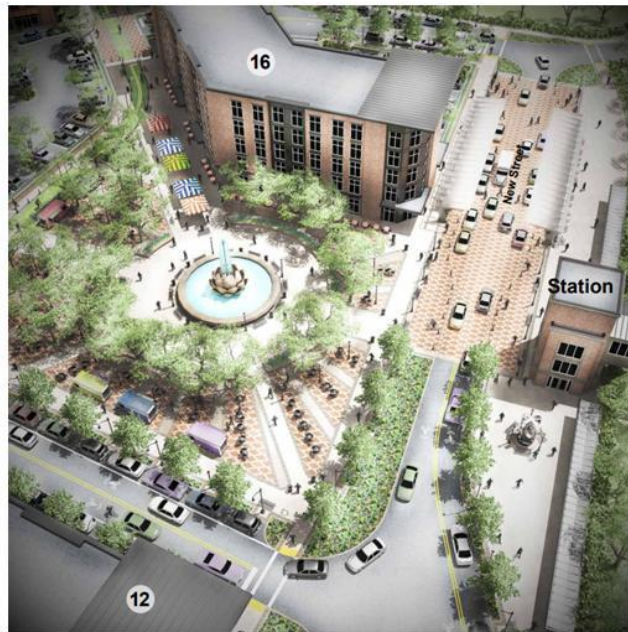




May 5, 2023
Future of the Lancaster Train Station Area



Thank you to our event sponsor:

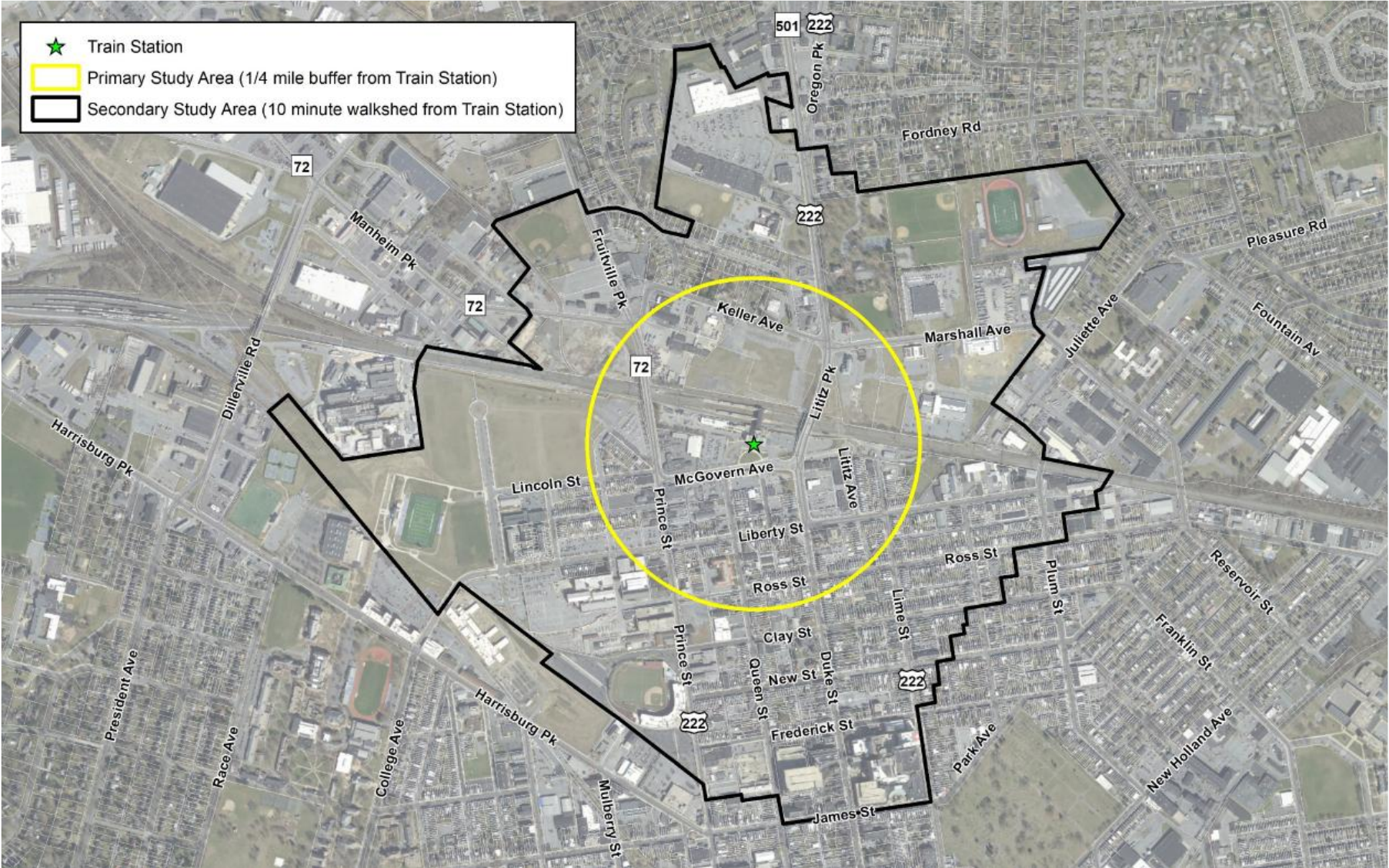


Rodgers & Associates
WEALTH ADVISORS

LANCASTER TRAIN STATION SMALL AREA PLAN



STUDY AREA





WHY DID THE LCPD FACILITATE THIS PLANNING PROCESS?

Places2040

- Growth Management

Mobility Hub

Affordable Housing Crisis

Train Station Area is Underutilized



Future Land Use and Transportation Map

Lancaster County, Pennsylvania

Character Zones

- Natural**
 - Preservation
 - Conservation
- Agriculture**
 - Preservation
 - Conservation
- Rural Community**
 - Core
 - Other Developed

- Suburban
- Urban
- Urban Core
- Borough
- City
- Special District

Priority Places

- Communities**
 - Growth Area
- Corridors**
 - Road
 - Proposed Trail
 - Existing Trail
 - Landscapes

- City or Borough
- Multimodal Hub (Amtrak/RTA)

Other Elements

- Buildable Land
- Rural Village
- Quarry
- Water Body
- Other Road

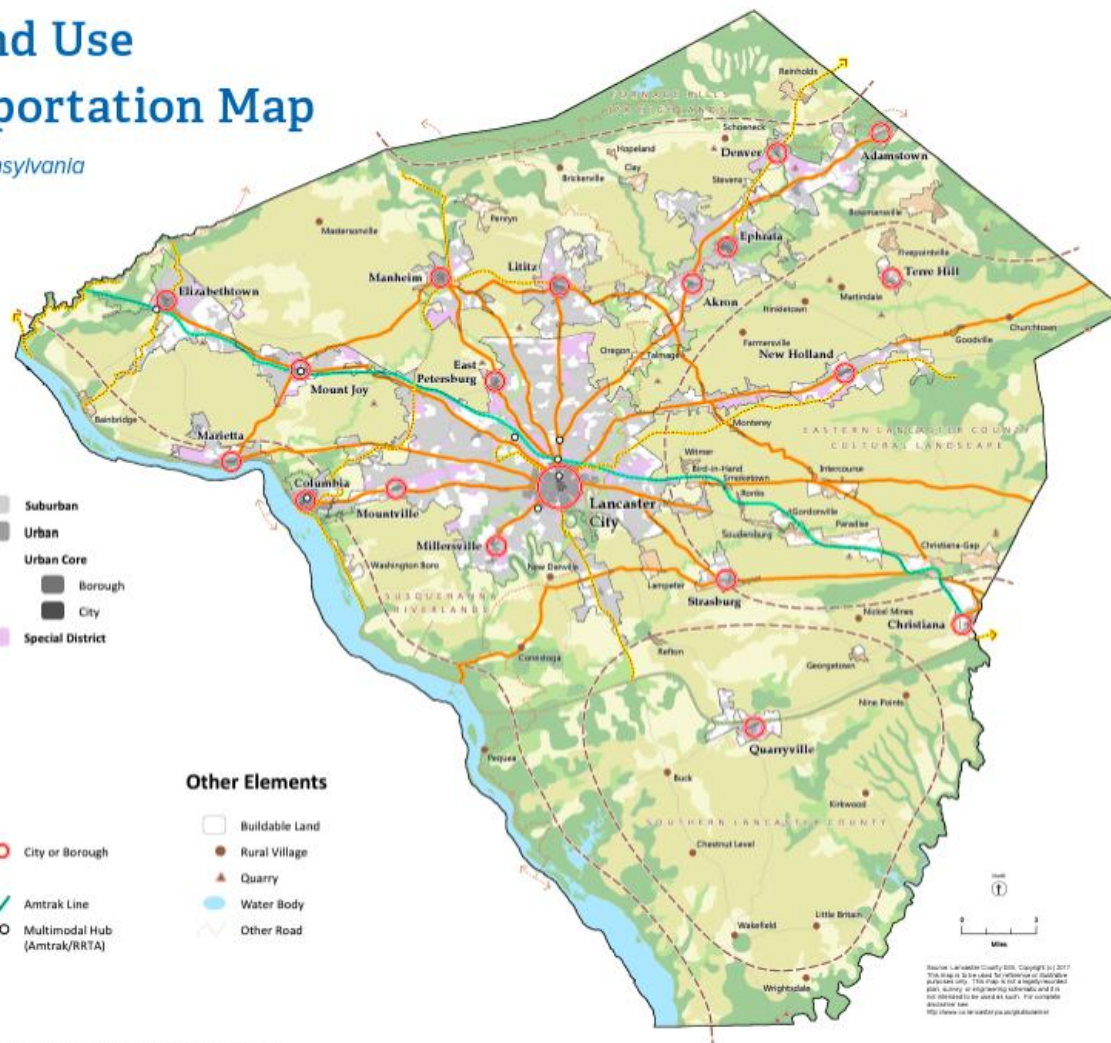
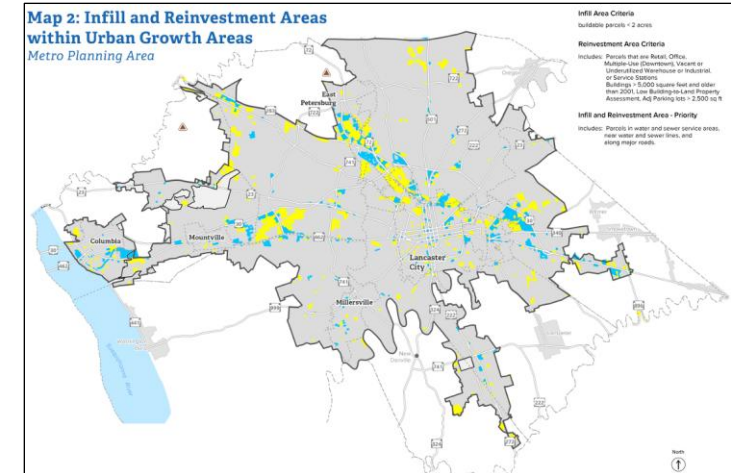


Table 1: Buildable Lands, Residential Density, and Water Capacity

Metro Planning Area

Growth Area & Municipality*	Buildable Land Remaining (Acres)	Buildable Land Consumption (Acres) 2015-2019		Large vacant tracts (40+ acres) remaining	Density of New Residential Development (dwelling units / acre)			
	2019	Non-Residential	Residential	2019	places2040 UGA Target Density	2002-2015	2015-2019	Density Trend
Central Lancaster County	11,462	245	464	65	9.0	4.4	5.5	▲
Columbia Boro	216	1	0	1	9.0	2.9	15.4	▲
East Hempfield Twp	1,848	120	114	11	9.0	3.5	3.6	—
East Lampeter Twp	1,131	16	28	8	9.0	4.2	4.4	▲
East Petersburg Boro	63	1	1	0	9.0	2.6	2.0	▼
Lancaster City	352	30	5	0	9.0	8.5	13.2	▲
Lancaster Twp	942	0	15	7	9.0	7.5	5.8	▼
Manheim Twp	3,030	63	140	15	9.0	4.3	6.4	▲
Manor Twp	1,828	1	39	15	9.0	6.4	6.1	▼
Millersville Boro	231	0	9	0	9.0	8.6	8.5	—
Mountville Boro	93	3	2	1	9.0	8.2	4.3	▼
Pequea Twp	312	2	44	0	9.0	1.1	8.5	▲
West Hempfield Twp	903	6	37	3	9.0	2.4	3.0	▲
West Lampeter Twp	513	2	30	4	9.0	3.7	6.0	▲



WHY DID THE LCPD FACILITATE THIS PLANNING PROCESS?

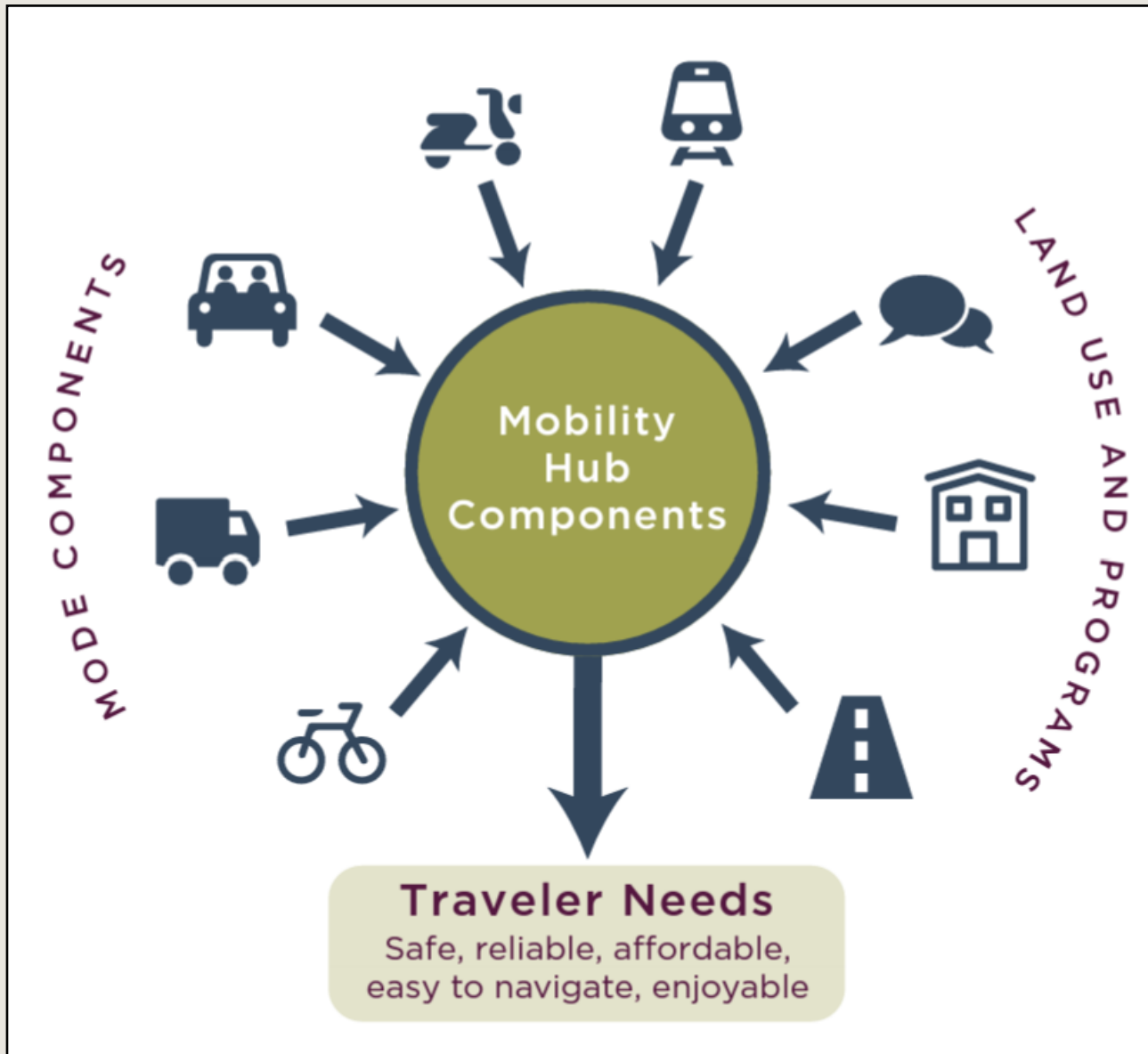
Places2040

Mobility Hub

Affordable Housing Crisis

Train Station Area is Underutilized





WHY DID THE LCPD FACILITATE THIS PLANNING PROCESS?

Places2040

Mobility Hub

Affordable Housing Crisis

Train Station Area is Underutilized



WHY DID THE LCPD FACILITATE THIS PLANNING PROCESS?

Affordable Housing:

- In 2020, HUD estimated Lancaster County needs more than 18,000 new affordable units to keep up with current demand.
- Lancaster City:
 - Housing Vacancy Rate: 2.2%
 - Rental Market: 2.5%
- 5%-10% is considered a healthy vacancy rate.



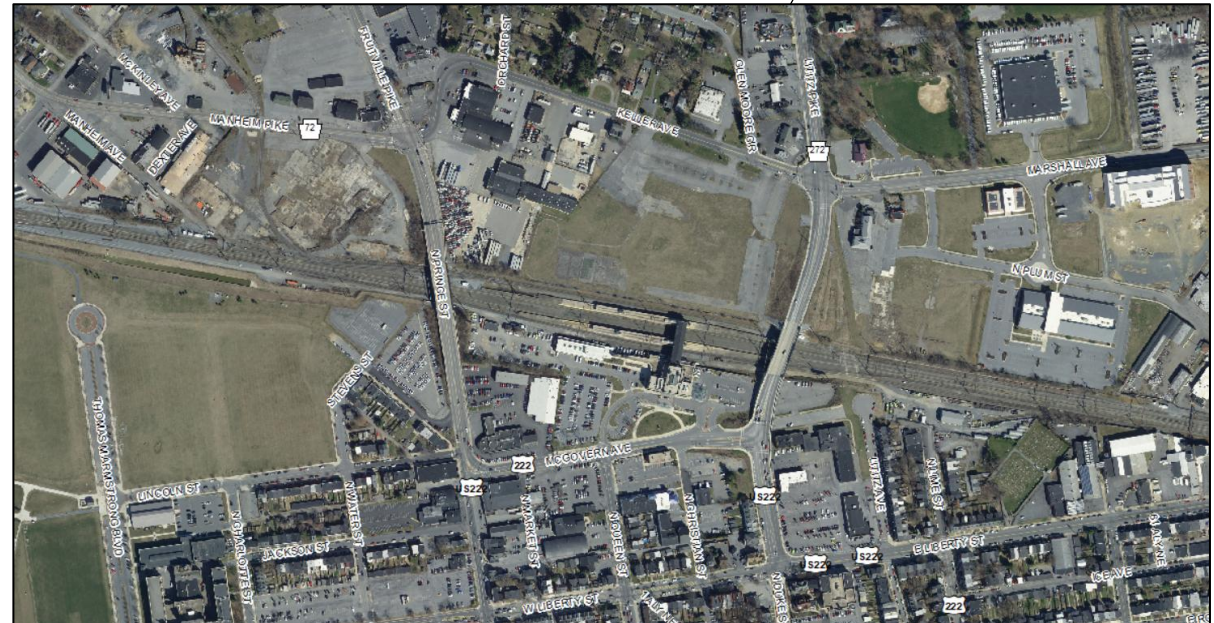
WHY DID THE LCPD FACILITATE THIS PLANNING PROCESS?

Places2040

Mobility Hub

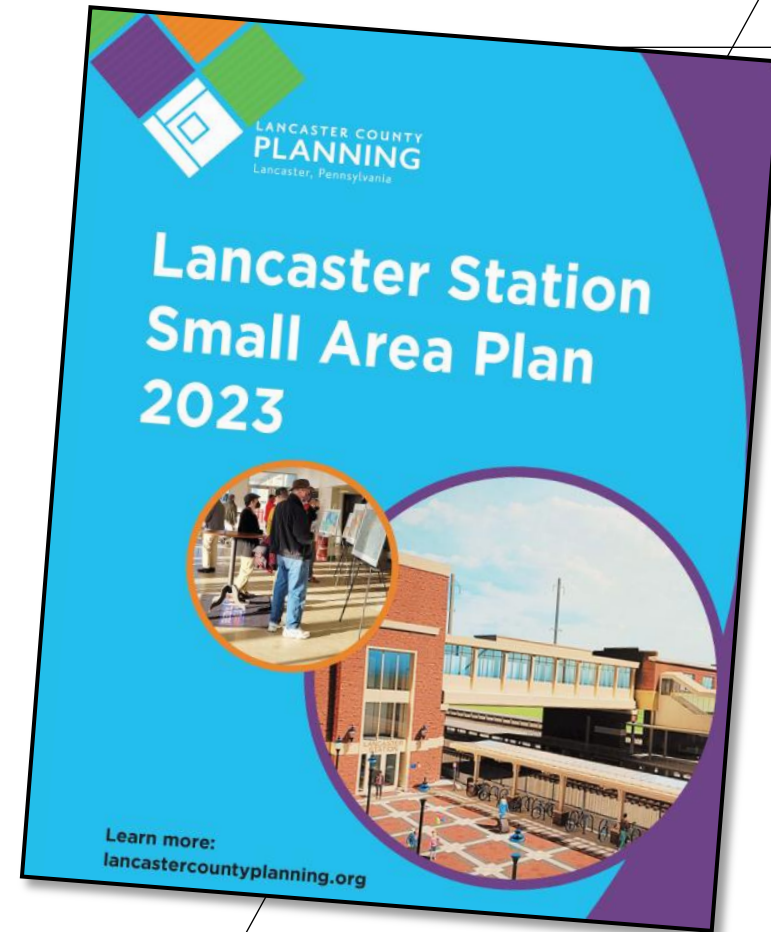
Affordable Housing Crisis

Train Station Area is Underutilized



PLAN DOCUMENT

- **Existing Conditions**
- **Previous and Related Plans**
- **Public Engagement**
- **Design Charrette**
- **Recommendations**
- **Implementation**



VISION FOR THE TRAIN STATION AREA

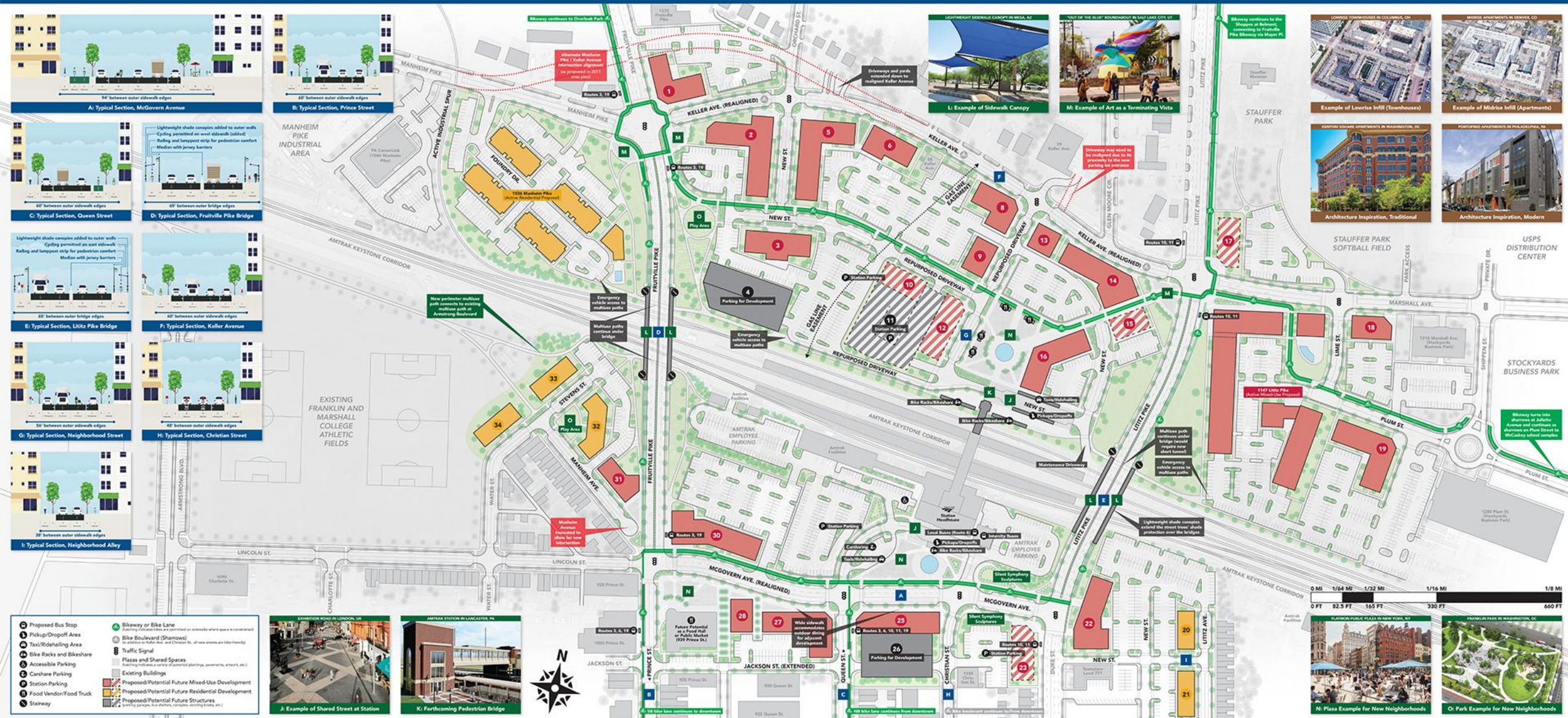
Vision Statement

“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.”



SITE DESIGN CONCEPT ILLUSTRATION

Lancaster Train Station Small Area Plan • Draft Plan, Version 4



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

North of the Train Station

N Aerial

Station North looking Southwest

N Closeup 1

Keller Avenue looking South

N Closeup 2

Keller Avenue and Lititz Pike looking Southwest

N Closeup 3

Keller Avenue looking Southeast

RENDERINGS



LANCASTER COUNTY
PLANNING
Lancaster, Pennsylvania

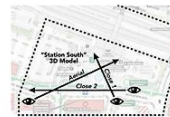
South of the Train Station



S Aerial
McGovern Avenue looking Northeast to
the Station



S Closeup 1
McGovern Avenue looking Northwest
to the Station



S Closeup 2
McGovern Avenue looking West



DENSITY AND PARKING ANALYSIS

1B. ALL PROPOSED BUILDINGS (With Potential Later Phase Buildings)

Lancaster Train Station Small Area Plan • Draft Plan, Version 3



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

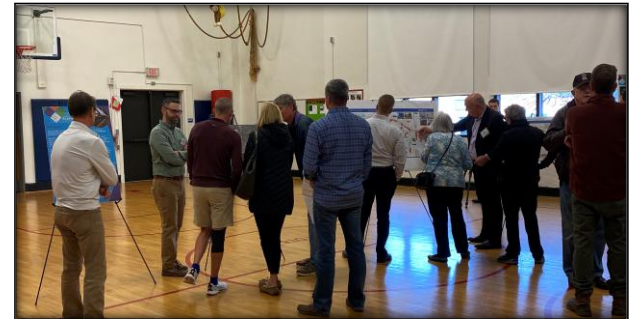
- Total Number of Parking Spaces Needed:
 - **1,819 Spaces** (Four-story Option)
 - **2,014 Spaces** (Five-story Option)
- Total Number of Surface and On-street Parking Spaces Provided (not including Keller Ave. and Christian St. PennDOT Parking Lots): **1,480 Spaces**
- Building No. 4 – Parking Structure:
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.



NEXT STEPS:

- Municipalities Adopt the Plan
- Form a Multi-municipal Work Group
- Work on Zoning Consistency



The Yards

1147 Lititz Pike
Lancaster, PA 17601

a Parcel B development

Bio

Live and work in Lancaster City

Professional Background

The Drogaris Companies

University of North Carolina – Chapel Hill, MCRP/MBA

Low-Income Housing Tax Credit Syndicator

Development Finance Initiative (UNC School of Government)

Monarch Development Group, LLC (affordable housing developer in PA)

Parcel B Development Company (formerly SDL Devco, LLC)

Chestnut Housing Board Member

Nonprofit started by East Chestnut Street Mennonite Church to provide housing for families at risk-of homelessness.

Highlights & Goals

Mixed-Use Transit Oriented Development

- Goal: Set the tone to catalyze multi-story development with a variety of uses and multiple modes of transportation in the area surrounding the train station while creating a vibrant northern gateway to the City

Provide **200+ Housing Units**

- Goal: Help meet the demand for more housing units in the City, especially the need for smaller homes
- Goal: Provide up to 20% of the units affordable to households at or below 60% of Area Median Income

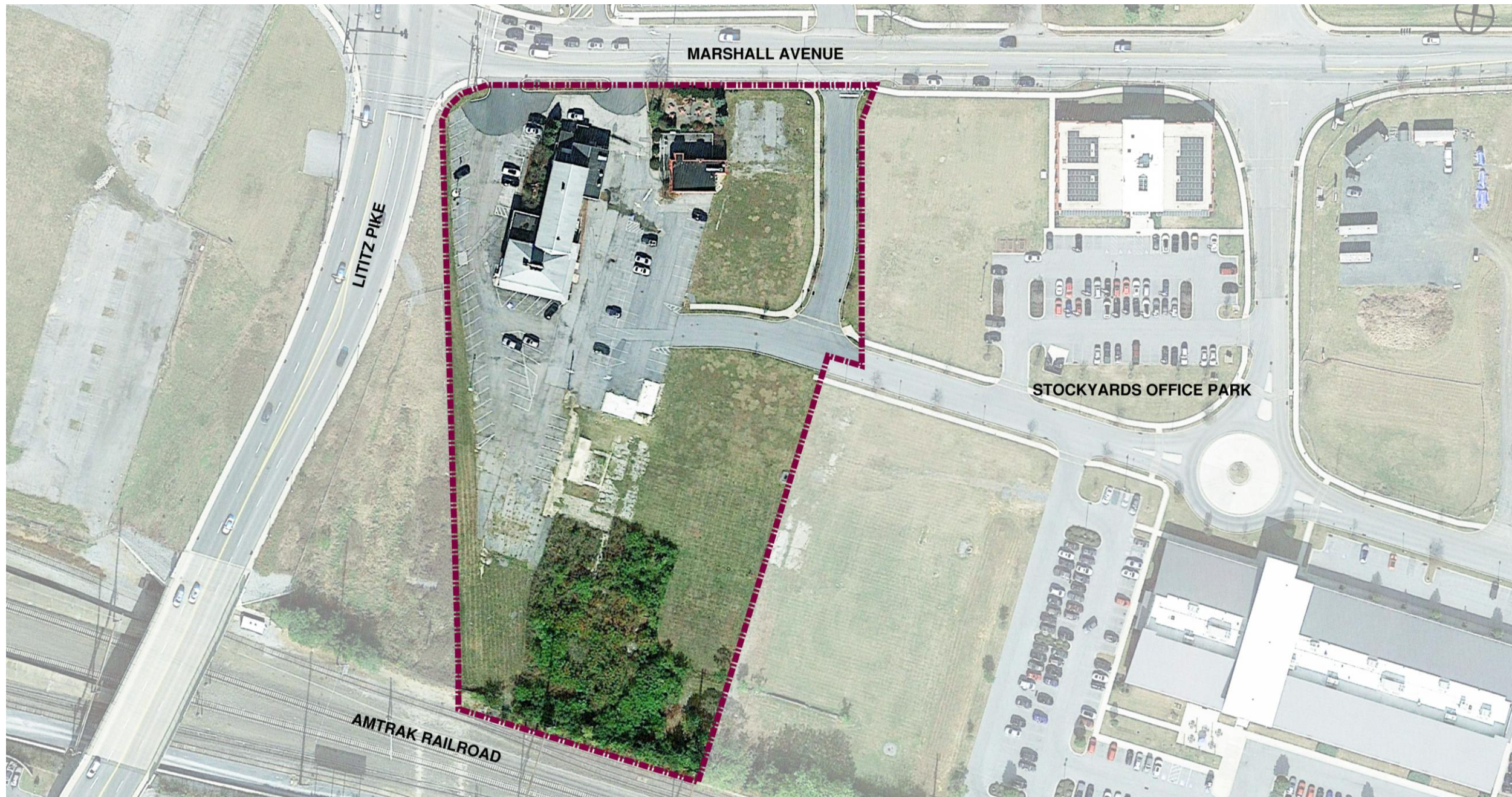
Preserve a **Historic Resource**

- Goal: Rehabilitate and adaptively reuse a landmark building that is part of the local and cultural fabric to create a unique amenity for residents to enjoy for years to come

Redevelop an **Underutilized, Infill Site**

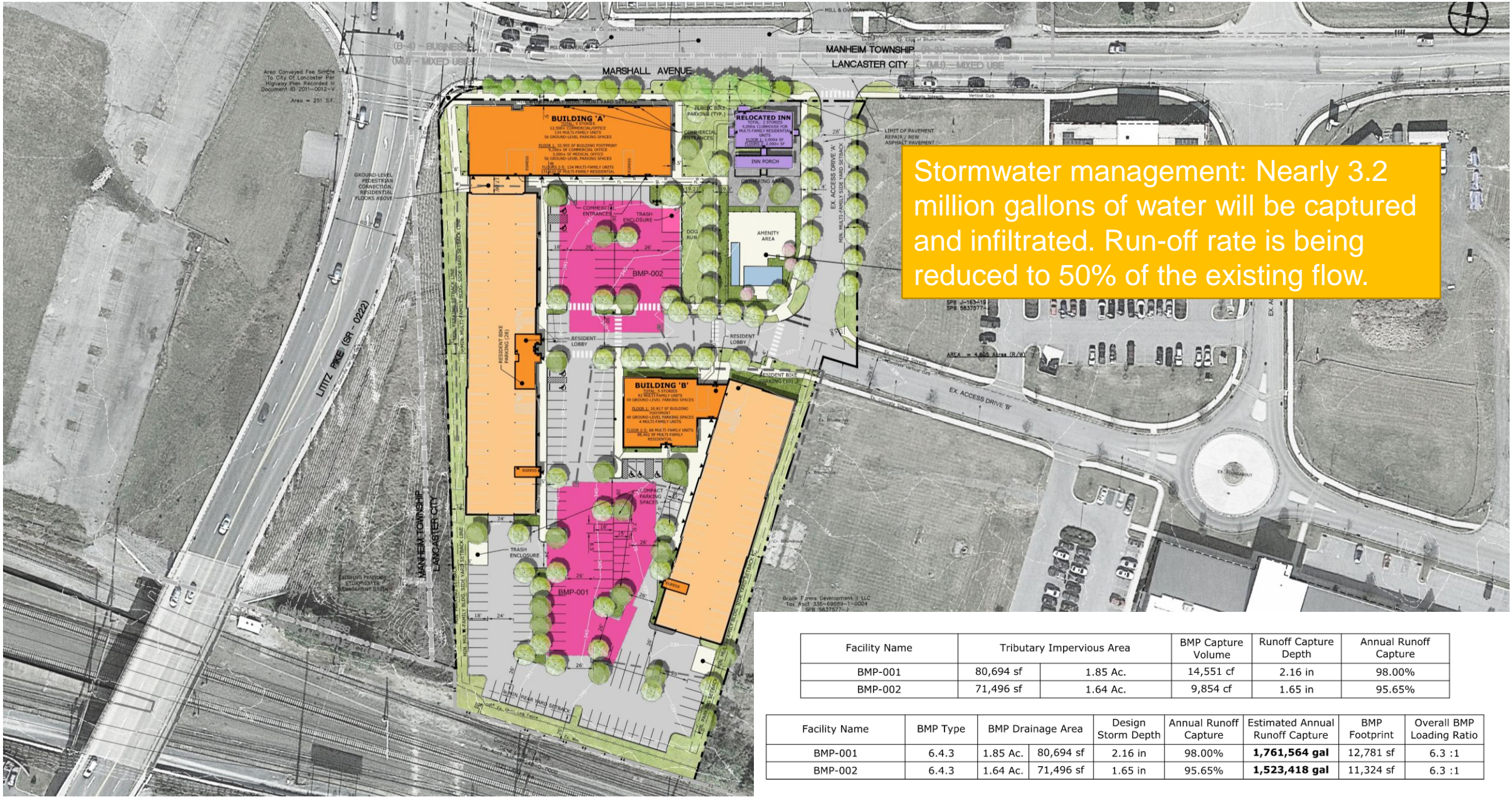
- Goal: Create a vibrant place and activated streetscape, adding new value and benefits to the community
- Goal: Maximize density and economic potential on a largely vacant and centrally located site adjacent to an existing hub of transportation and public infrastructure instead of developing farmland and natural areas





EXISTING CONDITIONS

THE YARDS - FEBRUARY 27, 2023



Facility Name	Tributary Impervious Area		BMP Capture Volume	Runoff Capture Depth	Annual Runoff Capture
BMP-001	80,694 sf	1.85 Ac.	14,551 cf	2.16 in	98.00%
BMP-002	71,496 sf	1.64 Ac.	9,854 cf	1.65 in	95.65%

Facility Name	BMP Type	BMP Drainage Area		Design Storm Depth	Annual Runoff Capture	Estimated Annual Runoff Capture	BMP Footprint	Overall BMP Loading Ratio
BMP-001	6.4.3	1.85 Ac.	80,694 sf	2.16 in	98.00%	1,761,564 gal	12,781 sf	6.3 : 1
BMP-002	6.4.3	1.64 Ac.	71,496 sf	1.65 in	95.65%	1,523,418 gal	11,324 sf	6.3 : 1



Lititz Pike - Looking South

THE YARDS - FEBRUARY 27, 2023



Marshall Avenue - Looking West



Lititz Pike - Looking North

THE YARDS - FEBRUARY 27, 2023



Bird's Eye View to Southwest



Housing Need

“Housing studies and planning show a need for a minimum of 300 additional affordable housing units and rehabilitation of a minimum of 1,000 existing affordable housing units within the City over the next five years.” –City ARPA RFP

Our goal is to provide 45 units (20%) at 60% of Area Median Income in The Yards

Unit Type	Maximum Rent	Household Income Limit
Studio	\$948	\$37,900
1 Bedroom	\$1,015	\$40,600
2 Bedroom	\$1,218	\$48,700

\$522 less per month
(on avg.)

“The City’s housing stock does not align with current household compositions in that most homes are single family, multi-bedroom dwellings while the majority of households are composed of just one or two people.” –City ARPA RFP

The Yards will offer 162 units or 72% of the units as studio and 1-bedroom apartments.

Why Mixed-Income Housing

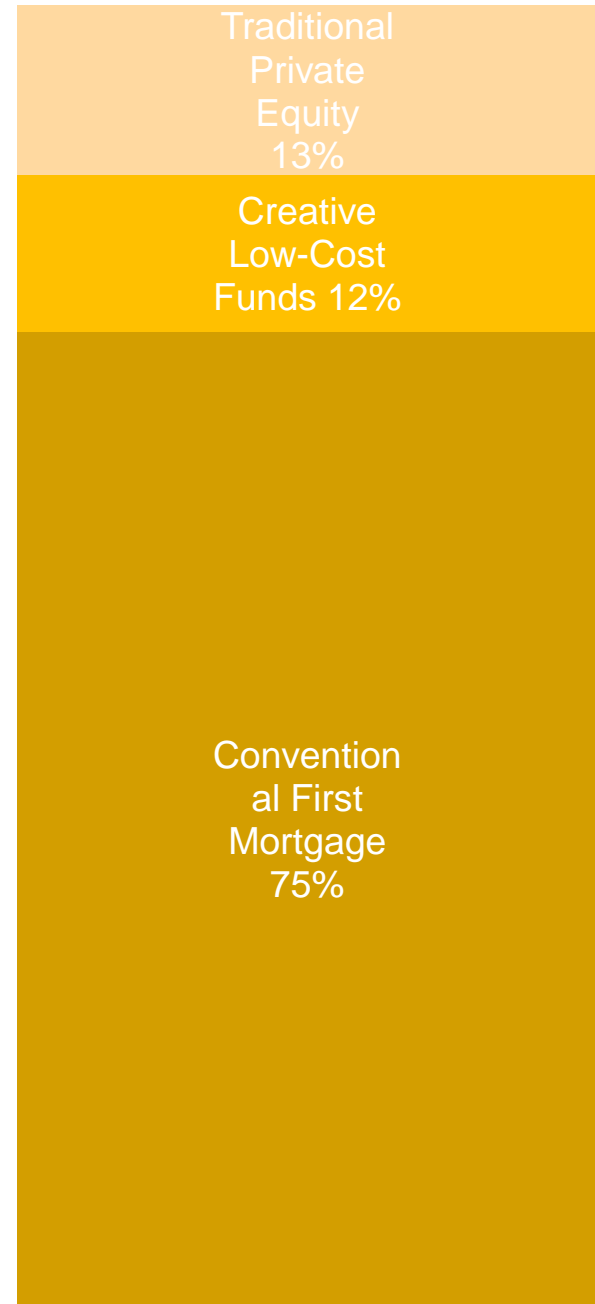
- High demand for housing at all income levels but urgent need for those at lower incomes
- Quicker to develop and more cost effective due to private capital and conventional funding sources
- Market rate units can help cover for lower rent units
- Social benefits of living in a diverse community and deconcentrating poverty

Funding Structure

The Gist: Replace High-Cost Private Equity with Low-Cost Social Impact and Public Funds

The Economics: It takes about \$110,000 per unit @ 1-2% average cost of capital to convert a unit from “market rate” to affordable (60% of AMI) i.e., reduce rents by \$522 per month. The Yards needs about \$7M in low-cost funds to have 45 units of affordable housing.

Creative Housing Fund Sources to make it happen: HOME Funds, American Rescue Plan Act (ARPA), Local Foundations



SOURCES

Philosophy and Reality of Development

Problem: We haven't built enough housing over the last 10 years

My Philosophy: Let's build more housing

Reality: High barriers to entry and Competing Interests

Zoning, Land Development, Historical, Stormwater, Environmental, Building Codes

As a community, how do we prioritize and balance water quality, environmental sustainability, housing affordability, historical resources, preservation of farmland, etc.?

Competing interests =  + 

We can't have it all

And meanwhile... Development costs are going up   

Thank you!

RGS Associates, Inc.

Douglas Charles Phillips Architect LLC

Citadal DCA

Pelger Engineering & Construction, Inc.

Boyd Wilson

Tenfold