



Discussion Recap

***Building On Strength* | Central Business District Community Meeting**

Wednesday, October 12, 2016 (6:30pm)

The Ware Center at Millersville University – Lancaster

Voiced Comments

- “We must work to maintain a balance between increased entertainment-related development and quality of life concerns for City residents.”
- “Development in the CBD should benefit all Lancastrians and reflect our City’s diversity as well as be welcoming to all City residents.”
- “We must ensure that increased development is sustainable and the *Building On Strength* plan must be flexible to adapt to changing conditions.”
- “If we meet our goals related to an increased number of residential units, Lancaster must be prepared to accommodate a substantial population boom.”
- “A singular “community calendar” (to raise awareness of community events) is essential to reduce confusion and allow for all people to know what is happening in one place.”
- “Youth programming and opportunities should continue to be a priority as the City grows and evolves.”

Questions & Responses

Q: What are the plans for the former Bulova building at Queen & Orange streets?

A: The property owner noted that current redevelopment plans include first floor retail, two floors of office, and one floor of residential.

Q: Are there any plans for the former Zap & Co. site at 315 N. Queen Street?

A: While no definite plans have been developed, conversations between the property owner and the City continue about potential redevelopment.

Q: Is there still a plan to open up Marion Street to traffic between Duke & Queen streets?

A: Discussions continue on this possibility.

Q: Is there currently development activity occurring at the former Armory building at 438 N. Queen Street?

A: Yes. Work is currently underway on the front portion of the building for residential conversion.

Q: What expanded transportation/transit options are being considered for downtown?

A: LCA is beginning to look at transportation more holistically, engaging the City and County, the Parking Authority, and the Transit Authority. In addition to assessing and developing walkability and bikeability, we are reviewing the impact of circulators and creative parking solutions.

Q: What bicycle infrastructure is in the pipeline beyond that which is currently being implemented on Mulberry Street?

A: The City of Lancaster has a phased plan for additional bike infrastructure including bike lanes, a Christian Street Cycle Track (funding for this project announced on 10/18/16), and a bike share program. A strategic plan that also includes the County of Lancaster kicked off in October 2016 that will provide greater context to the City's projects so that a countywide network with uniform roadway specifications can be implemented.

Q: Is boutique retail expected to expand within the CBD?

A: LCA noted that there continues to be strong interest in retail in the CDB. Most demand is for smaller storefronts. With the supply of retail increasing, there will be great opportunity to continue the growth in retail Downtown. A goal is to maintain a healthy mix of goods, services, and food choices.

Q: What is the status of the planned citywide fiber optic network?

A: LanCity Connect was launched in August 2016. Currently, residents who signed up as early adopters willing to help test the network are being contacted, and installations are underway. Visit www.lancityconnect.com for more information on the consumer aspect of the project.

Q: Does the City have a strategic parking plan that addresses the development of new parking garages?

A: The Parking Authority owns and/or manages the majority of the existing parking structures, and the *Building On Strength* plan calls on the Authority to manage the development of facilities and services as needed. The Authority works closely with the City in arriving at consensus in developing global strategies on where, when, and how many new spaces will be needed as well as in addressing the maintenance of existing parking structures.

Q: Do large-scale suburban development projects (i.e., Shoppes at Belmont) conflict with BOS goals/objectives?

A: No. To date, national retailers attracted to those types of developments have indicated that they will not locate Downtown due to demographics and the size of our existing retail spaces. However, strengthening retail in the County could actually be a good thing for the City. Those people who prefer to live in a dense, authentic urban environment often want access to larger chains. Having those just outside of the City would be attractive to those who want independently owned shops and restaurants within walking distance, but have the option of the grocery stores and larger retailers nearby.

Q: What are the hurdles in attracting larger retailers such as Kmart, etc. to the downtown?

A: The demographics of the City vs. the surrounding county has been a hurdle in attracting major retail chains. Additionally, the size of our spaces are no longer conducive to department stores. As the City continues to grow in terms of residents and employees, interest from regional and national chains will likely increase.

Q: What may be done to encourage the development of surface parking in the CBD?

A: Developing surface parking real estate in the CBD will be driven by need, availability of capital, and return on investment for projects under consideration. Communication is ongoing with property holders to assure needs are communicated and objectives are clear.

Q: Are there plans for any pedestrian-only streets?

A: Not at this time. However, the [Downtown Lancaster Walkability Analysis](#) completed in 2015 for Lancaster City by nationally renowned urban planner Jeff Speck contains recommendations to explore opportunities for pedestrian dominated spaces. Additionally, the recently completed Central Market streetscape project included the installation of bollards that are raised on market days to prohibit cars from entering N. Market Street.