Transportation Planning Perspectives Part 2: Transportation and Economic Development
Session C7

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SR 283/230 Corridor Study

• Joint project between the Lancaster County Planning Commission and the Lancaster County Economic Development Company

• Problem Statement
  – Lancaster County faces important economic development and land use management challenges within the key transportation corridors of Routes 283 and 230. Need to accomplish the following:
    • Enhance approaches to managing land use to the mutual and reinforcing benefit of all uses and all communities
    • Use sound relationship among jobs, housing, and transportation to direct transportation strategies and investments
    • Use a regionally agreed upon approach that can be replicated along other corridors within the county
Corridor Location
Corridor Study Steering Committee

- South Central Transit Authority
- Elizabethtown Area School District
- Mt. Joy Borough Authority
- Lancaster Farmland Trust
- Spooky Nook Sports
- The Wenger Group
- Union Community Bank
- Lift, Inc.

- East Hempfield Township
- West Hempfield Township
- East Donegal Township
- West Donegal Township
- Mount Joy Borough
- Mount Joy Township
- Rapho Township
- Elizabethtown Borough
Challenges

- The character of the corridor is very diverse
- Need to accommodate significant future growth
- Need to provide results that are meaningful to stakeholders, easily explained, and easily produced
Performance Measures

- Two-fold performance measurement
  - Land Use Scorecard – determine which land use is likely and which parcels are most likely to be developed first
    - Industrial
    - Commercial
    - Residential
    - Agricultural
  - Scenario Performance Measures – determine multimodal impacts of land use scenarios
Land Use Suitability

• What factors do you think make a parcel suitable for each land use?
  – Industrial
  – Commercial
  – Residential
Important Industrial Criteria

• Access to interstate
• UTILITIES
• Workforce
• Neighboring land uses
• Transit routes
• Topo
• Zoning
• Stormwater
• Brownfields
• Size
• Price
• Employee amenities
## Industrial Land Use

<table>
<thead>
<tr>
<th>Metric No.</th>
<th>Measure</th>
<th>Weight</th>
<th>Comparison</th>
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<tr>
<td>I-1</td>
<td>Parcel size</td>
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<td>Bigger is better</td>
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<td>Parcel shape</td>
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<td>Square is better</td>
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<td>I-3</td>
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<td>Adjacent to vacant/infill parcel</td>
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<td>Potential to combine with other parcel for more development</td>
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<td>I-7</td>
<td>Nearby roadway Functional Classification</td>
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<td>Higher class is better</td>
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<td>I-8</td>
<td>Travel time to interstate</td>
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<td>I-9</td>
<td>Direct access to interstate</td>
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<td>I-11</td>
<td>Access to railroad</td>
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<tr>
<td>I-12</td>
<td>Access to water/sewer service</td>
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<td>Access is better</td>
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</tbody>
</table>
Important Commercial Criteria

- Visibility
- Parking
- Proximity to residential
- Transit
- High ADT
- COMPLIANCE WITH local plans and zoning
- Income
<table>
<thead>
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<th>Metric No.</th>
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<td>C-8</td>
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<td>C-9</td>
<td>Access to water/sewer service</td>
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<tr>
<td>C-10</td>
<td>Walkability - sidewalk network nearby</td>
<td>1</td>
<td>Higher is better</td>
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</tbody>
</table>
Important Residential Criteria

- Employment
- Nearby adjacent land uses
- Utilities
- Schools
- Parking
- Other public amenities
- Median home values
- Crime
- Environmental characteristics
# Residential Land Use

<table>
<thead>
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<td>Denser is better</td>
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<td>Distance from industrial land use</td>
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<td>R-5</td>
<td>Distance from agricultural land use</td>
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<td>Travel time to transit</td>
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<td>R-12</td>
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<td>Access to railroad</td>
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<td>Adjacent to existing residential</td>
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<td>Commuter travel time to central business districts</td>
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<td>Direct access to interstate (not through downtowns)</td>
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<td>Distance from agricultural land use</td>
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<td>Walkability - established sidewalk network nearby</td>
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<td>Walk access to schools, parks, grocery, hospital, retail</td>
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Drive Access to an Interchange
Walk Access to Transit
Parcels were used in rank order, based on their scorecard “best use,” to create a land use scenario that meets the needs of the anticipated growth.
Comparison to Zoning

• Current zoning is promising
  – Most parcels ranked most appropriate for residential use were already zoned residential
  – But alignment erodes when looking at commercial and industrial uses
Methods, Transportation Assessment

Transportation was forecasted based on four scenarios:
1. Current 2017 conditions
2. Future 2040 conditions with current land use patterns
3. Future 2040 conditions with selected land use as identified by parcel analysis (previous slides)
4. Future 2040 conditions with selected land use and transportation improvements

Two types of transportation improvements:
1. Projects Identified by Others, including TIP projects and existing plan recommendations
2. Project identified in this study, identified whether by partners or consultants

*Passenger and freight rail was not considered in any scenario*
Transportation Results

The selected land use scenario has a greater role in decreasing congestion and vehicle miles travelled compared to simply applying road improvements to current land use trends under future conditions.
Similarly, level of service is impacted by land use.

A wide range of transportation improvements are highlighted, and when combined with the selected land use scenario, transportation dollars will have the greatest impact.
Conclusions

• Applying the selected land use scenario has a greater role in decreasing congestion and vehicle miles travelled compared to road improvements based on current land use.

• A key element to effective land use and transportation planning is the need for decision-making to span multiple municipalities over a sustained period.

• Small scale and multi-modal transportation improvement can have a significant impact.

• Specific land use suggestions can help municipalities target growth.

• This methodology, including the scoring system for parcels and projection scenarios, can be used in other parts of the county to assist in planning efforts.
Next Steps

• Incorporate findings into the North West Regional Plan and facilitate further regional and municipal planning adoption
• Analyze individual industrial parcels highlighted in the report to assess their feasibility for development.
• Develop projection for the industrial growth demand in the corridor
• Take steps to execute key transportation improvements by evaluating their position on the TIP and inclusion in the next metropolitan transportation plan
• Evaluate and address water and sewer infrastructure to ensure parcels can accommodate growth
• Coordinate with lead farmland preservation efforts to avoid conflict over high priority industrial sites