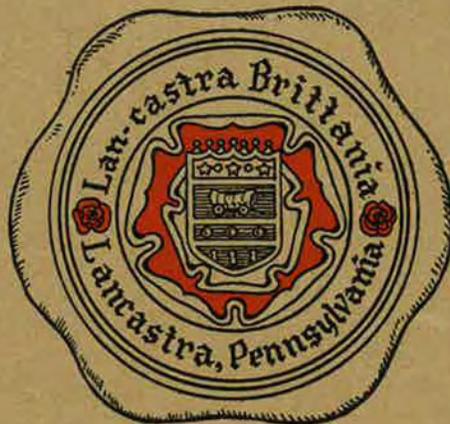


LANCASTER PENNSYLVANIA

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REPORT TO CITY PLANNING COMMISSION

JOHN NOLEN CITY PLANNER
HALE J. WALKER, JUSTIN R. HARTZOG
ASSOCIATES

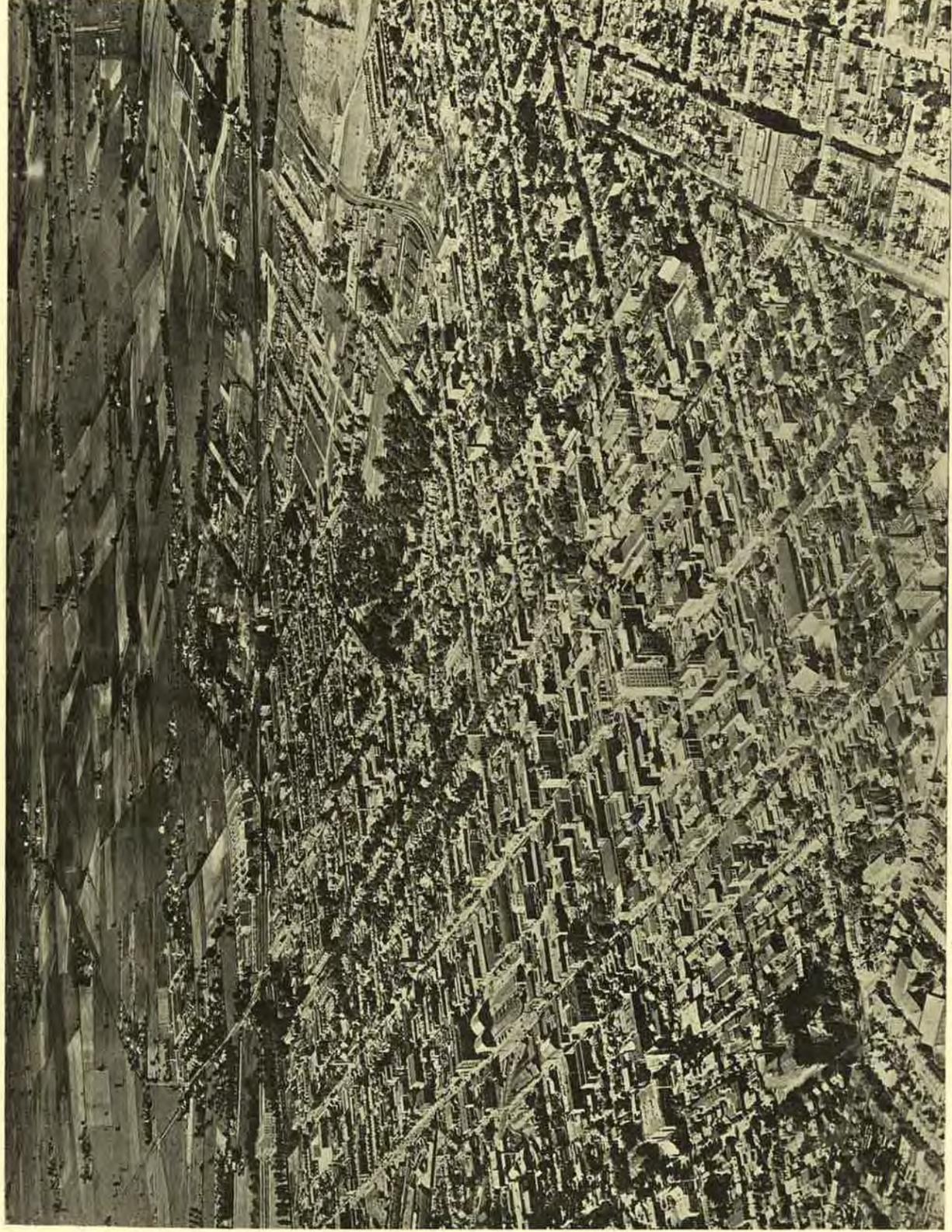
Lancaster, Pennsylvania

Comprehensive City Plan

1929

FOR THE
CITY PLANNING COMMISSION
CITY OF LANCASTER

JOHN NOLEN, *City Planner*
HALE J. WALKER, JUSTIN R. HARTZOG, *Associates*
HARVARD SQUARE, CAMBRIDGE, MASS.



LANCASTER FROM THE AIR

Lancaster, Pennsylvania

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Table of Contents

	PAGE
INTRODUCTION	17
REGIONAL PLAN	23
EXISTING CONDITIONS SURVEY	27
MAJOR STREETS AND HIGHWAYS	30
PARKS AND RECREATION	37
SCHOOLS AND PLAYGROUNDS	43
INDUSTRY AND TRANSPORTATION	47
CITY CENTER	52
ZONING	58
CARRYING OUT THE CITY PLAN	59

*List of Plans and Diagrams
To Accompany Report*

1. REGIONAL PLAN.....	22
2. EXISTING CONDITIONS MAP.....	29
3. TRAFFIC DIAGRAM.....	33
4. MAJOR STREETS AND HIGHWAYS PLAN.....	36
5. PARKS AND PARKWAYS DIAGRAM.....	42
6. PARKS AND RECREATION AREAS PLAN.....	42
7. RECREATION DIAGRAM.....	45
8. CITY CENTER GENERAL PLAN.....	57
9. PROPERTY DEVELOPMENT DIAGRAM.....	60
10. COMPREHENSIVE CITY PLAN.....	61

ONE of the greatest satisfactions in doing any sound work for an institution, a town, or a city, or for the nation is that good work done for the public lasts, endures through generations, and the little bit of work that any individual of the passing generation is enabled to do gains through association with such collective activities an immortality of its own.

—Charles W. Eliot

The Lancaster City Planning Report

STATEMENT BY THE CITY PLANNING COMMISSION

LANCASTER is approximately 200 years old. This fact deserves recognition. As a substantial and permanent part of Lancaster's celebration of the 200th anniversary of her founding, it was deemed fitting not only to recall the glories of the past, but also to prewise the possibilities of the Greater Lancaster of the future.

With this end in view, the Lancaster City Council authorized the Department of City Planning to undertake a study of the planning problems of the Lancaster region, over which the Planning Commission has jurisdiction by Act of Assembly. The functions of the Planning Commission are not confined within the city limits, but extend for a distance of three miles outside thereof.

It can readily be seen that in order to exercise intelligent guidance in the best interest of the public service, there is a necessity for a plan that guides the extension of the system of main and secondary thoroughfares in undeveloped territory and requires new subdivisions to conform to it.

For the creation of the Master Plan for the guidance of the future development of Lancaster and its surroundings, the Planning Commission secured the services of John Nolen, Harvard Square, Cambridge, Mass., and his Associates. These men have made a thorough study of the present conditions and future possibilities of Lancaster. The result of their work is found in the compre-

hensive report now presented to the citizens.

This plan with its recommendations and suggestions is intended to be a guide-plan for future growth. It presents a vision of possibilities that ought to become an inspiration to action on the part of this and the coming generation.

Doubtless, not all the recommendations and suggestions will be realized. But when the time for action comes, those who will be called upon to act, will find this guide-plan invaluable. It has been prepared by men who have been unbiased and disinterested, whose leading motive has been the development of public benefit, whose judgment has been tried and tested by years of training and experience in the recognized profession of city planning and city building.

The whole purpose of this plan is to give a unified, intelligent, purposeful guidance to the future development of Lancaster. It has in mind the creation of better living conditions, the preservation of health, the enlargement of the facilities of transportation, the more successful operation of industry, the safety and general welfare of the community. It is concerned with the orderly, systematic, and efficient development of the Lancaster region.

Those who study the plan carefully will realize that there has been no attempt to standardize the city. Lancaster is unique in history, character, and topography, and

the plan recognizes this fact by seeking to preserve and develop the individuality of the city.

This plan is published in order to give the citizens an opportunity to familiarize themselves with the recommendations and suggestions.

We trust that this Comprehensive Plan for the Greater Lancaster will serve to create a wider vision of the future, to stimulate an ever-increasing spirit of civic progress, and to furnish a systematic and orderly program of municipal construction for many years to come.

LANCASTER CITY PLANNING COMMISSION

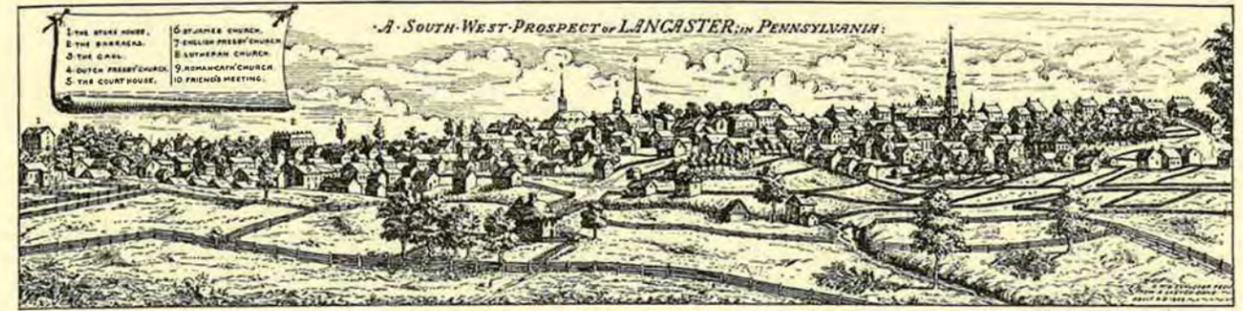
H. M. J. KLEIN—*Chairman.*
 M. T. GARVIN
 WILLIAM SHAND
 M. R. EVANS
 R. L. GERHART

Historic Landmarks of Lancaster

- June 29, 1710*—First Lancaster County settlers sailed from London in ship "Mary Hope"; reached Philadelphia in September.
- October 10, 1710*—Order issued to Jacob Taylor to survey 10,000 acres in (now) Lancaster County, for the Colony at Pequea.
- 1719*—Christian Herr stone house erected and used as a meeting house.
- May 10, 1729*—Act passed establishing Lancaster County.
- May 1, 1730*—Lancaster officially made the county seat.
- May 15, 1730*—Andrew Hamilton and wife convey to the County of Lancaster land for a court house site, county prison and public market house.
- May 1, 1742*—Lancaster was incorporated as a borough.
- June 22, 1744*—Indian Treaty held at Lancaster Court House.
- September 27, 1777*—Lancaster was the Capital of the Nation—Continental Congress holding a session here.
- July 4, 1791*—George Washington was the guest of Lancaster.
- 1792*—The turnpike from Philadelphia to Lancaster was constructed, the oldest in the United States.
- 1795*—City Hall was built.
- 1799-1812*—Lancaster was the Capital of the State.
- 1818*—The borough of Lancaster became a city.
- 1825*—Lafayette visits Lancaster.
- April 23, 1829*—Lancaster Water Company incorporated.
- 1830*—Conestoga Navigation Company was organized.
- 1834*—The Railroad came to Lancaster.
- 1842*—Lancaster City Gas Company granted rights to lay pipes into the city.
- June 7, 1853*—Franklin and Marshall College formally opened in Fulton Hall.
- 1857*—James Buchanan goes to the White House.
- 1858*—The Pennsylvania Railroad was granted permission to erect a station in Lancaster.
- 1861*—Abraham Lincoln speaks in Lancaster on his way to Washington.
- July 1, 1863*—Major General John Fulton Reynolds was killed at Gettysburg.
- August 11, 1868*—Thaddeus Stevens died in Washington.
- 1881*—Lancaster adopts a paid Fire Department system.
- May 30, 1890*—Lancaster puts into operation its first street railway.
- May 27, 1904*—Stevens High School for Girls dedicated.
- January 1, 1926*—Lancaster adopts the Commission form of Municipal Government.
- April 27, 1929*—New Pennsylvania Railroad Station is opened.
- May 10, 1929*—Lancaster celebrates its 200th anniversary.

THE enormous losses in human happiness and in money which have resulted from lack of city plans which take into account the conditions of modern life, need little proof. The lack of adequate open spaces, of playgrounds and parks, the congestion of streets, the misery of tenement life and its repercussions upon each new generation are an untold charge against our American life. Our cities do not produce their full contribution to the sinews of American life and national character. The moral and social issues can only be solved by a new conception of city building.

—President Hoover



FROM A SKETCH OF LANCASTER MADE ABOUT 1800

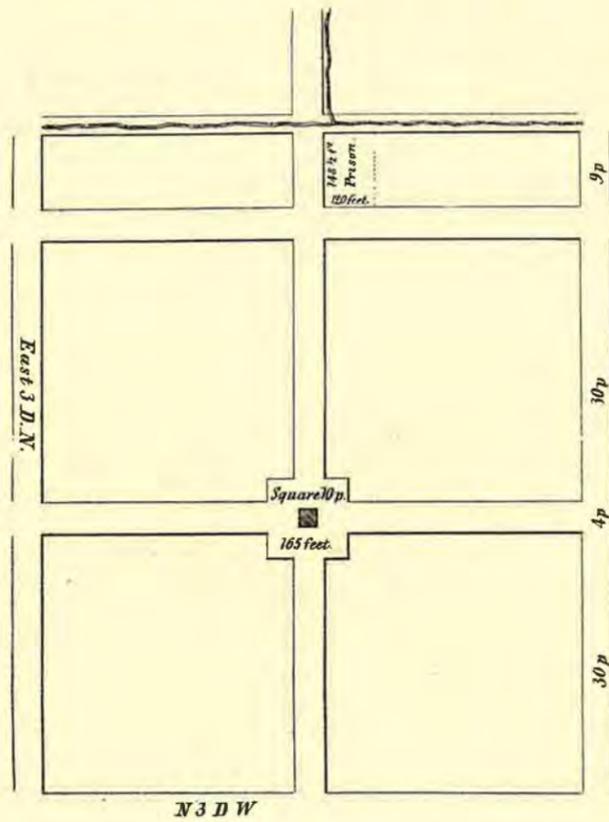
A Comprehensive City Plan

INTRODUCTION

LANCASTER has far more interest than the average American city. To begin with, it is old, part of the existing city, "Lancaster Townstead," dating back to 1730. Age has made Lancaster mellow. Its buildings, trees and streets have the atmosphere of age and distinctive local color. Much of its early architecture is of unusual merit, and the impression that one gets in going about the city is a prevailing sense of order, neatness and thrift. In fact, Lancaster has many of the marks of a European city. Its sobriety, its simple solid buildings of brick and stone, and the whole environment, is more homogeneous and attractive than the average American city.

The original site of Lancaster was well chosen. It is the natural center of a rich region. Indeed for many years Lancaster County has led the 3,000 counties of the United States in the value of its cereal products, raised on its more than ten thousand farms. Lancaster has prospered for two centuries. An examination of both the Ex-

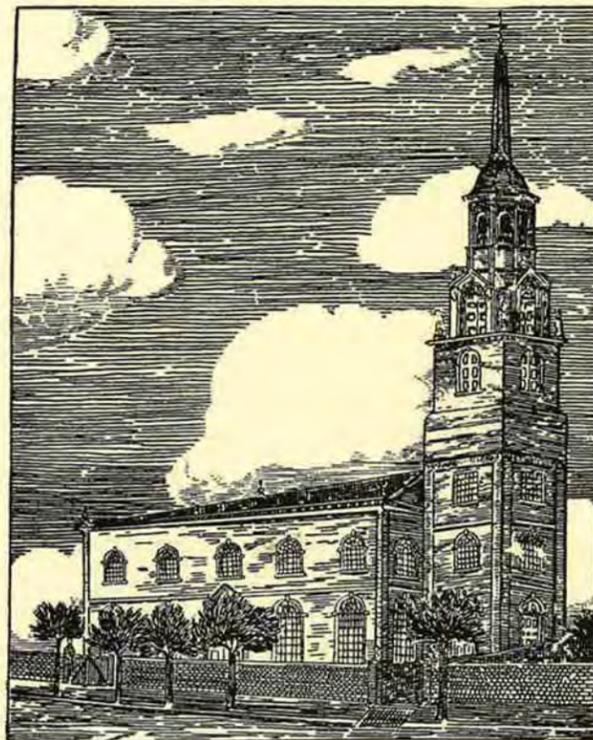
isting Conditions Map and the Regional Plan shows the advantages of Lancaster's general location. It is a favorable site, geographically and topographically. Furthermore, the early settlers of Lancaster showed knowledge and skill, according to their time, in making the first plan of the city. The street and block plan is rectangular in character, well organized around the central open square at the intersection of the main streets, east and west, north and south. Moreover, outside of a limited central area of about half a square mile, the gridiron is relieved and circulation facilitated by well-located radial thoroughfares running out into the open country and extending to the principal towns in the region, northeast, northwest, southeast and southwest. The city as incorporated in 1818 was two miles square, and strange to say, although Lancaster has grown from a population of 8,000 at the time of its incorporation to about 60,000 at the present time, the first boundaries have never been changed.



ORIGINAL PLAN OF LANCASTER, 1730

An examination of the Existing Conditions Map of Lancaster shows the character of the early layout in the original gridiron, with its well-placed center, and the rectangular block and lot system, with the series of radials from each corner. Not only has Lancaster these well-placed and useful radials, but the streets themselves are fairly well adjusted to these radials, being in general at right angles. Good as this nucleus was as a town plan, Lancaster could not grow in a convenient and orderly way without general and continuous town planning, a control of its growth, and a firm regulation of the com-

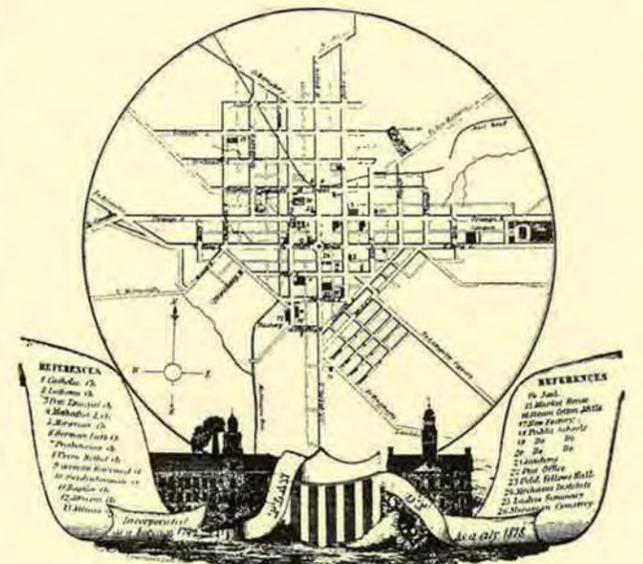
pletion and expansion of its general plan. Disorder and confusion in development came with the railroads and factories, and the failure of the city to cope in a broader way with its somewhat difficult outlying topography, especially its low lands and water-courses. It's an old story in American municipal development. The chief evil is that of piecemeal development, with no basis in comprehensive planning. Even the term "master plan" has only recently come into use. The results of not planning are bound to be unsatisfactory. It is not a question primarily of men and city governments, but of policy and technical method. What is true of the location of the various elements



OLD TRINITY LUTHERAN CHURCH

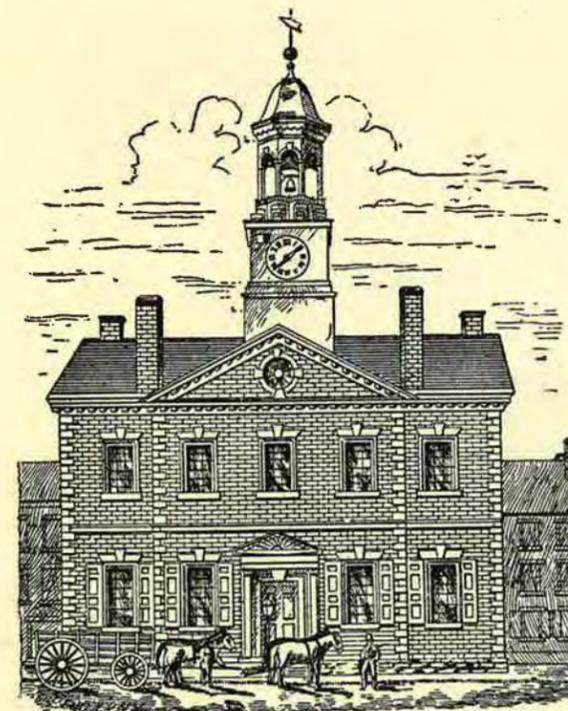
of the city's structure—streets, railroads, buildings, open spaces, etc.—is also true of the character and scale of these city elements. Under a piecemeal and therefore shortsighted planning system, Lancaster's major streets continued to be too narrow, its buildings often wrongly placed, its open spaces altogether inadequate for a growing population, and yet no one could see under this faulty system the complete lack of coordination between one essential element of a city's environment and another.

The history of the Lancaster region is written large and in many forms, including the city streets, the public square, the buildings of the city, monuments, and parks and



LANCASTER

PLAN OF LANCASTER, 1848



ERECTED 1783-1785. TAKEN DOWN MAY, 1853.

THE OLD COURT HOUSE LOCATED IN THE CENTER OF PENN SQUARE

open spaces. Therefore it is most appropriate that as a part of the celebration of the two hundredth anniversary of the founding of the "Lancaster Townstead," the people of the region should arrange for the preparation of a Comprehensive Plan of Greater Lancaster. The new city of the future is to be greater not only in being bigger; it is to be greater because it is to be finer, safer, more healthful, more convenient and more beautiful.

Lancaster has good reason to be proud of its history. Even a brief review brings forth the large part that it has played in the many-sided American life of the last two centuries. The first hundred years is the story of romance—of the early, simple days of the colonies. There was apparently considerable controversy before the present site of Lancaster, midway between the Great



REGIONAL PLAN, LANCASTER, PENNSYLVANIA, SHOWING DOMINANT POSITION OF LANCASTER AS AN URBAN CENTER AND THE MAIN CIRCULATION SYSTEM OF THE REGION

Regional Plan

HERE is a close relationship between regional planning and city planning, and yet there are points of difference. Regional planning has a cleaner sheet to work upon, and there is a much better opportunity for planning ahead. It is also possible to plan more definitely for modern conditions. Regional planning is big planning. It is in keeping with the modern trend. Regional planning, even more than City planning, must be undertaken largely as a means of guiding future developments, the execution of many of which cannot be undertaken immediately.

There is a region around the city of Lancaster which is responsive in one way or another to its influences as a dominant urban center. The boundaries of this region are not merely county lines, but extend into the adjacent counties of southern Pennsylvania. The limits are not easily defined, because they are constantly changing with the growth and influence of the principal urban centers and their satellites. Within the political boundaries of Lancaster County there is a marked regional unity which has for its center the city of Lancaster. The radial system of pikes coming from the principal towns in the county gives evidence of the regional importance of Lancaster from the beginning. In making comprehensive city plans for the city of Lancaster, our first step in the plan-

ning was the consideration of this responsive surrounding region. An analysis was made of the interchange of interests and responsibilities between the city and county, with a consideration of the relationships between urban, suburban and rural districts. This approach to the study of Lancaster's plans was essential, not only for promoting an orderly and scientific urban development, but also for the planning of the future city growth and the correlation of urban and rural interests for the most advantageous community life.

The Lancaster region is particularly well equipped with radial arteries. The lines of communication are direct and on the whole well located. Many of these radial pikes serve as parts of through state and national highways. A program of widening and realignment all over the county should have early attention. Many of these pikes are but 33 feet wide between the property lines—a dangerously narrow right-of-way. It is recommended that state highways be widened to 120 feet or more between property lines. Minor county thoroughfares and pikes should be from 80 to 100 feet between property lines. Where interurban car lines are also served along these pikes, additional width should be added to take care of this means of transportation.



LINCOLN HIGHWAY, EAST, APPROACHING LANCASTER

Many of these old established pikes have dangerous turns which could be remedied by greater radius. There are also narrow right angle turns which should be corrected by a new layout of the road at a gentle curve.

Most of the bridges on these pikes were built before the time of the automobile.

Bridge Widths and Approaches The location of the bridge in relation to direct alignment of the pike was not so important then as now. Many old covered bridges are of sufficient width and still in excellent condition structurally. Whenever possible these bridges should be preserved because of their beauty and interest.

They are not only fine examples of engineering construction, but they add to the picturesqueness and beauty of the rural landscape. The bridge approaches, however, should have study in almost every case, so that danger points may be eliminated.

Circumferential Highways The regional system of highways calls for a main circumferential highway completely encircling Lancaster and connecting the various pikes. It is recommended that the main circumferential highway connect the following towns: Columbia, Mount Joy, Manheim, Lititz, Ephrata, New Holland, Intercourse, Paradise, Strasburg, Quar-

ryville, Pequea, Washingtonboro, to the starting point—Columbia. This circumferential highway should be from 80 to 100 feet in width in built-up districts, and should have an increased width with possibility of park reservations along the side in the region of Pequea and the Susquehanna River. Other circumferential highways are recommended for the region within a three-mile radius of the city of Lancaster, and are taken up under Major Streets and Highways.

The railroads serve very well the areas available and suitable for industry in this region. Industrial belts

Railroad Rights-of-Way along the rights-of-way of the railroads give opportunity for industrial expansion in approved locations. It is important that the circulation of radial and circumferential highways have first consideration in relation to adequate and safe crossing over the railroad rights-of-way in the county region. Grade elimination for all main arterial and circumferential highways should have early consideration, and proper location with relation to safe approach.

The Lancaster region is highly developed in the electric trolley car form of transit.

Electric Trolley Car System Circulation facilities within a region by highways, electric railways and railroads, is one of the important considerations of regional planning.

No one basic requirement goes further toward creating maximum efficiency in urban and interurban interests than a correlated system of varied means of transportation. It is essential, however, that these three means of transportation do not interfere with each other. Competition is not

the main consideration, for increase in use and need for any one, means an increase in use and need for the other. Safe and efficient transportation service for electric railways is a necessary factor in the program of highway widening and improvement.

There can be no doubt that this region will be advantageously affected by some future airway system which will bring it into closer connection with business centers east and west. A local system of municipal airports located in the principal towns of the county would give a good distribution of landing fields about five miles apart. This is the approved spacing for a local airway system. With the perfection and advance of the airplane and its natural and steady increase in numbers, the provision for airports and airways will be in greater demand. It is fitting that this region should consider the addition of this new means of transportation to the circulation system already established.

Land uses over the region fall under the same classification as land uses in a city area; namely, residence, business, industry (including agriculture), and recreation.

Land Uses In our tentative study of the Lancaster region we have shown the relationship between urban and rural land, based on the area of influence from the centers of the various towns. Within the urban area would probably fall the business, and industry other than agriculture. Outside this area are shown the great agricultural lands for which this region is famous. The indiscriminate and increasing use of land along main highways for business purposes shows clearly the need for control of land use in large regions.

An adequate and systematized distribution of open spaces is one of the major regional needs. The reservation of water courses for drainage and sewage disposal calls for public control of the waterways throughout the region. Many miles of the Susquehanna River fall within the boundaries of Lancaster County. There should be a continuous strip of land reservation for park use along this valuable water front, with connections

Open Spaces

to the inner region by parkways following the creeks and branches. Strategic high points, such as Chickies Rock and Turkey Hill, should be reserved for public open space. In an intensively developed agricultural region where most of the woodlands have been cut off, it is important that naturally wooded lands be preserved. The hill country in the northern part of the county has many types of forest land suitable for forest and park reservation.



OLD COVERED BRIDGE, SOUTH DUKE STREET. A GOOD EXAMPLE OF EARLY ENGINEERING WORK

Existing Conditions Survey

THE preliminary step in the formulation of the city plan was a thorough survey of existing conditions, including investigation of the physical, economic and social elements of the city. City maps, county maps and all previous reports and survey material were gathered together. From this material the Existing Conditions Map was made and checked, and it became the base for the physical planning work. It gives a graphic representation of the location and extent of those physical elements which go to make up a city plan:

- Streets
- Parks
- Playgrounds
- Schools
- Other Public Property
- Semi-Public Areas
- Cemeteries
- Business Center
- Industrial Areas
- Railroads

The preliminary survey of Lancaster's existing conditions was greatly helped by the excellent and unusual collection of maps and data already at hand in the City Engineering office. A topographical map of the city area is essential if the best results are to be obtained from the Master City Plan. This topographical map should be extended over the whole area of city control by adding sections from time to time. The expense

in making such a map and gathering topographical information pays for itself over and over again in the saving in cost of street grading and laying of public utilities, such as water and sewer. Every branch of the survey and general planning work was materially aided by the aerial map of the city of Lancaster and its environs. The limit of built-up area is clearly defined on this aerial map, and the exact locations of water-courses and other topographical features make this map invaluable as a check on the feasibility of planning proposals and their relation to existing conditions.

The Existing Conditions survey brings out clearly the outstanding needs of Lancaster.

The Regional Plan:

- Closer coöperation between city and county in regional planning issues.
- Outlying reservation for recreation.

The Thoroughfare System:

- Decentralization of traffic by opening of new streets and new street connections.
- Circumferential by-pass routes.
- Street-widening program.
- Beautification of streets and highways.
- New bridge locations.

Parks and Recreation:

- A comprehensive, well balanced and well developed system of parks, including large county parks.
- Neighborhood parks.
- Playgrounds and playfields.
- Parkways and pleasure drives.

A COMPREHENSIVE CITY PLAN

Schools and Playgrounds

Locations for new schools, of adequate size.
 Enlarging of present school yards.
 Playgrounds at school grounds, with larger playfields located for each section of the city.

Industry and Transportation

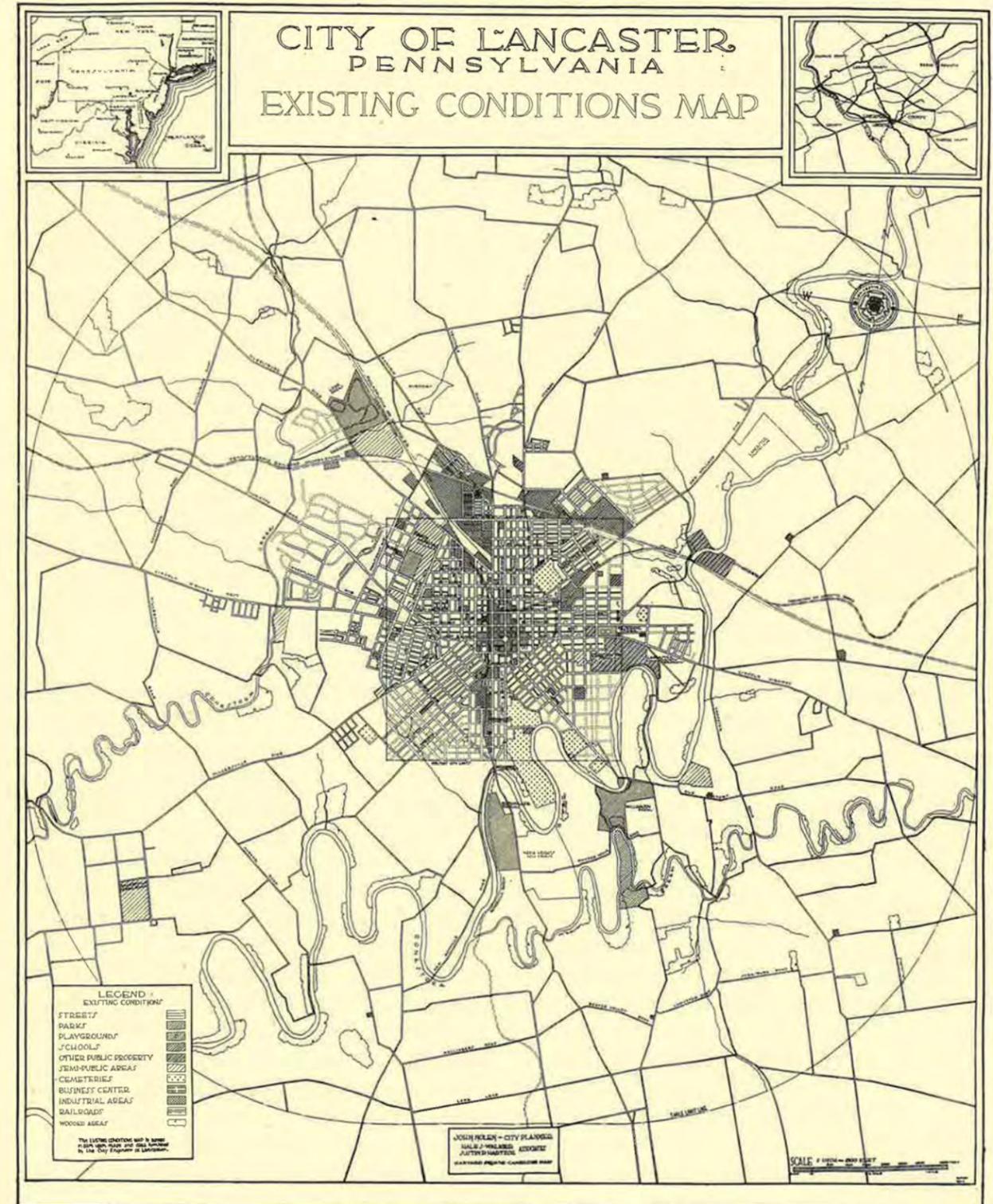
Industrial expansion made convenient and efficient by well organized program for making accessible the best locations.
 Transportation of all kinds is in need of cooperation in planning and organization.

City Center

City boundary extension.
 Traffic congestion relief.
 Logical program for retail business expansion.
 Parking plazas.
 City Hall and Civic Buildings.
 Markets. Cultural Center.
 Museum. Library system.

Zone Plan

Determination of boundaries of the various districts into which the city is divided for land and building use, and height and area building.



Major Streets and Highways

THE basic requirement in the replanning of an old city is the endeavor to provide a better system of well arranged and more adequate major streets. These should lead from the central section of the city to the outlying territory, and there should be by-pass streets and highways affording reasonably direct travel through the city and the region without passing directly through the busy, congested central district.

Nothing that can be avoided should be allowed to interfere with the selection of the best routes for the main thoroughfares of travel. Without general city planning and authority to execute plans, a city cannot provide successfully for the modern requirements of circulation. The selection of the principal routes for existing and future traffic permits a consistent scheme for city development to be laid out in such a way as to furnish the maximum accommodations for business, residence and industry.

The need in cities which is attracting the most attention at the present time is relief from traffic congestion. The cause of this evil is deep-seated: narrow streets planned for horse-drawn vehicles are not able to carry the increased volume of traffic which is the result of the use of the motor vehicle. Three basic methods of traffic control are being used to alleviate this serious problem of congestion; namely, street widening, decentralization of traffic

by rerouting and the provision for more avenues of traffic, and more and more stringent orderly traffic control. These are all important methods toward effecting a remedy. The first two methods are most important in their bearing on the thoroughfare study of the city which is incorporated in the Comprehensive City Plan for Lancaster and its region.

It is not known precisely what the traffic demands will be upon the major streets and highways in future years, but we do know that the traffic load will be increasingly heavy, and the problems of handling the tremendous volume of vehicles of different types will be a great deal more serious unless provision is made now for adequate major streets and highways.

Mr. J. Rowland Bibbins's report "Improvement of Traffic Conditions for the City of Lancaster and Environs" points out that "the most important difficulties in the handling of traffic are: (1) Lack of alternative routes and route indications *through* the city; (2) lack of an adequate east to northwest by-pass route for through Harrisburg traffic around the business center; (3) heavy approach grades, particularly east of the city; (4) highway contraction at King Street Bridge, which is below flood level; (5) difficulty of widening highway entrances due to location of interurban tracks alongside or crossing the highways; (6) absence of uniform four-line streets across the city, free of center track car traffic."

These are the most important considerations, and of chief concern in planning the

thoroughfare system for Greater Lancaster.

The purpose of our Major Streets and Highways Plan is to focus attention upon

Wider Streets Essential in Creating an Efficient Thoroughfare System

certain existing roads and arteries which have strategic position in the circulation scheme, and to use them as a nucleus for building up a complete thoroughfare system by adding new connecting roads and arteries. Lancaster is particularly well equipped with radial highways which are well located, but in every case inadequate in width. The widening of these well established highways is not difficult, if provision is made for it now. Streets running through the city area are very difficult to widen, on account of expense. These narrow streets can have partial relief by decentralizing traffic, routing it over a number of cross streets rather than one main highway. Where widening is possible and where new streets and connections are to be created, the classification of widths is as follows:

Trunk highways, 120 ft.
Thoroughfares, 100 ft.
Major pike roads }
Major streets } 80 ft.

The Major Street and Highway Plan for Greater Lancaster includes the following changes by widening and new connections specified under the following headings:

- (a) Trunk highways.
- (b) By-pass routes for trunk highways.
- (c) Radials—not including any of the Trunk Highways.
- (d) Circumferentials.
- (e) Thoroughfares.
- (f) Traffic congestion points.

- (g) Grade separation locations.
- (h) Bridges.

(a) TRUNK HIGHWAYS

East and West

Lincoln Highway (F. H. 30) including Lincoln Highway E., E. King Street; W. King Street, Columbia Avenue, Lincoln Highway W.
Old Philadelphia Pike (S. H. 340) leaves Lincoln Highway near Gap and later joins again.

North and South

F. H. 230, Reading, Lancaster, Harrisburg.
S. H. 72, Lebanon.
F. H. 222, Reading, Lancaster, Baltimore.

(b) BY-PASS ROUTES FOR TRUNK HIGHWAYS

Orange and Chestnut Streets joining near the Conestoga Creek, passing over the one bridge, then connecting with right of way of Lincoln Highway about one-half mile east of city limits.
W. Orange intersects Lincoln Highway, W. Chestnut has been extended to connect with Lincoln Highway about 4 miles west of city limits.
Liberty Street (80') with connections joins Lincoln Highway about 2 miles east of city limits. West of the city the proposed new route parallels the Pennsylvania Railroad (at distance of about 400') and connects with the Lincoln Highway at Mountville.
Roseville By-pass from Gap through Buyerstown, New Milltown, Intercourse, over Old Philadelphia Pike (S. H. 340) to Bird-in-Hand then north-



LOOKING EAST ON ORANGE STREET FROM MILBERRY STREET

west to Roseville, thence west over an existing road connecting with Marietta Turnpike for approximately one-half mile then west to Mountville.

By-pass routes in city limits south of King Street, Church, Farnum, Strawberry Streets.

Chester, Andrew, Dorwart Streets.

Old Factory Road in conjunction with President Avenue.

(c) RADIALS (NOT INCLUDING ANY OF THE TRUNK HIGHWAYS)

Northeast

Oregon Pike (widen).

New Holland Pike (widen).

Lampeter Road—north of Lincoln Highway (widen).

Southeast

S. Duke Street, Old Factory Road.

New Road from Lancaster County Building southeast to Old Factory Road (new right of way) Easterly Road.

Lampeter Road, south of Lincoln Highway (widen and connect with second route to Lampeter).

Southwest

New Danville Pike (widen).

Road just west of New Danville Pike (widen).

Wabank Street—Creswell Road (widen and relocate in part).

MAJOR STREETS AND HIGHWAYS

Union Street (extend southeast to Wabank Road and other connections).

Manor Street, Millersville Pike, Blue Rock Road (widen).

Northwest

Wheatland Avenue (extend).

Marietta Pike (widen).

Ross Street West (widen and extend to Marietta Pike).

Manheim Pike (widen).

Fruitville Pike (widen).

Centerville Road (widen and relocate in part).

Lititz Pike (widen).

(d) CIRCUMFERENTIALS

1st Inner Route

Lime Street, Church Street, Farnum Street, Strawberry Street, Charlotte Street, James Street (see City Center Plan).

2nd Inner Route

Liberty Street, Plum Street, Chester Street, Andrew Street, Dorwart Street, Pine Street (see City Center Plan).

3rd Inner Route

President Avenue, Dillerville Road, Northern Parkway, Conestoga Creek Parkway, Donnerville Road.

1st Outer Route

West side of creek following Jackson Drive, Harding Road, River Road, Prospect Road, Powder House Road.

2nd Outer Route

Rohrerstown Road, Petersburg Road, Eden Road, East Lancaster Road, Lampeter Road, Beaver Valley Road,

Mellingers Road, Wabank Road, Millersville Road.

(e) THOROUGHFARES

Designation of Thoroughfare System with suggested improvements.

East and West

King Street—Lincoln Highway (widen to 120' from Marshall Street east, from Pine Street, west. Columbia Avenue 120').

Orange Street (widen to 70 feet and relocate to join Ranck Road Bridge).

Chestnut Street (extend to Wheatland Avenue, extend to Ranck Road).

Ranck Road (from Broad Street widen to 120' and extend to bridge over Conestoga Creek).

Lehigh Avenue (extend at 80' width, to Ranck Road Bridge).

Walnut Street (connecting link between Plum Street and N. Ann Street) extend at 70' to Ranck Road.

Liberty Street (extend at 80' from Plum Street east to Lincoln Highway, extend at 80' along Ross Street Extension to Marietta Pike).

Church Street, Farnum Street, Strawberry Street (widen to 70').

Chester Street (widen to 70'; extend to King Street).

Andrew Street (widen to 70'; extend to Chester Street).

Dorwart Street (widen to 70').

Pine Street (widen to 70').

Intersection of West Orange, West King, and Marietta Pike to be redesigned.

Fountain Avenue (extend at 80' south to Northern Parkway, widen from New Holland Pike to Pleasure Road, north).

● ● ● T R A F F I C ● ● ●

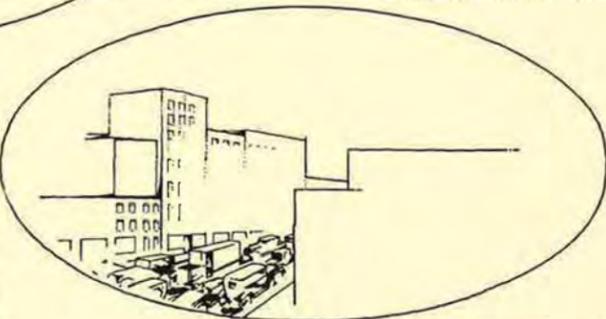


THE STREET THAT
LOOKED SO WIDE IN
1900

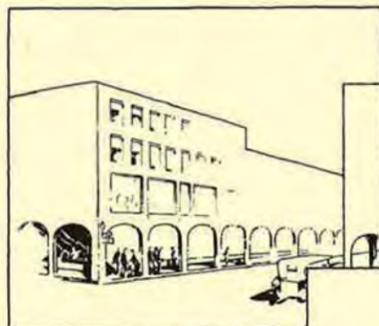
SEEMS TO HAVE
SHRUNK UNDER THE
DEMANDS OF 1928
TRAFFIC THE MOTOR AGE

ATYPICAL CASE OF RELATIVE
INCREASE IN POPULATION AND
LICENSED MOTORS

YEAR	POPULATION	MOTORS
1920	50 842	1725
1924	58 602	5242
1928	66 362	7807



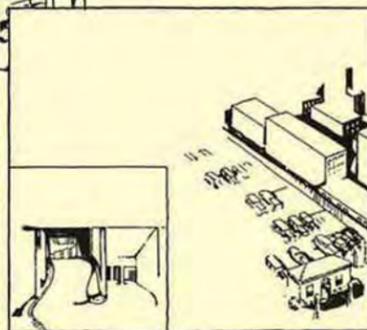
ONE SOLUTION OF TRAFFIC
CONGESTION IS THE ARCADED
BUILDING •• BY SO TREATING
PROPERTY DAMAGE IS
MINIMIZED • EXISTING SIDEWALK
SPACE IS THROWN INTO ROAD-
WAY AND AMPLE SPACE
IS PROVIDED FOR PARKED
AND MOVING VEHICLES



AREAS WITHIN EASY WALKING
DISTANCE OF THE MAIN BUSINESS
DISTRICT AFFORDING PARKING
SPACE AID MATERIALLY IN RE-
LIEVING TRAFFIC STRAIN

ON THE FRINGE OF THE HIGH
PRESSURE BUSINESS AREA WITH
ITS HEAVY TRAFFIC DEMANDS THE MOTOR MART
HAS JUSTIFIED ITS USE

CONGESTION LESSENS EFFICIENCY • INEFFICIENCY COSTS MONEY • OVERCOME CONGESTION AND BENEFIT
JOHN NOLEN • CITY PLANNER • • HALE J. WALKER • JUSTIN R. HARTZOG • ASSOCIATES



MAJOR STREETS AND HIGHWAYS

Keller Drive (widen to 80' and extend to Manheim Pike and beyond to Marietta Pike).
Marshall Avenue (widen to 80').
Pleasure Road, West (extend to Orchard Street on west and extend to Northern Parkway).
Strawberry Street (S. E.) (extend by branch road to Conestoga Creek Parkway West).

North and South

Ranck Avenue (extend to Liberty Street at 80').
Broad Street (extend to Liberty Street at 80').
Franklin Street (extend south to Conestoga Creek Parkway West).
Plum Street (connect through cemetery).
Lime Street (extend north from Liberty Street to Lititz Pike).
Center Boulevard (extend north to Pleasure Road North).
New Holland Pike (widen to 100').
Fruitville Pike (widen to 100').
Lititz Pike (widen to 100').
Manheim Pike (widen to 100' from Dillerville Road).
Pine Street (widen from West King Street (70')).
Race Avenue (extend to Atkins Avenue).
Atkins Avenue (extend to Charles Road).
President Avenue (widen from Buchanan Avenue south, then extend south from Lincoln Highway as 3rd Inner Circumferential).
Dillerville Road (widen to 100' to Northern Parkway).
Wilson Drive (extend north to Harrisburg Pike, south to Abbeville Road).

Abbeville Road (widen and extend south as shown on Greater Lancaster Plan).
Charles Road (widen and extend north and south as shown on Greater Lancaster Plan).

(f) TRAFFIC CONGESTION POINTS

Penn Square—monument, car lines, Lincoln Highway.
Intersection at West King Street, Columbia Avenue, Marietta Pike and West Orange Street.
Liberty Street and Lititz Pike.
West Chestnut Street, Marietta Pike, College Avenue.
Junction of Chestnut Street and N. Queen Street.
Lincoln Highway entrance now overloaded being only entrance from east.

(g) GRADE SEPARATION—LOCATION

Improvement of Lititz Pike bridge over Pennsylvania Railroad.
Pleasure Road North.
Dillerville Road Bridge.
Liberty Street at Broad Street Extension.
Liberty Street at crossing over old track of Pennsylvania Railroad.
Harrisburg Pike at West New Street.

(h) BRIDGES

The efficiency of a thoroughfare system relies very greatly upon the manner in which natural barriers, such as rivers and creeks, are treated. New bridges in Greater Lancaster are very much needed to carry out the thoroughfare system.

Bridges over Conestoga Creek:
Lincoln Highway. The present bridge

on Lincoln Highway is an historical landmark, and should be preserved. It is recommended that a new bridge be built alongside the old bridge, similar in character and construction, and that these be used for one-way traffic, with widened approaches.

Ranck Road Bridge. A new bridge location is recommended for the high landing points on either side of Conestoga Creek in the vicinity of Ranck Road. This bridge so located would give sufficient height to be above high water. This is a very strategic location for a wide bridge, useful as a distributing point for east and west traffic through Orange, Chestnut, Walnut and Liberty Streets.

Liberty Street Bridge. As a future connection between East and West Lancaster, Liberty Street extended should pass over Conestoga Creek near the present Pennsylvania Railroad Bridge. This is a valuable connection for efficient land use for industry in the East Lancaster section.

Prospect Road Bridge. Situated between the City Water Works and the Lancaster Country Club, this location is very important to the circumferential thoroughfare system which furnishes east to west by-pass routes for the city.

Easterly Road Bridge. South of the present Lincoln Highway Bridge across the Conestoga Creek, this location furnishes a southerly by-pass for Lincoln Highway traffic.

Duke Street Covered Bridge. This bridge has steep and dangerous approaches. Until such time that it is necessary to replace this covered bridge by a new bridge at a higher level, the approaches should have attention by widening and grading.

Meadia Heights Bridge. A bridge is proposed at the end of the peninsula beyond South Queen Street. This bridge location gives a possible grade through the Gully, which is now a part of the Meadia Heights Golf Course.

Prince Street Bridge. It is recommended that the Prince Street Bridge pass over the present New Danville Pike connection, so that this dangerous intersection can be eliminated.

President Avenue extended. A location for a future bridge is recommended for the extending of President Avenue across to the Buchmiller Park. This link is essential in the circulation system about the city.

Little Conestoga Creek. The following new bridges across Little Conestoga Creek are recommended, to take care of important arteries and by-pass roads in the thoroughfare system.

- Donerville Pike
- Elm Road extended
- Wheatland Avenue extended
- Ross Street extended
- Northern Parkway west to Marietta Pike

Parks and Recreation

PARKS, playgrounds and public reservations are no longer being considered a luxury by progressive and growing American cities. They are classed with streets and sewers and schools as a public necessity. Parks contribute directly to health and efficiency, to pleasure, and economic wealth. Moreover (and this is of importance to all cities), they stir and nourish civic pride.

There are many reasons why Lancaster should act at this time in a large way in acquiring and improving land for use for public recreation. At least four reasons should be definitely stated.

1. Property is steadily increasing in value. It is not likely to be cheaper than it is now.
2. Once acquired, park lands increase in value. All other public works depreciate, but parks appreciate.
3. Well-located parks and public reservations pay for themselves by making new real estate values. Examples in support of this statement can readily be given.
4. A sound park policy, vigorously pushed by public authority, brings rich gifts from public-spirited private individuals. The history of Lancaster, in common with other American cities, furnishes evidence in support of this tendency. "To him that hath shall be given."

The units of a park system generally recognized are city squares, playgrounds, small or neighborhood parks, large or suburban parks, scenic reservations, boulevards and parkways.

Early Action should be taken in Acquiring Park Lands

Lancaster has some of the component parts of a park system already established in Long, Williamson, Buchmiller and Buchanan Parks. These outstanding units have been incorporated in the park system which is shown on the Parks and Recreation Plan. A connected system of parks by boulevards and parkways has been designed so that the different social and topographical sections of the city can be suitably supplied with the various units of the system.

One of the main features of the park system is the proposed treatment of the natural waterways. Conestoga and Little Conestoga Creeks form natural links of the system along the eastern, western and southern boundaries of the city. These have been joined together by the proposed Northern Parkway located so as to follow the natural drainage lines of that section. Few cities have such a fine natural structure for a park system so near to the central city. This park ring about

Natural Waterways give Structure to the Park System



LAKE IN LONG PARK



CONESTOGA CREEK

the city connects the three outstanding suburban parks, and gives opportunity at certain locations along the parkway for playfields and neighborhood centers. The parkways are so located that they serve also as a part of the thoroughfare system for pleasure driving, giving by-pass routes around the city.

In making our study for the future need of Greater Lancaster for parks and open spaces, we have shown all existing wooded areas. In an intensively agricultural section it is important that these natural wood areas be reserved. Where possible they have been incorporated in the park system. Many of these small forests lie outside the park system, and should be reserved as town forests. These are located along the waterways—on Mill Creek and the Conestoga Creek southeast of the city. They are important reservations for future use, when it is conceivable that the Lancaster region will have a parkway along Conestoga Creek reaching to the Susquehanna River.

Chestnut Hill. The eastern end of Chestnut Hill falls within the area of control of the city. This hill rises to a height of over 550 feet above sea level. It is a strategic location for reservoir purposes, and also one of great beauty on account of its fine woodland and distinctive contour. This is the most important of the large reservations around Lancaster, and should be one of the first to have attention.

Wabank Reservation. At the junction of Wabank Street prolonged and Conestoga Creek is an acreage of fine woodland, well located in relation to the river and the city. This is an important location in connection with the link of the parkway between the Conestoga Creek and Little Conestoga Creek. At this point is the shortest distance between the two waterways. A connecting parkway is proposed here, following the natural drainage line from Wabank Reservation to the high point at the Millersville Road and thence to Little Conestoga Creek.

Lancaster is well equipped with the large country or suburban type of park, and no new parks of this description have been added to the present park system. Emphasis has been placed on continuation of parkways along the park system, with widenings at points to fulfill the need for additional country or suburban parks.

Buchanan Park and Reservoir Park are two outstanding neighborhood parks, serving well the eastern and western ends of the city. The intensive use of these parks shows the need for a number of parks of

this nature in other parts of the city. Proposed parks of this character are:

1. Old quarry near President Avenue on Harrisburg Pike.
2. Neighborhood center for southwest section at Spring and St. Joseph Streets.
3. Combination neighborhood park and playground at Hazel and Water Sts.
4. Neighborhood park at foot of Susquehanna Street and Conestoga Creek.
5. Combination neighborhood park and athletic field at Junior High School and Conestoga Creek.
6. Neighborhood park at Broad Street and Liberty Street intersection.

The needs for neighborhood parks in the areas beyond the inner parkway ring are taken care of by widenings in the parkway area. Small open spaces, such as triangles at intersections of streets, should have a parklike treatment.

City Squares

1. The redesign for the intersection of Marietta Pike, West Orange and West King Streets, will call for some small parked area and city square treatment.
2. Intersection at East King Street and Chester Street extended.
3. Combination city square and neighborhood park treatment at Broad and East Chestnut Streets.
4. Intersection of Liberty Street and Harrisburg Pike.
5. North Plum Street at New Holland Pike.

Playgrounds (not necessarily connected with schools).

Southwest Section:

At intersection of Hazel Street and Water Street.

Southeast Section:

Park center at Junior High School.

Northwest Section:

In addition to the 6th Ward Park, Neighborhood Parks in this section provide recreation areas.

Northern Section (beyond city limits):

Northern Parkway, New Holland Pike Section. Old quarry, between Fruitville and Lititz Pike.

Western Section:

Playground near proposed school at intersection of Wheatland Avenue and Little Conestoga Creek.

Pleasure Drives and Parkways The park system is served by three types of roadways or pleasure drives:

1. Boulevards or formal pleasure drives, such as President Avenue and its proposed extension.



CONESTOGA CREEK IS ONE OF THE MAIN RECREATIONAL FEATURES OF THE PROPOSED PARK SYSTEM



LONG PARK

2. Pleasure drives on existing streets and highways, giving direct connection between parks.
3. Parkways—informal pleasure drives along natural water courses or along a park strip.

The main structure of the parkway system gives two parkway rings around the city, with certain selected city streets for leads from the city and cross connections.

The Inner Ring follows the proposed Conestoga Creek Park to the Water Works. From there it follows a small branch north to the North Parkway, connects with President Avenue and School Lane, and is joined with the Conestoga Creek Parkway following the line of Charles Road.

The Outer Ring follows the proposed Little Conestoga Creek Parkway along the northwestern side of the city, connecting with the Conestoga Creek Parkway at the proposed Wabank Reservation. Then the

parkway route joins the Powder House Road, running through the Meadia Heights Golf Course. This road continues at about one-fourth of a mile away from Conestoga Creek until it reaches the proposed bridge between the Water Works and the Lancaster Country Club. At this point it follows Prospect Road as a boulevard connection to the Little Conestoga Parkway at Oreville.

A pleasure drive one-half mile beyond the Outer Ring Parkway connects outlying features such as the proposed Chestnut Hill Reservation on the north and Mill Creek on the south. The following pleasure drives on existing and proposed streets make connections in and out of the city, and lead from one Parkway Ring to another.



A WOODLAND DRIVE NEAR LANCASTER

Existing Streets and Roads

- Lincoln Highway, east and west
- Wheatland Avenue
- Marietta Pike
- Harrisburg Pike
- Fruitville Pike
- Plum Street
- New Holland Pike
- Liberty Street
- Broad Street
- Chestnut Street
- Orange Street
- Ranck Road
- Lampeter Road
- Duke Street
- Old Factory Road

- Chester Street By-Pass Route
- Prince Street
- New Danville Pike
- Wabank Street
- Donnerville Road

Proposed Streets and Roads

- Wheatland Avenue Extension
- Airport, Long Park and Chestnut Hill connection
- Liberty Street Extension
- Donnerville Road Extension

It is recommended that these streets have special attention by street tree planting, shrub planting where possible, and that lighting equipment and street furnishing be of special character.

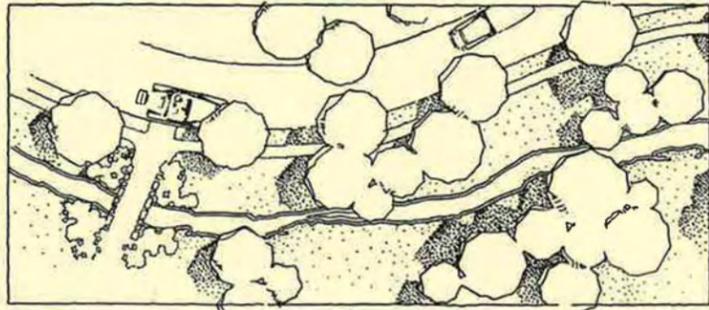


LANCASTER CITY WATER WORKS

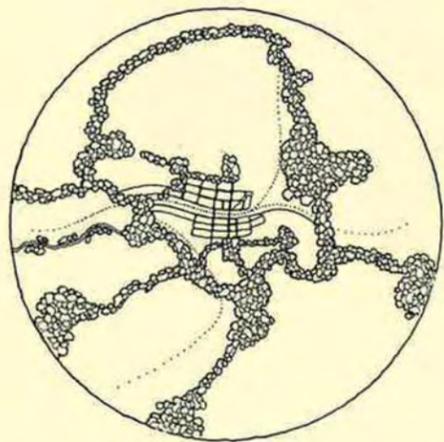
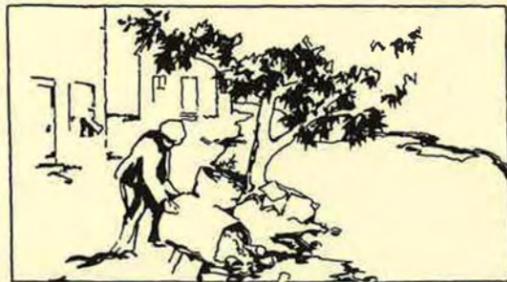
PARKS AND PARKWAYS

••• A CLEAR RUNNING STREAM WITH GRASSY BANKS TREE BORDERED IS A DELIGHT ••• ACQUISITION OF LAND ALONG NATURAL STREAMWAYS SHOULD BE

A COMMUNITY DUTY

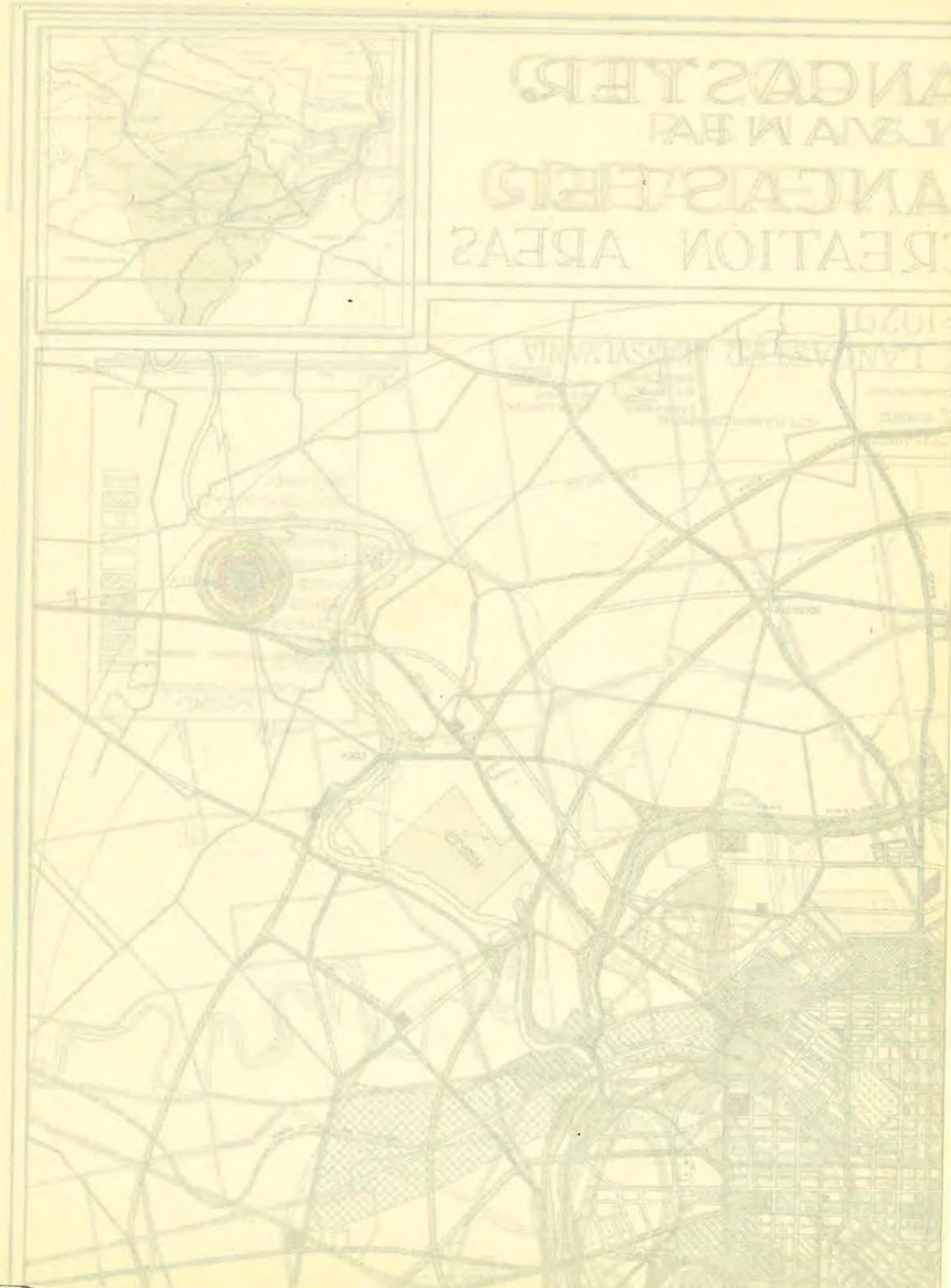


•• UNLESS PROTECTED • DWELLINGS OFTEN BACK ON THE STREAMS BRINGING ABOUT UNSIGHTLY AND UNSANITARY CONDITIONS

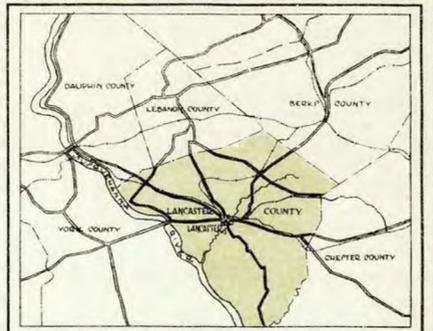


PARK UNITS SHOULD BE PART OF A SYSTEM ••• A REGION POSSESSING WELL DEFINED DRAINAGE LINES HAS THE RAW MATERIAL AT HAND TO BUILD THE SYSTEM •• THE PARKWAYS PROVE TO BE NOT ONLY BEAUTY LINES BUT IMPORTANT CIRCULATION ARTERIES

JOHN NOLEN • CITY PLANNER •• HALE J. WALKER • JUSTIN R. HARTZOG • ASSOCIATES



CITY OF LANCASTER PENNSYLVANIA GREATER LANCASTER PARKS AND RECREATION AREAS



**LEGEND
EXISTING CONDITIONS**

STREETS	
PARKS	
PLAYGROUNDS	
SCHOOLS	
OTHER PUBLIC PROPERTY	
SEMI-PUBLIC AREAS	
CEMETERIES	
BUSINESS CENTER	
INDUSTRIAL AREAS	
RAILROADS	
WOODED AREAS	

**LEGEND
PLANNING PROPOSALS**

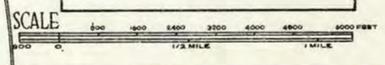
STREETS	
STREET WIDENINGS	
PARKS	
PLAYGROUNDS	
SCHOOLS	
OTHER PUBLIC PROPERTY	
SEMI-PUBLIC AREAS	
CEMETERIES	
BUSINESS CENTERS	
INDUSTRIAL AREAS	
RAILROADS	

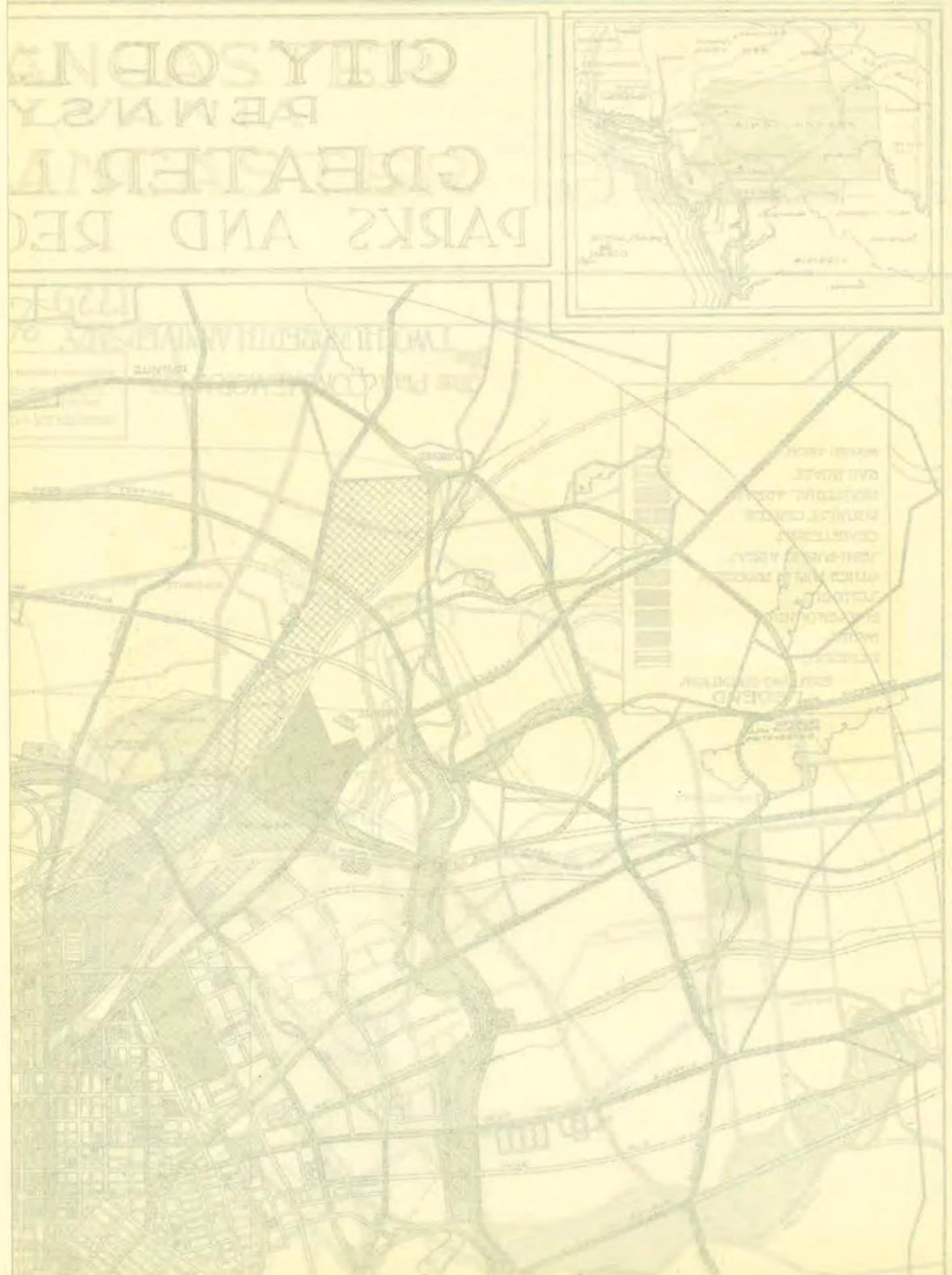
This Plan COMMEMORATES
The TWO HUNDREDTH ANNIVERSARY of LANCASTER, PENNSYLVANIA
1729-1929

JOHN NOLEN - CITY PLANNER
HALE J. WALKER, ASSOCIATES
JUSTIN R. HARTZOG
HARVARD SQUARE-CAMBRIDGE MASS

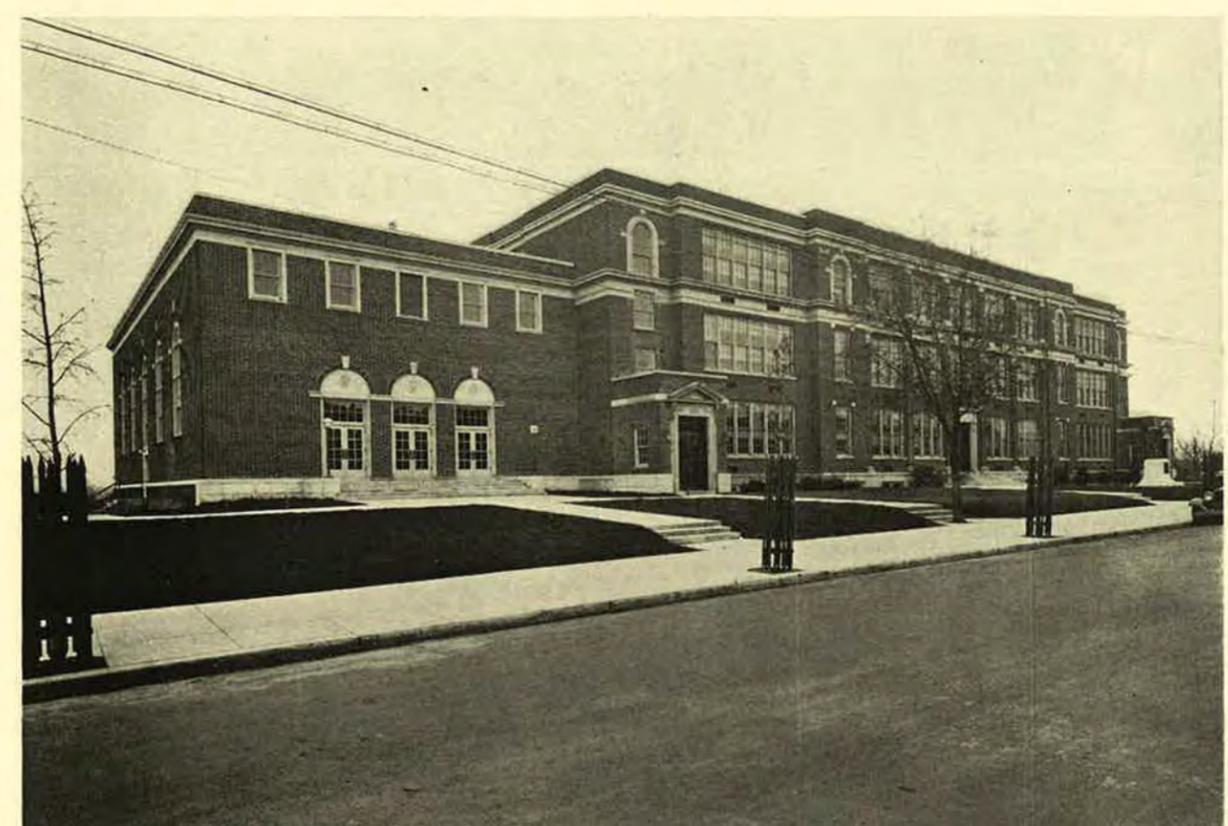
CITY PLANNING COMMISSION
DR. LAWRENCE KLEIN, Chairman
M. T. BAPVIN
William Shanley

ROBERT L. GERMARL
M. R. EVANS
James J. Majorie
City Engineer





Schools and Playgrounds



EAST JUNIOR HIGH SCHOOL

ONE of the largest percentages in the municipal budget of American cities is for the public schools. In the case of Lancaster it amounts to fifty per cent. Any department requiring such a large proportion of municipal funds should relate quite intimately to the whole city, gaining proportionately from comprehensive plans for municipal improvement.

It may naturally be asked what are the specific benefits to the public schools of a city

School locations are dependent on the Comprehensive City Plan

or county from a comprehensive planning program. In answering this question we should first recognize that the schools are a concern of practically every family, that they are a formative element in the life of future citizens and that they represent a heavy obligation of the community. Therefore, to be worth while to the Board of School Directors in their program for the



RODNEY PARK PLAYGROUND, SHOWING THE NEED FOR LARGER WELL-EQUIPPED PLAYGROUNDS

future, the Comprehensive Plan should provide the following assistance:

1. A study of the residential development of the city and a forecast of the probable school population requirements.
2. The local distribution of schools within the city area in the light of these requirements.
3. The adoption of well recognized standards in the form of school locations, area of site, approach and layout.
4. The selection of school sites of the right standard in new areas in advance of development.
5. The correlation of the school system with the playground, park, and recreation facilities, and the major street and transit system of the city.

The recommendations for new locations

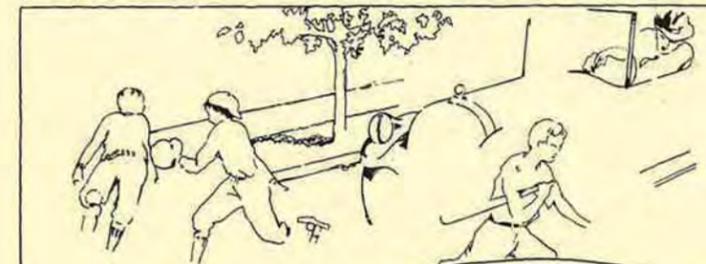
of schools cover the area within city influence immediately beyond the present city limits. These locations have been selected in their relation to the distribution of existing schools and are at intervals which are determined by the one-half-mile efficiency radius applied to future residential areas. In some cases these new school locations conform with the present county school locations.

Schools—New

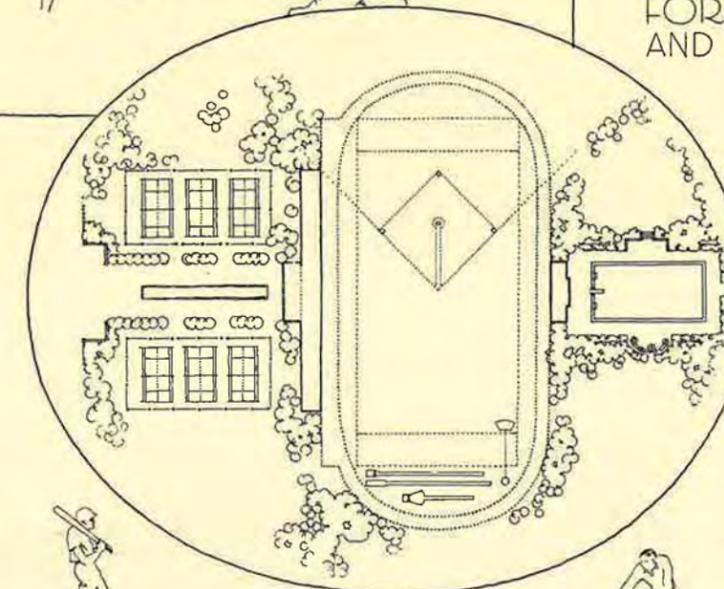
- Northeast section on Northern Parkway and Center Boulevard.
- Northwest Section—Wheatland Avenue extension at Little Conestoga Parkway.
- Southwest Section—between junction of President Avenue extension and Charles Road extension.

RECREATION

CHILDREN CAN AND DO PLAY ANYWHERE... BUT NOT WITHOUT DANGER AND NOT WITH THE BEST RESULTS PHYSICALLY AND MORALLY



FIVE ACRES OF LAND PROPERLY DEVELOPED WILL AFFORD AMPLE PROVISION FOR ORGANIZED AND OPEN PLAY



FOOTBALL
BASEBALL
TRACK
TENNIS

SWIMMING
OPEN PLAY
AREAS FOR SMALLER CHILDREN

ONE CITY WITH A POPULATION OF 140,000 HAS GRANTED IN ONE YEAR 2500 PERMITS FOR USE OF BASEBALL DIAMONDS

8000 PERMITS FOR USE OF TENNIS COURTS WITH ABOUT 30,000 USERS

A MAN CAN ENJOY IN LEISURE TIME ABOUT 1750 HOURS A YEAR. THIS FIGURE INCREASES YEARLY. ONE FOURTH OF THAT OR 435 HOURS CAN BE WISELY USED ON CITY RECREATION AREAS

GIVEN SUNSHINE • SUPPLY ADEQUATE SHADE • RESULT THE PERFECT PLAYGROUND

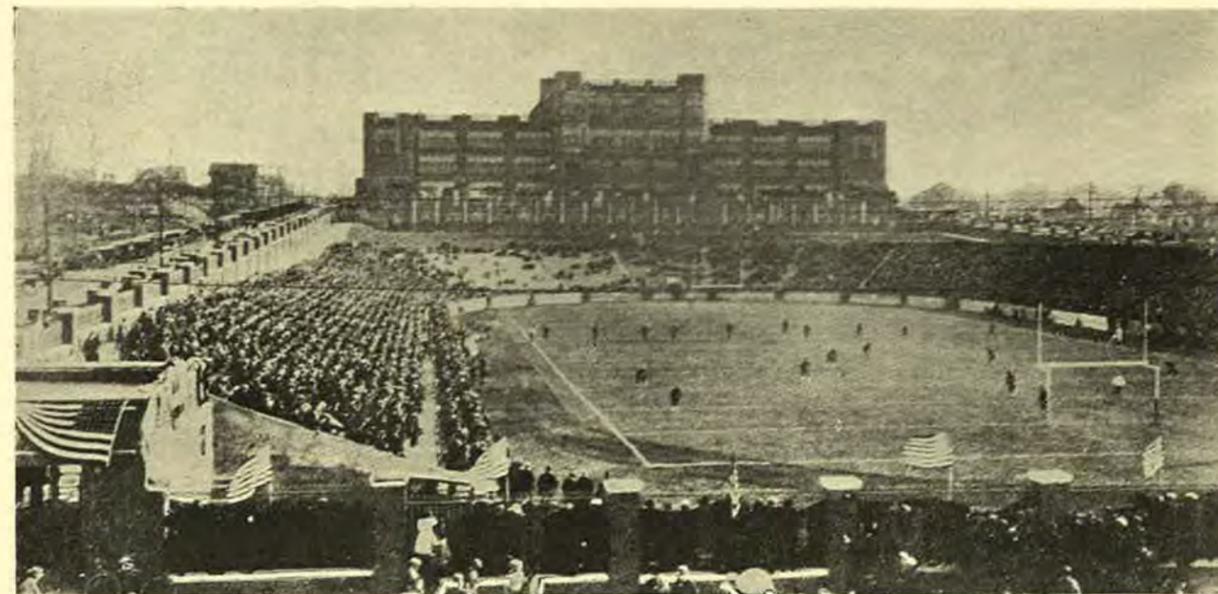
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South Section—between West End Avenue and Charles Road extension south. Where present school locations are obviously serving an area of permanent residential character, extension of the school property to answer the requirements of modern standards is recommended.

Extensions of Present School Property
 Recommendations:
 Rockland Street School.
 East Junior High School to Parkway.
 Where possible schools and playgrounds should be combined for the most efficient all year round use. In addition to the school playgrounds, each section of the city should have a playground large enough for the larger competitive sports, the use to be regulated by the school

falling in the section or district of the city.
Playfields:

Southwest Section:
 At intersection of Hazel Street and Water Street.
Southeast Section:
 Park center at Junior High School.
Northwest Section:
 In addition to the 6th Ward Park, neighborhood parks in this section provide recreation areas.
Northern Section (beyond city limits):
 Northern Parkway, New Holland Pike Section. Old quarry, between Fruitville and Lititz Pike.
Western Section:
 Playground near proposed school at intersection of Wheatland Avenue and Little Conestoga Creek.



THE HIGH SCHOOL ATHLETIC FIELD AND STADIUM AT ERIE, PENNSYLVANIA. LANCASTER HAS A NATURAL LOCATION FOR A LARGE ATHLETIC FIELD IN CONNECTION WITH THE JUNIOR HIGH SCHOOL

Industry and Transportation



A GENERAL VIEW SHOWING PART OF THE AREA FOR INDUSTRIAL EXPANSION

“Already holding title as the richest agricultural county in the United States, and likewise showing a healthy and prosperous condition as relating to its manufactures, Lancaster County is fast becoming one of the important centers of industry in the country.”

PENNSYLVANIA DEPARTMENT OF INTERNAL AFFAIRS.

LANCASTER has the happiest combination of industry and agriculture of any city of its class. Even without an exhaustive industrial survey, it is safe to predict that the industrial growth of Lancaster and its region will be one of the foremost considerations during the period of city growth covered by the recommendations of the Comprehensive City Plan. Lancaster is unique in its location of industrial plants

A COMPREHENSIVE CITY PLAN

scattered over the city area. Many of these industries have no relation to railroad sidings, but are placed in the center of residential areas where their workers are housed. This arrangement is reminiscent of the guild house in small communities in years gone by. It has its advantages, no doubt, and should have consideration in Lancaster as a precedent in the organized and systematic program of industrial growth which the Comprehensive Plan provides.

The heavier industries of Lancaster are located on railroad sidings, and already there is a nucleus of new industries along the rail-

roads in the north end of the city which should have organized expansion so that this important phase of Lancaster life may have a convenient opportunity for growth in the future, with a proper relationship to other features of the City Plan.

Industrial areas should be located so that the smoke from the district will not blow over the city. The prevailing westerly winds, northwesterly in winter and southwesterly in summer, are favorable in this respect to the location of the railroad lines and the possibility of industrial expansion along the right-of-way.



INDUSTRY AND AGRICULTURE, A WELL BALANCED COMBINATION IN LANCASTER COUNTY

INDUSTRY AND TRANSPORTATION



LANCASTER'S NEW PENNSYLVANIA RAILROAD STATION

It is recommended that the Industrial Area expand north along the Pennsylvania Railroad and Manheim Pike. This strip area will have the advantage of few interruptions by cross streets, and will allow space for the larger type of industrial plant in close proximity and with direct connection to the downtown section. Expansion of industry in this direction will have advantages of good residential land near-by for housing of employees.

The area for industrial expansion along the Pennsylvania Railroad east of the new Railroad Station provides suitable land for smaller industries to the Conestoga Creek. Beyond the Conestoga Creek the land is well suited to larger industrial plants for heavy industry. Near-by in what is known as East Lancaster is a splendid opportunity

to create a satellite community for housing of employees. This community could be complete in itself, designed to meet modern conditions and built on modern lines. With the location of new bridges and proposed highway connections, the feeling of remoteness which is evident now will soon be gone. This East Lancaster region is the best location in relation to prevailing winds in this region, and care should be taken to give this site preference for any industries which might be objectionable for other locations on account of smoke or odor. One of the chief requirements in making this new industrial territory available is adequate communication by streets. The proposals in the thoroughfare system for the city have taken this need into account, and have provided wide streets for serving the Industrial Area.



RAILROAD STATION AT RICHMOND VIRGINIA, AN EXAMPLE OF BROAD PLAZA APPROACH

Lancaster is well served by the railroads, giving good connections with eastern and western markets. Much of the marked progress in industrial growth of the city has been due to this convenience in transportation facilities. The Pennsylvania Railroad is particularly well located in relation to the city.

One of the finest steps in progressive planning has been the new location and building of the Railroad Station at the north end of town. The results of this improvement will be felt immediately in the efficiency and convenience of transportation facilities. Its benefits will also be felt in the immediate vicinity of the old station. A new, uninterrupted thoroughfare street is given to the

city which is much needed at this congested point.

The main consideration in the treatment of the railroad and its relation to the Comprehensive City Plan is the subject of grade crossing elimination. The orderly development of the city depends largely on provision of safe crossings over the right-of-way at adequate intervals, so that the railroad will not act as a barrier in the progressive growth expected in this section of the city.

Many of the grade eliminations will be difficult in construction, and should be held for future development, when the large expense of building will be justified by the urgency which will arise.



KINGSPORT, TENN. NOTE THE PLEASANT AXIAL RELATION OF RAILROAD STATION TO APPROACH STREET

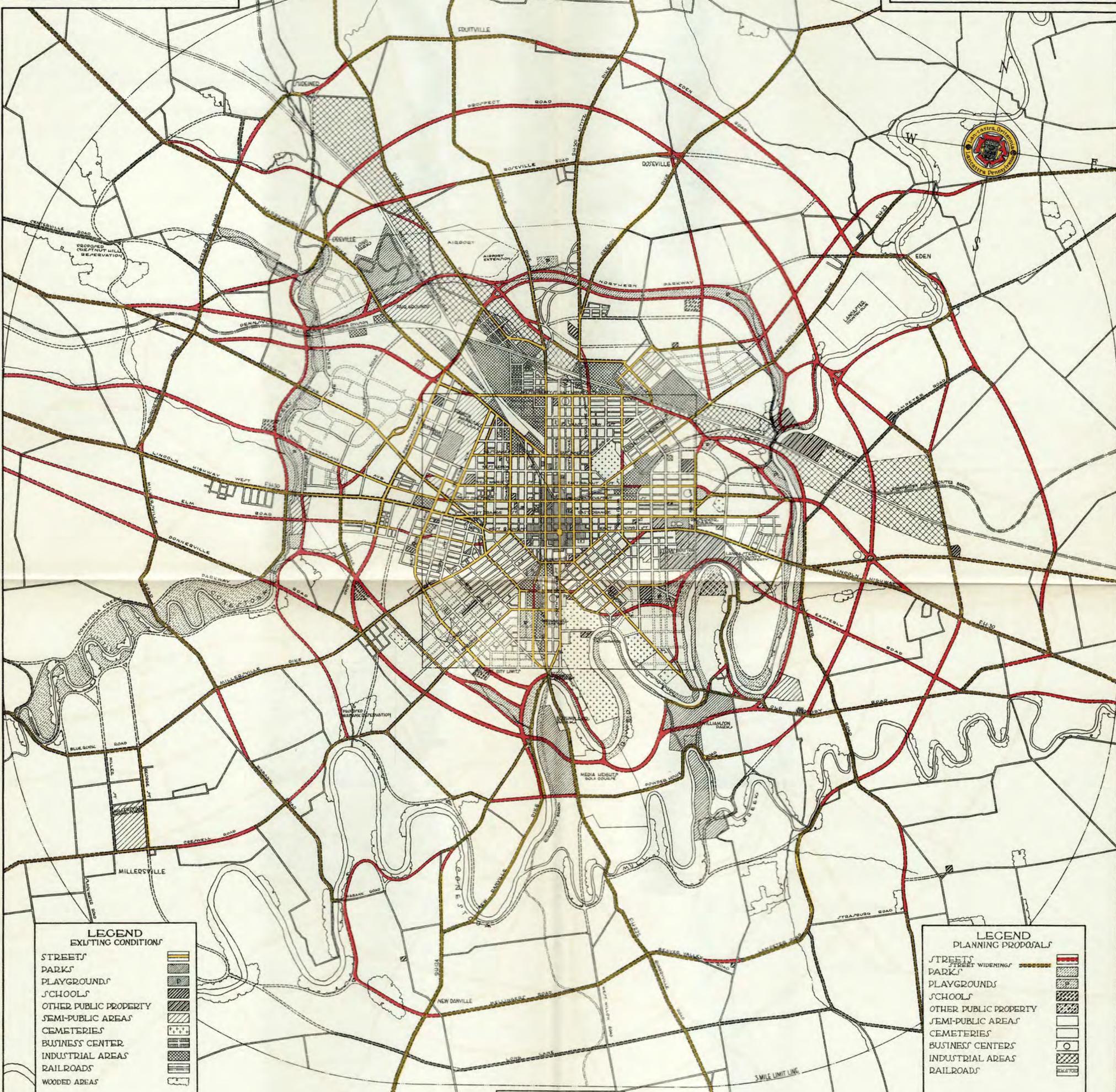
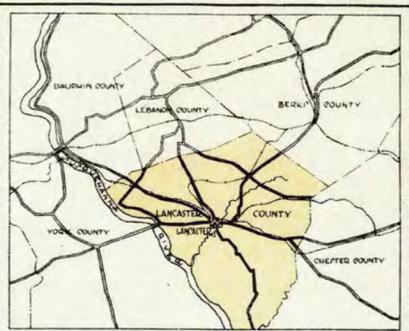
Grade Separation—Location

- Improvement of Lititz Pike Bridge on Pennsylvania Railroad.
- Dillerville Road Bridge.
- Northern Parkway underpass at Long Park.
- Improvement of overpass on Roseville Road connection to Oreville.
- New grade elimination for Little Cones-

- toga Creek Parkway and the Columbia Branch of the Pennsylvania Railroad.
- Rohrerstown Road and Columbia Branch of Pennsylvania Railroad.
- Liberty Street to Harrisburg Pike.
- Harrisburg Pike at Charlotte and Mulberry Streets.
- New Boulevard crossing at intersection of Downingtown and Lancaster Branch and Pennsylvania Railroad.



CITY OF LANCASTER PENNSYLVANIA GREATER LANCASTER MAJOR STREETS AND HIGHWAYS



LEGEND
EXISTING CONDITIONS

STREETS	
PARKS	
PLAYGROUNDS	
SCHOOLS	
OTHER PUBLIC PROPERTY	
SEMI-PUBLIC AREAS	
CEMETERIES	
BUSINESS CENTER	
INDUSTRIAL AREAS	
RAILROADS	
WOODED AREAS	

LEGEND
PLANNING PROPOSALS

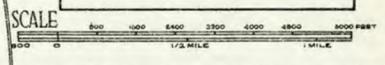
STREETS	
STREET WIDENING	
PARKS	
PLAYGROUNDS	
SCHOOLS	
OTHER PUBLIC PROPERTY	
SEMI-PUBLIC AREAS	
CEMETERIES	
BUSINESS CENTERS	
INDUSTRIAL AREAS	
RAILROADS	

This Plan COMMEMORATES
The TWO HUNDREDTH ANNIVERSARY of LANCASTER PENNSYLVANIA
1729-1929

JOHN NOLEN - CITY PLANNER
HALE J. WALKER
JUSTIN HARTZOG
HARVARD SQUARE-CAMBRIDGE MASS

CITY PLANNING COMMISSION
DR. IRVING KLEIN, Chairman
M. T. Bapvin
William Shand

DOROTHY L. GORMAN
M. D. EVANS
JAMES J. MALONE
City Engineer



City Center



THE CITY CENTER FROM THE AIR

Photo by Rice

CITY CENTER
THE City Center of Lancaster is congested. This is partly due to the narrow streets of the original town plan but it is also very much a matter of concentration of conflicting interests at certain points. Decentralization of congested points and an orderly plan for business expansion over a larger area would help in the relief of this over-concentration of traffic on the downtown streets.

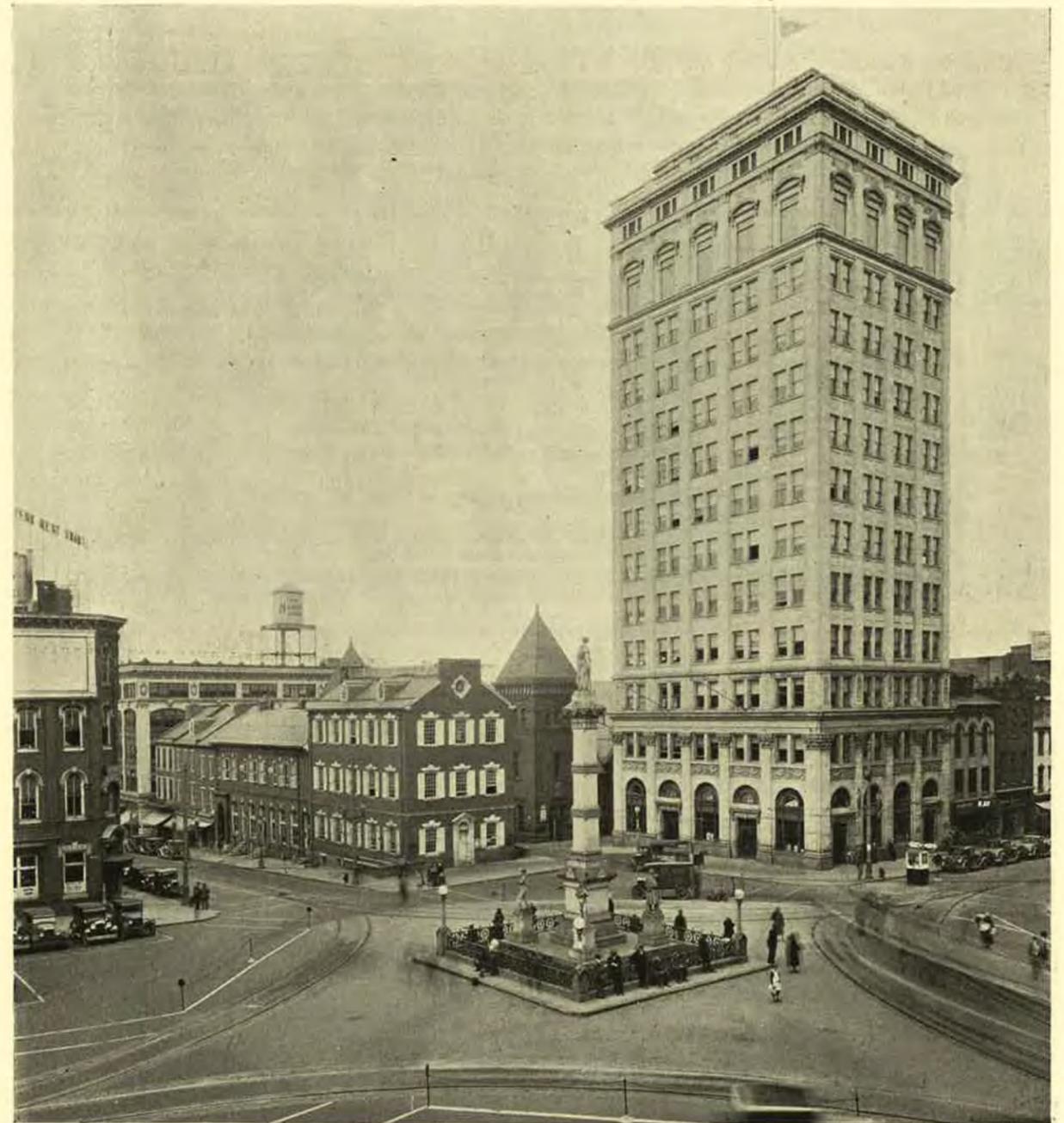
To promote orderly and systematic expansion of business and relief from congested

Inner Traffic Ring. An important Distributing factor for the City Center

points, we have designed the inner traffic ring, which gives a circumferential way about the City Center. The creating of a business loop with good connections from all streets within, gives the downtown district a new significance and a greater opportunity for natural growth in all directions.

A street-widening program carried to the extent where its benefits would be felt would be a very great and expensive task on these

CITY CENTER



LANCASTER'S NEW CITY HALL LOCATED ON THE MARKET SITE SHOULD REFLECT THE STYLE OF ARCHITECTURE OF THE OLD BUILDING AND HELP BALANCE THE BUILDING MASS AROUND THE PENN SQUARE

well-established streets in the City Center. However, control of building heights through zoning with a direct relation between building height and the width and capacity of the streets will contribute greatly to the efficiency of the business area and also distribute land values over a larger area.

Lancaster needs more focal points for business centers. Penn Square is definitely the main center but other centers can be created to advantage in logical places.

Focal Business Centers

We have recommended outlying focal points for business centers to be located at the following places:

- New Pennsylvania Railroad Station
- Broad Street and Chestnut Street
- Andrew Street and Queen Street
- West King and Marietta Pike

Other business centers will be brought out on the Zone Plan, based on local needs and

existing store locations in the various districts.

The circumferential traffic way of the downtown section should be reflected in the rerouting and new routing of the street railway lines so that business expansion can be conveniently served. The study of the street railway system in its relation to a greater area for the downtown section will bring new transfer points into prominence and do much toward making a more efficient circulation for all types of transit.

Transit Lines

One of the most important steps toward decentralizing interests in the downtown section is related to the

City Administration Buildings

recommendation for the expansion of the City Administration Buildings. The present City Hall has a permanent value to the city as a nucleus to the City Administration Center. It is proposed that the present market



LANCASTER NEW POST OFFICE



MUSEUM AT READING, PA., LOCATED IN THE PARKWAY

site be used as a site for this new city building and that the city market system be decentralized into three or four markets within the circumferential inner route.

The present permanent location of many of Lancaster's public buildings does not give opportunity for the creating of a Civic Center group in the downtown district. The need for a museum and expansion of library facilities brings forward the opportunity to create a cultural center, in which would be grouped buildings which are related to this side of the Lancaster development. A site for such a center would be well placed if located somewhere in the region of the Franklin and Marshall College. The present downtown Library will need expansion and the old

Cultural Center

postoffice building close by offers a workable scheme for a Library annex.

The new Pennsylvania Railroad station and its surroundings demands special attention, taking into account in a broad way the approaches and abutting business areas. A plan has been made in detail for this project and we recommend its adoption.

It is recommended that the remainder of the triangles which will result from the widening of Church Street be set aside for public parking space. Other parking spaces can be secured by acquiring parking plazas in the center of many of the blocks near the downtown section.

Automobile Parking Areas

Parking garages have an unusual opportunity to furnish convenient parking for

A COMPREHENSIVE CITY PLAN



"WHEATLAND", LANCASTER HOME OF PRESIDENT BUCHANAN

downtown districts of Lancaster. On account of the depth of city blocks and convenient access from the alleys, each city block could have a convenient parking garage. In some cities business men sponsor these garages giving rebate on parking charges to their purchasers.

Markets Remodelling of Farmers' Market in north section of city.

Southern Market at W. Vine and Queen Streets for south section (privately owned).

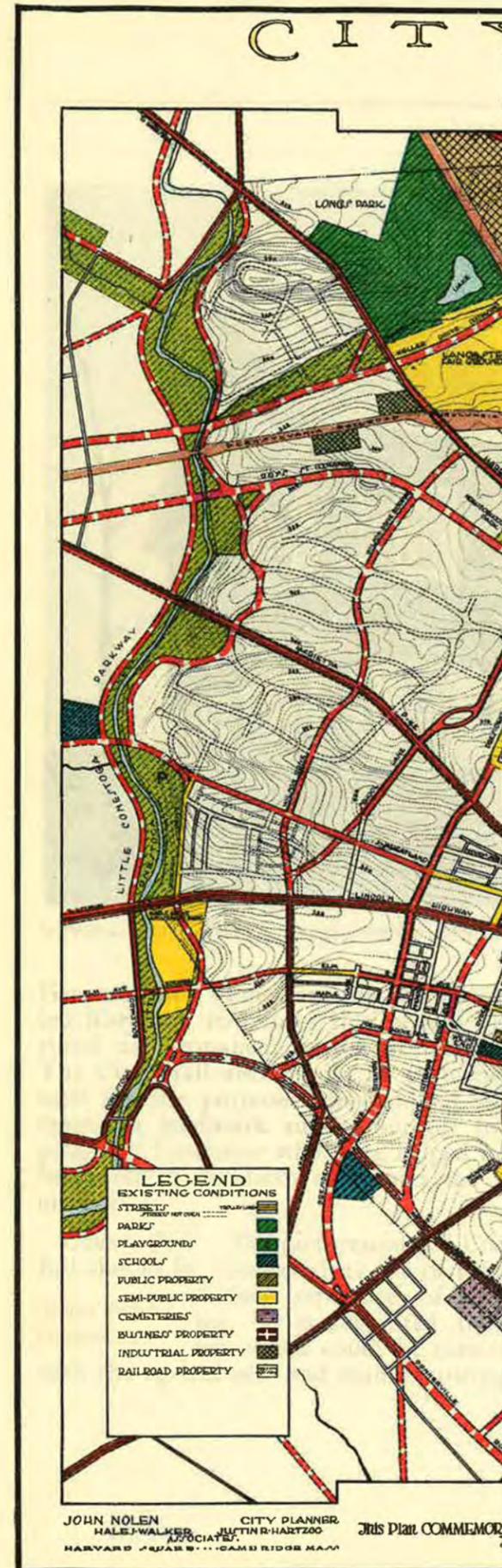
Arcade on N. Prince Street and W. Marion Street (privately owned).

These market houses are recommended because they are existing buildings suitable for the purpose and conveniently located.

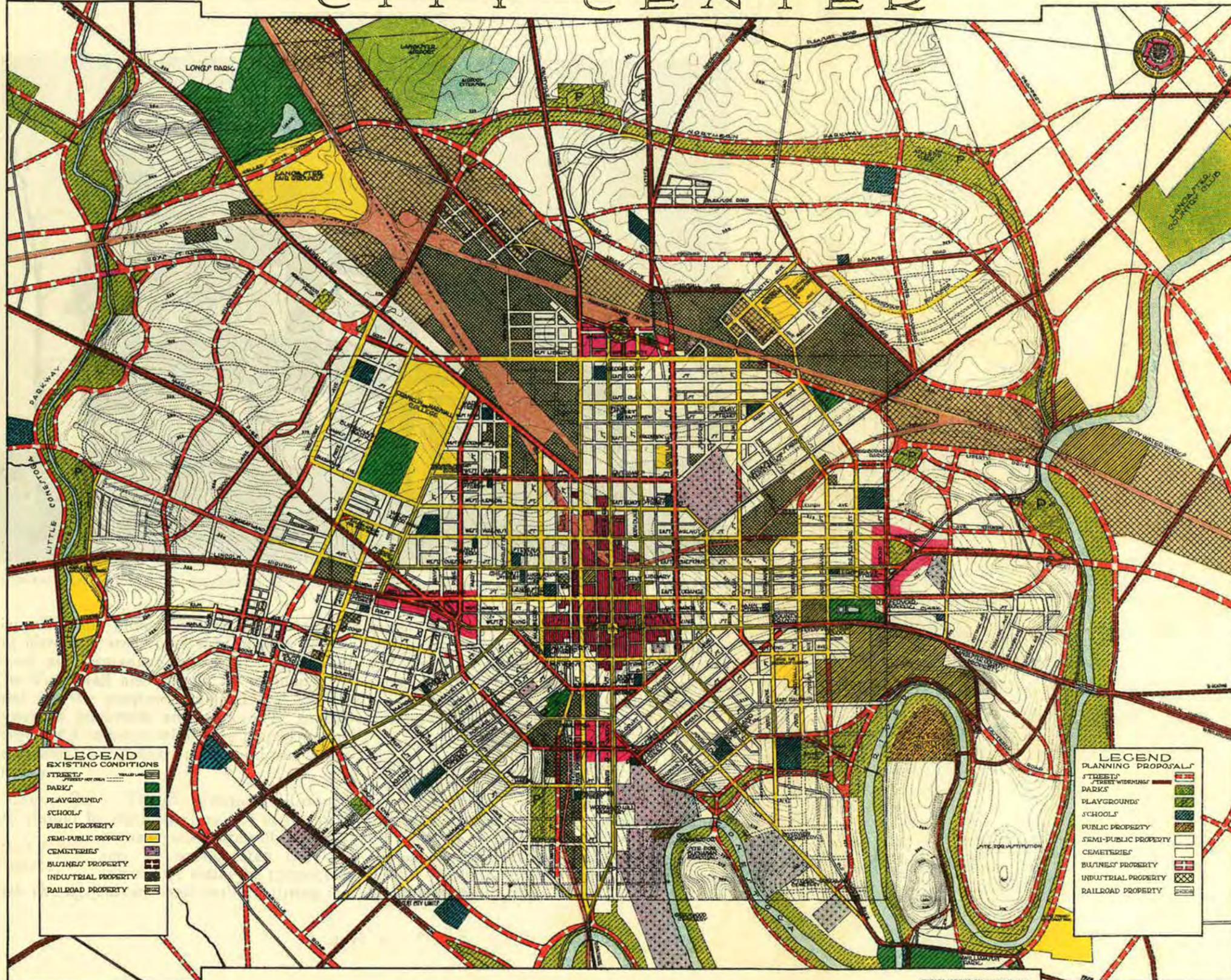
New market locations are dependent to a great extent on the street railways, and should have study in relation to the future program of the Street Railway Company.

There should be an active campaign to preserve places of historical interest in and around Lancaster as a part of the city's program for the future. Many places of this kind are privately owned, and although there may be no immediate danger that they be torn down or injured under private control, the city should take an active interest in acquiring these historical monuments and preserve them for future generations.

Buchanan's home "Wheatland" and the



CITY OF LANCASTER PENNSYLVANIA CITY CENTER



LEGEND
EXISTING CONDITIONS

STREETS	(Symbol)
PARKS	(Symbol)
PLAYGROUNDS	(Symbol)
SCHOOLS	(Symbol)
PUBLIC PROPERTY	(Symbol)
SEMI-PUBLIC PROPERTY	(Symbol)
CEMETERIES	(Symbol)
BUSINESS PROPERTY	(Symbol)
INDUSTRIAL PROPERTY	(Symbol)
RAILROAD PROPERTY	(Symbol)

LEGEND
PLANNING PROPOSALS

STREETS	(Symbol)
PARKS	(Symbol)
PLAYGROUNDS	(Symbol)
SCHOOLS	(Symbol)
PUBLIC PROPERTY	(Symbol)
SEMI-PUBLIC PROPERTY	(Symbol)
CEMETERIES	(Symbol)
BUSINESS PROPERTY	(Symbol)
INDUSTRIAL PROPERTY	(Symbol)
RAILROAD PROPERTY	(Symbol)

JOHN NOLEN CITY PLANNER
HALE J. WALKER
HARVARD SQUARE ASSOCIATES
CAMBRIDGE MASS

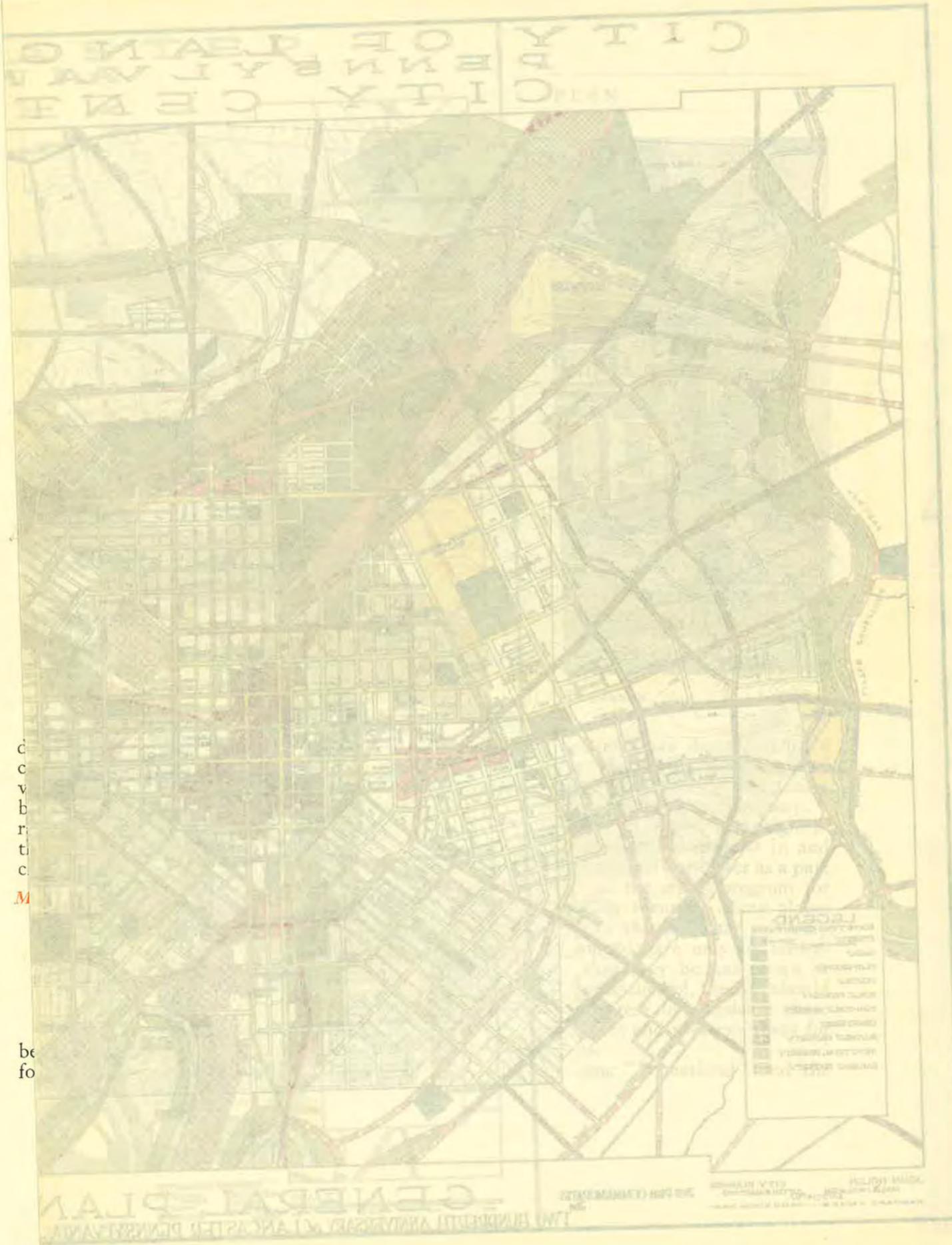
This Plan COMMEMORATES
the

GENERAL PLAN

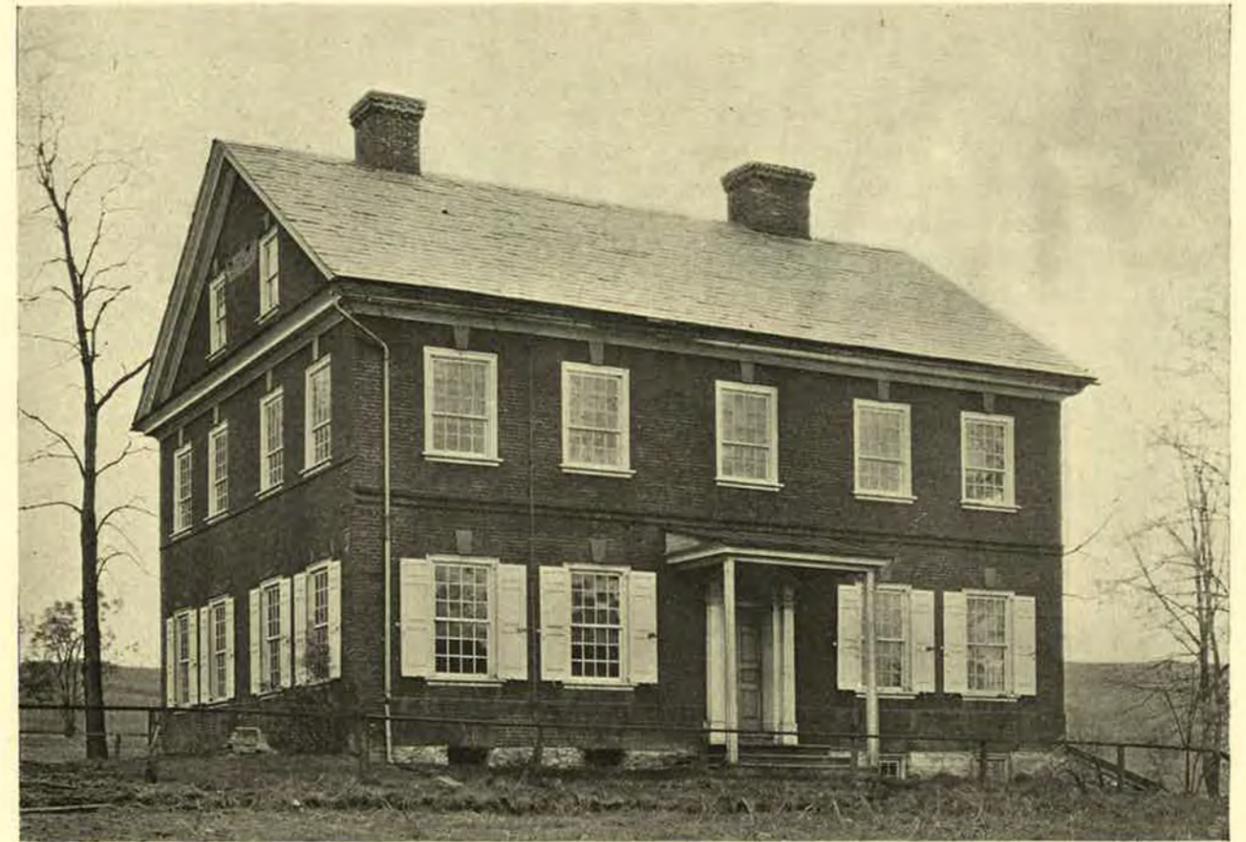
TWO HUNDREDTH ANNIVERSARY of LANCASTER PENNSYLVANIA, 1729-1929

CITY PLANNING COMMISSION
DR. H. M. KILPATRICK
M. T. GARVILL
WILLIAM STAND
DONALD L. GERTMAN
M. G. EVANS
JAMES J. NICHOLS
SHERIDAN

SCALE:
0 100 200 300 400 500 600 700 800 900 1000



CITY CENTER



GENERAL HAND HOUSE, AN HISTORICAL MONUMENT WHICH SHOULD BE INCLUDED IN THE WILLIAMSON PARK

General Hand House are the two outstanding historical structures that should be assured as permanent historical landmarks. The City Hall also should be permanently used for the purpose intended and should remain a landmark and monument to the people of Lancaster who have helped in the beginning to establish and build the community.

County Jail. The picturesque old County Jail should be considered as one of the permanent structures of Lancaster. It is suggested that its future use could be connected with the agricultural and manufacturing in-

terests of the city and county, and that it would be a place for permanent exhibition for these two important industries. A proposed location for a new county jail is recommended across the Conestoga Creek adjoining the county property.

Airport. The present airport has a very convenient location in relation to the city plan. We recommend the present airport site as a nucleus for a permanent airport for Lancaster. Adjoining property should be acquired so that this port will have area enough to answer the requirements of the U. S. Department of Commerce for the highest ratings.

Zoning*

REGULATION by zoning protects property and health, and reduces taxes and the cost of living. Zoning is legal. The courts regard the regulation of the uses of land and buildings in accordance with the kind of district in which they are situated as a reasonable exercise of the police power "for the public health, safety and general welfare," provided the zoning is done reasonably and comprehensively. It may be said that zoning is little more than the application of common sense to public regulations governing the use and development of real estate. It is fair play. It provides each district or zone with just such protection as that particular district needs. Zoning regulations, therefore, differ in different districts according to the determined uses of the land for residence, business or industry, and according to the proper heights and the percentage of areas to be built upon. But these differing requirements are identical for all districts of the same zone.

The Zone Plan for the City of Lancaster will be based on the present existing conditions and the planning work for the Comprehensive City Plan. The scope of the

Zone Plan and Ordinance will cover the following subjects:

I. ZONE PLAN

Use Districts

General Residence
Special Residence
Business
Industry

Height Districts

Relation to width of streets
Increased height for setback from street line or other property line

Area Districts

Percentage of lot to be built upon
Bulk of buildings constructed to be limited
Set-back lines

II. ZONING ORDINANCE

Outline for City Ordinance Report

Typewritten statement of applied principles of planning and zoning, with specific recommendations for Lancaster

*A zone plan and zoning ordinance are being prepared as a part of the Comprehensive City Plan for Lancaster.

Carrying Out the City Plan

THE comprehensive plans for the Lancaster region are presented as a guide to future action. They stand for the principle of planning ahead. It is clear that all of the recommendations cannot be carried out immediately. It is also clear that many of them cannot be properly executed until further studies are made that will transform general plans into actual detail plans for execution. All comprehensive plans are in the nature of guide plans. They enable a city to carry out from time to time, as a part of a general plan, projects that it intends to carry out anyway. This policy saves money, much needless controversy as to the best plan and gives better results. While a comprehensive planning program is primarily a guide for future improvements, it also acts as a stimulus to community life encouraging a community to better ideals and to the application of higher standards in the execution of municipal improvements. The Lancaster plans have placed emphasis mainly on things that can be carried out early—changes of the right character that can be made at the right places and at the right time. They are presented in such a way as to give a suggestion of the urgency of the various requirements. There are many unusual opportunities for the City of Lancaster and for the region round about to radically improve its system of major streets and highways, to expand its park system, to raise the standard of its school site development, to contribute substantially to the industrial and commercial interests of

the city and to forward the public welfare in many other ways.

In the progress of City and Regional planning the budget feature of financial control has been extended to capital expenditures. It has been found that the execution of large public improvements giving consideration to both the physical and economic well-being of the City requires long term financing. A city plan to be most effective calls for a sound economic basis. Such long term planning of 10 or 20 years will require that every improvement be considered on its merit and urgency, and that each be taken up and executed in the order of its relative necessity. With such comprehensive planning and financing the general welfare of the city as a whole is assured of primary consideration.

Furthermore, the carrying out of a broad general plan of improvements has a tendency to stabilize the economic situation. It is, therefore, recommended that a special finance committee of ways and means be appointed early to apply a method of long term planning to the gradual execution of the comprehensive plan of Lancaster.

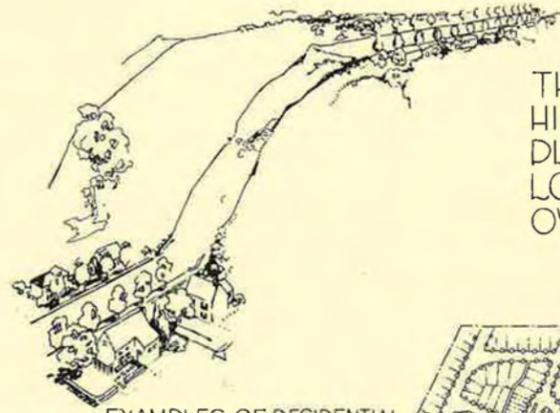
Control of Plats within the three-mile area outside the city limits is one of the chief functions of the City Planning Commission. For the purpose of guiding them in formulating the street system in this outlying area, the Comprehensive City Plan furnishes all important

Financing Public Improvements through long term Planning

Control of Plats

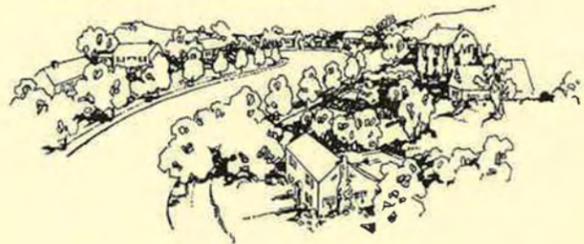
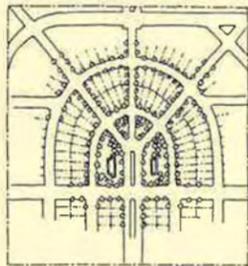
PROPERTY DEVELOPMENT

A DEVELOPMENT IS OFTEN A SUCCESS OR FAILURE DEPENDING ON WHETHER OR NOT THE STREET SCHEME LENDS ITSELF TO THE TOPOGRAPHY. THERE MUST BE A RELATION BETWEEN IT AND THE ADJOINING PROPERTY AND TO THE CITY THOROUGHFARE SYSTEM. HOUSE SITES SHOULD BE CAREFULLY LOCATED AND ALL BUILDING WISELY RESTRICTED. ALL SUBDIVISIONS SHOULD BE SUBJECT TO MUNICIPAL SUPERVISION. ♦ ♦ ♦ ♦ ♦



THE NEGLECTED SIDE-
HILL ♦♦ A RESULT OF POOR
PLANNING. SUBSEQUENT
LOSS TO CITY PROPERTY
OWNER AND DEVELOPER

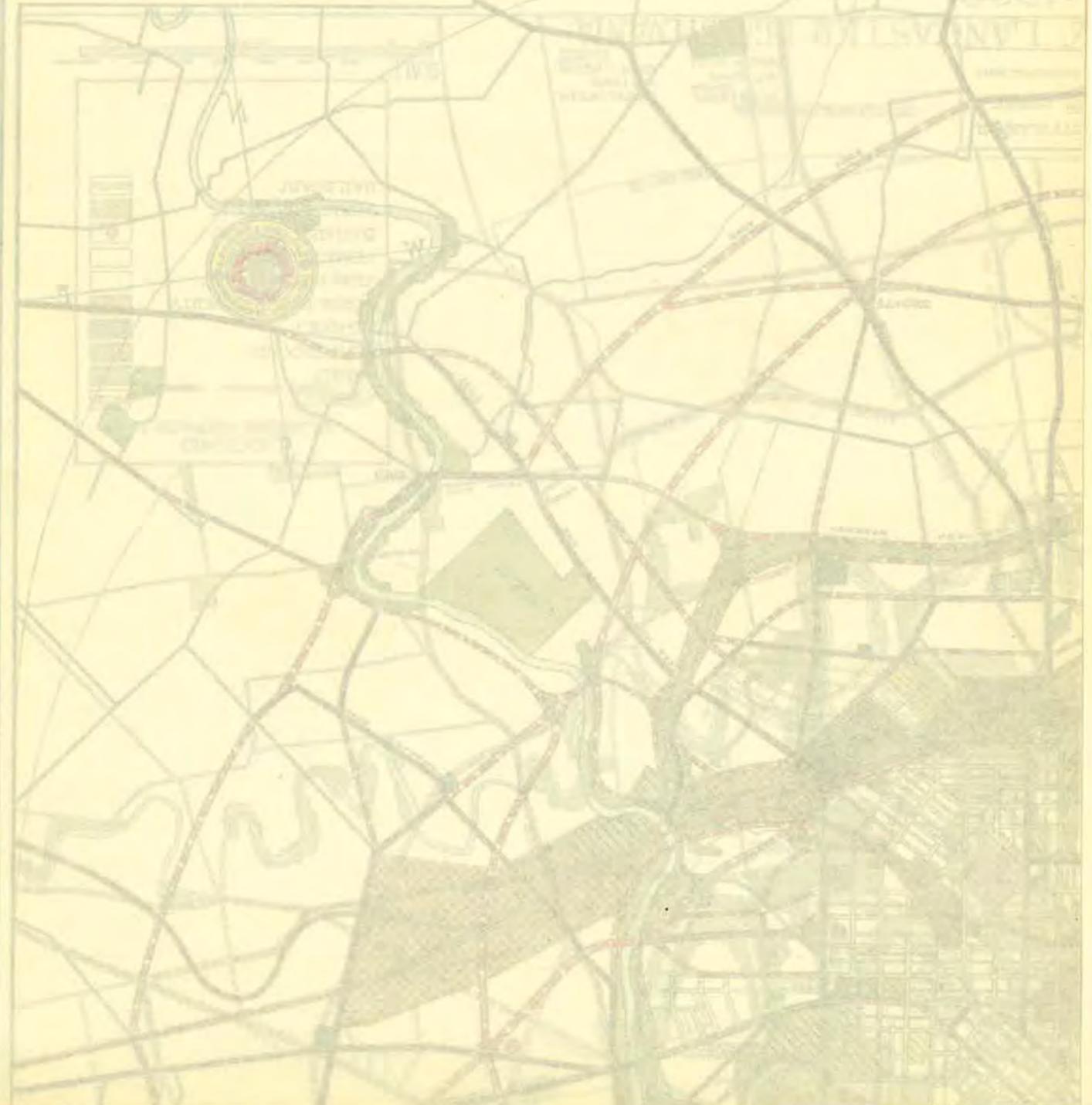
EXAMPLES OF RESIDENTIAL
DEVELOPMENTS ♦♦ THE
STREET SCHEMES CONFORM
ING TO THE TOPOGRAPHY



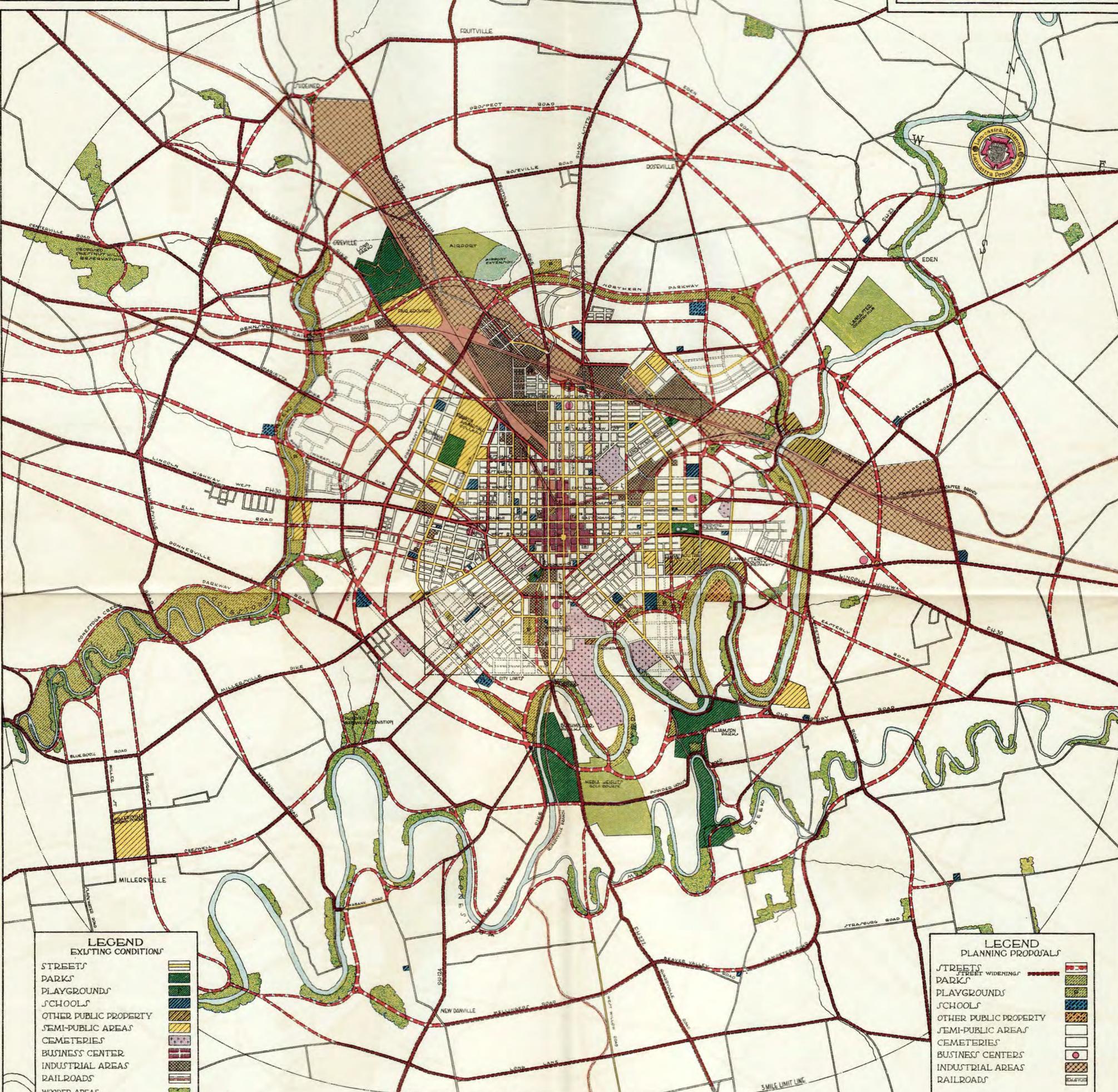
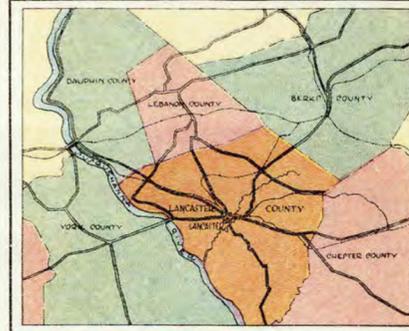
JOHN NOLEN ♦ CITY PLANNER ♦♦ HALE J. WALKER ♦ JUSTIN R. HARTZOG ♦ ASSOCIATES



ANGAS TER
LAW WA HA
ANGAS TER
VE CITY PLAN



CITY OF LANCASTER PENNSYLVANIA GREATER LANCASTER COMPREHENSIVE CITY PLAN



LEGEND
EXISTING CONDITIONS

- STREETS
- PARKS
- PLAYGROUNDS
- SCHOOLS
- OTHER PUBLIC PROPERTY
- SEMI-PUBLIC AREAS
- CEMETERIES
- BUSINESS CENTER
- INDUSTRIAL AREAS
- RAILROADS
- WOODED AREAS

LEGEND
PLANNING PROPOSALS

- STREETS
- STREET WIDENINGS
- PARKS
- PLAYGROUNDS
- SCHOOLS
- OTHER PUBLIC PROPERTY
- SEMI-PUBLIC AREAS
- CEMETERIES
- BUSINESS CENTERS
- INDUSTRIAL AREAS
- RAILROADS

JOHN NOLEN - CITY PLANNER
HALE J. WALSH & ASSOCIATES
JUSTIN R. HARTZOG
HARVARD SQUARE - CAMBRIDGE MASS

CITY PLANNING COMMISSION
DR. LAWRENCE KLEIN, Chairman
M. R. EVANS
JAMES J. MAJORIS
WILLIAM SHAND, Secretary

SCALE
0 500 1000 1500 2000 2500 3000 3500 4000 4500 5000 FEET
0 1/4 MILE 1/2 MILE 1 MILE

This Plan COMMEMORATES
The TWO HUNDREDTH ANNIVERSARY of LANCASTER PENNSYLVANIA
1729-1929

thoroughfares, parkways, etc., so that new plats will form useful members to the city street system at such time when they are incorporated into it.

As a final summary of the advantages of comprehensive development and of the method of following up the planning work, we believe we can not do better than to quote the conclusions drawn up by a Committee of the U. S. Department of Commerce, acting under Mr. Herbert Hoover as Secretary. These conclusions are as follows:

1. American cities have found that following a well-considered city plan is far superior to the usual haphazard growth.
2. The cost of preparing such a plan is so reasonable and its advantages are so great that the arguments for it are unanswerable.
3. A good plan is devised with the public welfare in mind. It promotes the legitimate interests of (a) householders, (b) business and commerce, (c) manufacturing, (d) public utilities, and (e) the city as a landowner.
4. City planning improves the street and transportation systems for persons and merchandise within the city, and to and from the city.
5. A plan aids citizens in selecting and developing land for homes, business, and other purposes by showing the relation of different districts to any other.
6. The zoning ordinance, which belongs in every city-planning program, protects the public health, convenience, and safety, and secures the owner who invests in sound improvements in harmony with the plan.
7. A good park and playground program, which the citizens of every community owe their children and themselves, is best achieved through a comprehensive planning program.

8. To obtain such results, the plan must be consistently carried out during a long period of years. This ordinarily requires:

- (a) A responsible and continuing planning commission, with a technical force to prepare the plan, and to keep it up to date.
 - (b) Public hearings, at which all citizens or property owners may be heard, while the original plan is being made, and at intervals thereafter.
 - (c) Coöperation of the officials and employees of city departments.
 - (d) Careful adherence to the plan, and consideration of the planning commission's advice, by the city council, or other legislative body, in all appropriations for public works, approvals of street layout, purchases of city property, and other matters affecting the city's physical development.
 - (e) Contact with neighboring governmental agencies to secure coördination within the region.
9. Support of the city plan by citizens is needed, and is ordinarily given generously. They may—

- (a) Consider the broad features of the plan in selecting and developing sites for various purposes,
- (b) Support adequate appropriations for the preparation of a comprehensive plan,
- (c) Support the city council in measures to execute the plan,
- (d) Encourage other property owners to conform to the plan, and
- (e) Personally advocate city planning.

Grateful acknowledgment is made to the Mayor and Councilmen, the City Engineer, the Chamber of Commerce, the City Planning Commission and others for their hearty coöperation and assistance in the preparation of the Lancaster City Plans.

