineteen (119) individuals signed in at the registration table. Study Team members also observed a handful of attendees who did not sign in.

## Station 1: Overview

This display board provided an overview of the plan's purpose, vision, and recommendations.



**LANCASTER COUNTY PLANNING**  
Lancaster, Pennsylvania

**Plan Purpose**

The Lancaster Amtrak station is the second busiest Amtrak station in Pennsylvania and 21st busiest in the United States, yet there is untapped potential in the neighborhoods surrounding the train station.

Since the early 20th century, the land surrounding the train station hasn't been used in a way that takes advantage of passenger rail service. In addition, the area's large, highway-sized signs and lighting, high traffic volume and high-speed streets; and limited crosswalks, sidewalks, and trees are unfriendly to cyclists and pedestrians.

With the construction of a large surface parking lot off Keller Avenue by PennDOT and the future pedestrian bridge across the tracks to connect to it, there's a renewed sense of urgency to put the tools in place to redevelop the area as a gateway community with mixed land uses, more housing, and bike- and pedestrian-friendly options.

**Lancaster Station Small Area Plan Vision**

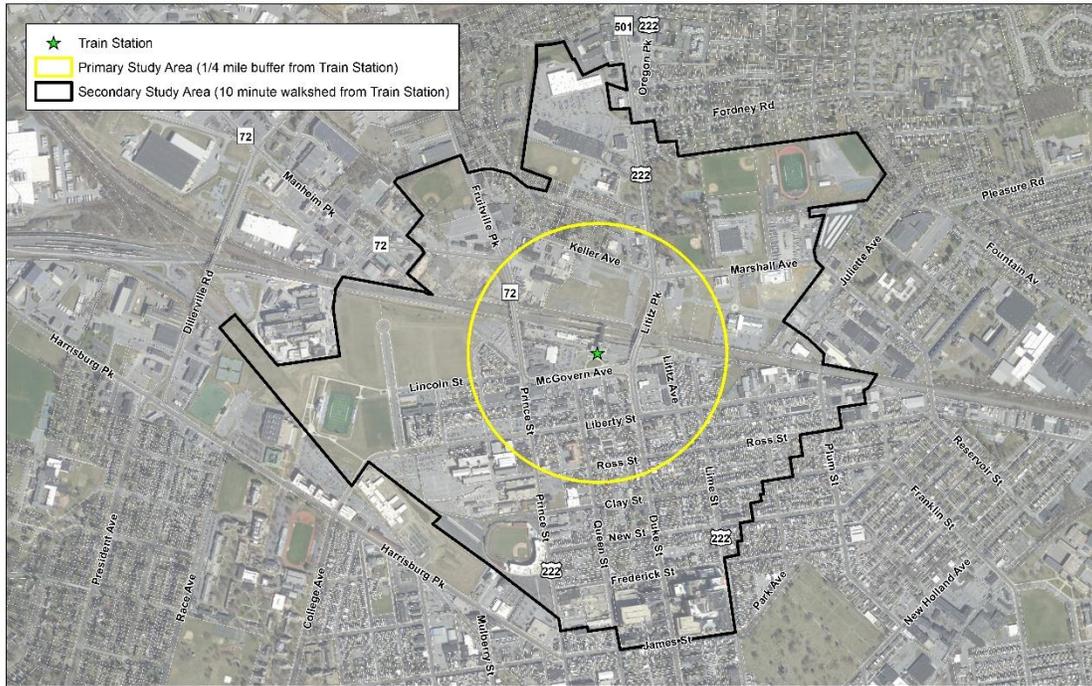
"The Lancaster Train Station Area will be a cohesive and well-designed urban gateway neighborhood, safely connecting all transportation modes and attractive to a diverse mix of residents, housing and businesses that is compatible with and supportive of increased transit ridership."

**Recommendations**

- Formally Adopt the Lancaster Train Station Small Area Plan
- Form a Lancaster Train Station Small Area Plan Implementation Committee
- Encourage Housing Development and Density
- Adopt a New Zoning District
- Collaborate to Create Land Use & Zoning Consistency, especially around coordination between Lancaster City and Manheim Township; building heights; the Central Manufacturing Zone; setbacks; parking; curb use; sidewalk widths; and landscaping.
- Implement Key Transportation Improvements for the Pedestrian and Bicycle Network, Transit Connections, and the Roadway Network
- Incorporate Environmental & Green Stormwater Infrastructure
- Incorporate Small Pocket Parks Throughout the Station Area
- Encourage Historic Preservation

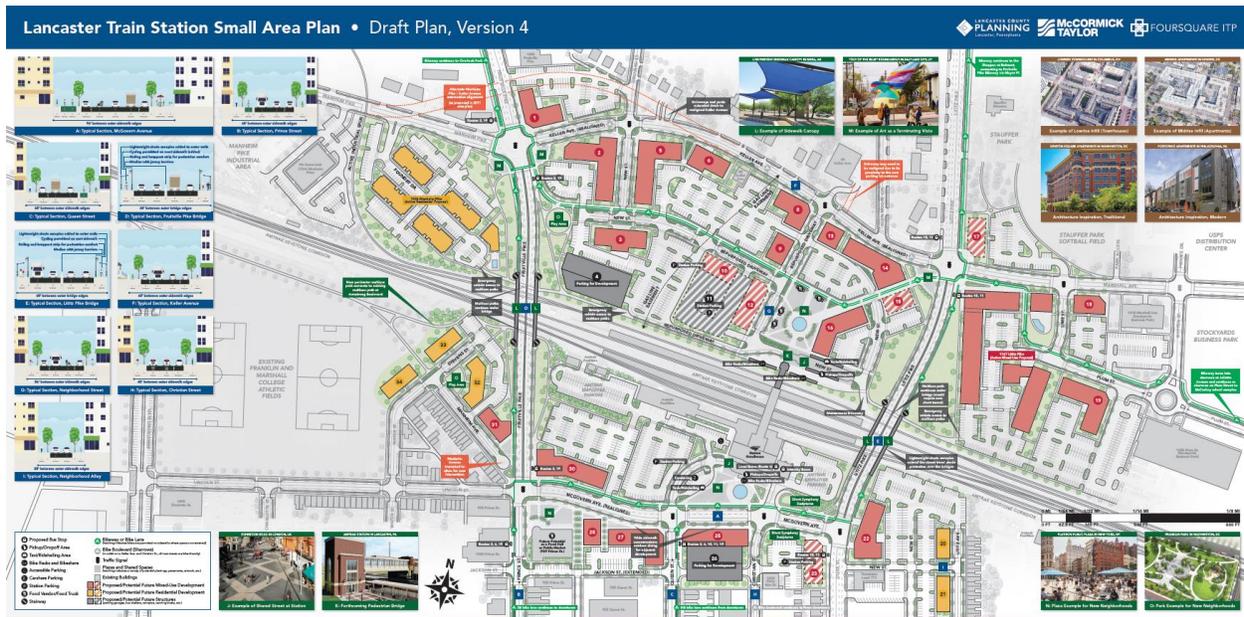
## Station 2: Primary Study Area/Secondary Study Area Map

This map showed the primary and secondary study area.



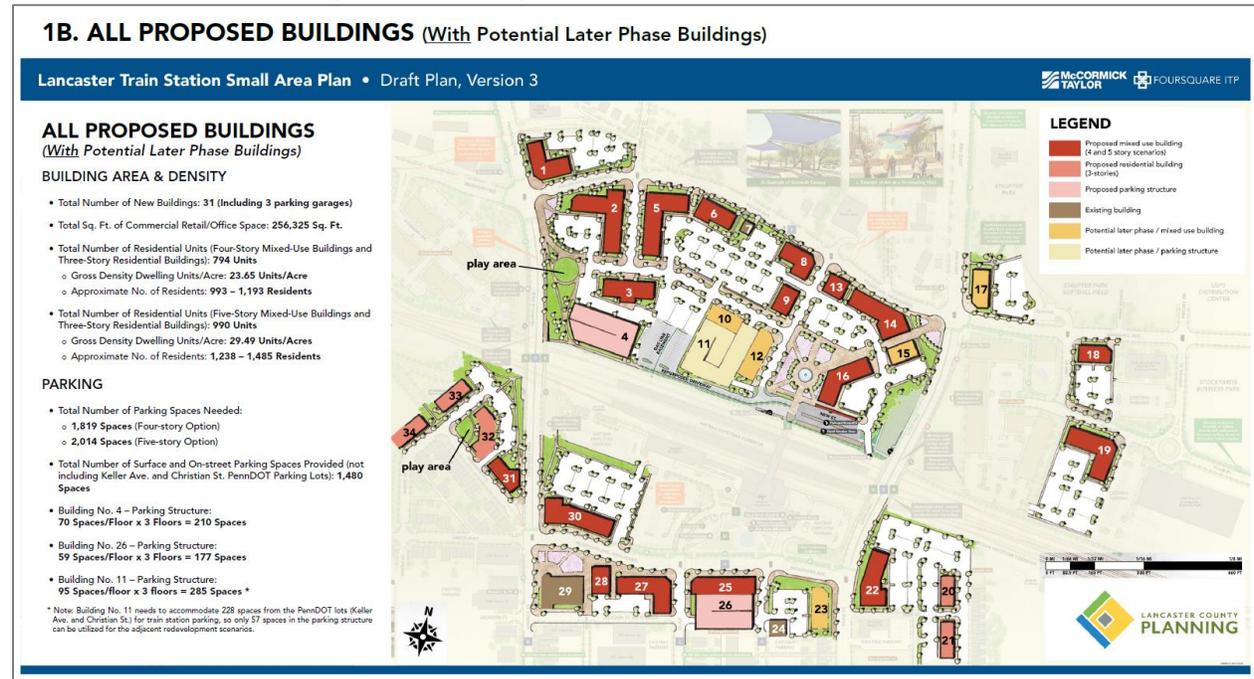
## Station 3: Site Design Concept Illustration

This display showed version 4 of the concept plan.



# Station 4: All Proposed Buildings With Later Phase Buildings

This display showed information about the potential build out, number of residential units, and commercial square footage, and parking.



## Station 5: North of the Train Station Renderings

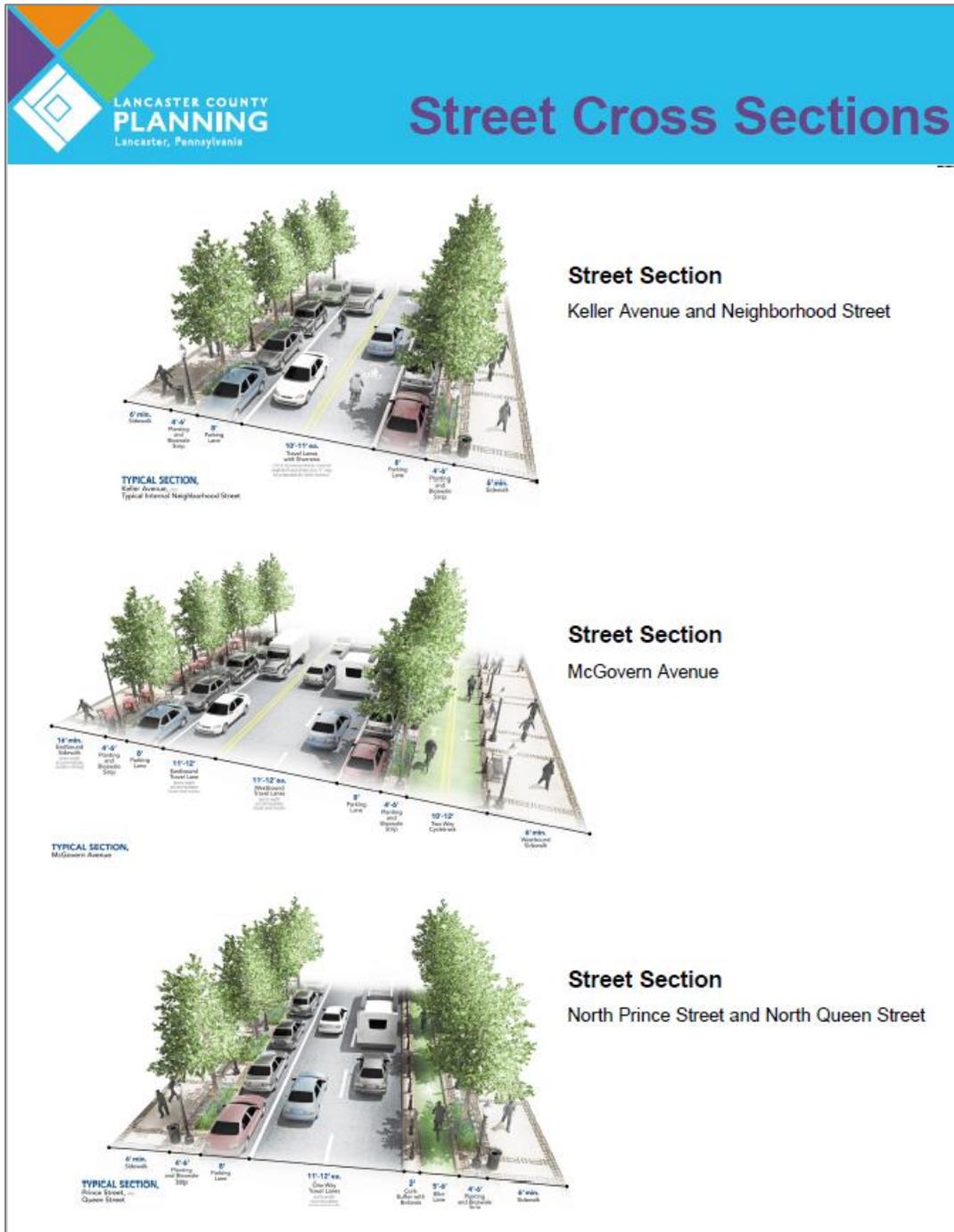
This display showed several different views of what the area north of the train station could potentially look like in the future.





## Station 7: Street Cross sections

This display showed examples of potential future cross sections for Keller Avenue, McGovern Ave, and North Prince Street or North Queen Street.



## Comments

Below are the comments that were received by the public. Names, email addresses, and demographic information have been removed to protect participants' privacy.

| ID | What comments do you have about the draft plan? Please reference a page number if referring to a specific page.  | City      | State | ZIP Code |
|----|--|-----------|-------|----------|
| 3  | <p>The plan is very ambitious and makes sense from many perspectives, but there is a question whether Manheim Twp. will rezone to allow the project as currently designed, especially on the north side of the tracks. The impact on schools and other township services could be substantial. But I want to focus on the plans for bicycle accommodation. I strongly oppose the separated bike lanes, especially 2-way lanes on one side of the street. This sets up serious turning and crossing conflicts at intersections and limits cyclists' ability to make turns or access properties on the opposite side of the street. If you must have bike lanes, incorporate them into the roadway itself and put them on both sides of 2-way streets. Prohibiting parking alongside bike lanes is necessary to eliminate the risk of "doorings" unless there is enough width to keep the bike lanes outside the door zone (min. 5 ft. away). I have no objections to the paths on either side of the railroad. On the Fruitville and Lititz bridges, bikes should not be mixed with pedestrians on the sidewalks. A bicycle's operating characteristics are much closer to those of a motor vehicle than to a pedestrian.</p> | Lancaster | PA    | 17601    |
| 4  | <p>Overall I like the plan, but there is *way* too much parking proposed, particularly on the Lancaster City side of the tracks. It would be better if the parking lots along McGovern were instead envisioned as mixed use or retail.</p>   | Lancaster | PA    | 17602    |
| 5  | <p>This draft plan is very exciting! Improving the function, aesthetics, use, and connectivity of the areas surrounding the train station would be an enormous benefit to the city as a whole. I'm thrilled by the focus on pedestrian and bicycle infrastructure, particularly for crossing the train tracks, as well as the parks and green spaces. An excellent vision!</p>   | Lancaster | PA    | 17603    |
| 6  | <p>Somewhat outside of the scope of this plan, but I would prefer real bike lanes along the full length of Plum. The street has plenty of excess width, and real bike lanes/cycletrack would make everybody who uses the street safer and provide comfortable bike access in a part of the city that currently lacks it.</p>   | Lancaster | PA    | 17602    |

|   |   |           |    |       |
|---|---|-----------|----|-------|
| 7 | <p>Well thought out. I hope it gets enacted. Referring to the draft plan, Phase 4, on page 73, I do have a few nitpicks that I hope you'll indulge me on (my masters is in urban planning).</p> <p>I appreciate that buildings 30, 28, 27, 25, 23, &amp; 22 all about the street. This is vital to creating an urban feel that stitches the station to the city. For buildings 27 &amp; 25, thought needs to be given to the mundane of where the trash is going to be collected and dumpsters located, esp if they are to house restaurants. Queen St is hoped to become a major pedestrian and bike link, but if buildings 27 and 25 are intended to front onto McGovern, I would hate to see Queen St become the backdoor for those buildings so to speak. I also hope for buildings 30, 28, 27, 25, 23, &amp; 22 some specificity as to amount of street level retail is mandated. It would be ideal for the feel to be akin to Harrisburg Ave by the college, and not end up with long bleak buildings with only one entrance onto the street.</p> <p>I feel the proposed food hall &amp; plaza at Prince &amp; McGovern are at cross purposes and should be flipped. The food hall should abut McGovern, with the plaza south of the food hall. The main entrance of the food hall can be at the corner of Prince and the parking lot, with another entrance at Prince &amp; McGovern. I expect most of the traffic and pedestrians coming to the food hall will be coming from the parking lots plus the garage at building 26, as well as from the neighborhood to the south. It would be better to place the plaza at the center of that flow instead of hiding it in the back. Also, future work will be needed to create a more pedestrian friendly link (that is, free from long bleak stretches) between the college and the station, which I imagine one day will be via Lincoln or via Liberty &amp; Prince. Having a building that fully abuts Prince &amp; McGovern will help with that link &amp; avoid creating an immediate disruption (a space, along a busy road, that will be empty at most hours).</p> <p>I'm concerned for the potential for jaywalking in the vicinity of building 28. Those tree lined walkways to the left and right of the building are going to encourage a lot of shortcuts, esp with the new parking lot to the north of McGovern opening directly across the avenue.</p> <p>I don't know how viable building 31 will be as a</p> | Lancaster | PA | 17602 |
|---|---|-----------|----|-------|

|    |   |           |    |       |
|----|---|-----------|----|-------|
|    | <p>mixed use building at that location, with the proposed deadending of Manheim Ave &amp; with no access to Fruitville Pike given the slope. Could building 31 not be all residential instead?</p> <p>North of the tracks, I like the layout, and appreciate the effort to create density (but not so much to set off insurmountable political opposition). I would say, however, it feels too ambitious to tag all of buildings 1 - 16 as mixed use. By doing so you may end up creating lots of empty store fronts and offices; it would be more prudent to tag the bulk of the buildings as (much needed) residential, and focus mixed use in only a few areas (for example, buildings 12 and 16 with ground floor commercial, building 3, maybe 6 or 9 with offices/medical).</p> <p>For the old stockyards area, I understand you are constrained by the current proposed development at 1147 Lititz Pike, but I hope you can find more ways to create the building blocks of an urban streetscape for the future. For example, maybe Lime St can be brought down to the tracks, another street run parallel to the tracks, etc, and with proposed buildings lining those streets. There's a lot of empty space over there, plus old industrial buildings that will not always be there. One day that whole area from the station to the silk mill could be a vibrant neighborhood, esp if a bike and pedestrian tunnel can be built under Lititz Pike. I would hate to see that opportunity lost right off the bat with an initial development along the east of Lititz Pike that's more suburban and dominated by parking.</p> <p>I hope my nitpicks have been useful. Again though, well done. This will be a marvelous addition to Lancaster if enacted.</p> |           |    |       |
| 8  | Interesting. Will these developed properties be privately owned?  | Lancaster | PA | 17603 |
| 9  | This plan looks fantastic and just what that area needs. High density housing, non-car transportation and expanded parking for a very busy train station. I love all the protected bike lanes and green space. It reminds me of a European city.  | Lancaster | PA | 17601 |
| 10 |   | Lancaster | PA | 17601 |
| 11 | The idea looks amazing, my only concern is to make sure the traffic has a steady flow to prevent bottlenecks and pore eyesight when turning.  | Manheim   | PA | 17545 |

|    |  |           |              |       |
|----|--|-----------|--------------|-------|
| 12 | Looks great! Please prioritize the housing units and pedestrian paths. Lancaster needs more affordable housing!  | Lancaster | PA           | 17603 |
| 13 | Version 4 plan:<br><br>1) relocate the play area away from fruitville pike<br>2) less surface lots replace or combine most into a parking garage. There are way too many parking spaces and not enough land devoted to green spaces and buildings<br>3) find a solution for a protected bike lane across the railroad tracks.<br>4) I like the trees and protected bike lanes suggested don mcgovern ave. The plaza next to building 15 with the fountain is also really nice.<br>5) for a TOD area we really should make all other modes of transport other than cars priority. The area should be well connected to existing nearby shopping centers via walking, bikes and mass transit.        | Lancaster | Pennsylvania | 17603 |
| 14 | I love the safety and accessibility considerations for people who walk, bike, and roll! I feel encouraged by the dense, village-like feel of this area.<br>Consider retail amenities for people who live in the area - like a grocery store or small market!<br>Green spaces (pocket parks) look great. I love the space designed for people to see and connect with each other.<br>Please include affordable housing along with any residential development.<br>I'd love to see dedicated pop-up spaces (farmers market vibe) that can provide opportunities for local small business owners.<br>Local businesses should be represented in commercial/retail spaces. (No Starbucks, for example!) | Lancaster | PA           | 17602 |
| 15 | Like all the bike infrastructure and making sure to consider how people get to/from the station. Also like the focal point of the fountain in front of the station.<br><br>Affordable/mixed income housing should definitely be a part of the proposed housing piece of the project. Would also like to see local businesses represented in the commercial spaces, rather than National chains. It would be good to have not only entertainment and restaurants, but grocery options for new and existing residents.   | Lancaster | PA           | 17602 |

|    |  |           |    |       |
|----|--|-----------|----|-------|
|    | I would also like to see some sort of stage/gathering place for live music and events.   |           |    |       |
| 16 | <p>In general, LOOKS FABULOUS.</p> <p>I am excited about plans for a designated bike path. I don't feel safe biking in Lancaster AT ALL. The designated path with a buffer from cars is the only way to go. I hope it can spread throughout the city. I hope some of the housing can be dedicated for low-income residents. Lancaster needs more affordable housing.</p> <p>I overheard someone at the event who was concerned about narrowing Lititz Pike for a bike path, specifically near Dunkin Donuts, because of frequent accidents there. Slowing traffic on Lititz by narrowing it would probably help. Also, the real problem is too many access/egress points Lancaster. That is a design problem that probably needs to be addressed.</p>  | Lancaster | PA | 17602 |
| 17 | <p>I've read the first 90 pages of this proposal and it's obvious that a lot of research went into this summary. Of course, this is somewhat hypothetical because there are so many considerations that need to be worked out. It is a great first step, though. It is exciting and visionary and a forward-thinking use of the space. The plan mentions the Hispanic community as possibly benefiting from this transportation hub. Is this plan available in Spanish? If not, why not? There is a housing shortage in the city of Lancaster, but the draft indicated that housing would not necessarily address this low to middle income need. Why not? There are tax incentives for investments in this kind of housing. I believe more effort needs to be made to secure this type of housing and funding. Those who attended the Open House yesterday, 3/21/23, were mainly white men. More effort needs to go into finding liasons into the minority communities in the city.</p> | Lancaster | PA | 17603 |
| 18 | <p>I've lived in PA (terrible place) for ten years and am a life long train rider but can't get to Philadelphia because there is no viable parking at the station in mid-morning. Acres of bare ground in sight but no place to park. If there was, my understanding is I couldn't afford to park anyway. Haven't ridden in eight years/The last time I rode I walked from the plaza up by Dunkin Donuts. The vaunted bus service is not a viable option. Gave up. Adequate parking? At a price the common person can afford? I doubt it will ever happen.</p>   | Lancaster | PA | 17603 |

|    |  |            |    |       |
|----|--|------------|----|-------|
| 19 | Having worked at the Lancaster Visitor Center on Penn Square, I've always thought that the open space on Keller Avenue would be a wonderful place for a Welcome Center. Of course this use doesn't generate a lot of income but it would be a convenient launching site for visitors to the area coming via vehicle or train.  | Lake Suzy  | FL | 34269 |
| 20 | From Western PA which is lacking in rail frequency to PHL and NYP. An easy to reach rail station with readily available parking along the Keystone Service is key. Options in Harrisburg are confusing and Middletown Station while close to HIA long term parking did not end up being easily accessible with the new station. Lancaster TOD would be a chance to provide this much needed transfer point from WPA. Within minutes to the terminus with PA 283. This is a logical connection at the end of the road for people coming from the west. Ample Parking structures need to be provided with the ability to reserve parking when you buy your train ticket. The uncertainty of being able to park has several times kept me from buying train tickets to points east. | Pittsburgh | Pa | 15237 |
| 21 | With collaborative planning, Lancaster County could create a highly productive node around the train station. Recognizing that people can commute to and from New York City via Amtrak, it is easy to imagine sky scrapers around the Lancaster train station. The urban sprawl around Lancaster includes poorly constructed houses. Remembering that Central Park was created by demolishing houses, please demolish some urban sprawl and exchange it for a green belt between the train tracks and Route 30. In that way the livability of high density housing around the train station will increase.   | Lancaster  | PA | 17603 |
| 22 | How can I help with a TOD zoning overlay and housing conversations!  | Lancaster  | PA | 17603 |
| 23 | Bike lane please put this in it would make the miles much easier question how does this align with transit apps? will only this be designated with affordable only?  | Lancaster  | PA | 17603 |
| 24 | We operate a local small business at the station square and was wondering what the considerations are for of a local store, yuzu, ifixit, dr. rosa, the escape room, etc) who's seen to be planned to be displaced here by high-priced apartments and the three story parking garage for all the talk about the bike and pedestrian friendly accommodations is there any thought given as to what happens to our   | Lancaster  | PA | 17602 |

|    |   |           |     |       |
|----|---|-----------|-----|-------|
|    | local small family owned businesses at the station square?  |           |     |       |
| 25 | I'm glad to see attention to dense / efficient land use. attention to bike riders and pedestrians making it easier and safer to cross the train tracks. I hope to see you increased transit access (frequency and shorter wait times). Parking deck for land use efficiency!          | Lancaster | PA  | 17601 |
| 26 | I am glad to see more new mixed-use buildings proposed I also hope that the road diversion and realignment allows for businesses to prosper at visibility lacking sites. I'd also like to see more green planted and promoted.  | Ephrata   | PA  | 17522 |
| 27 | is there any bus stops right by the parking? Like that there will be residents needing housing with so much businesses / mixed-use will we need the parking?  | n/a       | n/a | 17603 |
| 28 | strongly in favor of continuing the planning and implementation. design fits many needs and is using land within the urban area.  | Lancaster | PA  | 17603 |
| 29 | looks good appreciate the biking encouragement that is important! add trees - trees are so important too! I didn't look enough to see if they are permissible environment friendly permits  | Lancaster | PA  | 17602 |
| 30 | Very impressive great addition to this part of town!  | Lancaster | PA  | 17603 |
| 31 | awesome progress plans - we need this and more like it! too much in way, too much parking in my opinion. there should be a low-cost supermarket such as an aldi's the closure in the golden triangle is a blow to the area.   | Lancaster | PA  | 17602 |
| 32 | I own the square footage of the comic store I would love to hear from the Township about plans for the station. if our building was located in Lanc City we would fall under some type of historical preservation due to Manheim Township have a similar policy such as preservation? | Lancaster | PA  | 17602 |
| 33 | Would encourage red rose transit to provide frequent direct routes to station to allow a non automobile option from parts of the city too for walk. station itself would benefit from more food options for passengers as potential food hall is a little distant version for map.    | Lancaster | PA  | 17603 |
| 34 | Maybe more trains slash transportation emphasis on train.   | n/a       | n/a | 17603 |
| 35 | I 100% support the bike lane connectivity to connect Lancaster city over the tracks to Manheim Township please also provide safe and plentiful bike parking at transit slash parking areas. (I lived in Hollard). What citizen support is needed to accurately plan?                  | Lancaster | PA  | 17603 |

|    |   |           |     |       |
|----|---|-----------|-----|-------|
| 36 | Level and of investment always present proposed buildings.  | Lancaster | PA  | 17603 |
| 37 | Feels like too many apartment buildings - way too many traffic signals on Keller Ave. plus Marshall Ave. between Fruitville pine and Janet Ave. why not use stop signals and or roundabouts to keep traffic moving why replace so many existing buildings with new ones doesn't seem like many people slash prospect owners we're consulted we need commercial service not just apartments  | n/a       | n/a | 17603 |
| 38 | It's a great idea for concerned about proposed across McGovern Ave. and the businesses presented there. I love the station buildings and played there as a kid having grown up in the neighborhood my dad and grandchildren- the station for the first time in the 1940s. I'd love to see that place utilized as a nice coffee shop.  | Lancaster | PA  | 17603 |
| 39 | quote: untapped potential having the capacity to develop something in the future something... for what purpose? The benefits of whom? I advocate for the kids instead of no tracing and keep out I appreciate the careful planning responsibility foresight and workable vision. please consider this urgent need and a place for kids a safe space spontaneous ball game skate park I know I hear the house I hear the fear of lawsuits I suggest a committee of citizens of parents and to focus their responsibility on the next phase | Lancaster | PA  | 17603 |
| 40 | please include spaces for affordable housing  | Lancaster |     | 17602 |
| 41 | It looks good maybe less parking and more greenspace I'm hoping for a good restaurants maybe a local artist proposal for foundation I don't like what it is now   | Lancaster | PA  | 17603 |
| 42 | Love St. realignment for Keller the destiny is wonderful in this area   | Lancaster | PA  | 17602 |
| 43 | well thought out beautiful designs as is a lot of green space love the 100% protected bike lanes best use of the space I've seen compared to recent large projects in the country would love to see more focus on traditional industrial designs of Lancaster city compared to the modern cookie cutter apartment styles of late think of Lancaster six waste management along Harrisburg Pike by Long's park newer police station LGH garage on queen.   | n/a       | n/a | 17603 |
| 44 | good first start need manage the storm water impact of the city infostructure.  | Lancaster | PA  | 17603 |
| 45 | Everything looks great but I hope for maximum adaptive reuse of existing buildings and affordable housing affordable housing affordable housing! We also need sidewalks between Lancaster City and  | Lancaster | PA  | 17601 |

|    |  |                  |    |       |
|----|--|------------------|----|-------|
|    | Manheim Township along Fruitville and Lititz Pikes along the full length of the roadways.  |                  |    |       |
| 46 | I would like to see a direct route between Millersville #16 bus and the train station instead changing at Queen Street station. The more streamlined connectivity between Millersville and Lancaster benefits both communities economically and culturally. In particular this can be especially true for the MU international student population who may choose MU for its location and close proximity to NYC, etc.  | Lancaster        | PA | 17603 |
| 47 | <p>I wasn't able to attend last night's open event at Ross Elementary but wanted to share my enthusiasm for the Small Area Plan around the Amtrak station.</p> <p>I am frequent user of the train and have long felt that the station area was a desert of services and accomodation. I also feel that the station area has significant potential for the city and the county and wholeheartedly support this project. I love the integration of the bike paths in to the overall plan. The roads immediatly north of this area are openly hostile to anything other than automobiles.</p> <p>I am 20 year resident of Manheim Township and have long felt this area of MT to be underutilized. It is good to see planning and positive movement for Lancaster.</p> <p>Are there zoning meetings with the commissioners that are coming up that could use supporters of this plan? How do plans like these interface with the school district? Seeing housing going in like this and knowing that Brecht and Schaffer are basically at capacity, I would expect the district is probably formulating a plan to address the influx of potential students. I believe everything north of McGovern Ave is technically MTSD, correct?</p> <p>Anyway, looks like a great plan to address the housing crunch but also the changing needs for transit in our community.</p> | Manheim Township | PA | 17604 |

|    |  |           |              |       |
|----|--|-----------|--------------|-------|
| 48 | <p>I cannot come to the meeting at Ross Elementary School today, but I have very strong feelings about using the former Host Town lot for more apartment construction.</p> <p>I live in Lancaster City and I frequently take Amtrak trains to Philadelphia and Pittsburgh. I can assure you that parking is scarce and problematic for Amtrak users! We desperately need the former Host Town property to be converted to additional parking! We do not want to fight apartment dwellers, their visitors, and shoppers for a space in a parking ramp.</p> <p>We DO NOT need more 5 story apartment buildings crowding the space and clogging the already busy streets. Multi-story apartment buildings are already going up in the former Stockyard area and every available urban space in the city is being grabbed by developers for future apartments.</p> <p>PLEASE! Leave us some parking lots, green space, uncluttered skyline, and functional roads! Overdevelopment of all available Lancaster City spaces is driving city dwellers to the already sprawling suburbs and discouraging tourists from coming to see the charm of Lancaster.....especially if the can't find parking!</p> | via email | PA           | 17601 |
| 49 | <p>It was good talking to you last evening. Congrats on a very cool and ambitious vision for the Amtrak station area!</p> <p>I made some written comments, but one thing I failed to mention was indoor bike parking. As usual, The Netherlands leads the way.<br/>See:<a href="https://www.theverge.com/23572761/amsterdam-underwater-bike-garage-future-of-transport">https://www.theverge.com/23572761/amsterdam-underwater-bike-garage-future-of-transport</a></p> <p>Ok, maybe that is a little ambitious for us, but are there plans for indoor bike parking?</p> <p>Keep up the good work!</p>  | via email | PA           | 17602 |
| 50 | <p>Thank you for reading my comments. I am very excited about this redevelopment plan in general.</p> <p>I would like to start by saying this redevelopment is very exciting and appears to be following a lot of trends to make walkability and mixed-used land a priority again within American cities. I wholly support these efforts and applaud those who wrote</p>   | Lancaster | Pennsylvania | 17602 |

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|--|--|--|--|
| <p>the draft for looking to push for more accessible areas by a major transit hub like our train station in Lancaster.</p> <p>I would personally like to reiterate what was said on page 102 in regards to parking. I would concur with the conclusion that parking, especially surface parking, should be limited and would strongly encourage Manheim Township to please consider adjusting parking expectations to allow for a reduced number of surface parking spots. Limiting surface parking as well as allowing taller parking structures would allow for a greater number of citizens who can use the space while using the same ground space.</p> <p>Further to dissuade from surface parking and pushing for less parking and/or denser parking by utilizing multi-level parking structure allows for greater tax collection as property tax and business taxes would certainly generate more revenue for the area over parking which generates nearly no income for the property owner and relevant governing bodies.</p> <p>One idea that I find surprisingly absent from the design is contiguous walkability from the retail and housing to the train station itself. Referencing Draft Plan, Version 4 on page 79 I find the lack of contiguous walking paths from buildings such as 2, 5, and 6 to the station itself to be a major weakness of this plan. Large surface parking lots divide up a space causing the desire to walk through that area to sharply decline. I would feel a better option would be to push parking to the outside of the property and allow for density to go from highest around the station to lower density the further you get from the station.</p> <p>One final note I don't feel was not represented within the draft was the issue of raised crosswalks. To encourage walkability, raising crosswalks so they stay level through intersections gives the impression is that a vehicle is crossing into pedestrian preferred space rather than pedestrians crossing into vehicle preferred space. By doing so, the overall impression of an area can be greatly improved inducing more traffic by foot, bicycle, and other accessible means.</p> |  |  |  |
|--|--|--|--|

|    |   |           |    |       |
|----|---|-----------|----|-------|
| 51 | <p>I'd encourage planners to use Denver as a model for development around a train station: they did a spectacular job taking a station that was outside the downtown of a city (like Lancaster) and turning it into a great gateway to the city, with a mix of residential and commercial (offices, restaurants, and hotels) development. Here are some relevant links:</p> <p><a href="http://unionstationdenver.com/https://www.bizjournals.com/denver/print-edition/2014/05/02/cover-story-union-station-stands-out-as-denvers.html">http://unionstationdenver.com/https://www.bizjournals.com/denver/print-edition/2014/05/02/cover-story-union-station-stands-out-as-denvers.html</a></p> <p><a href="https://www.architectmagazine.com/design/buildings/denvers-downtown-revival-spurred-by-transit_o">https://www.architectmagazine.com/design/buildings/denvers-downtown-revival-spurred-by-transit_o</a></p> <p><a href="https://continuumpartners.com/union-station-redevelopers-named/">https://continuumpartners.com/union-station-redevelopers-named/</a></p> <p><a href="http://www.ajsny.com/denverunionstation">http://www.ajsny.com/denverunionstation</a></p> <p><a href="https://www.forbes.com/sites/forbes-global-properties/2021/01/15/denvers-union-station-a-colorado-neighborhood-on-the-fast-track/?sh=102c40497671">https://www.forbes.com/sites/forbes-global-properties/2021/01/15/denvers-union-station-a-colorado-neighborhood-on-the-fast-track/?sh=102c40497671</a></p> <p>Also, please plan for a future with less car dependency in Lancaster over the next generation: plan for a possible trolley/lightrail to be put in place, with lines linking Lititz and the Airport to the train station, heading north, and lightrail heading east to Oregon (assuming the massive development there will eventually take place) and to Leola, and of course south to downtown, etc. Lightrail is also what make Denver's redevelopment successful.</p> | Lancaster | PA | 17601 |
| 52 | <p>The current plans show vast spaces being used for parking lots. Why waste this space that could be used for denser residential and commercial life? Plan for underground parking underneath the new construction instead. Parking lots feel unsafe to walk through at night, and they create the sense of a no-man's land. Having so many, as in the current plans, will significantly reduce the possibility that the train station will become a true urban hub that's attractive to people who might live in Lancaster and commute to Philadelphia or Harrisburg.</p> <p>Please also give thought to linking this area better to the shopping areas at Belmont and on Lititz Pike or pedestrian/bicycle access. It's a shame that Manheim Township allowed Belmont to be laid out so poorly and gave up on mixing uses. But if linked well, re-development from Lancaster Shopping Center southward - which needs to happen in the next generation, with so many declining buildings in that triangle - could make the north of the city attractive all the way up to the Rt. 30 bypass.</p>  | Lancaster | PA | 17601 |



LANCASTER COUNTY  
**PLANNING**  
Lancaster, Pennsylvania

# **APPENDIX E:**

# **Building, Density, & 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. Also, please note that Building No. 35 was added by key stakeholders after the building, density, and parking calculations were completed for the various site design scenarios. Therefore, the following building, density, and parking calculations do not include Building No. 35.

#### 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 x 1.25) to 480 (320 x 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 |
| <b>Subtotal</b> |             |              | <b>200,838</b>   |  |          | <b>690</b>    |   |

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        |  |
| <b>Subtotal</b> |                       |        | <b>21,120</b> |   |        | <b>0</b> |  |

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         |  |
| <b>Sub Total</b> |           |       | <b>34,367</b> |        |        | <b>104</b> |  |

Grand Total

**256,325** **794**

Density

|                             | Units | Gross Area (Ac) | Gross Density (Units/Ac) | Note - Parcel acreage is very approx |
|-----------------------------|-------|-----------------|--------------------------|--------------------------------------|
| Proposed & Exist. Buildings | 690   | 33.57           | 20.55                    |                                      |
| With Potential Later Phase  | 794   | 33.57           | 23.65                    |                                      |

Required Parking

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

|                       |     |     |            |
|-----------------------|-----|-----|------------|
| Potential Later Phase | 104 | 137 | 241        |
| <b>Subtotal</b>       |     |     | <b>241</b> |

**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            |
| <b>Total</b>          |                     |  | <b>1,829</b>   |

(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             |
| <b>Total</b>         |                                 |  | <b>1,924</b>   |

\* Garage #11 needs to accommodate 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             |
|             |                       |              | <b>41,720</b>    |  |          | <b>86</b>     |

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            |
|                |                         |                          | <b>286</b>     |

|                     |                   |     |
|---------------------|-------------------|-----|
| Less Surface Spaces | On and off street | 106 |
|---------------------|-------------------|-----|

**Total spaces needed in Garage 26 180**

Garage 26 has 177 sp/floor  
 3.05  
 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             |
|             |                       |              | <b>50,007</b>    |  |          | <b>111</b>    |

**Required Parking  
for Garage 26**

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

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

**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 |
| <b>Subtotal</b> |             |              | <b>200,838</b>   |  |          | <b>886</b>    |   |

**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        |  |
| <b>Subtotal</b> |                       |        | <b>21,120</b> |   |        | <b>0</b> |  |

**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         |  |
| <b>Sub Total</b> |           |       | <b>34,367</b> |        |        | <b>104</b> |  |

**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        |
| <b>Subtotal</b>       |     |     | <b>241</b> |

**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            |
| <b>Total</b>       |                     |  | <b>1,829</b>   |

(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             |
| <b>Total</b>        |                                  |  | <b>1,924</b>   |

\* 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.

**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            |       |
| <b>Subtotal</b> |             |              | <b>104,848</b>   |  |          | <b>320</b>    |       |

**Existing Buildings**

|                 |                       |       |              |   |   |          |  |
|-----------------|-----------------------|-------|--------------|---|---|----------|--|
| Building 7      | Existing (Commercial) | 1,400 | 4,200        | 0 | 0 | 0        |  |
| <b>Subtotal</b> |                       |       | <b>4,200</b> |   |   | <b>0</b> |  |

**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        |  |
| <b>Sub Total</b> |           |       | <b>19,690</b> |        |        | <b>59</b> |  |

**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                      |
| <b>Subtotal</b> |                         |                          | <b>756</b>              |

|                        |    |    |            |
|------------------------|----|----|------------|
| Potential Later Phases | 59 | 79 | 138        |
| <b>Grand Total</b>     |    |    | <b>894</b> |

**Proposed Parking/ Without Potential Later Phase**

|                   |                     |            |
|-------------------|---------------------|------------|
| Surface Parking   |                     | 573        |
| Parking Garage #4 | 70 sp/fl x 3 floors | 210        |
| <b>Total</b>      |                     | <b>783</b> |

**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        |
| <b>Total</b>        |                             | <b>893</b> |

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



**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            |       |
| <b>Subtotal</b> |             |              | <b>53,320</b>    |  |          | <b>163</b>    |       |

**Existing Buildings**

|                 |                       |       |              |   |   |          |                       |
|-----------------|-----------------------|-------|--------------|---|---|----------|-----------------------|
| Building 7      | Existing (Commercial) | 1,400 | 4,200        | 0 | 0 | 0        | Existing 3 story bldg |
| <b>Subtotal</b> |                       |       | <b>4,200</b> |   |   | <b>0</b> |                       |

**Grand Total**

**57,520** **163**

**Density**

|                             | Units | Gross Area (Ac) | Gross Density (Units/Ac) | Note - Parcel acreage is very approx |
|-----------------------------|-------|-----------------|--------------------------|--------------------------------------|
| Proposed & Exist. Buildings | 163   | 8.16            | 19.98                    |                                      |
| With Potential Later Phase  | 163   | 8.16            | 19.98                    |                                      |

**Required Parking**

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

**Proposed Parking**

|                          |  |  |            |
|--------------------------|--|--|------------|
| Surface Parking          |  |  | 420        |
| NO Parking Garage Needed |  |  | 0          |
| <b>Total</b>             |  |  | <b>420</b> |

**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            |       |
| <b>Subtotal</b> |             |              | <b>53,320</b>    |  |          | <b>216</b>    |       |

**Existing Buildings**

|            |                       |       |              |   |   |          |                       |
|------------|-----------------------|-------|--------------|---|---|----------|-----------------------|
| Building 7 | Existing (Commercial) | 1,400 | 4,200        | 0 | 0 | 0        | Existing 3 story bldg |
|            |                       |       | <b>4,200</b> |   |   | <b>0</b> |                       |

**Grand Total**

**57,520** **216**

**Density**

|                             | Units | Gross Area (Ac) | Gross Density (Units/Ac) | Note - Parcel acreage is very approx |
|-----------------------------|-------|-----------------|--------------------------|--------------------------------------|
| Proposed & Exist. Buildings | 216   | 8.16            | 26.47                    |                                      |

**Required Parking**

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

**Proposed Parking**

|                   |                     |  |            |
|-------------------|---------------------|--|------------|
| Surface Parking   |                     |  | 350        |
| Parking Garage #4 | 70 sp/fl x 2 floors |  | 140        |
| <b>Total</b>      |                     |  | <b>490</b> |

**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            |       |
| <b>Subtotal</b> |             |              | <b>51,528</b>    |  |          | <b>157</b>    |       |

**Existing Buildings**

|                 |    |   |          |   |   |          |  |
|-----------------|----|---|----------|---|---|----------|--|
| NA              | NA | 0 | 0        | 0 | 0 | 0        |  |
| <b>Subtotal</b> |    |   | <b>0</b> |   |   | <b>0</b> |  |

**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        |  |
| <b>Sub Total</b> |           |       | <b>19,690</b> |        |        | <b>59</b> |  |

**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              |
| <b>Subtotal</b> |                         |                          | <b>363</b>     |

|                        |    |    |            |
|------------------------|----|----|------------|
| Potential Later Phases | 59 | 79 | 138        |
| <b>Subtotal</b>        |    |    | <b>138</b> |

**Grand Total**

**501**

**Proposed Parking**

**Without Potential Later Phases**

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

**With Potential Later Phases**

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

\* 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            |       |
| <b>Subtotal</b> |             |              | <b>51,528</b>    |  |          | <b>209</b>    |       |

Existing Buildings

|    |    |   |          |   |   |          |  |
|----|----|---|----------|---|---|----------|--|
| NA | NA | 0 | 0        | 0 | 0 | 0        |  |
|    |    |   | <b>0</b> |   |   | <b>0</b> |  |

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        |  |
| <b>Sub Total</b> |           |       | <b>19,690</b> |        |        | <b>80</b> |  |

**Grand Total**

**71,218**

**289**

Density w/ 5 story scenario

|                             | Units | Gross Area (Ac) | Gross Density (Units/Ac) |
|-----------------------------|-------|-----------------|--------------------------|
| Proposed & Exist. Buildings | 209   | 8.46            | 24.70                    |
| With Potential Later Phase  | 289   | 8.46            | 34.16                    |

Note - Parcel acreage is very approx

Required Parking

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

|                        |    |    |            |
|------------------------|----|----|------------|
| Potential Later Phases | 80 | 79 | 159        |
| <b>Subtotal</b>        |    |    | <b>159</b> |

**Grand Total**

**574**

Proposed Parking

Without Potential Later Phases

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

With Potential Later Phases

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

\* 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 FI) | Residential SF (Typ 2nd -4th FI, Res = 1-4 FI) | 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            |
| <b>Subtotal</b> |             |              | <b>104,848</b>   |  |          | <b>320</b>    |

**Existing Buildings**

|                 |                       |       |              |   |   |          |
|-----------------|-----------------------|-------|--------------|---|---|----------|
| Building 7      | Existing (Commercial) | 1,400 | 4,200        | 0 | 0 | 0        |
| <b>Subtotal</b> |                       |       | <b>4,200</b> |   |   | <b>0</b> |

**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             |
| <b>Total</b>   |                         |                          | <b>756</b>     |

Required Spaces 756  
Proposed Spaces (w/o garage) 582  

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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 FI) | Residential SF (Typ 2nd -4th FI, Res = 1-4 FI) | 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            |
| <b>Subtotal</b> |             |              | <b>104,848</b>   |  |          | <b>425</b>    |

**Existing Buildings**

|                 |                       |       |              |   |   |          |
|-----------------|-----------------------|-------|--------------|---|---|----------|
| Building 7      | Existing (Commercial) | 1,400 | 4,200        | 0 | 0 | 0        |
| <b>Subtotal</b> |                       |       | <b>4,200</b> |   |   | <b>0</b> |

**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 FI) | Residential SF (Typ 2nd -4th FI, Res = 1-4 FI) | 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            |
| <b>Total</b> |             |              | <b>19,690</b>    |  |          | <b>59</b>     |

Required Parking

|                | Residential (1 sp/unit) | Commercial (1 sp/250 SF) | Total Required |
|----------------|-------------------------|--------------------------|----------------|
| Proposed Bldgs | 59                      | 79                       | 138            |
|                |                         |                          | <b>138</b>     |

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

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 FI) | Residential SF (Typ 2nd -4th FI, Res = 1-4 FI) | 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            |
| <b>Total</b> |             |              | <b>19,690</b>    |  |          | <b>80</b>     |

Required Parking

|                | Residential (1 sp/unit) | Commercial (1 sp/250 SF) | Total Required |
|----------------|-------------------------|--------------------------|----------------|
| Proposed Bldgs | 80                      | 79                       | 159            |
|                |                         |                          | <b>159</b>     |

|                 |                      |
|-----------------|----------------------|
| Required Spaces | 159                  |
|                 | (+65 provided        |
| Train Station   | 175 on surface lot = |
| Required Spaces | 240 sp)              |
| <b>Total</b>    | <b>334</b>           |

|                         |                    |
|-------------------------|--------------------|
| Garage #11              |                    |
| Spaces per Floor        | 95                 |
| How many floors needed? | 3.52      4 Floors |

Garage 4                      380 spaces at 95 sp per floor

