

Lancaster Train Station Small Area Plan

October 2, 2022

APA-PA Conference

Speakers



Michael Domin

*Principal Planner, Land
Use & Transportation,
Lancaster County*



Douglas Smith

*Chief Planner, City of
Lancaster*



Cindy McCormick

*City Engineer & Deputy
Director of the Public Right
of Way, City of Lancaster*



Christina Arlt

*Manager of Planning &
Communications,
McCormick Taylor*

Agenda

- History of the Station & Station Area
- Regional Planning Context
- Local Context & Multi-municipal Planning
- Planning Process & Public Involvement
- Questions



History of Station Area

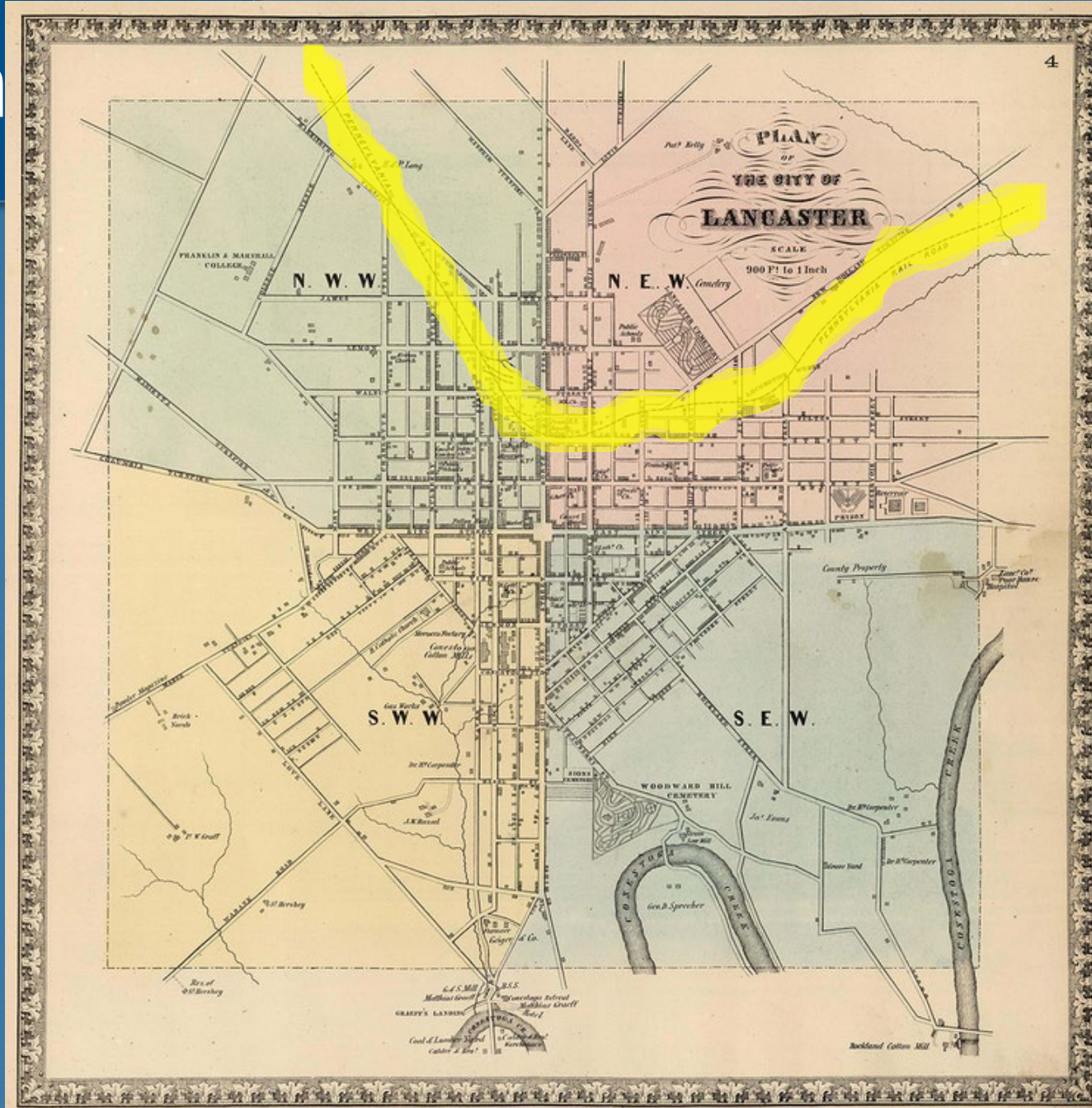
History of Station

- 1820s Columbia-Philadelphia RR
- 1830s Lancaster successfully petitions PA to relocate RR to city (Pop. 8k)
- March 31, 1834 horse-drawn cars start
- 1883 ~ Lancaster Cut-Off opens and becomes preferred route
- 1929 ~ New Station Opens (Pop. 60k)



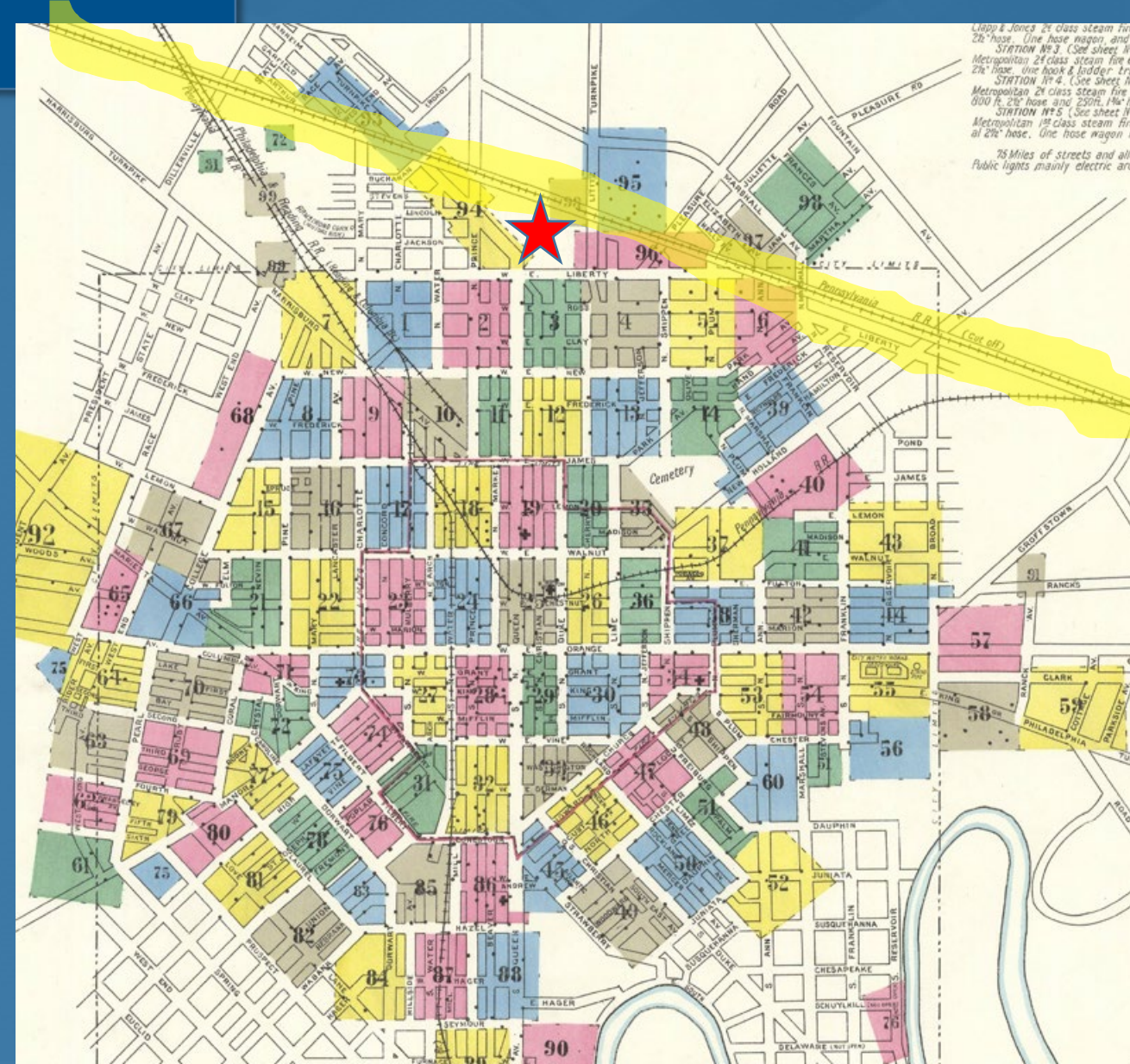
History of Station

- 1820s Columbia-Philadelphia RR
- 1830s Lancaster successfully petitions PA to relocate RR to city (Pop. 8k)
- March 31, 1834 horse-drawn cars start
- 1883 ~ Lancaster Cut-Off opens and becomes preferred route
- 1929 ~ New Station Opens (Pop. 60k)



History of Station

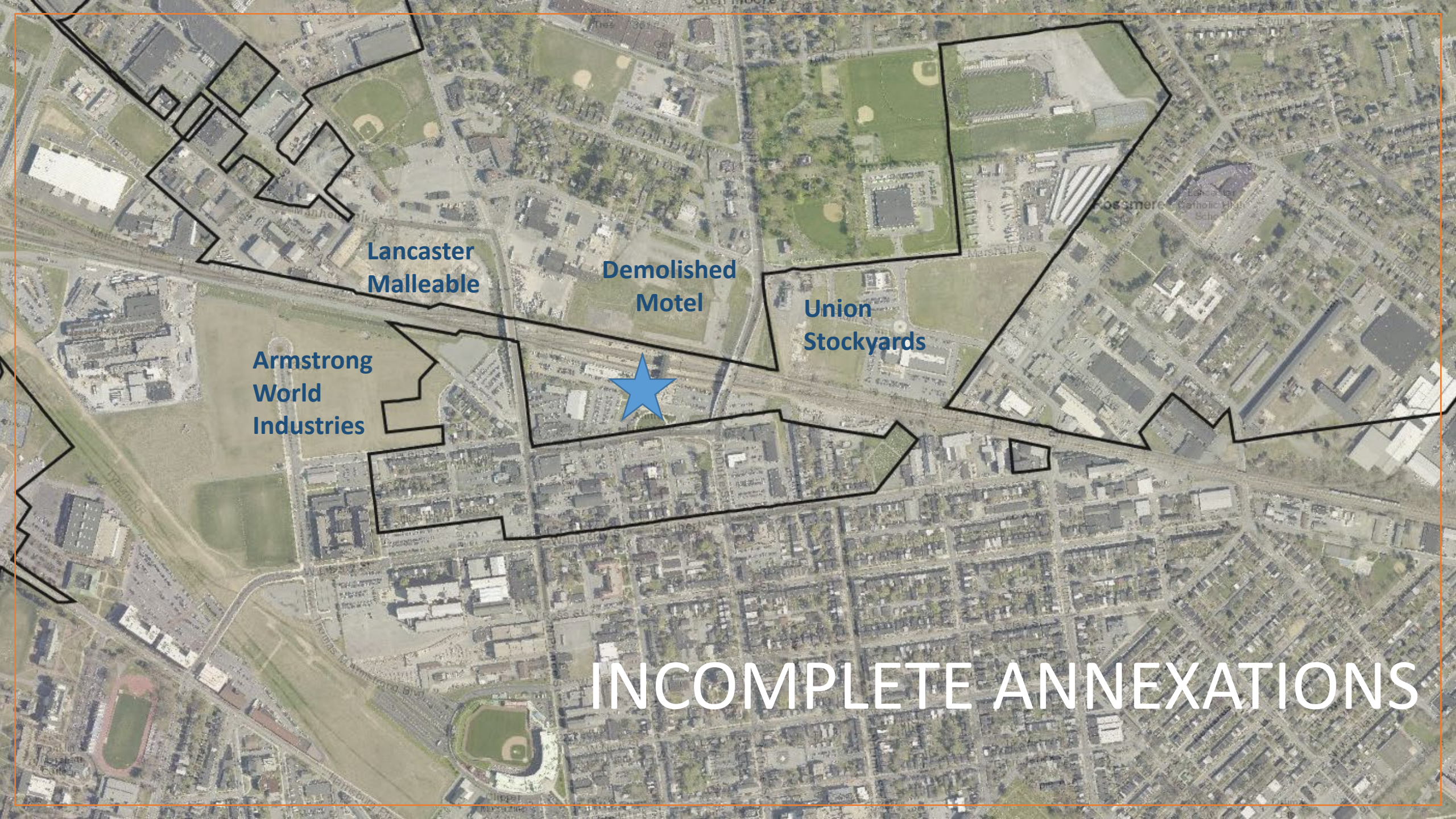
- 1820s Columbia-Philadelphia RR
- 1830s Lancaster successfully petitions PA to relocate RR to city (Pop. 8k)
- March 31, 1834 horse-drawn cars start
- 1883 ~ Lancaster Cut-Off opens and becomes preferred route
- 1929 ~ New Station Opens (Pop. 60k)



History of Station

- Redevelopment of former industrial/commercial areas continues
 - Armstrong World Industries
 - Lancaster Malleable
 - Stockyard Inn
- Lancaster City & Manheim Township adjust zoning districts in vicinity
 - Mixed Use District & T6
- 2021 - First multifamily building in 50 yrs.





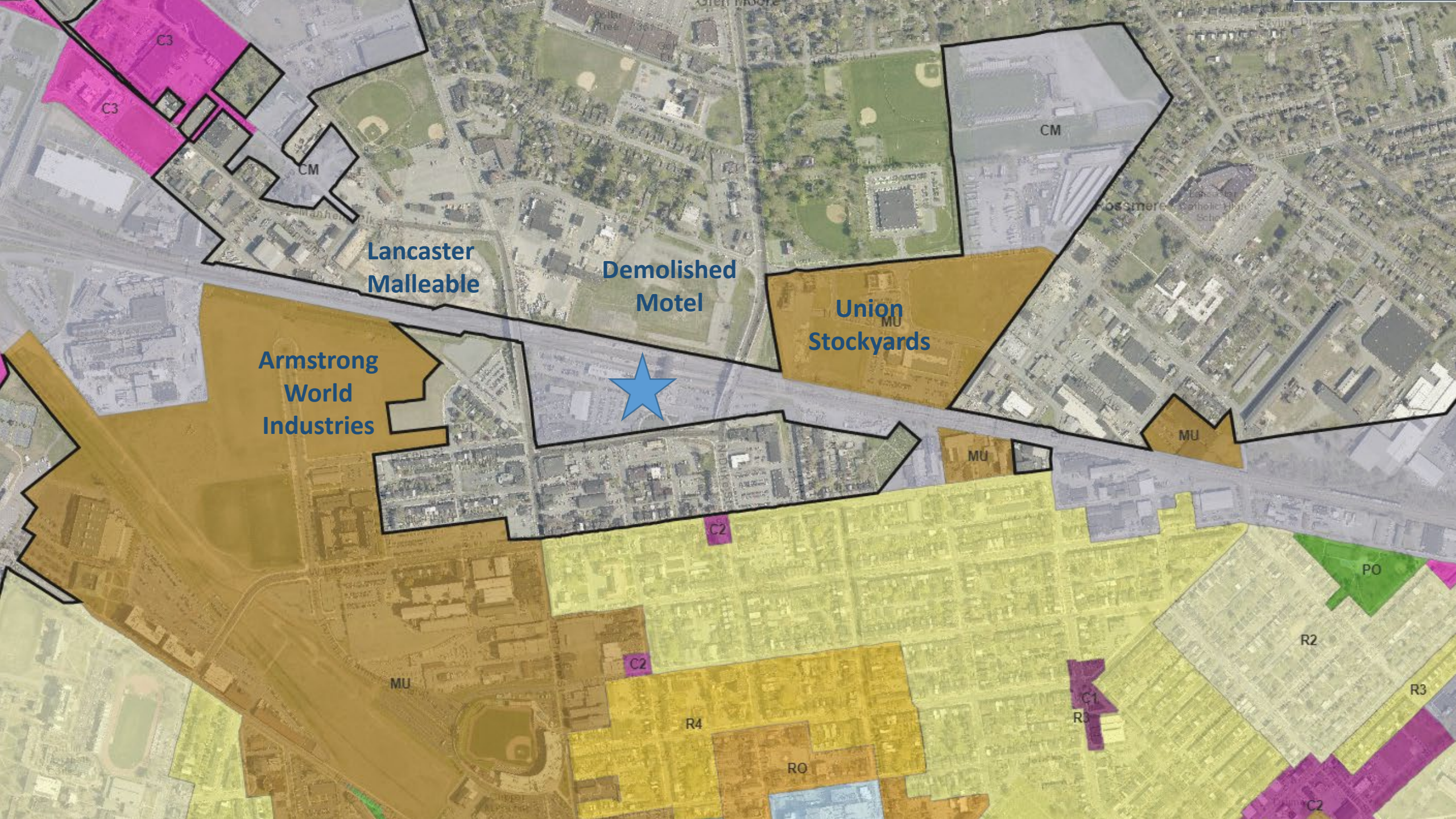
Lancaster
Malleable

Demolished
Motel

Union
Stockyards

Armstrong
World
Industries

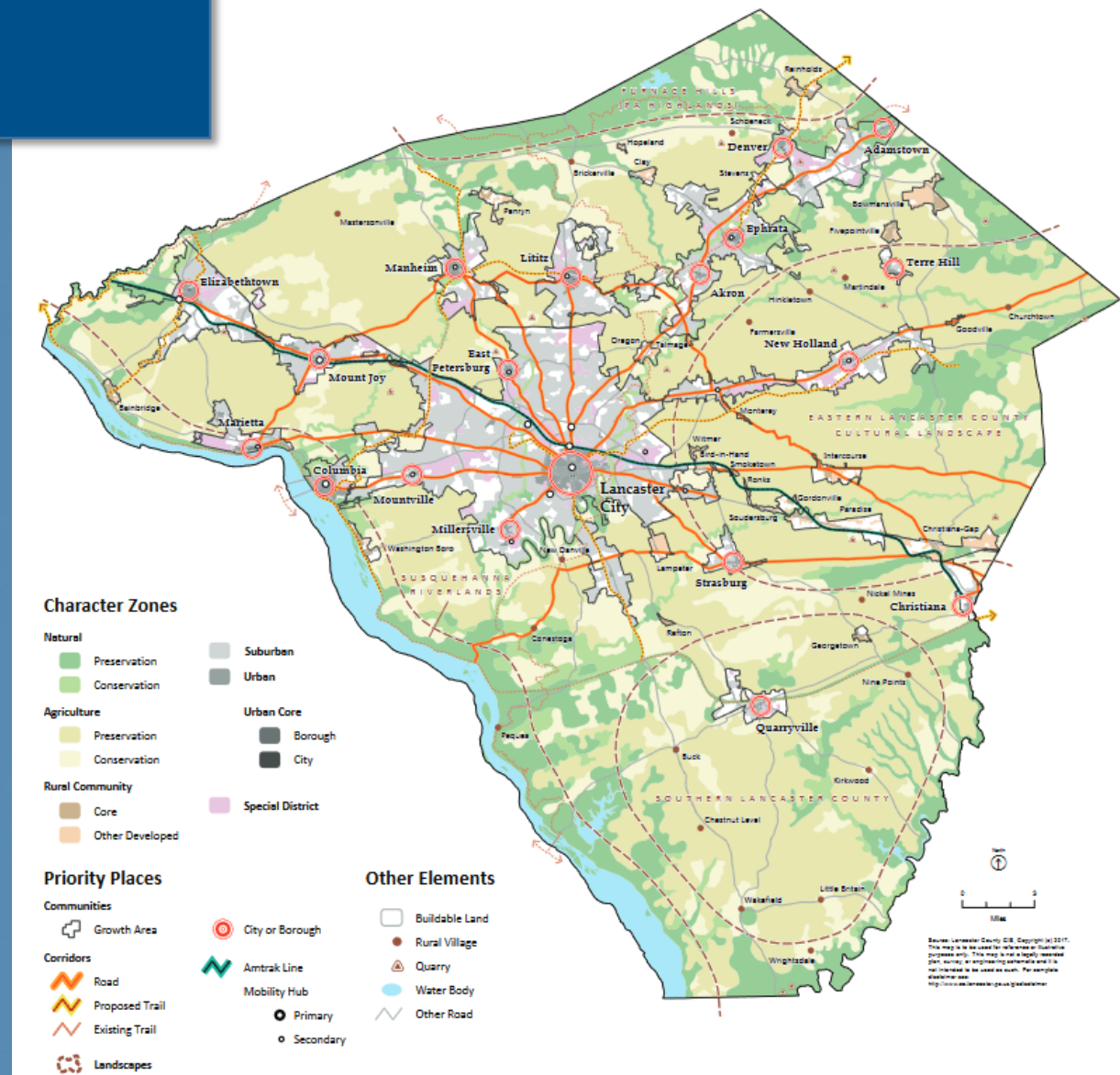
INCOMPLETE ANNEXATIONS



Regional Planning Context

County Quick Facts

- Population of Lancaster County: 560,000
- 6th Largest population in PA
- Population of the Lancaster Metro Area: 225,000
- 41% of the population lives in the Metro Area



Amtrak Quick Facts



- Amtrak station serves both the Pennsylvanian (NYC-Pittsburgh) and Keystone Lines (NYC–Harrisburg)
- Second busiest Amtrak station in Pennsylvania, and the twenty-first busiest in the United States.
- Only 1/3 of the passengers are using the train for commuting purposes
- Most passengers arrive by automobile, which creates parking problems

places2040

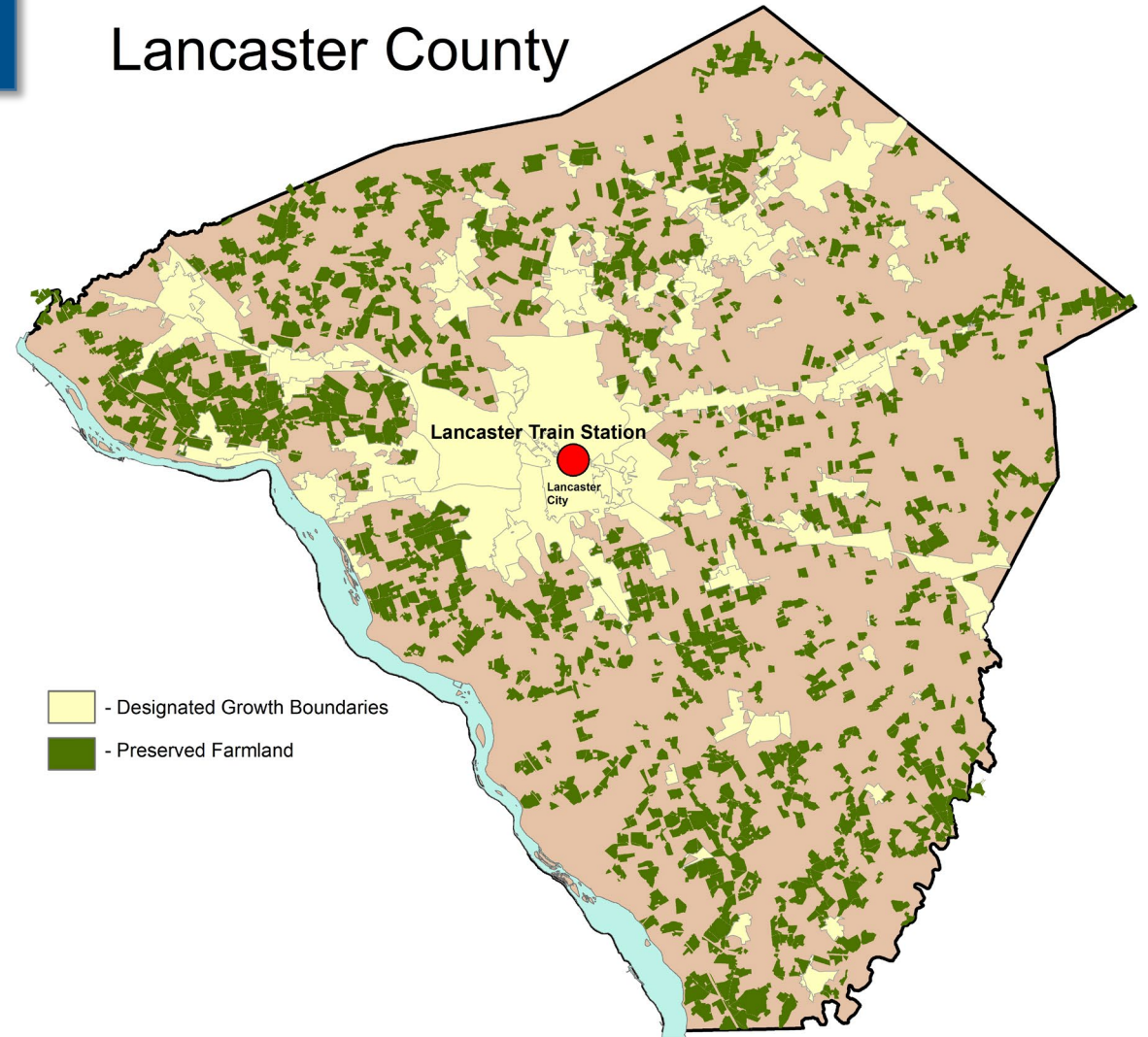
Thinking beyond boundaries

Summary of the Big Ideas



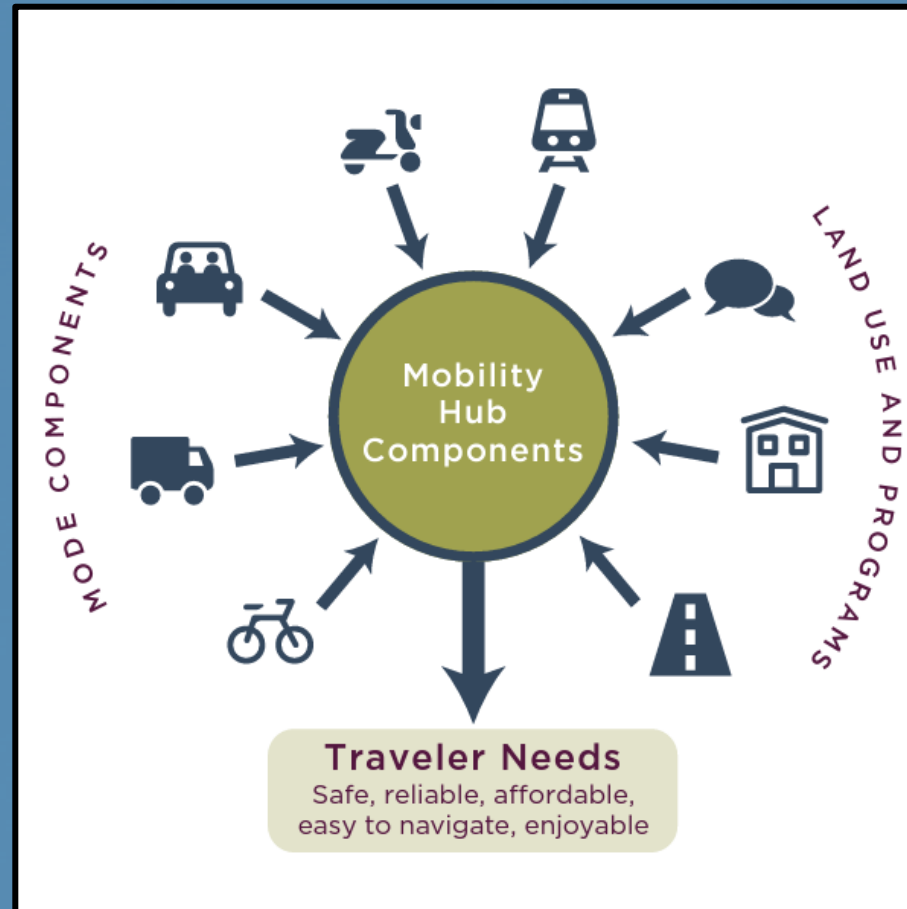
Regional Context

Lancaster County



Lancaster Active Transportation Plan

Mobility Hubs



Project Purpose

- Develop a small study area plan to provide a coordinated multi-municipal planning and placemaking strategy around the Lancaster Train Station
- Include a vision for the area, a market study, and identify ways for the City of Lancaster and Manheim Township to formally cooperate to achieve a vision that provides sustainable economic development with safe and accessible transportation options

Study Committee

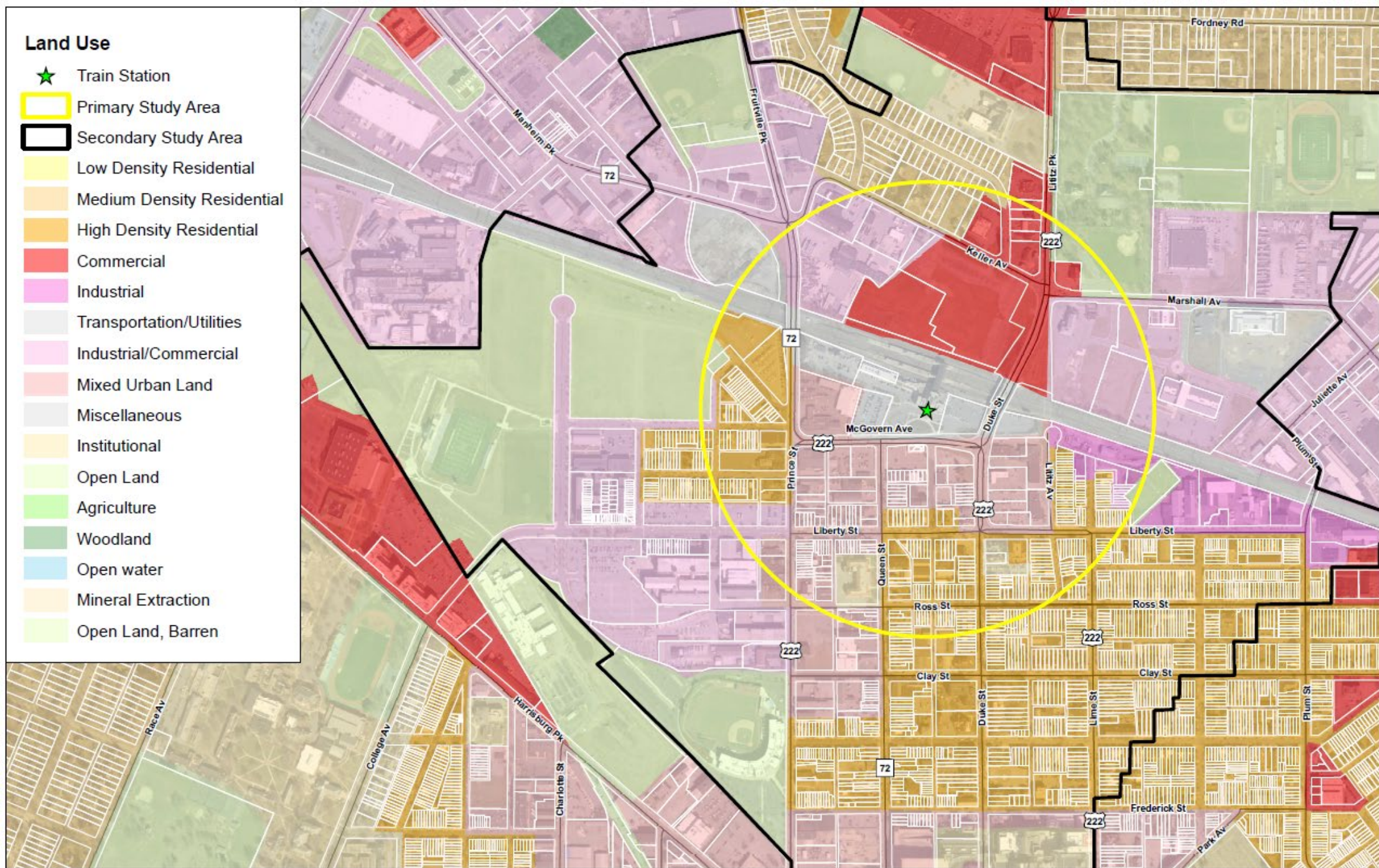
- Lancaster County
- Manheim Township
- City of Lancaster
- Lancaster City Alliance
- Economic Development Company of Lancaster County
- PennDOT
- Amtrak
- South Central Transit Authority



Local Context & Multi-municipal Planning

Land Use

- ★ Train Station
- Primary Study Area
- Secondary Study Area
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Transportation/Utilities
- Industrial/Commercial
- Mixed Urban Land
- Miscellaneous
- Institutional
- Open Land
- Agriculture
- Woodland
- Open water
- Mineral Extraction
- Open Land, Barren





Comp Plan & Official Maps

- City is completing Comp Plan and MT is participating in committees
- Major opportunities to improve land use, active transportation, and more.
- Official Map will be adopted by City
- Manheim Township has Official Map



Placemaking & Public Art

Stauffer Mansion



Whitaker Wind Sculpture

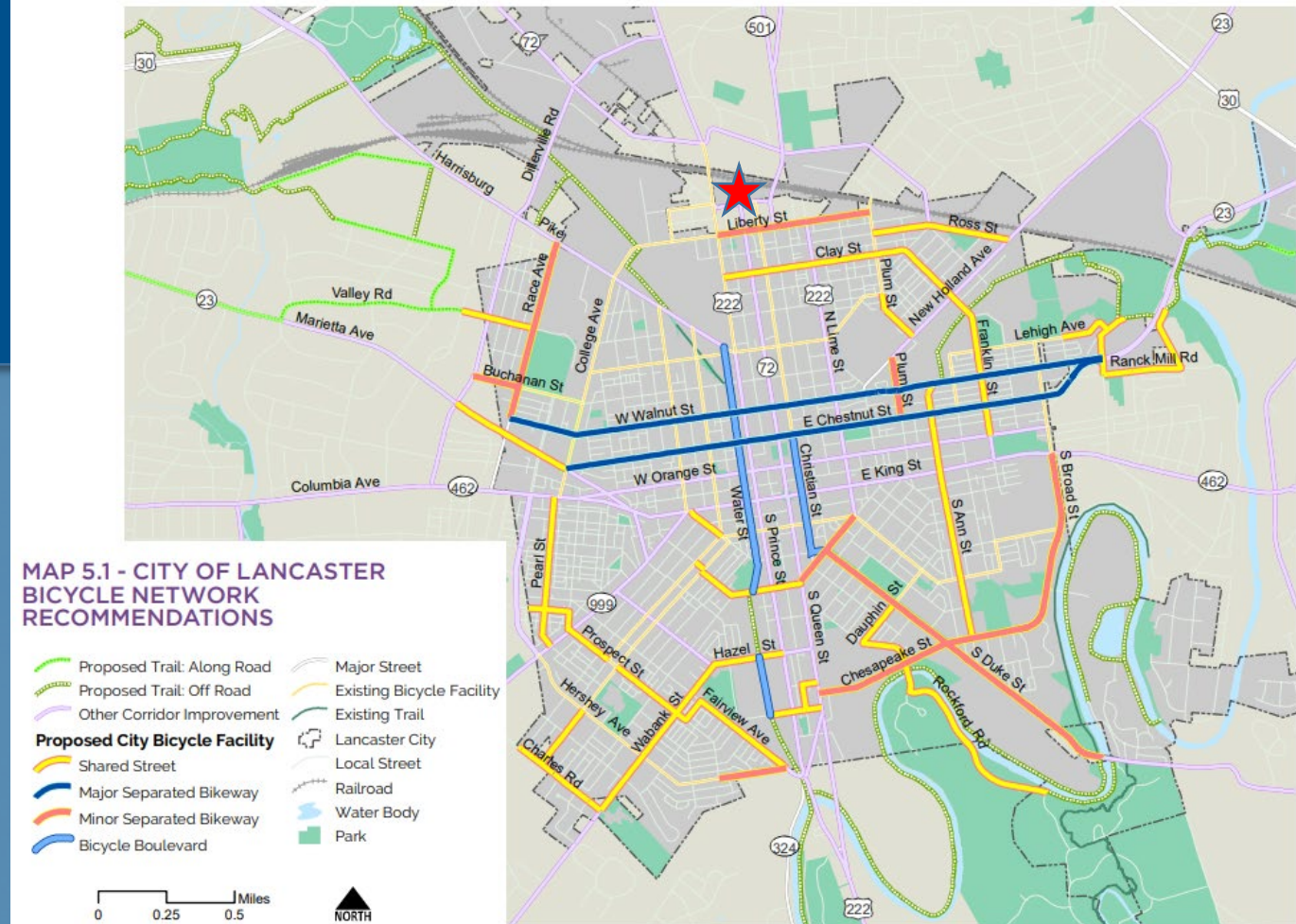


Active Transportation Planning

- Complete Streets Policy (2014)
- Walkability Study by Speck (2015)
- ATP Multi-municipal effort (2019)

RECOMMENDED BIKEWAY NETWORK

The bicycle network in the city was created to connect people with places - Penn Square, Central Market, schools, parks, and other key destinations. The intention of the network is to build upon the successes of existing facilities and close gaps.



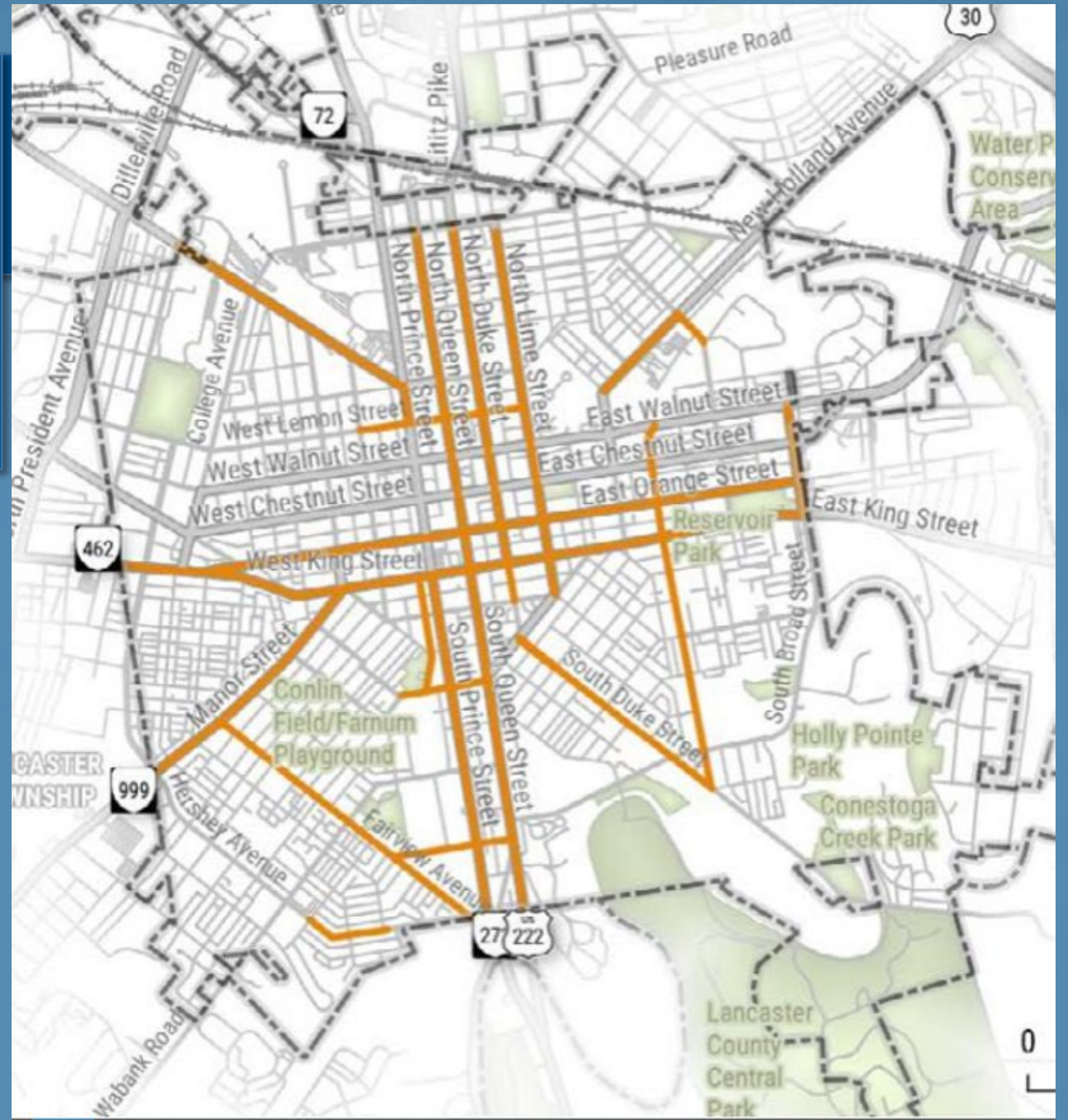
Active Transportation Planning

- Christian St. Bikeway Phase 1 (2019)
 - Chestnut St to Liberty St
 - Stamped asphalt, improved crossings, rectangular rapid flashing beacons



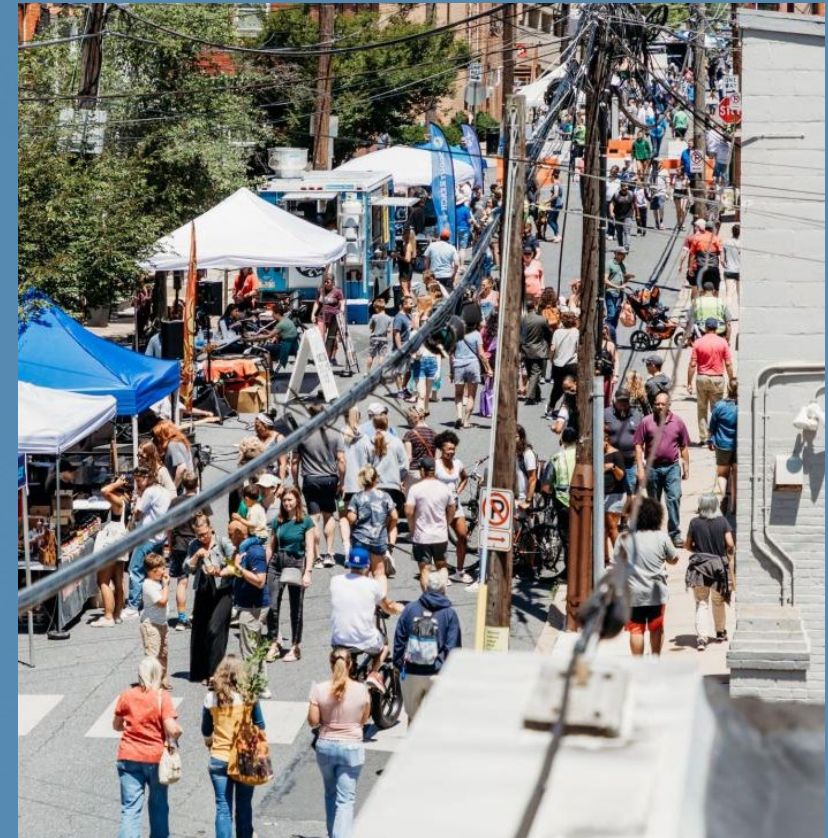


- Vision Zero (2021)
- Focus on
 - Fatal and severe injury crashes
 - Most vulnerable users



Open Streets + Bike Share

- Collaboration between 8 80 Cities & Street Plans
- Movement to close streets to cars
- 7 yrs. Showcasing a walkable city
- Bikeshare offered seasonally throughout City, including train station



Integrating Green Infrastructure

- City has combined sewer system and overflows into Chesapeake Watershed
- Two adopted SW plans + IA fee in City
- Reconstructed streets offer opportunities for improved bike/ped facilities
- Create a more comfortable commute
- Requires multi-municipal partnership



Comprehensive Planning

- 16-months in Comp Plan process
- Multi-municipal advisory committees, including Manheim Township + LCPD
- 2,500 people directly engaged
- Train station area is a high priority for key land use changes
- Official Map will identify key connections

PLANNING
OUR FUTURE
LANCASTER

PLANEANDO
NUESTRO FUTURO
LANCASTER



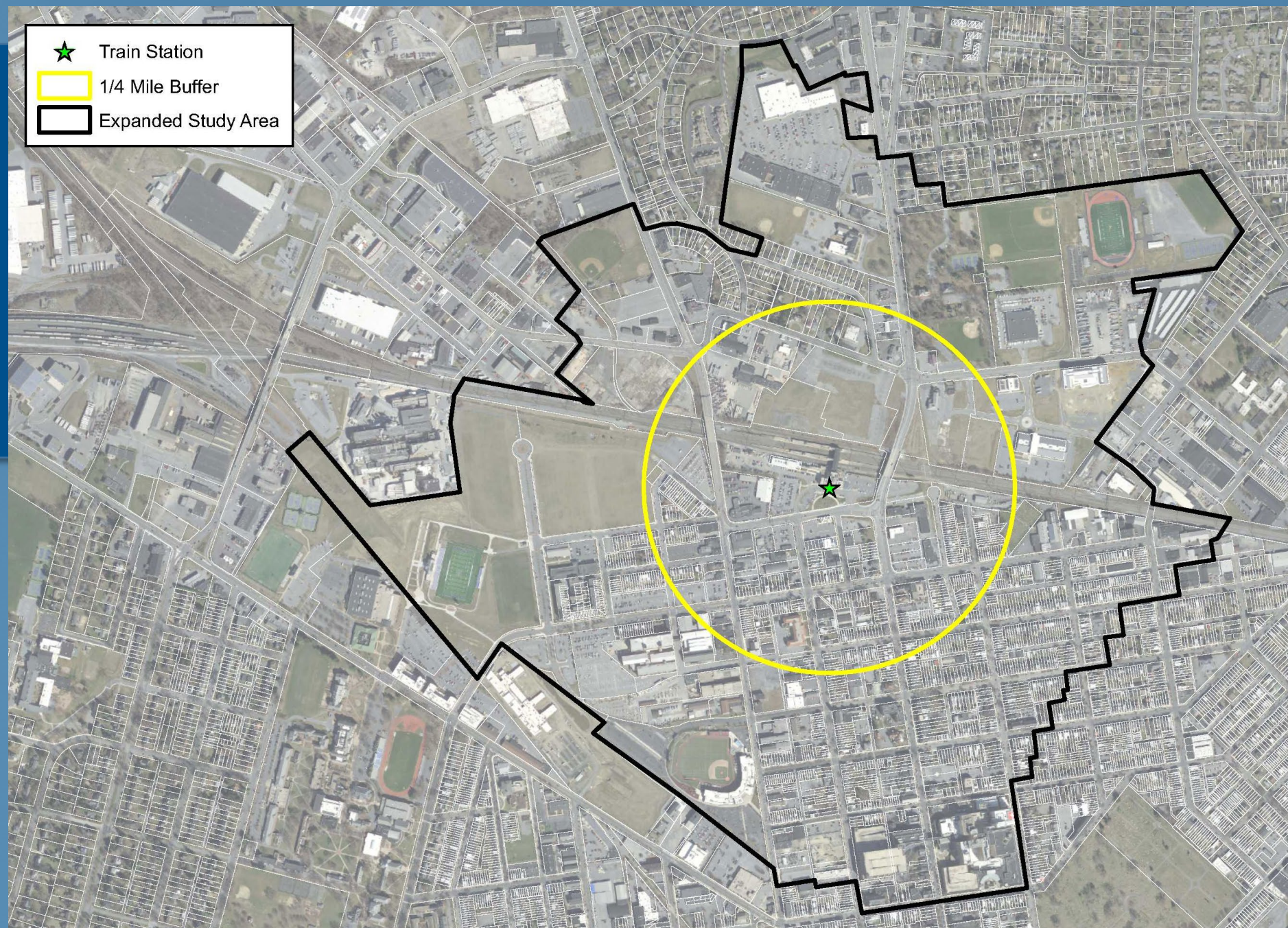
Planning Process & Public Involvement

Scope Overview

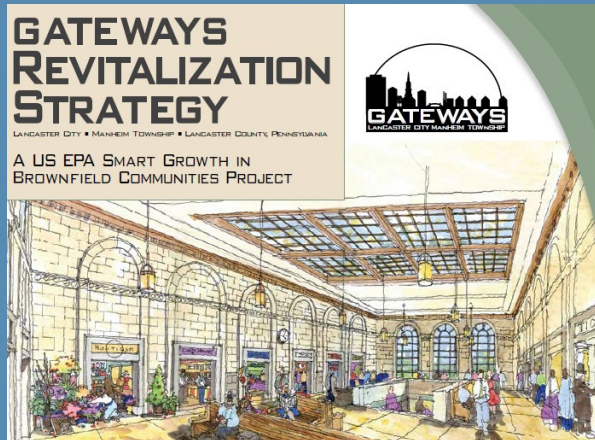
- Background Research and Existing Conditions Overview
- Market Analysis
- Public Input
- Small Area Plan



Primary & Secondary Study Areas



Previous Plans



- City of Lancaster Comprehensive Plan – 1993
- Lancaster City Stadium District Physical Environment Vision Report – 2003
- Growing Together: Comprehensive Plan for Central Lancaster Co. – 2006
- Gateways Revitalization Strategy – 2007
- Gateways: A Conceptual Plan for TOD in the Stockyards District – 2008
- Gateways Circulation Improvement Study – 2008
- Manheim Township Comprehensive Plan – 2010
- Lancaster Train Station Master Plan – 2012
- Building on Strength: Economic Strategic Plan for the City of Lancaster – 2015
- Places 2040 Lancaster County Comprehensive Plan – 2018

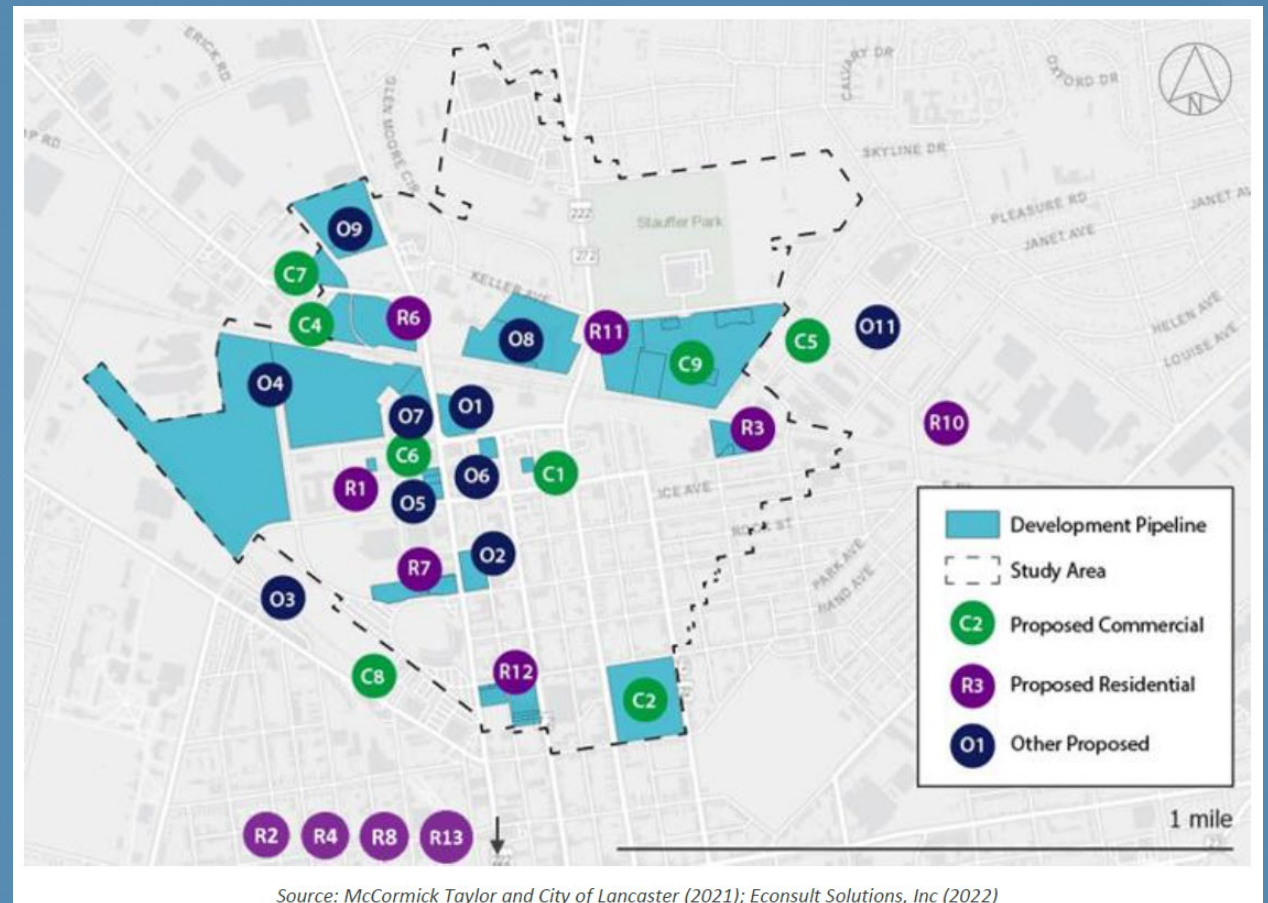
Background Research and Existing Conditions Overview

- Inventoried Upcoming Development Projects
- Compared Regulatory Frameworks
- Identified Cooperative/Joint Municipal Planning Opportunities
- Inventoried Roadway & Infrastructure Projects

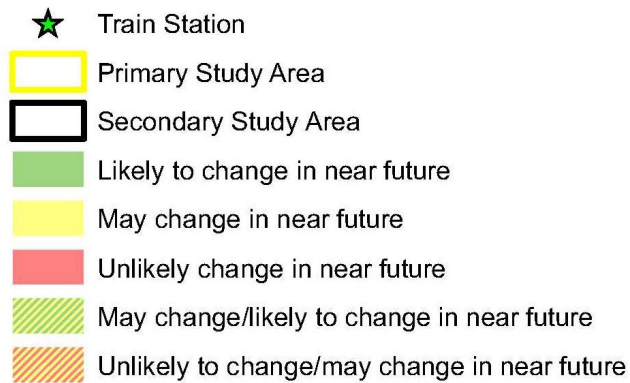
Market Analysis

- Identified proposed, under construction, and recently completed development projects
- Evaluated current market conditions and future long-term growth potential
- Evaluated demand dynamics

Development Pipeline



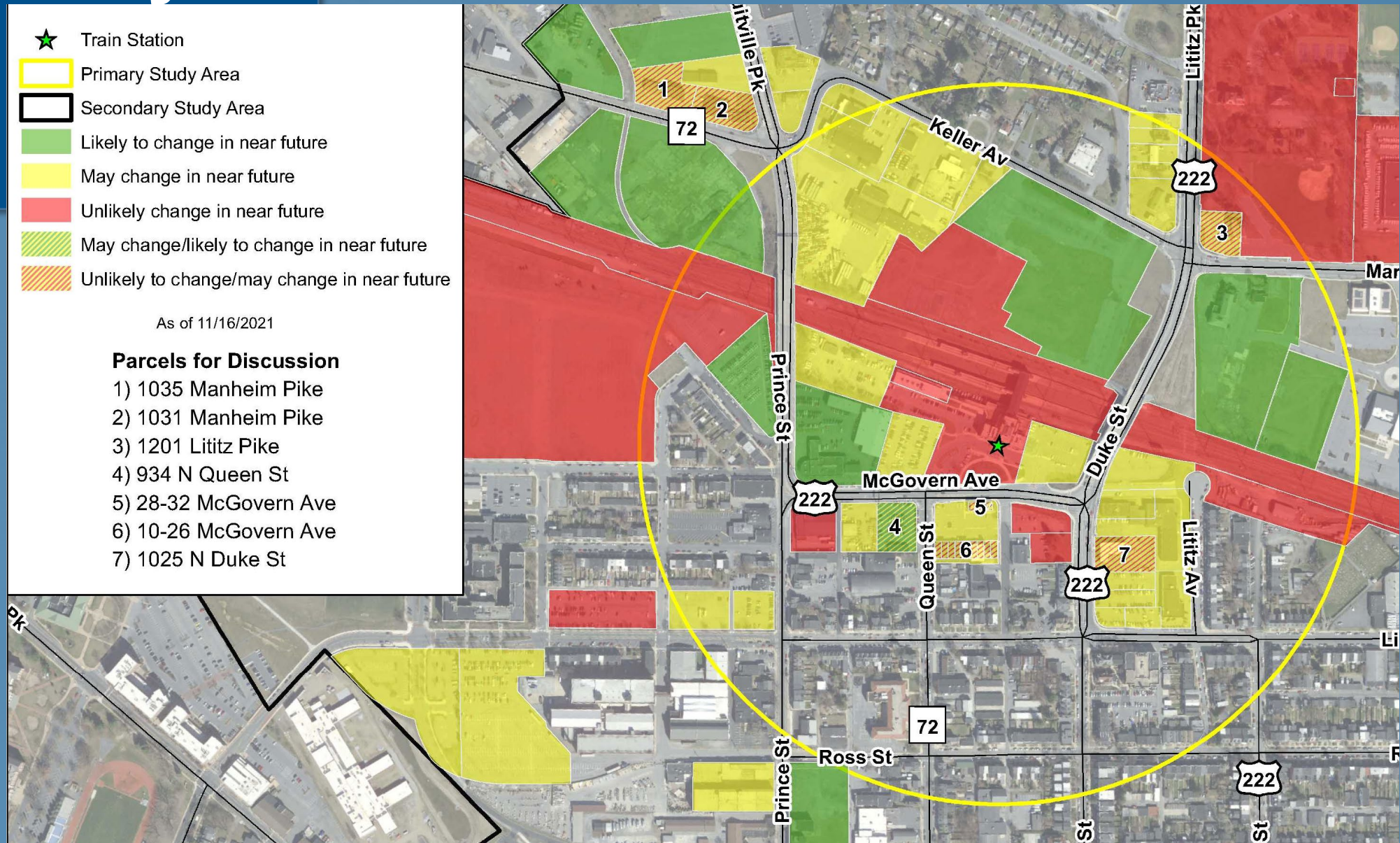
Susceptibility to Change Exercise



As of 11/16/2021

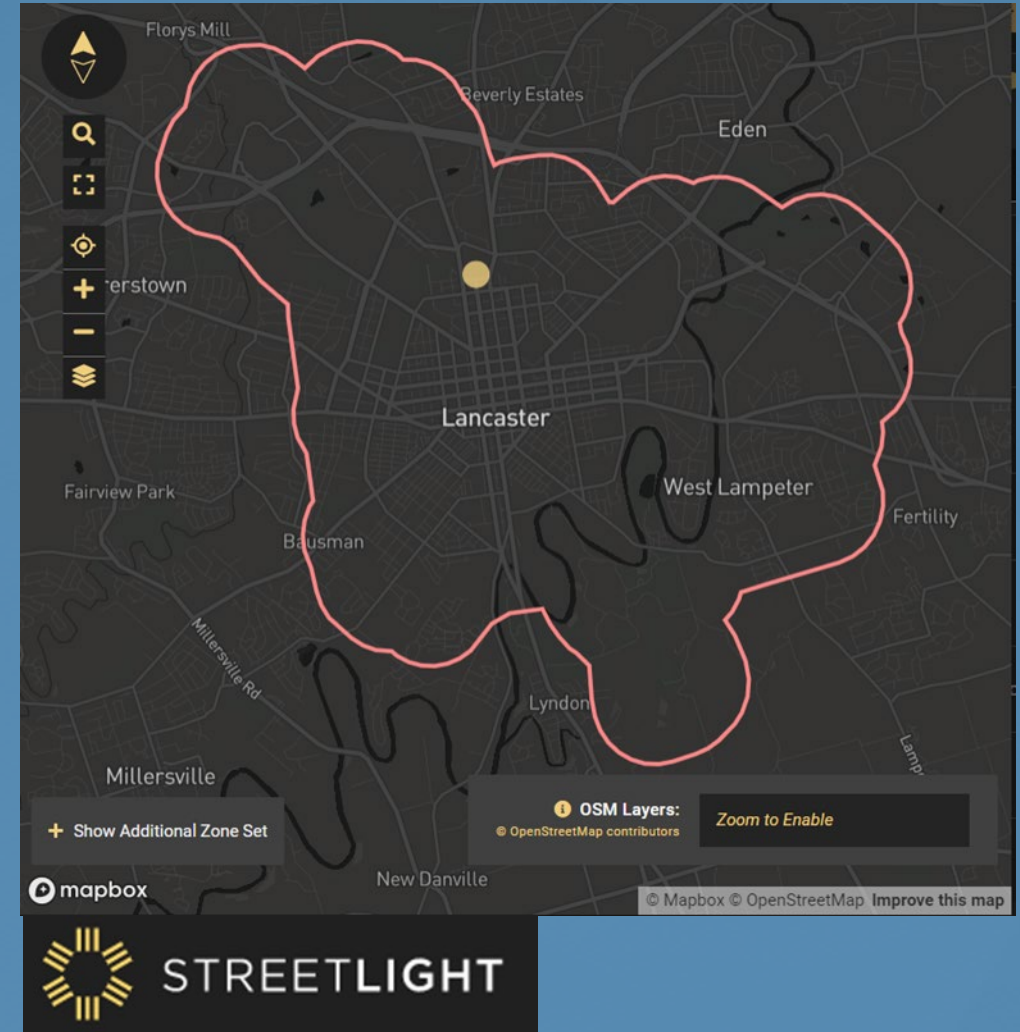
Parcels for Discussion

- 1) 1035 Manheim Pike
- 2) 1031 Manheim Pike
- 3) 1201 Lititz Pike
- 4) 934 N Queen St
- 5) 28-32 McGovern Ave
- 6) 10-26 McGovern Ave
- 7) 1025 N Duke St



Streetlight Data

- City of Lancaster subscription area
- Data from smart phones and navigation devices
- Trip characteristics
 - Length
 - Time
 - Speed
- Traveler characteristics
 - Income
 - Education
 - Race
 - Family Status



Stakeholder Interviews



Property Owners



Colleges



Transportation Agencies



Environmental Organizations



Economic Development Groups



Governments

Public Input



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

Join Us!

Public Visioning Event

Lancaster Train Station Small Area Plan

Open house event!

Drop in anytime between
4:00 - 7:00 p.m. and share
your vision for the future
of the area surrounding
the Lancaster train station!

Learn more:

lanastercountypanning.org/246

NOTE: No food or drink will be provided. Masks and hand sanitizer will be available.

February 9, 2022

Snow date February 10, 2022

4:00 - 7:00 p.m.

**1009 N Prince Street
Lancaster, PA 17603**



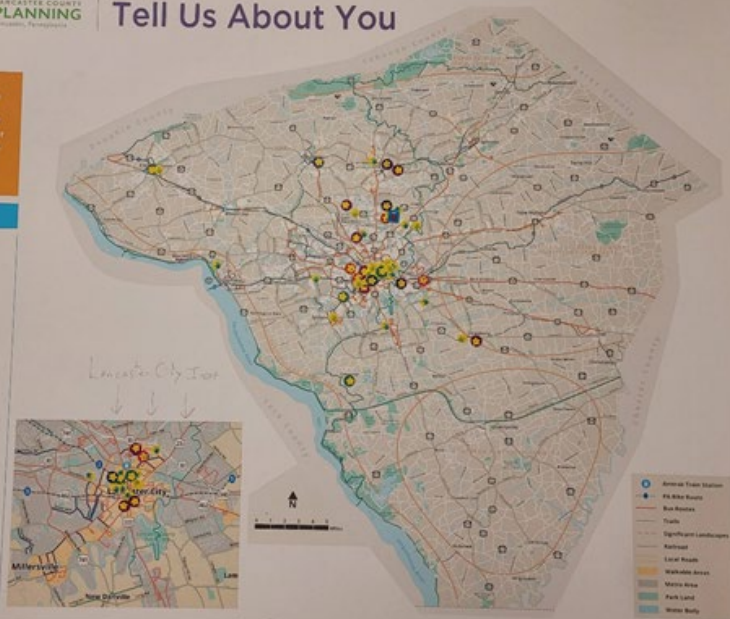
Public Input



Tell Us About You

Place a sticker on the map to show where you live. If you don't see your home on the map, list your zip code below.

ZIP CODES



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

- **DATED**
 - Antique
 - Lack of parking
 - Lacking in coffee
 - NOT PEDESTRIAN FRIENDLY
 - Not a 'destination'
 - Not pedestrian friendly
 - Neglected-not user friendly
 - Lack of communication with hotel owners
 - Not bicycle friendly
 - Needs a cafe that's actually open
- **CONSTRICTED BY PERSONAL CARS**
 - Lacking in everything
 - Scary at night
 - Needing overhaul/upgrade
 - Dangerous for pedestrians
 - UNDER UTILIZED
 - AUTO ORIENTED
 - NOT ACCESSIBLE (by walking)
 - Single use destination
 - Not destination
 - Congested



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

— place to remember!!

- **EFFICIENT**
 - Safe
 - URBAN
 - mixed use - residential, commercial
 - VIBRANT - SAFE
 - INCORPORATE NJ DOWNTOWN CORE
 - Mixed Use
 - GREEN
 - A safe place
 - Pedestrian friendly
 - Encouraging to new users
 - Most users are bi-poc communities make it bi-poc friendly
 - INVITING
 - Busy / full schedule
- **TRANSIT-ORIENTED DEVELOPMENT**
 - Walkable
 - People-Oriented
 - Attractive
 - Sustainable
 - Walkable
 - Bikeable
 - Affordable
 - Compact, mixed use & walkable
 - WALKABLE MIXED-USE DISTRICT
 - More shopping ops
 - Mixed Use

Strengths



Weaknesses



Opportunities



Threats



Vision

Bustling
Connected Magnet
Well-designed
Density Seamless
Bike-friendly Vibrant
Mixed-use
Green-infrastructure
Parking Walkable
Opportunity

Vision Statement

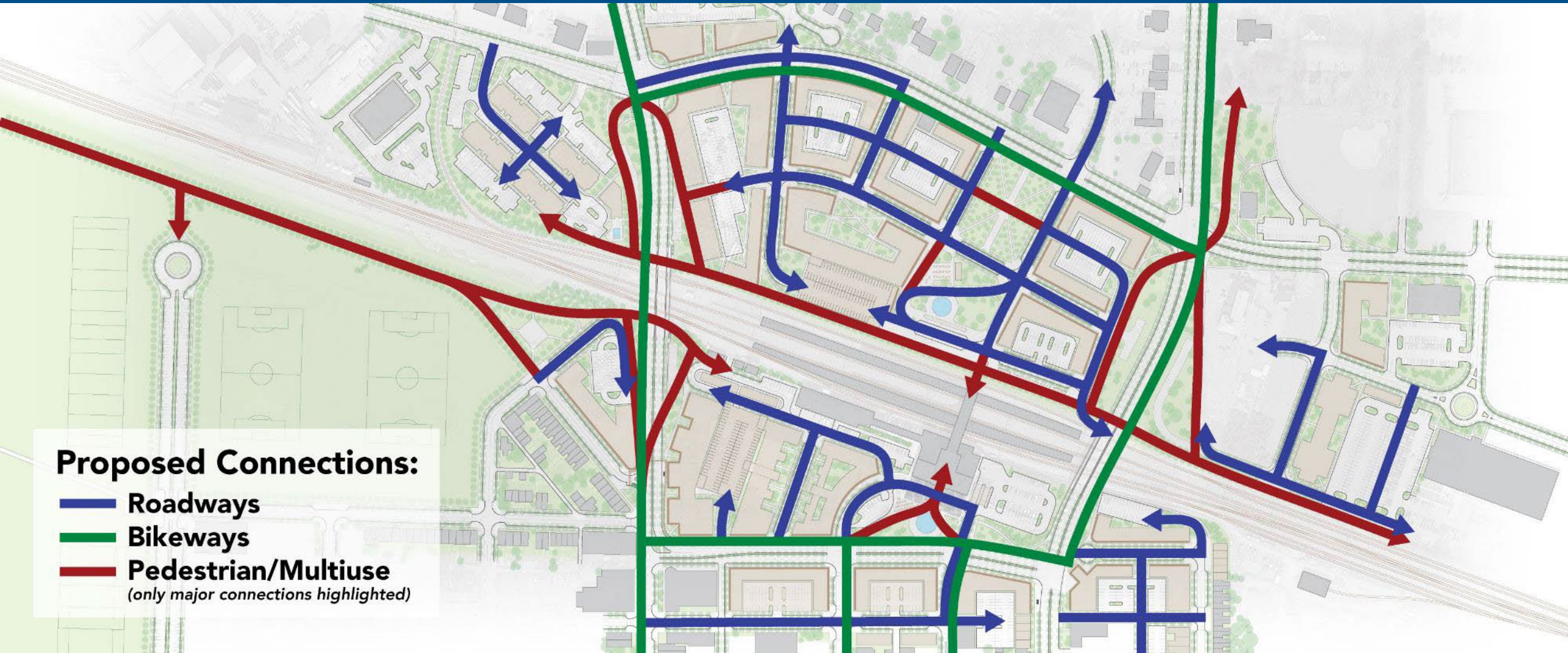
The Lancaster Train Station Area will be a cohesive and well-designed urban gateway neighborhood, safely connecting all transportation modes and attractive to a diverse mix of residents, housing and businesses that is compatible with and supportive of increased transit ridership.

Charrette Purpose

- Brainstorm transformational investments in the public realm to accomplish the plan's goals.
- Arrive at a consensus for the conceptual site plan.
- Use the conceptual site plan to develop 3D renderings of various vantage points.



Activity 1: Introduction to Street Grid



Activity 2: Introduction to Public Spaces

Proposed Public Spaces:

-  Group 1 Streetscapes
-  Group 2 Streetscapes
-  Group 3 Parks/Open Spaces
(only major parks and open spaces highlighted)



Potential Economic Development Tools

- RACP
- CRIZ
- TIF
- LERTA
- Multimodal (PennDOT & DCED)
- RAISE
- TRID – Not currently



Lancaster City & Manheim Township Zoning

- Maximum Building and Lot Coverage
 - Manheim Township
 - T4 – Max building for attached townhouses and apartment buildings - 70%
 - T4 – Max building for nonresidential – 80%
 - T6 – minimum lot area per underlying zoning district
 - Lancaster City
 - R3 – 60% building / 75% lot
 - MU – 70% building / 85% lot

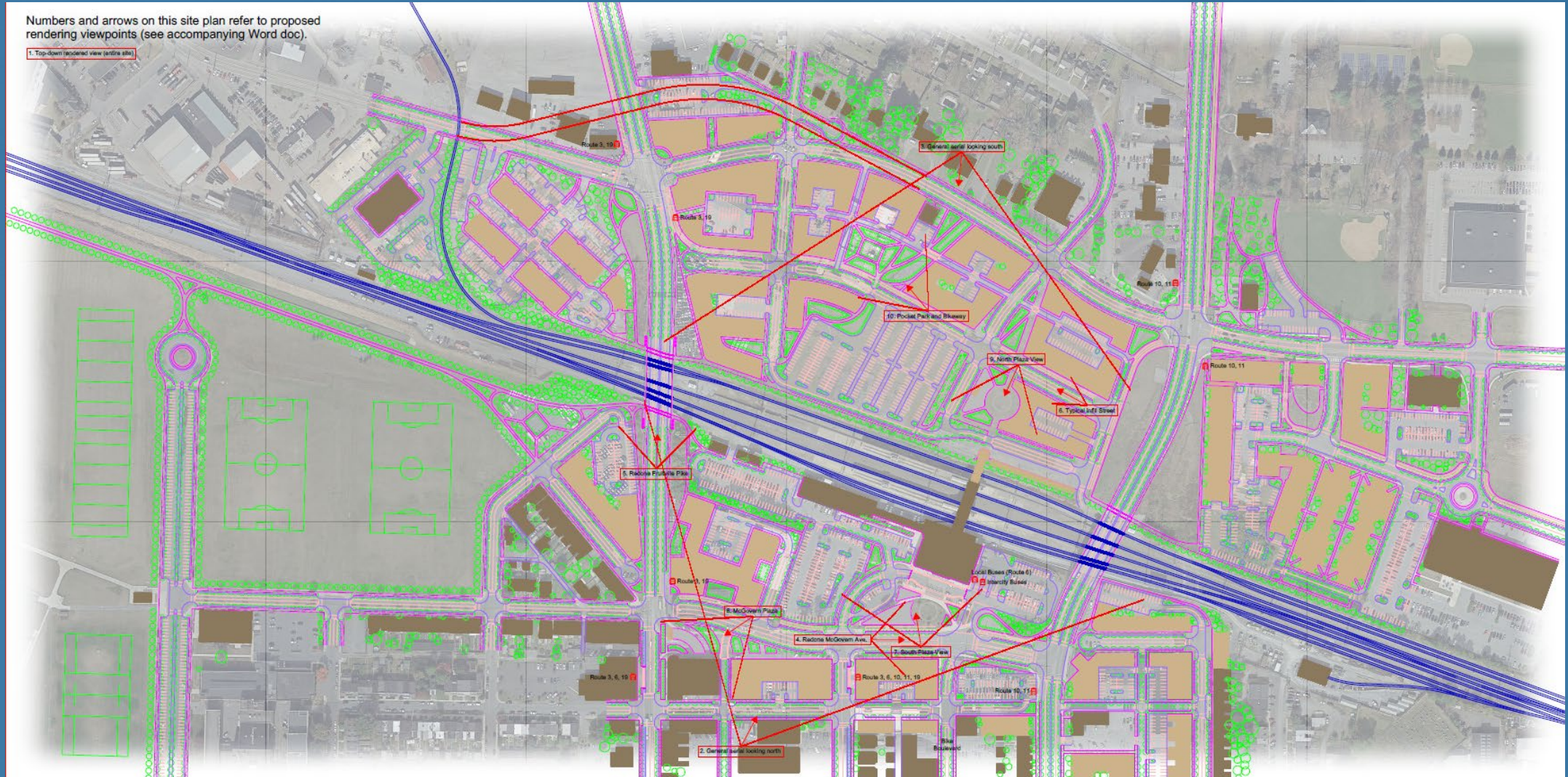
Minimum Off-Street Parking Requirements

	Manheim Township	City of Lancaster
Office		
- Under 50,000 SF gross floor area	4.5 spaces per 1,000 SF gross floor area	1 per 500 SF gross floor area (without walk in customers); 1 per 250 SF gross floor area (servicing general public)
- 50,000 to 99,999 SF gross floor area	4 spaces per 1,000 SF gross floor area	1 per 500 SF gross floor area (without walk in customers); 1 per 250 SF gross floor area (servicing general public)
- 100,000+ SF gross floor area	3.5 spaces per 1,000 SF gross floor area	1 per 500 SF gross floor area (without walk in customers); 1 per 250 SF gross floor area (servicing general public)
- Offices in office park	1 space per 250 SF gross floor area	1 per 500 SF gross floor area (without walk in customers); 1 per 250 SF gross floor area (servicing general public)
- Offices, med 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 SF of gross floor area, whichever is greater

Site Plan Revisions

Numbers and arrows on this site plan refer to proposed rendering viewpoints (see accompanying Word doc).

1. Top-down rendered view (entire site)



Questions?

