

LANCASTER STADIUM DISTRICT PLAN

PHASES 2+3: DISTRICT VISION + DRAFT CONCEPTS



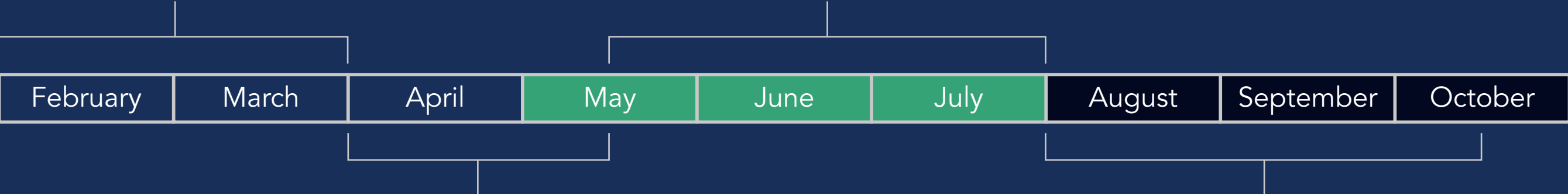
Process Overview

Phase 1 Project Launch: Discovery + Analysis

- Project Launch + Data Collection
- Stakeholder Meetings + Plan Alignment
- Base Mapping + Site Assessment
- Case Studies
- Working Group Meetings
- Steering Committee Meeting (Task 1)

Phase 3: Draft Concept

- Draft Site Plan Concepts
- Draft Infrastructure + Utilities Strategies
- Public Open House
- Working Group Meetings
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Phase 2: District Vision

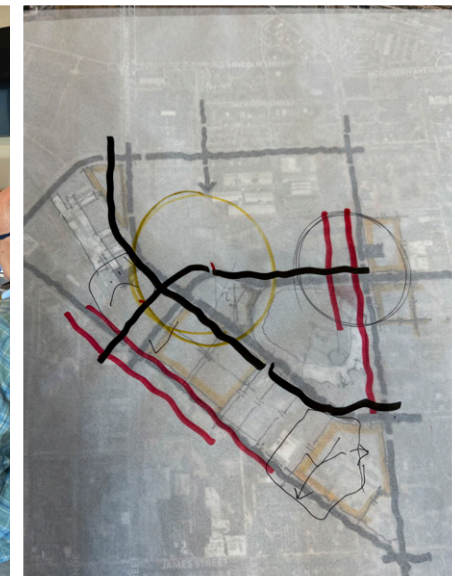
- Define Project Goals
- Establish Desired Land Use Goals
- Draft Connectivity Strategies
- District Framework Plan
- Working Group Meetings
- Steering Committee Meeting (Task 2)

Phase 4: Final Plan + Implementation Strategy

- Preferred Concept
- Infrastructure + Public Realm Recommendations
- Implementation Strategies
- Project Compendium + Character Renderings
- Working Group Meetings
- Steering Committee Meeting (Task 4)
- Adoption Process

Engagement Snapshot

Concepts Workshop



Discussion Topics For Today

- 01. **Defining the Study Area**
- 02. **District Goals + Priorities**
- 03. **Site Framework**
- 04. **Initial Infrastructure + Utility Constraints**
- 05. **Draft Plan Concepts**
- 06. **Next Steps**



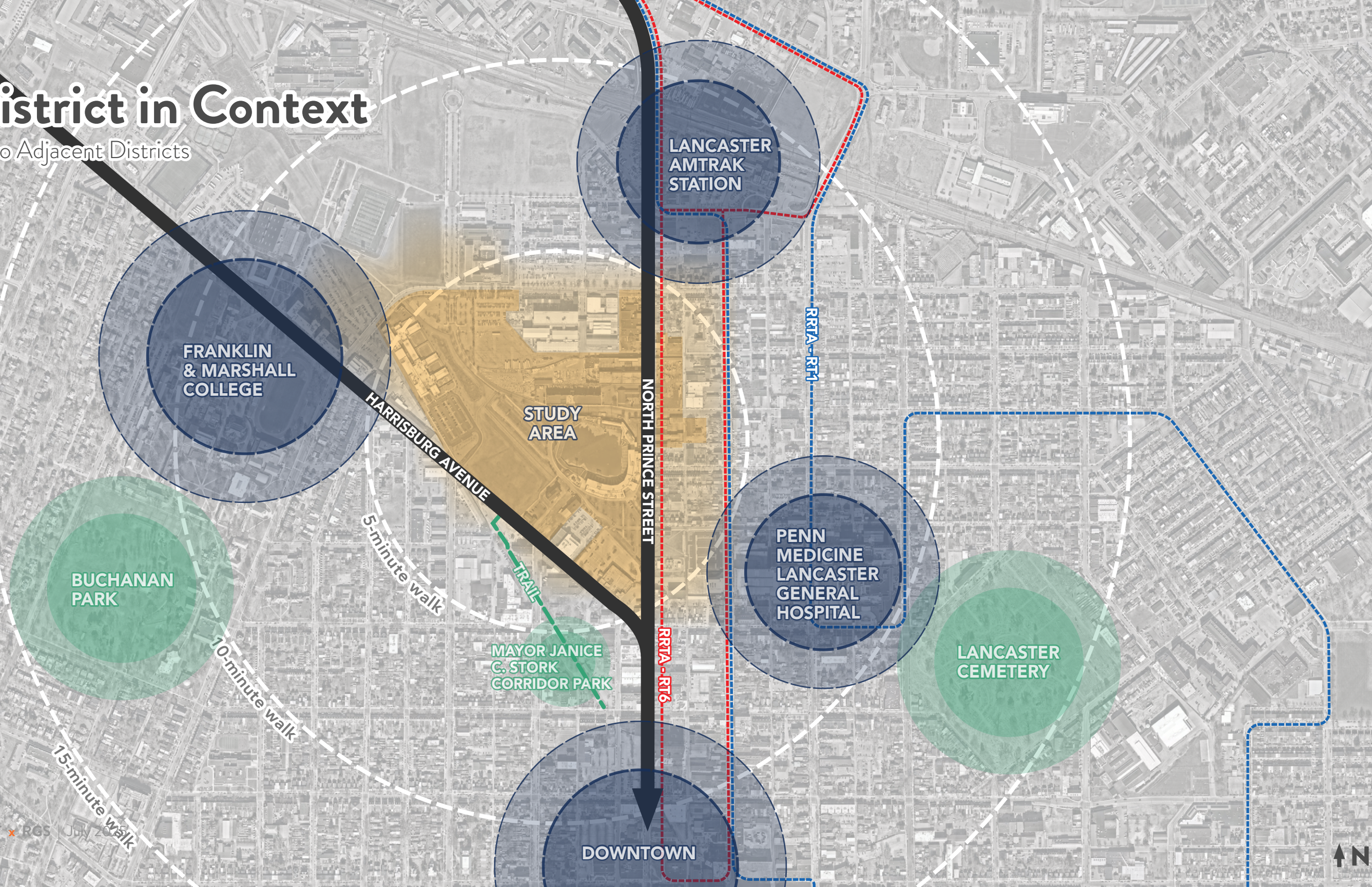


DEFINING THE STUDY AREA

01

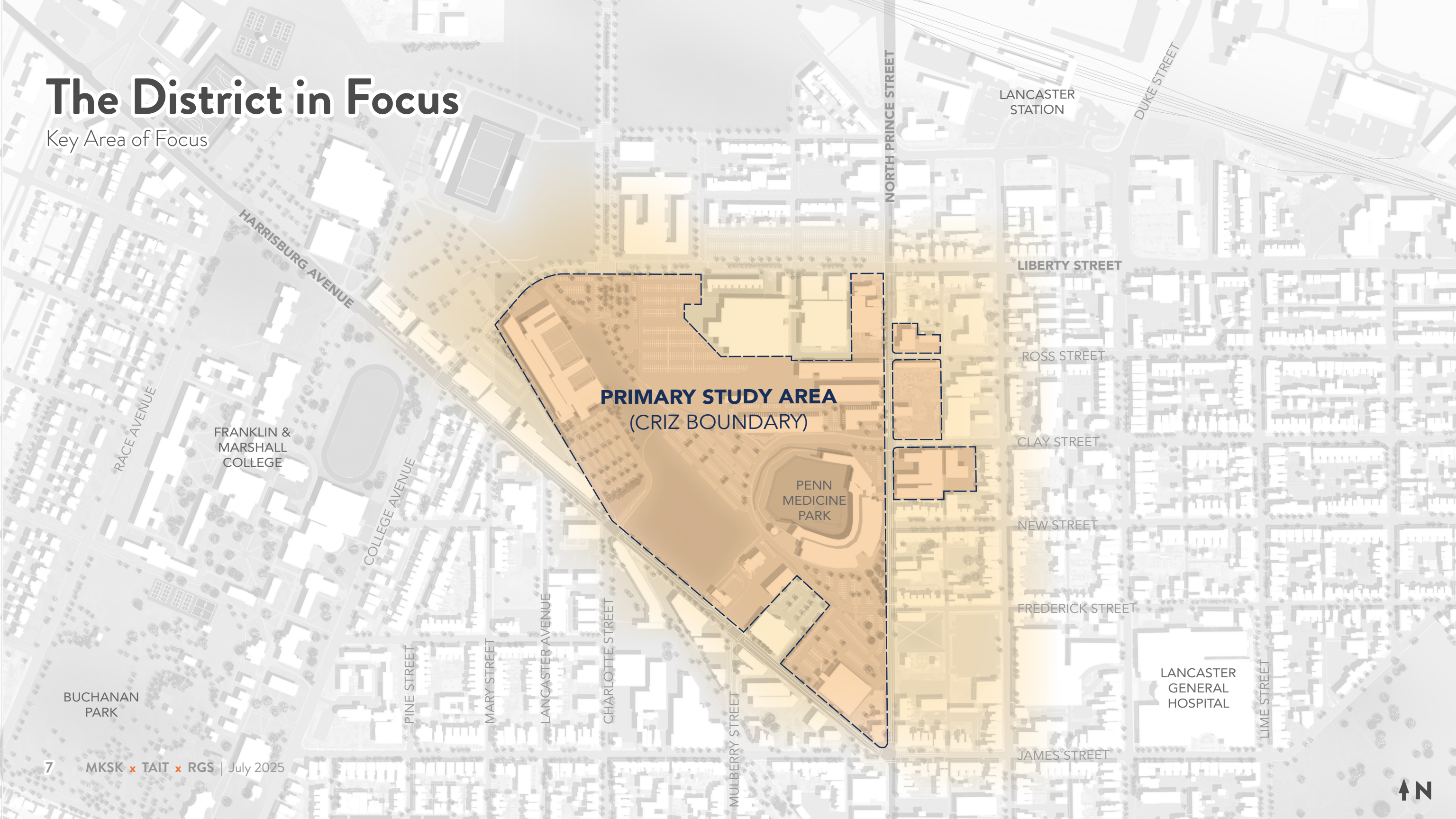
The District in Context

Relationship to Adjacent Districts



The District in Focus

Key Area of Focus





DISTRICT GOALS + PRIORITIES

02

Guiding the Vision

District Goals + Priorities



Establish the district as a **compact, mixed-use neighborhood** that supports urban living and complements the scale and character of Downtown Lancaster without duplicating its role.



Enhance the district's function as a **gathering place** by cultivating a strong sense of community and reinforcing its identity as a **welcoming, people-focused destination**.



Invest in public infrastructure that enables and encourages incremental and context-sensitive development and redevelopment.



Implement circulation patterns that support **balanced mobility options** for pedestrians, cyclists, transit, and vehicles, while prioritizing safe, accessible, and comfortable travel for all modes.



Elevate the public realm and pedestrian experience by focusing on engaging streetscapes and spaces with active frontages, landscape design, and human-scaled amenities.



Support a **range of housing options to ensure affordability** and to accommodate current and future residents of Lancaster.



Leverage public-private partnerships to drive high-impact, community oriented improvements, **aligning policy and funding opportunities with the vision for the district**.



Promote CRIZ funding tools and other local, state, and federal funding opportunities to **attract investment and catalyze key projects**.

Guiding the Vision

Vision Statement

The Stadium District will emerge as a **vibrant, people-centered urban neighborhood** that complements Downtown Lancaster with a dense mix of uses, diverse housing options, and a welcoming public realm. Through strategic **investments in infrastructure, walkable streets, and multimodal connections** the district will become a dynamic community hub. Public-private partnerships and targeted funding tools, including CRIZ, will help catalyze context-sensitive redevelopment, shaping a **livable, equitable, and connected district** for all.

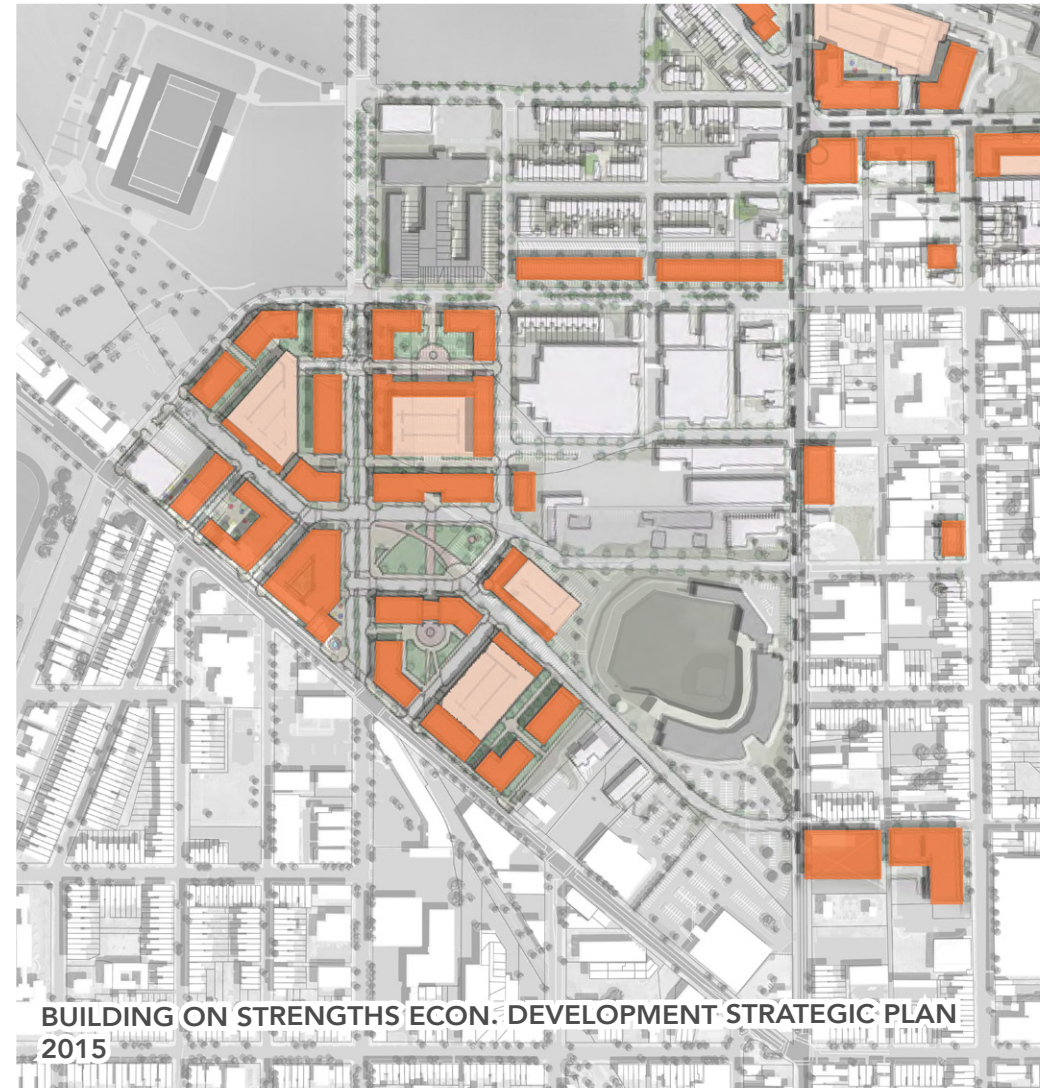


SITE FRAMEWORK

03

Planning in Context

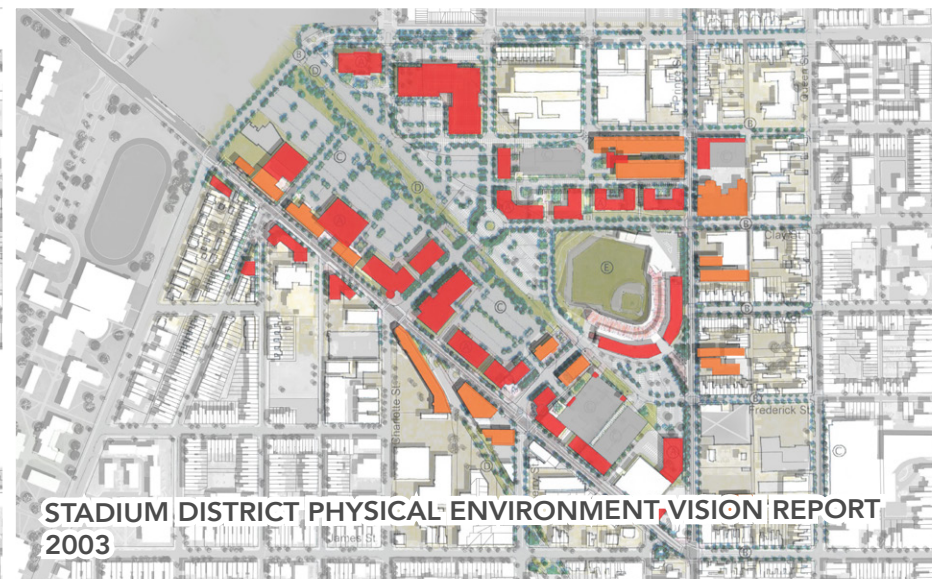
Key Insights From Past Plans



BUILDING ON STRENGTHS ECON. DEVELOPMENT STRATEGIC PLAN
2015



PARK PLACE
2006



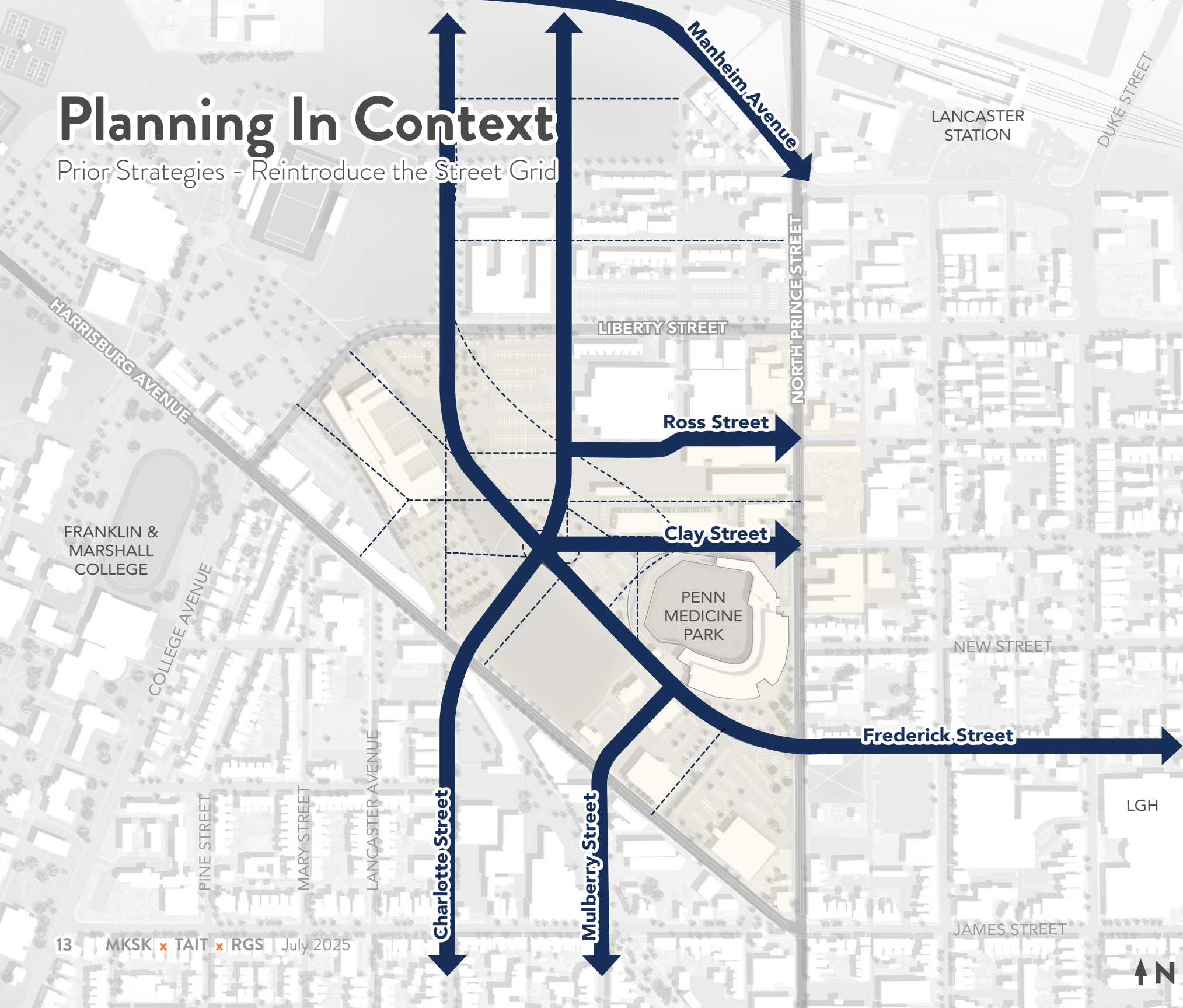
STADIUM DISTRICT PHYSICAL ENVIRONMENT VISION REPORT
2003



NORTHWEST GATEWAY VISION
2005

Planning In Context

Prior Strategies - Reintroduce the Street Grid



Past planning efforts share the goal of expanding the street grid into the district.

- Connect Frederick Street more directly to Liberty Street.
- Extend Charlotte Street north through the site to Clay Street & Liberty Street.
- Extend Mulberry Street to Frederick Street.
- Connect North Prince Street to Thomas Armstrong Blvd via Manheim Avenue.
- Extend and straighten Clay Street.
- Formalize & extend Ross Street.

Defining Gateways

District Identity



Strengthen district gateways, edges, and thresholds.



Regional Gateway

Signature/ landmark gateway opportunity. Oriented towards all modes of transportation. Can include signature buildings, large-scale public art, and/or a more extensive landscape signature.



District Gateway

Key entry points into the district. Reinforce identity and character of the district. Can include small-scale architectural components, landscape enhancements, signage, public art, and/or public space.

Regional Gateways

District Identity



Today, the district's regional gateway intersections include mixed-use development with active ground-floor uses (Harrisburg/Liberty), regional destinations like Lancaster Station and Downtown, and several underutilized sites. Strengthening connections and enhancing the public realm at these key nodes will better link the district to surrounding destinations.



Active Use &/or Regional Anchor

Existing anchors oriented towards regional district gateways. These destinations can help strengthen identified regional gateways.



Regional Gateway

Signature/ landmark gateway opportunity. Oriented towards all modes of transportation. Can include signature buildings, large-scale public art, and/or a more extensive landscape signature.

Regional Gateway Opportunities

District Identity



Opportunities for development, redevelopment, and reuse can strengthen the district's three regional gateways. Along Harrisburg Avenue, reuse near the Liberty Street and North Prince Street intersections could introduce active ground-floor uses, reinforcing these key intersections and the district's connection to downtown. Additional development at Liberty Street and North Prince Street could also help close the gap between the district and Lancaster Station.

- Active Building Facade**
Enhancements to existing building facades or new building facades that will activate the gateway.
- Active Open Space**
Open space opportunities to activate key gateways.
- Reuse Opportunities**
Buildings with historic character that could be reused to activate the gateway.

District Gateways

District Identity



Primary district level gateways define the sense of arrival into the district. The Charlotte Street and Harrisburg Avenue intersection offers a chance to connect the adjacent linear park and trail into the district. Frederick Street can be strengthened as a corridor to Lancaster General Hospital, while the Clay Street and North Prince Street intersection can better link the district to neighborhoods to the east and reinforce a key entry along the primary corridor to and from downtown.



Active Use &/or Community Anchor

Buildings that currently support the district through active street presence or community-oriented uses (e.g., restaurants, retail, gathering spaces.)



District Gateway

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District Gateway Opportunities

District Identity

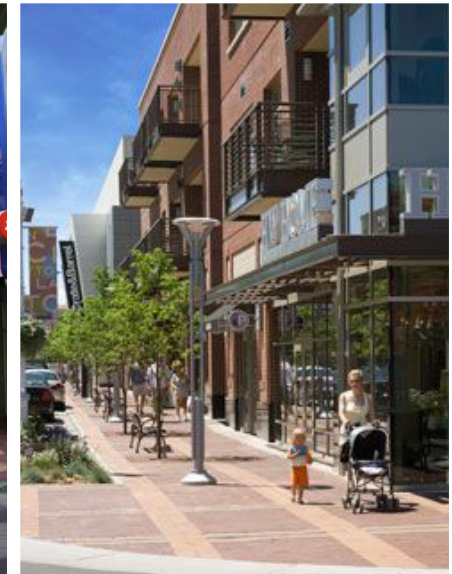


Catalytic infill and reuse opportunities are present at all three district gateway intersections. These nodes should be prioritized as key connection points to and through the district, as well as initial sites for new development. To fully unlock their potential, streetscape enhancements and activation of the Penn Medicine Park façade should be pursued to create a more welcoming and engaging experience for pedestrians and visitors.

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Streets as the Foundation of the District

Value + Experience



Clay to Charlotte

Key Connections



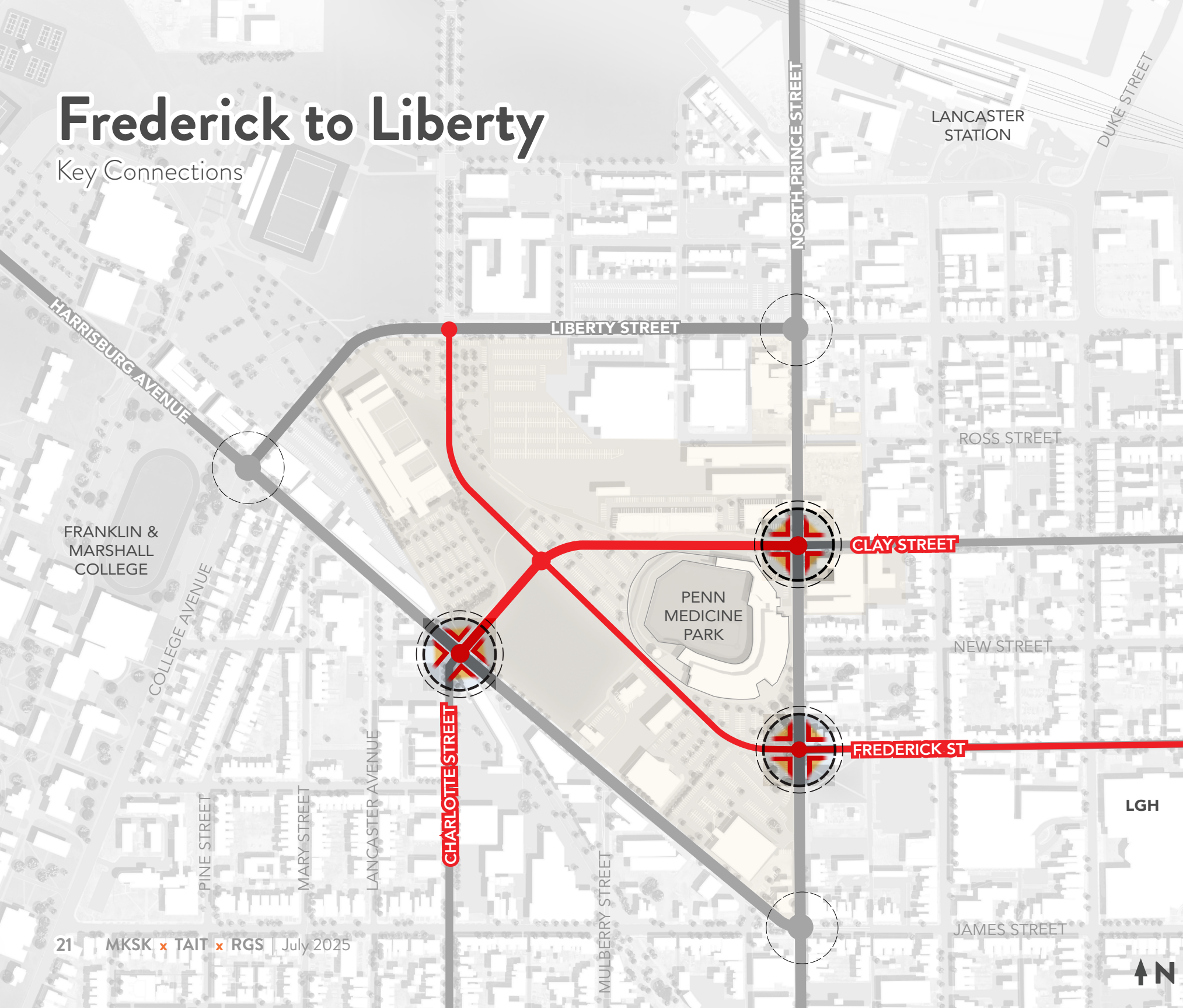
One key opportunity that arose from the Tasks 2/3 Stakeholder Workshop and previous planning efforts is a potential connection from **Clay Street to Charlotte Street**.

At North Prince Street this connection should be anchored by future development at the northwest, northeast, and southeast corners - along with potential improvements to the northeast corner of the ballpark.

This connection begins to define larger development opportunities north of Harrisburg Avenue and introduces a much needed access corridor through the heart of the district for existing and future users.

Frederick to Liberty

Key Connections



Enhancing and preserving a version of the loop road around the ballpark - from Frederick Street to Clay Street, and north to Liberty Street - presents an important placemaking opportunity.

This connection should continue to serve as key connective tissue within the district, while also helping to define a stronger sense of arrival. Strategically reinforcing this corridor creates a foundation for establishing prominent gateway moments along North Prince Street and at the ballpark entry, shaping a more legible district edge.

Mulberry to Fredrick

Extend the Urban Grid

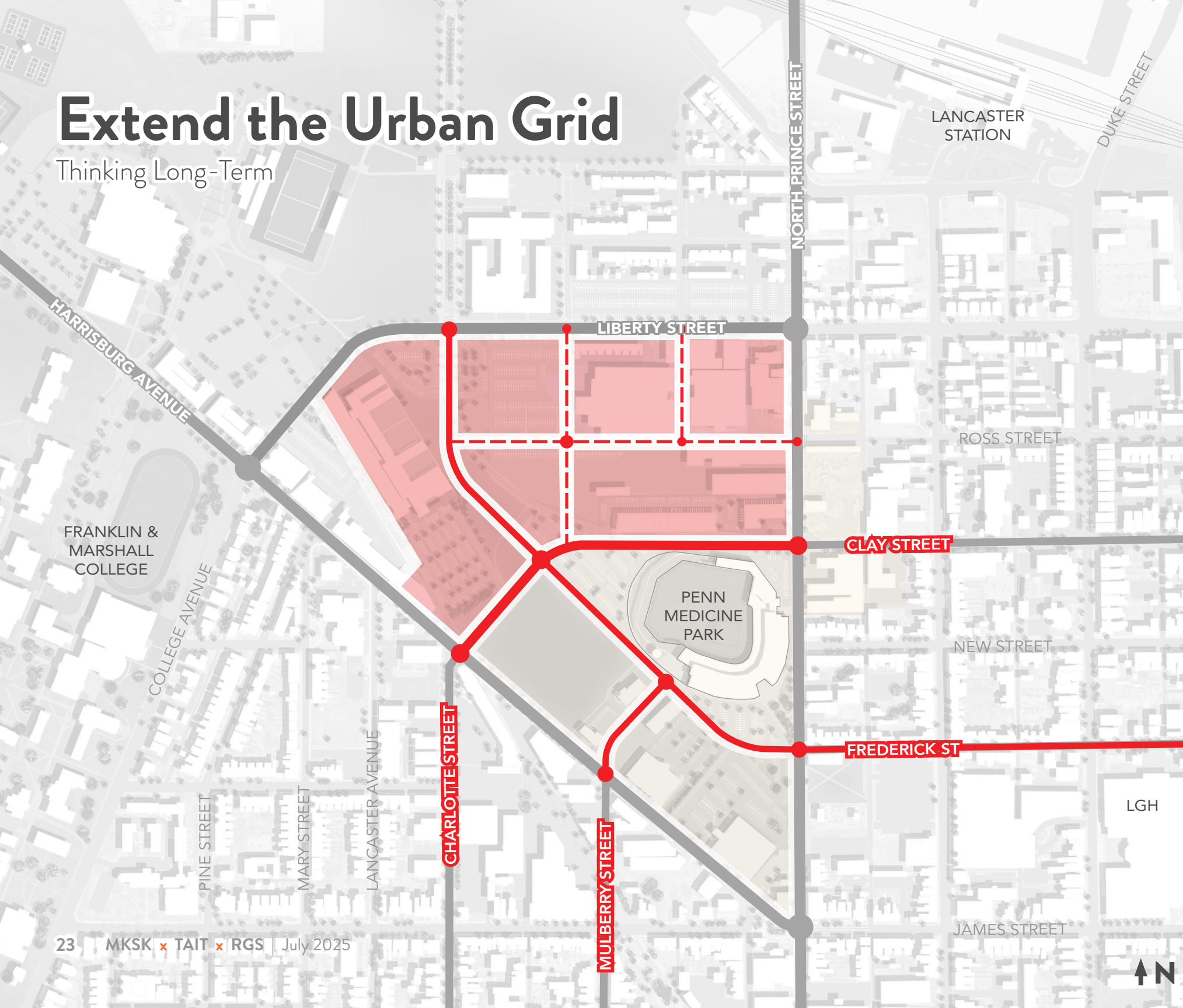


Building on the vision established in previous planning efforts (ie. Gateway Revitalization Strategy, Northwest Gateway Vision, and the Physical Environment Vision Report) a north extension of Mulberry Street is a key step in shaping a more connected and development-ready district.

Extending Mulberry Street will help define developable block sizes, strengthen internal circulation, and provide an additional point of access through the district. With an existing signalized intersection at Harrisburg Avenue, this extension offers both a logical and implementable connection that aligns with long-term mobility and development goals.

Extend the Urban Grid

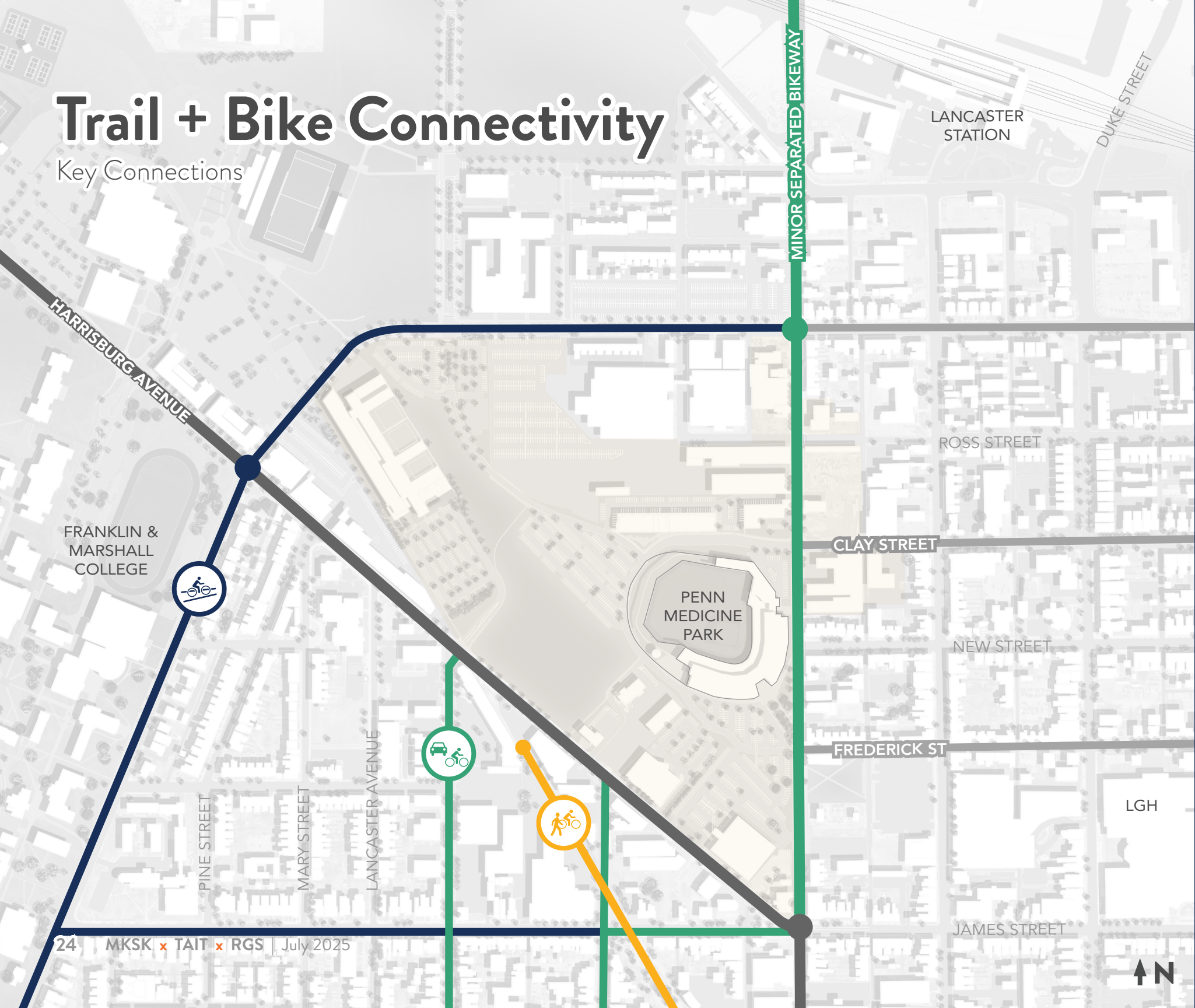
Thinking Long-Term



Looking ahead, future street connections at the north end of the district will play a vital role in completing the urban fabric. These moves will further unlock development potential, improve circulation, and support a more connected and flexible street network.

Trail + Bike Connectivity

Key Connections

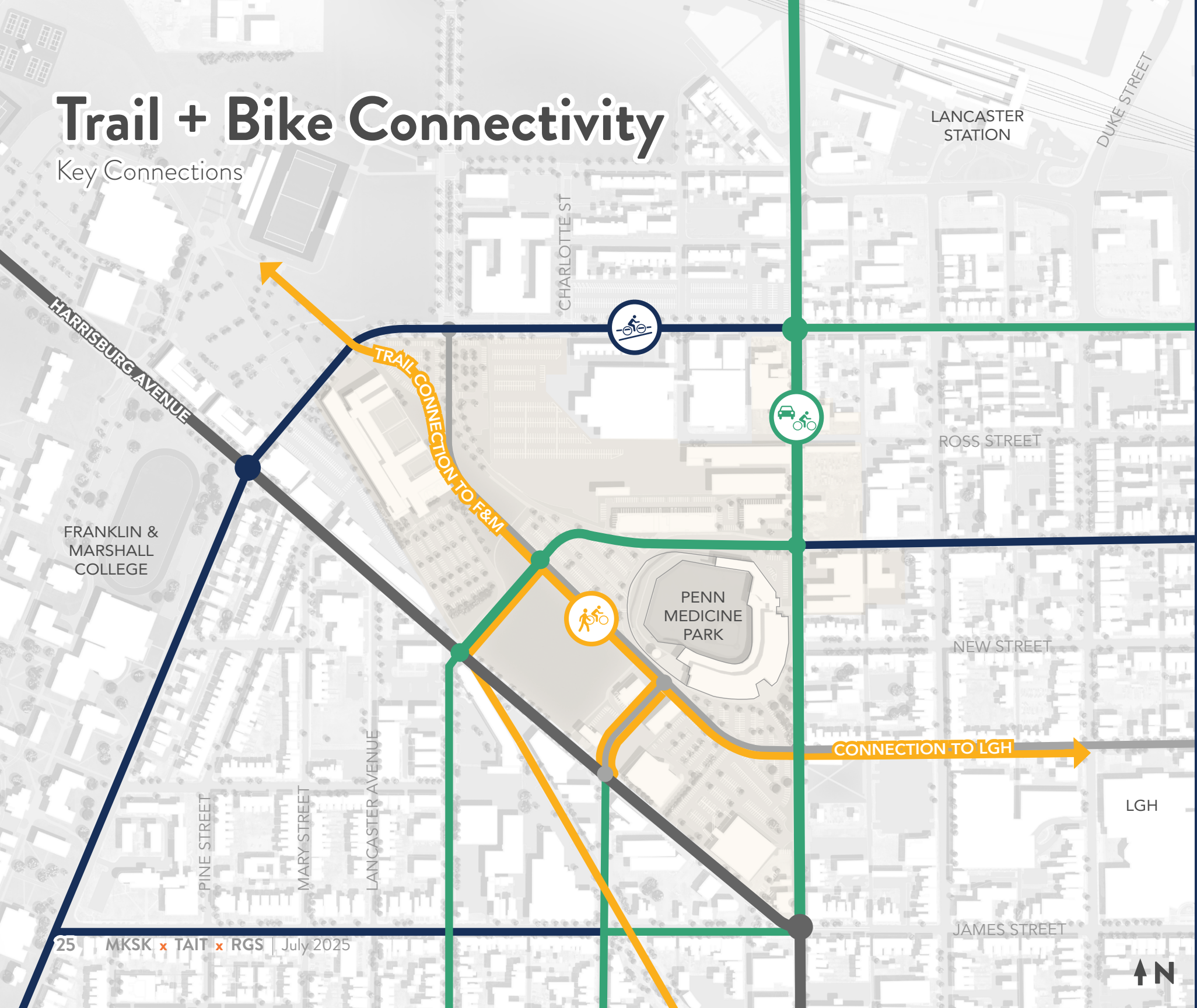


Today, bicycle infrastructure and trails exist adjacent to the study area. Minor separated bikeways exist on portions of North Prince Street, Charlotte Street, James Street, and Mulberry Street. Shared streets are located on Liberty Street and portions of James Street. There is an existing trail within the Mayor Janice C. Stork Corridor Park. With the reintroduction of the street grid there are opportunities to prioritize safe and comfortable connections for pedestrians and bicyclists by continuing trails and bicycle infrastructure through the study area.

- Trail & Linear Park**
Off-street trail with landscape buffer or linear park treatment.
- Shared Street**
Bicyclists share the street with vehicles.
- Minor Separated Bikeway**
Bicyclists use bike lanes on street.

Trail + Bike Connectivity

Key Connections



The 2018 Lancaster Active Transportation Plan identified opportunities to transform Clay Street into a shared street and Liberty Street into a minor separated bikeway east of North Prince Street. Continuing the trail and linear park into the heart of the study area and to F&M and LGH will create a more connected district.

- Trail & Linear Park**
Off-street trail with landscape buffer or linear park treatment.
- Shared Street**
Bicyclists share the street with vehicles.
- Minor Separated Bikeway**
Bicyclists use bike lanes on street.

Development Program

An aerial photograph of a city, likely Hartford, Connecticut, showing a mix of urban development. In the center, a baseball stadium with a green field and red infield is visible. Surrounding the stadium are various commercial and residential buildings, parking lots, and streets. The city extends to the horizon under a clear blue sky.

01. Targeted Program

02. Additional Program Considerations

03. Assumed Long-Term Expansion Needs

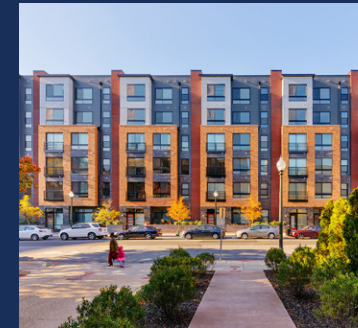
04. Recent Projects Adjacent to Study Area

Targeted Program

Mixed-Use Development

- **Residential**

Opportunities for a range of residential development and neighborhood supportive uses (ie. grocery, daycare, and other daily services) should be established throughout the district.



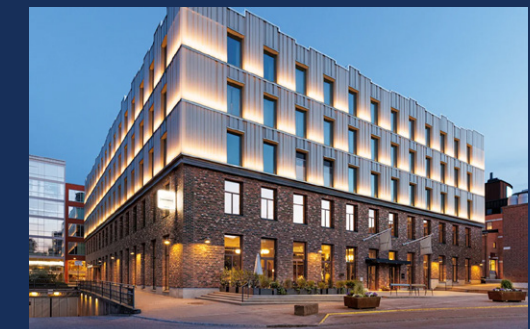
- **Commercial Retail (Retail, Food & Beverage, Entertainment)**

Continuing to provide opportunities for retail uses will support current and future residents, district employees, and event attendees. Continued reuse of historic structures should be encouraged for these uses.



- **Office (including healthcare & institutional expansion)**

Employment uses are critical to supporting both the Lancaster tax base and the CRIZ financing structure. Employment uses can bring daytime energy to the district, support restaurants on non-event days, and provide an opportunity for shared parking with residential and evening event uses.



Targeted Program

Neighborhood Supportive Program

- **Public Open Space Amenity**

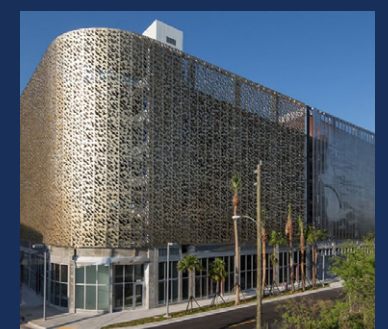
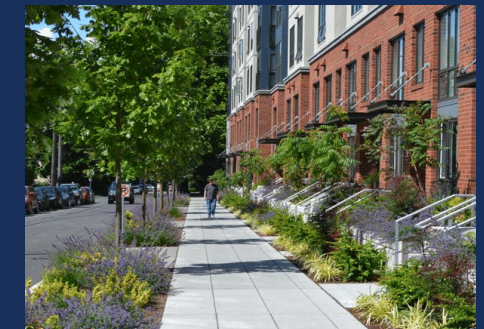
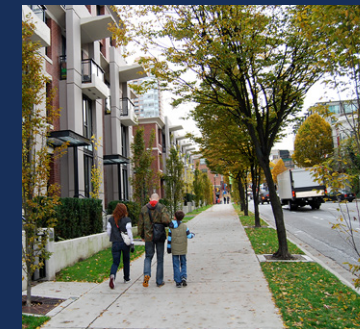
In support of existing daily users and future residents, a public open space amenity should be considered in the district. Ideally this space is centrally located and provides passive program components that do not exist in the area today (ie. green space, dog park, shade, etc).

- **Infrastructure That Supports Growth + Place**

Great streets that are designed for people and modern regional stormwater management are key to the success of a future mixed-use district. Streets should be a piece of the public space network in the district, while stormwater management being handled regionally is the only way to allow for the desired density in this area.

- **Shared Parking**

Most land owners in the study area today have expressed the need for additional parking capacity and an interest in potential shared parking with adjacent users. Future parking in the district should consider the existing demand in addition to any future demand that will accompany new development. Future parking should be evaluated for shared-parking opportunities and, cost permitting, be incorporated into structured parking facilities.



Additional Program Considerations

Event + Hospitality

- **Hotel**

The Stadium District is in a key geographic location, adjacent to F&M College, the hospital, the train station, and Downtown. This provides an opportunity for future hotel use, sized according to a market study and demand.



- **Cultural or Event + Performance Venues**

The street and development framework should be flexible to provide an opportunity for a potential indoor event venue- sized and purposed according to market study and demand, and complementary to the local and regional markets. This includes being cognizant of structure size, services, and parking needs.



Assumed Long-Term Expansion Needs

Expansion Needs of Existing Users Along North Prince St

- **Penn Medicine Park Player Facilities Expansion + Facade Enhancements**

There may be a future need to upgrade existing player facilities internal to the ballpark. The most logical location for these enhancements is the northeast corner of the ballpark, but the ability to add these facilities within the existing footprint (vertical or horizontal) should be studied to preserve development opportunity at the intersection. Additionally, enhancements to the existing ballpark facade along North Prince Street should be considered to better activate the streetscape along this key corridor.

- **Stadium Row Phase 2**

Given the success of Stadium Row Phase 1, there is a desire to develop a smaller phase 2 expansion (separate structure) east of Stadium Row, along North Prince Street. Phase 2 will ideally include ground-floor retail use along North Prince Street.



Recent Projects Adjacent to the Study Area

Proposed + Recently Completed Projects

- **Queen Street Flats**

The Hankin Group and Penn Medicine Lancaster General Health are partnering on the Queen Street Flats located at Queen and Frederick Street. The mixed use development is planned to be a 30,000 SF medical building, 200+ residential units, and 400+ parking spaces. The project consists of two mixed use buildings, a rehabilitated historic structure, and a medical office building.



- **Lombardo's**

The expansion of Lombardo's added 11,000 SF to the existing restaurant to add outdoor dining, kitchen space, a deli, and a cigar lounge.





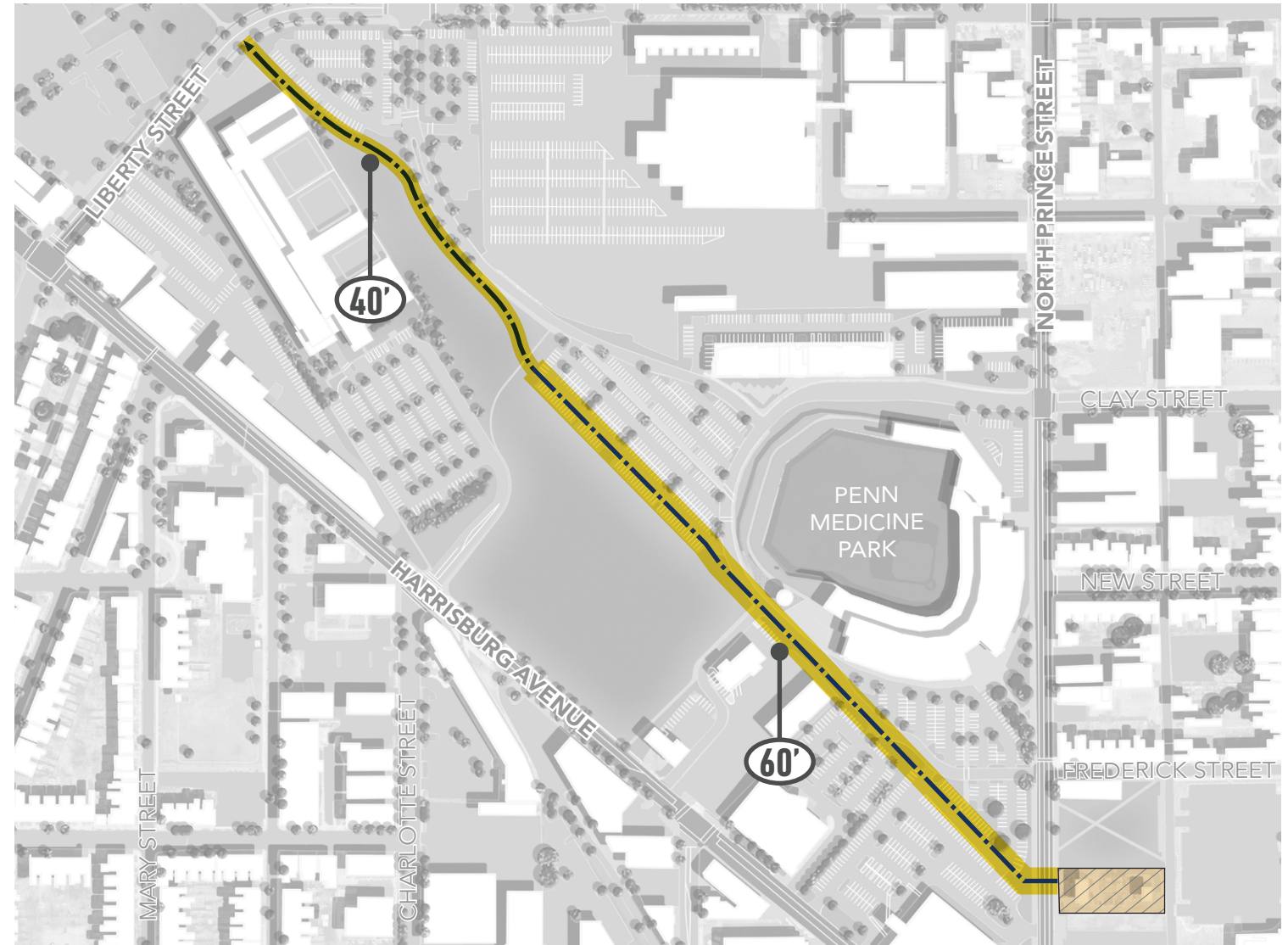
INITIAL INFRASTRUCTURE + UTILITY CONSTRAINTS

04

PPL Easement

Utilities + Infrastructure

- Buried power line + easement from PPL substation on east side of North Prince Street.
- 60' wide easement along south side of Penn Medicine Park.
- Easement narrows to 40' along Behavioral Health site.
- Easement does not appear to restrict planting and pavement, as these components have been added within the easement following the burial of the line.
- If any building structures are ultimately proposed within the easement, coordination with PPL would be required to confirm what is possible.



Water/Sanitary

Utilities + Infrastructure

Water and Sanitary Sewer

- City staff indicates that there are no general capacity constraints for water or sanitary sewer in the study area that would impact development.
- There are sanitary sewer easements within the Stadium parking lot and other areas of the old rail yard.
- Sanitary sewer system conveys undetained stormwater runoff.
- Majority of study area is tributary to the same 72" brick main in Ross Street.
- Brick main (48" and 72" sections) traverse study area.



Utilities and Stormwater

Injection Well Site #1

- Previously studied site
- Largely existing impervious cover
- 15 Ac. Contributing DA

Injection Well Site #2

- Reduce existing storm basin size
- Accommodate growth of existing users and new development
- 6 Ac. Contributing DA




Realignment of Existing Sewer Main

Injection Well Site #3

- Accommodate new and redevelopment sites
- 13 Ac. Contributing DA

Alternate Injection Well Site #3

- Integrated into Community Green Space
- Requires utility crossing of PPL Transmission line

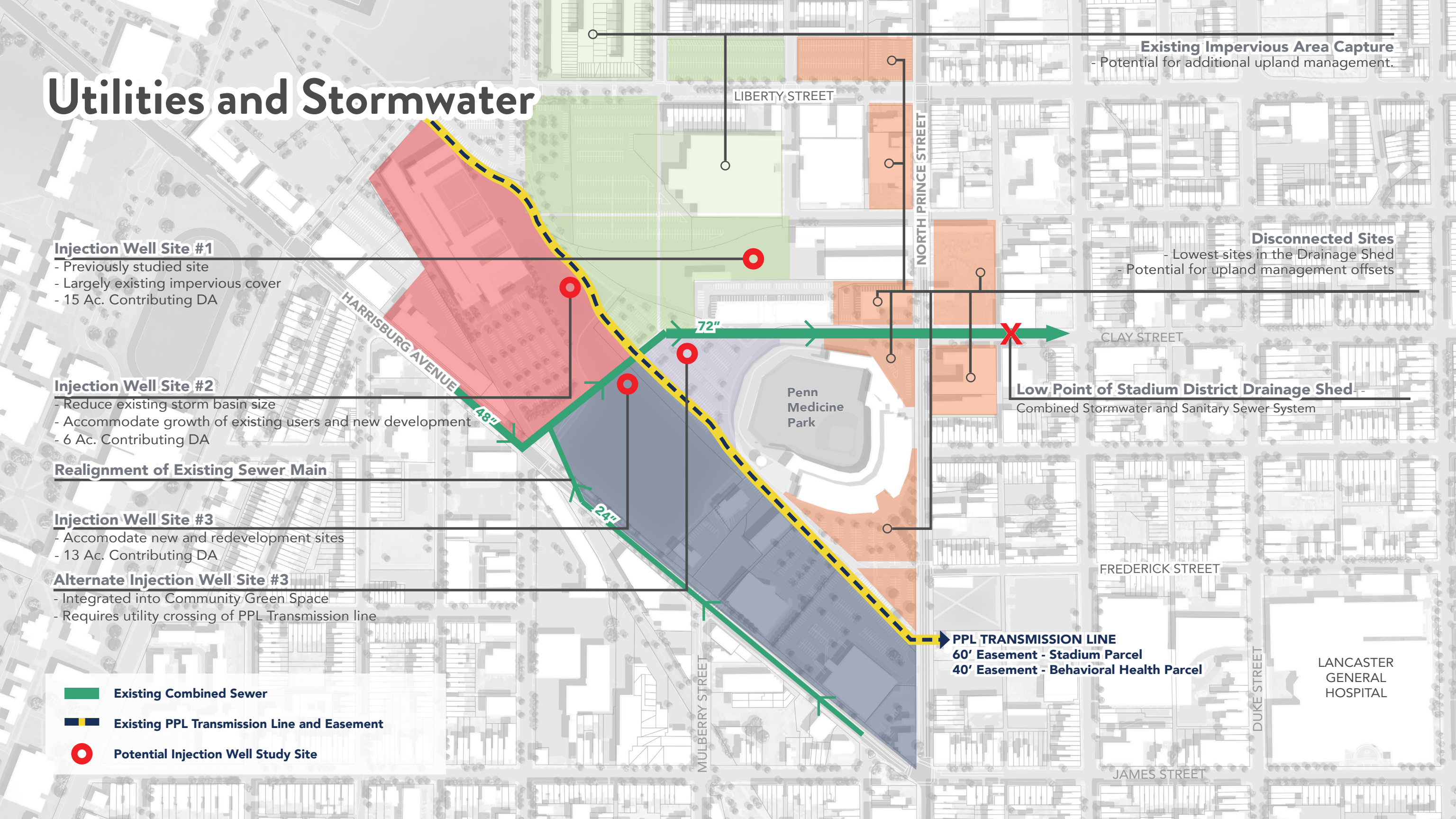
-  Existing Combined Sewer
-  Existing PPL Transmission Line and Easement
-  Potential Injection Well Study Site

Existing Impervious Area Capture
- Potential for additional upland management.

Disconnected Sites
- Lowest sites in the Drainage Shed
- Potential for upland management offsets

Low Point of Stadium District Drainage Shed
- Combined Stormwater and Sanitary Sewer System

PPL TRANSMISSION LINE
60' Easement - Stadium Parcel
40' Easement - Behavioral Health Parcel



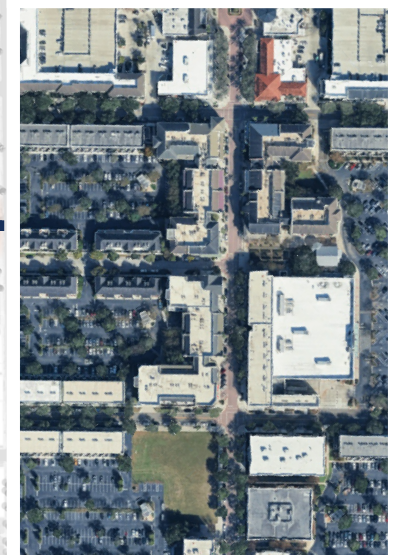
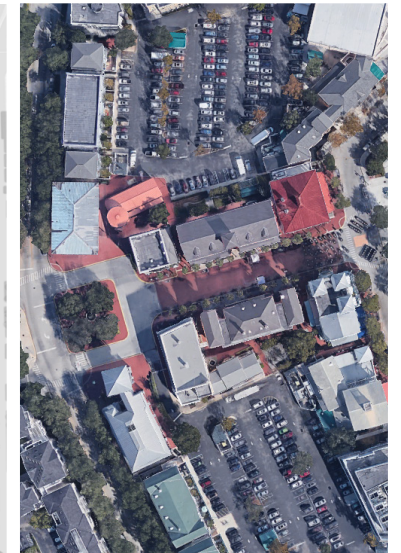
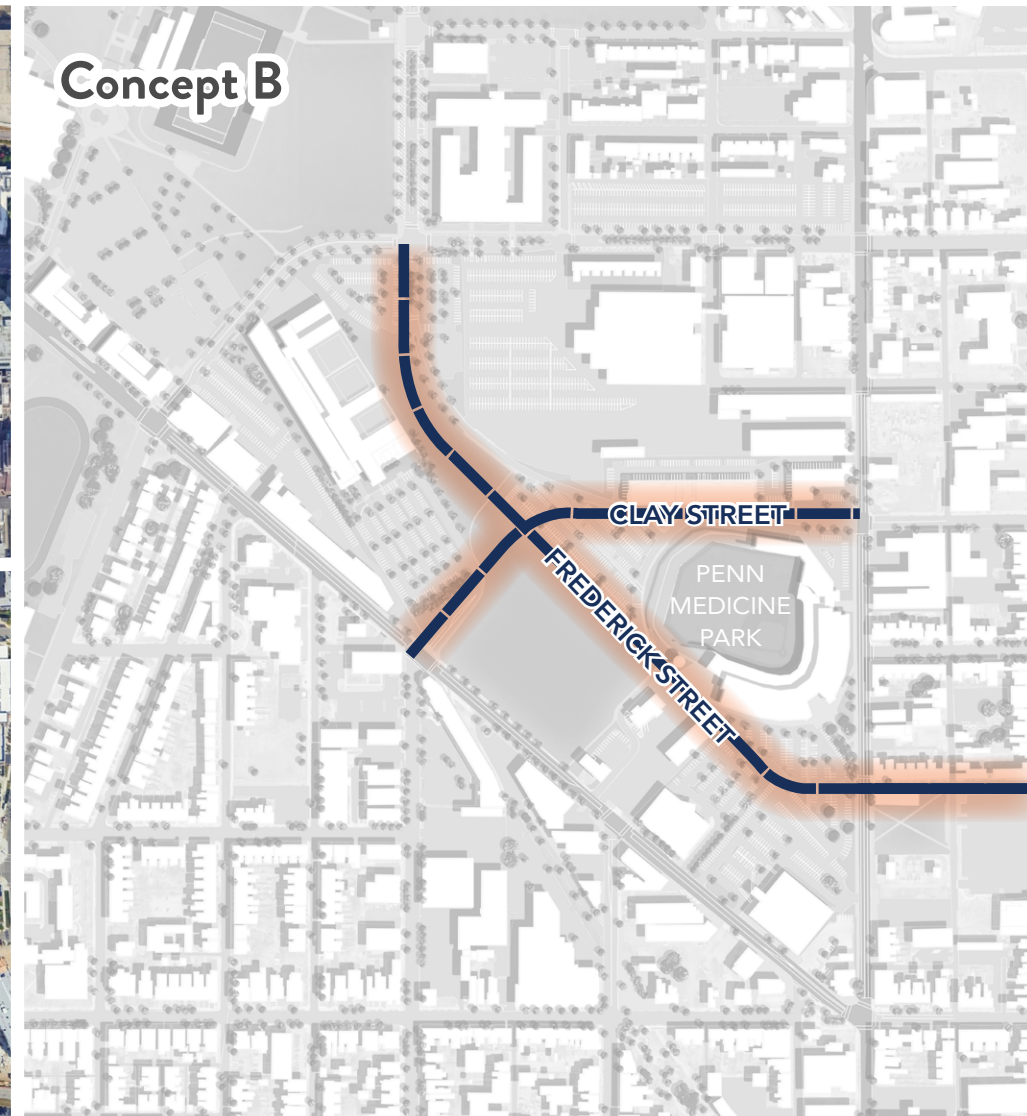
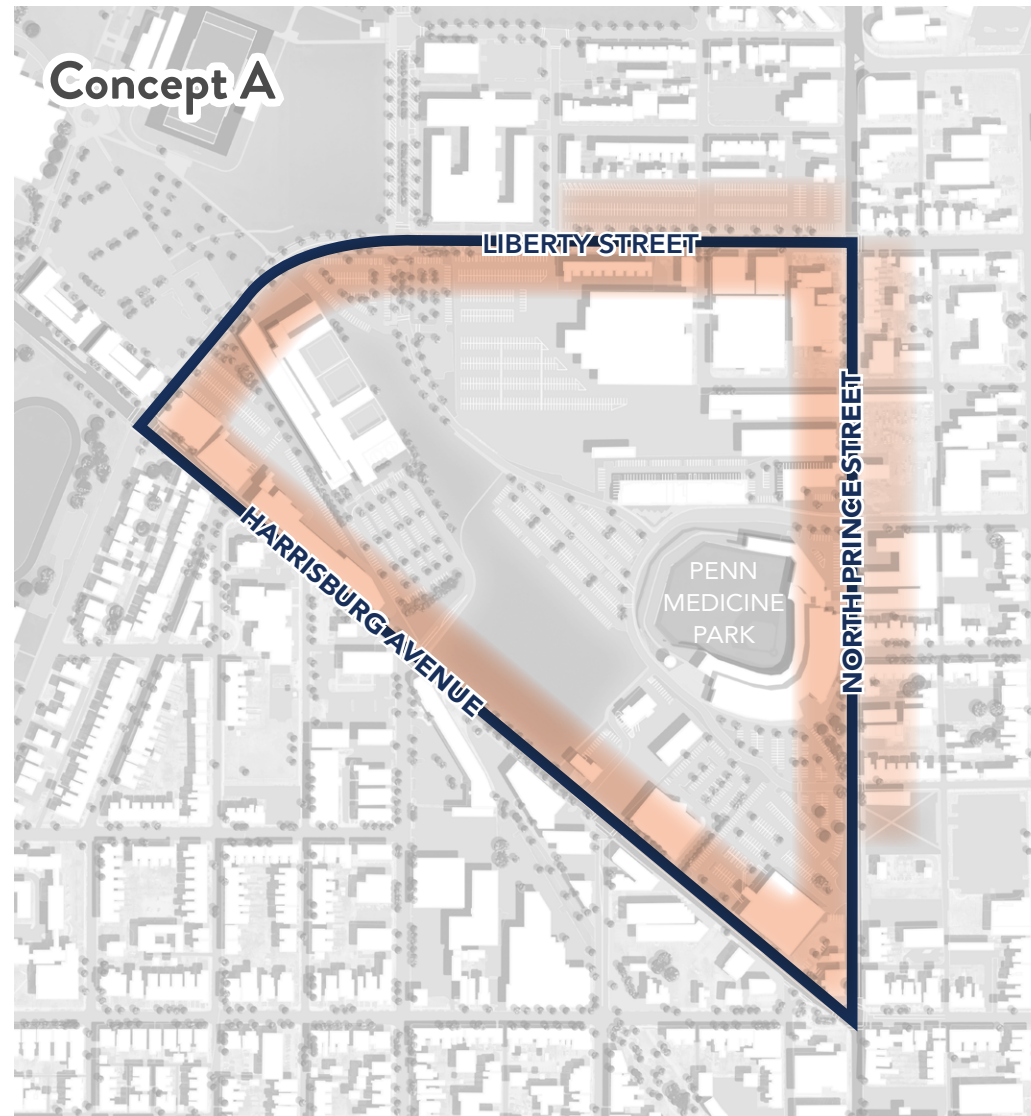


DRAFT PLAN CONCEPTS

05

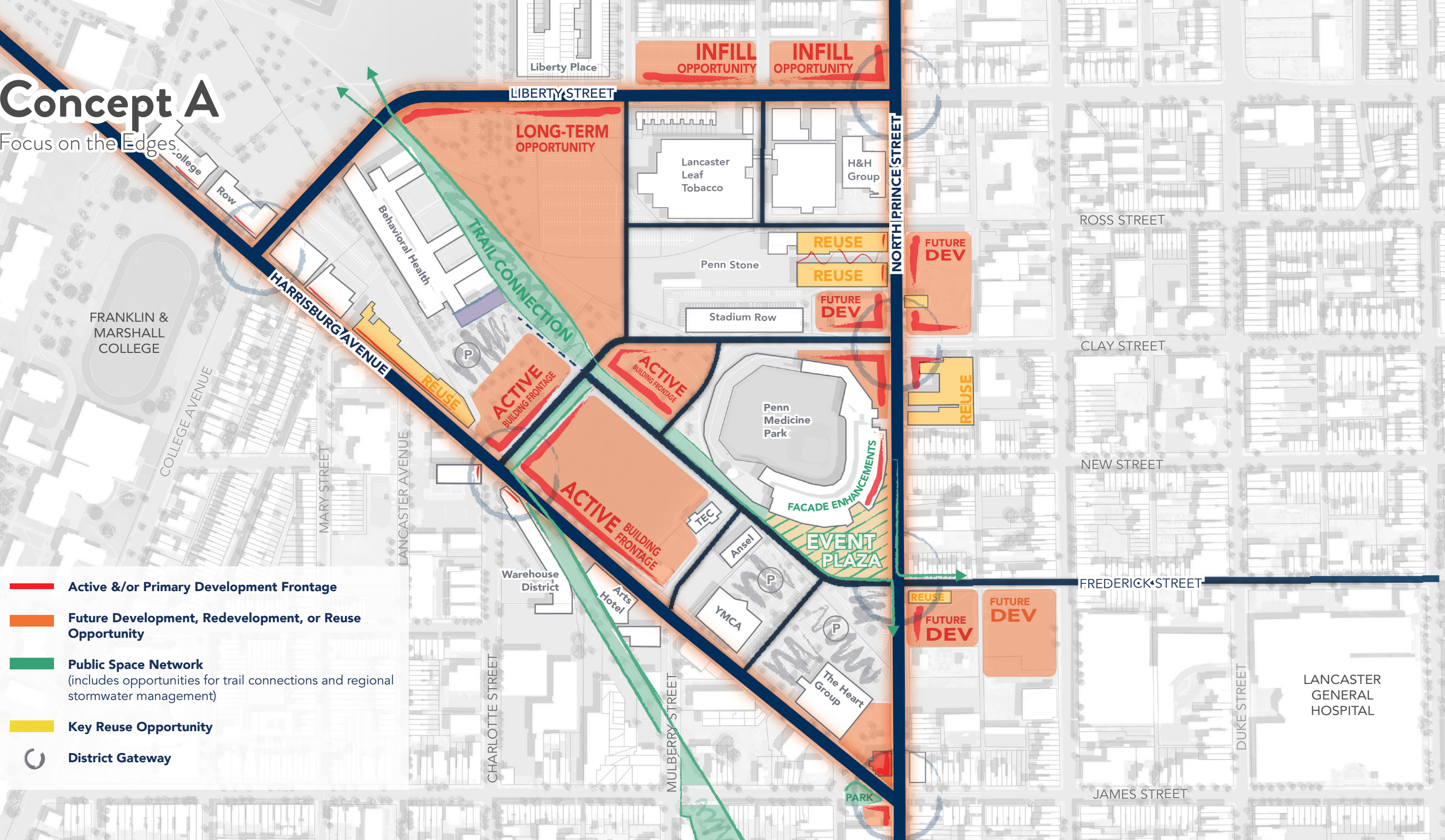
Edge vs. Core

Our Design Approach



Concept A

Focus on the Edges.



- Active &/or Primary Development Frontage
- Future Development, Redevelopment, or Reuse Opportunity
- Public Space Network
(includes opportunities for trail connections and regional stormwater management)
- Key Reuse Opportunity
- District Gateway

Neighborhood Streets

Concept A



Neighborhood Spaces

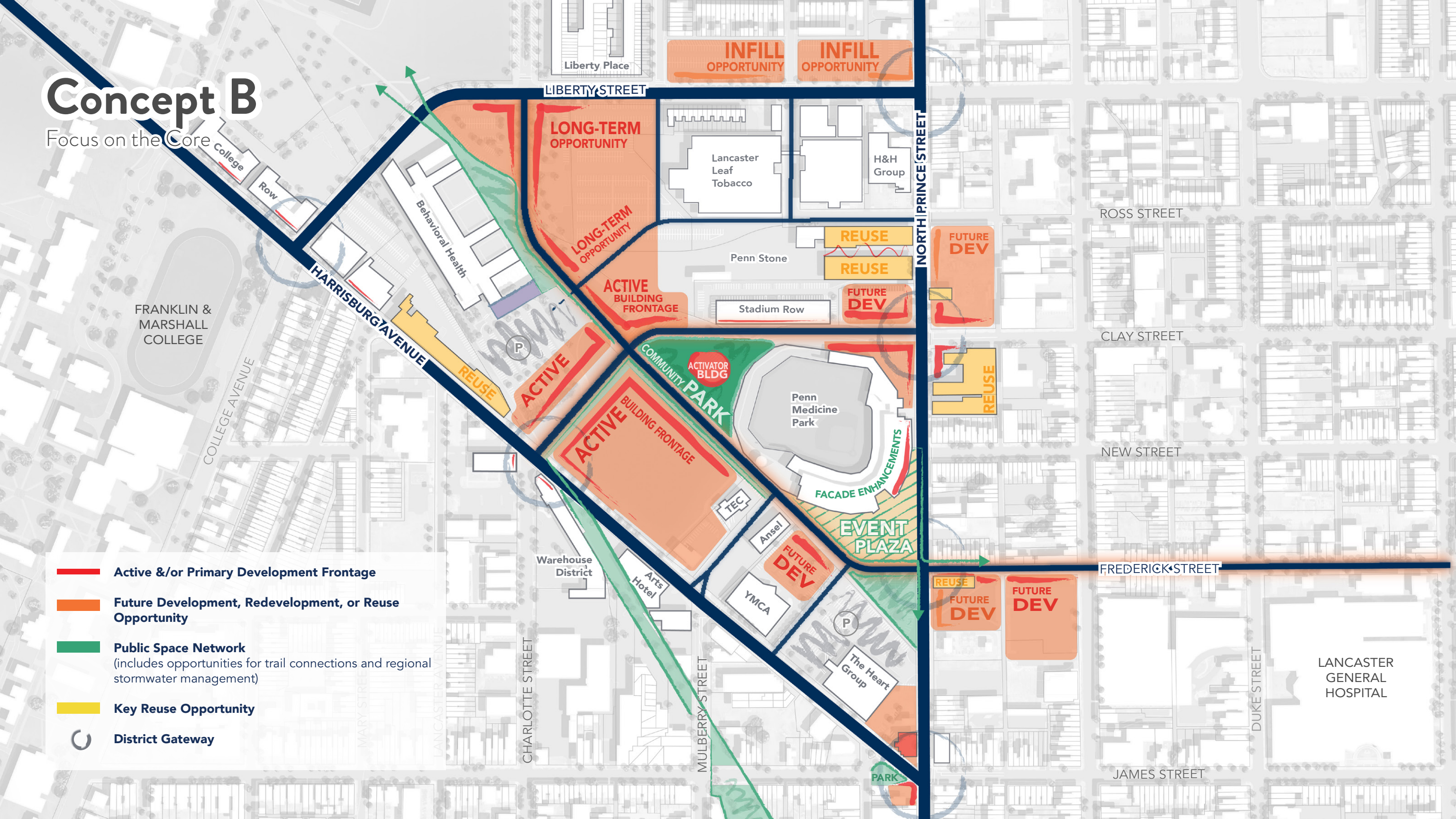
Concept A



Concept B

Focus on the Core

-  Active &/or Primary Development Frontage
-  Future Development, Redevelopment, or Reuse Opportunity
-  Public Space Network
(includes opportunities for trail connections and regional stormwater management)
-  Key Reuse Opportunity
-  District Gateway






Neighborhood Streets

Concept B



Neighborhood Spaces

Concept B

-  **Public Space Network**
-  **Primary Extension of Existing Trail**
-  **Additional Bike/Trail Connection Opportunities**
(On or Off Street)





NEXT STEPS

06

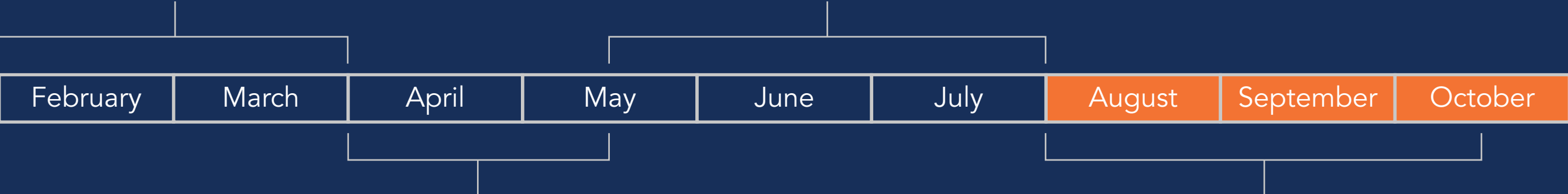
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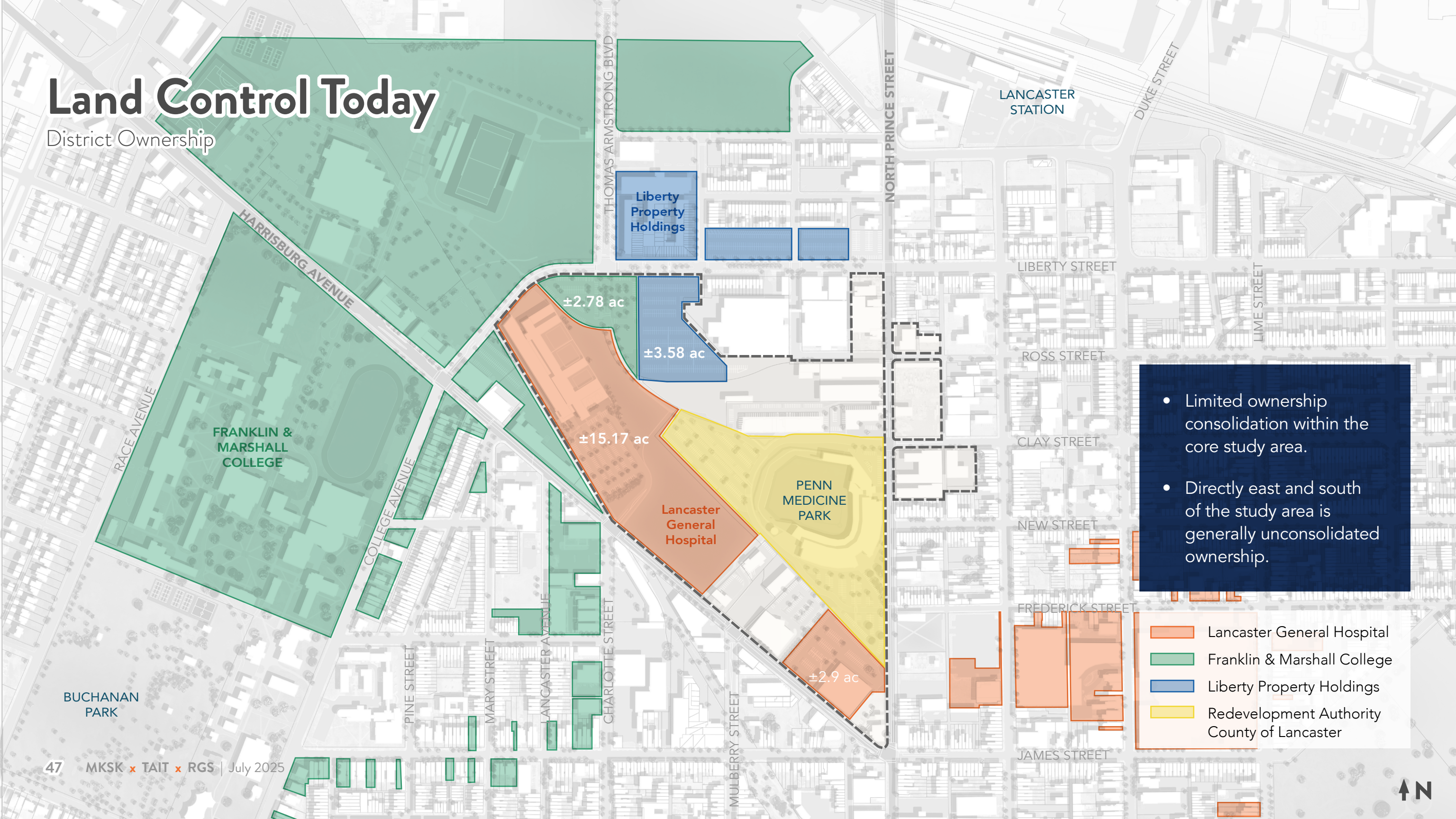
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REFERENCE

Land Control Today

District Ownership



- Limited ownership consolidation within the core study area.
- Directly east and south of the study area is generally unconsolidated ownership.

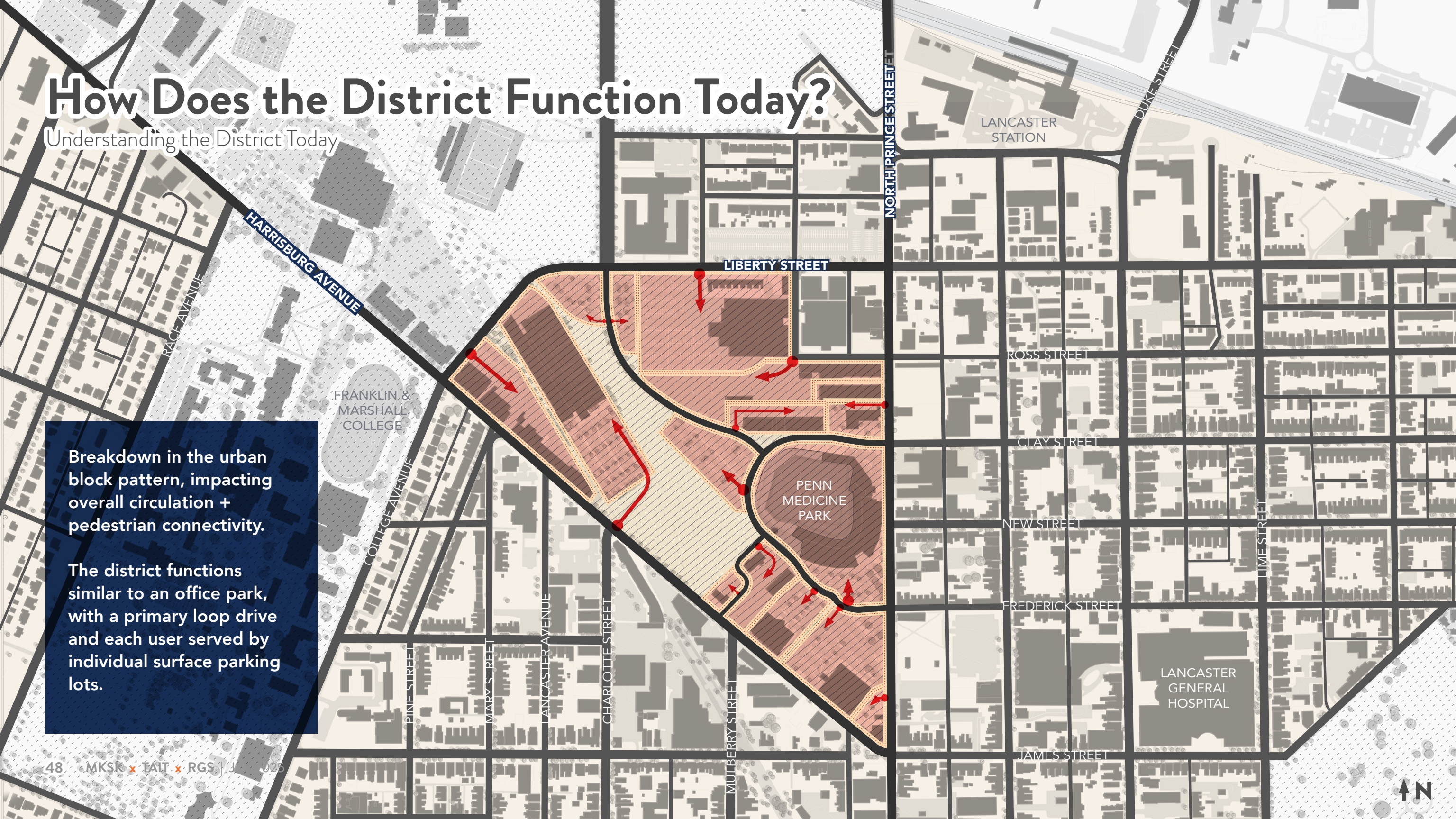
- Lancaster General Hospital
- Franklin & Marshall College
- Liberty Property Holdings
- Redevelopment Authority of Lancaster County

How Does the District Function Today?

Understanding the District Today

Breakdown in the urban block pattern, impacting overall circulation + pedestrian connectivity.

The district functions similar to an office park, with a primary loop drive and each user served by individual surface parking lots.



Land Use Patterns

Understanding the District Today

± 1 million visitors annually

Peak Visitation Weeks:

8/12 - 8/18 | 41.8K Visitors

6/24 - 6/30 | 41K Visitors

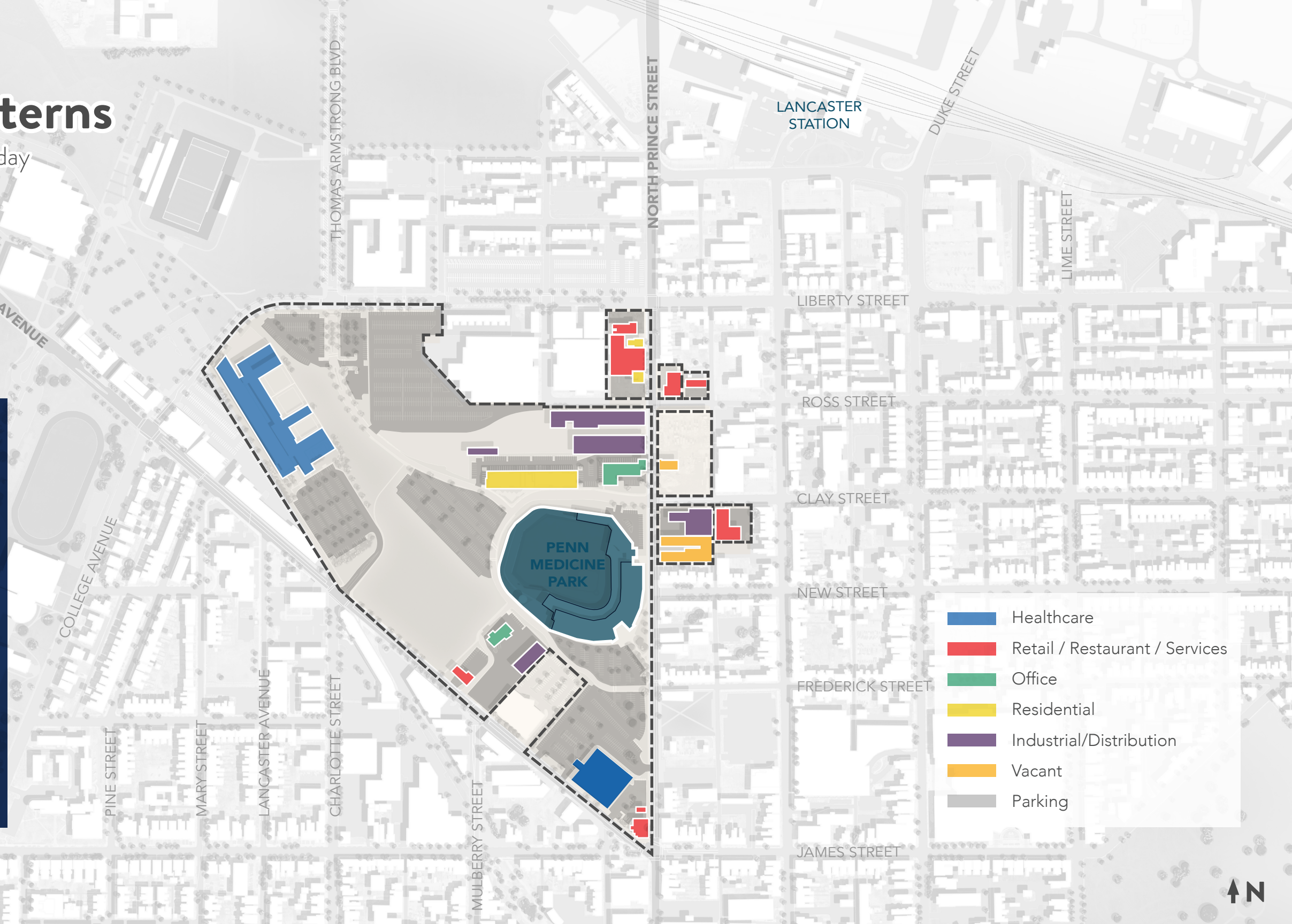
9/9 - 9/15 | 36.4K Visitors

Active Hours

8am - 10pm |

Peak from 6-10pm

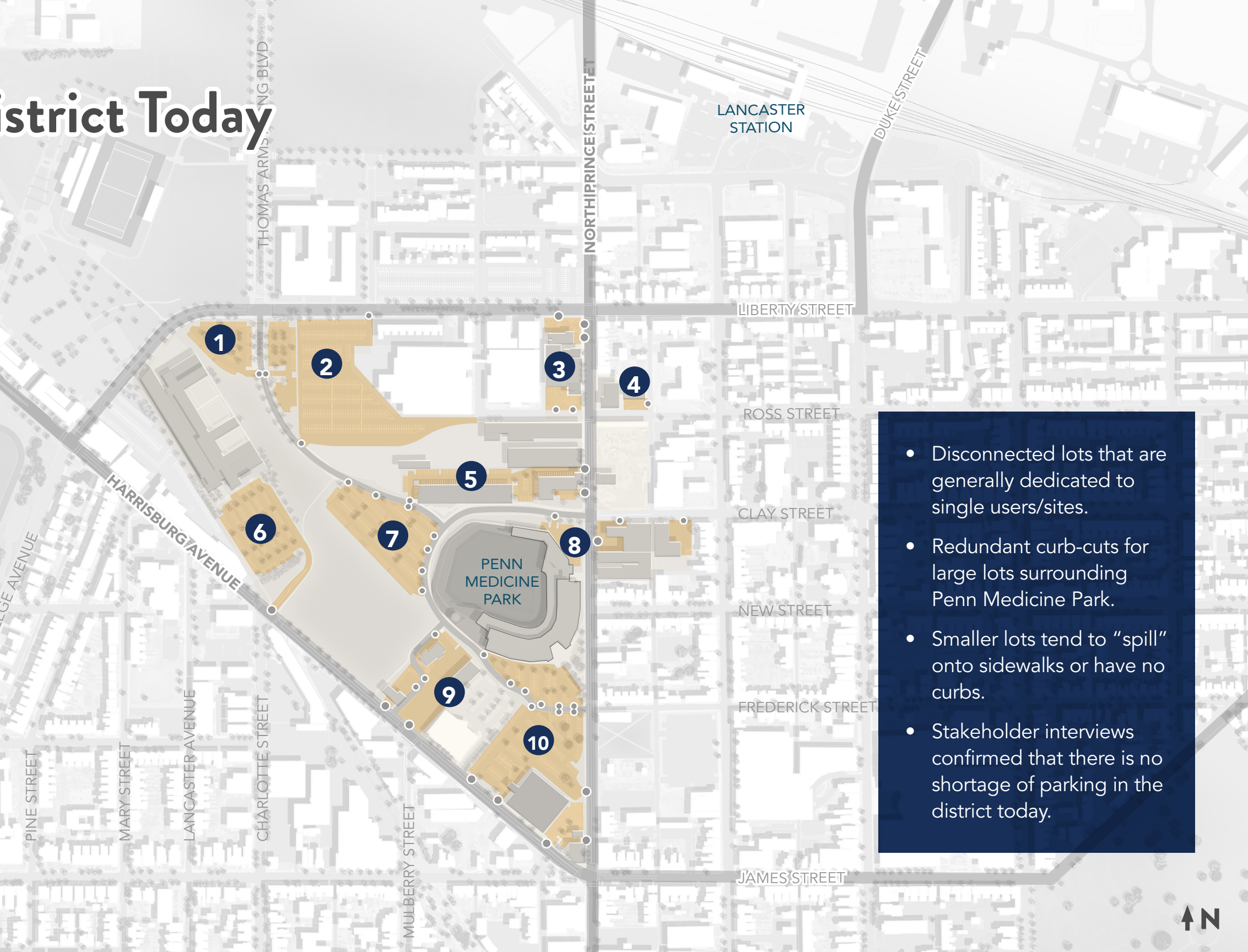
Home is primary
destination before and
after visits.



Parking in the District Today

Existing Counts and Conditions

Lot	Spaces	Owner
1	185	F&M College
2	455	Liberty Property Holdings LLC
3	37	Katch Brike + Sara & Ronald Comfort
4	7	Brian Donnelly + Scott Beyerle
5	145	Stadium Row + Second Strong & Detweiler
6	190	Lancaster General Hospital
7	308	County Redevelopment Authority
8	73	RALC, Kenneth Kline, Lohn Kim & Tan Bun
9	100	311 Harrisburg, Siegel-Ansel Bag & Burlap
10	367	LGH, County Redevelopment Authority , SN Lombardo Capital II LLC
1,867		



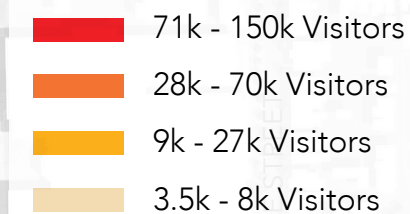
- Disconnected lots that are generally dedicated to single users/sites.
- Redundant curb-cuts for large lots surrounding Penn Medicine Park.
- Smaller lots tend to “spill” onto sidewalks or have no curbs.
- Stakeholder interviews confirmed that there is no shortage of parking in the district today.



How Visitors Arrive

Key Routes + Entry Points

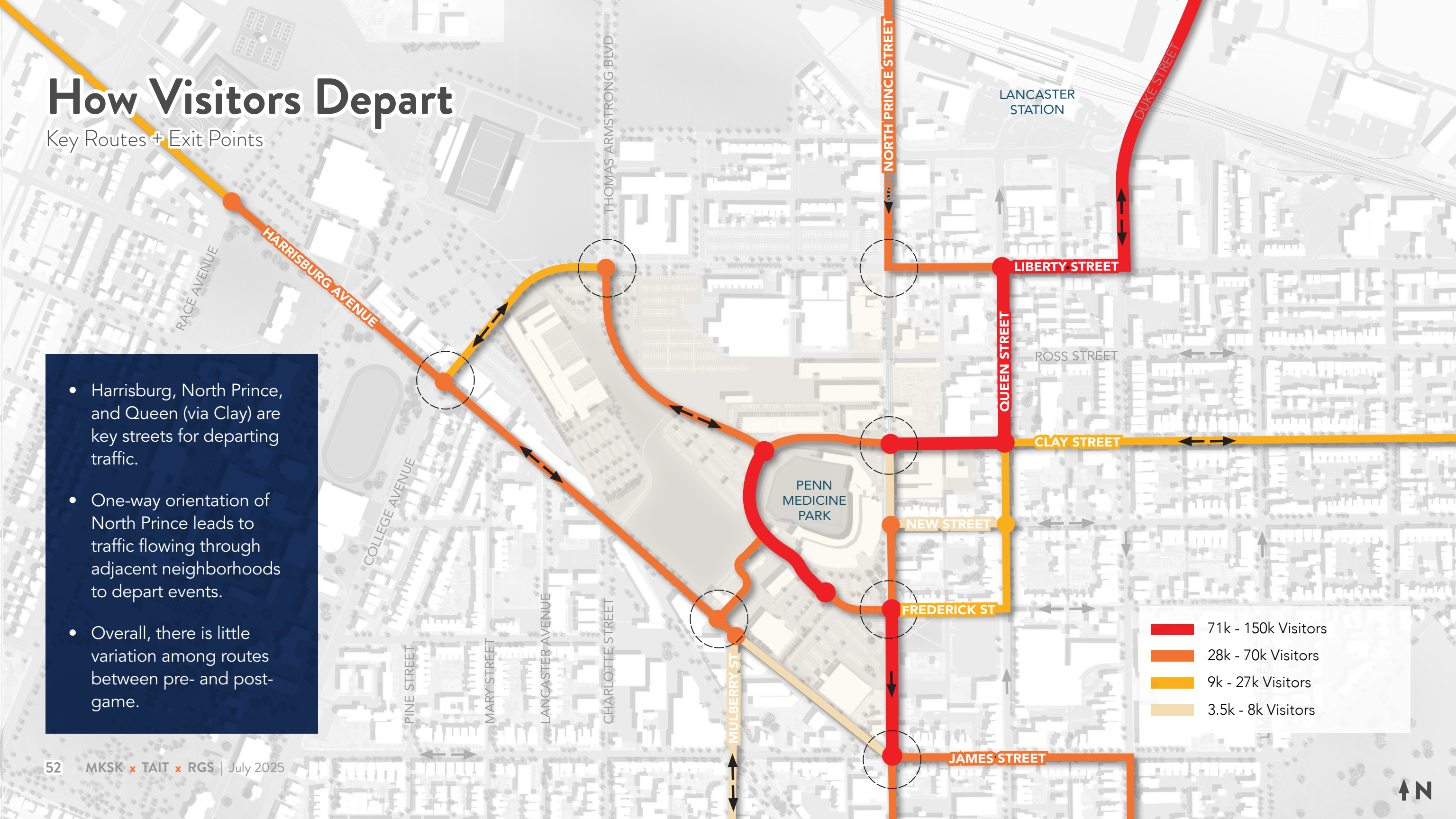
- North Prince Street & Harrisburg Avenue are the primary regional connection routes to the district, with primary access points at Liberty, Clay, Frederick, and Mulberry.
- North Prince Street, while one-way, sees the highest daily traffic volumes.



How Visitors Depart

Key Routes + Exit Points

- Harrisburg, North Prince, and Queen (via Clay) are key streets for departing traffic.
- One-way orientation of North Prince leads to traffic flowing through adjacent neighborhoods to depart events.
- Overall, there is little variation among routes between pre- and post-game.



Defining Gateways

District Thresholds



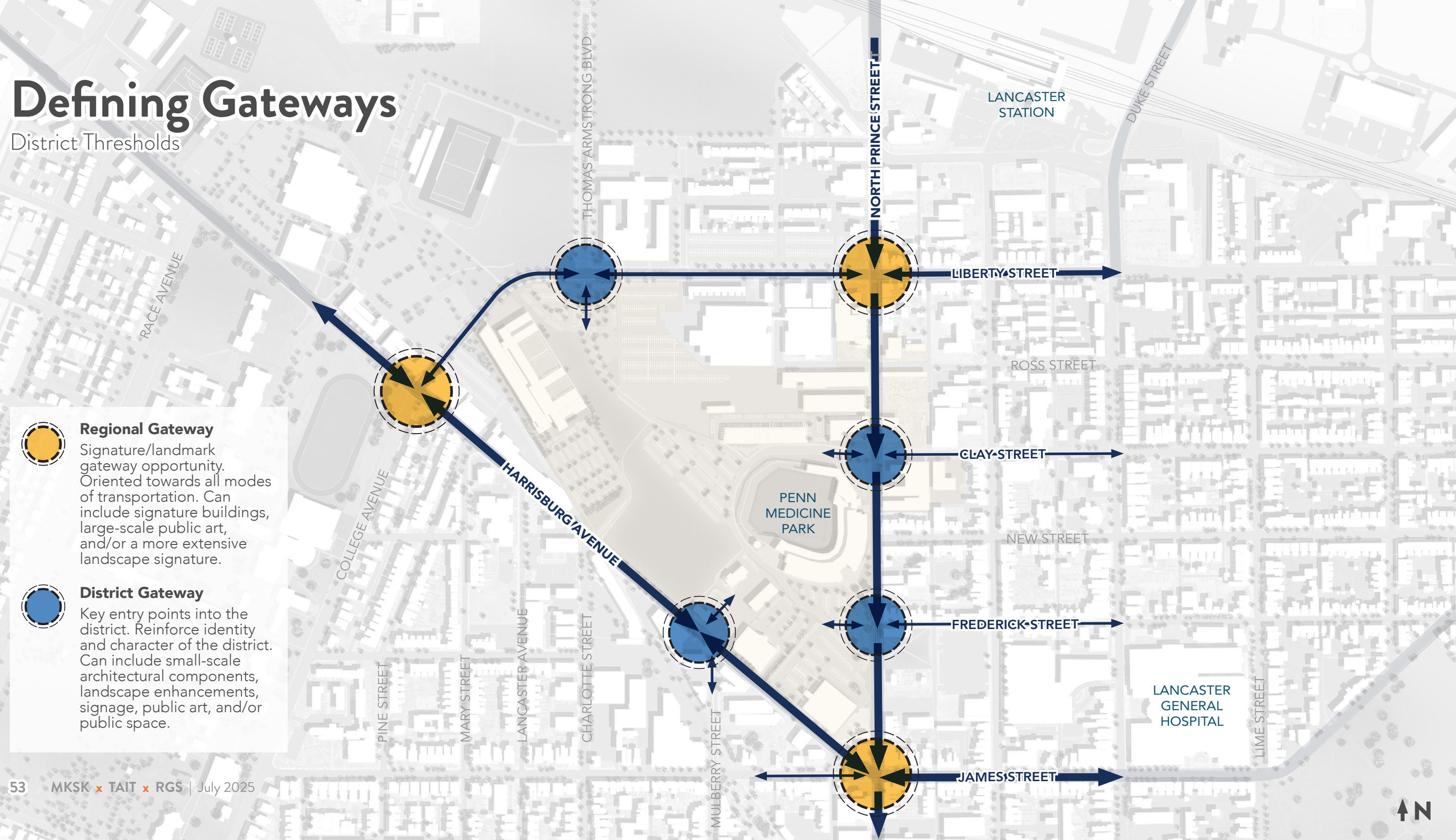
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Signature/landmark gateway opportunity. Oriented towards all modes of transportation. Can include signature buildings, large-scale public art, and/or a more extensive landscape signature.



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Public Realm Assessment

Public Space and Streetscape Experience Today

- Comfortable**
Sidewalk, Street Trees, Pedestrian Scale Lighting, Contributing Building Frontage
- Comfortable With Infill Opportunity**
- Inconsistent**
Sidewalk, but minimal and/or inconsistent pedestrian comfortability components
- Poor**
Lacking most, or all pedestrian scale amenities and/or no sidewalk
- Overhead Utility Line**

- Even in areas with good streetscape components, the sidewalks are fairly narrow and not accessible for all users.
- The streetscapes along North Prince Street and Harrisburg Avenue are generally inconsistent, in addition to both streets being wide and designed solely for moving traffic.
- Minimal areas with comfortable streetscape design accompanied by high-quality building frontage.