

# Lititz Borough South Gateway Vision Plan

DERCK  
& EDSON EST. 1940  
CAMPUSES DOWNTOWNS ATHLETICS



June 1, 2021

# Project Overview & Goals

The Borough of Lititz engaged Derck & Edson LLC to identify land planning alternatives and policy recommendations to enhance the southern gateway to the Borough in the vicinity of Broad Street and Sixth Street.

The existing character of this district is visually defined by one story buildings surrounded by cars and parking lots. Although the Borough seeks to encourage and promote the general business uses within this area of the borough, this study seeks to explore alternate design and zoning standards for the placement of buildings, parking lots and a more diverse mix of permitted uses.

The Borough established the following goals for this district:

- Establish a proactive vision for the future of this area to encourage appropriate adjustments to future land use maps, existing zoning and parking standards as well as the sidewalks, street trees and lighting so important to a welcoming place.
- Promote and permit a more pedestrian-oriented mixed-use district in keeping with the scale and character of other areas of the Borough where residential neighborhoods abut and complement commercial districts.



South Gateway District: 600 and 700 Block of South Broad Street facing south

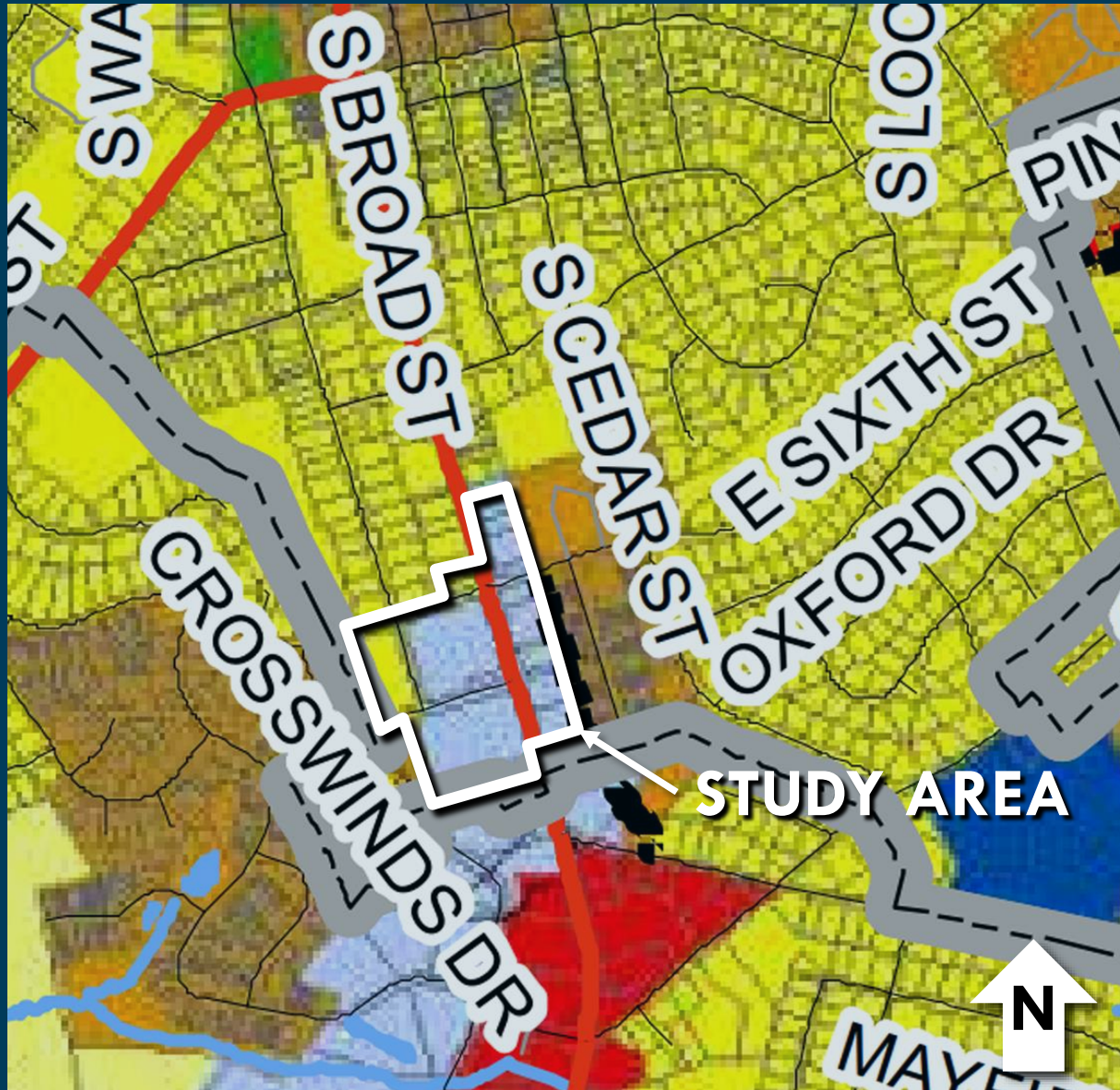
- Update the parking standards and parking placement standards to avoid excessive parking and reduce the visual dominance of parking from public streets.
- Provide recommended development standards and imagery of buildings, civic spaces and streetscapes that will establish clear guidance for the creation of a form-based code or similar zoning and subdivision standards to help implement this vision.

This is a long-range vision that may require the efforts of many property owners, citizen advocates and Borough leaders to implement this vision over the next 15+ years. The following individuals helped to shape this vision for the Lititz South Gateway: Karen Weibel, Elijah Yearick and Stephen Lee.



# Lititz Borough / Warwick Township Future Land Use Map 2022 Comprehensive Plan

## Existing Conditions



Within the study area along Broad Street, the 2022 Comprehensive Plan Future Land Use Map designated a change to the 2017 map in certain areas from General Business to Mixed Use (shown in light blue). This South Gateway Study seeks to further the policy objective

***“Encourage mixed-use development that meets market demands”***

stated in the 2022 plan.

## Existing Zoning Districts



### Legend

Parcels, Lanc.Co GIS 6/2019

Study Area

Municipalities

### Zoning

#### ZONING

GB: General Business

R-1: Residential-Medium

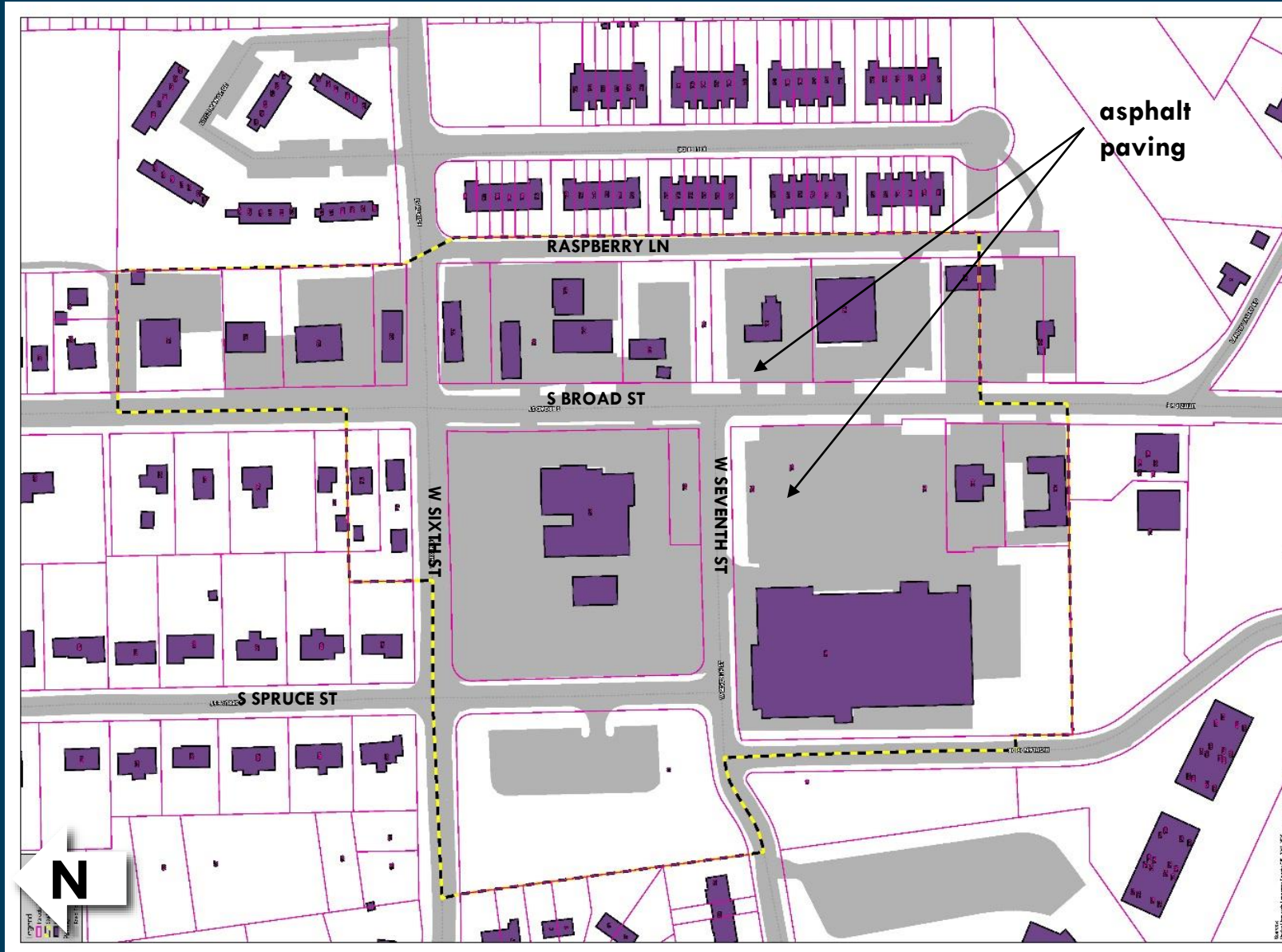
R-S: Residential-Low

RA: Residential Apartments

The permitted uses within the GB – General Business District permit a full range of commercial uses including those with drive-thru facilities, however mixed-use buildings and residential uses are not explicitly permitted.



## Buildings & Paved Surfaces



### Legend

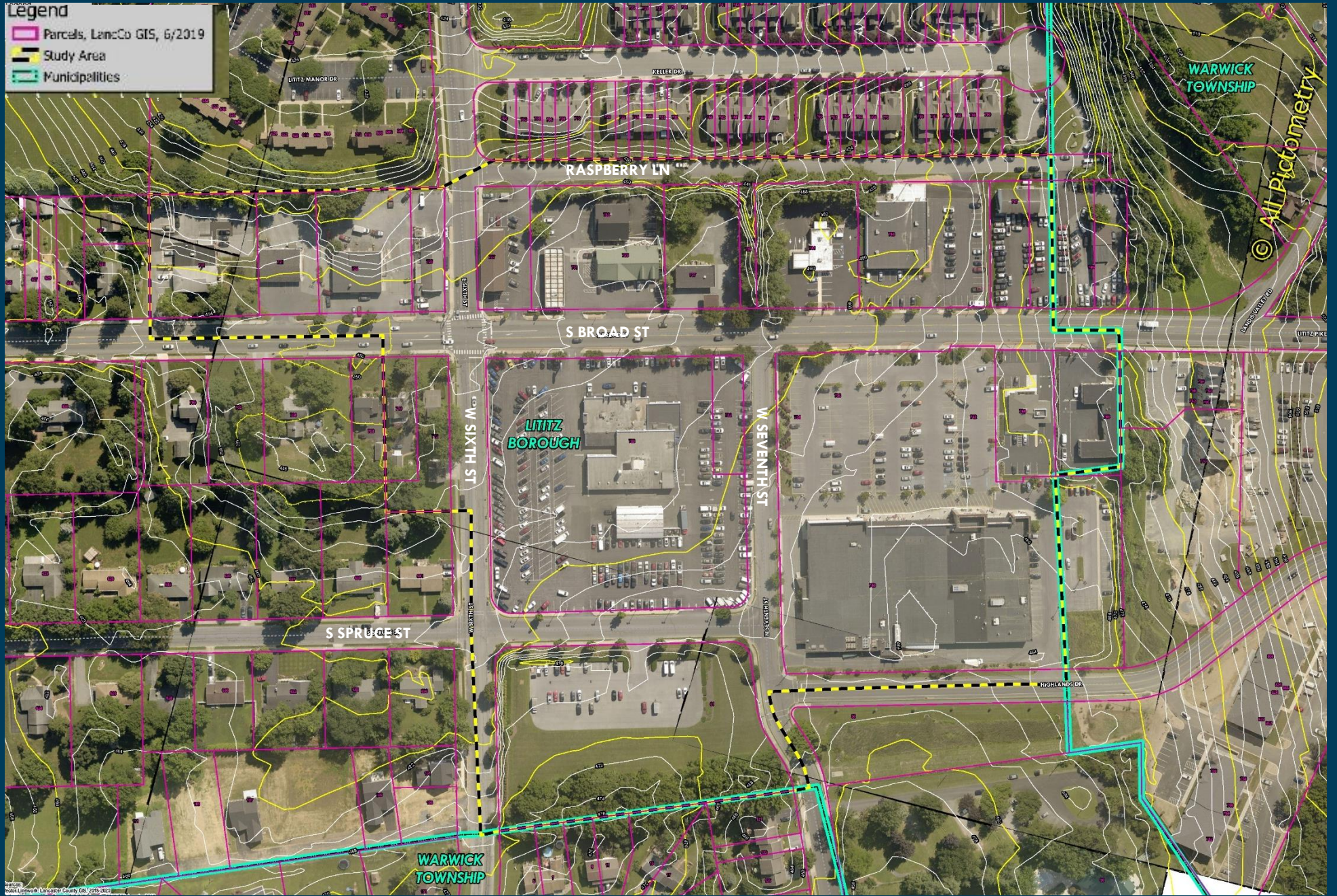
- Parcels, Lanc.Co GIS 6/2019
- Study Area
- Buildings
- Paving
  - Parking and streets

The existing conditions are dominated by parking lots (shown in gray) with buildings located more than 50 feet from the street.



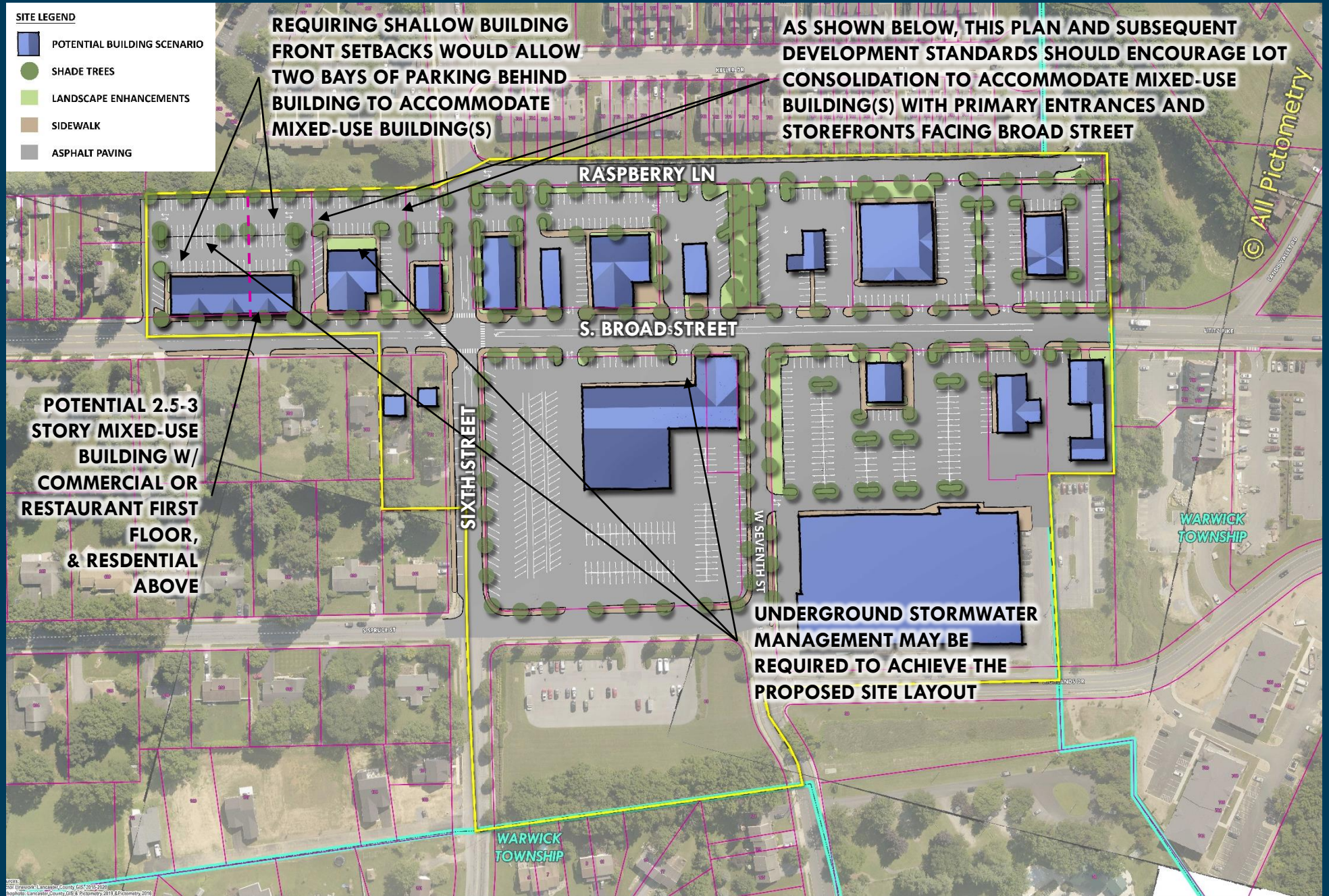


# Study Area



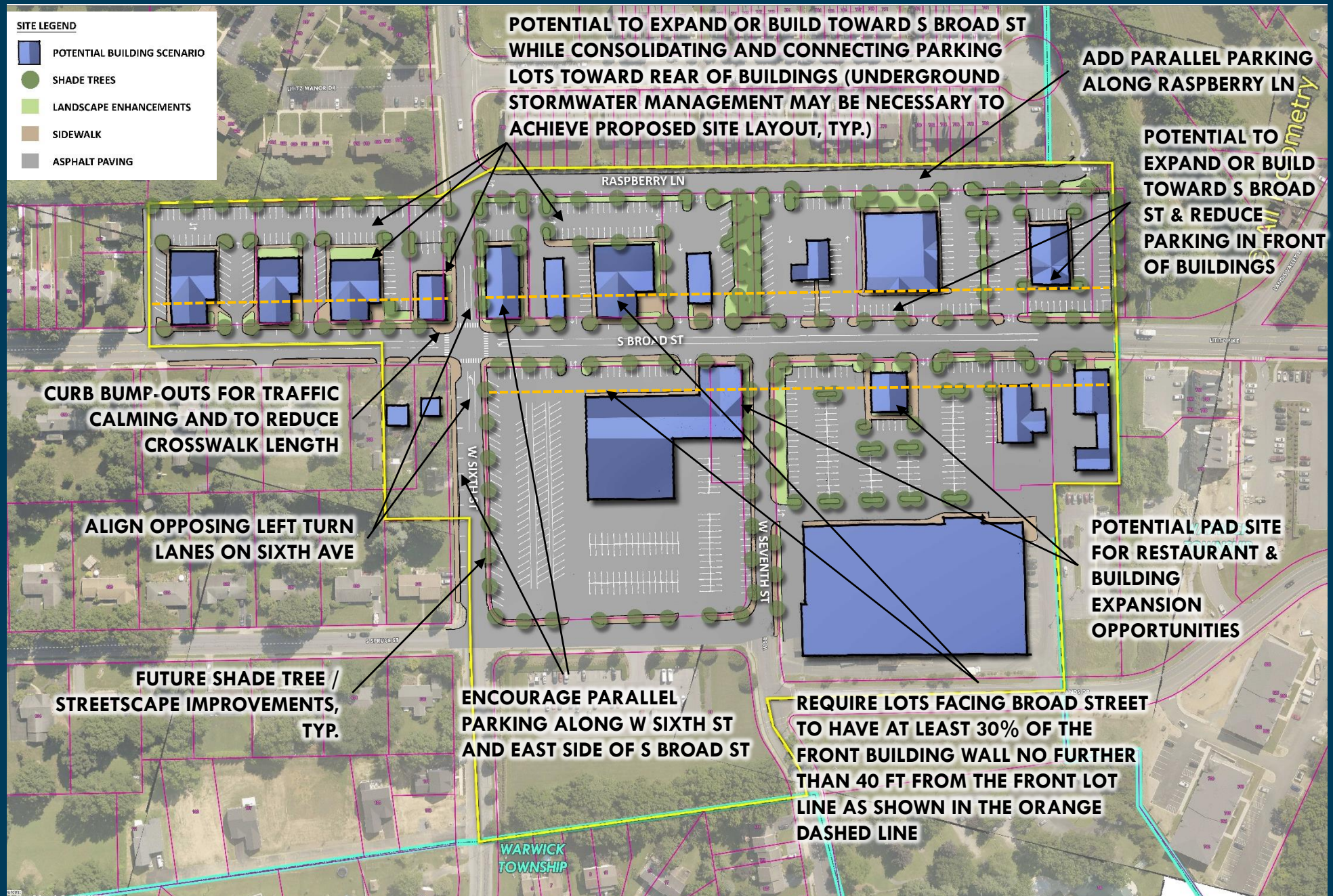


# Vision Plan A





# Vision Plan B





**POTENTIAL FOR FUTURE PARKING LOT CONNECTIONS**

**21 OFF-STREET PARKING SPACES/ 2 ON-STREET**

**27 OFF-STREET PARKING SPACES/ 1 ON-STREET**

**5 OFF-STREET PARKING SPACES/ 3 ON-STREET**

**721**

**723**

**725**

**E SIXTH ST**

**S BROAD ST**

**RECONFIGURE PARKING & ACCESS DRIVES TO PROVIDE MORE GREEN SPACE AT FRONT OF PROPERTIES**

**CURB BUMPOUTS & ON-STREET PARKING ALONG E SIXTH ST**

**REMOVE CENTER TURN LANE TO ALLOW ON-STREET PARKING ALONG BOTH SIDES OF S BROAD ST**

**ALIGN OPPOSING LEFT TURN LANES ON SIXTH AVE**

**SCALE: 1" = 30'**

30' 0' 30' 60'



# Recommended Character for Mixed-Use Building Types



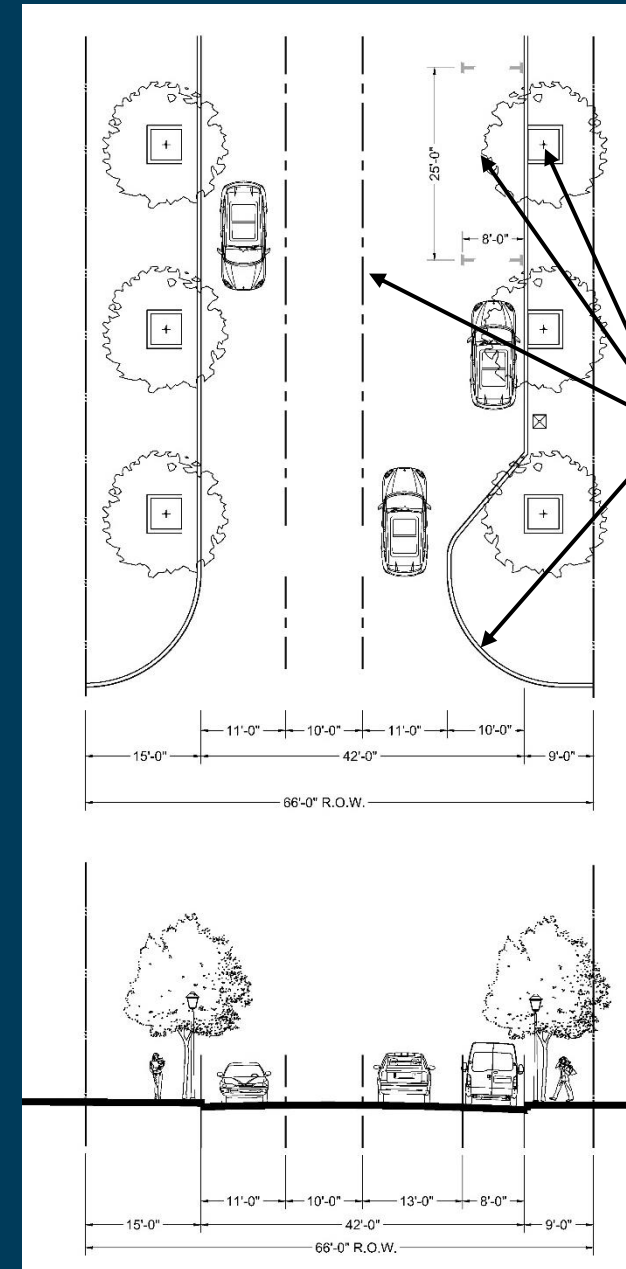


# Recommended Character for Mixed-Use Building Types





# Recommended Streetscape Improvements



Construct curb bumpouts, and realign pavement markings to create opportunities for on-street parking, pedestrian-oriented lighting and street trees along the 600 and 700 blocks of Broad Street along the east side of the street while complementing existing lighting and streetscape improvements.

Conceptual Street Improvement Plan for S. Broad Street



# Traffic Calming



Build and require land development applications to construct curb bump-outs, crosswalks, streetscape elements such as benches and bike racks, gateway treatments and traffic calming to create a district that is safer and more pedestrian-oriented.





# A: View facing NW from S. Broad St at Sixth St





## A: View facing NW from S. Broad St at Sixth St





# A: Enhancing the South Gateway to Lititz

Reduce parking, enhance landscaping in front yards, encourage rear yard parking connections to adjoining sites

Align left turn lanes, add on-street parking, add curb bumpouts to enhance crosswalk safety





## B: View facing NE at 721 to 725 S. Broad St





## B: View facing NE at 721 to 725 S. Broad St





# The Vision

Reduce front yard parking, enhance landscaping in front yards, dormers and architectural enhancements, encourage rear yard parking and connections to adjoining sites

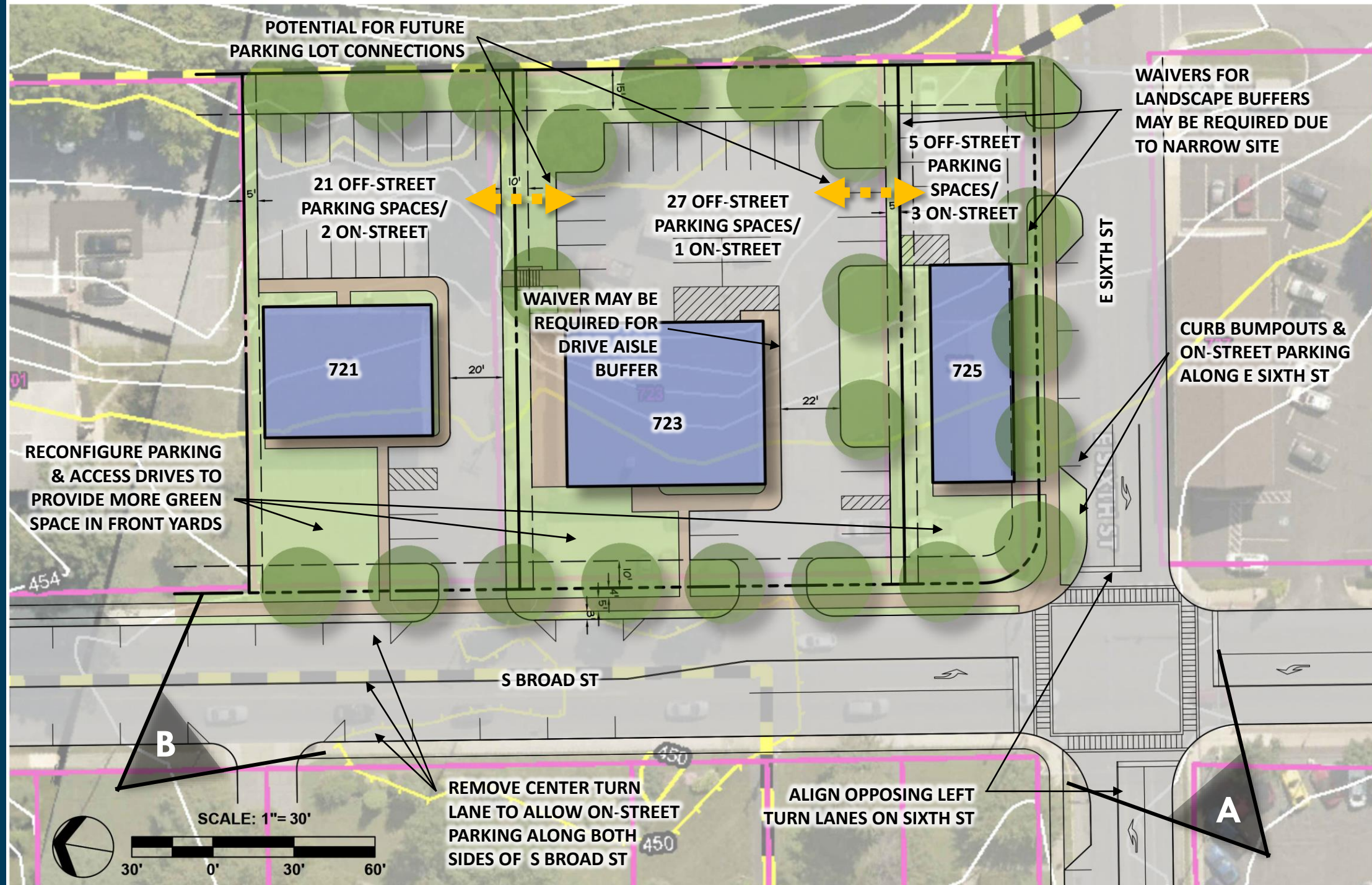
Add on-street parking, remove center scramble lane, dedicated left turn lane at intersections, add front yard landscaping while reducing front yard parking

Reduce front yard parking, enhance landscaping in front yards, dormers and architectural enhancements, encourage rear yard parking and connections to adjoining sites

Add on-street parking, remove center scramble lane, dedicated left turn lane at intersections, add front yard landscaping while reducing front yard parking



# Vision Plan C





## Proposed Standards

Within the Study Area, modify the form standards as described below:

1. Create a new Gateway Mixed Use District (GMU) to replace the GB District standards while permitting the full range of uses allowed within the existing General Business District.
2. Permit residential uses on the upper floors facing Broad Street and on the first floor where residences are located no closer than 30 feet from the front building wall.
3. Permit mixed use development throughout the study area.
4. The maximum building height should be 3 stories or 40 feet.
5. For buildings of less than 10,000 SF, the building should provide a portion of the roof as pitched roofs along the face of the building fronting on Broad Street or Sixth Street.



## Proposed Standards

6. Along Broad Street, limit access to one curb cut and require adjoining developments to seek cross easements from adjoining properties or provide secondary access from an adjoining site or from a rear lane such as Raspberry Lane.
7. Parking standards should be modified to be more consistent with those of walkable mixed-use districts. Consider the following parking standards:
  - Apartments 1 space per unit plus 0.5 spaces per bedroom
  - Office 3.0 spaces per 1000 GSF
  - Medical Office 3.5 spaces per 1000 GSF
  - Retail 3.3 spaces per 1000 GSF
  - Restaurant 0.25 spaces per seat

An alternate approach would be to provide required parking reduction incentives similar the standards designated in ZONING SECTION 218 Downtown Overlay District C.1. Development Incentives for Parking
8. Adopt Urban Land Institute shared parking standards as a standard for permitting and promoting shared parking. These standards seek to optimize the use of proposed and existing parking with the district during times of the day, week or year when certain uses have documented patterns of lower uses that may allow for certain reductions of overall parking demand. It may be justified to allow on-street parking to count towards overall parking requirements.



# Proposed Standards

9. The Borough, property owners and land development applicants should cooperate to provide additional street trees, pedestrian oriented lighting, grass verges, wider sidewalks and parallel on-street parking as designated on the Recommended Streetscape Improvement page of this report.
10. Update the zoning ordinances by creating a form-based code ordinance for this Gateway Mixed Use District.
11. Modify ZONING SECTION 313. Landscaping, Screening and Buffering.  
“A.1. The planting strip/buffer planting strip shall be at least ~~five~~ ~~ten-(10)-~~ (5) feet wide, measured from the property line or street right-of-way line, except where there is approved shared parking and the planting strip is not required along the side or rear boundaries.”
12. Modify SALDO SECTION 602 K. Access Drives.  
12. “5. Access drives shall be located a minimum of ~~five~~ ~~ten-(10)-~~ (5) feet from side or rear property lines and a minimum of ~~ten~~ ~~twenty-(20)-~~ (10) feet from buildings/structures.”
13. Modify SALDO SECTION 603. Vehicular Parking Facilities, Sidewalks and Curbs.  
“A.2 Parking Areas. Buffer planting shall be provided for parking compounds and access drives which are adjacent to residential properties and public right-of-ways. The buffer planting area shall be at least fifteen (15) feet wide.”  
“A.4. No portion of a parking compound shall be permitted within ~~five~~ ~~ten-(10)-~~ (5) feet of side or rear property lines and ~~ten~~ ~~twenty-(20)-~~ (10) from street right-of-way lines.



# Proposed Standards

## 14. Lot Requirements.

- 1. New Construction shall follow the Lot and Yard Requirements presented in the Form Based Codes.
- 2. Lot & Building Standards
  - Minimum Lot Width (ft) 50
  - Maximum Front Yard (ft) 40
  - Minimum Side Yard (ft) 5
  - Minimum Rear Yard (ft) 20 feet, except for structures along alleys in which case the minimum setback shall be ten (10) feet from the edge of pavement
  - Maximum Lot Coverage (%) 85
  - Buildings facing Broad Street to have at least 30% of the front building wall no further than 40 ft from the front lot line
- 3. A twenty (20) foot wide side yard is required on the side abutting a residential district without an intervening street, alley, and lane or railroad right-of-way.
- 4. The majority of parking shall be placed to the rear of the lot behind the front building wall. Limit the area designated for off-street parking within the front yard to one up to 25-foot-deep row of parking stalls along Broad Street.



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