

COMPREHENSIVE PLAN 2026



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Adoption Resolution to be Included Here Upon Adoption

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ACKNOWLEDGEMENTS

East Lampeter Township thanks the residents and community members who participated in the planning process and for their commitment to a future guided by the goals outlined within this plan.

Thank You to the Comprehensive Plan Steering Committee

Special thanks to the Comprehensive Plan Steering Committee Members who spent many hours helping to prepare this plan.

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EXECUTIVE SUMMARY

East Lampeter Township's Comprehensive Plan sets a strategic framework for guiding growth, preserving heritage, and enhancing quality of life. Rooted in community values and forward-thinking principles, the Comprehensive Plan addresses key themes essential to the community's future.

Economic Development

The plan strengthens the Township's economic base by supporting redevelopment of aging commercial corridors, encouraging integrated business campuses, recommending zoning flexibility to support mixed-use development and adaptive reuse, and supporting the Township's rural and agricultural economic base.

Balanced Growth

The plan promotes a thoughtful approach to development by maintaining the Urban and Village Growth Boundaries, directing new housing and businesses to areas with existing infrastructure, and promoting reinvestment of the Township's built areas. This strategy supports infill and redevelopment while preserving open space and rural character. The Township's increasing housing demands are planned to be met through mixed-use and higher-density development in areas planned for this growth.

Multi-Modal Transportation

East Lampeter Township is planning for a connected transportation network that includes sidewalks, bike lanes, and multi-use trails, public transit access that connects jobs to housing, corridor safety and access management controls, and trail and sidewalk connectivity between neighborhoods, schools, and commercial centers.

Parks and Recreation Opportunities

The Comprehensive Plan envisions a robust system of parks, trails, and green spaces that support recreation, environmental education and community wellness. Future improvements at Gibbons Park at Nolt's Mill and Flory Park, as well as development of trail systems in all portions of the Township that connect to regional trail networks, will further recreational opportunities in the Township.

Agricultural Preservation

Agriculture remains central East Lampeter Township's heritage, identity, and economy. The plan reinforces agricultural zoning and supports agricultural conservation easements that protects the agricultural economic base of the Township. The Comprehensive Plan also balances the need for supplemental farm income with limits on non-agricultural uses to protect prime soils and rural landscapes.

Natural and Cultural Heritage

The Township's heritage and identity have been formed over centuries, incorporating its agricultural landscape, its water and other natural resources, and its built environment. The Comprehensive Plan supports maintaining and strengthening this heritage while integrating it into growth plans for the future. By balancing growth, allowing for economic development with appropriate transportation and recreation, you can then preserve agricultural, natural and cultural resources.

EAST LAMPETER TOWNSHIP VALUES STATEMENT

East Lampeter Township is a Township of the Second Class which is a type of local government/municipality designation in Pennsylvania. The Township has an elected governing body called the Board of Supervisors. The Board of Supervisors in East Lampeter Township has five members who are elected for six year overlapping terms.

The Board of Supervisors is the legislative authority in the Township. As the legislative authority, the Board enacts ordinances (laws) regarding zoning, subdivision and land development, storm water management, sewage disposal, solid waste and recycling, streets, traffic and other matters regarding the health, safety and welfare of the community. In addition, the Board of Supervisors establishes policies through budget adoption, decision making on subdivision and land development plans, issuing contracts for the purchase of goods and services and overseeing the operations of Township services through the Township staff.

OUR MISSION

To guide East Lampeter Township's growth through thoughtful, inclusive, and data-driven planning that protects community character, enhances quality of life, and fosters sustainable development. All while being committed to empowering innovation, preserving the Township's natural resources and heritage, and ensuring equitable access to economic, recreational, and transportation opportunities for all residents.

OUR VISION

For East Lampeter Township to be a forward-thinking, resilient community where innovation and tradition coexist. Through strategic planning and collaboration, we envision a future with vibrant neighborhoods, connected green spaces, diverse housing options, and a thriving local economy- built on a foundation of transparency, adaptability, and environmental stewardship.

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CHAPTER 1

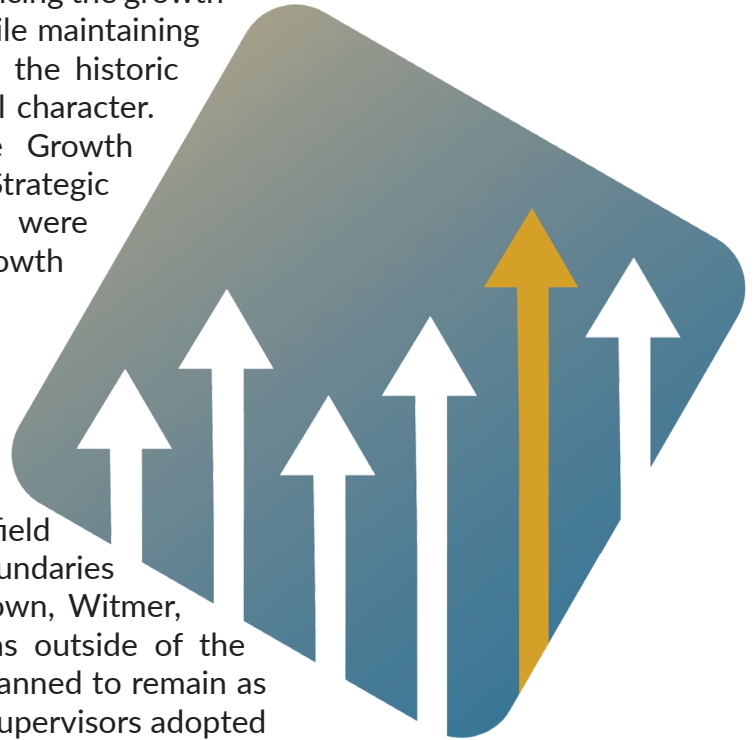
PROVIDE A BALANCED APPROACH TO GROWTH MANAGEMENT

INTRODUCTION AND KEY FINDINGS

History of Growth Management in East Lampeter Township

East Lampeter Township has been successful in balancing the growth demands of a developing suburban municipality while maintaining its strong agricultural economy, and respecting as the historic villages that are a large part of the Township’s rural character. The Township first adopted Urban and Village Growth Boundaries as part of the Conestoga Valley Region Strategic Comprehensive Plan in 2003. These boundaries were established to delineate areas suitable for urban growth from those intended for agricultural or natural uses.

The Urban Growth Boundary, included as part of the Central Lancaster Urban Growth Area, primarily includes land located along the main transportation corridors in the Township, U. S. 30, PA Route 340, and PA Route 462, as well as the Greenfield Road development area. The Village Growth Boundaries have been established for the Villages of Smoketown, Witmer, Bird-in-Hand, Ronks, and Soudersburg. Most areas outside of the Urban and Village Growth Boundaries have been planned to remain as long-term agricultural use. The Township Board of Supervisors adopted amendments to the Urban and Village Growth Boundaries on October 6, 2025 In conjunction with the Lancaster County Planning Commission’s re-calibration process.



Existing Land Use

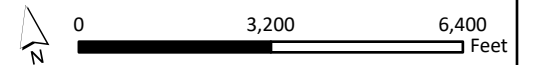
The Existing Land Use Map demonstrates the success the Township has experienced in directing growth to areas planned for development while preserving the agricultural areas outside of the growth boundaries.

Most non-agricultural development located outside of the growth boundaries occurred prior to adoption of the growth boundaries. Higher intensity residential, commercial, and industrial have primarily been directed to the western part of the Township bordering Lancaster City. This development is served by a full range of urban infrastructure, services, and transportation options.

Existing Land Use

East Lampeter Township
Lancaster County, Pennsylvania

- Road
- + Rail line
- ▭ Urban Growth Boundary
- ▭ Village Growth Boundary
- Land Use Category
- Agricultural
- Commercial
- Industrial
- Institutional- Government
- Institutional- Other
- Mixed Use
- Private Open Space
- Recreation/parks/open space
- Residential- One Family and Two Family
- Residential- Multi-family and apartments
- Residential-Mobile Home
- Transportation, Communication, and Utilities
- Undeveloped
- ▭ Municipal Boundaries
- ▭ Parcel Boundaries

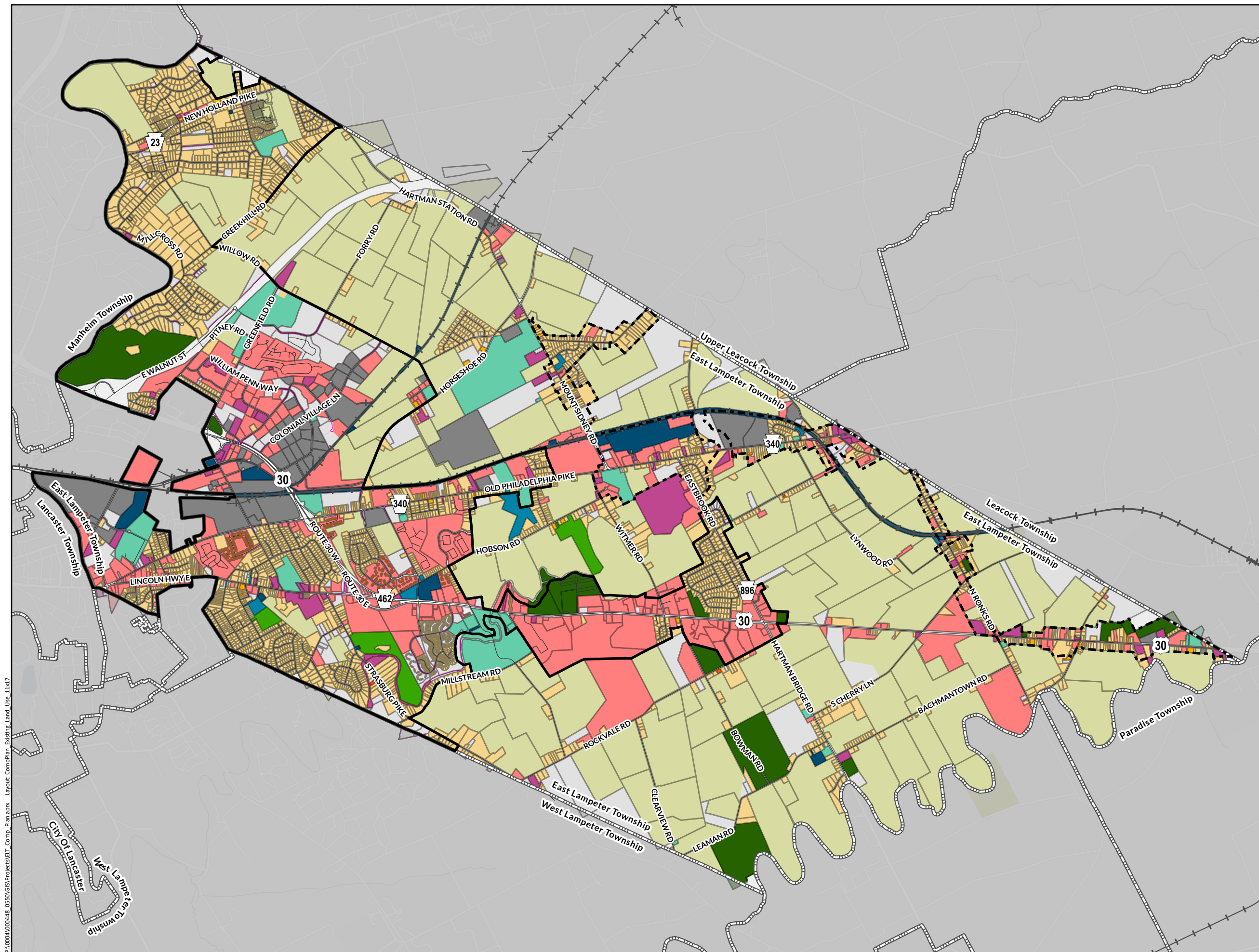


Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

| | | | | |
|-----------|--------|----------|--------|--------------|
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Growth Management Analysis

A growth management analysis calculates the projected population growth of a municipality over a standard period of time, usually 10 or 20 years. The analysis then calculates if the areas designated for future growth can accommodate that projected growth, either through new residential development or redevelopment of existing residential or nonresidential areas.

The East Lampeter Township Housing Needs Study (Study) (2024) was designed to examine housing demand and housing needs in the Township in a more comprehensive manner. The Study not only included a macro-level analysis of land available for development for future residential development, it also examined the availability of different types of housing in the Township. The Study concluded that the Township's principal housing needs are workforce housing affordable to households earning between 50 percent and 80 percent of the area median income (AMI). According to the American Community Survey 2023-2025, the median household income for East Lampeter Township is \$95,628. Therefore, workforce housing should be affordable to households earning between \$47,814 and \$76,502. Using the standard measurement that a household should spend no more than 30% of household income on housing and housing related expenses to be considered affordable would mean that affordable workforce housing would cost between \$1,195 and \$1,912 monthly. According to the American Community Survey 2020-2024 5-year estimates, the median monthly gross rent for East Lampeter Township is \$1,487/month and the median monthly owner costs with a mortgage are \$1,731/month.

Population Projections

The Township has an estimated population of 18,830 as of 2024, per the American Community Survey. The population is projected to continue to increase over the next couple of decades with a projected population of 19,027 in 2030 and 19,768 in 2040. This is an anticipated 12% increase from 2020 to 2030.

| Population | | | | Projections | | % Change |
|------------|--------|--------|---------|-------------|--------|-------------|
| 2000 | 2010 | 2020 | 2024 | 2030 | 2040 | 2020 - 2030 |
| 13,556 | 15,927 | 17,776 | 18,830* | 19,027 | 19,768 | 11.9% |

*Estimated 7/1/2024

Source: U.S. Census Bureau

The Study noted that the Township "... is expected to continue experiencing positive, albeit relatively flat population growth through 2028 (changing by 0.6% per year)." It also notes these projections "... do not fully capture the approximately 1,420 units in the development pipeline, meaning the projection is likely very low."

Pipeline Development

The Study found that "According to data provided by Lancaster County Planning Department and feedback from developers, there are approximately 1,420 units in the development pipeline likely to be built in East Lampeter Township by 2028. These units include approximately 200 units as part of Phase 2 of the mixed-use Devon Creek project and approximately 480 apartment units as part of the Rockvale Redevelopment infill project. There are also two projects totaling 716 proposed units currently in final plan review, including the 628-unit proposed Greenfield North project, half of which are studios and

one-bedrooms.

Housing Demand

The Study concluded that “Largely due to existing pent-up demand from primary workers who commute into the township (94 percent of those employed in the Township) and replacement of physically obsolescent housing, there is currently a net demand for approximately 700 residential units in East Lampeter Township. By 2028, there will be an estimated net demand for approximately 720 residential units”. The study equates the number of residential units in the development pipeline, 1,420 units, with the demand for residential units, 700 currently and an additional 720 units by 2028.

Beyond the projected short-term residential demand, population projections for the decade of 2030-2040 indicate an additional 741 persons or 296 households will be added to the Township. Projections for longer-term population growth become less accurate the further into the future they occur. However, even if the current pipeline development does meet pent-up demand for housing in the Township, there will be a demand for additional residential development in the following decade.

Growth Area Analysis

Assuming that there are currently 1,420 units still in the development pipeline, and that there is a demand for a total of 1,720 units by 2028, it can be concluded that projected short-term housing demand will be met by current development projects. The Growth Area Analysis is intended to determine if the Township has adequate developable land to meet housing needs through 2040.

The Build-Out Analysis Map (included on the following page) identifies all parcels designated as Vacant as part of the Lancaster County IT/GIS’ LanCo View Version 2.0. The Lancaster County GIS parcel database typically refers to parcels that are not currently improved with structures and are not in use, such as “vacant industrial land,” or vacant residential land.” Each of these vacant categories is tracked by a specific land use code in the parcel metadata. These parcels are overlain on the Township’s existing zoning map.

The following identifies the amount of acreage in each zoning district identified as Vacant:

| Zoning District | Acres | Percent of Total |
|--------------------------------|--------------|-------------------------|
| AG Agricultural | 75.62 | 16.86% |
| BH Bird in Hand | 6.97 | 1.55% |
| BP Business Park | 154.31 | 34.40% |
| C 1 Neighborhood Commercial | 3.74 | 0.83% |
| C 2 General Commercial | 5.43 | 1.21% |
| C 3 Regional Commercial | 5.61 | 1.25% |
| I 1 Light Industrial | 17.90 | 3.99% |
| I 2 General Industrial | 15.33 | 3.42% |
| MU Mixed Use | 1.18 | 0.26% |
| R 1 Low Density Residential | 45.49 | 10.14% |
| R 2 Medium Density Residential | 59.54 | 13.27% |
| R 3 High Density Residential | 46.69 | 10.41% |
| VC Village Commercial | 6.61 | 1.47% |

Build-Out Analysis

East Lampeter Township
Lancaster County, Pennsylvania

- Road
- Rail line
- Urban Growth Boundary
- Village Growth Boundary
- Municipal Boundaries
- Parcel Boundaries
- Vacant Parcel?
 - Yes
 - No

Zoning

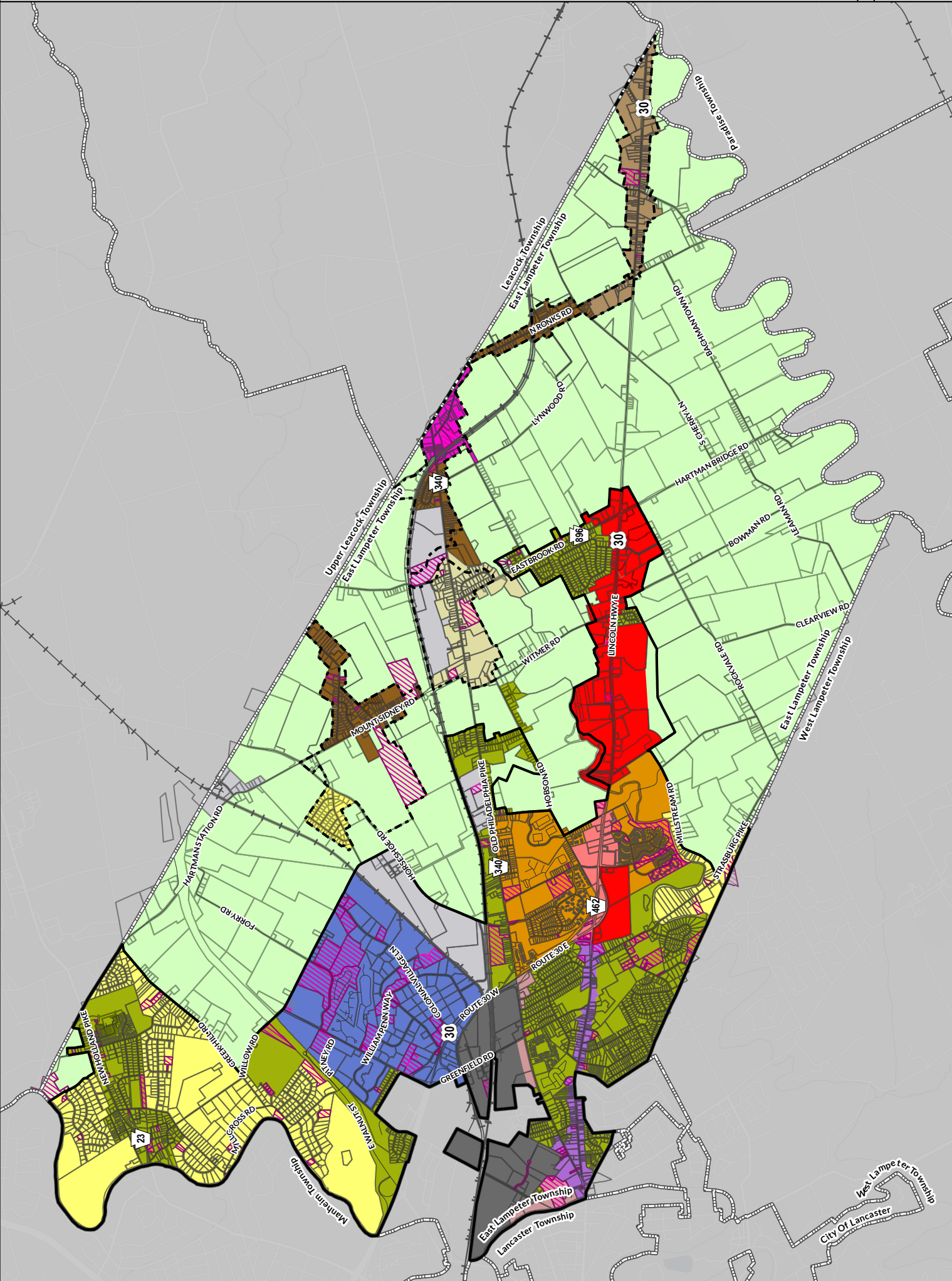
- AG: Agricultural
- R-1: Low-Density Residential
- R-2: Medium Density Residential
- R-3: High Density Residential
- C-1: Neighborhood Commercial
- C-2: General Commercial
- C-3: Regional Commercial
- I-1: Light Industrial
- I-2: General Industrial
- BP: Business Park
- MU: Mixed Use
- VG: Village General
- VC: Village Commercial
- VR: Village Residential
- BH: Bird-In-Hand



Mapping derived from data provided by ESRI, PERMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

10/14/2025 PM:DS GIS:ALV QA:KM R00048.0550

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| | | |
|------------------------|------|-------|
| VG Village General | 2.53 | 0.56% |
| VR Village Residential | 1.63 | 0.36% |

The Study also conducted a Buildable Land Analysis by Zoning District using a different methodology. It identified “Buildable Land” within the county’s urban and village growth boundaries (UGAs and VGAs), which have some existing or planned infrastructure (sewer service, and sometimes water) to support growth. Various buildable land parcels were removed due to flood hazards, low probability of development, or pending development plans.

The Analysis also identified parks and created a quarter-mile buffer from existing bus stops to identify areas most appropriate for multi-family residential development and cost-burdened households. Large parcels over four acres were identified, as these sites could potentially accommodate larger-scale residential

Key Findings: Buildable Land by Zoning District

614 acres of buildable land zoned to allow residential development

According to buildable land data identified in the current Comprehensive Plan for Lancaster County and zoning data provided by East Lampeter Township, there is approximately 614 acres of buildable land in East Lampeter Township, with 587 acres zoned to allow residential development. Just 99 acres of buildable land allows multi-family by right with just 39 of these acres located on large parcels of four or more acres in size.

| Zoning District | Buildable Land Acres | Buildable Land Acres on Large Parcels (4+ Acres) |
|----------------------------------|----------------------|--|
| Agricultural (AG) | 7.6 | |
| Low Density Residential (R-1) | 202.2 | 185.6 |
| Medium Density Residential (R-2) | 119.6 | 64.2 |
| High Density Residential (R-3) | 38.5 | 31.8 |
| Neighborhood Commercial (C-1) | 9.5 | 7.7 |
| General Commercial (C-2) | 2.9 | |
| Regional Commercial (C-3) | 3.7 | |
| Light Industrial (I-1) | 101.1 | 97.5 |
| General Industrial (I-2) | 26.9 | 24.6 |
| Business Park (BP) | 41.1 | 23.0 |
| Mixed Use (MU) | 9.6 | |
| Bird-In-Hand (BH) | 6.1 | |
| Village General (VG) | 13.9 | 13.5 |
| Village Commercial (VC) | 19.8 | 14.3 |
| Village Residential (VR) | 11.8 | 7.5 |
| Total | 614.2 | 469.6 |
| Allows Townhomes | 269.9 | 161.9 |
| Allows Townhomes by Right | 218.2 | 126.7 |

development opportunities (e.g., 15 units per acre). Finally, buildable land parcels were categorized by zoning permitting residential development (either by right or with special exception).

Growth Boundary Detail Maps

The following Growth Boundary Detail Maps takes the existing land use categories discussed above and graphically illustrates where these uses are located within the existing Village Growth Boundaries and Urban Growth Boundary.

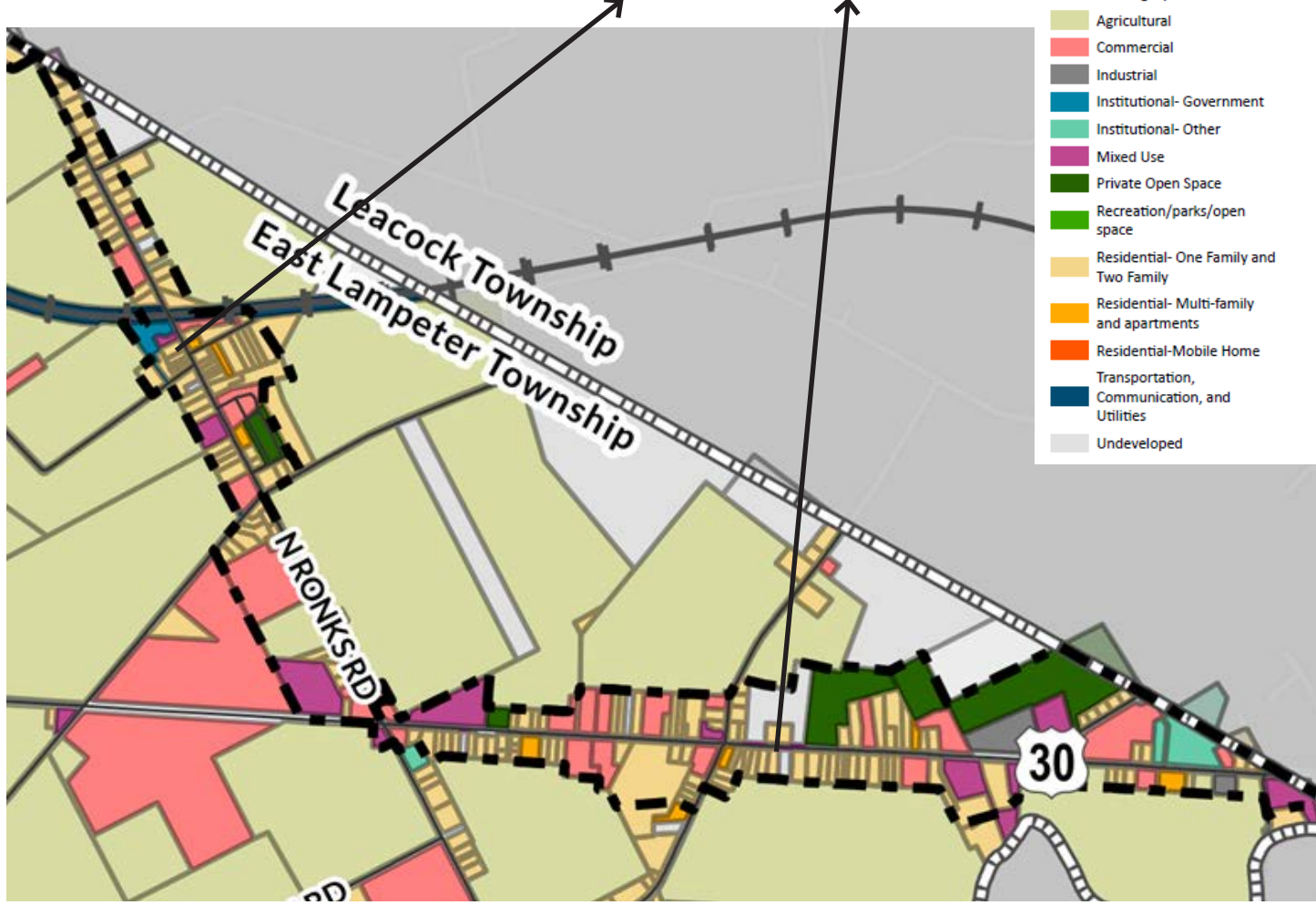
Growth Area Recalibration

Witmer, Smoketown, and Bird-in-Hand Villages



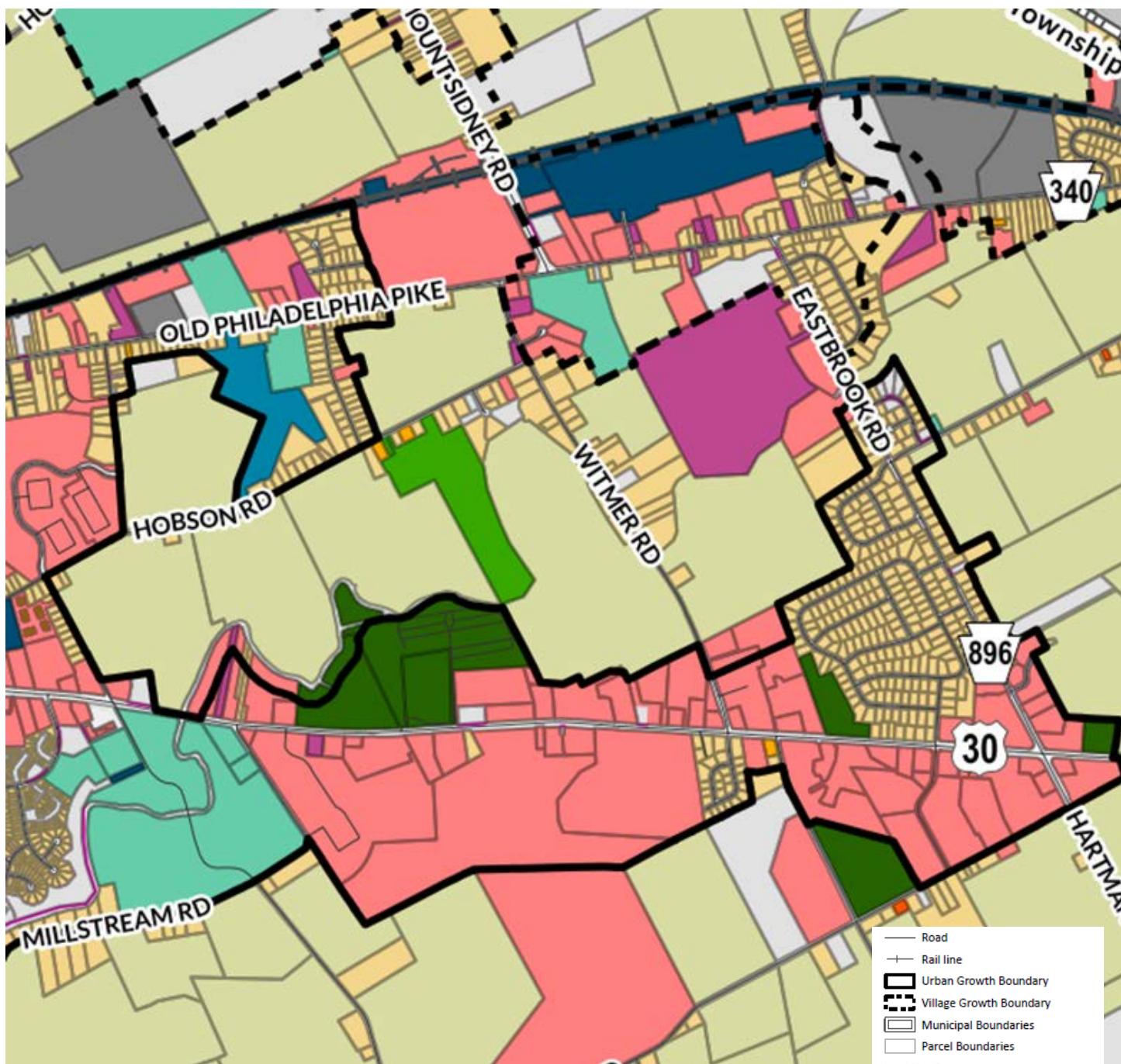
Witmer Smoketown Bird-in-Hand

Ronks and Soudersburg Villages

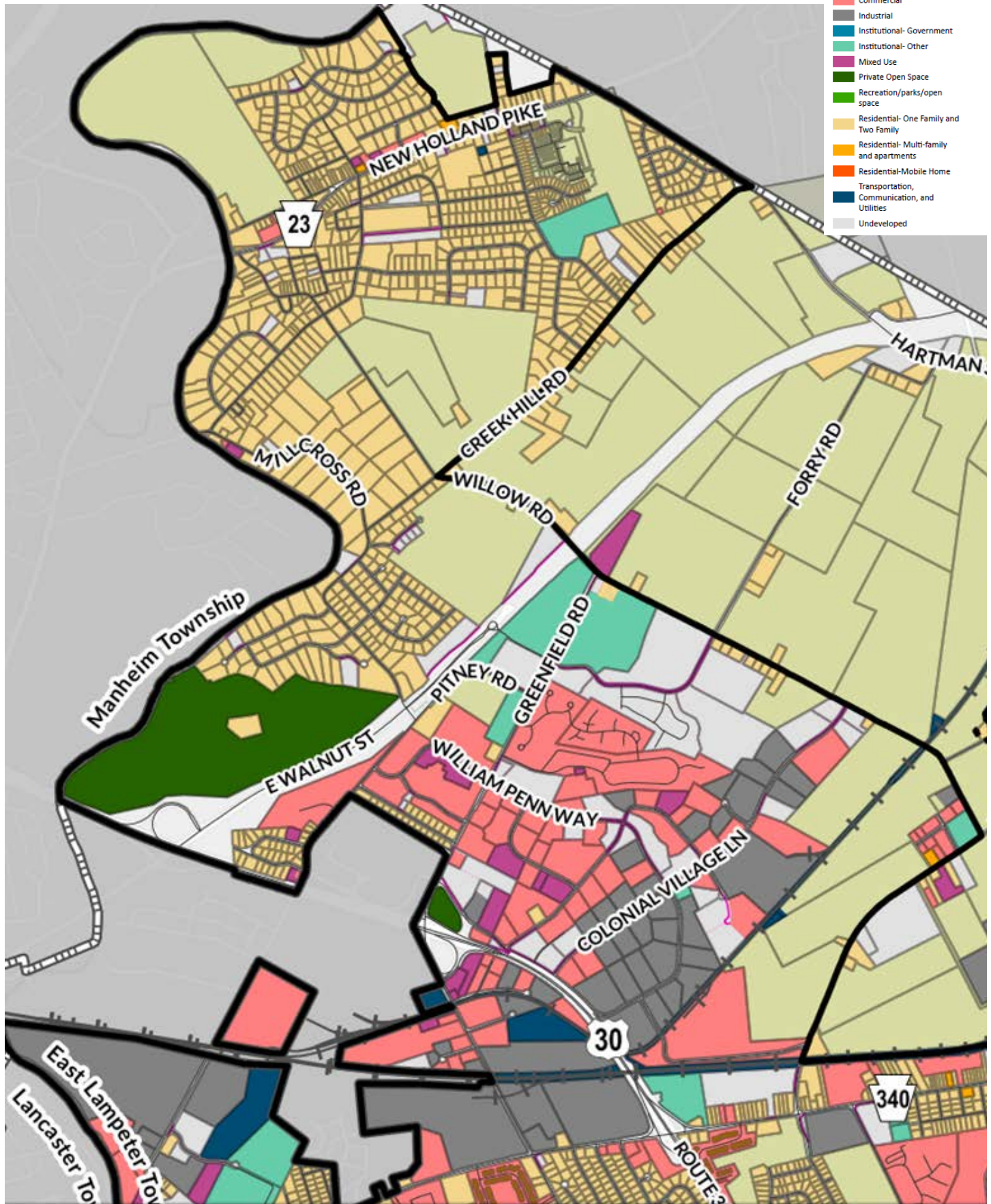


Ronks Soudersburg

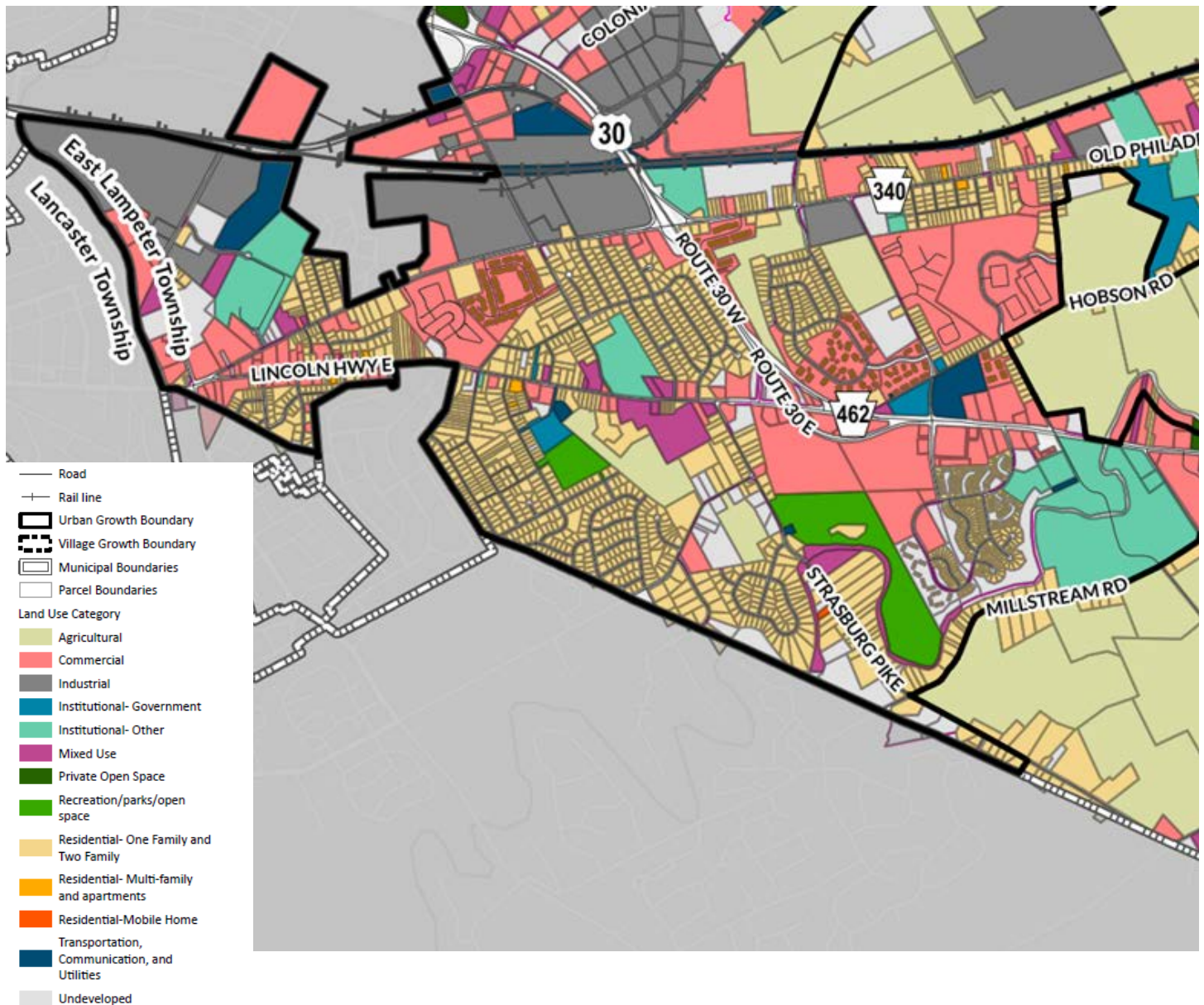
Urban Growth Boundary - Eastern



Urban Growth Boundary - Northern



Urban Growth Boundary - Southern



Lancaster County Planning held regional meetings between 2023 and 2025 throughout Lancaster County to recalibrate the growth area boundaries that were established in partnership with municipalities in the 1990s. The recalibration review process focused on documenting existing conditions in terms of buildable area, redevelopment potential, the availability of existing infrastructure including public sewer and water availability, and other factors. The study also analyzed population projections and the amount of land needed to accommodate future growth as well as whether any of the growth area boundaries should be modified. Finally, the recalibration review recommended actions to implement any changes to the growth area boundaries.

The Township Board of Supervisors adopted amendments to the growth areas on October 6, 2025. The Growth Area Recalibration Map for East Lampeter Township is included on the following page.

East Lampeter Township Comprehensive Plan Survey

Growth Area Recalibration

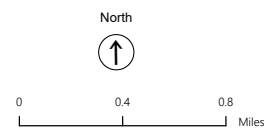
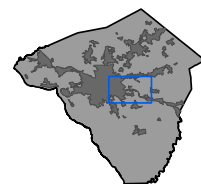
EAST LAMPETER TOWNSHIP

Lancaster County, Pennsylvania



Document Date: 2/11/2025

Source: Lancaster County GIS
This map is to be used for reference or illustrative purposes only. This map is not a legally recorded plan, survey, or engineering schematic and it is not intended to be used as such.



| Legend | |
|--|------------------------|
| ■ Add | places2040 Growth Area |
| ■ Remove | Municipal Boundary |
| Already Added | Road |
| Already Removed | Parcel Boundary |
| | Zoning Boundary |
| | Preserved Farm |

As part of the process to update the Township Comprehensive Plan, residents were asked a series of questions about the type and location of development in the Township as well as the provision of a range of housing options, transportation alternatives, and the location and type of commercial and industrial development. The survey also asked two open-ended questions about what the Township is and isn't doing well.

Question 3 of the Survey asked, Which best describes your support or opposition to encouraging growth within the urban growth boundaries where utilities are available (which discourages growth in rural areas)? Sixty-eight respondents (56.7% of the respondents) expressed either support or strong support to encouraging growth to the urban growth boundaries.

Previous Reviews of the Township's Growth Boundaries

The East Lampeter Township Planning Commission and staff have undertaken two reviews of the recommendations included in the Conestoga Valley Region Strategic Comprehensive Plan. These reviews were conducted in 2015 and 2020. The following are the recommendations the Planning Commission made regarding growth management in the Township.

- The future land use map needs to be updated. This should occur prior to the required 10-year review of the comp plan (2025).
- The urban and village growth boundaries should be modified to include any areas that have been developed and that the Township would want to see developed with changes in the zoning ordinance. This should be completed prior to the next review (2025).
- Consideration should be given to minor UGB/VGB boundary changes given development that has occurred within the Township or is now zoned for development. These changes should occur prior to the next five-year review of the comprehensive plan (2025).

Growth Boundary Recommendations

The Township summarized the findings and recommendations noted above in the following four questions:

1. Are the Designated Growth Areas adequately sized to accommodate projected future growth?
 - The findings of the Build Out Analysis from the Study, and the Vacant Land Analysis from both the Study and the Lancaster County GIS parcel maps, indicate that there appears to be adequate land within the Township to accommodate projected population growth both short-term (through 2030) and long-term (through 2040). However, the density of future residential development, the extent to which vacant residential uses are brought back into the housing pool, infill development, and future housing market changes could all impact the amount of land in the Township considered vacant and developable.
2. Are these parcels located in the areas of the Township that are most appropriate for development?
 - The Study identified a number of developable parcels within the UGB that are served by public sewer and water, close to bus routes, and near park and recreational uses that would meet the primary housing goal of workforce housing affordable to households earning between 50

percent and 80 percent of the area median income (AMI).

3. Are there parcels outside of current Growth Areas that should be included within a DGA because of existing development? The following parcels located outside the current growth boundary were recommended to be included within the Designated Growth Area.
 - The residential development that includes Thoroughbred Lane, Morgan Drive, Palomino Drive, and Shetland Drive was added to the Witmer Village Growth Boundary.
 - The area south of Route 340, including the Township building to Elmwood Drive, was added to the Urban Growth Boundary.
 - The manufacturing area near Bird-in-Hand was added to the Village Growth Boundary.
 - The Beiler property on Beechdale Road was also added to the Bird-in-Hand Village Growth Boundary.
 - The Lancaster Mennonite School campus was added to the Urban Growth Boundary.
4. Are there parcels inside of current Growth Areas that should be excluded from the DGA because it contains an agricultural or other land use not consistent with the DGA?
 - Although there are agricultural use parcels within the Urban Growth Boundary, these parcels are generally surrounded by non-agricultural development. No parcels are recommended to be excluded from the Urban Growth Boundary.

Future Land Use Designations within the Urban Growth Boundary

The Comprehensive Plan analyzed the Existing Land Use Map, the Zoning Map, and recommendations from other Township planning documents to create a Future Land Use map for the Township. Two key factors were considered in evaluating future land use recommendations for the Township:

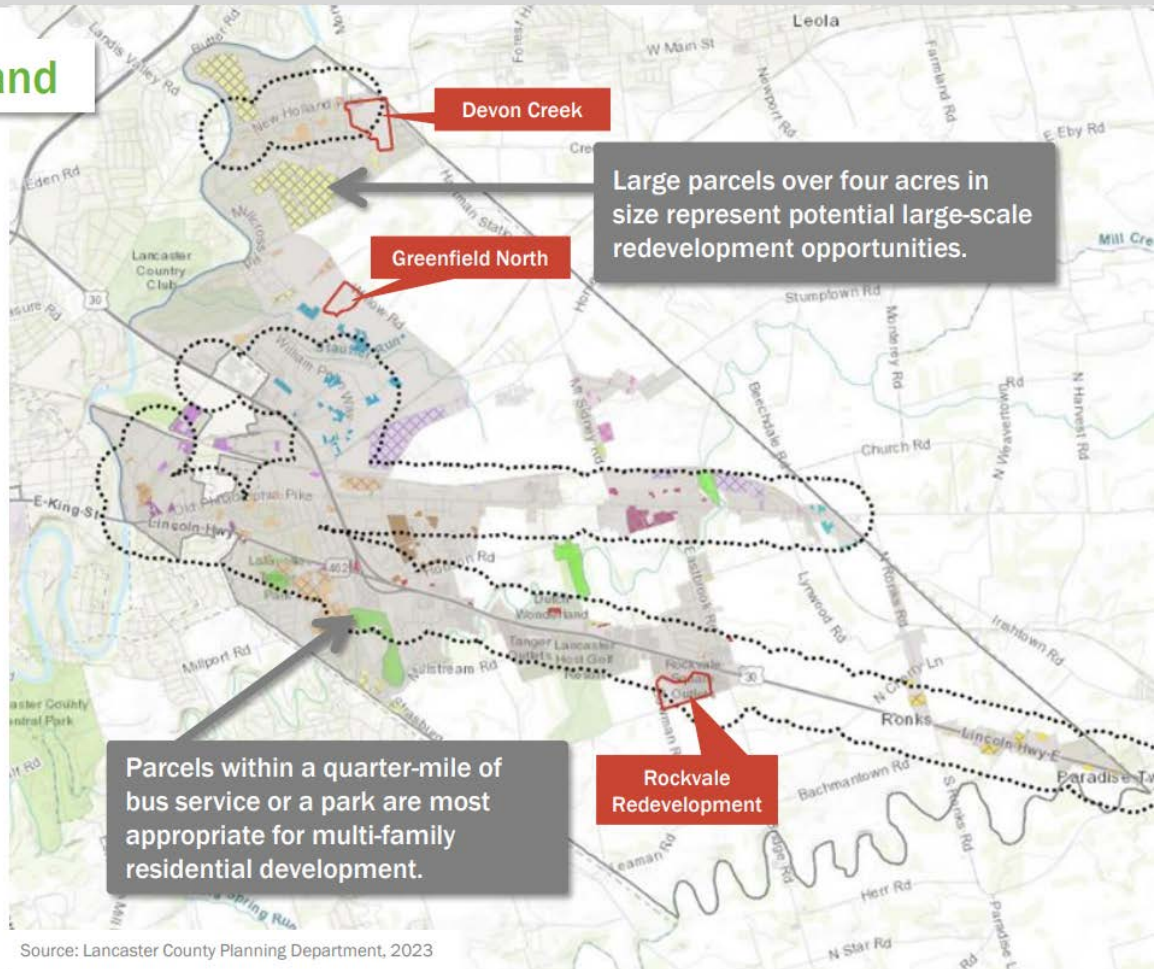
- The East Lampeter Township Urban Growth area is substantially built out but does have some undeveloped properties that could be developed as well as many redevelopment opportunities. As noted in the Buildable Land Analysis noted above, there are approximately 614 buildable acres in the Township zoned for development. Approximately 470 acres of this total are considered developable based on size, being at least four acres in size. (The Buildable Land Analysis utilized a cutoff of four acres to determine whether a parcel is “developable.”)

However, almost 40% of this total is comprised of lands zoned R-1 Low Density Residential. These are generally undeveloped parcels that are located within and adjacent to existing areas of low-density residential development.

The Housing Needs Study mapped parcels over four acres in size and those that are within a quarter mile of bus service or a park to identify areas that are most appropriate for residential development or redevelopment.

- Because the land within the Urban Growth Boundary is substantially developed, zoning generally reflects existing land uses. Any change to the future land use designation would create

Buildable Land



inconsistencies with existing land use and zoning. The focus of the Comprehensive Plan is generally to encourage redevelopment that is compatible with existing development patterns.

- The Township has amended its zoning ordinance to permit mixed use development. The Comprehensive Plan also recommends that the zoning ordinance be amended to permit higher-density development, mixed-use development up to 12-15 dwelling units per acre in the MU, C-1, and C-2 Districts. Permit commercial uses on the first floor and residential uses above.

The Future Land Use (FLU) Map (included within the following pages) is generally consistent with the Township’s zoning map, which in turn reflects existing land uses in the Township. Some of the Future Land Use designations are different than the existing zoning district designations. An example are the five Route 30 land use designations. The FLU Map also incorporates the land use recommendations of the Route 30 Streetscape Plan and the Bridgeport Crossroads Transportation and Land Use Study. The following is a summary of each of the FLU designations:

- Agriculture (A)- Areas designated as Agriculture coincide with areas in the Township zoned Agricultural. The intent of this designation is to maintain agriculture and agricultural support businesses for the long-term economic health of the Township. These areas are also located outside of the Urban Growth Boundary and Village Growth Boundary, meaning that the Township has planned to direct future development away from areas planned for future agricultural use.
- Residential-low (RL)- The RL designation is for areas that have been mostly developed for low-density single-family detached residential development. The three areas designated RL

are the northwest area of the Township generally New Holland Pike and East Walnut Street, a neighborhood located between Thoroughbred Lane and Jarvis Road, and on both sides of Strasburg Pike bordering Strasburg Township.

- Residential-medium (RM)- Areas of existing residential development a greater range of dwelling types and higher densities. These areas are located in several areas including the northwest area of the Township, the north and south sides of Lincoln Highway and Route 340, and along Eastbrooke Road/Route 896.
- Residential-high (RH)- Two areas of the Township are designated RH which include the highest residential densities and a full range of dwelling types. These areas are almost some of the newest residentially developed areas of the Township. These areas are generally located between Route 340 and Hobson Road, and south of Route 30 along Greenland Drive.
- Neighborhood Mixed Use (NMU)- This land use designation includes the existing C-1 Neighborhood Commercial and Mixed Use zoning districts. The MU zoning district is located on either side of Lincoln Highway East from Bridgeport eastward to the Route 30 interchange. The C-1 zoning district is located on Pitney Road and smaller areas along Route 340. The intent statements and permitted uses for each of these zoning districts are similar. The Township recognizes that redevelopment of these areas has and will continue to occur. The Future Land Use plan envisions and encourages mixed-use redevelopment and higher residential development densities. Because existing and redeveloped land uses are primarily located along high traffic volume road corridors and are often located near residential development, transportation and land use impacts from redevelopment must be identified and mitigated through thoughtful site design.
- General Commercial (GC)- The GC land use designation coincides with the C-2 zoning district and is located along Route 30 east of the interchange extending east to Harvest Road. The land uses are primarily highway oriented commercial and border residential neighborhoods to the north and south. The Future Land Use Plan recognizes that a number of commercial uses in this area along Route 30 have redeveloped as market forces and changing consumer tastes have brought about a change in the mix of land uses in this areas. Similar to the NMU designation, the Future Land Use Plan encourages a mix of residential and non-residential uses, both within the same structure and in future site development.
- Business Park (BP)- The BP FLU designation coincides with the BP zoning district and encompasses the Greenfield Community. This development has been successful in incrementally integrating office, light industrial, commercial, residential, and education land uses. Furthermore, the development is served by transit and includes a trailhead for the Greater Lancaster Heritage Pathway.
- Industrial-Light(IL)- The IL designation includes existing land uses that are zoned I-1 Light Industrial. There are four areas in the Township currently zoned I-1. These include the Smoketown Airport on the north side of Route 340, the Lancaster Archery and Restaurant Store/Clark Associates area on the north side of Route 340, mostly undeveloped properties west of Horseshoe Road and north of Jefferson Road, and a number of smaller industrial uses along Hartman Station Road near the border with Upper Leacock Township.

The Township has recently approved a proposal submitted by the owners of the Lancaster Archery business to permit an integrated business campus in the I-1, I-2, and BP zoning districts. This zoning

text amendment allows for “... the development and operation of integrated, multifunctional, business facilities.” This zoning text amendment allows for the further development and redevelopment of a number of land uses on a single property, promoting mixed-use similar to the mix of residential and commercial uses proposed for the NMU and GC Future Land Use Designations.

- Industrial General (IG)- Areas included in the IG designation are also zoned I-2 General Industrial. These areas include the High Steel property between Route 340 and the Amtrak rail line, and other industrial uses located north and south of the Amtrak line.
- Campus Educational (CE)- The Harrisburg Area Community College-Lancaster property is designated as CE. This property is currently included in the I-2 Industrial zoning district.
- Village- Bird-in-Hand (VBIH)- This land use coincides with the Bird-in-Hand zoning district. The land use designation and zoning district reflect the somewhat unique nature of Bird-in-Hand as a regional tourism-oriented economic center.
- Village Mixed Use (VMU)- The VMU land use designation includes both the Village General and Village Commercial zoning districts. The VG zoning district is located in the village of Smoketown on both sides of Route 340. The VC district is located in the village of Ronks north of Route 30, and the village of Soudersburg on both sides of Route 340. Both the intent section and the mix of permitted uses are similar in both of these districts. All of these village areas have a mix of existing commercial, industrial and residential uses to a larger or smaller degree.
- Village Residential (VR)- the delineation of the VR FLU areas is the same as the VR zoning districts. It encompasses the eastern portion of the village of Smoketown, the northern portion of the village of Ronks north of Irishtown Road, and the village of Witmer. Unlike the VMU FLU designation, these areas are predominantly residential in character. Because these villages were often originally established along important market roads which evolved into regional corridors, pedestrian and other forms of non-motorized transportation are challenged by higher traffic volumes and lack of a complete sidewalk and trail network.
- Village Center (VC)- The Bridgeport Crossroads Transportation and Land Use Study (2021) (Study) is a planning initiative with a goal to enhance walkability, transportation, transit choices, and neighborhood character within the Bridgeport area of Lancaster County, Pennsylvania. The project is a collaboration between East Lampeter Township, West Lampeter Township, Lancaster Township, and the City of Lancaster, with the support of the County of Lancaster and PennDOT. The Study included a number of recommendations for transportation improvements, trail development, and land use changes.
- The Bridgeport Crossroads Transportation and Land Use Study recommended that the area east of the Conestoga River in the vicinity of Pitney Road, Route 340, and Lincoln Highway East

in both East Lampeter and West Lampeter Townships be zoned as Village Center. The Study recommended a walkable, mixed-use area that would "... incentivize the design and development of commercial buildings, shops, restaurants, residential buildings, mixed use buildings, civic plazas, village greens, streetscapes, and sidewalks." Adaptive reuse and infill development would also be incentivized.

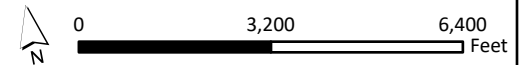
This area of the Township is currently zoned Mixed Use. The MU Zoning District would permit the development of a walkable, mixed use village.

- Route 30 Land Use Designations- The zoning map designates this area as C-3 Regional Commercial. The FLU designations are:
 - Route 30- Funnel (R30F)
 - Route 30- Western Gateway (R30WG)
 - Route 30- Tourism (R30T)
 - Route 30- Locally Serving (R30LS)
 - Route 30- Eastern Gateway (30EG)

Future Land Use

East Lampeter Township Lancaster County, Pennsylvania

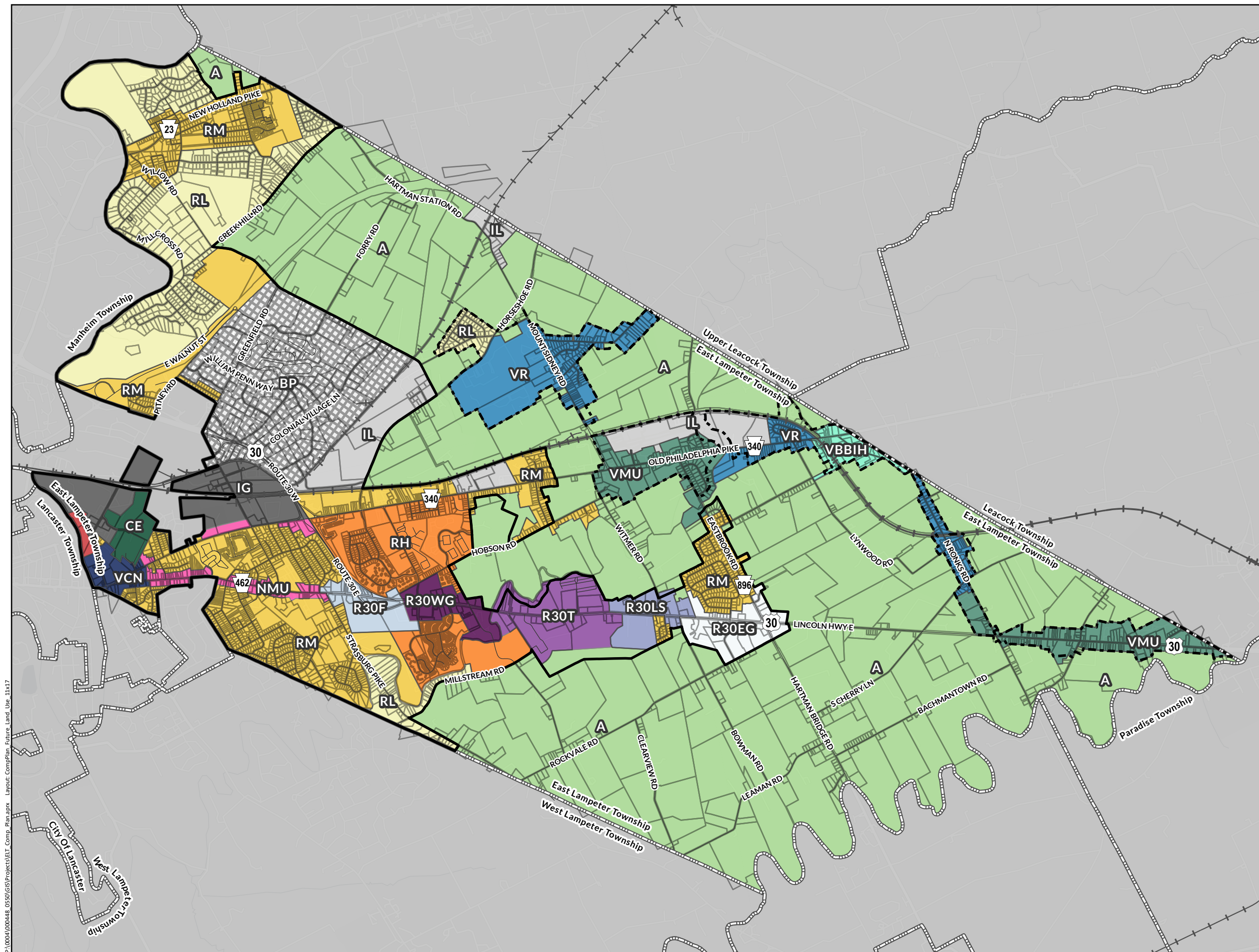
- Road
- + Rail line
- ▭ Urban Growth Boundary
- ▭ Village Growth Boundary
- ▭ Municipal Boundary
- ▭ Parcel Boundary
- Future Land Use
- ▭ Business Park
- ▭ General Commerical
- ▭ Agriculture
- ▭ Industrial-General
- ▭ Industrial-Light
- ▭ Campus Educational
- ▭ Neighborhood Mixed Use
- ▭ Residential High Density
- ▭ Residential Medium Density
- ▭ Residential Low Density
- ▭ Route 30- Eastern Gateway
- ▭ Route 30- Funnel
- ▭ Route 30- Locally Serving
- ▭ Route 30- Tourism
- ▭ Route 30- Western Gateway
- ▭ Village- Bird-In-Hand
- ▭ Village Mixed Use
- ▭ Village Residential
- ▭ Village Center



Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

1/16/2026 PM: DS GIS: ALV QA: KM R000448.0550

HRG
 369 East Park Drive
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 717.564.1121 [phone]
 www.hrg-inc.com



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CHAPTER 2

MAINTAIN THE CHARACTER OF VILLAGES AND AGRICULTURAL AREAS

The Conestoga Valley Region Strategic Comprehensive Plan (2003) included the Village Preservation Program for the three Townships- East Lampeter, West Earl, and Upper Leacock- involved in the Comprehensive Plan. This Program was unique for not only identifying the unique land use and economic characteristics of the region's villages, but also categorizing the villages based on their location, their primary land use types, and their style of historical development. Villages are unincorporated areas of the Township that historically developed as centers of commerce and activity.

The village strategy focused on the preservation of the region's many villages. The Comprehensive Plan noted that the region does not contain a centralized urban area such as a borough; however, in its place are numerous small centers of residential and neighborhood level retail / commercial activity. These villages are a distinguishing characteristic of the region. They are significant to the region's history, cultural landscape, and community life.

The villages were categorized based on the following components:

- Identify the role each village plays in the region. The villages may be characterized by four prominent features based on observations and local knowledge:
 - **Location** – villages located on major commerce routes (e.g., PA 340, PA 23, PA 772) vs. villages located at a country crossroads.
 - **Residential population** – predominance of traditional communities (residents affiliated with the plain sect communities and their way of life) vs. modern communities.
 - **The major type of goods and services provided** – tourist focus vs. local focus.
 - **Predominant style of development** – linear vs. grid / or curvilinear.

The following matrix identifies each village and the prominent characteristics specific to each village.

| VILLAGE | LOCATION | | RESIDENT ¹ POPULATION | | GOODS & SERVICES | | DEVELOPMENT STYLE | |
|-----------------------------|----------------|---------------------|----------------------------------|--------|------------------|-------------|-------------------|-----------------------|
| | COMMERCE ROUTE | COUNTRY CROSS-ROADS | TRADITIONAL | MODERN | TOURIST FOCUS | LOCAL FOCUS | LINEAR | GRID / OR CURVILINEAR |
| Witmer | | X | X | X | | X | X | |
| Bird-in-Hand (western edge) | X | | | X | X | | X | |
| Ronks | | X | X | X | | X | X | |
| Soudersburg | X | | | X | X | | X | |

The villages of Ronks and Witmer were described as “... desirable locations for accommodating the needs of the region’s more traditional communities”. Two other villages were described as serving a dual role in the region, serving the local community and attracting tourists. These villages include Bird-in-Hand in East Lampeter and Leacock Townships, and Soudersburg in East Lampeter Township.

The Comprehensive Plan included recommendations for the development, redevelopment, and preservation of the region’s traditional villages, including Ronks, and Witmer. The Comprehensive Plan noted that these Traditional Villages accommodate the needs of the region’s Plain Sect communities. Specific recommendations for the two Traditional Villages located within East Lampeter Township, Ronks and Witmer, are included below.

The Township’s zoning ordinance was amended in 2016 to create the VG-Village General, VR- Village Residential, VC- Village Commercial. The BH Bird-in-Hand Zoning District and design guidelines were also added in 2016.

TRADITIONAL VILLAGES

Ronks

Located on Ronks Road and at the border of East Lampeter and Leacock Townships. The linear village is physically separated by the railroad bridge.

Characteristics:

- The historic settlement is south of the railroad bridge.
- The village is wedged between the railroad line and Florys campground and mobile home park.
- Prominent features of the village are the stone abutment/retaining wall, sidewalks, and the Ronks Fire Company. A mixture of uses is evident at the villages edge.
- Ronks Road is a connector between U.S. Route 30 and PA 340 at Bird-in-Hand. Although this is a major route for the plain sect community, the mix of motorized and non-motorized traffic is not as great given the low clearance of the railroad bridge.
- Both Traditional and Tourist Focused village also includes traditional development patterns such as smaller setbacks and mix of uses.

Witmer

Located north of the East Lampeter Urban Growth Boundary on Mount Sidney Road north of the railroad track and south of Horseshoe Road.

Characteristics:

- The original settlement of the village is located south of Stumptown Road. The area is linear in nature.
- New development is located in a subdivision located at the intersection of Stumptown and Mount Sidney Road. The number of new homes in the development eclipses the original settlement.
- Public sewer is available to the area and public water is within proximity of the village.
- The development of the area is influenced by the location of the Conestoga Valley School District complex, the CV middle school and high school.



- The activity in the area offers an interesting mix of vehicles: farm vehicles, school buses, and non-motorized vehicles.

TOURIST FOCUSED VILLAGES

Soudersburg

Characteristics:

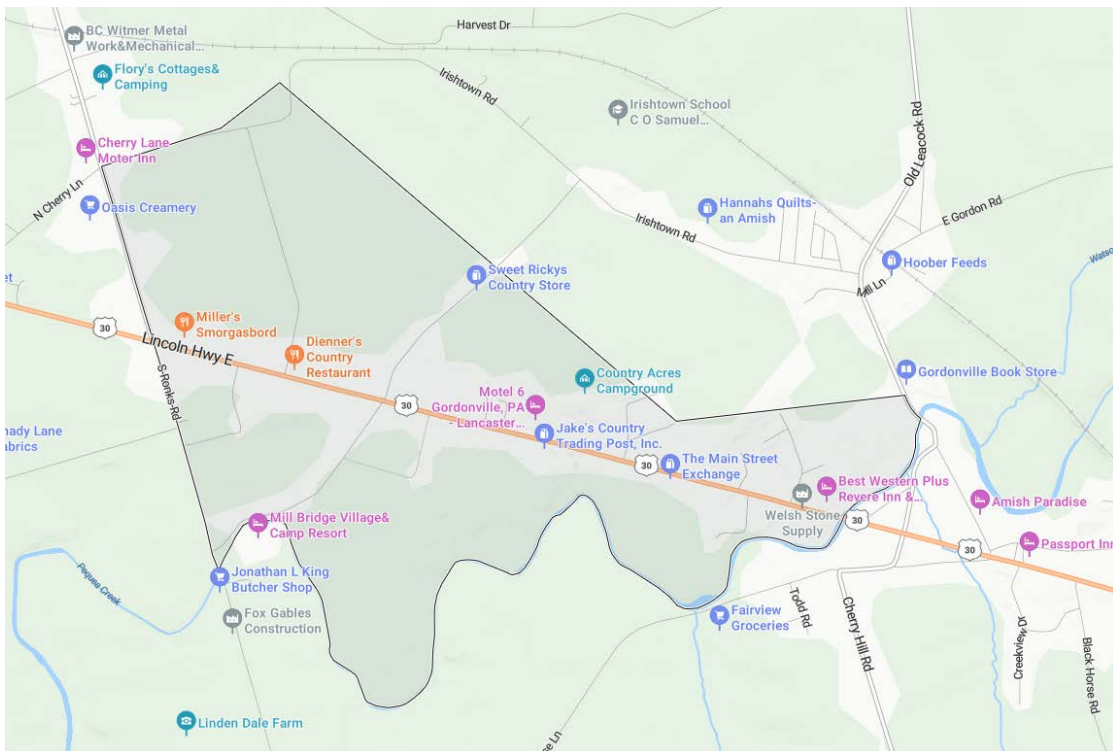
- Located on US 30, the development offers an interesting mix of tourist-oriented shops and accommodations, in addition to the remnants of an historic village. There are no design features which pull this area together. With few exceptions the village does not have a sense of place. US 30 traffic impairs the safety of pedestrians or left turn movements across the highway.
- Soudersburg will be a focal point of the upcoming US 30 Corridor Study. Options discussed in the past have been a bypass of the village. This bypass would be at the sacrifice of agriculture land currently farmed by families of the plain sect community. There are no current plans for the construction of a bypass.

Bird-in-Hand

The village occupies land area in both East Lampeter and Leacock townships on the PA 340 corridor. The shops, restaurants, and bed-and-breakfast inns are major tourist destination.

Characteristics:

- The majority of the village area is located in East Lampeter Township.
- The area in East Lampeter Township includes small shops, restaurants, lodging, and homes.
- A transit stop is located just east of the railroad bridge.
- Property owners are in the process of adding landscaping and pedestrian walkways; however, these activities are occurring on a property by property basis.



- Locations without sidewalks still exist, which puts pedestrian traffic on the roadway. Traffic gets heavier during the summer months and weekends.
- Little development potential exists in this section of the village.



Smoketown

Characteristics:

Located west of Bird-in-Hand on PA 340, the area is associated with the Smoketown Airport and a number of local businesses. The area includes a variety

of small shops, homes, and businesses. The previous Comprehensive Plan stated that typical village characteristics such as those described above are absent in the area.

EXISTING LAND USES & ZONING OF THE VILLAGES

The following description of existing land uses and zoning districts in the villages is intended to update the land use characterizations, as needed, of the villages from the previous Comprehensive Plan as well as to analyze whether the specific zoning district regulations are generally consistent with existing land use patterns. The Existing Land Use data is taken from the Lancaster County GIS data layers.

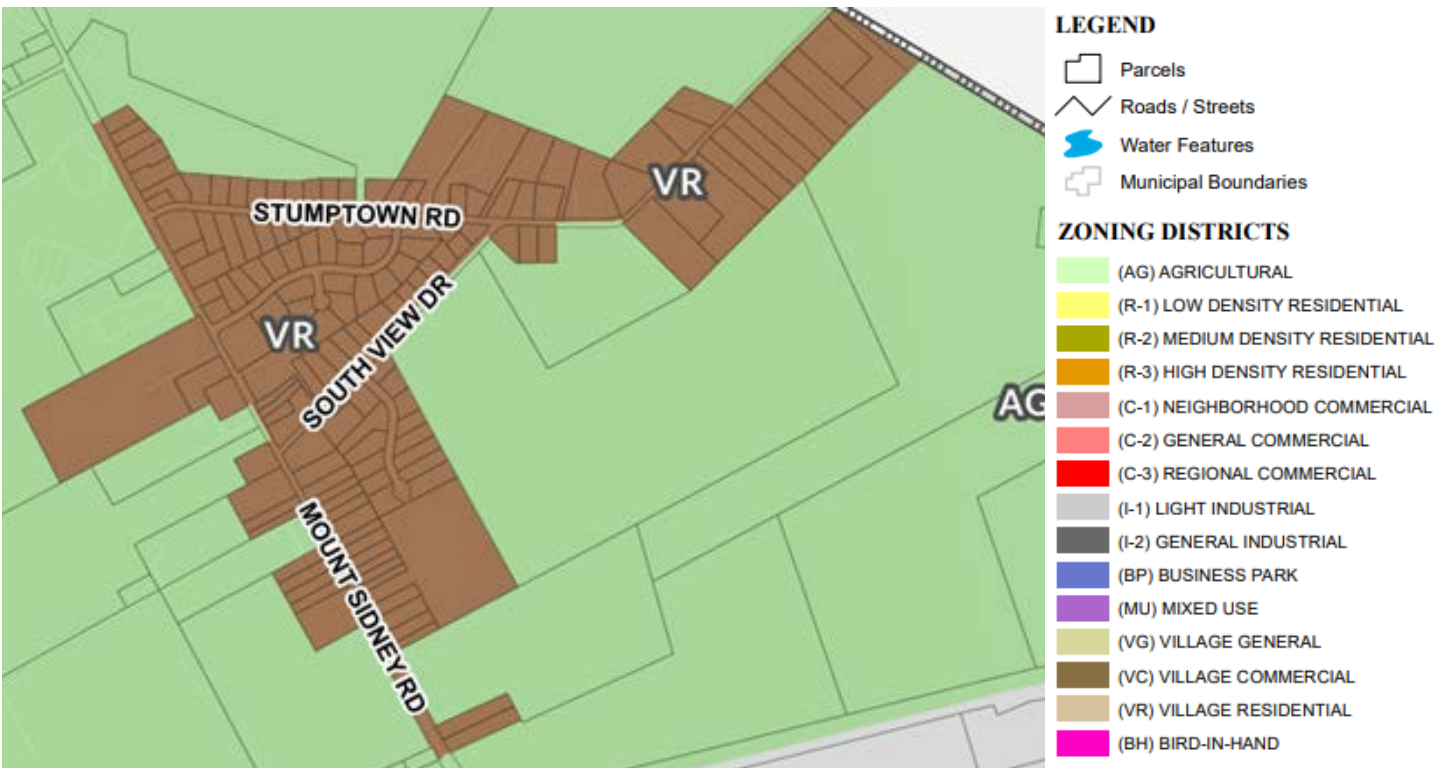
Witmer

Almost all of Witmer's existing land use continues to be single-family residential located between Stumptown Road and Mount Sidney Road. Witmer Fire Company is located on Mount Sidney Road.

In addition to implementing the Township's Growth Management objectives, the purpose of the Village Residential District is to "...accommodate and to support the continued viability of the traditional residential village areas within East Lampeter Township in a manner that preserves their existing character," and to "...permit commercial uses that provides necessary services for the residents of the village with minimal impact upon the residential quality of the neighborhood."

Witmer Existing Land Use

Witmer Zoning: Village Residential (VR) District

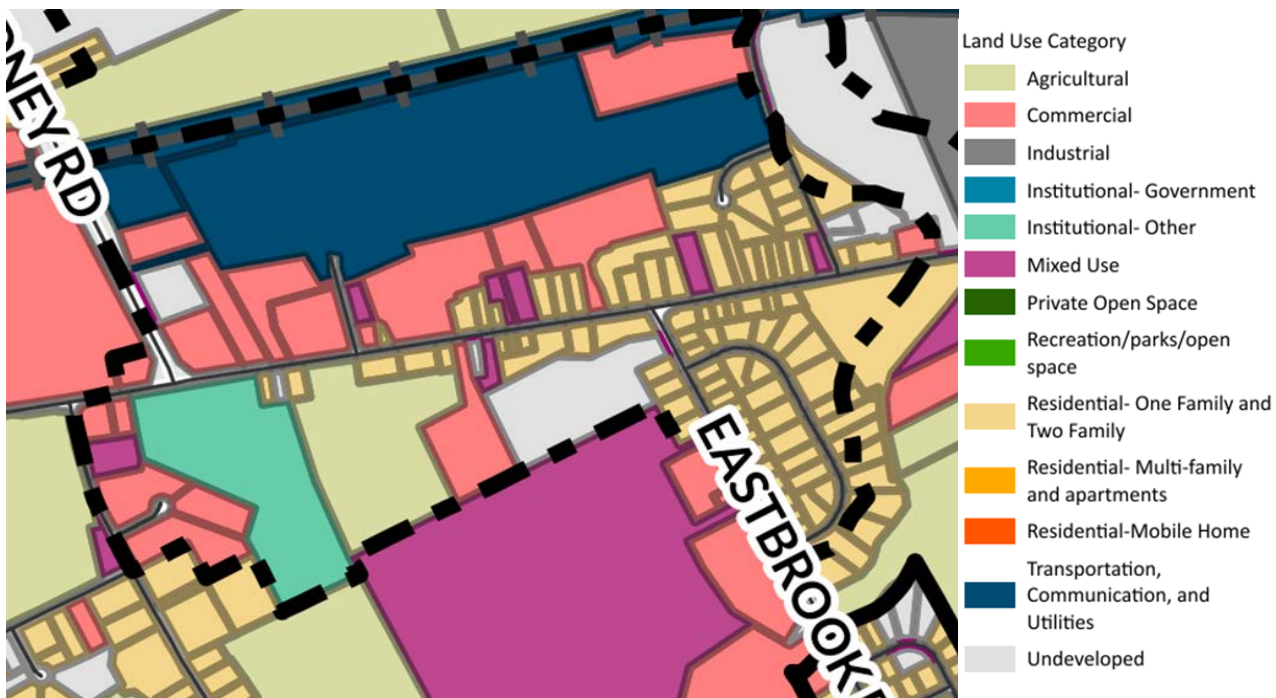


Smoketown

Smoketown is generally bordered by the rail line to the north of Mount Sidney Road on the west, and bisected by Route 340. Removed “along Bridge View Circle, Meadow Lane, and Eastbrook Road. Primary land uses include the Smoketown Airport, a number of commercial and industrial uses on the north side of Route 340, and residential uses. South of Route 340 are commercial uses surrounding Gehman Lane. The former Smoketown Elementary School.

Smoketown is characterized by a mix of land uses located primarily along Route 340. This area has experienced significant redevelopment of existing uses. An Access Management Study for this area could evaluate how driveways, intersections, and access points along Route 340 affect traffic flow, safety, and land use. The goal of the Study would be to balance mobility, safety, and property access.

Smoketown Existing Land Use



Smoketown Zoning: Village Residential (VR), Village General (VG), Light Industrial (I-1) Districts

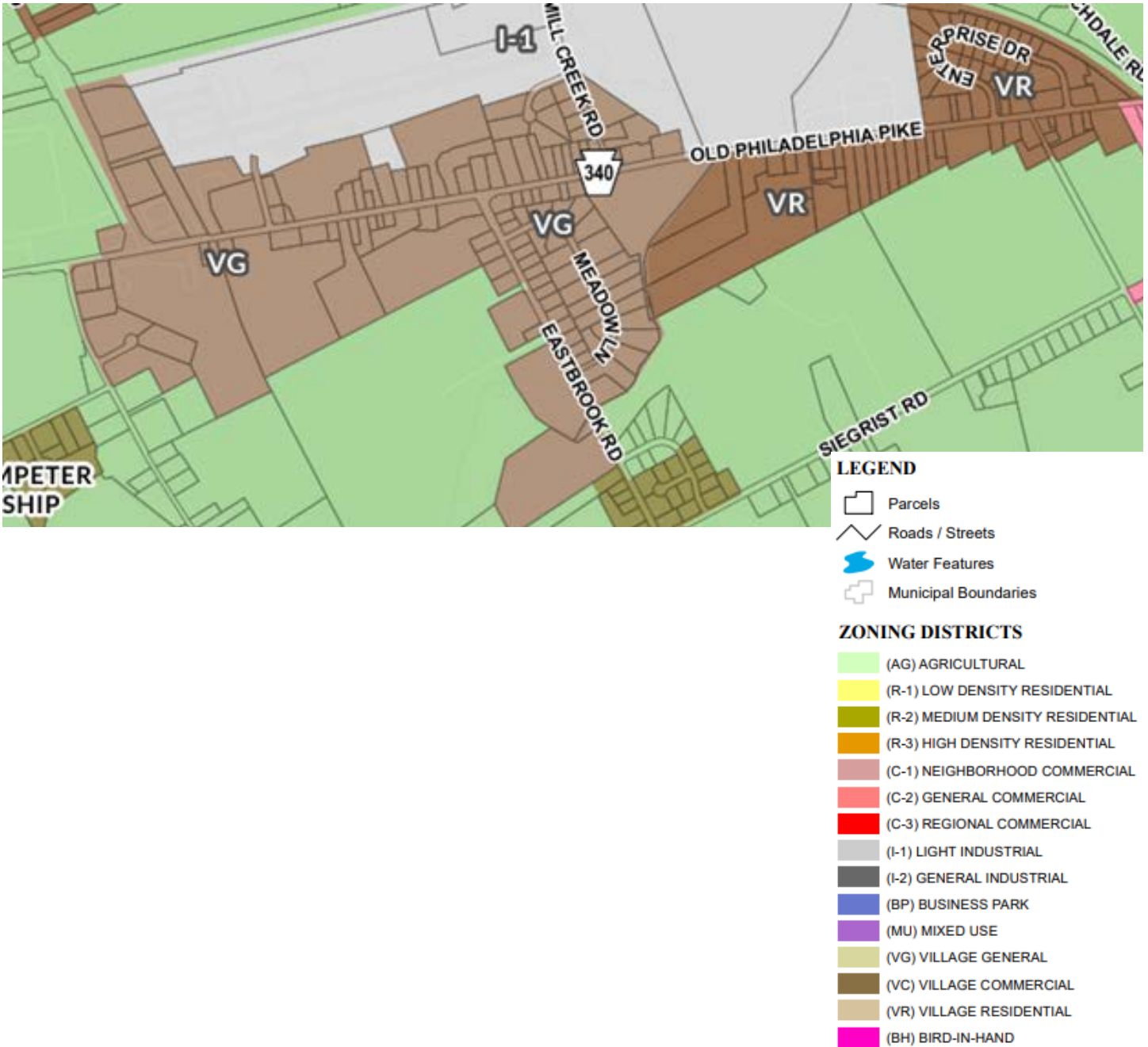
In addition to the VR District discussed above, the VG Village General Zoning District is designed to accomplish the following objectives:

- “To accommodate and to promote the grouping of residential, commercial, office, and recreational uses at suitable suburban locations where such uses will complement and support the other uses within the development.
- To accommodate existing areas of mixed residential and nonresidential development and to promote their continued viability.
- To serve as a transitional district between residential areas and nonresidential zoning districts.
- To provide design standards to assure an attractive community for residents in and around the district as well as a pleasant environment for those who work within the district.”

The purpose of the I-1 District are to:

- “Accommodate industrial and manufacturing uses, along with related service and support uses and compatible commercial activities, that are characterized as producing minimal hazards as well as having a minimal impact relative to the production of smoke, noise, odor, dust, and other nuisances.
- To provide design standards for the development of the lands in this district that will promote the creation of an attractive community.”

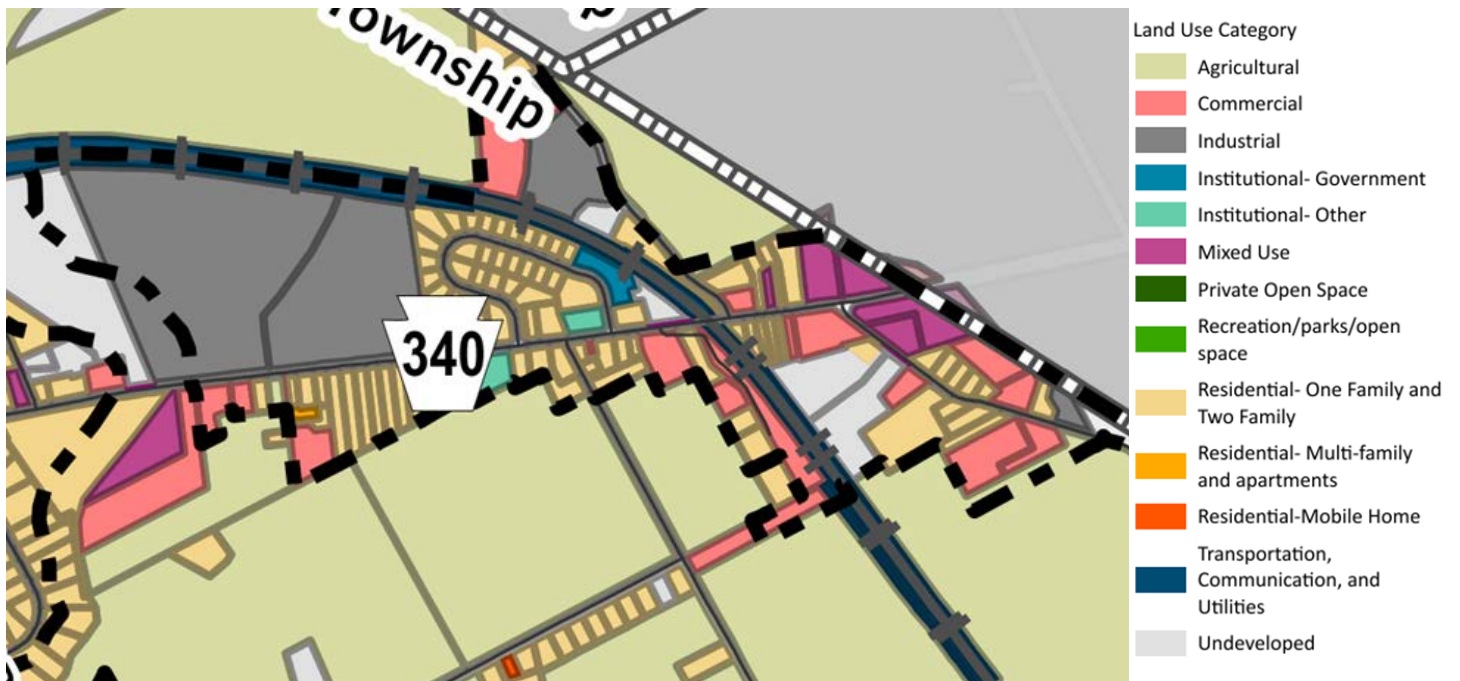
Smoketown Zoning: Village Residential (VR), Village General (VG), Light Industrial (I-1) Districts Map



Bird-in-Hand

Land uses include a number of tourist-oriented sites, Ames Reese manufacturing facility on the north side of Route 340, a residential development on Enterprise Drive, and a mix of residential and commercial uses bordering Route 340 and Maple Avenue.

Bird-in-Hand Existing Land Use



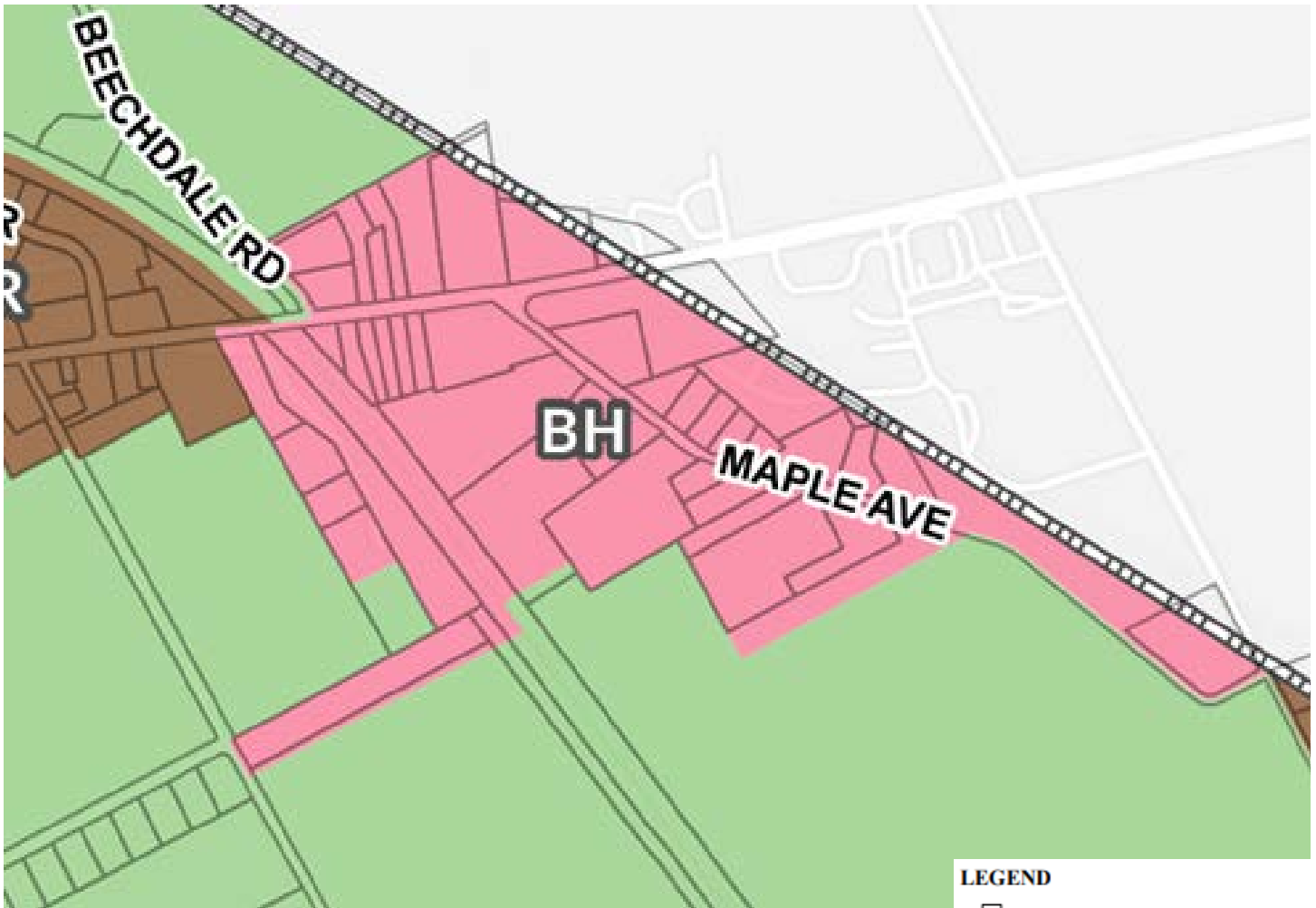
Bird-in-Hand Zoning: Bird-in-Hand (BH) District

The Purpose of the BH District is:





- “To accommodate and to support the continued viability of the traditional villages as a village and tourist center within East Lampeter Township.
- To provide for the expansion of village commercial and tourism uses in a manner that is consistent with the current physical pattern of structures, roads, and uses.
- To enable the development and revitalization of mixed-uses within the context of the existing community.”

There have been two development plans within Bird-in-Hand along Maple Avenue that have utilized the BH District’s design guidelines. East Lampeter Township worked cooperatively with Leacock Township to plan and zone for future development in Bird-in-Hand. Leacock Township has also adopted a Bird-in-Hand Zoning District.




















LEGEND

-  Parcels
-  Roads / Streets
-  Water Features
-  Municipal Boundaries

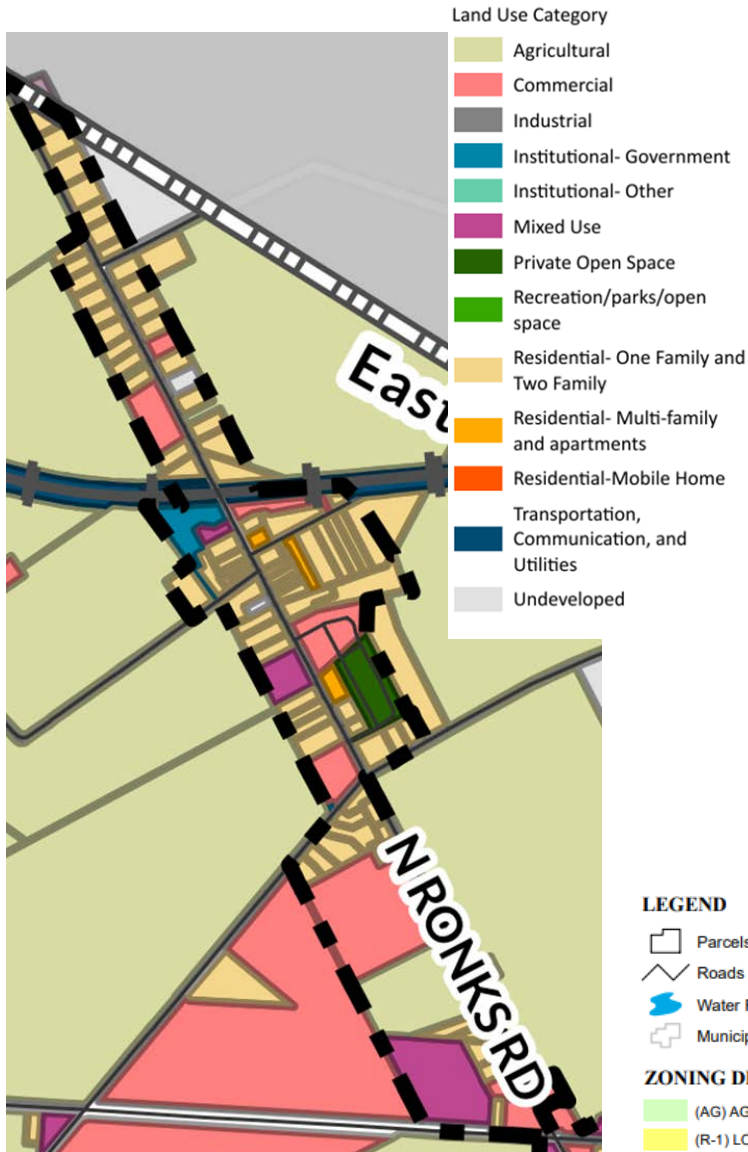
ZONING DISTRICTS

-  (AG) AGRICULTURAL
-  (R-1) LOW DENSITY RESIDENTIAL
-  (R-2) MEDIUM DENSITY RESIDENTIAL
-  (R-3) HIGH DENSITY RESIDENTIAL
-  (C-1) NEIGHBORHOOD COMMERCIAL
-  (C-2) GENERAL COMMERCIAL
-  (C-3) REGIONAL COMMERCIAL
-  (I-1) LIGHT INDUSTRIAL
-  (I-2) GENERAL INDUSTRIAL
-  (BP) BUSINESS PARK
-  (MU) MIXED USE
-  (VG) VILLAGE GENERAL
-  (VC) VILLAGE COMMERCIAL
-  (VR) VILLAGE RESIDENTIAL
-  (BH) BIRD-IN-HAND

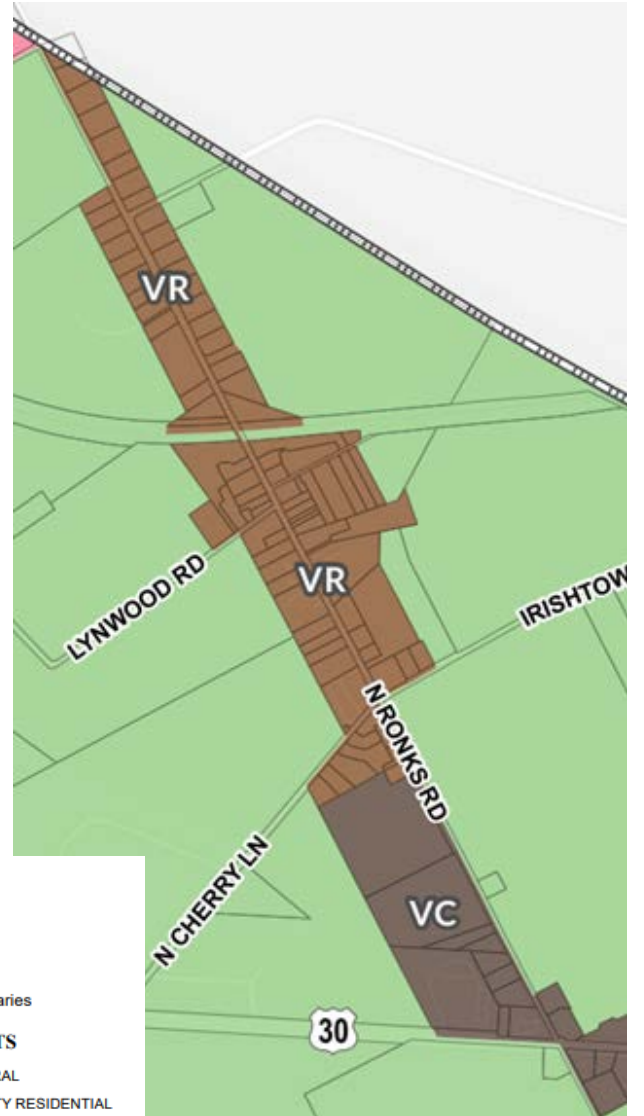
Ronks

Primary land use is residential on both sides of Ronks Road north of North Cherry Lane. The VGB extends south of North Cherry Lane on the west side of Ronks Road and includes a mix of residential, commercial, and industrial uses.

Ronks Existing Land Use



Ronks Zoning: Village Residential (VR) and Village Commercial (VC)



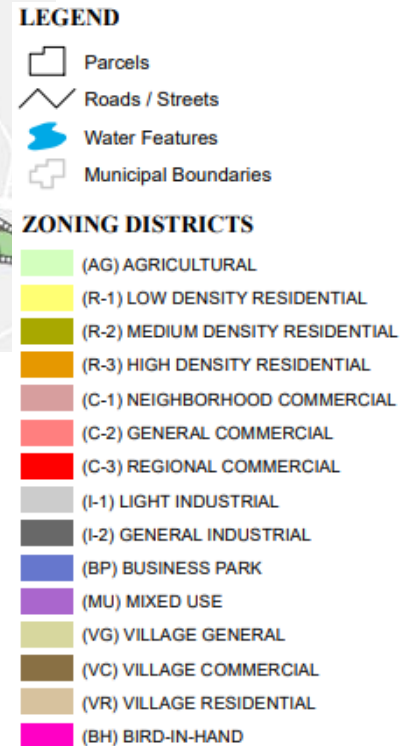
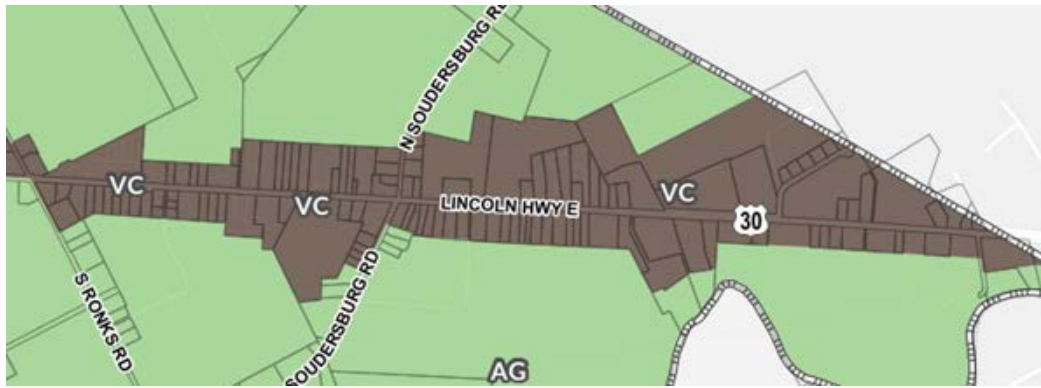
Soudersburg

Soudersburg encompasses all of the land immediately adjacent to Route 30 from South Ronks Road in the west eastward to the Township boundary with Paradise and Leacock Townships. There are a mix of land uses including residential, commercial, industrial, and institutional.

Soudersburg Existing Land Use



Soudersburg Zoning- Village Commercial



Summary

All of the Village Growth Boundaries are comprised of one or two zoning districts. However, three of the villages, including Smoketown, Bird-in-Hand, and Soudersburg, contain a wide range of existing land uses. These areas are primarily zoned either Village Commercial or Bird-in-Hand, which permit a number of land uses by right, special exception, or conditional use.

The historic development patterns of these areas have resulted in a mix of residential, commercial, and industrial land uses. However, any attempts to match zoning regulations to existing land uses would create numerous spot zones.

The Purpose Statements for the Village General, Village Commercial, Village Residential, and Bird-in-Hand Zoning Districts reflect the mixed-use nature of the villages. These include:

Bird-in-Hand District

- To accommodate and to support the continued viability of the traditional villages as a village and tourist center within East Lampeter Township.
- To enable the development and revitalization of mixed-uses within the context of the existing community.

Village General District

- To accommodate existing areas of mixed residential and nonresidential development and to promote their continued viability.
- To serve as a transitional district between residential areas and nonresidential zoning districts.

Village Commercial District

- To accommodate and to support the continued viability of the traditional villages as minor commercial centers within East Lampeter Township.
- To provide for the expansion of commercial uses within village areas in a manner that is consistent with the current physical pattern of structures, roads, and uses.

Village Residential District

- To accommodate and to support the continued viability of the traditional residential village areas within East Lampeter Township in a manner that preserves their existing character.

Access Management

Because most of the Township's villages have been developed along roadways that have become major regional transportation corridors, conflicting turning movements from these roadways along with the lack of bicycle and pedestrian facilities have created the potential for hazardous traffic flow. An access management study evaluates and improves the location, design, and spacing of driveways and intersections. The study can look at conflict points where vehicles cross paths, areas where crashes have occurred, and sight distance issues. Possible solutions include shared access, turn restrictions, and rear access roads.

RECOMMENDATIONS

1. The zoning districts for the Township's villages have generally been designated to include only existing development and to strictly limit the expansion of non-agricultural uses into the surrounding agricultural areas. Permitted uses within the zoning districts mirror existing land use patterns. Ronks and Witmer are primarily residential in character and are zoned Village Residential. Smoketown is characterized by a mix of land uses situated along Route 340 and the Village General and Village Residential zoning districts reflect those land use patterns. Soudersburg and Bird-in Hand are also located along major transportation corridors and while they also contain a mix of land uses, they are generally more commercial in character. This is reflected in the large number of commercial uses permitted in the Village Commercial and Bird-in-Hand Districts, respectively.
2. The development of the Township's historic villages primarily occurred along regional transportation routes that have evolved into the major transportation corridors of Routes 30 and 340. Additionally, consistent with historic development patterns, buildings in the villages were traditionally constructed

very close to the road surface. These two factors have contributed to limiting pedestrian options in these areas. Sidewalks and bike paths should be created in all of the villages. This may not be feasible in some locations given topography and existing development.

Both Ronks and Witmer are primarily residential in character. In Witmer, the Township should examine a variety of access management measures such as dedicated access routes and trail connections, for the area between Mount Sidney Road and Horseshoe Road that would provide access to the industrial uses west of Mount Sidney Road, and to the Conestoga Valley School District campus. A trail connection should also be extended to the school campus.

Conduct an Access Management Study for the village of Smoketown. An access management ordinance should be adopted, either as a stand alone ordinance or as part of the zoning and subdivision and land development ordinances, to ensure that as properties in Smoketown are redeveloped access, including rear access is provided and coordinated with adjacent properties.

3. A series of sidewalks are located on one side or both sides of Ronks Road, beginning south of Irishtown Road, extending south to the rail tunnel, and ending in the general location of Flory's campground and Pequea Alternator and Starter. The width and condition of the existing sidewalk should be analyzed and improvements scheduled in coordination with adjoining landowners. The sidewalks should also be extended southward at least as far as North Cherry Lane.

The Township should also work with PennDOT to analyze the feasibility of extending sidewalks in Soudersburg. Currently the sidewalk system begins at Leven Road to serve the commercial uses in this area of Soudersburg and extends westward to the Motel 6. There are no sidewalks serving the primarily residential area west of the Motel 6 until the sidewalk system begins again west of South Soudersburg Road. Gaps in the sidewalk system of Bird-in-Hand should also be evaluated.

Sidewalks in Smoketown along Route 340 should also be evaluated.

Sidewalks should be prioritized and implemented where possible across all villages.

4. Plan cooperatively with PaDOT to provide eight (8) foot shoulders to accommodate buggy and other multi-modal traffic along PA Route 340 from Bird-in-Hand to Smoketown.

AGRICULTURAL ECONOMY & FARMLAND PRESERVATION STRATEGY

Farmland Preservation

The Conestoga Valley Region Strategic Comprehensive Plan (2003) also included a Farmland Preservation Strategy. It stated that "Farming is the primary industry of the region outside of the Growth Boundaries. It occupies more land than any other land use. The agricultural land is prime and some of the richest in the State. The region has a viable agricultural community and concentration of agricultural land; the expectation is that farming will remain. The majority of the land is under the stewardship of the Plain Sect communities that make up the region. The farmland in the region represents a significant cultural landscape that is integrated into the lifestyle of these communities. These areas are considered rural resource areas and would (remain) intact over the next twenty years."

Farmland preservation efforts, including both regulatory actions and preservation programs, have succeeded in maintaining the Township's rich agricultural land use and heritage. There are currently 25

agricultural easements in the Township that total about 1,525 acres. Almost all of these are held by the Lancaster Farmland Trust (LFT). The LFT primarily works with Plain Sect farmers who may not want to work with government-funded preservation programs offered through the Lancaster County Agricultural Preserve Board.

The LFT is also involved in conservation efforts in helping farmers to implement Best Management Practices such as managed stream crossings and streambank fencing, protection of riparian buffers, planting cover crops, implementing no-till farming, and better managing manure storage. All the farms in the Township have been assessed for their conservation needs.

The Township has also adopted Agricultural Zoning to regulate the use of agricultural lands in the Township. Agricultural zoning does not provide permanent agricultural preservation similar to agricultural conservation easements. However, the Purpose of the Agricultural District is:

- To recognize that prime agricultural soils are a limited natural resource and to minimize the development of lands characterized by such soils for nonagricultural activities.
- To protect agriculture as an economic activity, particularly in areas characterized by prime agricultural soils and active farming operations.
- To permit, with limited exceptions, agriculture and agricultural support uses.
- To maintain and implement growth boundary policies that have been established as part of the Comprehensive Plan.

The Agricultural District limits development primarily to agriculturally related uses. In order to maintain the agricultural viability of smaller farms, parcels between 10 and 25 acres cannot be further subdivided. Parcels larger than 25 acres in size are permitted one dwelling unit or one subdivided lot for every 25 acres owned. Parcels less than 10 acres that rely on on-lot sewage disposal and water supply can subdivide lots at least 40,000 square feet in size and a maximum of two acres in size. Parcels between 10 and 25 can not be further subdivided.

Agricultural Economy

The previous comprehensive plan did not, for the most part, envision the changes in the agricultural economy that would occur in the subsequent 20-plus years. Changes in the farm economy and the decreased size of farms in East Lampeter Township and Lancaster County have prompted many of the Township's Plain Sect farmers to diversify their farming operations with supplemental non-agricultural businesses. Many farmers have added small-scale industrial and commercial businesses. The Township wishes to balance the need for non-farm income while also limiting the scale of and impacts that these businesses can create. The Township has limited the size of non-farm businesses and prohibited multiple businesses on a single farm. It has also prohibited agritourism activities, such as wedding venues, that can create significant impacts in an agricultural setting.

Farm-support businesses are permitted by right as accessory use within the Agricultural and Business Park Districts, and by special exception in all other districts. Businesses must be an accessory use to an agricultural operation that is at least 10 acres in size. Structures and land (such as parking and outdoor storage areas) used exclusively by the farm-support business use shall occupy a total area of less than one acre of land.

CHAPTER 3

DIVERSIFY HOUSING OPPORTUNITIES

KEY FINDINGS

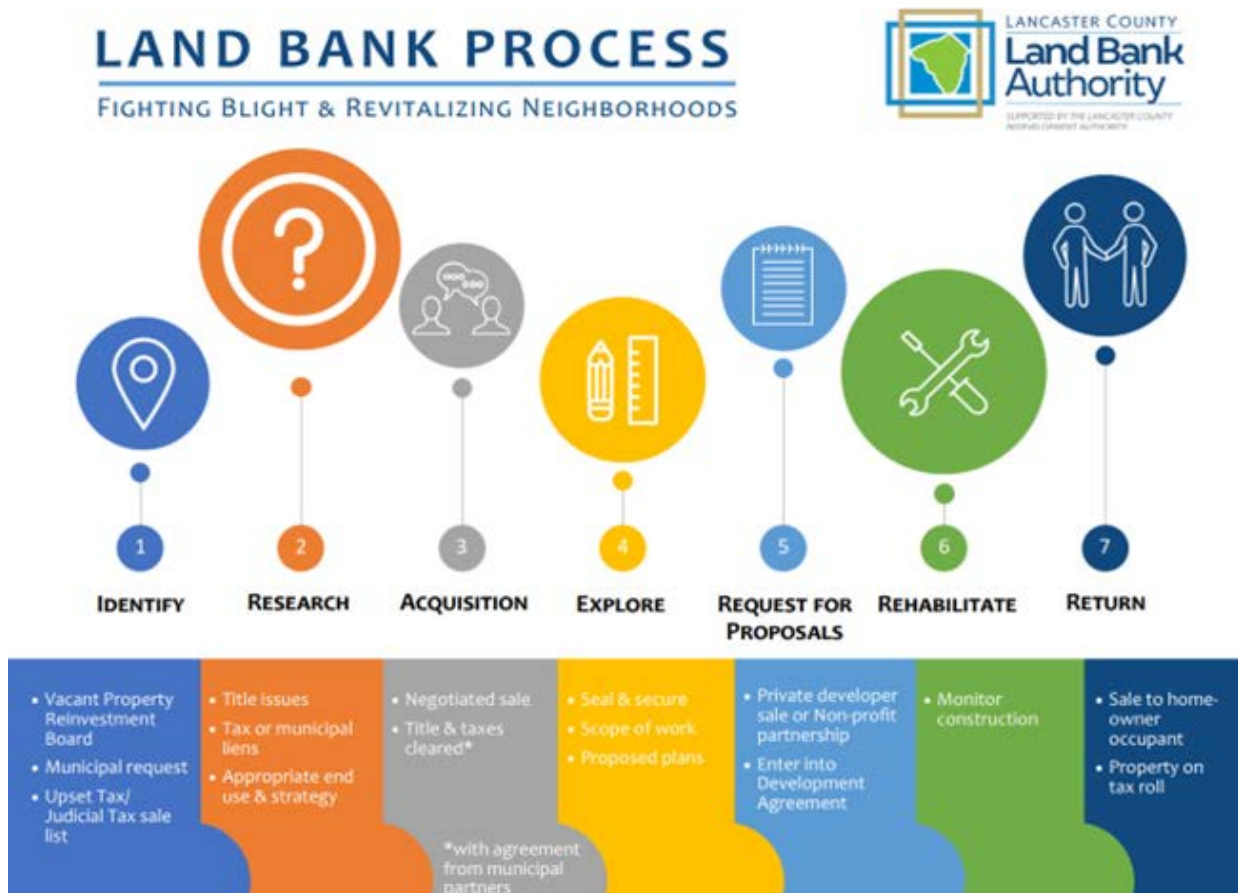
In 2023, the Township completed a housing study to gain a better understanding of the demographics, economy, and housing market conditions. This study was conducted as a precursor to the development of this Comprehensive Plan, to help provide more guidance in developing the recommendations related to housing. In addition, the Housing Needs Study identified current trends, which help identify where the Township currently is and where it plans to go in the future.

Some of the key housing market trends for the Township included:

- Housing inventory is tight
- Redevelopment opportunities are increasing
- There is a mismatch between bedroom unit counts and household size
- The economy is shifting housing demand
- Net demand for housing in East Lampeter Township is continuing to rise
- Affordable housing is becoming beyond reach for families and individuals
- Connecting Residents to Transit

LANCASTER COUNTY LAND BANK

East Lampeter Township has partnered with the Lancaster County Land Bank Authority to facilitate the return of vacant, blighted, abandoned, or tax-delinquent properties to productive use.



HOUSING CHALLENGES

While there are numerous key findings that can be viewed as challenges, the Housing Study further identified challenges through analysis, as well as public engagement, which included:

- There is not enough affordable housing.
- It is challenging to find developable land in East Lampeter Township, but not more so than in other townships.
- The municipal approval process can be cumbersome, but not more so than in other townships.
- There are some negative community perceptions of affordable housing in East Lampeter Township.
- Infrastructure inadequacies (e.g., sewer, road) must be addressed, even if zoning is amended to support more residential product.
- High traffic on major routes, particularly Route 30, must be addressed.
- Governmental regulations beyond the Township's control can restrict affordable housing development.

Many of the identified challenges are interconnected and impact one another, which is why a comprehensive approach to addressing diversity within the Township is needed.

EAST LAMPETER TOWNSHIP COMPREHENSIVE PLAN SURVEY

As part of the process to update the Township Comprehensive Plan, residents were asked a series of questions about the type and location of development in the Township as well as the provision of a range of housing options, transportation alternatives, and the location and type of commercial and industrial development. The survey also asked two open-ended questions about what the Township is and isn't doing well. Because of the limited number of respondents (40) the results aren't considered statistically representative.

- Question # 4 asked if property owners within the urban growth area should be allowed to build more dwelling units on their properties? – More than half of respondents (52.3%, 45 respondents) either supported or strongly this position while 40% opposed.
- Question # 5 asked respondents whether they supported or opposed residential development within the commercial area along Route 30. A total of 43% (37 respondents) either strongly supported this form of development.
- Question # 6 asked respondents how strongly do they agree or disagree with the following statement: "There is a lack of a variety of housing within East Lampeter Township that lower- and middle-income families can afford." Half (49.4%, 43 respondents) of those responding either supported or strongly supported this statement.
- Question # 8 asked whether the pace of residential growth within East Lampeter Township over the last ten years was too fast, too slow, or about right. Forty-one percent (35 respondents) of respondents felt it was about right.
- Question # 9 asked What types of housing do you think the Township needs more of? The most frequent response with 32.6% (32 respondents) of the results was medium to small single-family homes.

- Question # 11 What makes a residential community desirable to you? Respondents could choose their top two answers. Recreational areas (48%, 41 respondents), private (41%, 35 respondents), and close proximity to schools/shipping/walkability (40%, 34 respondents) were the top three picks)

The survey also asked what the Township is doing well, and not doing well. Listed among the things being done well were the following concerns:

- Too many apartments of high rent. Senior housing is lacking.

RECOMMENDATIONS

Since the Township recently completed its Housing Study in 2023, any of the recommendations developed for that plan remain as recommendations today and are carried forward into this plan. The recommendations to help address housing diversity in the Township include:

1. Address other vacant housing. Given the large number of vacant units in the Township classified as “other vacant,” the Township should inventory vacant units to determine the number of units needing repair, making them marketable for rent or sale.
2. Develop new housing on remaining buildable land located near existing bus service and parks. The 2023 East Lampeter Township Housing Needs Study identified parcels in the Township that are zoned for development, are located within the Urban Growth Boundary that would permit additional residential development, and examined what housing types would be ideal for the area.
3. With shifting demographic trends reshaping housing needs, there is more demand for town homes, duplexes, and multi-family units, as well as auxiliary living units. As the comprehensive plan is implemented and existing zoning updates are evaluated updates should be made to the code to increase the mix of housing options will increase area affordability.
4. Encourage redevelopment and infill by allowing new uses within the Urban Growth Boundary where infrastructure already exists, but avoiding overhaul of established neighborhood character.
5. Engage new partner organizations (e.g., Habitat for Humanity, local church communities) in the creation of affordable housing.
6. Address and mitigate infrastructure deficiencies.
7. Spearhead a public education campaign addressing density and workforce housing.

Workforce Housing has been defined as housing options that are affordable to a region’s essential workforce and workers in the region’s large and growing industries. This includes the workers who staff a region’s essential institutions and amenities, e.g., teachers, emergency personnel, nurses, utility workers, sanitation workers, and service/retail workers.



8. Include walkability, bike accessibility, and green space in redevelopment plans.
9. Permit higher-density development in the MU District. One model for redevelopment in this zoning district would be to keep the existing dwelling in the front of the lot and add residential development in the rear portion of the lot. Residential development can be increased to 12-15 dwelling units per acre and potentially promote commercial uses on the first floor and residential uses above. Higher-density residential development could also be permitted as part of a mixed-use development on specific properties in the C-1 and C-2 Districts. This recommendation has been enacted with a zoning text amendment passed by the Township in April 2026.
10. Allow Multi-family Development within the R2 Zone. The maximum building height allowed should be consistent with current R2 zoning (35 to 50 feet), and the minimum lot size for multi-family housing (3,000 square feet). This recommendation has been enacted with a zoning text amendment passed by the Township in April 2026. This recommendation has been enacted with a zoning text amendment passed by the Township in April 2026.

CHAPTER 4

STRENGTHEN THE ECONOMIC BASE

East Lampeter Township's economic base has changed and diversified over the course of its history. Beginning as one of Lancaster County's historic core agricultural areas in the 1700's, it has grown to become a regionally significant base for travel, tourism, and entertainment. The Township's commercial and industrial base, beginning in the historic villages and agricultural areas and growing to include numerous internationally recognized firms that have provided the Township with a vibrant and diverse employment and taxbase.

The following sections identify the major areas of economic activity in the Township as well as key employers. The chapter also includes summaries of previous Township plans for transportation and land use improvements for two of these areas, and opportunities for future economic development and redevelopment within the Township.

KEY FINDINGS

EXISTING LAND USE & ZONING

Commercial and industrial development in East Lampeter Township has historically developed along the two main east-west corridors in the Township, U.S. Route 30 and PA Route 340. More recently, development in Greenfield has been a focus of economic activity in the Township. The Township's Zoning Ordinance and Map reflect these patterns of non-residential development:

PA Route 462/Lincoln Highway East from Bridgeport to the U.S. Route 30 interchange

This area is generally bounded by the Bridgeport area to the east of the Conestoga River, where Pitney Road, Lampeter Road, Route 462, and Route 340 come together, eastward to the intersection with Strasburg Pike. There is a mix of restaurant, retail, and service uses which front both the north and south sides of Route 462, with residential development surrounding the highway-oriented development. The historic Mellinger Mennonite church is located on the south side of Route 462 east of the intersection with Greenfield Road, and the church's cemetery is located on the north side of the road.

These uses fronting Route 462 are zoned MU Mixed-Use. The Purpose Statement for the MU District reflects the range of existing uses that exist in this area. It states, in part:

- To accommodate and promote the grouping of residential, commercial, office, and recreational uses at suitable suburban locations where such uses will complement and support the other uses within the development.
- To accommodate existing areas of mixed residential and nonresidential development and to promote their continued viability.
- Use permitted by right or special exception includes a range of dwelling types, offices, retail, service businesses, and restaurants.

Bridgeport Area

Three small areas of the Township are zoned C-1 Neighborhood Commercial. The first is located on either side of Pitney Road and includes the Weis grocery store and a mix of small commercial and industrial uses. The second area is on the north side of Route 340, east of Greenfield Road, and is comprised primarily of a storage business. The third area zoned C-1 is located on the south side of Route 340, west

of the U.S. 30 interchange, and contains a mix of retail and service uses.

The HACC campus, although included in the I-2 District, is inconsistent with the Purpose Statement of the District. It is permitted by Conditional Use as a Regional Impact Development.

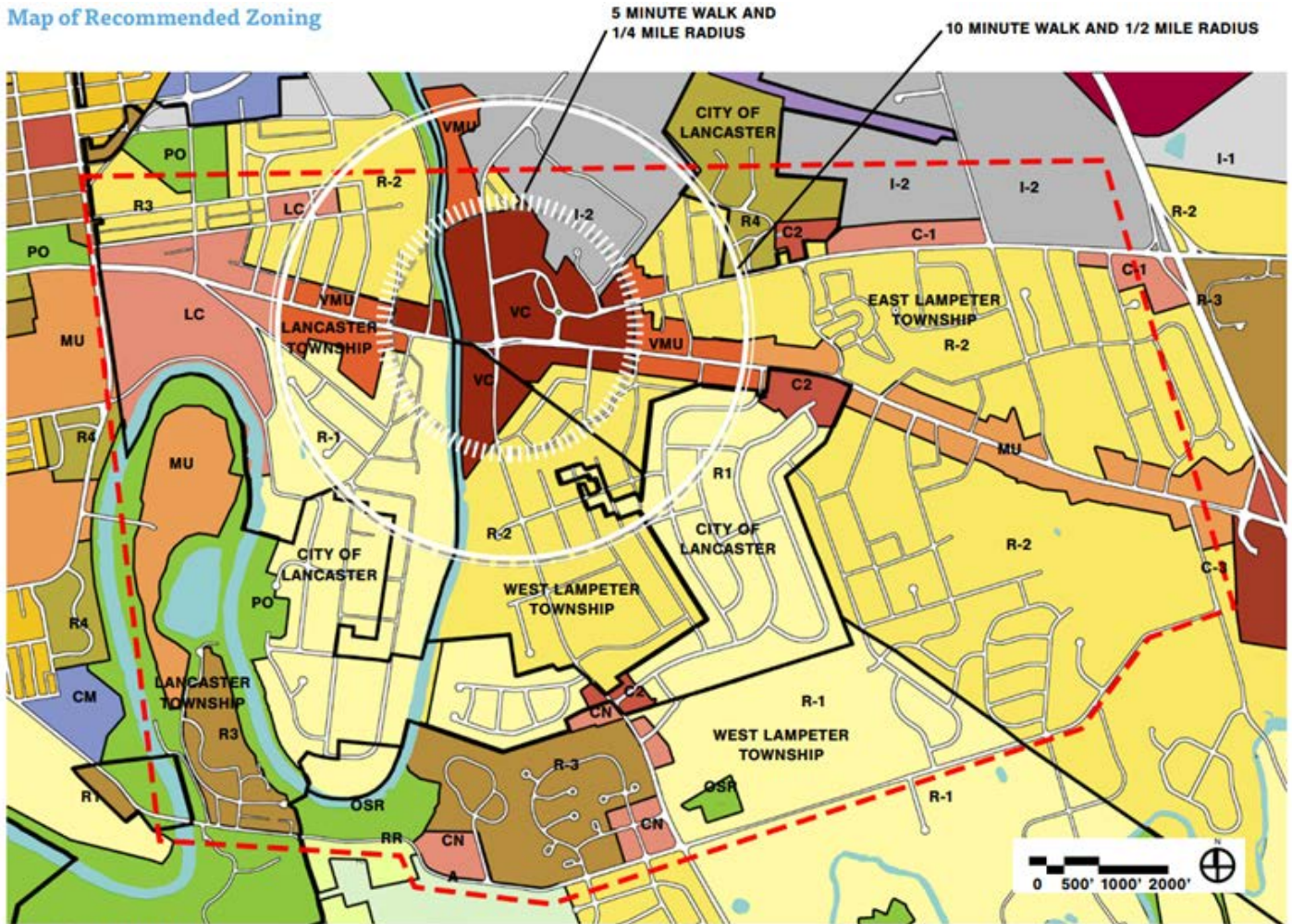
The Purpose Statement of the C-1 District describes the smaller-scale, neighborhood commercial uses in this District that differentiate these areas from the highway commercial style of development existing along U.S. Route 30.

- To accommodate commercial uses that meet the day-to-day retail needs of nearby residents.
- To provide land for the development of small-scale commercial operations within the context of the community.
- To promote the design of development at a scale and density that is compatible with pedestrian use.

In addition to these corridor-oriented areas of development, two other areas of non-residential land uses have been developed in the Township. These areas are both located in the northwestern part of the Township, primarily along Greenfield Road and portions of Pitney Road.

The Study recommended new zoning designations and regulations for East Lampeter, West Lampeter, and Lancaster Townships. The map of recommended zoning is shown below. Within East Lampeter, a new Village Center- VC was recommended for the Bridgeport Crossroads area at the intersection of Pitney Road, Lincoln Highway East, and Route 340. The Village Mixed Use- VMU zoning district is proposed for areas to the east of the Bridgeport crossroads along Lincoln Highway East and Route 340.

Map of Recommended Zoning



PROPOSED ZONING MAP
FINAL REPORT

75

Both proposed zoning districts would “...incentivize the design and development of commercial buildings, shops, restaurants, residential buildings, mixed use buildings, civic plazas, village greens, streetscapes, and sidewalks. The two Village districts should incentivize adaptive reuse and infill development within existing zoning districts that currently allow mixed use development and commercial development while preserving and enhancing the character of adjacent single family residential zoning districts”.

U.S. Route 30 Corridor

This area is bounded by the intersection with Strasburg Pike to the west and extending eastward to Leven Road. The Route 30 Corridor has historically been the focal point of visitor-oriented economic development in the Township and Lancaster County. The Lincoln Highway was one of the first turnpikes established in the United States, establishing a coast-to-coast national highway. The route incorporated the original Philadelphia and Lancaster Turnpike, which was first used in 1795.

Dutch Wonderland opened in 1963, and by the 1970s and 1980s, the corridor experienced an economic boom, including the construction of two retail outlet malls. The corridor also includes a number of hotels

and motels, restaurants, retail stores, and the 1,600-seat American Music Theatre.

This area is primarily zoned C-3 Regional Commercial. The Purpose Statement for this District encapsulates the regional commercial scale of uses in this District:

- To provide areas for large-scale commercial uses that are destination-type attractions for local residents as well as visitors throughout the region and beyond.
- To provide areas for large-scale commercial uses that are appropriately sited to accommodate higher volumes of vehicular traffic.
- To establish areas for large-scale commercial uses that will provide them with sufficient visibility to enable their long-term viability while minimizing their negative impacts upon residential areas and preserving the context of the community.

A portion of the Route 30 corridor, generally located from the Route 462/Route 30 interchange eastward to Harvest Road, is zoned C-2 General Commercial. This area contains a mix of hotels and restaurants as well as the Pennsylvania State Police barracks. The Purpose of the C-2 General Commercial District reflects the highway commercial nature of this portion of U.S. Route 30.

- To accommodate commercial uses that meet a broader variety of retail needs of the community and the immediate surrounding areas than found within the C-2 Zoning District.
- To provide land for commercial uses and development that are designed to accommodate patrons traveling by automobile within a regional geographic area.

Greenfield Community and High Steel

The Greenfield Community is generally bordered by Hempstead Road and U.S. Route 30 to the south, the Norfolk Southern rail line to the east, Willow Road to the north, and Pitney Road to the west. This area is zoned BP- Business Park.

The Purpose Statement of the BP District encompasses the unique nature of the site and the mix of uses located there:

- To accommodate and promote the development of employment centers and related uses in a well-planned and aesthetically pleasing manner that will enhance the well-being of those who work and live there, as well as the nearby residents and business owners within the community.
- To provide design standards that will promote environmentally sensitive, attractive, and functional development.
- To accommodate uses that are related to, compatible with, or supportive of the development and operation of business park uses.
- To accommodate economically productive uses of land that will not preclude future development as a business park and related uses.

The Greenfield Community is owned and managed by High Properties. Originally developed for a range of office and industrial uses, Greenfield has expanded to include a mix of residential types, retail uses, hotels, and educational uses. Over 225 businesses are located within Greenfield. The site also includes a park like setting with walking trails and recreational amenities.

The High Steel Structures site borders the Cedar Acres Apartment complex site to the west, which is in the City of Lancaster, the Amtrak rail line to the north, Greenfield Road to the east, and Route 340 to the south. Both areas are zoned I-2 General Industrial.

The Purpose Statement for this District reflects the heavy industrial nature of the High Steel site:

- To accommodate large-scale industrial and manufacturing uses, particularly those with a regional impact, along with related service and support uses and compatible commercial activities, that may have a more significant impact relative to the production of smoke, noise, odor, dust, and other nuisances.

Bird-in-Hand

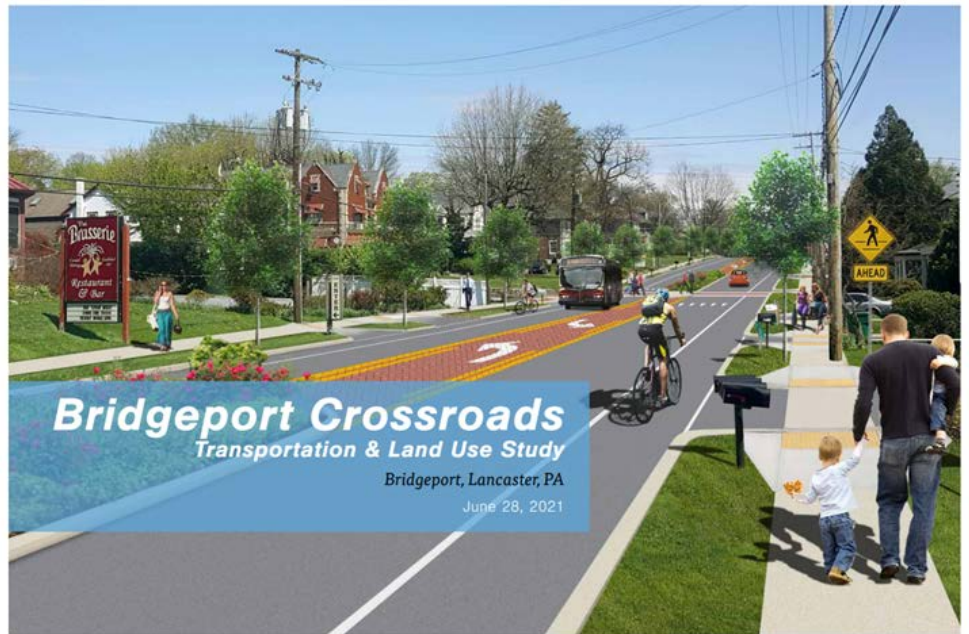
The Bird-in-Hand village is bordered by Leacock Township. The Bird-in-Hand complex and associated tourism businesses are located along Route 340 and extend approximately from Beechdale Road in East Lampeter Township to Ronks Road in Leacock Township. The complex is a major economic driver in the region.

Areas outside of Growth Areas

The agricultural areas of the Township also include areas of major economic activity. An example is Shady Lane Agricultural Curtains and other industrial users along Maple Avenue south of Bird-in-Hand. There are also areas of commercial and industrial land uses along Ronks Road, including the intersection with Cherry Lane and the intersection with Route 30. There has also been a significant increase in small businesses on farms and small farmers markets in the Township.

MAJOR EMPLOYERS

According to the Pennsylvania Department of Labor and Industry’s Center for Workforce Information and Analysis’ Top 50 Employers in Lancaster County, 1st quarter 2025, the largest employers in East Lampeter Township includes the Webstaurant Store, High Industries, the Conestoga Valley School District, the HACC-Lancaster campus, and the Greenfield campus, which includes a mix of office, light industrial, retail, hotel, and higher education uses.



FUTURE LAND USE PLANNING

The Township has prepared detailed land use studies for two of the areas identified above.



Bridgeport Crossroads Transportation and Land Use Study (2021)

The Bridgeport Crossroads Transportation and Land Use Study (Study) was created in collaboration by

the four municipalities- East Lampeter Township, West Lampeter Township, Lancaster Township, and Lancaster City- that comprise the Bridgeport area. The study area focused on the area where Pitney Road, Lampeter Road, Old Philadelphia Pike/Route 340, Lincoln Highway/Route 30, and East King Street intersect, as well as the surrounding areas. The goal of the Study was to “...enhance walkability, transportation, transit choices, and neighborhood character within the Bridgeport area.”

The Executive Summary of the Study stated that “This plan seeks a shared vision for the transportation infrastructure, trails, land use policies, and zoning that will result in a coordinated strategy for policies and investments in Bridgeport.”

Lincoln Highway Streetscape Plan (2014)

The Lincoln Highway Streetscape Plan (Plan) includes Phase 1, which identified the following Study Areas:

- Funnel Area - Located between Strasburg Pike and the merging of U.S. Route 30 Bypass and Lincoln Highway, the Funnel Area is characterized by small-footprint retail stores, lodging, and dining.
- Western Gateway Area - The western end of this area is the intersection at Oakview Road, where the eastbound off-ramp from the Bypass has just merged with Lincoln Highway.
- Tourism Area - This area contains many of the large regional tourism attractions within the Study Area, including the Tanger Outlet Center, Dutch Wonderland Family Amusement Park, and the Wyndham Resort and Convention Center.
- Locally Serving Area - This area includes the Mill Creek Square shopping center on the south side of the corridor, and the Covered Bridge Marketplace on the north side.
- Eastern Gateway Area - This area includes the intersection of Lincoln Highway and Pennsylvania Route 896, providing a well-defined visual boundary between the intensive commercial uses within the Study Area and the more rural landscape to the east. The Eastern Gateway contains two prominent attractions, the American Music Theatre and the former Shops at Rockvale Outlet Center. This outlet center has been demolished and is undergoing redevelopment, including 480 apartments and retail uses.

Phase 2 identified three basic categories of issues related to the corridor - safety, efficiency, and aesthetics.

- Safety Issues include:
 - High accident rate
 - Unsafe pedestrian crossings
 - Poor sight distances
 - Multi-modal conflicts (bikes, buggies, inadequate transit passenger facilities, etc.)
 - Vehicle speeds that exceed the speed limit
 - High volumes of truck traffic
- Efficiency issues include:
 - Multiple access points from driveways and parking lots
 - Left turns at unsignalized intersections
 - Buggy traffic that travels well below the speed limit
- Aesthetic Issues include:
 - Visual clutter
 - Lack of landscaping

- Varied building form, setbacks, and development density

The Study included a number of recommendations for road improvements, pedestrian access and safety improvements, trail connections, wayfinding, and aesthetic improvements (These topics are discussed in greater detail in the Theme: Transportation and Connected Neighborhoods chapter).

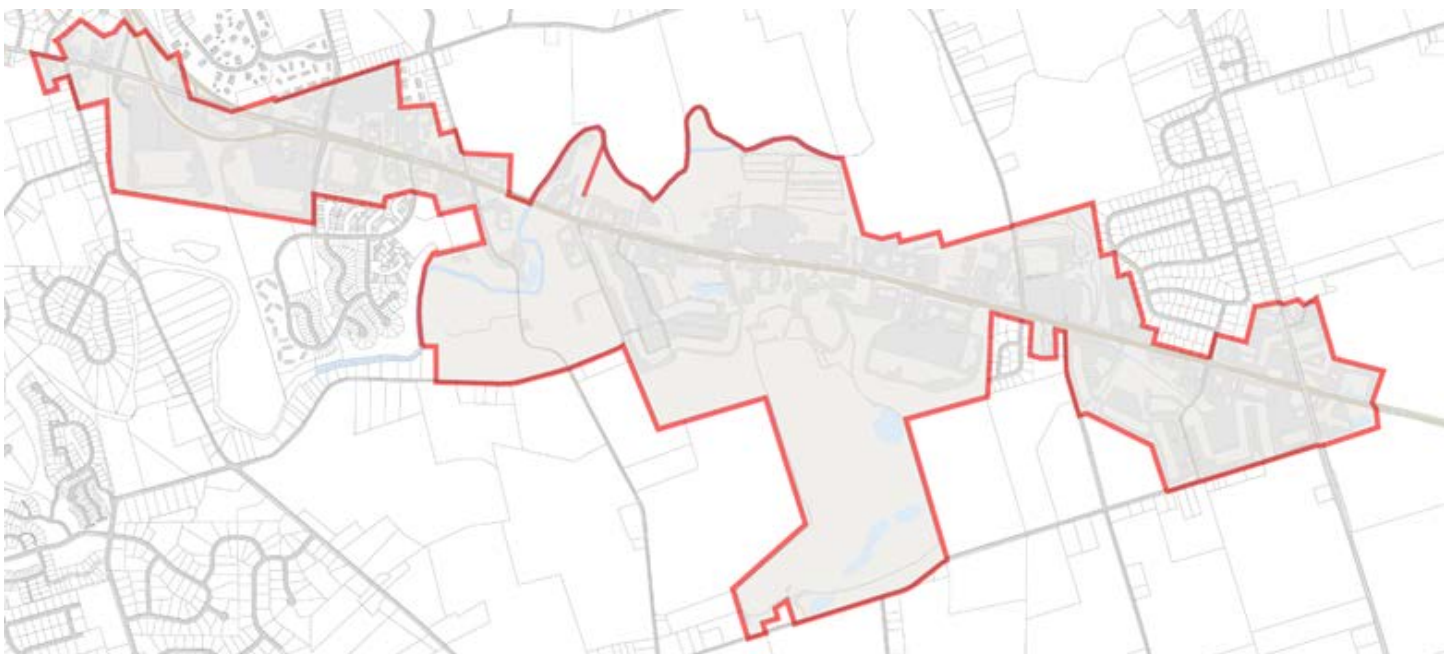
East Lampeter Township Industrial and Commercial Development Authority (ICDA)

The ICDA was created by the Township Board of Supervisors in January of 2017 through the adoption of Resolution #2017 -07. This action is authorized under the Pennsylvania Economic Development Financing Law, Act 1967 -102. Members of the Authority are appointed by the East Lampeter Township Board of Supervisors and serve five-year staggered terms with no compensation. Members of the Authority must either reside or maintain a place of business in East Lampeter Township.

The purposes of the Authority are to, among other things, apply for and implement economic development financing programs authorized by the Commonwealth, and as a top priority, the pursuit of economic financing programs authorized by the Commonwealth.

Initially, the focus of attention for the Authority has been to work on projects that will assist in the implementation of the recommendations from the Lincoln Highway Streetscape Plan, which was adopted by the Township in 2015. The first project undertaken by the Authority was the creation of a Tax Increment Financing (TIF) program in order to generate some funding to finance specific Lincoln Highway Streetscape Plan projects. TIF funds are being used for the Lincoln Highway Branding, Gateway Signage, and Wayfinding project. The ICDA has engaged a consultant to work with a steering committee and stakeholder groups to develop a brand for the corridor, design gateway features to mark the entrances to the corridor, and develop a coordinated wayfinding system for the corridor. Work on this project began in February 2021.

In 2025, the ICDA worked on creating a Business Improvement District (BID) along the Route 30 corridor. The BID was adopted by the Board of Supervisors in August 2025. The goal of the BID is to create “a more vibrant, attractive and successful business community.” The BID includes commercial, for-profit entities along Route 30 from the Lincoln Highway/Route 30 juncture at its western end to Route 896 on its eastern end. Tax-exempt and residential properties are not included in the BID.



Boundary of the Lincoln Highway Lancaster BID

The Township will engage these local businesses to invest in the appeal and functionality of the corridor through projects such as regional branding and streetscape enhancements. The Township will establish a BID Authority to oversee the BID, including budgeting and implementation of services and projects. The BID Authority Board, composed of representatives from the businesses and property owners within the District, would be responsible for making all major decisions regarding the BID, including which projects to fund and how the budget is allocated. The BID Authority Board would also determine a special assessment on commercial properties within the district on an annual basis, with revenues generated funding the BID's work.

Economic Development and Redevelopment Opportunities

1. Some of the motel and hotel properties along Route 30 have recently been redeveloped to either new hotels or other land uses. This form of redevelopment will most likely continue as some of these properties continue to age. Similar redevelopment of some commercial uses along Route 30, such as the former Rockvale Outlets site, has also occurred. The Purpose Statement of the C-2 Regional Commercial District states that the C-2 District is intended:
 - To provide areas for large-scale commercial uses that are destination-type attractions for local residents as well as visitors throughout the region and beyond.
 - To provide areas for large-scale commercial uses that are appropriately sited to accommodate higher volumes of vehicular traffic.
 - To establish areas for large-scale commercial uses that will provide them with sufficient visibility to enable their long-term viability while minimizing their negative impacts upon residential areas and preserving the context of the community, and
 - To maintain and implement growth boundary policies, which have been established as part of the Comprehensive Plan.
2. Provide for an integrated business campus model similar to that developed by the Lancaster Archery Center (LAC) in other areas of the Urban Growth Boundary. The LAC has developed a mix of retail uses, office space, warehousing, and the Center's Academy at its site on Route 340. This model of a cohesive mix of uses on a single site could promote redevelopment of similar properties and land uses.
3. The C-1 Zoning District, located along Pitney Road and portions of Route 340, and the C-2 Zoning District covering a portion of Lincoln Highway East extending eastward to Harvest Road, are intended to have a local service orientation with limits on the amount of retail and warehousing. The C-1 District permits single-family detached dwellings that predate the zoning ordinance, as well as single-family semi-detached dwellings and townhouses. The C-2 District also permits single-family detached dwellings that predate the zoning ordinance.

The MU Mixed Use District is located on either side of Route 462 west of the Route 30 interchange. The MU District permits a range of residential uses, including single-family detached dwellings, semi-detached dwellings, townhouses, and apartments, in addition to a range of retail, service, restaurant, and office uses.

Redevelopment will occur in each of these three zoning districts. The MU District in particular will probably see demand to convert much of the low-density residential development along the north side of Route 462 to higher-density residential development. One model for redevelopment in this area would be to keep the existing dwelling in the front of the lot and add residential development in

the rear portion of the lot. Residential development can be increased to 12-15 dwelling units per acre and potentially promote commercial uses on the first floor and residential uses above. Higher-density residential development could also be permitted as part of a mixed-use development on specific properties in the C-1 and C-2 Districts.

EAST LAMPETER TOWNSHIP COMPREHENSIVE PLAN SURVEY

As part of the process to update the Township Comprehensive Plan, residents were asked a series of questions about the type and location of development in the Township as well as the provision of a range of housing options, transportation alternatives, and the location and type of commercial and industrial development. The survey also asked two open-ended questions about what the Township is and isn't doing well.

- Question # 7 asked, Which of the following best represents your view of industrial and commercial growth within East Lampeter Township over the last ten years? Forty-two percent (36 respondents) said it was somewhat or much too fast while 40 % said it was about right.
- Question # 10 asked, What types of uses would you like to see the most in East Lampeter Township? (Choose your top two). The top response, with sixty-nine percent (60 responses) of the responses, was locally owned businesses.
- Question # 12 asked, What makes a commercial area desirable to you? (Choose your top two). The top two responses were locally owned businesses (57%, 49 responses) and a variety of local businesses (52%, 45 responses).

The Survey also asked residents what they felt the Township was doing well and not doing well. One respondent noted that “Commercial growth has been good out on 30, roads are well maintained.”

RECOMMENDATIONS

1. Add Integrated Business Campus as a use permitted by right in the C-1, C-2, and C-3 zoning districts. Integrated Business Campus was added as a permitted use to the I-1, I-2, and Business Park zoning districts as part of the rezoning and zoning text amendment proposal submitted by Lancaster Archery Center and approved by the Board of Supervisors. The definition of Integrated Business Campus is “A business that integrates a combination of different uses into a single property all of which are directly related to the overall nature and mission of a single business. Such uses can include, but are not limited to, offices, light manufacturing/assembly, retail sales, recreational facilities, schools, training and educational programs, competitive tournaments, and accessory uses.”

This definition is consistent with the Purpose statements for the C-1, C-2, and C-3 Districts and would permit greater opportunities for redevelopment of specific properties within those zoning districts.

2. Amend the zoning ordinance to permit mixed-use buildings with commercial or office uses on the first floor and residential uses on upper floors.
3. Update the Township's Act 537 Sewage Facilities Plan to ensure that areas planned for redevelopment and higher residential densities can be served by existing sewage transmission capacity.

4. The Township has amended Chapter 189 of its Code of Ordinances, Hotels, Chronic Nuisance, to define and prohibit chronic nuisance hotels. The Ordinance defines a series of steps that can be taken by the police to abate the nuisance. In addition to legal actions to prevent nuisances, the Township should also explore options for the redevelopment of these uses. The goals of a redevelopment strategy are to eliminate blight, improve safety, increase the tax base, and possibly provide alternative housing options and services for people living in the motels. The strategy would include a site assessment of the current condition of the property, including both the physical condition of the property as well as listing code violations and crime reports.
5. The Township should then convene community engagement meetings for residents, business owners, neighboring businesses, and service providers. These meetings would lead to a redevelopment vision for the future of these properties, such as affordable housing opportunities, mixed-use developments, and transitional housing. Design concepts should include both adaptive reuse of the properties as well as demolition and rebuild. A financial plan should also be prepared, which would include a market feasibility study to determine developer interest.
6. The Township's Industrial and Commercial Development Authority, as part of the Lincoln Highway Lancaster BID, should examine a variety of financing options to provide incentives for developers. In addition to Tax Increment Financing, other potential funding sources include Pennsylvania Housing Affordability and Rehabilitation Funds from the Pennsylvania Housing Financing Agency. Another source of funding is Redevelopment Assistance Capital Program (RACP) funding from the Pennsylvania Office of the Budget, and the federal Low Income Housing Tax Credit program. Community Development Block Grant funds are also available through the Lancaster County Redevelopment Authority.

CHAPTER 5

PROVIDE MULTI-MODAL TRANSPORTATION OPTIONS

The Township has approximately 100 miles of roadway, 5 miles of trails, is served by four bus routes, and contains an incomplete network of sidewalks and bike lanes. Together this network of transportation infrastructure provides various transportation mode opportunities for residents and visitors. This chapter discusses the existing conditions and findings, while discussing the desires of the community along with recommendations on how to help the Township reach a more complete and robust transportation network that focuses on all modes of transportation.

EXISTING TRANSPORTATION NETWORK

Roadways

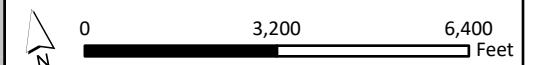
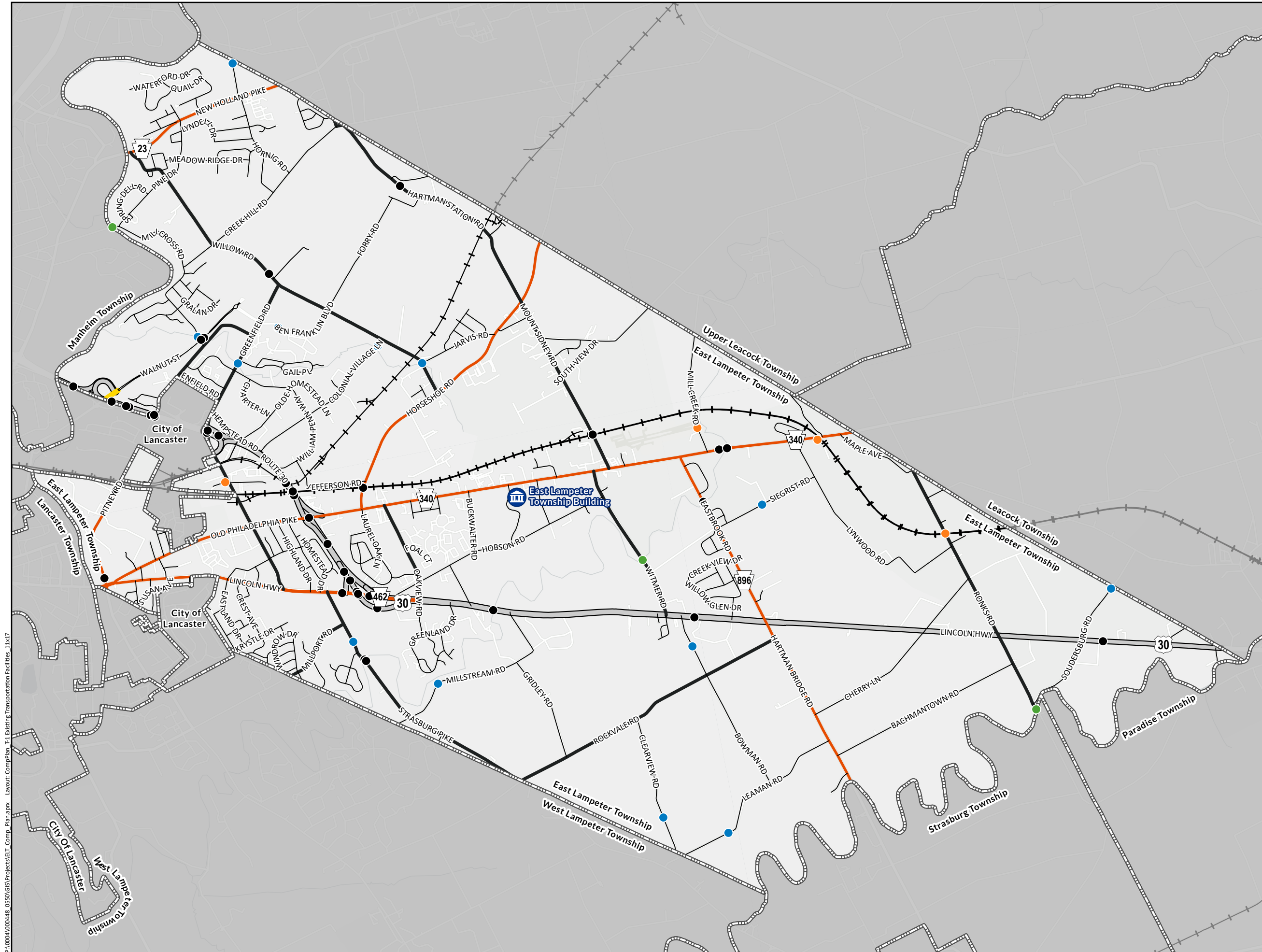
Within the Township there are approximately 100 miles of roadway with 72 miles being Township-owned. This well-developed roadway network includes several key state routes and experiences significant daily traffic volumes. Major state routes traversing the Township include U.S. Route 30, a major east-west corridor, and Pennsylvania Route 340, which serves as a scenic byway and local connector. The Township's roadway network sees a large number of average daily trips. Some of the busiest roadways in the Township are state roads including Route 30, Route 340, Route 462, and Route 896 Other state roadways that see large volumes of daily trips include Horseshoe Road, Oakview Road, and Strasburg Pike.

Existing Transportation Facilities

East Lampeter Township
Lancaster County, Pennsylvania

- Township-Owned Bridge
- County-Owned Bridge
- Railroad-Owned Bridge
- PennDOT-Owned Bridge

- Roads by Functional Class
- Freeways and Expressways
 - Principal Arterial
 - Minor Arterial Road
 - Major Collector Road
 - Local Road
 - Railroad
 - Municipal Boundary



Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

9/10/2025 PM: DS GIS: ALV QA: KM R000448.0550

HRG
369 East Park Drive
Harrisburg, PA 17111
717.564.1121 [phone]
www.hrg-inc.com

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Bicycle and Pedestrian Infrastructure

The Township has over 42 miles of sidewalk and 5 miles of trails. Together these bicycle and pedestrian facilities help provide opportunities for residents to walk, bike or run for leisure, transportation or recreation purposes. The Township is actively enhancing its pedestrian and bicycle infrastructure to help provide safer and more accessible transportation options.

A major initiative includes the construction of a 12-foot-wide, multi-use trail extending from Strasburg Pike through Flory Park to Oakview Road. This trail is part of the Lincoln Highway Streetscape Plan and is designed to connect residential neighborhoods with local businesses and retail areas along Route 30, incorporating both dedicated paths and “share the road” segments. Along with this, PennDOT and East Lampeter Township is planning improvements along PA 462 (Lincoln Highway East), which includes new sidewalks, expanded shoulders, and a pedestrian/bicycle trail from Strasburg Pike to Hartman Bridge Road.

The Greater Lancaster Heritage Pathway is proposed as both a commuter and recreation trail for bicyclists and pedestrians and was included in the Lancaster County Active Transportation Plan. When completed the pathway will traverse 12 miles through the center of Lancaster County. About 1.1 miles of the pathway and a trailhead with parking facilities have been constructed along the southside of Walnut Street.



The Township is currently seeking construction funding for a 1.5-mile extension of the pathway eastward along with another trailhead at Giest Road, which is the East Lampeter Township boundary with Upper Leacock Township. The extension will be bike, pedestrian, and equestrian friendly. The Township is also studying the possibility of a connection along Oak Grove Road to Pitney Road to provide a loop within the pathway system that can help increase the potential for recreational opportunities utilizing the pathway. Additionally, there is a desire to link the Lancaster Heritage Pathway to the Conestoga Trail, to help enhance the trail network in the region.

Multimodal Transportation

East Lampeter Township
Lancaster County, Pennsylvania

Proposed Bus Stops (from 2015 Rt 30 Streetscape Plan)

- Standard Bus Stop
- Enhanced Bus Stop

- - - Trail

— Road

— Sidewalks

Bike Route

— Eastern - From HACC

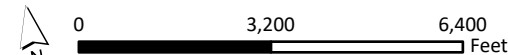
Red Rose Transit Authority Bus Route

— Rockvale Outlets

— White Horse

— Greenfield

Municipal Boundary



Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

9/10/2025 PM: DS GIS: ALV QA: KM R000448.0550



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Public Transportation

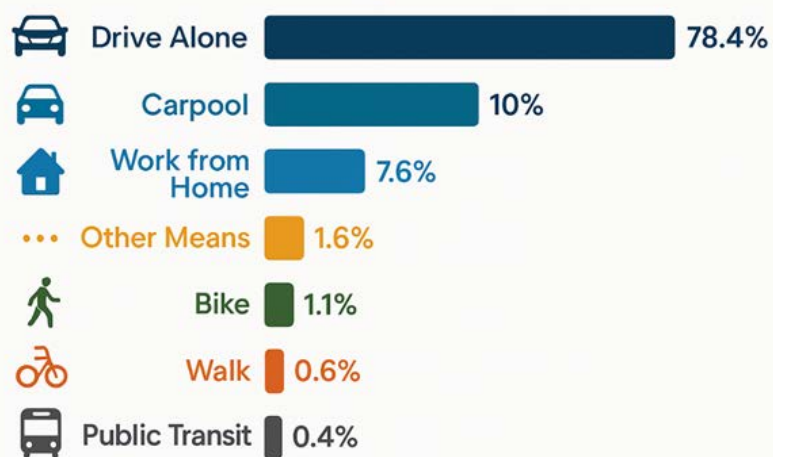
East Lampeter Township is served by the South Central Transit Authority Transit Authority (SCTA), which operates four bus routes that connect the Township and key destinations in Lancaster County. The existing bus routes are:

- Route 13- White Horse. This route runs along Route 340 through East Lampeter Township eastward to the village of White Horse in Salisbury Township.
- Route 14-Rockvale Outlets. This route serves Lincoln Highway East and Route 30 eastward to the intersection with Route 896.
- Route 20- Greenfield. This route runs eastward to Bridgeport, serving the HACC Campus, and running northeast along Pitney Road and Hempstead Road and extending to serve the Greenfield Community terminating at Willow Road.
- Route 21- Gap. This route serves Lincoln Highway East and Route 30 eastward to the village of Gap in Salisbury Township.

COMMUTING

The average time an East Lampeter Township resident travels to work is 24.6 minutes, which is comparable to the average of Lancaster County which is 23.5 minutes. Most of the Township's residents commute to work by driving alone (78.4%), while 10% carpool, and about 7.6% work from home. The remaining percentage of residents take public transit (0.4%), walk (0.6%), bike (1.1%) or other means of transportation (1.6%). Beyond the residents that are commuting within (about 1,000) or outside of the Township (about 6,500) for work, about 13,840 workers commute to the Township for work. It should be noted that there is a large number of employees who travel through the Township to reach employment opportunities in the City of Lancaster. Providing opportunities for alternative modes of transportation or providing housing options within the Township may help to decrease the average daily trips.

East Lampeter Township Commuting Patterns



TRANSPORTATION PLANS

Transportation Improvement Plan

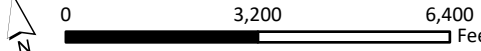
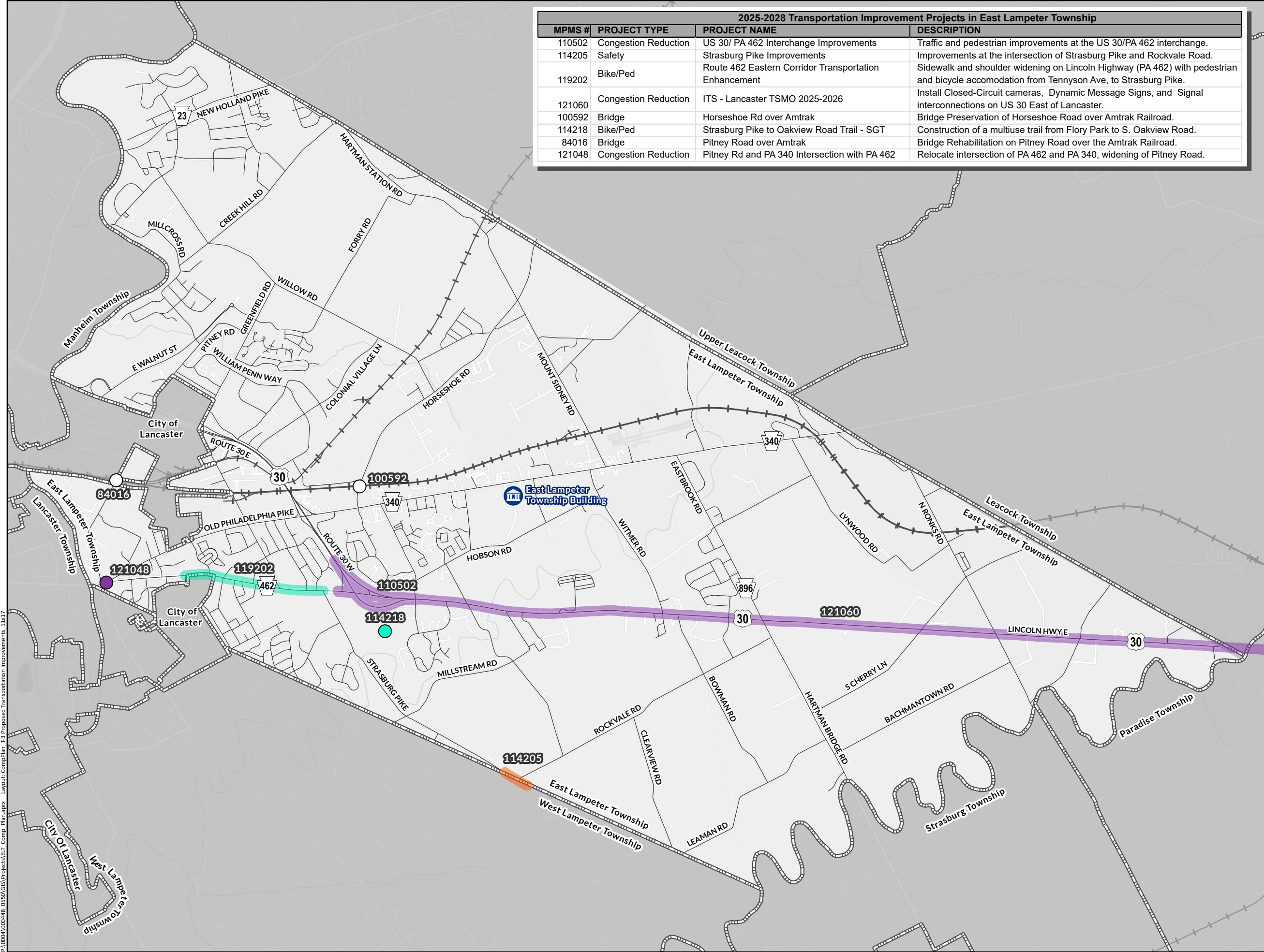
Lancaster County, Pennsylvania's 2025–2028 Transportation Improvement Program (TIP) outlines a comprehensive plan to enhance the region's transportation infrastructure over a four-year period. Managed by the Lancaster County Metropolitan Planning Organization (MPO) in collaboration with PennDOT and the South Central Transit Authority. The TIP includes projects such as road resurfacing, bridge repairs, traffic signal upgrades, and the development of bike trails and pedestrian pathways.

| 2025-2028 Transportation Improvement Projects in East Lampeter Township | | | |
|---|----------------------|---|---|
| MPMS # | PROJECT TYPE | PROJECT NAME | DESCRIPTION |
| 110502 | Congestion Reduction | US 30/ PA 462 Interchange Improvements | Traffic and pedestrian improvements at the US 30/PA 462 interchange. |
| 114205 | Safety | Strasburg Pike Improvements | Improvements at the intersection of Strasburg Pike and Rockvale Road. |
| 119202 | Bike/Ped | Route 462 Eastern Corridor Transportation Enhancement | Sidewalk and shoulder widening on Lincoln Highway (PA 462) with pedestrian and bicycle accomodation from Tennyson Ave, to Strasburg Pike. |
| 121060 | Congestion Reduction | ITS - Lancaster TSMO 2025-2026 | Install Closed-Circuit cameras, Dynamic Message Signs, and Signal interconnections on US 30 East of Lancaster. |
| 100592 | Bridge | Horseshoe Rd over Amtrak | Bridge Preservation of Horseshoe Road over Amtrak Railroad. |
| 114218 | Bike/Ped | Strasburg Pike to Oakview Road Trail - SGT | Construction of a multiuse trail from Flory Park to S. Oakview Road. |
| 84016 | Bridge | Pitney Road over Amtrak | Bridge Rehabilitation on Pitney Road over the Amtrak Railroad. |
| 121048 | Congestion Reduction | Pitney Rd and PA 340 Intersection with PA 462 | Relocate intersection of PA 462 and PA 340, widening of Pitney Road. |

Proposed Transportation Improvements

East Lampeter Township
Lancaster County, Pennsylvania

- 2025-2028 TIP Projects
- Bike/Ped
 - Bridge
 - Congestion Reduction
- 2025-2028 TIP Projects
- Bike/Ped
 - Congestion Reduction
 - Safety
 - Road
 - +— Rail line
 - Municipal Boundary



Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

9/10/2025 PM: DS GIS: ALV QA: KM R000448.0550



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The Lancaster County Transportation Improvement Plan includes the following projects in East Lampeter Township:

- Traffic and pedestrian improvements at the US 30/PA 462 interchange (congestion reduction)
- Improvements at the intersection of Strasburg Pike and Rockvale Road (safety)
- Sidewalk and shoulder widening on Lincoln Highway (PA 462) with pedestrian and bicycle accommodation from Tennyson Ave. to Strasburg Pk. (bike/ped)
- Relocate intersection of PA 462 and PA 340, widening of Pitney Road (congestion reduction)
- Install Closed-Circuit cameras, Dynamic Message Signs, and Signal interconnections on US 30 East of Lancaster (congestion reduction)
- Bridge Preservation of Horseshoe Road over Amtrak Railroad (bridge)
- Construction of a multiuse trail from Flory Park to S. Oakview Road (bike/ped) (under construction as of 2026)
- Western Gateway project from Strasburg Pike to Harvest Road (congestion reduction)

Bridgeport Crossroads Transportation & Land Use Study

The Bridgeport Crossroads Transportation and Land Use Study was developed by East Lampeter Township and neighboring municipalities to improve safety, mobility, and community character of the Bridgeport area. The plan proposes transportation-related improvements such as the redesign of the Lincoln Highway corridor between Bridgeport and Strasbourg Pike, intersection improvements, and the development of multi-use trails along the Conestoga River. In addition, the study recommends new zoning districts to support a walkable, mixed-use Village Center and encourages coordinated land use policies across municipal boundaries. Together the transportation and land use recommendations aim to reduce traffic congestion, enhance pedestrian and bicycle connectivity, and create a more vibrant, accessible, and livable community.

Some of the recommendations specific to East Lampeter Township include:

- **Lincoln Highway East Enhancements.** Conversion of the four-lane highway into a three lane configuration with a landscaped median, sidewalks, and pedestrian refuges. This project also includes curbing, crosswalks, a shared bike and utility vehicle lane, and sidewalks on both sides of the road to improve pedestrian safety and access.
- **Bridgeport Crossroads Intersection Redesign.** Major redesign of the Lincoln Highway, Pitney Road, Lampeter Road and Old Philadelphia Pike intersection to include a roundabout, dual southbound lanes on Pitney Road, and elimination of left turns to improve traffic flow and safety.
- **Trail and Sidewalk Connectivity.** This project includes the South Trail along the eastern banks of the Conestoga River, connecting Bridgeport to Lancaster County Central Park via Millport Road and Lampeter Road, along with a new shared-use path connecting Longfellow Drive to Lincoln Highway, improving neighborhood access.
- **Transit and Multimodal Improvements.** The study proposed a multimodal transit center near the crossroads to consolidate bus stops and improve connectivity along with improving sidewalk access to support transit use along Lincoln Highway, King Street, and Old Philadelphia Pike.
- **Zoning and Land Use Recommendations.** Adoption of two new zoning districts, Village Center (VC) and Village Mixed Use (VMU) within a half-mile radius of the crossroads, to encourages mixed-use development, walkable streetscapes, and civic spaces. It was encouraged that East Lampeter is expected to update its zoning ordinance to align with the goals and recommendations of the study. This recommendation has been completed by the Township.

Places 2040

The Lancaster County Comprehensive Plan, Places 2040 provides guidance and recommendations for the County as a whole. While this plan focuses on various topics, one is transportation and connectivity. The following is a summary of the goals and recommendations included within the plan.

- **Multimodal Connectivity** - The plan emphasizes the development of a connected transportation network that supports walking, biking, transit, and driving. This includes expanding sidewalks, trails, and bike lanes. This aligns with the Township's ongoing trail projects and Lincoln Highway corridor improvements.
- **Active Transportation Integration** - Places2040 supports the Lancaster County Active Transportation Plan, which identifies East Lampeter as a key area for improving bike and pedestrian infrastructure, which includes filling sidewalk gaps, enhancing crosswalks, and creating safer routes to schools and parks.
- **Transit-Oriented Development** - The plan encourages land use patterns that support public transit, such as mixed-use development near transit corridors.
- **Corridor Enhancements** - Specific corridors such as Lincoln Highway East (PA 462) are identified for streetscape improvements, traffic calming, and better access management.
- **Sustainable Growth** - The plan promotes compact, walkable communities and discourages sprawl, encouraging municipalities like East Lampeter to focus development within designated growth areas and invest in infrastructure that supports non-motorized travel.

Summary of Previous Plan Recommendations

- Completion of the Greater Lancaster Heritage Pathway ("Goat Path") through East Lampeter. East Lampeter Township has funds to study the feasibility to connect the trail from the existing trail head to the Township line at Giest Road where an additional trailhead would be constructed. This would be an additional 1.5 miles added to the existing 1.1 miles of the Greater Lancaster Heritage Pathway along the PennDOT ROW.

Additionally, acquire funding for the loop connection to the east with one portion along the Walnut Street Extension and the other along Pitney Road.

- Streetscape improvements on US 30 as part of the Lincoln Highway Streetscape Plan.
- Bike trail along Oakview Road and Eastbrook Road as part of the Lincoln Highway Streetscape Plan.
- Network of on-road bicycle routes with pull-off areas throughout the region.
- Secondary and tertiary "Mobility Hubs."
- Safe and efficient pedestrian connections are needed throughout the Township, whether this be done through a trail system or sidewalks. In order to address this the East Lampeter Township Planning Commission provided a sidewalk map to the Board of Supervisors listing priority areas. Further, Township staff has established a sidewalk gap analysis to further this endeavor.

- A capital improvements plan, budget, and map should be considered along with text in any future update that would briefly describe the improvements.

Overall previous planning efforts are consistent and are focused on increasing connectivity and infrastructure including the promotion of active transportation and developing land uses to support these efforts through transit-oriented developments and sustainable growth. These themes remain consistent with the Township and its vision for the future.

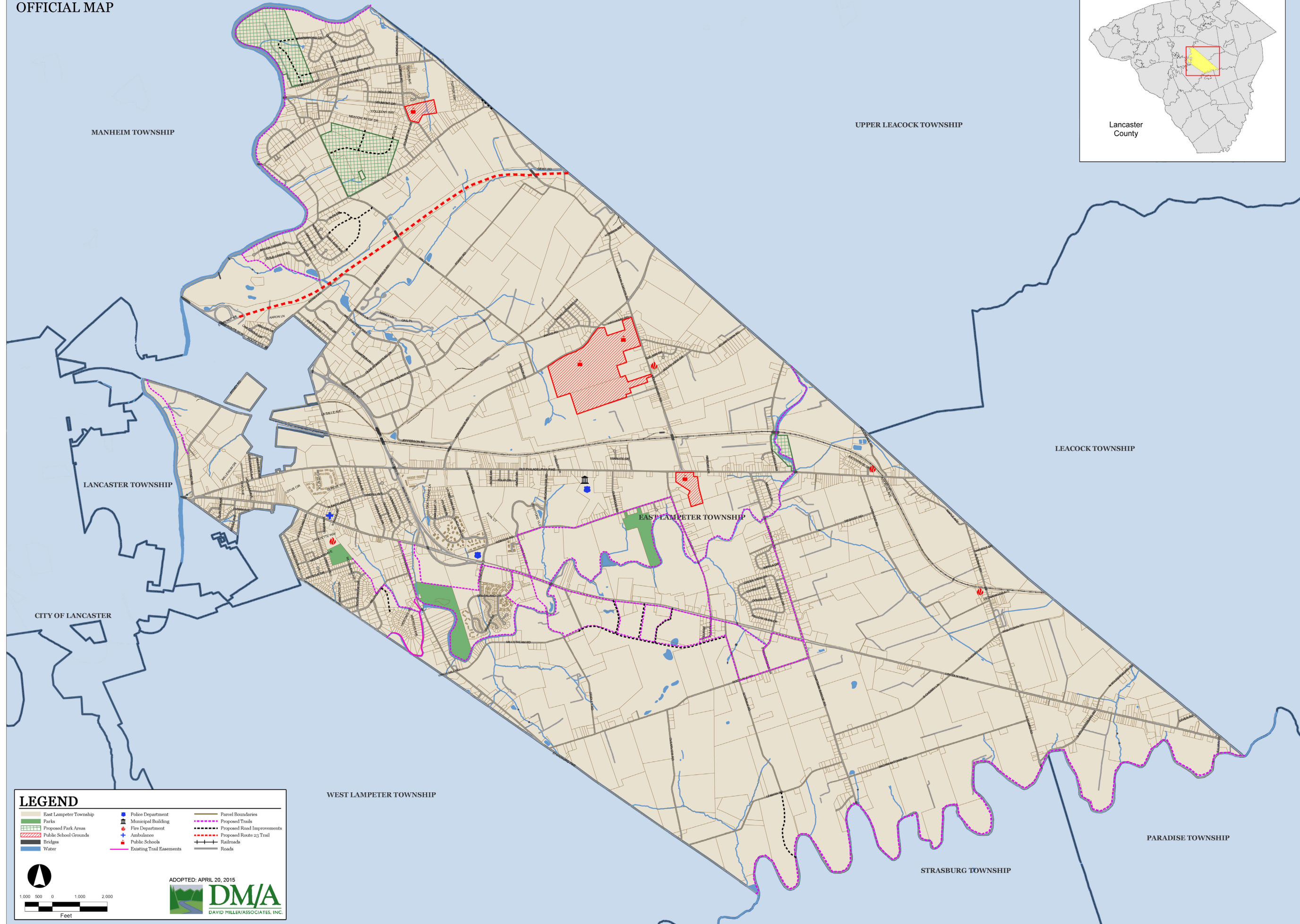
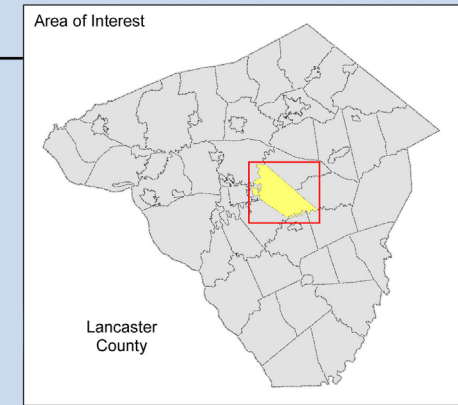
Official Maps & Transportation Improvements

Official Maps provide municipalities with the legal authority to negotiate easements or dedications to public use such as trail corridors, along with the authority to delay a development that would interfere with planned infrastructure improvements for up to one year.

The Township currently has an Official Map that was originally adopted in 2015 and updated in 2023. Ensuring that the Official Map is updated following the adoption of this Plan will help the Township in their planning and implementation efforts.

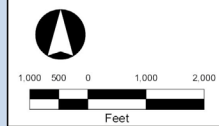
EAST LAMPETER TOWNSHIP

OFFICIAL MAP



LEGEND

- | | | |
|------------------------|--------------------------|----------------------------|
| East Lampeter Township | Police Department | Parcel Boundaries |
| Parks | Municipal Building | Proposed Trails |
| Proposed Park Areas | Fire Department | Proposed Road Improvements |
| Public School Grounds | Ambulance | Proposed Route 23 Trail |
| Bridges | Public Schools | Railroads |
| Water | Existing Trail Easements | Roads |



ADOPTED: APRIL 20, 2015

DAVID MILLER/ASSOCIATES, INC.

RECOMMENDATIONS

Beyond the recommendations included as part of previous planning efforts, including the Route 30 Streetscape Plan, the Bridgeport Crossroads Transportation and Land Use Study, planning for the Walnut Street Extension and Lancaster Heritage Pathway, the Growing Together Plan prepared by the Lancaster Inter-Municipal Committee, and the Conestoga Valley Region Strategic Comprehensive Plan, additional recommendations include the following:

- Increase walkability within the villages of Ronks, Witmer, Bridgeport, Smoketown, and Bird-in-Hand, including creating connections between residential areas and key destinations (see Chapter 2 for details of recommended improvements).
- Coordinate with PennDOT for the implementation of adaptive signal controls on Route 340 which will be coordinated with adaptive signal controls on Route 30.
- Develop a more robust network of bicycle and pedestrian infrastructure, along with appropriate public transportation facilities to help promote alternative modes of transportation and provide safe places for residents to recreate.
- Coordinate with surrounding municipalities to develop trails and bicycle and pedestrian connections that support the region as a whole.
- Utilize the Township's sidewalk survey of all of the sidewalks in the Township to evaluate existing conditions and accessibility and identify gaps in the sidewalk network. This information was digitized and geolocated on GIS. The inventory helps to identify barriers, prioritize improvements and ensure compliance with accessibility standards. Subdivision plans that have been granted sidewalk deferrals are all recorded by the Township.
- Adopt measures to increase safe connections from residential areas to schools. The Township is pursuing funding for school crosswalks which would be maintained by the Township. Other examples include a walking school bus established for children walking to Fritz Elementary School. A walking school bus is a group of children walking to school with one or more adult chaperones, following a set route and schedule, much like a traditional school bus but on foot. The Township should also examine pedestrian and bicycle connections at the Conestoga Valley school campus in Witmer.

- Adopt an Access Management Ordinance.

Access Management Ordinance

An Access Management Ordinance is a local regulation designed to control the location, spacing, design, and operation of driveways, street connections, and other access points to roadways. The goal is to improve traffic flow, enhance safety, and support responsible land development. East Lampeter Township has adopted and implemented many of the recommendations to improve access management.

CHAPTER 6

CREATE SUSTAINABLE INFRASTRUCTURE

Sustainable infrastructure systems are those that are planned, designed, constructed, operated and decommissioned in a manner that ensures economic and financial, social, environmental, and institutional sustainability over the entire infrastructure life cycle. Sustainable infrastructure can include built infrastructure, natural infrastructure or hybrid infrastructure that contains elements of both. This chapter also includes emergency management.

INFRASTRUCTURE

Roadways & Bridges

Within the Township, there are about 100 miles of roadway, with 72 miles being Township-owned. The Township also maintains 12 bridges and box culverts. Maintaining roadways, bridges, and associated infrastructure can be a large undertaking for municipalities, especially given the extent of roadway that is owned by the Township. To help aid in the repair and maintenance of the Township's roadways, the Public Works Department has developed a pavement management program.

The Road Department tasks include paving, oil and chip, crack sealing, shoulder repair, and storm sewer installation, repair, and maintenance. Beyond the roadways, the Department maintains street name signs and traffic control signs, mowing alongside roadways, and completes winter snow removal as needed. Employees of the Township's Roads Department, Sewer Department, and Parks Department are all cross-trained to respond to issues in any of these areas.

Water & Sewer

The Township has about 86 miles of sewer lines, which include gravity mains, pumping station force pressure mains and low-pressure mains, along with about 1,600 manholes, nine pump stations, three siphons, four metering stations, and 520 grinder pumps. This infrastructure is maintained by the Sewer Department. The Township currently maintains and conveys sewage to the City of Lancaster for treatment. This may limit the potential development or redevelopment within the Township based on the capacity of the City's treatment facility. The Township has budgeted approximately \$2.4 million over the next year for pipe lining or replacement. The funding is provided by the Township's stormwater fee.

While sewer transport services are provided by the Township, public water and water treatment service is provided in certain areas of the Township and is provided by the City of Lancaster. This was as part of an agreement between the City and the Township to provide water service to the areas of the Township that are within Urban Growth Boundaries.

Areas that are not serviced for public sewer and water must have on-lot water and sewage systems. This does limit potential development in areas outside of the DGA. It is important to note that while there are approximately 550 on-lot sewage systems in the Township, potential system failures could create a need for replacement or alternate sewage treatment options. The Township has implemented an On-Lot Disposal System (OLDS) Management Ordinance, which requires pumping of on-lot systems every three years.

Stormwater

East Lampeter Township's Storm Water Management Program (SWMP) serves as the Township's foundational program management tool to meet the requirements of its Municipal Separate Storm Sewer System (MS4) Permit. This Permit allows the Township to discharge water into waterways and water bodies. The SWMP was established to develop and facilitate programmatic elements to ensure compliance with regulatory standards, conditions, and provisions outlined in the MS4 Permit. The SWMP is designed so the township can focus on pollution reduction objectives based on real data and observations of issues and problems encountered, rather than allocating resources and efforts toward "ghost" issues used to check off a box in a report.

There are approximately 440,000 lineal feet of stormwater pipes in the Township. A pipe video inspection program is ongoing resulting in lining and repair working beginning in 2025 and moving forward.

The Township first adopted its Stormwater Management Ordinance in 2014 and amended it in 2017 and in 2019. The Ordinance manages stormwater runoff by reducing runoff, flooding, erosion, and pollution, while working to maintain groundwater recharge. The ordinance establishes stormwater management standards that include volume and rate controls, performance standards, riparian corridors, and erosion and sediment control.

In 2020, the Township adopted a Stormwater Management Program and Fee. This Program was established to help retrofit older facilities that needed to be upgraded and focus on areas that may need to be developed to help reduce pollutants within stormwater before it is discharged. To make these upgrades and meet the requirements of the permit. The Township uses an Equivalent Residential Unit (ERU) to determine the Stormwater Management Program Fees. The fees are divided into Tiers based on the square footage of impervious surface.

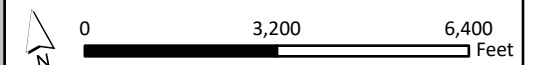
These funds can be used for:

- Infrastructure Maintenance and Upgrades, such as repairing or replacing aging stormwater infrastructure (e.g., pipes, culverts, detention basins) and installing green infrastructure like rain gardens, bioswales, and permeable pavements.
- Regulatory Compliance, such as funding activities required under the MS4 program, including mapping stormwater systems, monitoring discharges, and reporting to the Pennsylvania Department of Environmental Protection (DEP).
- Pollution Reduction Measures, such as implementing Best Management Practices (BMPs) to reduce sediment, nutrients, and other pollutants from stormwater runoff.
- Flood Control Mitigation, such as projects aimed at reducing localized flooding and improving stormwater conveyance.
- Public Education and Outreach, which could include programs to educate residents and businesses about stormwater impacts and how to reduce pollution.
- Planning and Engineering such as developing stormwater management plans, conducting watershed studies, and designing new systems or retrofits.
- Operations and Staffing, which includes supporting municipal staff or contractors who manage stormwater systems and enforce regulations.

Infrastructure

East Lampeter Township
Lancaster County, Pennsylvania

- Road
- +— Rail line
- Water Service Areas
(Managed by City of Lancaster)
- Urban Growth Boundary
- Village Growth Boundary
- Stormwater Infrastructure Area (Owned By East Lampeter Township, PennDOT, or Private Landowner)
- Sanitary Sewer Service Area (Managed By East Lampeter Sewer Authority)
- Municipal Boundary

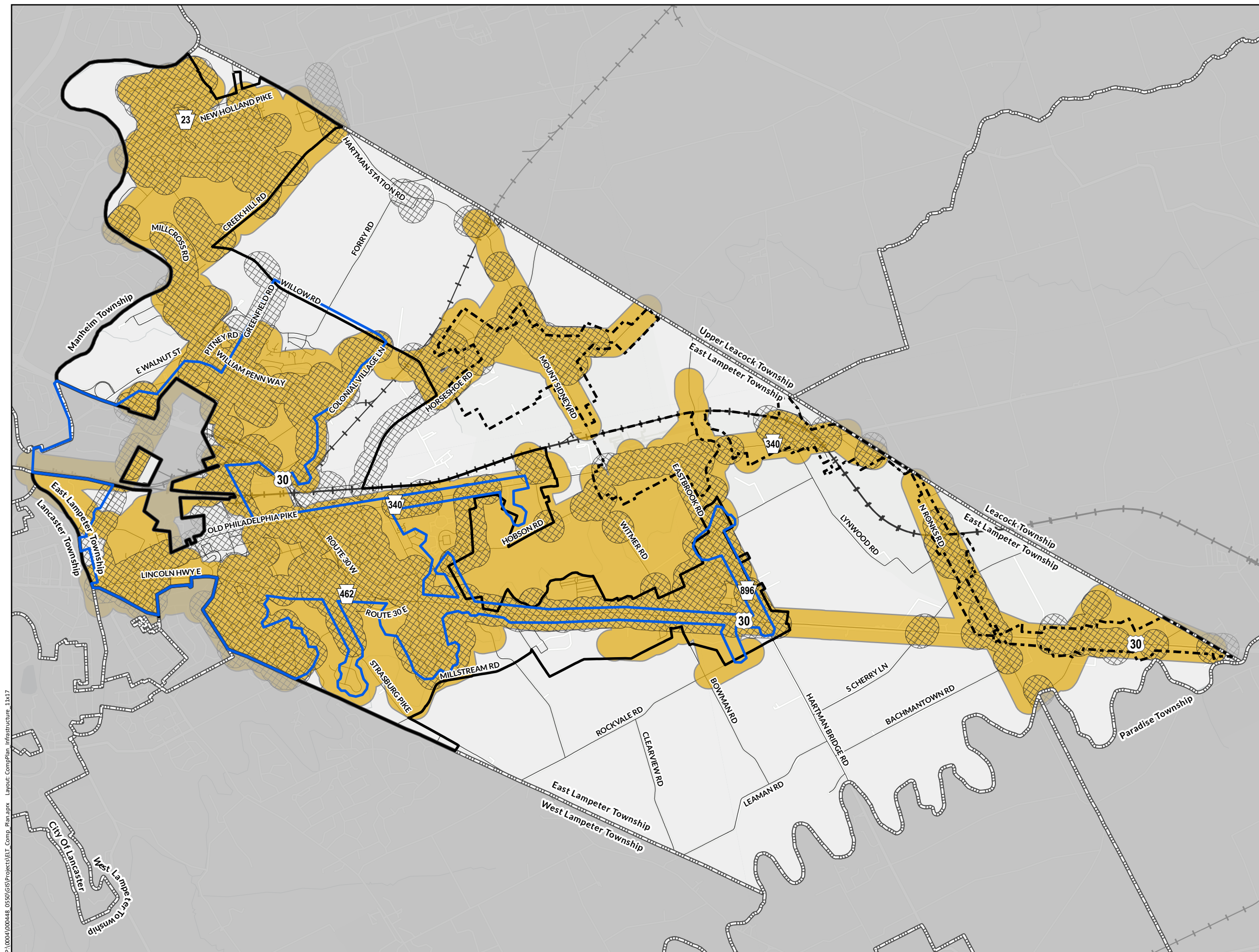


Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

10/14/2025 | PM: DS | GIS: ALV | QA: KM | R000448.0550



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Broadband & Wireless

About 92.5% of township residents have access to broadband, which is consistent with the County, where about 90 to 92% of households have access to broadband. This is slightly higher than the percentage of households with broadband access in the State, which is about 89.7%.

A MORE SUSTAINABLE EAST LAMPETER TOWNSHIP

Beyond emergencies, there are a number of ways to plan and build a more resilient and sustainable Township across a number of different infrastructures, including green infrastructure, sustainable transportation, resilient building practices, water management, waste reduction, and energy. The following are some improvements the Township may want to consider.

Green Infrastructure

- Installation of rain garden and bioswales to capture and filter stormwater runoff while helping to reduce flooding and improve water quality.
- Installation of green roofs, which help insulate buildings, reduce urban heat, and manage rainwater.
- Increase the tree canopy to improve air quality, provide shade, and support biodiversity.

Sustainable Transportation

- Increasing bicycle and pedestrian infrastructure to encourage non-motorized transportation, reduce traffic emissions, and provide safe places for residents and visitors to recreate.
- Provide EV infrastructure such as EV charging stations to support clean transportation modes.
- Invest in public transit enhancements to support and increase usage, along with clean-energy buses.

Resilient Building Practices

- Consider adopting or recommending energy efficiency building codes that help to promote passive solar design, insulation and energy efficient appliances.
- Encourage new developments to meet green building standards such as net-zero and LEED.
- Implement a community solar project to help promote the installation of solar panels and provide provisions or access to renewable energy for those who may not have the roof space to install solar panels.

Water Management

- Encourage the use of permeable pavement to help reduce runoff and recharge groundwater.
- Implement rainwater harvesting systems to help collect and reuse rainwater for irrigation or non-potable uses. This could include the development of a rain barrel program.
- Promote the installation of smart irrigation systems that utilize sensors and weather data to optimize water use.

Waste Reduction

- Develop or partner with an organization in the area to implement a composting program to help divert organic waste from landfills and enrich local soils.
- Develop educational material about recycling and recycling services.
- Consider requiring reuse and recycling of materials in development projects to reduce waste on development projects.

Many of the above items are based around education, incentives, or programs being developed. These can be achieved through developing partnerships with organizations. The Township should look to develop a partnership to help with the implementation of any recommendations they may pursue.

CHAPTER 7

PROTECT NATURAL AND CULTURAL RESOURCES

East Lampeter Township is rich in both natural and cultural resources that reflect its rural heritage and community-centered values. The Township's appreciation for natural and cultural resources is evident based on its goals to maintain the natural and rural landscapes while ensuring that the environment is preserved and enhanced to serve the community for generations.

NATURAL RESOURCES

East Lampeter Township, although close to the City of Lancaster, and with extensive development areas along the Route 30 and Route 340 corridors and the Greenfield Community, still has vast amounts of rural open space and agricultural lands. Resource protection continues to be important to the Township, which is seen through regulations, directing development to designated growth areas, and conservation easements that help protect natural resources and agricultural lands.

To mitigate the impacts to these resources, the Township has adopted policies and ordinances that limit development in sensitive zones and encourage conservation-minded land use. These protections have helped preserve the Township's rural character and environmental health while supporting sustainable growth. The following is an overview of some of the Township's natural resources.

Protected Lands

Within the Township, there are 24 farmland preservation easements and one conservation easement that total over 1,526 acres. There are 22 properties with farmland preservation easements held by Lancaster Farmland Trust, totaling 1,386 acres. There are two additional properties preserved by the Lancaster County Agricultural Preserve Board, totaling 113 acres. One 27-acre property has a conservation easement held by the North American Land Trust.

An agricultural conservation easement is a specific type of conservation easement designed to protect farmland from being developed or used for non-agricultural purposes. These easements are typically established through agreements between farmers and land trusts, government programs, or state-level farmland preservation initiatives. Farms protected by agricultural conservation easements remain privately owned and can continue to be farmed, sold, or passed on to heirs; however, they restrict future development, ensuring the land stays available for agriculture. Landowners may receive compensation (either full or partial) for the value of the development rights they give up, along with potential tax benefits.

Natural Heritage Area

Natural Heritage Areas are designated to help protect the presence of rare, threatened, or endangered species, high-quality natural communities, and important ecological features. Within the Township, there is one Natural Heritage Area that is identified as a core habitat.

Waterways

Due to the vast amount of agriculture in the Township and greater region, it is important to ensure that the waterways are protected and enhanced. One primary consideration is runoff from fields, as they often carry fertilizers, pesticides, herbicides, and animal waste, which contribute to nutrient pollution. Increased amounts of nutrient pollution can lead to algal blooms, oxygen depletion, and fish kills. In addition to nutrient pollution, sediment runoff can cloud waterways, impact aquatic habitats, and ultimately reduce water quality.

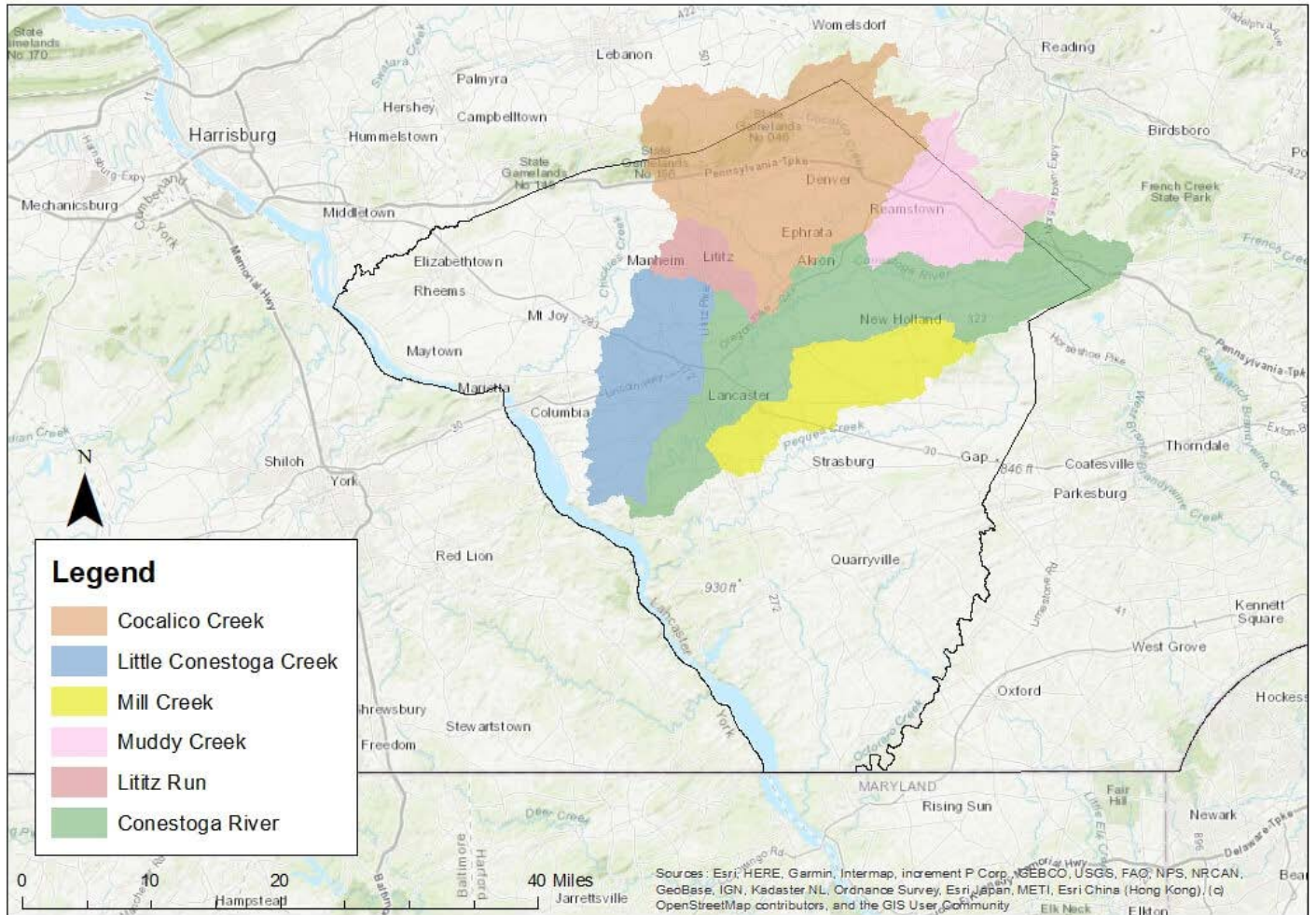
Utilizing Best Management Practices (BMPs) such as riparian buffers, cover cropping, no till farming, and manure management can greatly reduce impacts to the waterways. It is important that the Township work with groups and organizations to help monitor water quality, implement measures to help improve water quality, and limit the negative impacts.

A watershed is an area of land where all the water that falls or flows over it - like rain, snowmelt, or runoff - drains into a common water body such as a stream, river, or lake. A watershed is defined by natural land features like hills and ridges. Watersheds can be small or large. Watersheds matter for the following reasons:

- Water quality - pollution in one part of a watershed can affect downstream ecosystems and communities.
- Flood control - healthy watersheds absorb and slow down runoff, reducing flood risks.
- Habitat - provides homes for fish, birds, and other wildlife.
- Human impact - urban development, agriculture, and stormwater runoff can affect watershed health.

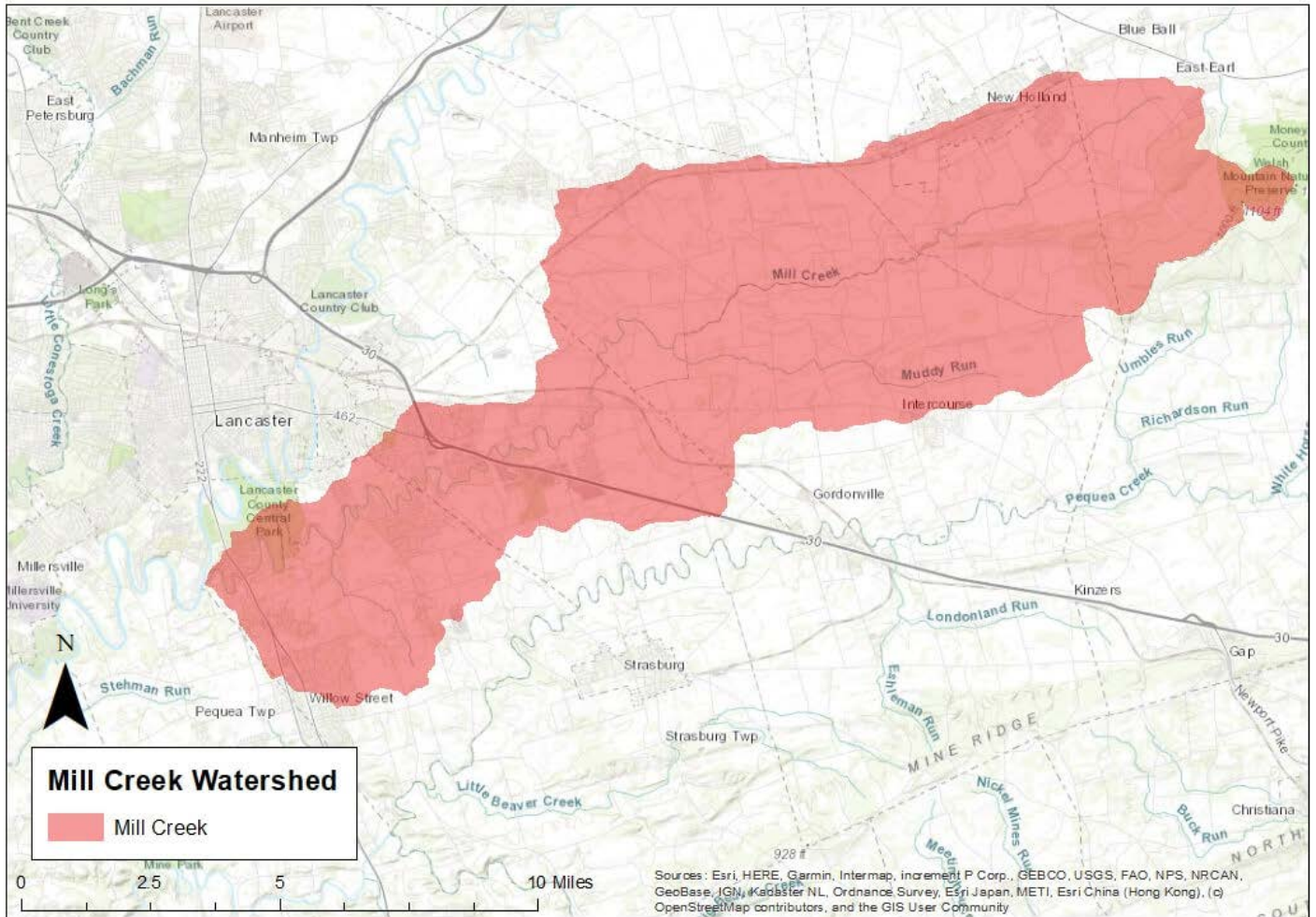
In East Lampeter Township, the Mill Creek and Pequea Creek watersheds flow into and are part of the Conestoga Creek watershed, which in turn eventually flows into and is a part of the Chesapeake Bay watershed.

Conestoga River Watershed



The Conestoga River Watershed is located in the central section of the county. This 475-square-mile watershed is the largest drainage area basin in Lancaster County. There are about 632 miles of streams in the Conestoga River Watershed. The Conestoga River forms most of the Township's northwestern border from Bridgeport northward to the border with Upper Leacock Township south of Hunsecker Road.

Mill Creek Watershed



The Mill Creek Watershed is located in the Central portion of the county. This 56-square-mile watershed is named after the numerous mills that were located along its streambanks back in the day. Today, there are about 76 miles of streams within the Mill Creek Watershed. The mainstem of the Mill Creek and its tributaries flow mostly southwest to the stream's confluence with the Conestoga River around New Danville.

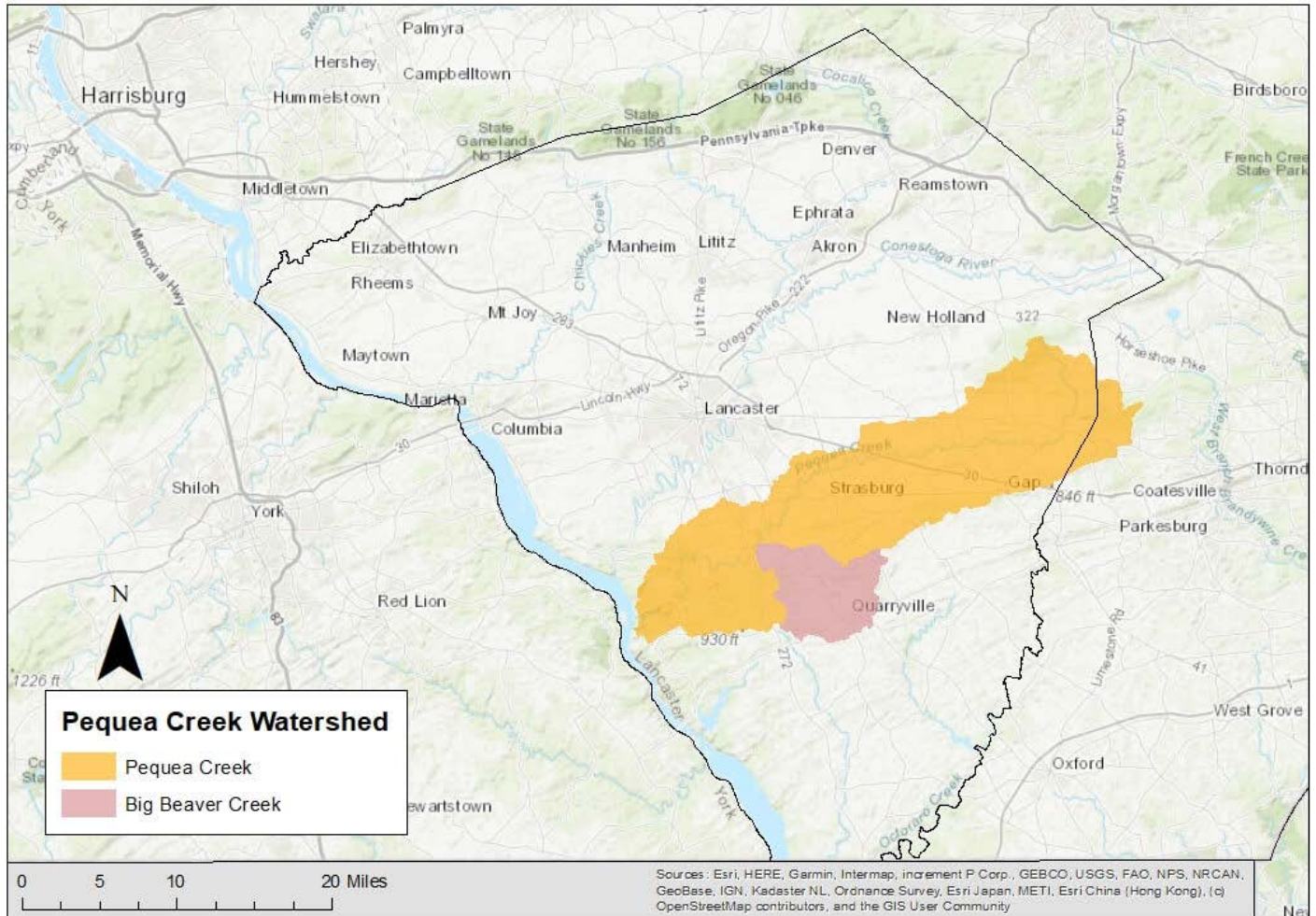
The Mill Creek Preservation Association, the only Plain Sect watershed group in the Chesapeake Bay watershed, has been working to restore Mill Creek.



Only counting projects with assistance from the Lancaster County Conservation District, the six-person group has restored nearly 5.5 miles of Mill Creek, a stream that once had one of the highest concentrations of nutrients in Pennsylvania. Projects have included stream bank fencing, removal of low-head dams, bank stabilization, and placement of fish habitat structures embedded in the stream.



Pequea Creek Watershed



East Lampeter Township is part of the Pequea Creek Watershed, which is a 153-square-mile area that ultimately drains into the Susquehanna River and Chesapeake Bay. The Pequea Creek and its tributaries, including Indian Spring Run and other smaller streams, flow through the Township and are vital for stormwater management, agriculture, and wildlife habitat. Pequea Creek forms the southern border of the Township with Strasburg Township. There are about 237 miles of streams within the Pequea Creek Watershed.

Stormwater Management and MS4

The Township's Municipal Separate Storm Sewer System (MS4) contributes water to the Conestoga River, Mill Creek, and Pequea Creek watersheds. It is authorized to do so through its National Pollutant Discharge Elimination System (NPDES) permit. The Township has created the East Lampeter Township Storm Water Management Program (SWMP) to implement and enforce actions intended to reduce stormwater pollutant discharge in accordance with its NPDES permit.

The Township has created the MS4 Chesapeake Bay Pollutant Reduction Plan 2018-2023 (MS4 Plan), which noted the following stream impairments:

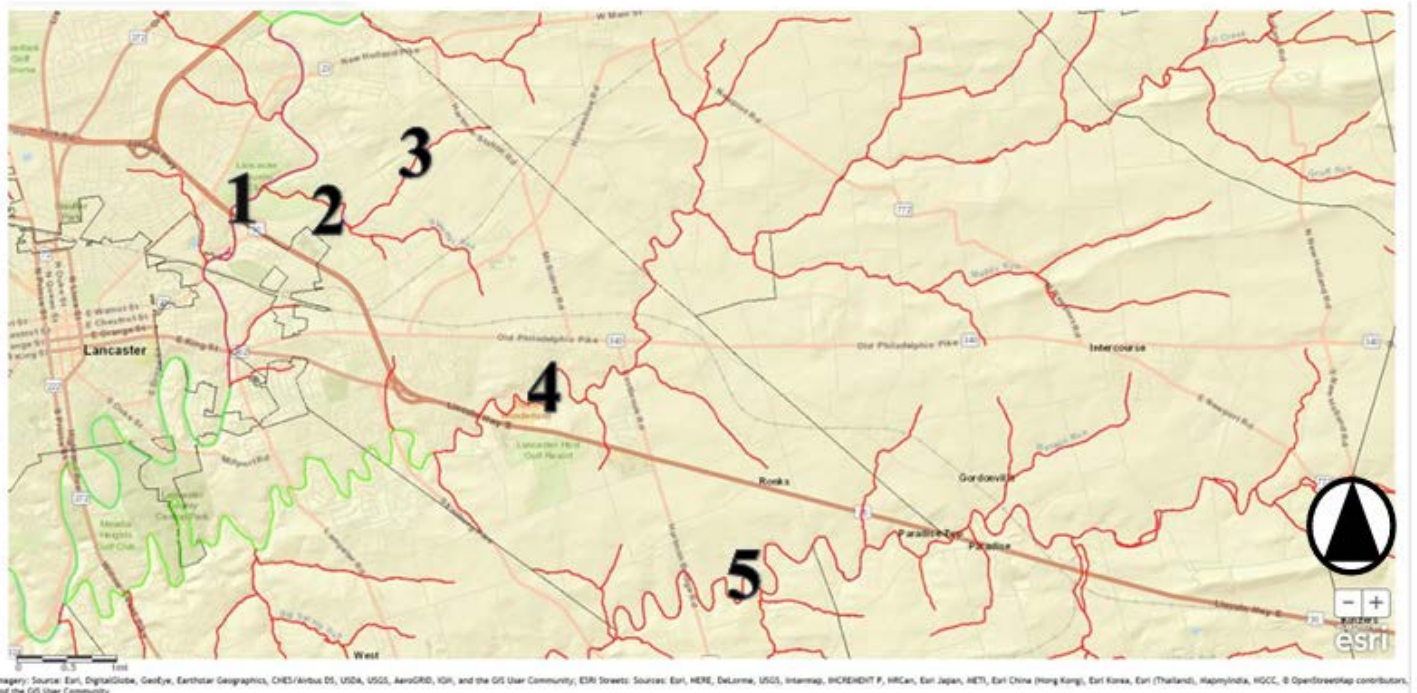


Figure A: eMapPA Impaired Watersheds Map

1. Conestoga River- Pathogens, organic enrichment/low dissolved oxygen, siltation, chlorine
2. Stauffer Run- siltation
3. Unnamed Tributaries to the Conestoga River- nutrients, flow alterations
4. Mill Creek- nutrients, siltation
5. Pequea Creek- nutrients, organic enrichment/low dissolved oxygen, siltation

Lancaster Revolving Water Fund

The Lancaster Revolving Water Fund (the “Water Fund”) is a partnership between the Conservation Innovation Fund, TeamAg, and Lancaster Clean Water Partners. It has developed agricultural-based pollution reduction projects to address municipal water quality requirements under the Clean Water Act and related Federal and state regulations. East Lampeter Township was the first municipality to partner with the Lancaster Revolving Water Fund

The Water Fund unites agricultural producers, conservation partners, conservation finance and quantification experts, and municipal leaders to address municipal water quality goals. It leverages private financing and extensive relationships across the agricultural and conservation communities to: (i) develop agricultural water quality improvement projects on priority agricultural lands; (ii) quantify the pollution reductions resulting from such projects; (iii) incorporate such pollution reductions, where possible, into municipal NPDES permits; and (iv) enter into offtake contracts with municipalities who can include such reductions in their Pollutant Reduction Plan (PRP) and/or Total Maximum Daily Load (TMDL) plans (i.e., “plans”). The Water Fund provides for the ongoing maintenance and verification of agricultural projects.

For municipalities, the Water Fund provides a turnkey “bundled service” approach that allows municipal managers to expand the geographic reach of their water quality improvement projects, incorporate the

most cost-effective projects into their plans, and access watershed-wide best management practices as part of their TMDL and Municipal Separate Storm Sewer System (MS4) permit compliance strategy. For regulators, the Water Fund provides an independently developed, verified, and maintained source of pollution reductions for municipal compliance. In Pennsylvania, the Water Fund develops pollution reduction projects based on criteria outlined in the Pennsylvania TMDL and Pollutant Reduction Plan instructions.

Proposed Load Reduction Best Management Practices (BMPs)

The MS4 Plan lists a number of BMPs to reduce pollutant loading to the Township's watersheds. The MS4 Plan noted that, in 2016, the Township collected 22.3 tons of sediment from inlets that were sent to the Frey Landfill.

The Township also submits annual reports to the Department of Environmental Resources to demonstrate compliance with its NPDES permit.

The Township has also adopted a storm water fee program in 2019, which imposes a fee based on the amount of impervious surfaces, measured in square feet.

The East Lampeter Township Stormwater Management Ordinance was adopted in 2014 and amended in 2017 and 2019.

Sustainable Pennsylvania

In addition to the efforts and protections the Township has in place, they are also a member of the Sustainable Pennsylvania program. This certification program is a free and voluntary municipal certification program created to assess a local government's measure of sustainability and provide a curated list of resources and opportunities to help the community improve. Sustainable PA also provides municipalities with technical resources to take action, improve policy and impacts, and affords them the opportunity to assess and reassess progress over time. The program notes that many communities that earn a Sustainable Pennsylvania Certification see positive impacts, such as:

- Improves chances of obtaining grants and loans from the Pennsylvania Department of Community and Economic Development (DCED)
- Improves transparency by providing the municipality with a profile on the Sustainable PA website that highlights the work they have done
- Signals to the community, businesses and organizations that the municipality prioritizes the policies and practices of highly effective local governments
- Lowers the risk of taking actions that may be novel to community leaders by providing them with proven best practices, evidence of related successes, and potential funding opportunities
- Helps the municipal administration establish a sustainability baseline for planning and implementing best practices
- Creates a clear pathway for continuous improvement that includes custom reporting tools
- Fosters a conversation among municipal management, staff, elected officials, residents, and local employers about what is possible
- Creates and/or strengthens a network of high performing municipalities for sharing information and mutual assistance

East Lampeter Township has a Bronze Sustainable Pennsylvania Certification. To achieve certification, municipalities must complete a set of sustainability actions across several categories such as energy, land

use, transportation, health and economic development. At a minimum, for a municipality to achieve a bronze level certification they must:

- Adopt a sustainability resolution or demonstrate a commitment to sustainability in planning documents.
- Conduct a municipal energy audit or track energy usage in municipal buildings.
- Implement basic recycling and waste reduction programs.
- Encourage community engagement, such as through public meetings or sustainability committees.
- Promote land use practices that support walkability, mixed-use development, or farmland preservation.
- Support water resource protection, such as through stormwater management ordinances or riparian buffer preservation.
- Demonstrate transparency, like posting budgets or meeting minutes online.

While East Lampeter has already achieved a Bronze certification, and holds sustainability in high regard, they can continue to make strides in sustainability, and work towards achieving a higher level of certification.

CULTURAL RESOURCES

Lancaster County and East Lampeter Township have strong agricultural roots and ties that are still present today.

Township History

Lampeter Township was one of the first townships when Lancaster County was organized in 1729. The township was named after Lampeter in Wales. Lampeter was divided into East and West Lampeter in 1841. Four of the earliest villages in the Township which also included the four original post offices were:

- Bird-in-Hand, originally known as Enterprise and also Cross Keys, was a key crossroads village along the Old Philadelphia Pike
- Fertility, located near Strasburg Pike, home to the historic Fertility Mill which was a saw and grist mill
- Greenland, located along Route 30
- Soudersburg, also located along Route 30 was a commercial hub for the surrounding area






General Marquis de Lafayette, a key figure in the American Revolutionary War, passed through East Lampeter Township in July, 1825, during his farewell tour of the United States. Lafayette reviewed local infantry and cavalry troops who served as an honor guard to escort him to Lancaster. A state historical marker located at 1813 Old Philadelphia Pike was erected in 1934 to commemorate this event. The area surrounding the marker became known informally as the village of Lafayette. Both the Lafayette Fire Company and Lafayette-Tower Park were named to reflect this history.

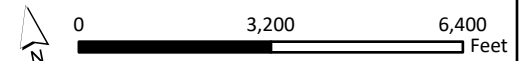
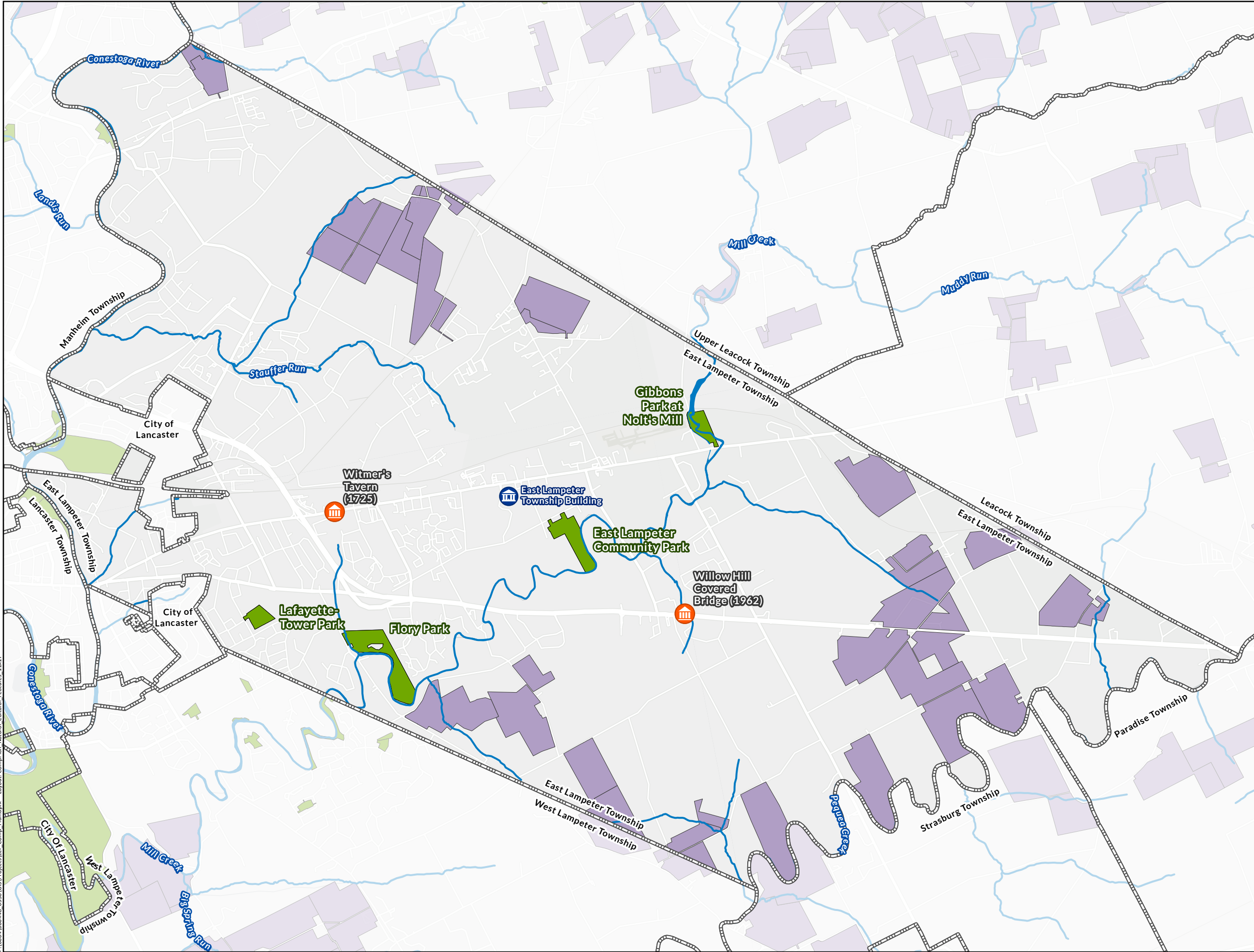
Other state historic markers in East Lampeter Township include ones at Bird-in-Hand, Witmer's Tavern, and Soudersburg Methodist Church.

Historic Sites & Resources

Natural & Cultural Features

East Lampeter Township
Lancaster County, Pennsylvania

-  Historical Site
-  Stream/River
-  Municipal Boundary
-  Park
-  Agricultural Easement



Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

11/12/2025 | PM: DS | GIS: ALV | QA: KM | R000448.0550



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717.564.1121 [phone]
www.hrg-inc.com

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Within the Township there are four sites that are on the National Register of Historic Places. An overview of these sites is provided in the background chapter and included below.

- Michael Dohner Farmhouse – The Michael Dohner Farmhouse is a historic two-story fieldstone dwelling that is five bays long and two bays deep. The original section of the home was built in 1732 and was listed on the National Register of Historic Places in 1980.



- Bird-in-Hand Hotel – Also known as the Bird-In-Hand Village Inn and suites or the Rhoad’s Hotel is a historic hotel that was built in 1852 and renovated in 1989. The hotel was added to the National Register of Historic Places list in 1992.

- Christian Stauffer House – This historic home was built in 1769, and is a two story, for bay limestone dwelling in a melded Pennsylvania-German and Anglo-American Georgian style. The home also features an addition that was added in the 1890s. The property also features a contributing late-18th century bank barn, stone and frame summer kitchen, and late-19th century carriage house. The home was added to the National Register of Historic Places in 1986.

- Witmer’s Tavern – The Tavern is a historic structure just east of U.S. 30 and Old Philadelphia Pike. The structure is two and a half stories, made of blue limestone and said to be constructed in 1725 although no conclusive evidence proves this date. The structure was later expanded in 1773, and renovated in 1978, and added to the National Register of Historic Places in the same year. The property was sold in 2019 and in severe disrepair. The property is currently being resorted with the assistance of the historical preservation trust. There is also a Historic Marker for Witmer’s Tavern within the Township.



In 2015-16, East Lampeter Township and the Historic Preservation Trust of Lancaster County completed a Historic Resources Photo Project of all structures in the Township that were more than 50 years old.

The photo inventory listed structures in the following categories:

- Barns and other farm structures
- Residences
- Commercial buildings and railroad structures
- Cemeteries
- Miscellaneous structures and other historical items- including bridges and millraces

with the influence of Mennonite and anti-Baptist communities in the vicinity, Mennonite Life, formerly the Mennonite Historical Society, is both a museum and research center in East Lampeter Township. Mennonite Life strives to preserve and interpret the history and culture of Mennonite and Anabaptist communities in Lancaster County.

Lincoln Highway Trail

The Lincoln Highway Trail is part of the historic Lincoln Highway Heritage Corridor (LHHC). The LHHC is a 200-mile stretch of U.S. Route 30 that celebrates the legacy of America's first transcontinental highway. In Lancaster County, the trail follows the path of the old Lancaster Pike, now modern-day Route 30, and offers a blend of scenic countryside, historic towns, and cultural landmarks.

While not a traditional off-road hiking or biking trail, the Lincoln Highway Trail is more of a driving and heritage experience, often referred to as a "200-Mile Roadside Museum." It features interpretive exhibits, roadside attractions, and preserved architecture that tell the story of early American automobile travel. In Lancaster County, highlights include Amish farmlands, historic inns, covered bridges, and local museums. The Lincoln Highway Driving Guide published by the LHHC helps travelers explore these sites with curated routes and historical context.

RECOMMENDATIONS

1. Continue to participate in Lancaster Clean Waters Partners and Lancaster Conservation District's Countywide Action Plan to help improve water quality and reduce nutrient and sediment pollution including the implementation of Best Management Practices, along with collaboration with farmers, landowners and conservation groups. The partners administer a Community Action Plan implementation grant for landowners to implement BMPs.
2. Update the Township's zoning ordinance, Article XXIII Supplemental Regulations, to include language for Natural Resource Protection and Conservation included in the Lancaster County Planning Model Ordinance, as appropriate.
3. Implement the Conestoga River, Mill Creek and Pequea Creek restoration plans. These plans and their recommendations can be accessed at the Lancaster County Conservation District watersheds website, lancasterwatersheds.org.
4. Update the Township's zoning ordinance to include language for historic preservation, as appropriate. The Township zoning ordinance currently has an Historic Resource Overlay District which applies to resources identified in national, state, or local list of historic resources. The Overlay District requires applicants to notify the Township and the Historic Preservation Trust of Lancaster County before demolition or relocation of historic resources.
5. Map the Township's photo inventory of historic structures.

6. Work with historic and cultural organizations in the region to provide educational opportunities and cultural events for residents.
7. Continue to implement the Township's MS4 program while maintaining alignment of Pennsylvania Department of Environmental Protection and U.S. Environmental Protection Agency requirements.

CHAPTER 8

DEVELOP COMPREHENSIVE PARK & RECREATION OPPORTUNITIES

The Township has four parks that total about 105 acres, along with 8 miles of trails that provide recreational opportunities to Township residents. Beyond the parks and trails, the Township has many recreation programs that are provided to residents. The following is a summary of the Township's parks and recreation opportunities, along with recommendations to help enhance existing facilities and better serve the community.

PARKS & RECREATION FACILITIES

East Lampeter Township offers a variety of parks and open spaces that provide residents and visitors with opportunities for recreation, relaxation, and connection with nature. The Township is home to several community parks that feature amenities such as walking trails, playgrounds, sports fields, and picnic areas. These parks serve as important gathering places for families and community events, supporting both active and passive recreation opportunities. The Township Parks Department has recently switched to an online system for park reservations.

The Township owns four parks, which include the following:

Lafayette-Tower Park is an 18-acre park that includes a half-mile walking path, baseball field, and playground. The Township is in the process of designing and constructing a pavilion to better serve residents. The new pavilion is anticipated to accommodate 65-75 people and include two restrooms and a mechanical room. The contract to construct the pavilion will be let in August 2025. The Township is also hoping to purchase a landlocked property within the park.

Flory Park is the largest Township park at 46 acres and features 2 ballfields, a new play structure that was installed in 2023, along with a pavilion, and paved and natural walking trails. Lancaster Conservancy is in the process of completing a streambank restoration project at the park. In addition, the Township is in the process of developing a trail through the park to connect Strasburg Pike to South Oakview Road.

East Lampeter Community Park is a 26-acre park that features a perimeter walking trail that is just over



Flory Park

one mile long with exercise stations along the trail. The park contains a mini disc golf course, baseball field, sand volleyball court, playground with the tallest slide around, a wooden train play structure, gazebo, three rentable pavilions, and community garden plots that were recently installed. The Township continues to monitor the park's amenities and is proactive on amenity replacement. Gibbons Park at Nolt's Mill is a 15-acre property that was acquired by the Township in 2015, with the adjacent mill property being acquired in 2020. The site is intended for passive recreation, including fishing and walking. The Township has also received a grant from the Pennsylvania Fish and Boat Commission for a canoe and kayak launch,



which is part of Phase 1 of the Gibbons Park master plan. The Township is also planning a bridge to cross Mill Creek in Gibbons Park. Additionally, the Township is seeking funding for the implementation of the design to help improve passive recreation opportunities within the park.

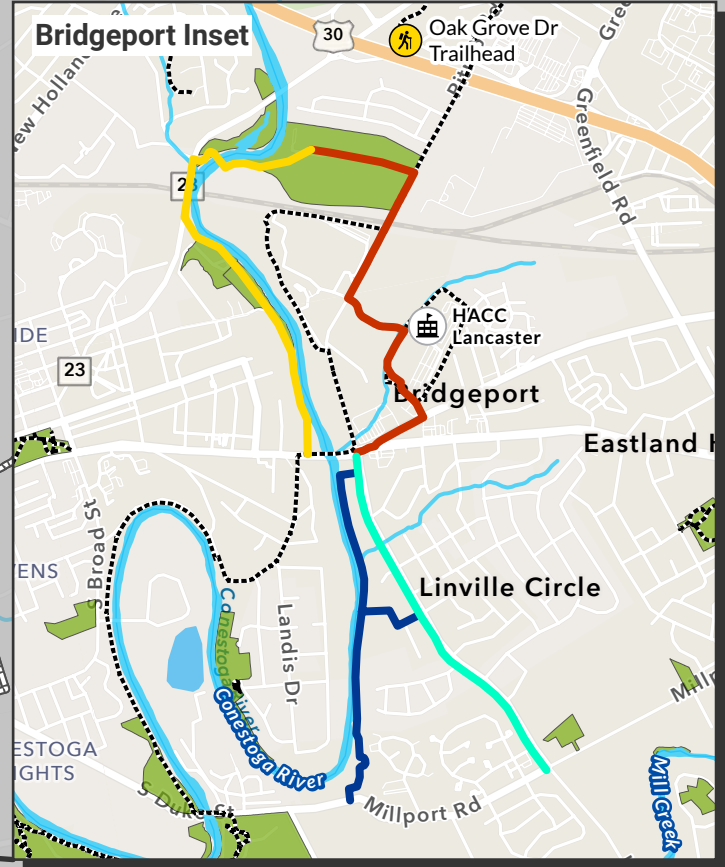
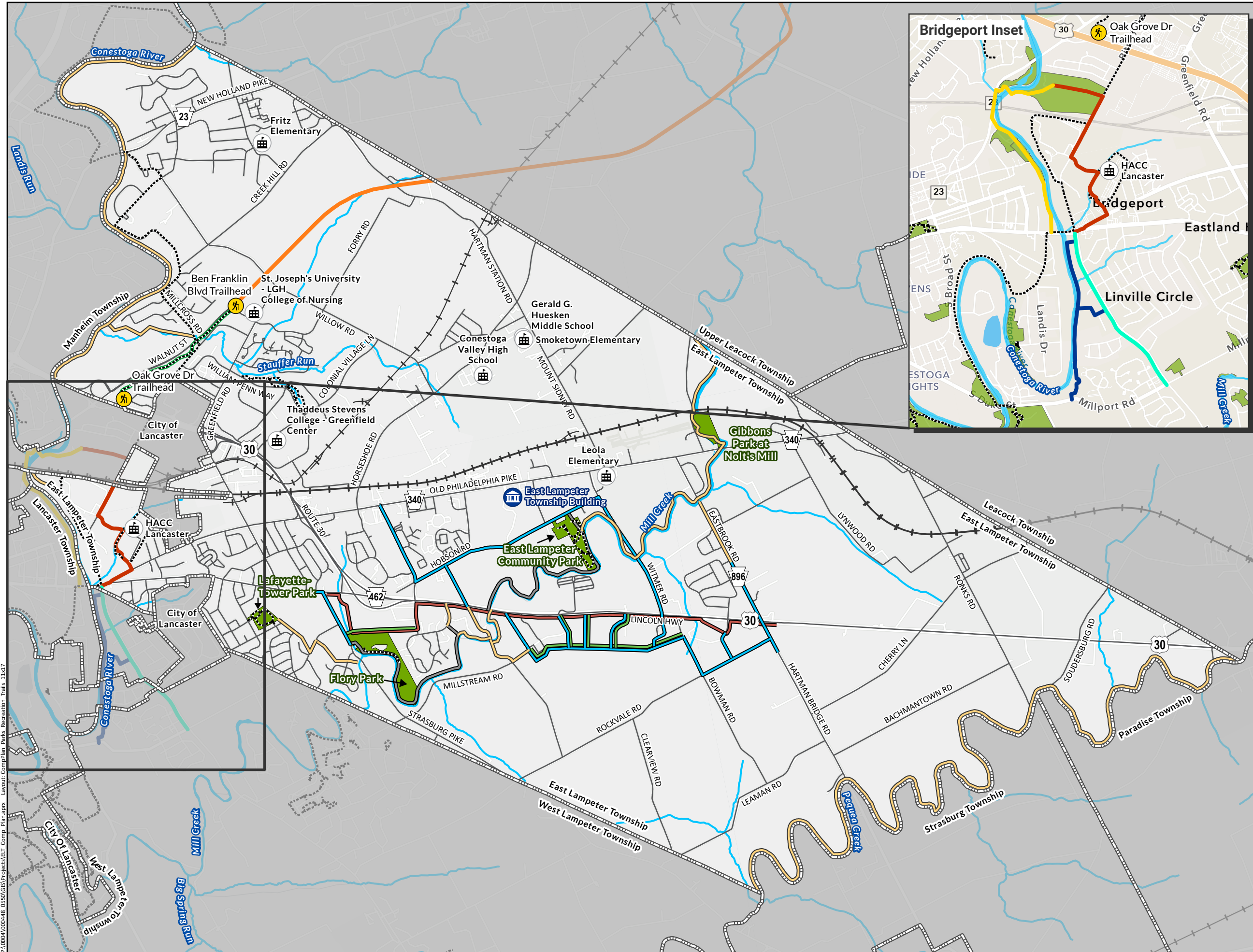
The Township's facilities are able to be rented or reserved online using Rec Desk, which was implemented in recent years. This allows residents the ability to easily reserve pavilions within the Township's parks.

With the Township having a total of 105 parkland acres, they are below the NRPA park metrics based on its 2024 population. Based on the metrics, to meet the median benchmark, the Township should have about 188 parkland acres, which means the Township has an 83-acre deficit. However, the lower quartile benchmark is 91 acres, which the Township exceeds by about 15 acres.

Although the Township is below the median benchmark, it is important to understand that benchmarks are targets but may not be appropriate for every community. Within close proximity to the Township, there are over a dozen park and recreation facilities, which, while they are not in the Township, still provide recreational opportunities in the region.

TRAILS

Beyond the Township's parks and parks in the region, there are a number of trails that provide the community with recreation opportunities. While the Township has over 8 miles of trails, the two larger



Parks, Recreation & Trails

East Lampeter Township
Lancaster County, Pennsylvania

- Trailhead
- School
- Existing Trail
- Proposed Trail (official map 2015)
- Existing Lancaster Heritage Trail Segment
- Proposed Lancaster Heritage Trail Segment

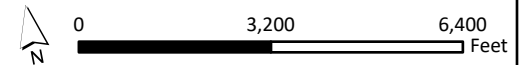
Rt 30 Streetscape Plan Proposed Connections

- Off-Road Bike Network
- Multi-Use Path
- New Roadway Connection
- On-Road Bike Network

Conestoga River Potential Trail Connections

- South Trail: Conestoga River
- North Trail: HACC Pitney Road
- North Trail: Conestoga River
- South Trail: Lampeter Millport Rd
- Waterbody

- Rail line
- Road
- Park
- Municipal Boundary



Mapping derived from data provided by ESRI, PEMA, Lancaster County, Lancaster County Planning Commission, PennDOT, and USGS.

9/10/2025 PM: DS GIS: ALV QA: KM R000448.0550

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trail networks include the Conestoga Trail and the Lancaster Heritage Pathway, along with trail systems within Lafayette Park and East Lampeter Community Park.

Lincoln Highway Streetscape Plan Trail

The Lincoln Highway Streetscape Plan includes a plan for a 12-foot-wide multi-use path that would generally follow the south side of Route 30. The multi-use path is supplemented by a set of on- and off-road connections to serve key locations and provide more scenic, less congested riding options.

Conestoga Trail

The Conestoga Trail System (CTS) was developed and is maintained and protected by the Lancaster Hiking Club. CTS is about 60 miles long and offers scenes of the many different land uses and natural terrain that exist in Lancaster County. There are both off-road and on-road segments.

Lancaster Heritage Pathway

The Lancaster Heritage Pathway (LHP) is being constructed as both a commuter and recreation trail for bicyclists, pedestrians, and horse-drawn traffic that was included in the Lancaster County Active Transportation Plan. The corridor on which the LHP is located is owned by PennDOT, which had obtained the land to create a parallel, or relief route, south of PA Route 23. East Lampeter Township has a 99-year lease with PennDOT for use of the land. When completed, the pathway will travel 12 miles through the center of Lancaster County. About 1.1 miles of the pathway and a trailhead with parking facilities have been constructed along the Walnut street extension in East Lampeter Township.

The Township is currently seeking funding for a 1.5-mile extension of the pathway, eastward, along with another trailhead at Geist Road, which is the East Lampeter Township boundary with Upper Leacock Township. The trail will include two trail beds, one for equestrian use and one for bicycle and pedestrian use. The surface of the equestrian trail bed will be crushed stone. The Township mows the grass within five feet of either side of the trail.

The Township is also studying the possibility of a connection along Oak Grove Road to Pitney Road to provide a loop within the pathway system that can help increase the potential for recreational opportunities utilizing the pathway. Additionally, there is a desire to link the Lancaster Heritage Pathway to the Conestoga Trail to help enhance the trail network in the region.

Trail Systems in the Area

Within the Township, two parks have internal trail systems. Lafayette Park has a half-mile trail system, while East Lampeter Community Park has a mile trail system. Both trail systems help expand the recreational opportunities at each park and provide passive recreational opportunities. The Township also has planned trails at both Flory Park and Gibbons Park.

In addition to the trails noted above, various shorter distance trails and trails within parks in the area provide passive recreation opportunities. Just beyond the Township borders is the Mill Creek Trail, which is just under a mile in West Lampeter Township.

Longer distance trails in the area include the Lancaster County Central Park, which has over ten and a half miles of trails, and Overlook Park in Manheim Township with a four-mile trail system. The trail system at Lancaster County Central Park is the most accessible, as the Conestoga Trail connects to this network as it traverses through the county.

Beyond the trail improvements, the Township and County are looking to increase active transportation infrastructure to provide additional pedestrian and bicycle facilities for residents. Many times, bicycle and pedestrian networks as a whole, including trails, are used for recreation activities. Planned improvements and goals related to active transportation are included in the Transportation Chapter of this Plan.

PROGRAMMING

The Mission Statement of the East Lampeter Township Parks and Recreation Department is:

“To provide a comprehensive recreation program to the community by utilizing existing resources and facilities and offering inclusive opportunities for all age groups and interests.”

The Vision of the Department is:

“To foster a vibrant, healthy, and connected community through diverse recreational programs, events, and partnerships that promote physical, social, emotional, and environmental well-being. The department aims to be responsive to community feedback and continuously evolve to meet the needs of East Lampeter Township’s residents.”

The Township hired a Park and Recreation Director in May of 2024, who has been able to advance the Township’s goals for parks and recreation with help from other Township Staff. One area where great strides have been made is recreation programming, which has been positively received by residents. The Township has begun hosting a diverse variety of programming, from active to passive, to recreation to community-wide events, that continue to reinforce the community’s commitment to health and wellness, education, and outdoor enjoyment. Current program offerings are managed through the Township’s Parks and Recreation Department and are sometimes in partnership with organizations in the area, such as Lancaster County Parks and Recreation and the Conestoga Valley School District. The Township currently utilizes some of the School District’s indoor facilities, but would like to provide its own indoor facility for recreation programming.

There has been a significant effort to include all ages and abilities in the Township’s recreation programming. Some of the recent recreation programs include:

- Nature-Based Programming
 - Discover the Magic of Fireflies
 - Mill Creek Exploration Hands-on Creek Study
 - Birding Programs
 - Explore the Night Sky
- Educational Events
 - Senior Scam Prevention Workshop
 - How to Protect Yourself from Identity Theft
 - Cooking on a Budget
- Fitness and Wellness Activities
 - Goat Yoga
 - Morning Walking Club
 - Chair Yoga

- Yoga in the Park
- Zumba
- Walking Club
- Community Events
 - Meet USA Archery
 - Easter Egg Hunt
 - Fall Festival
 - Movie Nights
 - Touch a Truck
 - Hero Hangout with East Lampeter Police

The Township hopes to continue to expand its programming opportunities. The Township updates its program offerings regularly, and residents are encouraged to check the [East Lampeter Township Parks & Recreation](#) page for new offerings and registration details.

YOUTH SPORTS

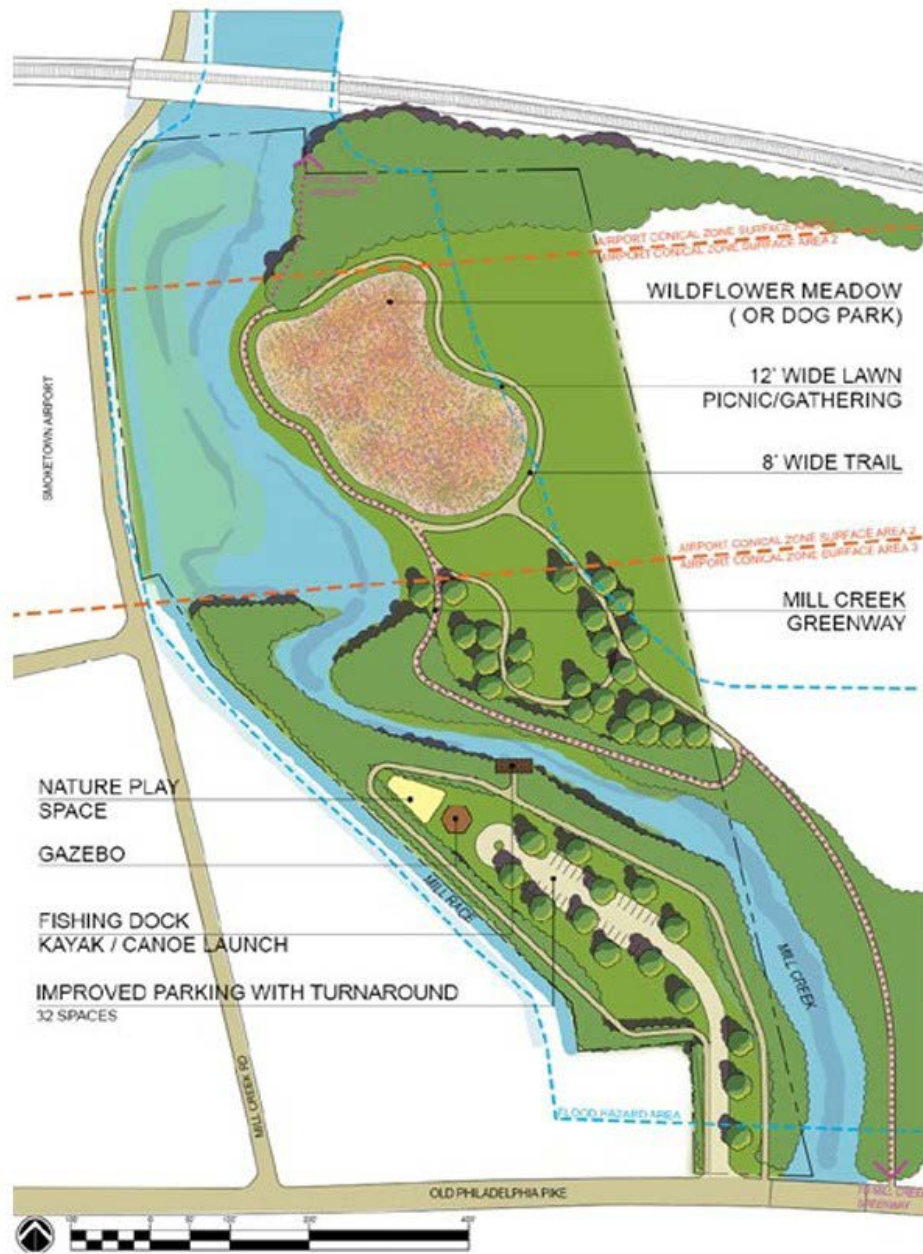
The Conestoga Valley Baseball Association (CVBA) encompasses the Conestoga Valley Little League and the Conestoga Valley Midget Baseball Association. The CVBA and the Township have an agreement for the use of the ballfields at Lafayette-Tower Park, Flory Park, and Community Park. The CVBA will install and maintain facilities such as backstop and foul line fencing, benches, and bases. The Township mows and trims around the fields and maintains all other park facilities such as water fountains, playgrounds, and parking areas. Other youth sports program in the region includes the Conestoga Valley Youth Soccer Club, the Conestoga Valley Youth Football and Cheerleading Associations, and Conestoga Valley Youth Lacrosse, to name a few.

REGIONAL PLAN INITIATIVES

The Conestoga Valley Parks & Recreation Plan (2020) is a collaborative initiative involving East Lampeter Township, Upper Leacock Township, and the Conestoga Valley School District, with funding provided by the Pennsylvania Department of Conservation and Natural Resources.. The plan was developed to guide the future of parks, recreation, and open space in the region. It provides a comprehensive inventory of existing facilities, identifies service gaps, and outlines a strategic action plan to enhance recreational opportunities and natural resource stewardship across the Conestoga Valley region.

Within this plan, both Gibbons Park at Nolt’s Mill and Flory Park were selected for more detailed conceptual park plans (on following page).

MAP 11: GIBBONS PARK CONCEPT



A 2022 construction cost estimate for the Gibbons Park Concept Plan, including paving, curbing, ADA accessible walkways, erosion and sedimentation controls, stormwater management, and landscaping and site amenities, is \$606,717. This includes \$230,000 for work on the bridge and abutments over Mill Creek. The updated cost estimate for Phase I in 2025 was \$423,166.50

The Township has applied for grant funding from the following sources:

- Pennsylvania Fish and Boat Commission
 - Kayak/canoe launch with a paved ADA trail to the launch and a stone base gravel lot.
- Pennsylvania Local Share Account Fund
 - Includes canoe/kayak launch with ADA trail to the launch, paved ADA parking, draft site, and turn around for fire engines.
- Pennsylvania Department of Natural and Conservation Resources Community Conservation Partnerships Program (C2P2)

- Includes canoe/kayak launch, ADA parking lot, ADA trail to the launch, draft site, and turn around for fire engines and ADA walking loop.

The Township has received funding from the Fish and Boat Commission and is awaiting funding from the other sources before construction can begin.

The mill building should be used as an education center, focusing on the importance of mills to the history of East Lampeter and Lancaster County. Examples of program possibilities include:

- Historic and cultural education
- “Mill Through Time” tours- guided walks exploring the evolution of Nolt’s Mill from its 18th-century origins to its role in local industry and agriculture
- Living History Days- reenactments or demonstrations of traditional milling, weaving, and other trades featuring costumed interpreters
- Local heritage workshops- classes on Lancaster County’s agricultural and industrial history, including genealogy, historic preservation, and oral storytelling
- Environmental and nature programs
- Stream ecology and watershed studies- hands-on programs for students and families to study Mill Creek’s biodiversity, water quality, and conservation practices
- Seasonal nature walks- guided hikes focusing on native plants, birdwatching, and seasonal changes in the park’s ecosystem
- Student and citizen science projects- community-led data collection on stream health, wildlife sightings, or invasive species
- Art and community engagement
- Historic site sketching and photography- art classes or contests encouraging creative interpretations of the mill and surrounding landscape.
- Story circles and oral history nights- invite longtime residents to share memories and stories about the mill and township history
- Youth heritage camps
- Week-long summer programs combining history, nature, and creative activities for elementary and middle school students.
- STEM and innovation
- Engineering at the mill- STEM-focused workshops on how water-powered mills worked.
- Sustainable futures lab- a program comparing historic sustainability practices like waterpower

with modern green technologies.

A portion of the mill building should also be converted to be used as office space for the Township's Parks and Recreation department.

The Township is in the process of acquiring the 1.8-acre Neuhauser property, which is located entirely within Flory Park. The Flory Park Concept Plan recommends that, in the vicinity of the dwelling located on the Neuhauser property, the Township should build a sheltered stage and an open stage with lawn spaces and shade trees for special events. A drop-off area should also be constructed adjacent to the stages for improved access for people with disabilities and students. The Township has not identified potential uses for the dwelling.

MAP 13: FLORY PARK CONCEPT



For East Lampeter Township, the Plan is especially significant as it emphasizes the need for regional coordination, shared resources, and strategic investment in park infrastructure. Key recommendations included establishing a multi-municipal recreation entity, hiring a Director of Parks & Recreation, and participating in state grant programs. These steps aim to improve efficiency, expand programming, and ensure equitable access to quality recreational spaces for all residents.

Within the plan, there were several key recommendations, which include:

- Establish a Multi-Municipal Agreement - Create a formal agreement between the municipalities and school district to share recreation assets and responsibilities.
 - The Township and the Conestoga Valley School District have signed a Memorandum of Understanding (MOU) for the current and future use of facilities and recreational areas. The MOU was signed on August 12, 2024. The MOU states that the Township will work with a District representative for access to facilities, the Township will provide liability insurance and abide by the District's usage policies, and that District activities will take precedence in use of the facilities. District facilities are provided to the Township at no cost.
- Form a Multi-Municipal Recreation Entity - Develop a new organizational structure to oversee parks and recreation services across the region, improving coordination and efficiency. Upper Leacock Township has not yet agreed to participate in this organizational structure.
- Participate in DCNR's Circuit Rider Grant Program - This program helps fund a full-time professional to lead regional recreation efforts.
- Hire a Director of Parks & Recreation - A dedicated staff member (potentially funded through the Circuit Rider program) would manage programming, partnerships, and facility development. The Township has hired a full-time Parks Superintendent and a full-time Recreation Director.

These key recommendations are intended to create a cohesive, well-managed, and sustainable park and recreation system for the Conestoga Valley Region. Beyond the key recommendations, there were a number of recommendations to improve the parks and programming. Overall, the recommendations and the plan support East Lampeter's broader goals of promoting healthy lifestyles, preserving green space, and fostering community pride.

Since the plan was adopted, the Township has worked to develop its own Parks and Recreation Department under the direction of its recently hired Parks and Recreation Director. At this time, the Township plans to continue these efforts.

SUMMARY

Through the planning process, it was noted that the parks, trails, and recreation programming had been advancing, and are viewed positively by the community. From recent updates and upgrades, new facilities, and programming, the Township has worked to advance the goals of the Conestoga Valley Parks & Recreation Plan within its Township. Since launching Rec Desk for programming registration and facility rentals, they have seen about 10 new accounts per week.

Although the Township has made strides in parks and recreation, they have recognized a few key challenges that it would like to improve upon. These include communication of events, programming and facilities, staffing to aid the department, including maintenance, and the availability of indoor recreation spaces in the Township. The recommendations below provide guidance on continuing to make strides in parks and recreation, while working to address some of the challenges.

RECOMMENDATIONS

1. Continue to inspect and monitor facilities and replace them as they age out.
2. Continue to work within the Township and with partners, such as Lancaster County, to develop proposed and recommended trail connections and bicycle and pedestrian facilities. Design a comprehensive park and trail wayfinding signage system.
3. Advance the development of passive recreation opportunities at Gibbons Park. The Township is currently awaiting state funding to proceed with Phase 1 of the Gibbons Park Concept Plan (see above). The Gibbons Park at Nolt's Mill was acquired by the Township in 2015. The property contains the mill building, a residence, and a barn. The mill building was built in 1770. Currently, the house is rented to a family through the Bridge of Hope program that serves families who are homeless or at risk of homelessness.

The mill building should be used as an education center, focusing on the importance of mills to the history of East Lampeter and Lancaster County.

4. Plan for the development of the former Neuhauser property located within Flory Park. In addition to its possible use as an environmental and educational center similar to one proposed at Gibbons Park at Nolt's Mill (see above), the Township could consider using the dwelling for weddings and special events. This would complement the adjacent planned sheltered stage, open stage, and lawn area planned for special events identified in the Flory Park Concept Plan. A similar concept is the Historic Pool Forge township park in Caernarvon Township.
5. Conduct an Indoor Recreation Center Feasibility Study to determine the need and programming of an indoor recreation center in the Township. The Conestoga Valley School District has stated that it currently does not have any plans for the former Smoketown Elementary School site, 2426 Old Philadelphia Pike. The former school has indoor facilities as well as outdoor play areas. The building would be an ideal location for a multi-use facility that could include not only sports facilities but also other community facilities such as a Township library and community center. The Township should work with the District to obtain the school while assuming all costs to renovate the facility.
6. Adapt recreation programming and facilities as the community grows and changes. One example noted in the Conestoga Valley Parks & Recreation Plan is the increased demand for pickleball courts.
7. Determine the need to hire additional staff within the Parks and Recreation Department for administration, programming, maintenance, and other departmental needs.
8. Increase opportunities for water trails and greenways with water access along Mill Creek and the Conestoga River. The Township is proposing to have canoe and kayak access at Gibbons Park to access Mill Creek. Other actions to improve access and use of Mill Creek include the removal of the Eshelman dam near the Lancaster Mennonite campus, which was supported through the Lancaster Revolving Water Fund to improve stream quality. The Township has also acquired a portage easement behind Dutch Wonderland and is planning to remove the dam at Flory Park.

CHAPTER 9

PROVIDE A FULL RANGE OF COMMUNITY FACILITIES, UTILITIES, AND SERVICES

Community services are essential to the health, safety, and well-being of residents. Although most of these community services are provided by other agencies, groups, and organizations, it is essential that the Township continue to communicate and coordinate with providers to ensure that all residents and businesses are served. This section evaluates existing services, identifies future needs, and recommends strategies to ensure equitable, efficient, and sustainable service delivery.

Goals and Objectives:

1. Ensure equitable access to all community services
2. Maintain high-quality emergency services
3. Support lifelong learning through library and educational partnerships
4. Promote health and wellness via recreation and healthcare access.
5. Foster collaboration with neighboring municipalities and service providers,

EMERGENCY SERVICES

Emergency management includes not only fire, police, and EMS services, but also includes how communities plan for and address, respond, and recover from manmade and natural emergencies.

POLICE

The East Lampeter Township Police Department was originally founded in 1956 to provide protection during Halloween referred to as “Halloween Policing.” In 1967, the Board of Supervisors increased the “Halloween Policing” into a part-time police force with a chief and two patrol officers. The part-time police force was converted to a full-time force in 1972. Service was expanded to Upper Leacock Township in 1981 and continues today.

In 2002 the Conestoga Valley School District and the East Lampeter Township Police Department formed an agreement to implement a School Resource Officer (SRO) program to have an officer placed in the School District on a full-time basis. Currently there is one SRO assigned to the high school and one to the middle school.

Today, the Police Department has 41 sworn officers as well as support staff. The Department’s services include emergency response, crime prevention and investigation, and community outreach and safety initiatives. The department has expanded its capabilities through activities such as crash reconstruction and forensic support, efforts to improve officer safety, and a continued emphasis on officer training.

The 2025 Annual Report for the East Lampeter Township Police Department reported that in 2025 the Department responded to 20,876 calls. Of this total, 10,451 calls to East Lampeter Township and 2,823 calls to Upper Leacock Township required the completion of a report. The Department reported 677 arrests for criminal code violations and issued 2,470 citations for vehicle code violations. There were 1,135 vehicle crashes investigated of which 908 were in East Lampeter and 227 in Upper Leacock Township. The Department reported four fatal crashes in East Lampeter Township and 0 in Upper Leacock Township.

Most of the locations with the most reported crashes in 2025 were on Lincoln Highway East and Route 30:

Top Crash Locations by Street

- Lincoln Highway East - 307
- Main Street (Upper Leacock Township) - 76
- Rt. 30 Bypass - 73
- Horseshoe Road- East Lampeter Township - 34, Upper Leacock Township - 25
- Old Philadelphia Pike - 55

Top Crash Location by Intersection

- Route 30 Westbound ramp to Greenfield Road - 20
- Route 30 Westbound ramp to Walnut Street - 19
- Lincoln Highway Eastbound (Rt. 462) and Signal/Ramp to Rt. 30 Westbound - 14
- Lincoln Highway East & Strasburg Pike - 12
- Lincoln Highway East & Oakview Road - 9
- Rt. 30 Eastbound ramp & Old Philadelphia Pike - 9

FIRE

The Township is served by four fire companies including Hand-in-Hand Fire Company, Lafayette Fire Company, Ronks Fire Company, and the Witmer Fire Protection Association.

WHO IS MY VOLUNTEER FIRE COMPANY?

**EAST LAMPETER TOWNSHIP
FIRE COMPANIES**

| | |
|--|---|
|  1 | Witmer Fire Protective Association 455 Mt. Sidney Road, Lancaster, PA 17602 witmerfire.com 717-393-1259 |
|  2 | Hand-in-Hand Fire Co. 313 Enterprise Dr., Bird-in-Hand PA 17505 bihfire.com Station #: 717-392-0112 Paul Fisher: 717-380-1109 |
|  3 | Ronks Fire Co 134 North Ronks Road, Ronks, PA 17572 ronksfirerescueinfo@gmail.com Steve Gribble: 717-368-5585 |
|  4 | Lafayette Fire Co. 63 Lafayette Way, Lancaster, PA 17602 lafayettefire.com 717-392-5097 |

East Lampeter Township is located close to the center of Lancaster County

Hand-in-Hand

The Hand-in-Hand Fire Company was officially chartered in 1897. It has a first-due service area of about 10 square miles extending eastward into Upper Leacock Township and westward to Smoketown. According to their website, the Company's leadership positions include 12 uniformed officers and 14 administrative members including company elected officers, board members, trustees, chaplain, and engineers.

Witmer Fire Protective Association

The Witmer Fire Protective Association (FPA) was formed in 1910. The Witmer FPA website lists 4 uniformed officers, 25 firefighters and probationary firefighters, 6 administrative officers, 4 drivers, 6 fire police, and 16 administrative and support staff. The FPA generally serves the northeastern portion of

the Township north of Route 340. The most recent response call statistics available indicate the Witmer FPA responded to 245 calls from January through October 2024. The calls included structure fires, vehicle accidents, medical assistance, fire alarms, and rescue operations.

Ronks Fire Company

The Ronks Fire Company's serves the southern portion of East Lampeter Township and portions of Leacock Township.

Lafayette Fire Company

The Lafayette Fire Company's website lists 5 executive officers, 9 fire officers, 29 firefighters, 13 duty crew, 3 fire police officers, 20 administrative staff, 4 directors, and 7 life members.

Lafayette Fire Company was founded in 1943 and has a first-due service area of approximately 15 square miles serving the western portion of the Township and portions of Lancaster Township. The Company responded to 479 calls from January through August 2025. Total call volume in 2024 was 615.

While each company has the apparatus needed to extinguish fires on routine calls, each company also has specialized apparatus and equipment to protect the Township so that there is little duplication of apparatus which reduces expenses and maximizes the use of resources. Among other apparatus, the Witmer and Hand-in-Hand companies provide large tankers for water supply tanker trucks, the Ronks company provides a rescue truck for vehicle accidents and other rescue situations, Lafayette provides a ladder truck, and Hand-in-Hand provides a brush truck. By working together, the four fire companies bring a high level of experience and expertise to all aspects of emergency calls.

All four companies are also represented on the Township's Emergency Services Committee, and they work collaboratively to ensure high-quality emergency services across the region. The Township has also contributed to support the fire companies, as shown in the graphic below highlighting the amount of financial support the Township has given since 2021:

- 2021 - \$671,831
- 2022 - \$684,024
- 2023 - \$697,273
- 2024 - \$710,586
- 2025 - \$646,000

This support includes direct annual donations, workers' compensation insurance, vehicle insurance, fuel costs, miscellaneous operational expenses, and contributions to the Fire Apparatus Purchase Fund used for future truck and equipment purchases.

The total amount provided changes from year to year because many of the costs fluctuate based on insurance premiums, fuel usage, equipment needs, and annual budget decisions.

EMERGENCY MEDICAL SERVICES

East Lampeter Township is served by several paid and volunteer ambulance services that provide emergency medical care and transport. These services work in coordination with East Lampeter's volunteer fire companies and emergency services committee to ensure rapid response and high-quality care.

- The East Lampeter Ambulance Association merged with Lancaster EMS in 1997. Lancaster EMS serves over 260,000 residents across 21 municipalities in central Lancaster County, including

East Lampeter Township. The nearest station serving the Township is East Station (6-1), located at 1829 Lincoln Highway East. They responded to over 50,000 calls in 2024. Lancaster EMS provides Basic Life Support (BLS), Advanced Life Support (ALS), pre-hospital treatment and transportation, and support for cardiac, trauma, and respiratory emergencies. It also has a Community Paramedicine Program, an EMT Academy, and provides CPR training. The Township donated \$56,000 to support LEMSA in 2025.

- Although the primary day-to-day 911 EMS provider for East Lampeter Township is Lancaster EMS, Penn State Life Lion EMS serves municipalities throughout Lancaster County. Life Lion EMS has a regional role for advanced life support, specialty transports, and backup 911 coverage. For emergencies, 911 calls in East Lampeter Township may be handled by either agency depending on availability and medical need. Additional EMS and emergency response support in the region is also provided by Pequea Valley Ambulance, New Holland Ambulance Association, and Gordonville Fire and EMS, contributing to a coordinated emergency services network.
- East Lampeter Township has its own Emergency Coordinator and an Emergency Operations Plan. Representatives from the four fire companies, , the Township Board of Supervisors, residents, and the Emergency Coordinator comprise the Township's Emergency Services Committee.

Lancaster County has an Emergency Management Division, which focuses further on man-made and natural emergencies. The Emergency Management Division has eight employees which include:

- Director, Emergency Management Coordinator
- Deputy Emergency Management Coordinator
- Emergency Management Administrative Coordinator
- Health and Medical Preparedness Coordinator
- Hazardous Materials Administrator
- Technical Hazards Specialist
- Community Resilience Coordinator
- Training and Exercise Coordinator

East Lampeter Township has been part of the Hazard Mitigation Plan for Lancaster County and, the state of Pennsylvania which is the County's strategy to reduce long term risks to life and property from natural and human made disasters.

EDUCATION

Conestoga Valley School District

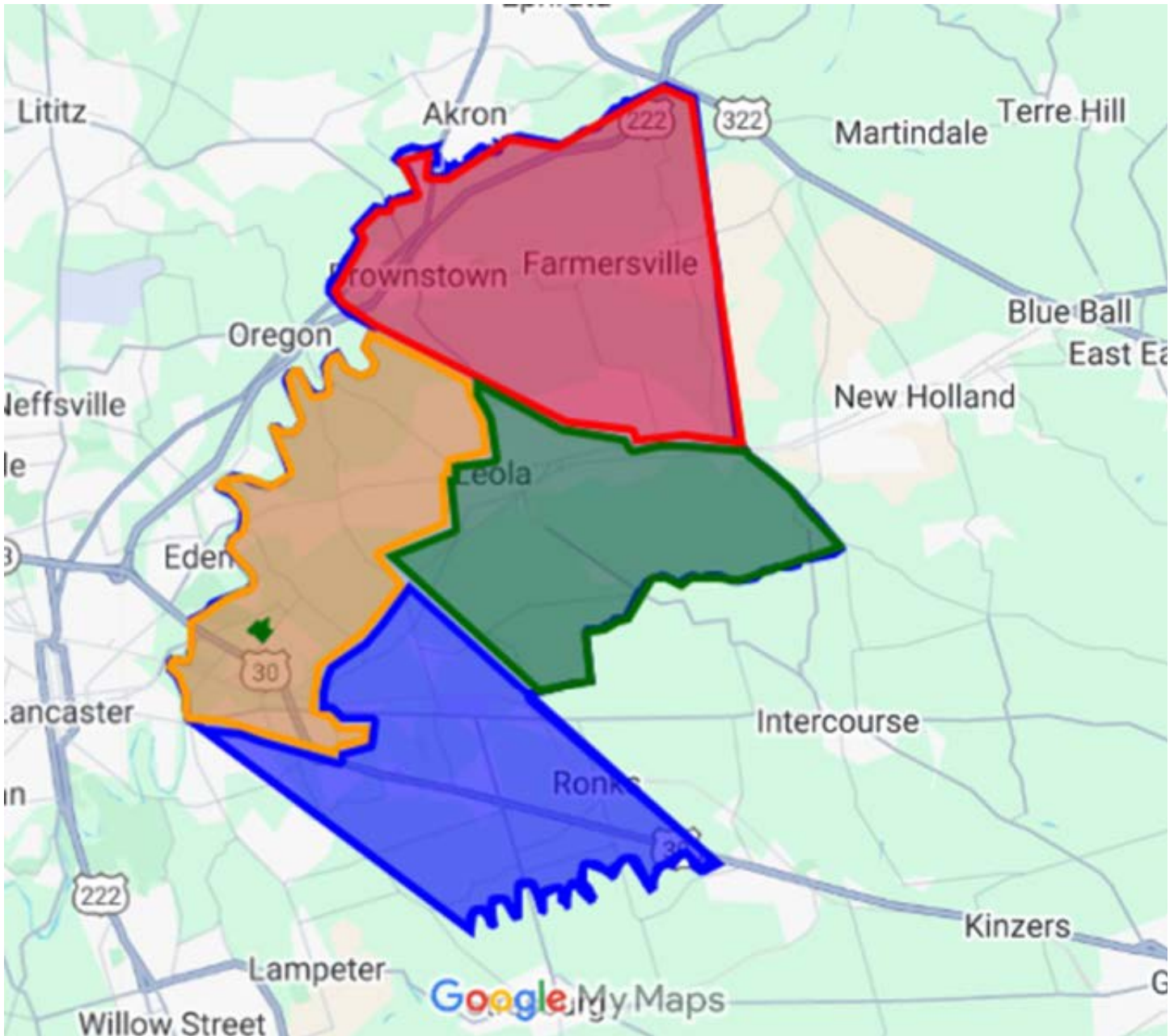
The Conestoga Valley School District had a student enrollment of 4,263 students in 2024 across grades K-12. The District includes four elementary schools (grades K-5), one middle school (grades 6-8) and the high school (grades 9-12) serving East Lampeter, Upper Leacock, and West Earl Townships, an area of approximately 56 square miles. District staffing includes 329 teachers, 20 administrators, 48 support staff, and 5 subject area supervisors.

Schools located within East Lampeter Township:

- Conestoga Valley High School 2110 Horseshoe Road
- Gerald G. Huesken Middle School 2114 Horseshoe Road
- CVVA Virtual Learning Academy 504 Mt. Sidney Road
- Smoketown Elementary School 500 Mt. Sidney Road
- Fritz Elementary School 845 Hornig Road

The former Smoketown Elmeantry School is still in use as a school.

The approximate elementary school attendance areas for the District are shown below. They do not represent the official school boundaries:



- Blue- Smoketown Elementary
- Orange- Fritz Elementary
- Green- Leola Elementary
- Red- Brownstown

Private and parochial schools

- Lancaster Mennonite School (LMS)- The Lancaster Mennonite School is located on a 95 acre campus at 2176 Lincoln Highway East. It offers early education/prekindergarten instruction, an

elementary school program (K-4), middle school (5th-8th grade), and high school (grades 9-12). It's website notes its current attendance is 534 students.

The Pennsylvania Department of Education lists the following nonpublic, non-licensed schools located within East Lampeter Township:

- Pleasant View Amish School
- Rocky Ridge School
- Trakside School
- Witmer Amish School

HIGHER EDUCATION

1. The Harrisburg Area Community College (HACC)- Lancaster Campus is located at 1620 Millenium Drive. HACC offers 101 academic degree programs with either a career or transfer focus. Students can earn degrees with any of the following designations:
 - Associate in Applied Science (AAS)
 - Associate in Arts (AA)
 - Associate of Fine Arts (AFA)
 - Associate in Science
 - Certificates of Proficiency
 - Diploma

The campus includes a Main Building, East Building, and Facilities Building. Spring 2025 enrollment figures show 2,559 Full-Time Equivalent (FTE) students enrolled at the Lancaster campus.

2. St. Joseph's University in Lancaster School of Nursing and Allied Health is located at 850 Greenfield Road. It offers Bachelor of Science in Nursing (BSN) and Master of Science in Nursing- Nurse Practitioner (MSN-NP) degrees, a Post-Masters Certificate (PMC), and a number of Associate and Certificate Programs. The University began the four-year BSN program in Fall 2024.

LIBRARIES

The Township does not have a public library. Regional libraries that Township residents typically utilize include the Lancaster Public Library, Manheim Township Library, and Strasburg-Heisler Library. The Township donated \$44,400 in 2025 to support the County library system.

COMMUNITY RESOURCES

The Township's website lists a number community resources in the county that are available to assist Township residents. These include food, housing, and clothing assistance, mental health, substance abuse, and other resources. Two organizations focus their efforts to provide resources specifically within the Conestoga Valley region.

CONESTOGA VALLEY CHRISTIAN COMMUNITY SERVICES (CVCCS)

The CVCCS was formed in 2010 by the Conestoga Valley Ministerium with the goal of setting up several food and clothing banks at area churches. The CVCCS is now located at Gehman Lane where it operates a clothing bank, food bank, financial coaching and limited financial assistance, weekend food bundles for students, and other services.

CONESTOGA VALLEY SEEDS

Conestoga Valley SEEDS is located at 1865 Lincoln Valley East, #4 and was created to provide housing. The Township contributes \$10,000 annually to support homeless assistance programs.

SOLID WASTE AND RECYCLING

The Township's website lists nine trash haulers that are licensed to serve residential and commercial users within the Township. These waste haulers are required to provide recycling services.

RECOMMENDATIONS

1. Conduct a Fire Services Study. The volunteer fire companies currently serving the Township face challenges including diminishing numbers of volunteers and significant training costs. A Fire Services Study would review current service areas and response times, staffing levels, including paid and volunteer members, and apparatus and equipment inventories and needs. The components of a Fire Services Study should include the following topics:
 - Fire service tax- the Township Board of Supervisors are currently reviewing options for a fire service tax that could potentially fund a portion or all of the funds provided by the Township to the Fire Companies
 - Regionalization/consolidation of fire companies and service areas.
 - Move from volunteer services to a fully paid or hybrid paid/volunteer service structure.

The Pennsylvania Department of Community and Economic Development (DCED) has prepared the Municipal and Fire Organization Partnership Guide (2025) and lists the following advantages and disadvantages of mergers and/or consolidations:

Advantages

- **Enhanced Emergency Response Capabilities:** Mergers and consolidations create larger, unified fire departments with increased manpower, equipment, and expertise. This consolidation of resources results in improved emergency response capabilities, faster response times, and better handling of complex incidents, ultimately leading to enhanced public safety.
- **Economies of Scale:** Combined resources lead to economies of scale, allowing the merged entity to reduced operational costs. Bulk purchasing, shared equipment, and centralized administrative functions result in significant cost savings, enabling the fire departments to optimize their budgets and allocate funds more efficiently.
- **Improved Training and Professional Development:** Merged fire departments can offer a broader range of training programs and professional development opportunities to their personnel. Shared expertise and experiences among a larger pool of firefighters enhance the overall skill level of the workforce, ensuring that firefighters are well-trained to handle various emergencies effectively.

- **Strengthened Specialized Services:** Larger and consolidated fire departments can maintain specialized teams such as hazardous materials response, technical rescue, and medical services more effectively. These specialized units are crucial for handling diverse emergencies and ensuring that the community is well-equipped to deal with a wide range of incidents.
- **Optimal Resource Allocation:** Mergers and consolidations allow for optimal allocation of resources, including personnel, vehicles, and equipment, based on the specific needs of different areas within the merged jurisdiction. This strategic allocation ensures that resources are utilized where they are most needed, maximizing the impact of firefighting efforts.
- **Enhanced Community Outreach and Education:** Consolidated fire departments can centralize their community outreach and education efforts, delivering consistent messaging and programs to the public. This unified approach enhances community awareness about fire safety, prevention, and emergency preparedness, leading to a safer environment for residents.
- **Improved Sustainability and Long-Term Planning:** Mergers and consolidations provide a stable foundation for long-term planning and sustainability. By reducing redundancies and improving efficiency, merged fire departments can focus on strategic initiatives, capital improvements, and investments in technology, ensuring that the organization remains viable and effective in the future.
- **Strengthened Interagency Collaboration:** Consolidated fire departments foster stronger relationships and collaboration with other emergency services and government agencies. This synergy facilitates seamless coordination during emergencies, enhances mutual aid agreements, and promotes a unified approach to disaster response and recovery efforts. In summary, mergers and consolidations among Pennsylvania fire departments offer a pathway to creating stronger, more efficient, and sustainable emergency response organizations. By combining resources, expertise, and efforts, these mergers enhance the overall capabilities of fire departments, leading to improved safety and well-being for the communities they serve.

Disadvantages

- **Loss of Local Identity:** Merged fire departments may lose their individual identities and community connections. Residents and stakeholders often have strong emotional ties to their local fire departments, and a merger might lead to a sense of detachment and decreased community engagement.
- **Cultural Differences:** Fire departments from different municipalities may have distinct organizational cultures, standard operating procedures, and communication styles. Integrating these diverse cultures can be challenging and may lead to conflicts, misunderstandings, and difficulties in cohesive teamwork.
- **Complex Legal and Administrative Processes:** Mergers and consolidations involve complex legal, administrative, and regulatory processes, including negotiating agreements, resolving jurisdictional issues, and addressing union concerns. Navigating these complexities requires significant time, effort, and legal expertise.

- **Unforeseen Costs:** While the goal of mergers and consolidations is often to achieve cost savings, there can be unforeseen costs associated with integrating different systems, upgrading technology, rebranding, and addressing infrastructure disparities. Managing these additional expenses can strain the merged entity's budget.
- **Reduced Flexibility and Responsiveness:** Large, consolidated organizations may face challenges in adapting quickly to local needs and emergencies. Decision-making processes might become bureaucratic, leading to delays in responding to changing circumstances or implementing innovative solutions tailored to specific communities.
- **Service Disruptions:** During the transition period, there might be service disruptions or gaps in coverage as the merged entity adjusts its operations. Residents may experience delays in emergency response times or changes in service quality during this transitional phase.
- **Potential Over-centralization:** Centralization of decision-making authority can lead to over centralization, where local concerns and nuances are overlooked. This can result in a lack of responsiveness to the unique needs of different neighborhoods or communities within the merged jurisdiction.
- **Employee Layoffs and Job Insecurity:** Mergers and consolidations may lead to workforce reductions due to overlapping job roles. This can result in layoffs, creating job insecurity among existing employees, impacting their morale, and affecting overall productivity.
- **Political and Public Opposition:** Local politicians, community members, and interest groups may resist mergers and consolidations because they perceive the change as detrimental to their communities. Public outcry and political pressure can pose significant challenges to the successful implementation of mergers and consolidations.

DCED's Guide provides recommendations to create a project plan analyzing organizational structures, policies and procedures of each company, inventorying equipment and apparatus, reviews financial statements, liabilities, and obligations, and the legal procedures to merge or consolidate companies.

DCED's Governor's Center for Local Government Services (GCLGS) provides technical and financial assistance. The GCLGS Regional Fire and Emergency Services team is comprised of individuals who have extensive experience in local emergency services and can meet with fire companies and municipal officials to create emergency services evaluations, fire services management studies, fire apparatus and equipment inventories, and regional merger and consolidation feasibility studies.

The Regional Fire and Emergency Services team can also assist in evaluating the costs of switching from volunteer forces to fully paid forces.

2. Designate Lancaster Emergency Services (LEMSA) as the sole emergency services provider to be funded by the Township. Currently the Gordonville Fire and EMS Company services a small portion of the Township.
3. Conduct a township-wide service audit every three to five years. The audit should review services provided by the Township. The Township currently conducts reviews of some of the following services and facilities, usually. The audit would provide a comprehensive review of all services and facilities that could be used for budgeting decisions and capital improvements planning.

- A. Introduction- The municipal service audit evaluates the services provided by East Lampeter Township to assess performance, identify gaps, and support future planning. It incorporates township-specific services.
- B. Inventory of Services- East Lampeter Township provides the following services:
- Police services
 - Road maintenance, snow removal, and stormwater management (MS4 program)
 - Parks and trails
 - Seasonal events and community programming
 - Administrative services including zoning, planning, and permit processing
- C. Performance Metrics- Key performance indicators include:
- Police staffing levels and response times
 - Recreation program participation rates
 - Stormwater infrastructure condition and maintenance frequency
 - Township roadway asset management analytics
- D. Community Feedback- Feedback collected through surveys and public meetings indicates:
- Need for Township library facilities and programming
 - Interest in youth and senior recreation services
 - Concerns about flooding and stormwater infrastructure
 - Requests for multilingual outreach and engagement
- E. Infrastructure & Facility Review
- Township administrative and police facilities
 - Parks and recreation facilities
 - Stormwater systems in flood-prone zones
 - Township road, trail, and sidewalk network
- F. Recommendations- potential recommendations could include actions such as:
- Establish a Township library and enhance digital access
 - Increase specific recreation programming for youth and seniors
 - Upgrade stormwater infrastructure
 - Implement a multilingual communications strategy for outreach and emergency alerts
 - Establish a Community Services Advisory Committee

CHAPTER 10

IMPLEMENT THE VISION

The Comprehensive Plan has been developed as a a strategic framework for guiding growth, preserving heritage, and enhancing quality of life in East Lampeter Township. The following six themes are the pillars of that framework.

Each theme includes a series of proposed actions, the organization(s) that should take the lead in implementing the action, the timeframe needed to complete the action, and potential funding sources. Identifying, prioritizing, and completing these action steps will be key to implementing the Comprehensive Plan's Vision:

OUR VISION

East Lampeter Township will be a forward-thinking, resilient community where innovation and tradition coexist. Through strategic planning and collaboration, we envision a future with vibrant neighborhoods, connected green spaces, diverse housing options, and a thriving local economy- built on a foundation of transparency, adaptability, and environmental stewardship.

1. BALANCED GROWTH

The plan promotes a thoughtful approach to development by maintaining the Urban and Village Growth Boundaries, directing new housing and businesses to areas with existing infrastructure, and promoting reinvestment of the Township's built areas. This strategy supports infill and redevelopment while preserving open space and rural character. The Township's increasing housing demands are planned to be met through mixed-use and higher-density development in areas planned for this growth.

2. VILLAGES AND AGRICULTURAL AREAS

The Township's villages are a distinguishing characteristic of East Lampeter's landscape and economic base. They have played a significant role in establishing the Township's history, cultural landscape, and community life. Maintaining the viability of the villages and planning for accessible and safe multi-modal transportation options is a key part of the Comprehensive Plan.

A. The development of the Township's historic villages primarily occurred along regional transportation routes that have evolved into the major transportation corridors of Routes 30 and 340. Additionally, consistent with historic development patterns, buildings in the villages were traditionally constructed very close to the road surface. These two factors have contributed to limiting pedestrian options in these areas.

Both Ronks and Witmer are primarily residential in character. In Witmer, the Township should examine a variety of access management measures, for the area between Mount Sidney Road and Horseshoe Road that would provide access to the industrial uses west of Mount Sidney Road, and to the Conestoga Valley School District campus. A trail connection should also be extended to the school campus.

- Action- Conduct an Access Management Study for the village of Smoketown. As properties in Smoketown are redeveloped, access, including rear access should be provided and coordinated with adjacent properties. An access management ordinance should be adopted, either as a stand alone ordinance or as part of the zoning and subdivision and land development ordinances, which would implement the access recommendations contained within the Comprehensive Plan.
 - Lead Implementing Bodies- East Lampeter Township Planning, Zoning, and Building Department, with the assistance of Lancaster County Planning.
 - Timeframe- One to three years
 - Funding
 - General Fund Allocation
 - Pennsylvania Department of Community Development Municipal Assistance Program (MAP) funding
 - PaDOT Multi-Modal Transportation Funds (MTF)
- B. Plan cooperatively with PennDOT to provide eight (8) foot shoulders to accommodate buggy and other multi-modal traffic and increase pedestrian safety along PA Route 340 from Bird-in-Hand to Smoketown.
- Action- Provide for continuous eight foot shoulders and sidewalks along PA Route 340 between Bird-in-Hand and Smoketown to provide for the multi-modal transportation needs for residents in this area.
 - Lead Implementing Bodies- Lancaster County Metropolitan Planning Organization (MPO) and PaDOT.
 - Timeframe- One to three years.
 - Funding- Lancaster County Metropolitan Planning Organization (MPO) and PaDOT.

3. AGRICULTURAL PRESERVATION

Agriculture remains central to East Lampeter Township's heritage, identity, and economy. The plan reinforces agricultural zoning and supports agricultural conservation easements that protects the agricultural economic base of the Township. The Comprehensive Plan also balances the need for supplemental farm income with limits on non-agricultural uses to protect prime soils and rural landscapes.

- A. Continue to implement the Countywide Action Plan to improve water quality and reduce nutrient and sediment pollution.
- Action- Continue to partner with Lancaster Clean Waters Partners and Lancaster County Conservation District's Countywide Action Plan to improve water quality and reduce nutrient and sediment pollution including the implementation of Best Management Practices, along with collaboration with farmers, landowners and conservation groups.
 - Lead Implementing Bodies- Lancaster Clean Water Partners and Lancaster County Conservation District.
 - Timeframe- Continual.
 - Funding- The Lancaster Clean Water Partners has secured sustainable funding through a combination of federal, state, local, private, and corporate sources.
- B. Partner with the Lancaster County Agricultural Council, the Lancaster Farmland Trust and the

Lancaster County Agricultural Preserve Board to raise awareness of the importance of agriculture and farmland preservation in East Lampeter Township.

- Action- Host events like “Farm Days” or “Meet Your Farmer” tours to educate residents on the value of agriculture to local economy, heritage, and food systems.
 - Lead Implementing Bodies- Board of Supervisors, Lancaster County Agricultural Council, the Lancaster Farmland Trust and the Lancaster County Agricultural Preserve Board.
 - Timeframe- One to three years.
 - Funding- Township funded with contributions from Lancaster County Agricultural Council, the Lancaster Farmland Trust, Lancaster County Agricultural Preserve Board, and agri-businesses.
- C. Add a requirement to the Zoning Ordinance, Section 375-23050.2, Alternative Energy Facilities as a Principal Use, subsection c., land use and dimensional requirements, to require solar arrays to be located on the least productive soils of the farm.
- Lead Implementing Bodies- Board of Supervisors, Planning Commission
 - Timeframe- one year
 - Funding- N/A

4. HOUSING

- A. Permit multi-family dwellings within the R-2 Medium-Density Residential Zoning District
- Action- Amend the Township Zoning Ordinance to permit multi-family dwellings within the R2 Zoning District.
 - Lead Implementing Bodies- Township Planning, Zoning, and Building Department, Planning Commission, and Board of Supervisors
 - Timeframe- Within one year
 - Funding-N/A
- B. Permit higher-density residential development within the MU Mixed-Use, C-1 Neighborhood Commercial, and C-2 General Commercial Districts.
- Action- Permit higher-density development, mixed-use development up to 12-15 dwelling units per acre in the MU, C-1, and C-2 Districts. Permit commercial uses on the first floor and residential uses above.
 - Lead Implementing Bodies-Township Planning, Zoning, and Building Department, Planning Commission, and Board of Supervisors
 - Timeframe- Within one year
 - Funding- N/A
- C. Explore options for the redevelopment of the aging hotel properties along Route 30.
- Action- The goals of a redevelopment strategy are to eliminate blight, improve safety, increase tax base, and possibly provide alternative housing options and services for people living in the motels. The strategy would include a site assessment of the current condition of the property including both physical condition of the property as well as listing code violations, and crime reports. Community engagement meetings would lead to a redevelopment vision for the future of these properties such as affordable housing opportunities, mixed-use

developments, and transitional housing. Design concepts should include both adaptive reuse of the properties as well as demolition and rebuilding. Mixed-use developments such as the redevelopment of the Rockvale Square could be pursued to increase tax base. A financial plan should also be prepared which would include a market feasibility study to determine developer interest

- Lead Implementing Bodies-Township Planning, Zoning, and Building Department, Board of Supervisors, Township's Industrial and Commercial Development Authority, as part of the Lincoln Highway Lancaster Business Improvement District (BID).
- Timeframe- Within one year
- Funding- Tax Increment Financing, Pennsylvania Housing Affordability and Rehabilitation (PHARE) Funds from the Pennsylvania Housing Financing Agency, Redevelopment Assistance Capital Program (RACP) funding from the Pennsylvania Office of the Budget, and federal Low Income Housing Tax Credit program. Community Development Block Grant funds are also available through the Lancaster County Redevelopment Authority.

5. ECONOMIC DEVELOPMENT

The plan strengthens the Township's economic base by supporting redevelopment of aging commercial corridors, encouraging integrated business campuses, recommending zoning flexibility to support mixed-use development and adaptive reuse, and supporting the Township's rural and agricultural economic base.

A. Add Integrated Business Campus as a use permitted by right in the C-1, C-2, and C-3 zoning districts.

- Action- Integrated Business Campus was added as a permitted use to the I-1, I-2, and Business Park zoning districts It permits a cohesive mix of uses on a single site that can promote multi-use redevelopment of an existing non-residential use. Uses could include offices, light manufacturing, retail sales, and accessory uses.
- Lead Implementing Bodies- Township Planning, Zoning, and Building Department, Planning Commission, and Board of Supervisors.
- Timeframe- Within one year
- Funding- N/A

B. Identify and focus actions on areas in the Township that that could be redeveloped

- Action- Work with private developer and public sector agencies to identify specific vacant and underperforming or obsolete properties for reinvestment and redevelopment. Create detailed redevelopment plans incorporating needed infrastructure improvements such as sewerage transmission capacity, stormwater management, and road improvements, as well as transit availability. Meet with individual property owners and economic development professionals to identify opportunities for redevelopment and reinvestment.
- Lead Implementing Body- East Lampeter Township Industrial and Commercial Development Authority (ICDA), Lancaster County Economic Development Company
- Timeframe- Three to five years
- Funding- Township funding, Pennsylvania Redevelopment Assistance Capital Program (RACP). Commonwealth Financing Authority (CFA).

6. MULTI-MODAL TRANSPORTATION

East Lampeter Township is planning for a connected transportation network that includes sidewalks, bike lanes, and multi-use trails, public transit access that connects jobs to housing, corridor safety and access management controls, and trail and sidewalk connectivity between neighborhoods, schools, and commercial centers.

A. Monitor the progress of transportation projects listed on the 2025-2028 Transportation Improvement Program (TIP)

- Action- The following projects located in East Lampeter Township are listed on the 2025-2028 TIP:
 - Strasburg Pike to Oakview Road Trail
 - Route 462 Eastern Corridor Transportation Enhancement
 - Pitney Road Bridge over the Amtrak rail line
 - Horseshoe Road Bridge over Amtrak rail line
 - Intelligent Transportation Systems (ITS) installation including closed-circuit cameras Dynamic Messaging Signs, and signal interconnections on Route 30
 - Relocate intersection of PA 462 and PA 340, widening Pitney Road
 - U.S. 30/ PA 462 interchange improvements
 - Improvements at the intersection of Strasburg Pike and Rockvale Road
- Lead Implementing Body- Lancaster County Metropolitan Planning Organization
- Timeframe- Project completion dates vary
- Funding- Lancaster County Transportation Improvement Program (TIP)

B. Implement access management measures between Mount Sidney Road and Horseshoe Road.

- Action- Implement access management measures in the area between Mount Sidney Road and Horseshoe Road that would provide access to the industrial uses west of Mount Sidney Road, and to the Conestoga Valley School District campus. Provide a trail connection that would extend to the school campus.
- Lead Implementing Body- East Lampeter Township, Metropolitan Planning Organization for Lancaster County, and the Conestoga Valley School District
- Timeframe- Three to five years
- Funding- Township funding, Lancaster County Transportation Improvement Program (TIP)

C. Study the potential extension of Pennsylvania Avenue to Chateau Hill Road to provide an alternate east-west road located between Lincoln Highway and Route 340. Ohio Avenue could also be extended to connect Lincoln Highway East and Route 340. Impacts on the existing residential neighborhoods should be carefully evaluated.

- Action- Extending Pennsylvania Avenue to Chateau Hill Road and extending Ohio Avenue would enhance connectivity in the area between Route 340 and Lincoln Highway East east of the Bridgeport intersection.
- Lead Implementing Body- East Lampeter Township
- Timeframe- Five years
- Funding- Township funding

D. Utilize the Township's digitized sidewalk survey to evaluate conditions and identify gaps in the sidewalk systems in the villages of Ronks, Soudersburg, Smoketown, Bridgeport, and Bird-in-Hand.

- Action- A series of sidewalks are located on one side or both sides of Ronks Road, beginning south of Irishtown Road. and ending in the general location of Flory's campground and Pequea Alternator and Starter. The width and condition of the existing sidewalk should be analyzed and improvements scheduled in coordination with adjoining landowners. The sidewalks should also be extended southward at least as far as North Cherry Lane.

In Soudersburg, the Township should work with PennDOT to analyze the feasibility of extending sidewalks in Soudersburg. Currently the sidewalk system begins at Leven Road to serve commercial uses and extends westward to the Motel 6. There are no sidewalks serving the primarily residential area west of the Motel 6 until the sidewalk system begins again west of South Soudersburg Road.

- Lead Implementing Body- East Lampeter Township, PennDOT
- Timeframe- Three to five years
- Funding- CDBG funding through the Lancaster County Housing and Redevelopment Authorities, PennDOT, private landowners

E. Identify and evaluate conditions, accessibility limitations, and gaps in the Township's sidewalk system.

- Action- The Township has surveyed and geolocated the location of all sidewalk systems in the Township. The inventory helps to identify barriers, prioritize improvements and ensure compliance with accessibility standards. Subdivision plans that have been granted sidewalk deferrals are all recorded by the Township. The Township should prepare and implement a plan to incrementally improve and complete the sidewalk system.

A sidewalk system with bus stops should be incrementally implemented with any redevelopment along Route 340.

- Lead Implementing Body- East Lampeter Township, PaDOT
- Timeframe- Three to five years
- Funding- CDBG funding through the Lancaster County Housing and Redevelopment Authorities, PaDOT, private landowners

F. Adopt measures to increase safe connections from residential areas to schools.

- Action- The Township is pursuing funding for school crosswalks which would be maintained by the Township. Other examples include a walking school bus established for children walking to Fritz Elementary School.

The Township should pursue other transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public and school transportation, and safe routes to school projects.

- Lead Implementing Body- East Lampeter Township
- Timeframe- One to three years.
- Funding- Transportation Alternatives Set-Aside (TASA) funding. TASA funding can be used

for a variety of projects including bicycle and pedestrian facilities, bicycle and pedestrian education for grades K-12, and vulnerable road user safety assessment activities.

G. Adopt an Access Management Ordinance

- Action- An Access Management Ordinance can implement a number of measures to improve road access safety such as limiting the number of traffic points and separating conflict areas, limiting direct access to major roadways, and requiring the use of shared driveways and internal access to outparcels in commercial and industrial developments.

Conduct an Access Management Study for the village of Smoketown. An access management ordinance should be adopted, either as a stand alone ordinance or as part of the zoning and subdivision and land development ordinances, to ensure that as properties in Smoketown are redeveloped access, including rear access is provided and coordinated with adjacent properties.

- Lead Implementing Body- East Lampeter Township
- Timeframe- One to three years
- Funding- N/A

H. Provide EV charging stations at Township facilities

- Action- Provide EV charging facilities at Township facilities as a way to reduce carbon emissions in the Township.
- Lead Implementing Body- East Lampeter Township
- Timeframe- Three to five years
- Funding- Pennsylvania Department of Environmental Protection's Driving PA Forward Initiative which incentivizes the installation, operation, and maintenance of EV charging equipment, including Level 2 charging stations and Direct Current Fast Chargers (DCFCs).

I. Plan cooperatively with PaDOT to provide eight (8) foot shoulders to accommodate buggy and other multi-modal traffic along PA Route 340 from Bird-in-Hand to Smoketown.

- Action- Provide eight (8) foot shoulders along PA Route 340 to improve safety for multi-modal traffic by providing increased separation width from the travel lanes.
- Lead Implementing Bodies- East Lampeter Township, PaDOT, Lancaster County Metropolitan Planning Organization
- Time frame- Five years
- Funding- PaDOT funding through the Transportation Planning Organization

7. INFRASTRUCTURE

Possible expansion of the sewer system to:

1. Include additional service
2. Accommodate growth

8. NATURAL AND CULTURAL HERITAGE

The Township's heritage and identity have been formed over centuries, incorporating its agricultural landscape, its water and other natural resources, and its built environment. The Comprehensive Plan supports maintaining and strengthening this heritage while integrating it into growth plans for the future.

A. Continue to implement all MS4 permit program requirements

- Action- Continue to implement the recommended actions of the Mill Creek Watershed Implementation Plan, the Pequea Creek Watershed Restoration Plan, and the Chesapeake Bay Pollutant Reduction Plan for East Lampeter Township,
- Lead Implementing Body- East Lampeter Township
- Timeframe- Ongoing
- Funding- East Lampeter Township, Stormwater Management Program fees.

B. Amend the Township's Subdivision and Land Development Ordinance (SALDO), to identify and protect specific natural resources including riparian buffers, groundwater recharge areas, steep slopes, and other environmentally sensitive features

- Action- Article IV, Plan Application Requirements, of the Township's SALDO includes a list of information to be provided when applicants submit a subdivision and/or land development plan. This list should be supplemented to ensure that sensitive environmental features are identified and protected.
- Lead Implementing Body- East Lampeter Township Planning, Zoning, and Building Department
- Timeframe- One to three years
- Funding- N/A

C. Digitize and map the Township's inventory of historic resources and amend the Zoning Ordinance's Historic Resource Overlay District to require applicants to consult the inventory for all proposed demolition, relocation, or reuse of historic resources.

- Action- The Township has completed a photo inventory of all structures that are 50 years old or older. The Township should map this information to increase the accessibility of this resource.
- Lead Implementing Body- East Lampeter Township Planning, Zoning, and Building Department
- Timeframe- One to three years
- Funding- N/A

9. PARKS AND RECREATION OPPORTUNITIES

The Comprehensive Plan envisions a robust system of parks, trails, and green spaces that support recreation, environmental education and community wellness. Future improvements at Gibbons Park at Nolt's Mill and Flory Park, as well as development of trail systems in all portions of the Township that connect to regional trail networks, will further recreational opportunities in the Township.

A. Develop passive recreation opportunities at Gibbons Park at Nolt's Mill.

- Action- The Township is currently awaiting state funding to proceed with Phase 1 of the Gibbons Park Concept Plan. The property contains the mill building, a residence, and a barn.

The mill building should be used as an education center, focusing on the importance of mills to the history of East Lampeter Township and Lancaster County. Programming possibilities include historic and cultural education, environmental and nature programs, art and community engagement, youth heritage camps, and STEM and innovation programming focusing on the engineering of mills.

A portion of the mill building should also be converted to be used as office space for the Township's Parks and Recreation department.

- Lead Implementing Body- East Lampeter Township Parks and Recreation and Planning, Building and Zoning Departments.
- Timeframe- Three to five years
- Funding- The Township has received funding from the Pennsylvania Fish and Boat Commission and has applied for funding from the Pennsylvania Local Share Account Fund and the Pennsylvania Department of Natural and Conservation Resources Community Conservation Partnerships Program (C2P2) for Phase 1 of the Master Plan.

B. Plan for the development of the former Neuhauser property located within Flory Park.

- Action- The former Neuhauser property was obtained by the Township for an expansion of Flory Park. The property contains a dwelling which should be repurposed to complement the proposed development of the park identified in the Flory Park Masterplan. In addition to its possible use as an environmental and educational center similar to one proposed at Gibbons Park at Nolt's Mill, the Township should consider using the dwelling for weddings and special events. This would complement the adjacent planned sheltered stage, open stage, and lawn area planned for special events identified in the Flory Park Concept Plan.
- Lead Implementing Body- East Lampeter Township Parks and Recreation, and Planning, Building and Zoning Departments.
- Timeframe- Three to five years, dependent upon the current occupant of the home.
- Funding- Funding for development of the former Neuhauser property will be dictated by the proposed use of the property and dwelling. In addition to Township funding for the development, additional funding could be applied for from the same funding sources used for development of Gibbons Park at Nolt's Mill- the Pennsylvania Fish and Boat Commission, the Pennsylvania Local Share Account Fund, and the Pennsylvania Department of Natural and Conservation Resources Community Conservation Partnerships Program (C2P2).

C. Conduct an Indoor Recreation Center Feasibility Study to determine the need and programming of an indoor recreation center in the Township.

- Action- East Lampeter Township has signed an agreement with the Conestoga Valley School District for the use of their facilities for indoor recreation programming. The Township should conduct an Indoor Recreation Center Feasibility Study to determine the need for a center, possible locations, proposed costs, and funding sources. An Indoor Recreation Center could also serve other community functions such as a library and community center.

The Conestoga Valley School District has stated that it currently does not have any plans for the former Smoketown Elementary School site. The former school has indoor facilities as well as outdoor play areas. The building would be an ideal location for a multi-use facility that could include not only sports facilities but other community facilities. The Township should study the feasibility of obtaining the school while assuming all costs to renovate the facility.

- Lead Implementing Body- East Lampeter Township Parks and Recreation, and Planning, Building and Zoning Departments.
- Timeframe- Five years
- Funding- the Pennsylvania Fish and Boat Commission and has applied for funding from the Pennsylvania Local Share Account Fund and the Pennsylvania Department of Natural and Conservation Resources Community Conservation Partnerships Program (C2P2) for Phase 1 of the Master Plan.

D. Increase opportunities for water trails and greenways with water access along Mill Creek.

- Action- The Conestoga Valley Parks and Recreation Plan noted that an opportunity exists to connect East Lampeter Township's Gibbons Park at Nolt's Mill, Community Park, and Flory Park, with the Lancaster County Central Park by creating a trail along the banks of Mill Creek. This corridor would require few street crossings and on-road sections because of existing opportunities for buffer expansion and restoration along the creek

As part of the Gibbons Park at Nolt's Mill Master Plan, canoe and kayak access will be provided at to access Mill Creek. The Flory Park Master Plan identifies a water access point and two fishing docks. Both Master Plans also identify the delineation of the Mill Creek Greenway.

Other actions to improve access and use of Mill Creek include the removal of the Eshelman dam near the Lancaster Mennonite campus which was supported through the Lancaster Revolving Water Fund to improve stream quality. The Township has also acquired a portage easement behind Dutch Wonderland and is planning to remove the dam at Flory Park.

- Lead Implementing Body- East Lampeter Township Parks and Recreation, and Planning, Building and Zoning Departments.
- Timeframe- Five years
- Funding- Pennsylvania Fish and Boat Commission, the Pennsylvania Local Share Account Fund, Pennsylvania Department of Natural and Conservation Resources Community Conservation Partnerships Program (C2P2), Lancaster Clean Water Partners, and Growing Greener Plus Program.

E. Design a comprehensive park and trail wayfinding signage system in coordination with Lancaster County Planning and municipal partners

- Action- The Conestoga Valley Parks and Recreation Plan recommended that a comprehensive park and trail wayfinding signage system be developed. The Township's parks and trails will ultimately be tied together within a regional network of connecting trails including the Lancaster Heritage Pathway, the Mill Creek water trail, and the Conestoga Pathway. A wayfinding signage system, including signs, maps, and digital information, can provide

improved navigation, emergency support, accessibility, and directions to local services off of the trail.

- Lead Implementing Body- East Lampeter Township Parks and Recreation, and Planning, Building and Zoning Departments.
- Timeframe- Five years
- Funding- East Lampeter Township.

10. COMMUNITY FACILITIES, UTILITIES, AND SERVICES

A. Conduct a Fire Services Study

- Action- A Fire Services Study would review current service areas and response times, staffing levels, including paid and volunteer members, and apparatus and equipment inventories and needs.
- Lead Implementing Body- Board of Supervisors, Department of Community and Economic Development's Governors Center for Local Government Services- Fire and Emergency Services.
- Timeframe- three to five years.
- Funding- East Lampeter Township.

B. Conduct a township-wide service audit

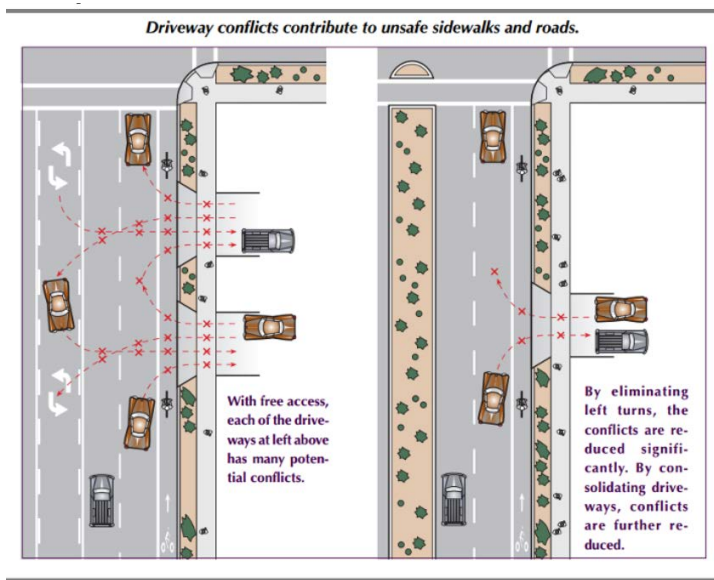
- Action- The audit would review services provided by the Township. The Township currently conducts reviews of some of the following services and facilities, usually. The audit would provide a comprehensive review of all services and facilities that could be used for budgeting decisions and capital improvements planning.
- Lead Implementing Body- Township Planning, Zoning, and Building Department
- Timeframe- every three to five years.
- Funding- East Lampeter Township

APPENDIX 01: ACCESS MANAGEMENT ORDINANCE

An Access Management Ordinance is a local regulation designed to control the location, spacing, design, and operation of driveways, street connections, and other access points to roadways. The goal is to improve traffic flow, enhance safety, and support responsible land development. East Lampeter Township has adopted and implemented many of the recommendations to improve access management.

According to the Transportation Research Board's Access Management Manual, these ordinances typically aim to:

- Limit direct access to major roadways
- Control the number and location of driveways
- Promote intersection hierarchy (e.g. major vs. minor roads)
- Use medians and turn lanes to manage traffic flow
- Preserved the functional area of intersections
- Separate conflict points (e.g. turning vehicle from through traffic)
- Encourage supporting street networks, including frontage roads and serviced roads

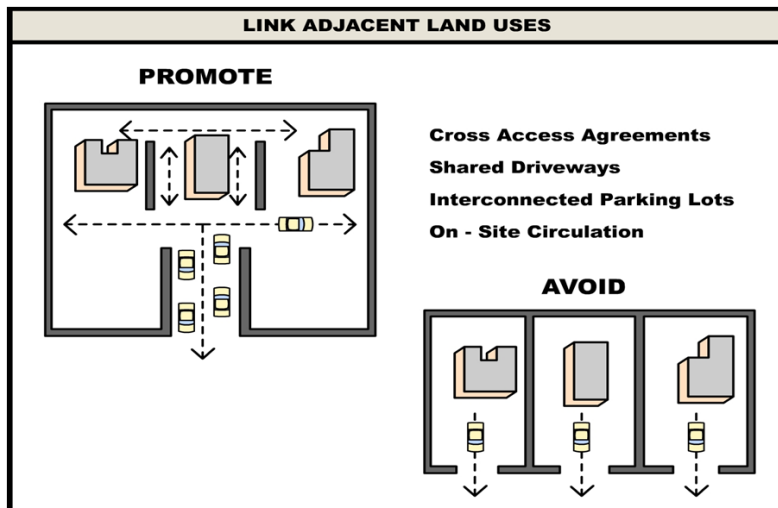


(Source: Oregon Transportation and Growth Management Program, 1999)

PennDOT's Access Management Model Ordinance consists of three tiers:

- Tier I consist of access management techniques for parcels. Some of the recommended actions include:
 - Reduce the number of driveways
 - Require shared driveways
 - Require internal access to out parcels in developments such as office parks and shopping centers

- Driveway channelization
- Safe Sight Distance and Corner Clearance



(Source: Wisconsin Department of Transportation Access Management Concepts)

- Tier II consists of access management techniques for roadways. Recommended actions include:
 - Deceleration/Right Turn Lanes
 - Left Turn Lanes
 - Acceleration Lanes
 - Signalized Intersection Spacing
 - Driveway Clearance from Interchange Ramp
- Tier III includes comprehensive traffic planning techniques.
 - Access Management Overlay District
 - Official Map
 - Two-way Left Turn Lanes
 - Frontage/Service Roads
 - Non-traversable Medians

The Access Management Model Ordinance provides specific ordinance language for municipalities to implement access management. The following is an example of ordinance language requiring joint and cross access:

Joint and Cross Access

- a) The municipality may require a joint driveway in order to achieve the following driveway spacing standards that are desirable for arterial and major collector roads:
 - i) Principal arterial: 600 feet
 - ii) Minor arterial: 400 feet
 - iii) Major collector: 200 feet

- b) Adjacent non-residential properties shall provide a joint or cross access driveway to allow circulation between sites wherever feasible along roadways classified as major collectors or arterials in accordance with the functional classification contained in the municipal comprehensive plan. The following shall apply to joint and cross access driveways:
- i) The driveway shall have a design speed of 10 mph and have sufficient width to accommodate two-way traffic including the largest vehicle expected to frequently access the properties.
 - ii) A circulation plan that may include coordinated or shared parking shall be required.
 - iii) Features shall be included in the design to make it visually obvious that abutting properties shall be tied in to provide cross access.
- c) The property owners along a joint or cross access driveway shall:
- i) Record an easement with the deed allowing cross access to and from other properties served by the driveway.
 - ii) Record an agreement with the municipality so that future access rights along the driveway shall be granted at the discretion of the municipality and the design shall be approved by the municipal engineer.
 - iii) Record a joint agreement with the deed defining the maintenance responsibilities of each of the property owners located along the driveway.

APPENDIX 02: PLANNING COMPATIBILITY WITH NEIGHBORING MUNICIPALITIES

Section 301.(a)(5) of the Pennsylvania Municipalities Planning Code (MPC) requires comprehensive plan to include “A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures which have been taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan.”

The following is a summary of planned future land use designations in the municipalities that surround East Lampeter Township:

Lancaster City

Comprehensive Plan- Our Future Lancaster (2023)

The City of Lancaster extends into East Lampeter Township in a number of locations. The first area extends beyond Route 30 to the north, Greenfield Road to the east, the Amtrak rail line to the south, and the Conestoga River/Township border to the west. Land uses within the City include the Cedar Acres residential development (designated Residential in Our Future Lancaster), the Conestoga Pines Park (designated Parks and Open Space), and the commercial area including Costco and Lowe’s (General Commercial/Industrial). Existing land uses in East Lampeter Township that border the Costco/Lowe’s site includes the Greenfield campus on the east side of Greenfield Road and residential uses to the north fronting Enfield Road, and to west fronting on Pitney Road.

The area south of Route 30 (designated General/Commercial) is bordered by Greenfield Road to the east and the Amtrak rail line to the south and is generally set apart by these transportation corridors and the Route 30 Greenfield Route interchange. Adjoining uses in the Township are mostly industrial. The third area within the City is the Cedar Acres apartment complex (designated Residential) that fronts Route 340. Adjoining land uses in the Township include a residential development to the west and High Steel Structures to the east.

Lancaster Township

Comprehensive Plan- Growing Together: A Comprehensive Pla for Central Lancaster County, Pennsylvania (2007)

Lancaster Township borders East Lampeter Township to the west on the west side of the Conestoga River. This portion of Lancaster Township extends from Riverside Avenue to the north and Conestoga Boulevard to the south and is bisected by East King Street.

Growing Together identifies this portion of Lancaster Township as an Enhancement Area intended “... to maintain and enhance the neighborhood structure of these existing mixed use places that are considered to be among the most cherished places in the Central Lancaster County area.”

Manheim Township

Draft Comprehensive Plan- Rooted and Renewing 2035

East Lampeter Township and Manheim Township share a common border in the Conestoga River. Manheim Township is finalizing its comprehensive plan which is an update to the Manheim Township

Comprehensive Plan (2010). The draft Comprehensive Plan identifies Future Character Areas. The Character Area along the Conestoga River is Natural Resource/Open Space/Parks. The draft Comprehensive Plan describes this Character Area as “Areas often permanently preserved, that are designed to recharge groundwater, mitigate floods, filter air, purify water, provide recreation opportunities, and retain critical plant and animal habitat. These areas are mostly confined to parks, golf courses, nature preserves, and stream corridors, so development is limited to structures and infrastructure that support parks and recreation uses, like parking areas, restrooms, pavilions, canoe or kayak launches, and trails.”

West Lampeter Township

Comprehensive Plan- WLT Vision 2040: The Comprehensive Plan for West Lampeter Township, Pennsylvania (2022)

West Lampeter Township borders East Lampeter Township to the southwest.

The Future Land Use Map for WLT: Vision 2040 delineates all of the land south of Rockvale Road adjoining East Lampeter Township as planned for Agricultural use. A small area at the northwester quadrant of Rockvale Road and Strasburg Pike is shown as Neighborhood Commercial. All of the land located east of Lampeter Road and north of Rockvale Road adjoining East Lampeter Township is planned for Low-Density Residential development and included in West Lampeter’s Designated Growth Area. All of these Future Land Use designations are consistent with existing land uses and planned future development in East Lampeter Township.

Upper Leacock Township

Comprehensive Plan- Conestoga Valley Region Strategic Comprehensive Plan (2003)

Upper Leacock Township borders East Lampeter Township to the northeast.

Almost all of the land that borders East Lampeter Township is designated Agriculture which aligns with the agricultural land uses in East Lampeter Township. The only exceptions to the Agricultural Future Land Use designations are an area designated Village in the vicinity of Witmer where Stumptown Road crosses through both Townships, a small area designated Industrial in the vicinity of Harman Station Road, and a residential development along Creek Hill Road designated Residential.

Leacock Township

Comprehensive Plan- Pequea Valley Strategic Plan (2014)

Leacock Township borders East Lampeter Township to the east.

The Pequea Valley Strategic Plan designates all of the land bordering East Lampeter Township as planned for Agricultural land use. One exception is the village of Bird-in-Hand which straddles East Lampeter and Leacock Township which is labelled as Village Mixed Use. An area in the vicinity of Irish-town Road is designated Industrial to reflect existing land uses. Existing development along Route 30 where Leacock, Paradise, and East Lampeter Townships join is shown as Residential less than 2 dwelling units per acre. Development along Route 30 near corner with Paradise Twp.- Residential less than 2 d.u./acre, Commercial

Paradise Township

Comprehensive Plan- Pequea Valley Strategic Plan (2014)

Paradise Township borders East Lampeter Township to the southeast and shares Pequea Creek as the Township border.

The Pequea Valley Strategic Plan designates all the land bordering East Lampeter Township as planned

for Agricultural use except for the area along Route 30 where Leacock, Paradise, and East Lampeter Townships join which is shown as Residential 2-7 dwelling units per acre.

Strasburg Township

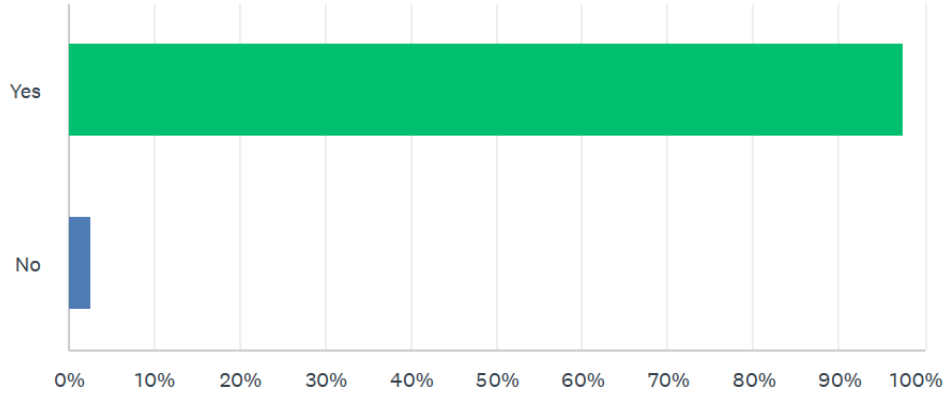
Strasburg Region Comprehensive Plan of 2006

Strasburg Township borders East Lampeter Township to the south and shares Pequea Creek as the Township border. Almost all the land bordering East Lampeter Township is designated as Agriculture and Conservation Overlay along the Pequea Creek. The area on either side of Route 896 south of Route 30 is shown as General Commercial.

APPENDIX 03: EAST LAMPETER TOWNSHIP COMPREHENSIVE PLAN SURVEY

Q1 Are you a resident of East Lampeter Township?

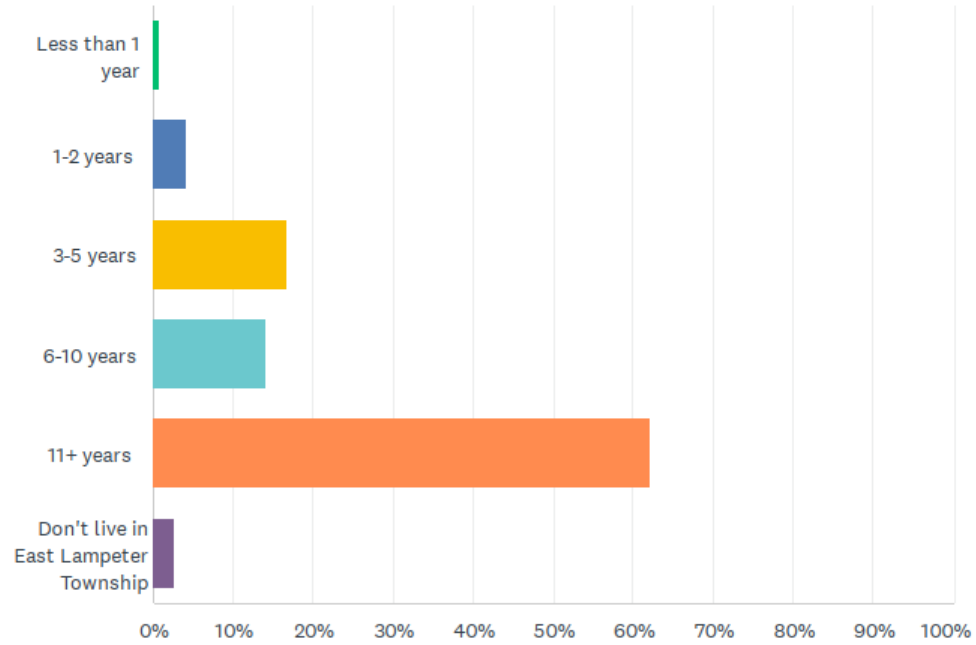
Answered: 121 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 97.52% | 118 |
| No | 2.48% | 3 |
| TOTAL | | 121 |

Q2 If you live in East Lampeter Township, how long have you lived here?

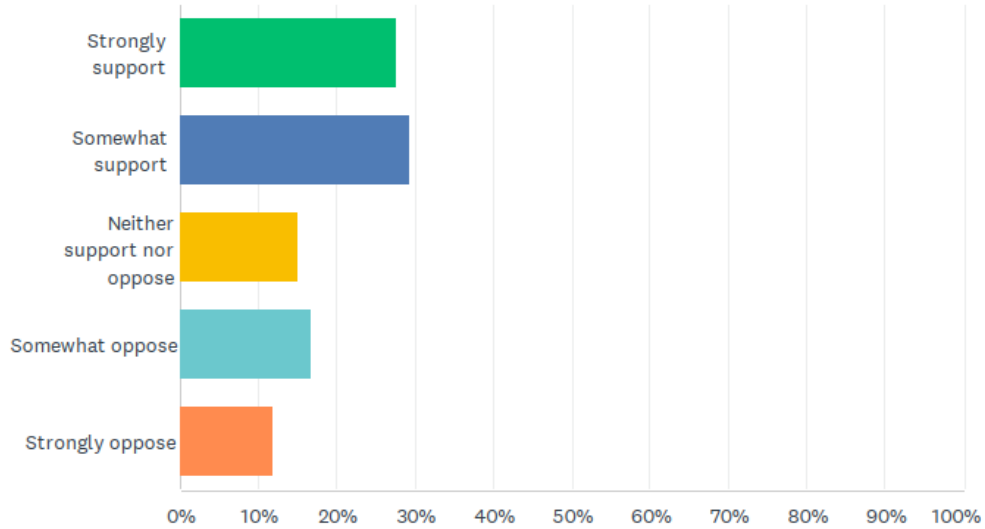
Answered: 121 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|--------------------------------------|-----------|------------|
| Less than 1 year | 0.83% | 1 |
| 1-2 years | 4.13% | 5 |
| 3-5 years | 16.53% | 20 |
| 6-10 years | 14.05% | 17 |
| 11+ years | 61.98% | 75 |
| Don't live in East Lampeter Township | 2.48% | 3 |
| TOTAL | | 121 |

Q3 Which best describes your support or opposition to encouraging growth within the urban growth boundaries where utilities are available (which discourages growth in rural areas)?

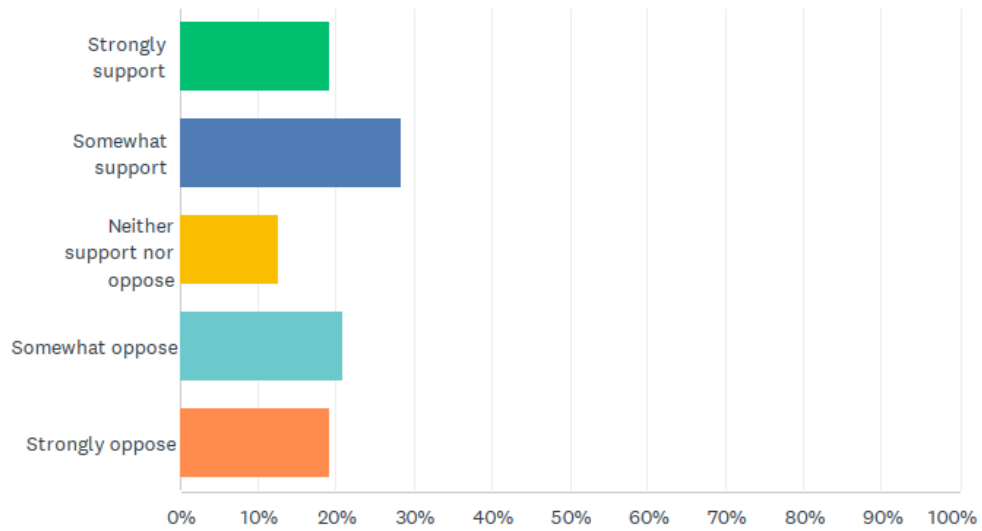
Answered: 120 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|-----|
| Strongly support | 27.50% | 33 |
| Somewhat support | 29.17% | 35 |
| Neither support nor oppose | 15.00% | 18 |
| Somewhat oppose | 16.67% | 20 |
| Strongly oppose | 11.67% | 14 |
| TOTAL | | 120 |

Q4 Which best describes your support or opposition to allowing property owners within the urban growth area to build more dwelling units on their properties?

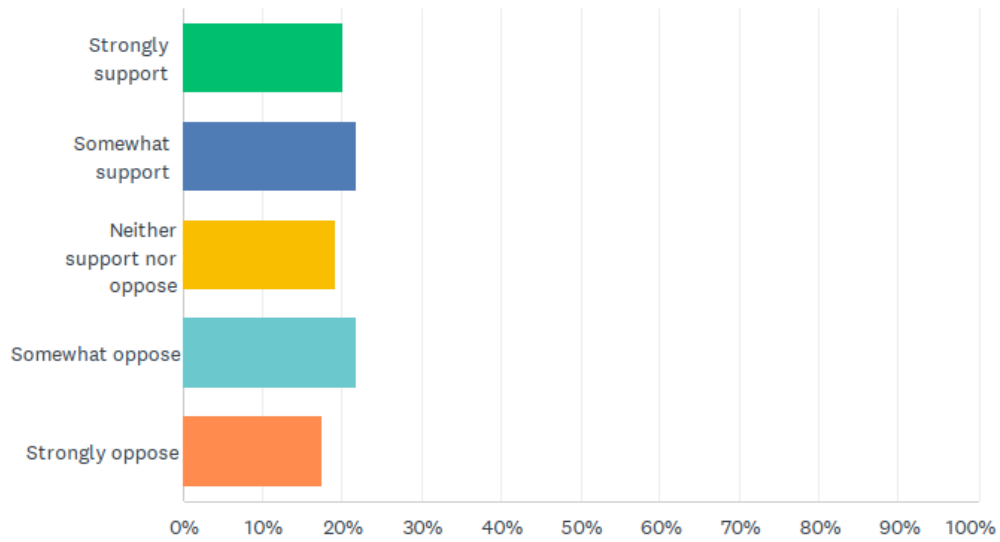
Answered: 120 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|------------|
| Strongly support | 19.17% | 23 |
| Somewhat support | 28.33% | 34 |
| Neither support nor oppose | 12.50% | 15 |
| Somewhat oppose | 20.83% | 25 |
| Strongly oppose | 19.17% | 23 |
| TOTAL | | 120 |

Q5 Which best describes your support or opposition to allowing residential units within the commercial area along Route 30?

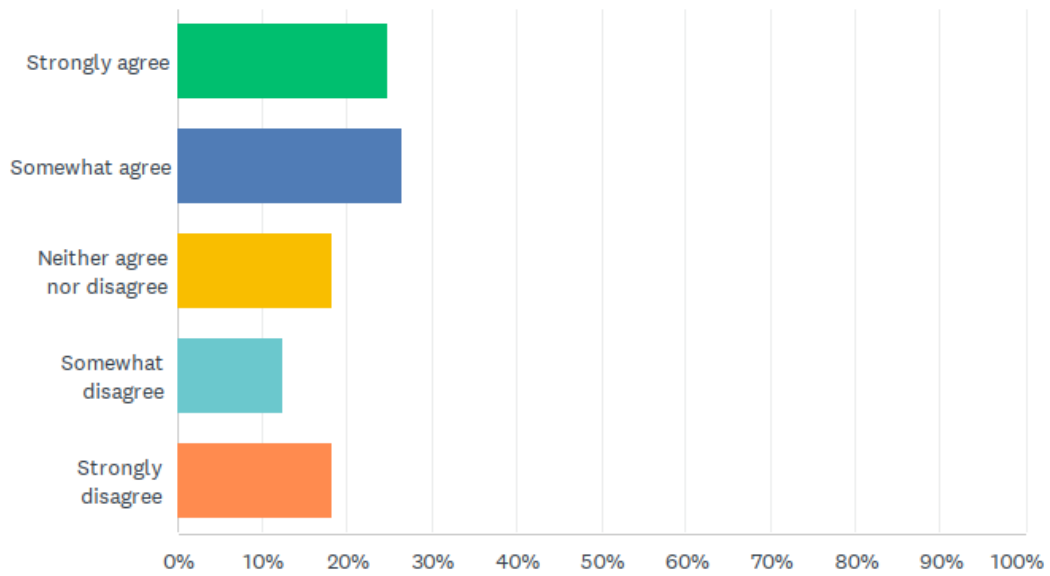
Answered: 120 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|------------|
| Strongly support | 20.00% | 24 |
| Somewhat support | 21.67% | 26 |
| Neither support nor oppose | 19.17% | 23 |
| Somewhat oppose | 21.67% | 26 |
| Strongly oppose | 17.50% | 21 |
| TOTAL | | 120 |

Q6 How strongly do you agree or disagree with the following statement: “There is a lack of a variety of housing within East Lampeter Township that lower- and middle-income families can afford.”

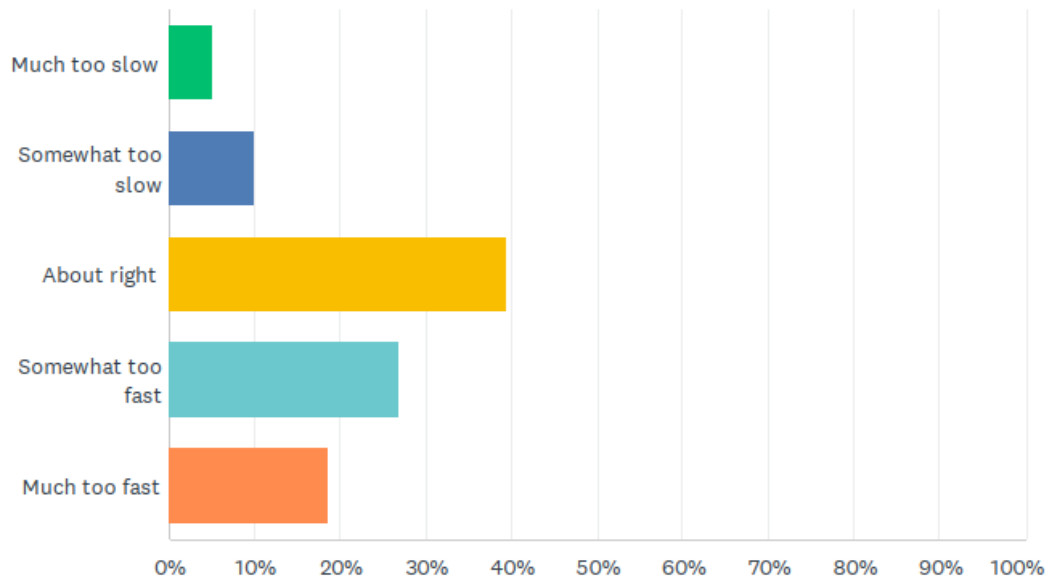
Answered: 121 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|------------|
| Strongly agree | 24.79% | 30 |
| Somewhat agree | 26.45% | 32 |
| Neither agree nor disagree | 18.18% | 22 |
| Somewhat disagree | 12.40% | 15 |
| Strongly disagree | 18.18% | 22 |
| TOTAL | | 121 |

Q7 Which of the following best represents your view of industrial and commercial growth within East Lampeter Township over the last ten years?

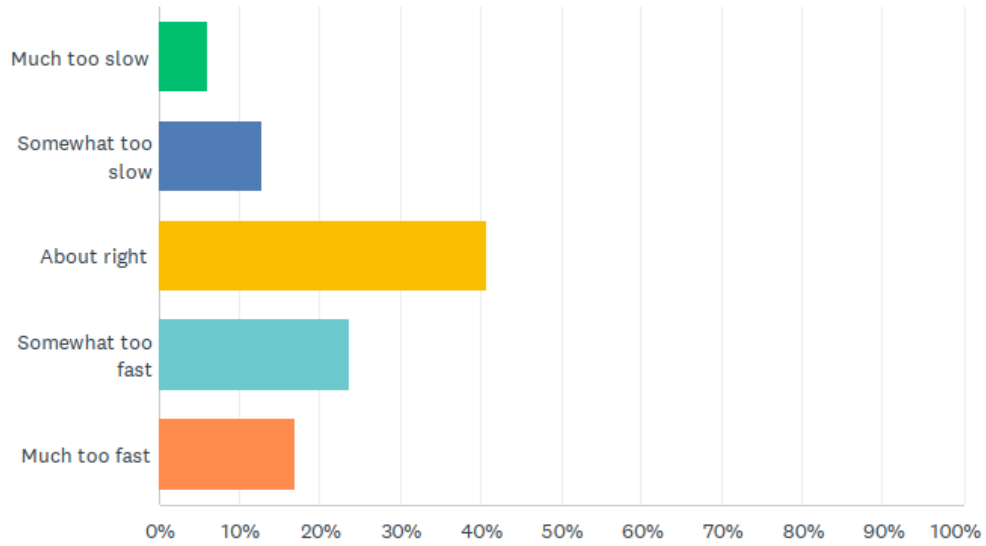
Answered: 119 Skipped: 2



| ANSWER CHOICES | RESPONSES |
|-------------------|------------|
| Much too slow | 5.04% 6 |
| Somewhat too slow | 10.08% 12 |
| About right | 39.50% 47 |
| Somewhat too fast | 26.89% 32 |
| Much too fast | 18.49% 22 |
| TOTAL | 119 |

Q8 Which of the following best represents your view of residential growth within East Lampeter Township over the last ten years?

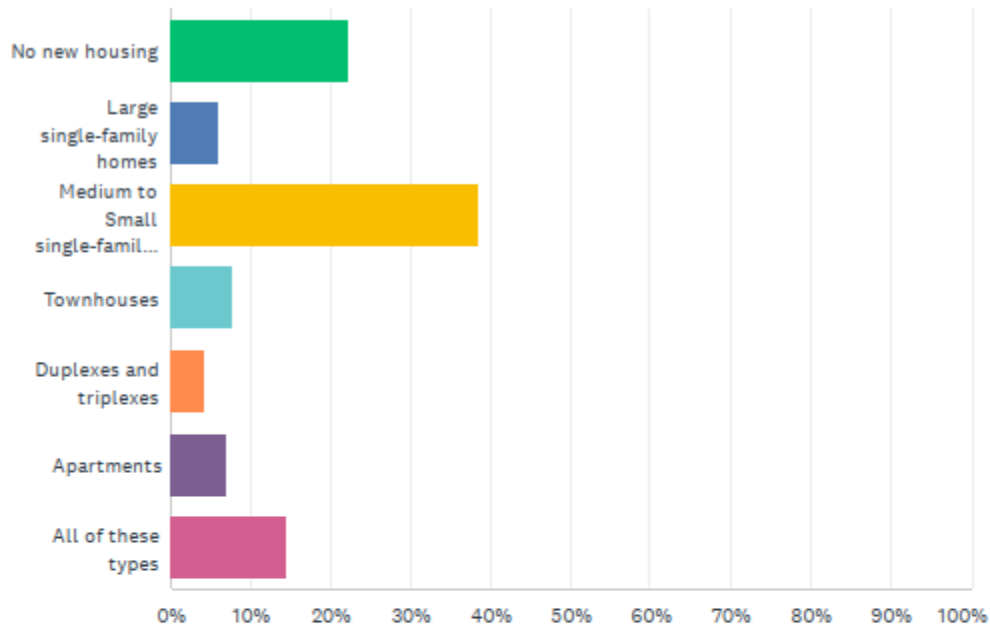
Answered: 118 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|------------|
| Much too slow | 5.93% | 7 |
| Somewhat too slow | 12.71% | 15 |
| About right | 40.68% | 48 |
| Somewhat too fast | 23.73% | 28 |
| Much too fast | 16.95% | 20 |
| TOTAL | | 118 |

Q9 What types of housing do you think the Township needs more of?

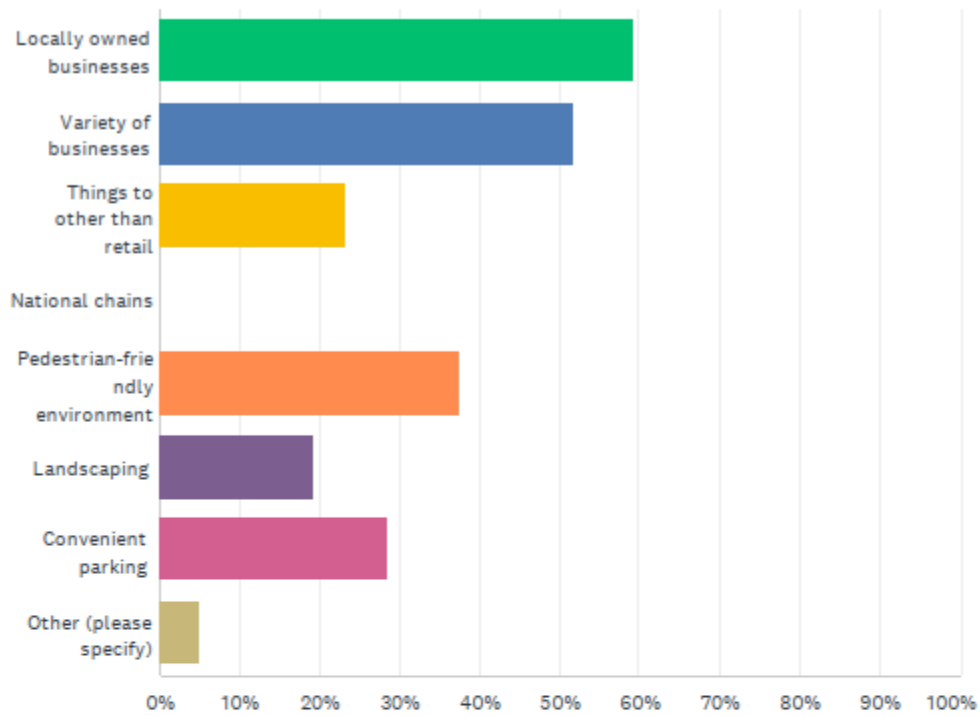
Answered: 117 Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|-------------------------------------|-----------|------------|
| No new housing | 22.22% | 26 |
| Large single-family homes | 5.98% | 7 |
| Medium to Small single-family homes | 38.46% | 45 |
| Townhouses | 7.69% | 9 |
| Duplexes and triplexes | 4.27% | 5 |
| Apartments | 6.84% | 8 |
| All of these types | 14.53% | 17 |
| TOTAL | | 117 |

Q10 What types of uses would you like to see the most in East Lampeter Township? (Choose your top two)

Answered: 120 Skipped: 1



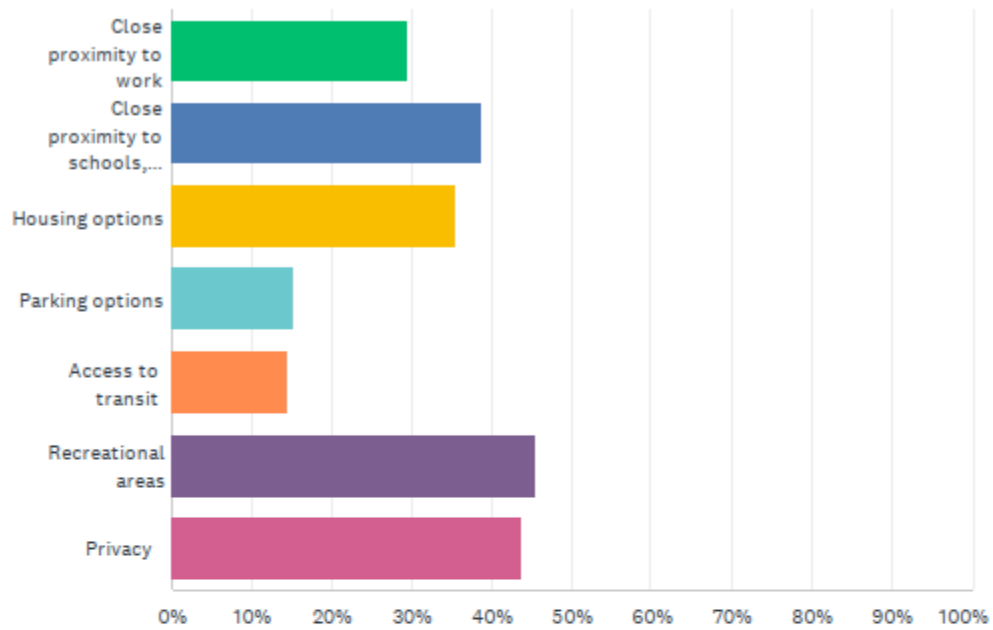
| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|----|
| Locally owned businesses | 59.17% | 71 |
| Variety of businesses | 51.67% | 62 |
| Things to other than retail | 23.33% | 28 |
| National chains | 0.00% | 0 |
| Pedestrian-friendly environment | 37.50% | 45 |
| Landscaping | 19.17% | 23 |
| Convenient parking | 28.33% | 34 |
| Other (please specify) | 5.00% | 6 |
| Total Respondents: 120 | | |

Other responses

| # | Other Response | Date |
|----|--|---------------------|
| 1 | No Development | 11/20/2025 12:49 PM |
| 2 | Condense growth to protect rural areas. Infrastructure doesn't support continued growth and growth should be discharged. Rural charm and environmental protection need to be prioritized. There are plenty of commercial properties in neighboring communities. We don't need more. | 11/1/2025 10:06 AM |
| 3 | Agriculture | 11/1/2025 7:31 AM |
| 4 | None- we need to preserve farmland. | 10/29/2025 6:59 PM |
| 5 | No data centers | 10/25/2025 5:45 PM |
| 6 | supervisors forget those are here over 30+ yrs and tired of tourist rentals properties! | 10/25/2025 12:06 PM |
| 7 | Prefer owner occupied homes | 10/22/2025 9:31 PM |
| 8 | Parks, open space | 10/22/2025 12:08 AM |
| 9 | Middle class affordable homes | 10/21/2025 7:42 PM |
| 10 | Public spaces: parks, libraries, community centers, etc | 9/16/2025 12:27 PM |
| 11 | LEAVE THIS BEAUTIFUL COUNTRYSIDE ALONE, WE WANT TO SEE NATURE, NOT BUILDINGS | 9/6/2025 12:54 PM |
| 12 | Nothing. Town is growing too much. The traffic is already starting to become unbearable. | 8/26/2025 12:24 AM |
| 13 | Over the last 50 years I have experienced a shocking growth in traffic and gridlock in the township. I feel we have reached a saturation point that every project/housing etc.. needs to be looked at very closely. Also there are many citizens of the Twp that feel community input means very little! I would be very happy to politely discuss all these things. | 8/13/2025 3:49 PM |

Q11 What makes a residential community desirable to you? (Choose your top two)

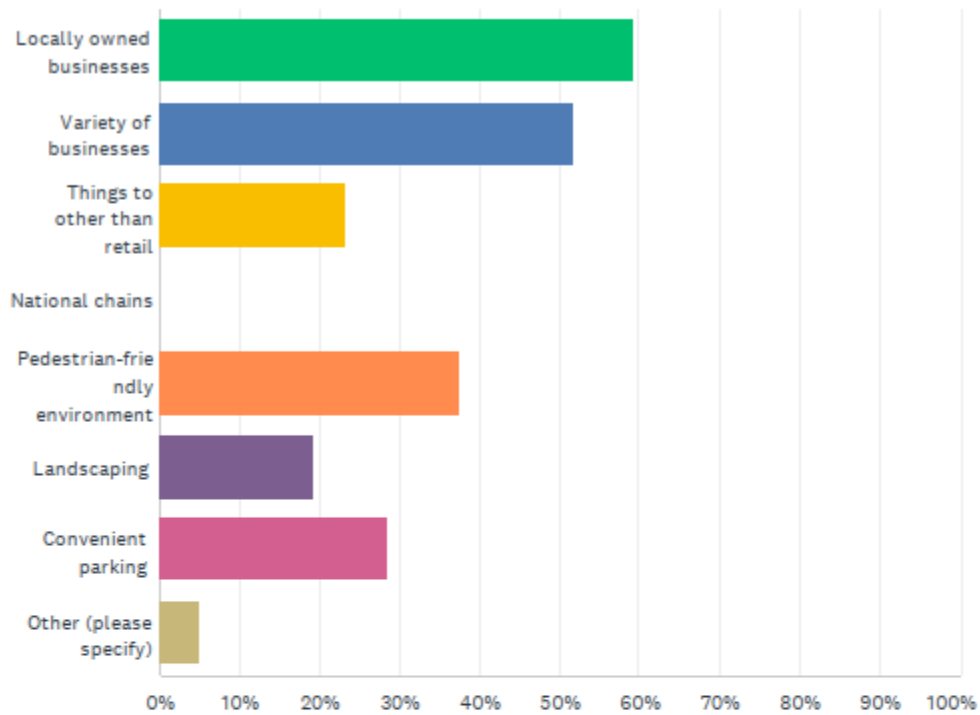
Answered: 119 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| Close proximity to work | 29.41% | 35 |
| Close proximity to schools, shopping, walkability | 38.66% | 46 |
| Housing options | 35.29% | 42 |
| Parking options | 15.13% | 18 |
| Access to transit | 14.29% | 17 |
| Recreational areas | 45.38% | 54 |
| Privacy | 43.70% | 52 |
| Total Respondents: 119 | | |

Q12 What makes a commercial area desirable to you? (Choose your top two)

Answered: 120 Skipped: 1



| ANSWER CHOICES | RESPONSES |
|---------------------------------|-----------|
| Locally owned businesses | 59.17% 71 |
| Variety of businesses | 51.67% 62 |
| Things to other than retail | 23.33% 28 |
| National chains | 0.00% 0 |
| Pedestrian-friendly environment | 37.50% 45 |
| Landscaping | 19.17% 23 |
| Convenient parking | 28.33% 34 |
| Other (please specify) | 5.00% 6 |
| Total Respondents: 120 | |

Other Responses

| # | Other Response | Date |
|---|--|---------------------|
| 1 | No Development | 11/20/2025 12:49 PM |
| 2 | Mixed use to have residences above storefront. | 11/11/2025 10:29 AM |
| 3 | Big open spaces with low rise buildings. | 10/22/2025 11:30 AM |
| 4 | Recreation/gathering places not focused on food or alcohol | 10/21/2025 7:35 PM |
| 5 | Bike friendly | 9/16/2025 12:31 PM |
| 6 | Rt 30 needs a diner, like park city diner, for breakfast & lunch. There is hardly any where for breakfast in the outlet area other than Cracker Barrel | 8/25/2025 8:17 PM |

Q13. What do you think East Lampeter Township is doing well?

| # | Response | Date |
|----|--|------------------------|
| 1 | The East Lampeter Township Police Department seems to be working diligently to have well- trained personnel who handle the everchanging environment very well. I have not had direct dealings with them, but follow them on Facebook to see what's happening. | 12/2/2025 1:02 PM |
| 2 | Not much | 11/20/2025 12:52 PM |
| 3 | None | 11/20/2025 12:49 PM |
| 4 | Urban growth | 11/16/2025 2:39 PM |
| 5 | Keeping ag zones off limits to development has been a positive, but I fear ELT can be easily influenced by corporate pressure, greed, and empty promises to start grabbing it. Especially if that is the only real-estate left to accomodate infrastructure needs from full capacity "smart growth" zones. | 11/11/2025 10:29 AM |
| 6 | Policing | 11/10/2025 6:56 PM |
| 7 | Maintaining parks | 11/8/2025 8:00 AM |
| 8 | Great parks and good police department. | 11/3/2025 9:43 PM |
| 9 | I am very concerned about the new data center that has already started construction on 216 Greenfield rd. My objectives and concerns are these: The zoning process that allowed the data centers to be approved. The environmental impacts of data centers. The financial (non)benefits of the data center | 10/31/2025 4:45 PM |
| 10 | I love the newsletters that we receive in the mail! | 10/31/2025 10:24 AM |
| 11 | Keeping our taxes low. | 10/31/2025 9:42 AM |
| 12 | Roads | 10/30/2025 9:02 PM |
| 13 | The parks are kept up well. | 10/29/2025 6:59 PM |
| 14 | The Township Office & police dept are staffed with friendly & knowledgeable people, willing to help. | 10/29/2025 2:12 PM |
| 15 | Lots. Thanks to dedicated, hard working, attentive staff. | 10/29/2025 11:44 AM |
| 16 | Provides place for yard waste at waste park. Clears homeless camps. Maintains roads well during snows. | 10/29/2025 2:06 AM |
| 17 | Park maintenance is excellent | 10/27/2025 5:09 PM |
| 18 | maintaining roads, looking at new greenscape design for route 30 | 10/26/2025 9:02 AM |
| 19 | Offering community garden plots for the first time this year | 10/25/2025 8:16 PM |
| 20 | Many locally owned businesses. | 10/25/2025 7:39 PM |

| | | |
|----|--|------------------------|
| 21 | Managing commercial growth | 10/25/2025 5:52 PM |
| 22 | Keeping commercial units and hotels within compliance; upkeep of parks | 10/25/2025 5:45 PM |
| 23 | saying yes to big business and forgetting about home owners. Amish getting permit approvals un and down RT 896N! | 10/25/2025 12:06 PM |
| 24 | Not developing too fast. | 10/25/2025 10:51 AM |
| 25 | Not much | 10/23/2025 12:49 PM |
| 26 | attracting businesses | 10/23/2025 9:41 AM |
| 27 | Rockvale is taking a long time to redevelop. Can RT 30 take the additional daily traffic from pro- posed 400 plus apartments | 10/22/2025 9:31 PM |
| 28 | East Lampeter Park is well-maintained The twp is capable of planning The twp has good social me- dia presence | 10/22/2025 8:13 PM |
| 29 | Maintaining the area of Rt30 between Rt886 and Ronks Rd | 10/22/2025 5:48 PM |
| 30 | Send out surveys. | 10/22/2025 5:30 PM |
| 31 | Having parks. They need more flowers though. I would live to donate time to plant some. | 10/22/2025 3:51 PM |
| 32 | Good balance of land management | 10/22/2025 1:02 PM |
| 33 | Nothing really cones to mind | 10/22/2025 11:25 AM |
| 34 | Maintaining the beautiful Park on Hobson Rd. Love the Walking trail and Landscaping. | 10/22/2025 11:22 AM |
| 35 | Our roads are maintained well during snows. Township officials accessible. | 10/22/2025 12:08 AM |
| 36 | Having more community events | 10/21/2025 10:45 PM |
| 37 | Police, fire, ambulance, parks | 10/21/2025 9:50 PM |
| 38 | Nice parks. Good snow removal on roads. | 10/21/2025 9:42 PM |
| 39 | Promoting tourism | 10/21/2025 8:28 PM |
| 40 | Sometimes, Passing zoning that supports the farming community, Amish, Mennonite and English families | 10/21/2025 7:42 PM |
| 41 | Route 30 enhancement and clean up of hotels, dilapidated buildings to make the area more desir- able but it's piecemeal and taking much too long. | 10/21/2025 7:35 PM |
| 42 | Managing growth. | 10/21/2025 6:54 PM |
| 43 | The amount of retail businesses and restaurants including their rate of growth. | 10/21/2025 6:48 PM |
| 44 | Keeping taxes lower | 10/21/2025 6:22 PM |

| | | |
|----|--|------------------------|
| 45 | Blending Commercial, Entertainment, Agriculture, Recreation, and Residential. | 10/21/2025 6:02 PM |
| 46 | Keeping taxes low Good school district/upgrades Nice residential areas Preserving farmland/rural areas | 10/21/2025 6:01 PM |
| 47 | Keeping east lampeter township clean and nice | 10/21/2025 5:31 PM |
| 48 | High Inc. bought Greenland apartments, they put in a pool and clubhouse but no sidewalks. The stretch of area by the apartments is dangerous for pedestrians. The constant traffic noise along Lincoln Highway has gotten worse and we don't need another Sheetz. The recent decisions seem to mostly ignore residential areas' safety, peace and air quality in favor of businesses on 30 that don't do anything for local residents. | 10/21/2025 5:05 PM |
| 49 | Starting to get feedback from residents. Have not seen that in past. | 10/21/2025 4:59 PM |
| 50 | Increase in recreational activities. Preserving farmland. | 10/21/2025 4:01 PM |
| 51 | Planning well and seeking input from residents | 10/21/2025 3:32 PM |
| 52 | Nice parks and more focus on pedestrian walkways. | 10/21/2025 2:32 PM |
| 53 | Main tax base | 10/21/2025 2:06 PM |
| 54 | Everything love it here | 10/21/2025 1:17 PM |
| 55 | Diversity of housing, newsletter/communication | 10/21/2025 12:18 PM |
| 56 | Involving residents in assessments | 10/21/2025 11:56 AM |
| 57 | Parks and recs department for my kids | 9/25/2025 9:03 PM |
| 58 | Parks & recreation a great plus. Allowing Rockvale to add apartments a big plus. The township supervisor's are very pro business. They are not an impediment to existing growing. | 9/25/2025 3:39 PM |
| 59 | NOT cleaning up all the electric, cable, phone lines along the Rt.30 corridor ... it looks 1930/50'ish. You are IGNORING IT! | 9/25/2025 9:39 AM |
| 60 | Leaving the farmers have larger produce stands. They | 9/19/2025 3:06 PM |
| 61 | Anyone I've met who it employed by the township seems nice, including police, township staff, commissioners, park staff and so on. | 9/17/2025 5:03 PM |
| 62 | Supporting emergency services. | 9/17/2025 12:52 AM |
| 63 | Listening to its residents. Working hard to improve our community | 9/16/2025 5:15 PM |
| 64 | Parks | 9/16/2025 1:46 PM |
| 65 | Welcoming community and affordable compared to a lot of other areas | 9/16/2025 12:27 PM |
| 66 | Schools, programming for community | 9/16/2025 12:18 PM |
| 67 | Supporting Emergency services and keeping up with infrastructure | 9/16/2025 12:06 PM |

| | | |
|----|---|-----------------------|
| 68 | Budget | 9/9/2025 10:23 PM |
| 69 | Violent crime rate is low. | 9/7/2025 12:53 PM |
| 70 | Integrity is everything, remember this | 9/6/2025 12:54 PM |
| 71 | Beautiful playgrounds. | 9/5/2025 8:49 PM |
| 72 | Commercial growth has been good out on 30, roads are well maintained. | 8/30/2025 8:25 AM |
| 73 | Building, | 8/28/2025 1:32 AM |
| 74 | Listening to residents opinions more such as this survey. | 8/26/2025 7:59 PM |
| 75 | Fixing some of our roads, though I think some of that is the state. I'm appreciative of some of our local parks. | 8/26/2025 6:04 AM |
| 76 | No much honestly, besides the police force. | 8/26/2025 12:24 AM |
| 77 | Love community park for walking. Very business friendly. Makes it easy for businesses to expand and stay in the township. | 8/25/2025 8:17 PM |
| 78 | Playground summer camp! | 8/25/2025 4:36 PM |
| 79 | Doing good job. Welcome Tera | 8/13/2025 2:56 PM |

Q14. What do you think East Lampeter Township is not doing well?

| # | Response | Date |
|----|--|---------------------|
| 1 | East Lampeter Township & ALL of Lancaster County need to do more to address the unhoused and the availability of affordable housing for low & middle income people. | 12/2/2025 1:02 PM |
| 2 | Allowing farm animals in residential neighborhoods. | 11/20/2025 12:52 PM |
| 3 | No new development: No warehouses, no apartment buildings, No AI data centers! | 11/20/2025 12:49 PM |
| 4 | Housing flexibility | 11/16/2025 2:39 PM |
| 5 | TRAFFIC!!! ELT is not addressing traffic problems their current construction approvals create. Infrastructure is grossly inadequate to accomodate the growing communities and through traffic. The safety of current Twp residences has been disregarded for growth. Smart residential growth has to include thoughtful traffic flow modifications. State road gridlock has increased congestion on Twp roads. The increase in high density residential projects throughout the Twp perpetuates irresponsible and impatient drivers, causing safety concerns, property damage, and even violence. Do better!!! | 11/11/2025 10:29 AM |
| 6 | Raising taxes | 11/10/2025 6:56 PM |
| 7 | Creating walkable, pedestrian friendly communities. | 11/8/2025 8:00 AM |
| 8 | To much growth and the destruction of farmland. | 11/3/2025 9:43 PM |
| 9 | Recreation programs are so expensive, only upper middle class people can afford them. | 11/1/2025 10:06 AM |
| 10 | I wish we would preserve the farms we have and encourage mixed use redevelopment that includes housing along 30 and other existing commercial properties | 11/1/2025 7:31 AM |
| 11 | I don't think the proper considerations went into the planning of this data center. It was approved without accountability, using a process that is clearly outdated to designate it as a warehouse, and without a single notice to the community prior to the agreement. | 10/31/2025 4:45 PM |
| 12 | I do not support future plans of installing a road and path from Bowman road towards the city. | 10/31/2025 10:24 AM |
| 13 | Having commercial/industrial pay their fair share of taxes and road improvements for them. | 10/31/2025 9:42 AM |
| 14 | There is too much construction happening and the school district can't keep up with it. | 10/29/2025 6:59 PM |
| 15 | Repair & maintenance of roads & bridges. | 10/29/2025 2:12 PM |
| 16 | Snow removing. Respect our mailboxes plz. | 10/29/2025 11:44 AM |
| 17 | Too much residential building. Taxes too high for Seniors. Not enough farmland protection | 10/29/2025 2:06 AM |
| 18 | It's not just the township, but people run red lights at just about every one . Like one to three vehicles! | 10/27/2025 5:13 PM |
| 19 | I have concerns about putting a pavilion at Lafayette Tower park. I think it'll bring too many loud parties and drug use/sales. | 10/27/2025 5:09 PM |

| | | |
|----|--|---------------------|
| 20 | not enforcing overgrown vegetation on lots and yards, not enforcing the use of vacant buildings before allowing new to be built, not making horse and buggy's use something to control the waste on the roads (we are not to blow grass on the roads, but horses poop is everywhere and makes a mess) | 10/26/2025 9:02 AM |
| 21 | Please monitor and work to alleviate routine congestion on roadways that are routinely congested. | 10/25/2025 9:19 PM |
| 22 | Nothing comes to mind | 10/25/2025 8:16 PM |
| 23 | Road speed limits are too high on Rt 340 in tourist attracting areas. Please lower these speed | 10/25/2025 7:39 PM |
| 24 | Controlling costs for homeowners in recent years. Commercial growth should reduce homeowner costs | 10/25/2025 5:52 PM |
| 25 | Placed 400 units at Rockvale Square that will increase traffic on an already too crowded road | 10/25/2025 5:45 PM |
| 26 | Caring about home owners. Tourists are renting small ranchers in areas that are listed as residential homes. | 10/25/2025 12:06 PM |
| 27 | Landscaping with native plants and eco friendly methods. | 10/25/2025 10:51 AM |
| 28 | Over regulation and self important non-elected township officials. | 10/23/2025 12:49 PM |
| 29 | adding a range of residential options, protecting farmland and green spaces by increasing density | 10/23/2025 9:41 AM |
| 30 | Over development. Please contact me in regards. NYC transplant who has been visiting east lam-peter since 1977. [phone number redacted] | 10/23/2025 9:37 AM |
| 31 | Distressed properties along RT 30 need to be rebuilt before using raw land | 10/22/2025 9:31 PM |
| 32 | There are far too many low budget hotels and run down properties, ie. former Roadway Inn and the Ramada. The old Christmas Tree Shops and BB&B should be a grocery store. There are too many smoke and vape shops. The traffic on Eastbrook road isn't monitored-plenty of traffic going well over 45mph. Recommendation- If the new land parcels available in Smoketown are zoned commercial village, whatever can be done to maintain a cute, small-town/village vibe would be best. | 10/22/2025 8:13 PM |
| 33 | Addressing the restrictive roadways for the amount of housing being built | 10/22/2025 5:48 PM |
| 34 | Doesn't enforce burning regulations. Would like them to consider 1 trash hauler system. There are trucks in our neighborhood 4 may be 5 work days a week. | 10/22/2025 5:30 PM |
| 35 | We need a place to take our yard scraps. I go to brownstown and they charge \$20 a trip. | 10/22/2025 3:51 PM |
| 36 | Need to adjust more quickly to resident's needs | 10/22/2025 1:02 PM |
| 37 | Receiving overflow of undocumented, UNVETTED, people from Lancaster city's sanctuary city status. | 10/22/2025 11:30 AM |
| 38 | Some zoning makes no sense , like fences allowed ON a property line as opposed to three feet off the line . Has created numerous issues in my development . All Lo so , water supply from Lancaster citydisaster! | 10/22/2025 11:25 AM |
| 39 | Is there planning to accommodate all the extra traffic that will come from the new housing planned at Rockvale? Not looking forward to that. | 10/22/2025 11:22 AM |

| | | |
|----|---|---------------------|
| 40 | Building huge apts when our roads can barely hold the traffic we have now. When rt 30 is backed up it spills onto our small roads. And creates chaos | 10/22/2025 7:26 AM |
| 41 | Far too much residential building: Causes traffic nightmares, overburdens schools, school taxes keep climbing. Allowing apartments to be built at Rockvale Shops will be an added nightmare. | 10/22/2025 12:08 AM |
| 42 | More larger single family homes with bigger lots | 10/21/2025 10:45 PM |
| 43 | Keeping costs down | 10/21/2025 9:50 PM |
| 44 | Too many vacant/unused commercial spaces. No more farm land developed for commercial use. | 10/21/2025 9:42 PM |
| 45 | Roads/traffic control | 10/21/2025 8:28 PM |
| 46 | Not encouraging building of single family and one level homes for middle class families and for the elderly. The answer is NOT to build more apartment or townhouse communities. Middle class Families and the elderly should have more affordable single family home options...AFFORDABLE! Decision makers, put yourselves in our shoes! | 10/21/2025 7:42 PM |
| 47 | I would like to see a walkable, bikeable trail system connecting neighborhoods, shopping, and recreation areas together and reducing need for auto traffic. Need to fix highway noise from | 10/21/2025 7:35 PM |
| 48 | ? | 10/21/2025 6:54 PM |
| 49 | Residential growth has been really fast. The traffic can be a lot sometimes. | 10/21/2025 6:48 PM |
| 50 | Speed to improve appearance and walkability of route 30. It's done as a patchwork project and it doesn't look uniform. | 10/21/2025 6:02 PM |
| 51 | Properties along Rte30/Lincoln Hwy are still unsightly | 10/21/2025 6:01 PM |
| 52 | Enforcing Airbnb permits. | 10/21/2025 5:31 PM |
| 53 | Letting too many hotels be built where Lincoln Highway is already at max capacity. We have enough population density. | 10/21/2025 5:05 PM |
| 54 | Wish there was a more of a rec area or center. Too much building of high-end apartments that is bringing in a lot of traffic to the area. Wish there was more follow through on ordinances and how owners maintain their property as this helps to preserve and maintain the township/area | 10/21/2025 4:59 PM |
| 55 | Would love to see a municipal pitch and putt golf course like New Holland borough has | 10/21/2025 4:01 PM |
| 56 | the visual and economic decline along the Route 30 corridor. Vacant or poorly maintained hotels, and the approval of low-quality businesses are diminishing the area's appearance and discouraging investment. We need stronger enforcement of property maintenance codes, better development standards, and a more thoughtful approach to revitalization to make it a highly desirable area to live and work | 10/21/2025 3:32 PM |
| 57 | Too much growth that leads to poor management of increasing amounts of traffic | 10/21/2025 2:32 PM |
| 58 | The township is overly restrictive. We should allow free-market forces and the property owners to determine how and when properties are developed. The township should support this by providing municipal services (water/sewer/roadway improvements) where natural development occurs, not forcing development to conform to arbitrary guidelines or historical uses. | 10/21/2025 2:26 PM |
| 59 | Development is too rapid | 10/21/2025 2:06 PM |

| | | |
|----|---|---------------------|
| 60 | nothing | 10/21/2025 1:17 PM |
| 61 | Walkability, community programming for pre-school age kids (i.e. educational activities), disposal of organic waste -- its not that I think these are not being done well, but I'd love to see some initiatives along these lines | 10/21/2025 12:18 PM |
| 62 | Business district hasn't grown, and to many rundown motels in the township. | 9/27/2025 3:24 PM |
| 63 | Building up greenfield too much, AI building now going in. | 9/25/2025 9:03 PM |
| 64 | See item 14..... clean up the mess! | 9/25/2025 9:39 AM |
| 65 | Keeping farmland as farmland | 9/24/2025 3:56 PM |
| 66 | They need to clean up neighborhoods in developments where people collect vehicles that aren't road worthy and accumulate other junk in their driveways and yards. | 9/19/2025 3:06 PM |
| 67 | Many surrounding communities have ammenities like rec centers and libraries. We do not. We only have a few generic parks. We don't have to have one of everything, but having one thing like that would be nice. East Lampeter Township lacks identity because of this. I'd love for the township to have more personality. | 9/17/2025 5:03 PM |
| 68 | N/A. | 9/17/2025 12:52 AM |
| 69 | Lack of Affordable housing | 9/16/2025 7:53 PM |
| 70 | Making it too difficult for small businesses to start and thrive in the township. Process is so difficult that large companies have an advantage | 9/16/2025 5:15 PM |
| 71 | Too many apartments of high rent. Senior housing needed | 9/16/2025 1:46 PM |
| 72 | Not very walkable or public transit accessible would love to see more of | 9/16/2025 12:27 PM |
| 73 | More publicity of what is going on for residents to do. Greenfield does more stuff for residents than the township does. | 9/16/2025 12:06 PM |
| 74 | Fixing roads | 9/8/2025 6:48 PM |
| 75 | Not providing more services for homeless and vulnerable families including short term housing, help with establishing residency, getting drivers license. | 9/7/2025 12:53 PM |
| 76 | Integrity is everything, remember this. Once you destroy this natural beauty of nature that surrounds us, it's gone forever, forget about the money being thrown around, and what you can get out of the transaction. What condition are you leaving this land for your children and grandchildren? Greed is a sin guys..... | 9/6/2025 12:54 PM |
| 77 | Making use of empty spaces. | 9/5/2025 8:49 PM |
| 78 | More mixed use, useful transit (no way to get from 30 to new Holland Pike without going to city center), fixing the Philadelphia Pike, Lincoln Highway junction, and supporting development/revitalization of existing areas. The Bridgeport area sees a ton of traffic and is easily accessible for city and more rural residents, we just need to improve the traffic and find ways to support/encourage fresh commercial investment. | 8/30/2025 8:25 AM |
| 79 | Taking into account the amount of buildings being built and the roadways not being able to handle the traffic. Roads are last to get fixed and take the longest, yet communities never start expanding roads while expanding the housing. It's the cart before the horse | 8/28/2025 1:32 AM |

| | | |
|----|---|--------------------|
| 80 | Taking a look at some of the Fire calls that some of the township stations are running and going on when not dispatched at all and wasting fuel that is paid by the tax payers. | 8/26/2025 7:59 PM |
| 81 | We need more places to walk safely. I'm concerned that the population is growing too fast for our existing utilities, and the new housing is almost entirely for rich people, or for rich people to become richer. Apartments are great for housing a lot of people, but the only people gaining equity are the corporate landlords. We need better long term solutions for our communities. | 8/26/2025 6:04 AM |
| 82 | Doing a pretty terrible job at letting a hard working company put a new building in on 340. You know the one. The roads suck, like always. Been here over 18 years and they haven't gotten any better. You're letting too many apartments go in when the traffic is already too bad and you're forcing businesses to build more just to pad your own pockets. The homeless population is ridiculous. You need to get these people out of our town. Remove the man that lives in a CAMPER behind the witmer fire company, which per the town code, is not legal. Yea there's a good amount this township isn't doing well. | 8/26/2025 12:24 AM |
| 83 | No YMCA | 8/25/2025 4:36 PM |
| 84 | Fire Service Changing so fast with lots of calls | 8/13/2025 2:56 PM |

APPENDIX 04: VISUAL PREFERENCE SURVEY

The Visual Preference Survey was developed to solicit input from Township residents to determine what types of residential and non-residential development were most needed in the Township, as well as the specific areas of the Township where this development should occur.

The Survey was posted on the Township website and used at community input events to initiate conversations about future development in the Township.

EAST LAMPETER TOWNSHIP VISUAL PREFERENCE SURVEY HOUSING



1. Single-family residential-small lot



2. Single-family residential-large lot



3. Townhomes- traditional



4. Townhomes with retail



5. Medium density mixed use



6. Apartments- medium density



7. Apartments- high density



8. Senior living



9. Senior living- patio homes

EAST LAMPETER TOWNSHIP VISUAL PREFERENCE SURVEY COMMERCIAL AND INDUSTRIAL



1. Mixed Use Commercial Apartments



2. Mixed Use Commercial/ Apartments



3. Office Park



4. Commercial shopping center



5. Commercial shopping center



6. Commercial shopping center



7. Neighborhood Commercial



8. Campus Industrial



9. Warehouse/ distribution center

APPENDIX 05: COMMUNITY MEETINGS

Community Open House, Community Park- 7/24/25

Becky Glick - lives in white house next to Raceway on Route 340 and owns the laundromat, chiropractor shop, and Capprico's pizza along Airport Road. Complained of 3am bass blaring and constant screaming from Raceway patrons. Noted that the Township needs more affordable housing options. She'd rather not see the types of uses such as the Raceway so close to residential.

Ethan Demme (BOS Chairman of Supervisors) - questioned how far water service goes along Route 340. Tara will get an answer to him. Noted only reasonable crossing of Route 30 by bike is at Lancaster Mennonite School

Jansen Herr (Planning Commission member) - Route 340 is a good bike route until you get to Bridgeport where it's too dangerous.

Nick Wagner (part owner of the Barn at Silverstone) noted that he believes the City will just continue to take portions of East Lampeter Township by annexation. Mr. Demme corrected him that the law changed and that the township would have to vote on that now. Mr. Wagner also noted that in the next 20 years the area between Rockvale Road and Route 30 will come into the development area.

Mr. Demme stated that the BOS before him and this BOS have very strongly held the line of development, and he didn't believe that would change any time soon. This was followed up with Dave Buckwalter and Roger Rutt noting various areas that were within the urban growth area and zoned for development.

APPENDIX 06: KEY PERSON MEETINGS

Meeting with East Lampeter Township staff- November 18, 2024

| | |
|----------------|----------------------------|
| Tara Hitches | Assistant Township Manager |
| Charlie Thomas | Public Works Director |
| Lisa Cleveland | Recreation Director |
| Bill Rhine | Roads Superintendent |

Discussed the Flory Park Trail which will use SGT funds to create and was a part of the Route 30 Streetscape from Strasburg Pike to Oakview Road and then connect to the Route 30 Streetscape multi-modal trail system. The Township endeavors to connect Flory Park to Community Park and Gibbons Park at Nolt Mill through a Millcreek Greenway trail system along the creek. Gibbons Park at Nolt

Mill is currently an undeveloped park but is anticipated to be a passive park which will include a canoe/kayak launch. A portage of Mill Creek around the back of the Dutch Wonderland property will be created utilizing a 24-foot-wide sewer easement on a neighboring property. The Township will be installing a pavilion at Lafayette Park.

Community Park has softball field and volleyball court as well as a mini-disc golf course. Flory Park has two lighted baseball fields. The youth sports association, Conestoga Valley Baseball, is responsible for the maintenance of the fields. The Township partners with the Conestoga Valley school district for recreational classes.

Approximately 20% of the Mill Creek Trail is currently under easement. About 1.1 miles of the Lancaster Heritage Trail is constructed. There is an organized walking club in the Township. Maintenance of the Lancaster Heritage Pathway will become the responsibility of the Township once the project is finalized by PennDOT.

The Township has an OLDS Ordinance and will implement the requirement for but does not have mandatory pump-out in April 2025. There are approximately 550 septic systems in the Township. Sewage flows are pumped to the Lancaster City system for treatment. The Township currently has adequate sewage capacity.

The Lancaster Heritage pathway is proposed to extend from the current trail head to the Township line at Giest Road, where another trail head would be constructed. The north side of the trail will accommodate horses, and the south side will be multi-modal.

Bikeit Lancaster's bike share program is working on an agreement with St. Joseph's at 850 Greenfield Road for a station with five bikes available. Future locations are expected for Clark, Tanger outlet, and the Rockvale redevelopment site.

The PennDOT project western gateway of the Lincoln Highway Streetscape project is expected to be put out to bid in late 2025. The Township Phase 3 portion of the Route 30 Streetscape from Cartoon Network to Bowman Road is being put out to bid in Spring 2025 for construction to begin in fall 2025. This would result in the last remaining portion of the Streetscape is in the vicinity of the Lancaster Mennonite School campus at the bridge.

The portion of the Bridgeport Study from Tennyson Road to Strasburg Pike has been designed by the Township. Construction of this portion is on the TIP. The Bridgeport study recommendations are on the 2028 County TIP.

There are 85 miles of sewer lines and 100 miles of Township roads.

Some flooding during heavy rains on South Souderesburg Road and Millcross Road.

East Lampeter Township requested that PennDOT narrow the lanes on Route 30 a few years ago with paint, which seemed to reduce some of the speeding in the corridor. Township PW also request that lanes be narrowed or that white lines be painted to reduce speeding on Township roadways. Along Route 340 east of Smoketown, they ask developers for 6–8-foot shoulders with new development or redevelopment to accommodate buggy traffic. They have adopted a complete streets policy with bike/ped improvements. They have also been putting in ADA ramps with liquid fuels funds.

The Township uses the RoadBotics road assessment tool to prioritize road paving projects. It is updated every 5 years. If the roads start to turn yellow on the assessment, they begin looking at programming these roads for repaving. The Township has been doing this for about 6 years.

The Township has a combined the stormwater and sewer authority. When they do inlet cleaning and street sweeping, they take all the collected material, dry it, test it, and measure it, and use this measure in their MS4 program. The Township has a yearly \$100,000 contract with Underground Service Group which will video all 440,000 lineal feet of their storm sewer system over a number of years.

There are three different school campuses in the Township where the Township coordinates the school flashing lights (Former Smoketown elementary along Route 340, Middle and High School campus along Horseshoe Road, and the new Smoketown Elementary along Mount Sidney Road.) CVSD recently requested that the Township work with the School District to establish the same at Fritz Elementary along Hornig Road.

They have signalization coordination on Route 30 and are now coordinating the signal lights on Route 340. The lights on 30 and 340 aren't coordinated but they should be because when there is an accident on one road, traffic is diverted to the other. There are 13 traffic signals connected through an adaptive system along Route 30 from Greenfield Road to Route 896.

Meeting with High Associates Real Estate Group- 1/9/25

Ken Hornbeck- Senior V.P. Development

Brad Mowbray- Senior V.P. Residential

Mike Lorelli- Senior V.P. Commercial

The group discussed the status of current projects within the Greenfield Campus. The 600-unit apartment unit development is under construction with 4 5-story buildings. They will be modeled similar to the Reserve at Greenfield. High partnered with the Township for an \$11 million state Redevelopment Assistance Capital Program Grant. There are also two warehouses under construction, one 210,000 square feet, the other 220,000 square feet.

There are three other industrial sites left in the campus comprising about 9 acres. One lot is in the center of the campus and there are two small pads by the Marriott Courtyard. They are looking at a potential hotel development of 125-140 rooms. There is also a 15-acre site by the Starbucks that would be either medical or retail with small shops.

The park is about 860 acres, all zoned BP Business Park. Other properties include the Summit at Mill Creek apartments behind East Towne Mall, and Bentley Ridge apartments between Route 340 and Hobson Road. The Reserve at Greenfield was finished in 2016 on about 8 acres.

The group complimented the Township for embracing the business community and understanding the ratables, income, and employment that High brings to the Township. High is one of the leading providers of workforce housing in the Township. Rents at Greenfield Estates are at 75-80% of the County Area Median Income (AMI). They would like to work with the Township to find additional places in the Township to provide workforce housing. Office uses at Greenfield are about 85% leased and industrial is over 90% occupancy. They are also interested in looking at redevelopment opportunities. The former Ramada was torn down and redeveloped. It was noted development in East Lampeter maintains a tax advantage over development in Lancaster City, with taxes approximately half of the City's rate.

Severson asked what projects they would like to see the Township pursue. They noted that there are a lot of stacking problems on Route 340. It was recommended that Route 340 should be extended as a throughway further east to Gap.

It was mentioned that, long-term, it would be beneficial to have an Amtrak stop, perhaps along Jefferson Drive, as a gateway to Greenfield and the eastern part of the county. The Township could also use a grocery store.

Meeting with East Lampeter Township staff- July 29, 2025

| | |
|----------------|-----------------------|
| Charlie Thomas | Public Works Director |
| Lisa Cleveland | Recreation Director |
| Bill Rhine | Roads Superintendent |
| Troy Bresch | Parks Superintendent |

Township staff discussed a number of proposed parks improvements. The pavilion at Lafayette Park is about to be let. The pavilion will have a capacity of 65-75 people. There will also be two restrooms installed and a rain garden. The walking trail from Strasburg Pike to Flory Park and Oakview Road will be put out to bid this month. There will also be a streambank restoration project that will be installed with the Conservation District in the fall. The Township is also hoping to purchase a landlocked property within the park.

Recent park improvements that have been completed at Community Park include upgrades to the playground equipment, walking trails, and the community garden. Flory Park was updated two years ago. The Township has applied for a grant from the Pennsylvania Fish and Boat Commission for a canoe and kayak launch from Gibbons Park, which is part of Phase 1 of the Gibbons Park plan. The Township is planning a bridge to cross Mill Creek in Gibbons Park.

Trail projects that are in the design phase include the Oak Drive portion of the Lancaster Heritage Pathway. The Walnut Street Extension portion of the LHP will extend into Manheim Township and Lancaster City.

The Township Parks Department has recently switched to an online system for park reservations. Staff noted a challenge in getting information out to the public. The Conestoga Valley School District has allowed the Township to use their indoor facilities for free but the Township would like their own indoor facility for recreational programming. The Township mows the baseball fields, but the Conestoga Valley Baseball Association maintains the infield and facilities. Township staff maintain all of the parks and playgrounds while larger projects are often bid out.

Staff noted as a strength that the recreational programming has been well received. There were a lot of people who came to Fall Fest last year and the playground programs sell out quickly. The chair yoga and yoga in the park programs are also very popular. There have been 465 household accounts established for the Township's recreation programming.

Staff noted that Township staff in the parks, sewer, and roads departments are all cross trained.

Meeting with Mike Domin, Lancaster County Planning Principal Planner- July 29, 2025

The Lancaster Heritage Pathway extends from the Walnut Street Extension to the circle on Ben Franklin Boulevard. Manheim Township and Lancaster City are preparing a road diet for the portion of the Pathway from the Walnut Street Extension into the City. There will be another trailhead at Geist Road. The Pathway includes a buggy path on the north side and a bicycle/pedestrian path on the south. PennDOT will continue to own the corridor and lease it to the Township. There is a potential trailhead at Oak Grove Road which will extend along Pitney Road to Conestoga Pines Park in the City.

There is a plan to connect the Conestoga Greenway to the Lancaster Heritage Pathway either at Pitney Road or on the west side of the Conestoga River. Mike also discussed the Flory Park and Oakview Trail which will extend eastward from Strasburg Pike to Flory Pike, connecting with the Greenland Drive Trail and tying in with the Western Gateway portion of the Route 30 Streetscape Plan at Oakview Road.

APPENDIX 07: STEERING COMMITTEE MEETINGS

Steering Committee Meeting #1- 2/5/2025

Dave Buckwalter

Jason Dagen

Roger Rutt

Tara Hitchens

Dean Severson – HRG Project Manager for the comprehensive plan process

Timeframe – 14 month schedule, already into it at month 3. Creating information to post on an information hub on the Township's website. Month 4 – key stakeholder interviews. Months 5-9 have five steering committee meetings throughout that timeframe. Looking to have a draft of the plan by August 2025. Adoption by end of 2025.

Role of Steering Committee – 10 meetings total

Background – a number of plans that have been completed that need to be tied together, which is different from the typical comprehensive plan process that is undertaken by HRG. Coordinating all of the goals of the different projects. Need to consider the existing urban growth areas and where they need to grow or retract.

Public Input Opportunities:

Planning presentations – 2

BOS presentations - 2

Community Pop up Event – 2

Key person and focus group interviews – 10

Implementation Capacity needs to be built.

Roger – in other work like this with other townships, how do you find townships working together?

Dean – relationships with surrounding municipalities is overall good. Need to continue to good relationships.

Engage through the school district, fire companies, ideas of where to set up.

Roger would like to volunteer to knock on Amish doors, Bird in Hand Fire hall.

Key person interviews -

Township staff

High Associates

School District

Emergency Service Committee

Dave – discover lancaster,

Roger – contacts to hotels/motels

Environmental Groups – Millcreek Watershed Association – Fishing Derby in May would be a great event to be at.

Review of background information sent before the meeting:
Tara to share the planning reviews with the steering committee and Dean.

What are the issues outside of the growth areas, in agricultural or rural areas – transportation issues, rural businesses, housing
How Agriculture as an industrial economic use while having agricultural businesses and keeping the character of the rural areas is important to East Lampeter Township.

Homework:
Review Survey Questions
Consider opportunities where to have public events
Consider other Key Stakeholders within the Township

Next meeting scheduled for March 10, 2025, at 9am, please mark your calendars.

Steering Committee Meeting #2- 3/10/2025

Dave Buckwalter
Roger Rutt
Jason Dagen
Tara Hitchens
Dean Severson – HRG Project Manager

The Committee discussed the Community Survey. Questions should include, where do you want to see infill development, redevelopment, and new development, and what you like to see in the villages. A Visual Preference Survey would show different types of residential development consistent with the location of sewer and water lines. The Committee recommended looking at the Bird-in-Hand design guidelines. The Survey should also look at commercial and industrial options as well.

Some farms are currently within the UGB and should remain there. Redevelopment of noncommercial areas should look at the East Towne area with a possible mix of uses including offices and residential uses. The Plan should look at whether the Mixed Use zoning district be extended along Route 30.

The Historic Preservation Trust did a photo survey of all of the historic buildings in the Township. The Plan should also focus on partnerships, both between public entities as well as public-private partnerships. An example is the Township worked with High on the Walnut Street Extension. The Township also partnered with HACC to get MS4 credits for work done on the HACC campus. Stevens Tech also asked if they could partner with the Township for projects that their students could construct. The students will do the construction work in Gibbons Park if funding is secured.

The next meeting of the Steering Committee is scheduled for April 14th from 8:00 a.m.-9:30 a.m.

Steering Committee Meeting #3- 4/14/2025

Dave Buckwalter
Roger Rutt
Jason Dagen
Tara Hitchens
Dean Severson – HRG Project Manager

The Comprehensive Plan will include the recommendations of the Route 30 Streetscapes Plan and Bridgeport Study. The recommendations of the Housing Study will form the basis of the Housing chapter. Recommendations from the Conestoga Valley regional recreation plan will also be included in the Plan. The survey should ask residents and businesses what they would like to see to make their kids come back to live in East Lampeter Township. The surveys should also be distributed on the buses that serve the Township. The Committee recommended outreach to the Amish community as well as the higher education facilities in the Township. The Mill Creek watershed group holds a fishing derby in May.

The Township Planning Commission reviewed the recommendations of the Conestoga Valley Regional Comprehensive Plan to identify which recommendations have been completed, which are no longer relevant, and which remain to be completed. The Committee discussed rural businesses in the Township. An official map was also recommended to be prepared for the Township.

The next meeting of the Steering Committee is scheduled for May 16th from 8:00 a.m.-9:30 a.m.

Steering Committee Meeting #4- 5/16/2025

Dave Buckwalter
Roger Rutt
Jason Dagen
Tara Hitchens
Dean Severson – HRG Project Manager

The Committee discussed the Growth Area Recalibration that the Township completed with Lancaster County Planning. The residential development that includes Thoroughbred Lane, Morgan Drive, Palomino Drive, and Shetland Drive was added to the Witmer Village Growth Boundary. The area south of Route 340 including the Township building to Elmwood Drive, was added to Urban Growth Boundary. The manufacturing area near Bird-in-Hand was added to the Village Growth Boundary. The Beiler property on Beechdale Road was also added to the Bird-in-Hand Village Growth Boundary. The Lancaster Mennonite School campus was added to the Urban Growth Boundary.

Some of the villages are walkable. Ronks and Witmer aren't walkable. The Committee stated that they would like to see other streets in the back of these areas to be more walkable. Witmer is primarily residential. The school will be added to the VGB. The Committee recommended that a trail connection be made out to Mount Sidney and Horseshoe Roads.

The Committee discussed the Bird-in-Hand zoning district that includes village design criteria. Soudersburg includes a mix of residential and commercial uses with a small historic area between Soudersburg Road East and the creek. Smoketown also has a mix of residential and industrial uses. Ronks has a lot of residential development but also a campground and Pequea Alternators.

The Committee discussed the Leola Elementary site which would be a good location for a community center with fields. The school will continue to be used and rotated with other schools in the District as they are renovated. The old Smoketown Elementary school was also discussed as a good site to redevelop with fields in the back of the property.

The Committee discussed supplemental uses in the Agricultural District which helps farmers economically. The proposed zoning amendment which would allow farmstands of various sizes

depending on the size of the property was also discussed. The Township has not permitted agri-tourism uses. Farm businesses are allowed but not multiple businesses on the same property.

Next meeting scheduled for June 18th, 2025, from 8:00 am-9:30 a.m.

Steering Committee Meeting #5- 6/18/2025

Dave Buckwalter

Roger Rutt

Tara Hitchens

Jacob Bowen

Dean Severson – HRG Project Manager

The Committee discussed holding an Open House to gather input for the Visual Preference Survey and to present information about the Comprehensive Plan to the public. It was decided that the event would be held in Community Park sometime in July. The Committee next discussed combining and reconfiguring the areas of economic activity identified in the Strong Economic Areas chapter. Area # 3, Route 340/Pitney Road will be retitled as the Bridgeport Area. The HACC campus will be removed from the High Steel area and added to the Bridgeport Area. The High Steel property will be combined to Area #5, the Greenfield Community. Area #1, PA 462/Lincoln Highway East will be extended to the intersection with Strasburg Pike. The Route 30/Lincoln Highway Area will be extended to Leven Road in the vicinity of Pine Hill Trailers.

Bird-in-Hand will also be included in the list of Economic Areas in the Township. The Bird-in-Hand complex is a major economic driver in the region. The agricultural areas of the Township also include areas of major economic activity. An example is Shady Lane Agricultural Curtains and other industrial users along Maple Avenue south of Bird-in-Hand.

The Committee noted that one of the biggest challenges the Township faces is the redevelopment of the motels along Route 30. The Committee also discussed the integrated business campus proposed by Lancaster Archery and extending the I-1 District to the west. The proposal includes mix of retail uses, office space, warehousing, and the Center's Academy. The Committee felt that the Board of Supervisors would be open to seeing that model of a mix of uses in other areas of the Urban Growth Boundary.

It was noted that the C-1 and C-2 Districts are intended to have a local service orientation with limits on the amount of retail and warehousing. There are not a lot of restrictions in the Mixed Use District and the Committee felt that over the next 40-50 years much of the residential development will be converted to nonresidential use. The Committee also believed that much of the low-density residential development along the north side of Route 462 will be converted to higher-density residential development. One model for redevelopment in this area would be to keep the existing dwelling in the front of the lot and adding residential development in the rear portion of the lot. Residential development can be increased to 12-15 dwelling units per acre and potentially promote retail uses on the first floor and commercial uses above.

The connection between Pitney Road and Route 462 located north of the Weis supermarket shown on page 70 of the Bridgeport Study is scheduled to be completed in 2029. All of the zoning changes recommended in the Bridgeport Study have been implemented.

Shared access between commercial uses is currently not required but is encouraged. The Township does not currently have an Access Management Ordinance. The Committee discussed the need for an adaptive system for the traffic lights on Route 340. This system would be coordinated with the system already in place for Route 30. This will allow traffic to be directed from one corridor to the other in case of an emergency. PaDOT will take over the adaptive system.

The Committee also discussed the potential extension of Pennsylvania Avenue to Chateau Hill Road to provide an alternate east-west road between Lincoln Highway and Route 340. Ohio Avenue should also be extended to connect Lincoln Highway and Route 340. A sidewalk system with bus stops should be incrementally implemented with any redevelopment along Route 340. The Township is responsible for the installation of sidewalks along Lincoln Highway from Tennyson Drive eastwards to Strasburg Pike. State Bicycle Route S will traverse East Lampeter Township along Route 340 northeastward to Horseshoe Road and on to West Eby Road. Road shoulders will have dual bicycle/buggy lanes.

Recommendation #4 of the Strong Economic Areas should include a recommendation to extend pedestrian walkways to neighboring municipalities. Height restrictions in the MU District should be examined. Sewer and water conveyance capacity in the MU and C-3 Districts should be considered whenever redevelopment is proposed. The Rockvale redevelopment is currently facing limitations on sewage conveyance capacity.

The Committee discussed the Hartman Bridge Road industrial area which extends into Upper Leacock Township. It was discussed that the size of farms in the Township will decrease as the dairy industry declines.

Next meeting scheduled for July 21st, 2025, at 8:00 am.

Steering Committee Meeting #6 - 7/21/2025

Dave Buckwalter

Roger Rutt

Tara Hitchens, Township Manager

Kimberly Piestrak, Assistant Township Manager

Jacob Bowen, Director Planning/Zoning Officer

Dean Severson – HRG Project Manager

Dean discussed possible maps that could be used at the Community Open House including the visual preference survey map, the vacant parcels map, and the buildout analysis map. Tara noted a map correction that is needed for the Urban Growth Boundary map. This area is at Bowman Road next to Rockvale Road.

Tara noted that some of the recommended actions included in the Housing Analysis have been implemented by the Board of Supervisors. These include amending the zoning ordinance for accessory dwelling units, revising the park and recreation fees, and providing credits for developers building workforce housing units. The Committee discussed the need for housing attainable at a price point which is affordable for retail and service workers working in the Township.

Tara noted that the Community Services chapter include a discussion of human services needs in the Township and the work that Conestoga Valley Christian Community Services and other faith-based

organizations perform in the Township. CVCCS provides a food bank, clothing bank, youth services, and financial literacy training.

The Committee discussed the adequacy of public sewer service in the Township, noting as properties are redeveloped, changes in both intensity of the use and density of development will impact sewage transmission capacity. It was noted that an industrial user in Greenfield who was permitted for 28,000 EDUs has actually been producing approximately 700,000 EDUs. Tara also noted that all Township sewer, parks, and road department employees have been cross trained. She also noted that of the 7,500 lots in the Township, approximately 550 of them are served by on-lot sewage disposal systems. The sewer line running along Strasburg Pike will be extended to serve two or three failing systems.

The Township has 440,000 lineal feet of storm sewers pipes. The Stormwater Management Ordinance was originally adopted in 2006 and the Township is currently video inspecting all of the stormwater pipes. The Township is also spending \$1.2 million in the next year to either line or replace sanitary sewer pipe. This project is funded by the Township's sewer fee.

The Township's police force has 41 sworn officers and serves Upper Leacock Township as well. Each of the Township's volunteer fire companies provides a specific type of specific fire apparatus in order to prevent duplication. The Township's Emergency Management Coordinator follows the Township's Emergency Services Plan which is approved by the Board of Services.

The Committee noted the Township's transportation network is, on the whole, incomplete. A GPS inventory of all of the sidewalks has been completed and a sidewalk gap analysis performed. It was noted that sidewalks are missing in the Meadow Ridge Drive and Pine Drive neighborhood, as well as Waterford Drive, and the Meadow Ridge development.

Fritz Elementary School has organized a walking school bus for students attending there. The Township is attempting to acquire funding for school crosswalks. It was noted that High has prepared a complete trail system for the Greenfield development, including sidewalks along Benjamin Franklin Boulevard out to Willow Road.

The Lancaster Heritage Pathway has been extended with the construction of the Walnut Street Extension with a planned extension to Pitney Road. Phase 2 of the Route 30 Streetscape Plan, the western gateway from Strasburg Pike eastward to Harvest Road, will be let in 2026. Phase 3, from approximately the location of the Cartoon Network hotel eastward to the intersection with Bowman Road, will include a 12-foot wide trail on the south sides of Route 30 and a 6-foot wide trail on the north side of the road. All of the intersections will have decorative street lighting.

The Township's Official Map was amended in 2023 and will be amended again after the adoption of the Comprehensive Plan. It will incorporate the recommendations of the Comprehensive Plan as well as the Bridgeport Study. The Committee discussed the increased safety of roundabout intersections for horse and buggy traffic.

Next meeting scheduled for August 29th, 2025, at 9:00 am.

