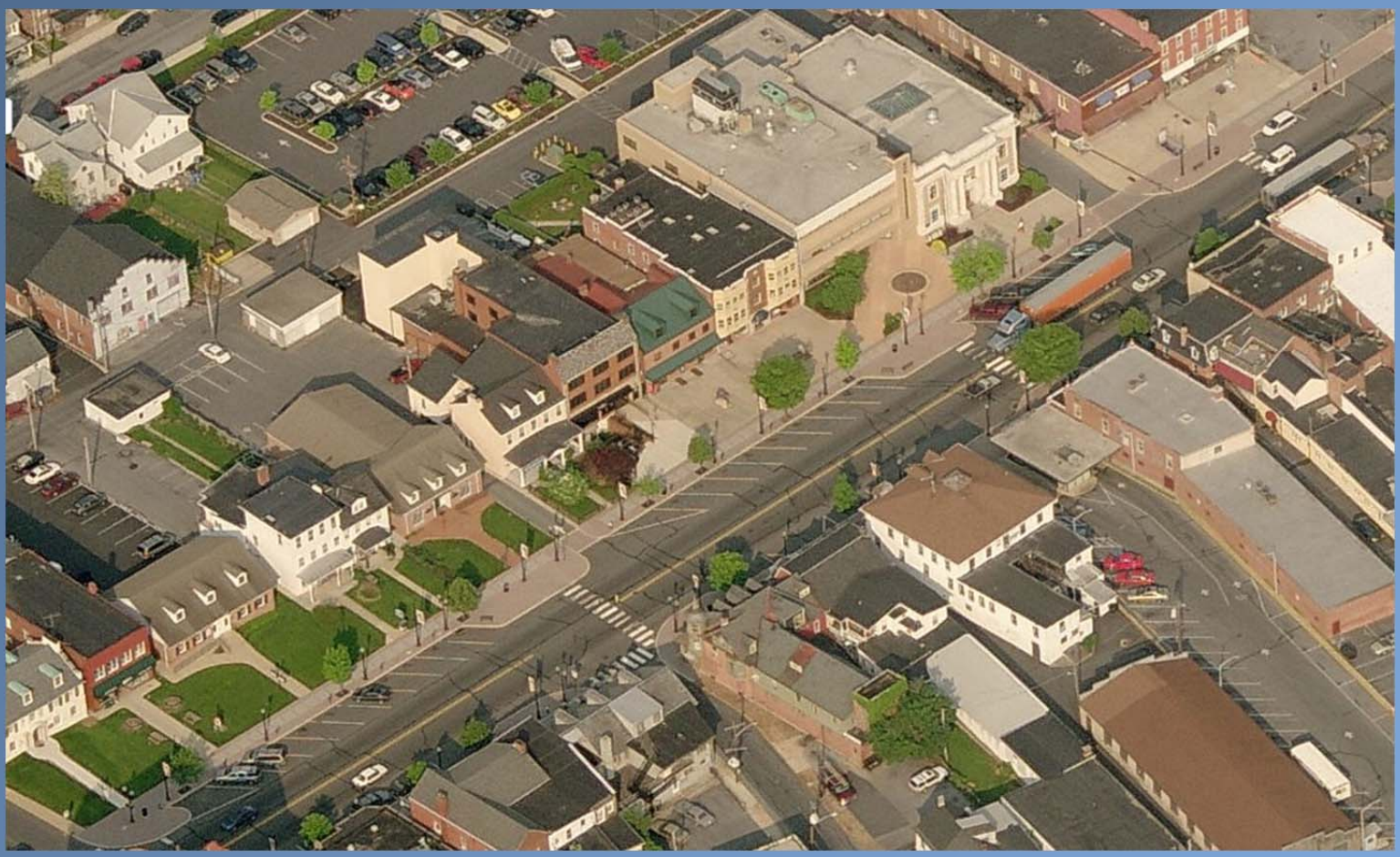


TECHNICAL APPENDICES

Ephrata Borough Comprehensive Plan Update

September 8, 2014

Demographic, Housing, & Economic Profile

A1-1	Overview
A1-2	Population Profile, 1970 – 2010
A1-3	Municipal Population Projections
A1-4	Age Composition: Ephrata Borough Population Pyramid
A1-5	Housing Types
A1-6	Units by Age of Structure
A1-7	Occupied Units and Housing Tenure, Estimated 2013
A1-8	Housing Value, 2012
A1-9	Rental Value, 2012
A1-10	Educational Attainment
A1-11	Households by Average Annual Income
A1-12	Comparison of Median Annual Income
A1-13	Percent of Population in Poverty
A1-14	Economically Disadvantaged Elementary Students in EASD
A1-15	Selected Employment and Occupation Characteristics.
A1-16	Comparison of Occupations
A1-17	Land Use: Vacant Land by Zoning District

DEMOGRAPHIC, HOUSING, & ECONOMIC PROFILE

Understanding existing conditions in the Borough is the first step toward planning for the future. The following data depicts the major trends affecting the Borough and how they differ from Ephrata Township and Lancaster County as a whole.

A1-1 Overview

	Ephrata Borough	Ephrata Township	Lancaster County
Population	13,394	9,400	519,445
Households	5,680	3,402	192,681
% Family HHs	64%	73.5%	70.6%
Average HH Size	2.34	2.71	2.6
Median Age	36.6	39	38.2
Median Income	$46,012	$63,396	$55,816

Source: US Census 2010

A1-2 Population Profile: 1970-2010

Municipality	1970 Population	1980 Population/ Growth Rate	1990 Population/ Growth Rate	2000 Population/ Growth Rate	2010 Population/ Growth Rate	% Change (1970 - 2010)
Ephrata Borough	9,662	11,095/ 14.8%	12,133/ 9.3%	13,213/ 8.9%	13,394/ 1.3%	38.6%
Ephrata Township	3,532	4,789/ 35.5%	7,116/ 48.6%	8,026/ 12.8%	9,400/ 17%	166%
Lancaster County	320,079	362,346/ 13.2%	422,822/ 16.6%	470,658/ 11.3%	519,445/ 10.0%	62%

Source: Ephrata Comprehensive Plan 2001, US Census 2010

Ephrata Borough and the Ephrata area have had substantial population growth over the past four decades. TableA1-2 shows population changes in Ephrata Borough, Ephrata Township, and Lancaster County from 1970 to 2010. The Borough has had a steadily declining rate of growth during this period, declining from a high of 14.8% in the 1970s to 1.3% growth from 2000 to 2010.

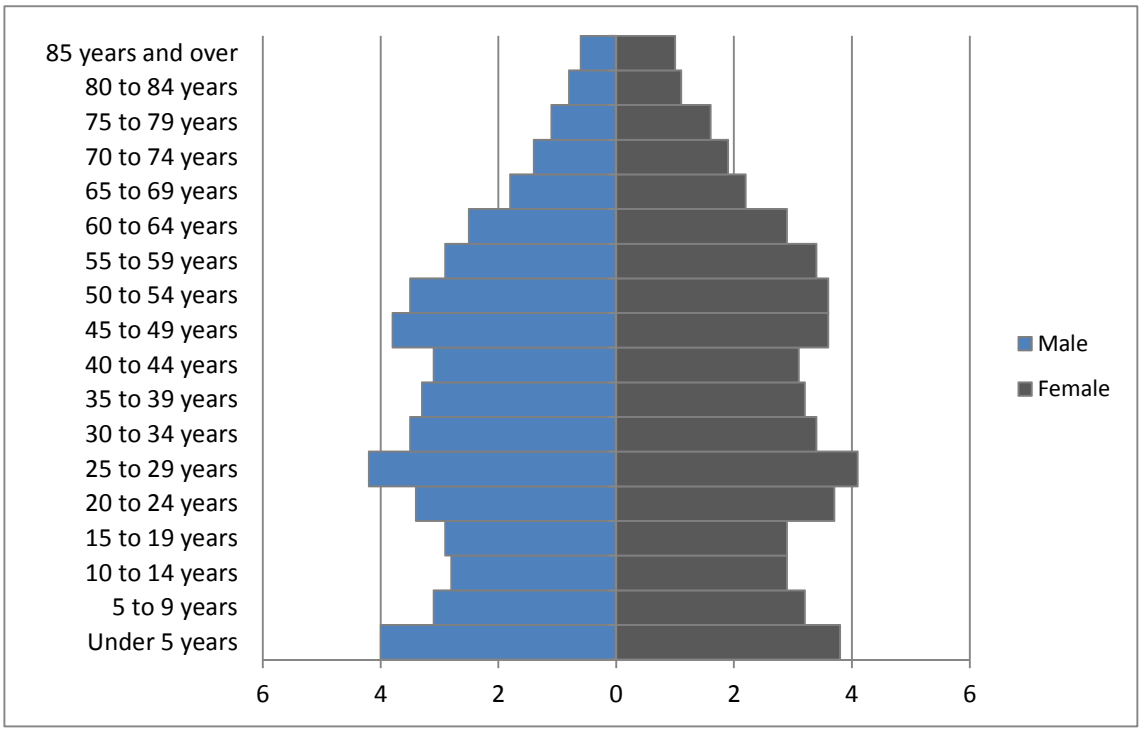
A1-3. Municipal Population Projections.

	2010 Census Population	2020 Projection/ Growth Rate	2030 Projection/ Growth Rate	2040 Projection/ Growth Rate	2010-2040 Projected Growth Rate
Ephrata Borough	13,394	14,142/ 5.6%	14,716/ 4.1%	15,150/ 2.9%	13%
Ephrata Township	9,400	10,773/ 14.6%	12,075/ 12.1%	13,317/ 10.2%	41.6%
Lancaster County	519,445	569,343/ 9.6%	613,208/ 7.7%	651,982/ 6.3%	25.5%

Source: Lancaster County Planning Commission

The Lancaster County Planning Commission (LCPC) develops population projections for municipalities within the County. The most recent projections, based upon the 2010 Census data, were completed in June 2012. As summed up by the LCPC in their report, "the smaller the area and the longer the period, the less likely it is a projection will be accurate." However, the numbers do provide some gauge of future development trends.

A1-4. Age Composition: Ephrata Borough: Population Pyramid



Source: 2010 US Census

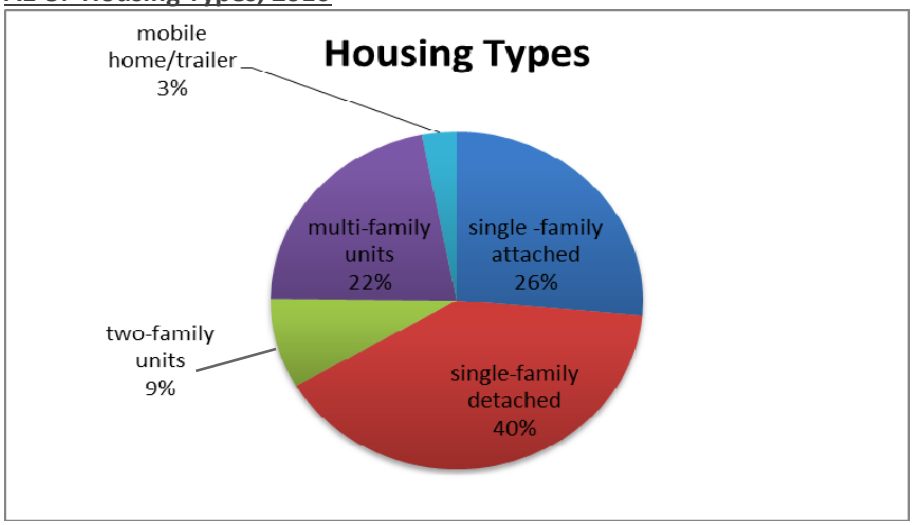
The median age in Ephrata Borough is 36.8 years, slightly older than the 36 years that was the Borough's median in 2000, and reflective of an aging population. Median ages for Ephrata Township and Lancaster County are 39.0 and 38.2 years, respectively. The median age for all boroughs in the County is 37.3 years.

This data indicates that the Borough has a slightly younger population than either the Township or the County, a turnaround from the 2000 Census, where the Township median was 34.5 years. While further research could help determine the factors contributing to such a switch, possible causes may include a rise in the construction of age-qualified/retirement communities or perhaps a rise in intergenerational families living on the same premises.

SELECTED HOUSING CHARACTERISTICS

The Borough has a wide variety of housing types ranging from large, single-family detached homes to apartment buildings. The many types of higher density housing include traditional and newer townhouses, different-sized apartment buildings and mobile homes. Lower-density housing types include large- and small-lot single-family homes and duplexes. Much of the older housing stock is located in neighborhoods surrounding the downtown. The newer stock is located in peripheral areas of the Borough in more contemporary subdivisions. Aside from a handful of empty lots, there is not much vacant land available in the Borough to accommodate new housing development. New housing development in the future is likely to happen on land adjacent to the Borough in neighboring Ephrata Township, particularly in areas that are within the Urban Growth Boundary.

A1-5. Housing Types, 2010



Source: US Census, 2010

Ephrata Borough has a highly diverse housing stock that lends itself to a variety of household types and price points.

A1-6. Units by Age of Structure

	Ephrata Borough	Ephrata Township	Lancaster County
Total Units	5,886	3,586	206,952
2005 or later	2.8%	6.8%	4.6%
1990- 2004	19.5%	27.6%	21.5%
1970 – 1989	26.8%	36.7%	27.8%
1950 – 1969	14.9%	10.7%	18.8%
Before 1949	36.2%	18.3%	27.3%
Median Age	45 Years	30 Years	40 Years

Source: 2010 US Census

Ephrata Borough's housing stock, like many boroughs in the County, is older than the surrounding townships. Older housing contributes to the borough's charm, but also creates challenges in terms of upkeep, energy efficiency, and modern conveniences or design. This additional maintenance can further burden already cost-burdened households or translate into a dilapidated appearance when postponed.

A1-7. Occupied Units and Housing Tenure, Estimated 2013.

	Total Units	Vacant Units	Occupied Units	Owner Occupied	Renter Occupied	% Renter Occupied
Ephrata Borough	5,886	248	5,638	3,470	2,168	38%
Average- all County boroughs	2,320	114	2,205	1,407	798	36%
Ephrata Twp	3,586	139	3,447	2,555	892	26%
Lancaster County	206,952	9,549	197,403	135,065	62,338	32%

Source: Housing Market Analysis of Lancaster County, Nielson Company (2013)

Ephrata Borough consistently has higher rental occupancy than the County or Ephrata Township, or the average rate for all boroughs in the County. Its rate of rental units is on par with other boroughs in the region.

A1-8. Housing Value, 2010; 2012

	Ephrata Borough, 2010	Ephrata Borough, 2012	Ephrata Township, 2010	Ephrata Township, 2012	Lancaster County, 2012
Housing Value					
Owner-occupied units	3,519	3,562	2,533	2,331	135,310
Less than $50,000	4.5%	4.7%	15.3%	19.3%	5.2%
$50,000 to $99,000	7.0%	6.8%	4.2%	4.8%	7.9%
$100,000 to $149,000	38.2%	37.5%	11.0%	8.8%	16.8%
$150,000 to $199,000	26.3%	25.4%	18.4%	19.7%	24.8%
$200,000 to $299,000	19.8%	20.6%	33.8%	35.6%	28.5%
$300,000 or more	4.3%	5.1%	17.4%	16.6%	16.8%
Median Value	**$150,600**	**$152,200**	**$202,300**	**$204,300**	**$189,600**

Source: 2010 US Census; 2008-2012 American Community Survey

The median value of an Owner-Occupied Unit in Ephrata Borough is $150,600, the comparable median values in Ephrata Township and Lancaster County are $202,300 and $187,300 respectively.

A1-9. Rental Value 2012

	Ephrata Borough, 2012	Ephrata Township, 2012	Lancaster County, 2012
Total Renter-occupied Units	2,127	836	55,582
Less than 300	4%	0	2.5
300 to 499	3.3%	0	6.1
$500 to $749	44.1%	14.1	27.3
$750 to $999	41.4%	47.4	31.5
$1,000 to $1,499	6.3%	29.8	25.7
$1,500 or more	0.5%	8.7	7.3
Median Contract Rent	**$743**	**$959**	**$853**

Source: 2008-2012 American Community Survey

Contract rents range from less than $300 to $1,500 and more. 85.1% of rental units have a rent range of $500 to $999. Ephrata Borough's median contract rent is $727; in contrast, the median contract rents in Ephrata Township and Lancaster County are $943 and $828, respectively.

SELECTED SOCIO-ECONOMIC CHARACTERISTICS

A1-10. Educational Attainment, 1990- 2010

	Ephrata Borough, 1990	Ephrata Borough, 2010	Lancaster County 1990	Lancaster County 2010
High School Grad or higher	70.3	83.8	70.5	83.3
College Grad or higher	16.6	16.8	16.7	23.2

Source: 2010 US Census

Educational attainment of Ephrata Borough residents is generally consistent with that of Lancaster County in terms of high school graduates, but lags slightly behind the County in terms of college degrees.

A1-11. Comparison of Households by Annual Income

	Ephrata Borough	Ephrata Township	Lancaster County
Value	% of Total		
<10,000	6.3%	3.0%	4.3%
10,000 – 14,999	4.2%	4.3%	10.0%
15,000 – 24,999	9.6%	7.8%	10.1%
25,000 – 34,999	14.1%	11.1%	15.0%
35,000 – 49,999	20.4%	13.4%	21.5%
50,000 – 74,999	21.1%	21.2%	14.5%
75,000 – 99,999	12.6%	16.6%	13.1%
100,000 – 149,999	8.1%	16.0%	3.8%
150,000 – 199,999	2.0%	3.2%	3.0%
200,000 +	1.5%	3.5%	4.6%

Source: 2008-2012 ACS

A1-12. Comparison of Median Annual Income

	Ephrata Borough	Ephrata Township	Lancaster County
Median Income 1990 Census	$33,255	$30,907	$35,198
Median Income 2010 Census	$46,012	$63,396	$55,816
Median Income 2012 ACS	$47,082	$64,167	$56,172
% change, 1990- 2012	41.5%	107.6%	59.6%

A1-13. Percent of Population in Poverty

	Ephrata Borough	Ephrata Township	Lancaster County
% of persons	7.5%	7.6%	9.9%
% families	5.4%	5.5%	7.0%
% children under 18	9.7%	12.1%	14.2%

Source: 2007-2011 American Community Survey

Median household income levels in Ephrata Borough are significantly lower than those of both Ephrata Township and Lancaster County. In 1990, the range between County, Borough and Township median incomes were within $5,000 of each other; now the range is more than $17,000. Despite these statistics, the percent of total population living in poverty in the Borough was lower than the Township (7.6%) and noticeably lower than the County (9.9%). In 2011, the Poverty Threshold as defined by the U.S. Census was $22,811 for the traditional family of two adults and two children. This disparity in median income could be attributable to the overall smaller household size, and smaller proportion of families found in the Borough in comparison to Ephrata Township and the County (See Table A1-1).

A-14: Economically Disadvantaged Students Receiving Free or Reduced Meals

Ephrata Area School District	Percent of students receiving free or reduced meals
Akron Elementary	39.94
Clay Elementary	32.21
Fulton Elementary	50.49
Highland Elementary	42.69

Source: Pennsylvania Department of Education, School Performance Profile

SELECTED EMPLOYMENT AND OCCUPATION CHARACTERISTICS

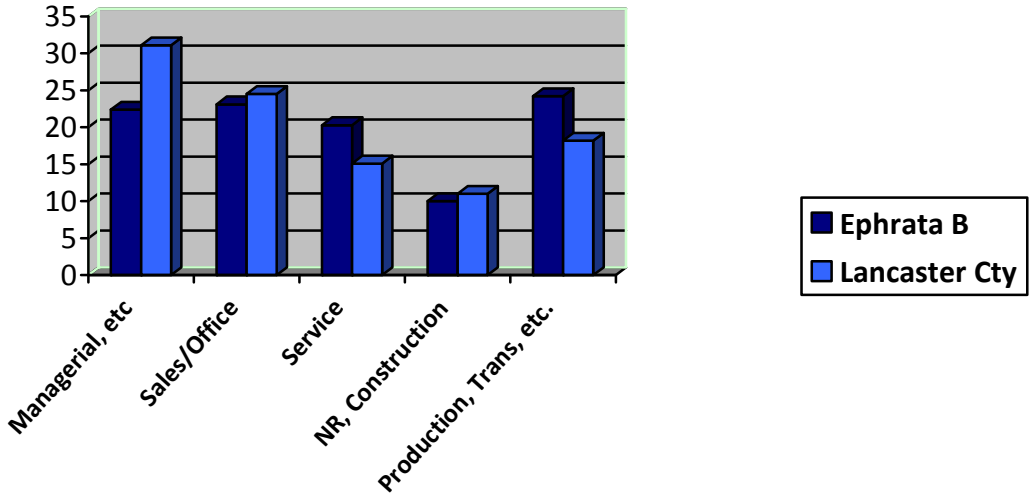
A1-15. Selected Employment and Occupation Characteristics.

	Ephrata Borough 2010	Ephrata Borough 2012	Lancaster County 2010	Lancaster County 2012
Total persons 16 and over	10,717	10,888	402,133	406,254
Total employed persons 16 and over	69.7%	71.5%	67.0%	66.8%
Unemployment Rate	5.4%	5.4%	6.2%	6.8%
Families - all parents working	71.6%	79.8%	64.0%	64.5%
Occupation (employed persons 16 and over)	7,067	7,789	252,430	271,175
Managerial, business, science, and arts	22.4%	25.8%	31.1%	31.7%
Sales and office	23.1%	22.5%	24.5%	24.1%
Service	20.3%	20.3%	15.1%	15.7%
Natural Resources, Construction & Maintenance	10.0%	10.4%	11.0%	10.8%
Production, Transportation & Material Moving	24.2%	21%	18.2%	17.7%

Source: U.S. Census 2010, American Community Survey 2008-2012

The occupational structure of Ephrata Borough varies from that of Ephrata Township and Lancaster County in several ways. The largest differences are in regards to the percentage of the labor force involved in the "Production, Transportation, and Material Moving" and "Service" categories, where at least 5% more of the Borough population is involved in these industries. On the other hand, the Borough lags behind the County and Township, in proportion of workers participating in the "Managerial, business, science and arts" category.

A1-16 Comparison of Occupations



A1-17 Land Use: Built, Vacant and Unbuildable Land by Zoning District

BUILT		UNBUILDABLE		VACANT	
Zoning District	Acreage	Zoning District	Acreage	Zoning District	Acreage
CBD	56.07	CD	18.92	CD	122.83
CD	7.24	GID	23.74	GID	4.2
GID	75.15	HCD	20.18	HCD	17.21
HCD	171.52	LMD	3.38	LMD	3.01
LMD	44.05	LPD	4.52	LPD	1.21
LPD	9.09	NCD	0.59	NCD	4.06
NCD	77.61	RHD	22.95	RHD	10.44
NCD-2	8.15	RLD	63.45	RLD	91.6
PMD	29.34	RMD	6.33	RMD	20.23
RHD	301.77	Total Acreage	164.05	Total Acreage	274.79
RLD	717.72				
RMD	281.32				
Total Acreage	1779.04				

Source: Lancaster County Planning Commission

Zoning District Designations

CBD= Central Business District
CD= Conservation District
GID= General Industrial District
HCD= Highway Commercial District
LMD=Light Manufacturing District
LPD= Linear Park District
NCD= Neighborhood Commercial District
NCD-2= Neighborhood Commercial District-2
PMD= Planned Mixed Use District
RLD= Residential, Low Density
RMD= Residential, Medium Density
RHD= Residential, High Density

Appendix 2

Maps

A2-1	Ephrata Borough "Favorite Places"
A2-2	Future Land Use Map
A2-3	Future Character Zones Map
A2-4	Downtown Ephrata and Lincoln Village "Cores" Map
A2-5	Summary of Proposed Floodplain Revisions Map
A2-6	Conceptual Riparian Buffer Map
A2-7	Ephrata Area Future Land Use Map
A2-8	Lititz-Ephrata Rail Trail Map

Map A2-1. FAVORITE PLACES

As part of its warm-up activities, Steering Committee members participated in an exercise to identify their favorite places in Ephrata. Discussion followed that highlighted what made these places special and whether there were qualities that could be emulated throughout the borough.

The following "Favorite Places" unique to Ephrata Borough (in alphabetical Order) were identified on April 3, 2013:

Adaptive Reuse

Catholic Properties

Cocalico Creek

Cocalico Valley Historical Society

Downtown/Main Street

Ephrata Borough Hall

Ephrata Cloister

Ephrata Community Hospital

Ephrata Community Park

Ephrata Performing Arts Center Park

Ephrata Public Library

Ephrata Recreation Center

Haller Barn and Mill

Highland Elementary Habitat

Island Park

Lincoln Heights Neighborhood

Lincoln Heights Outdoor Recreation Area

Old Lincoln House

Older Neighborhoods

Rail-Trail

St. Boniface Microbrewery

Sheldon's

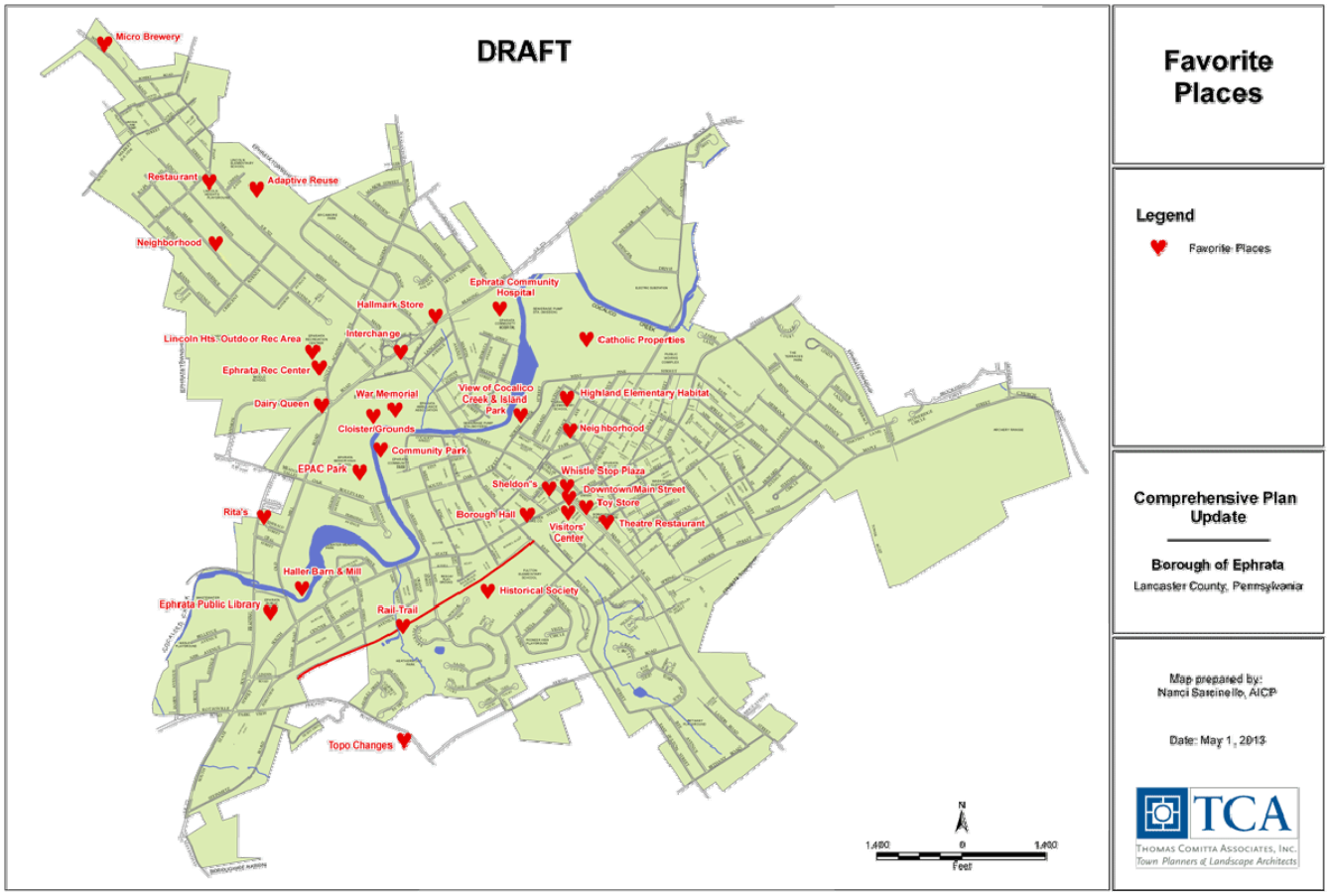
Theatre Restaurant

Toy Store

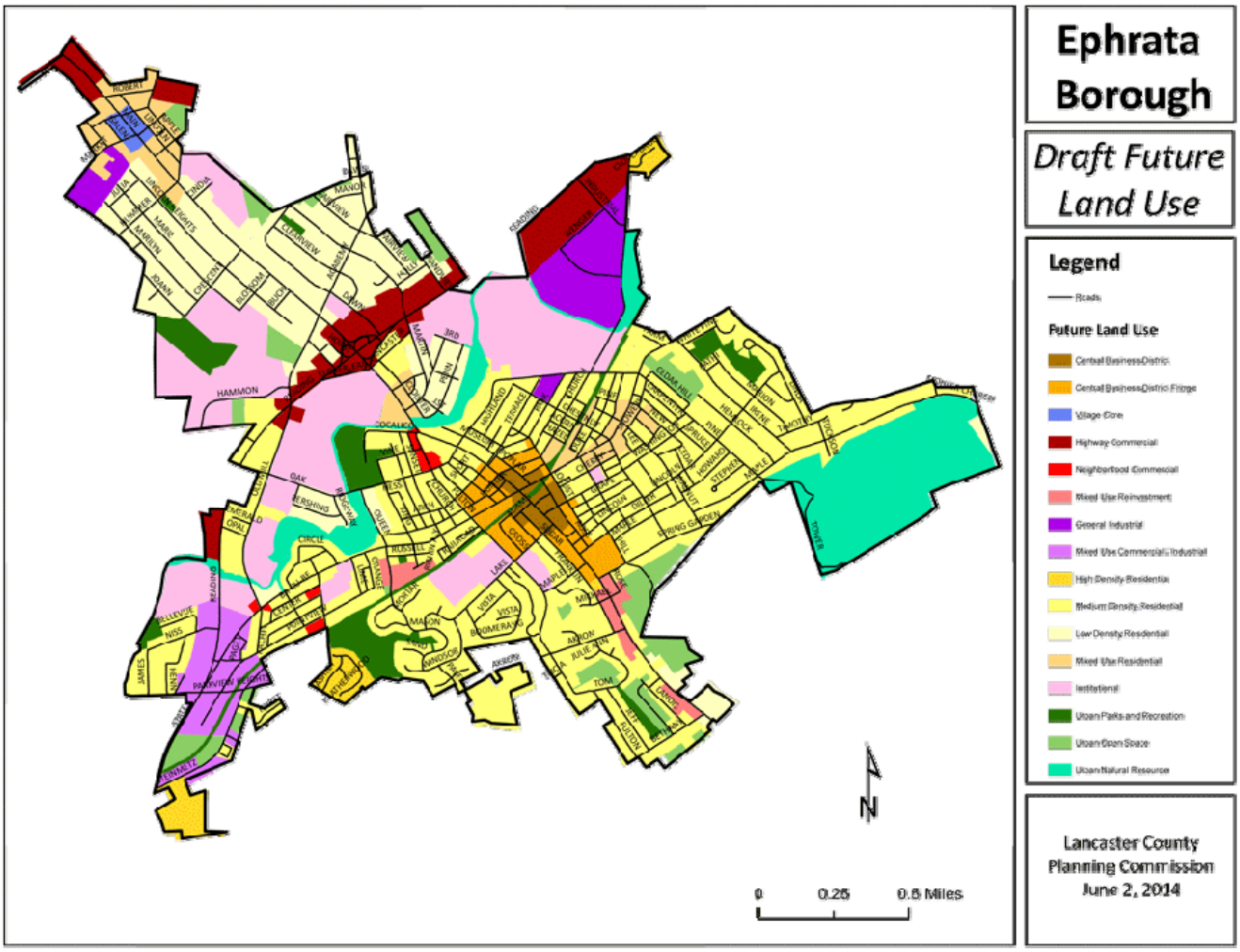
Visitors Center

War Memorial

Whistle Stop Plaza


DRAFT
Favorite Places
Legend
Favorite Places
Comprehensive Plan Update
Borough of Ephrata
Lancaster County, Pennsylvania
Map prepared by:
Nanci Sarcinello, AICP
Date: May 1, 2013
TCA
Thomas Comitta Associates, Inc.
Town Planners & Landscape Architects
Micro Brewery
Restaurant
Adaptive Reuse
Neighborhood
Ephrata Community Hospital
Hallmark Store
Interchange
Lincoln Hts Outdoor Rec Area
Ephrata Rec Center
Catholic Properties
Dairy Queen
War Memorial
View of Cocalico Creek & Island Park
Highland Elementary Habitat
Cloister Grounds
Neighborhood
Community Park
EPAC Park
Whistle Stop Plaza
Sheldon's
Downtown/Main Street
Toy Store
Rita's
Borough Hall
Theatre Restaurant
Visitors' Center
Haller Barn & Mill
Historical Society
Ephrata Public Library
Rail Trail
Topo Changes
N
1,480
0
1,480
Feet

MAP A2-2: FUTURE LAND USE MAP



MAP A2-3: FUTURE CHARACTER AREAS

The Future Character Zones map depicts 20 specific areas within the Borough. "Character Zones" represent neighborhoods, and other areas within the Borough that share similar qualities in terms of the positioning and massing of buildings, variety and intensity of land uses, the relationship between buildings and open spaces, and street network.

As the Borough is nearly built-out, only minor outward changes are expected to occur in most of these Character Zones. In fact, this is the Borough's desire. The Borough's goal of retaining its unique sense of history and place *emphasizes* maintaining and enhancing the buildings, streetscapes, and diversity of uses currently visible throughout the borough. Of course, some change is to be expected. Adaptive reuse, redevelopment, and infill are the Borough's primary tools to make way for new development and meet its future needs for housing and economic development. Guiding these changes is the overarching purpose of this plan.

The following summary of the Character Zones provides a brief description of existing conditions and future goals. The Zones are categorized as Residential, Commercial/Industrial, Mixed Use, Institutional, and Recreational/Open Space.

Residential Character Zones:

The Older Neighborhoods, Lincoln Village Neighborhood, and Newer Neighborhoods Character Zones represent the largest land use in the Borough. While the Older Neighborhoods display a diverse mix of higher density single family and multi-family dwelling units, the Newer Neighborhoods and Lincoln Village Neighborhood are primarily low to medium density residential neighborhoods of single family detached or semi-detached dwellings. Character goals for these areas include:

- Maintain community character, while meeting future housing needs through compatible rehabilitation, redevelopment, and infill;
- Increase connectivity and discourage cul-de-sacs; and
- Encourage a broader variety of housing, including accessory dwelling units and adaptive reuse of older buildings.

Mixed Use Character Zones:

Downtown: Positioning the Downtown so that it reaches its full potential as a regional center for commerce and culture, as well as a reliable source of services and goods for residents is a central theme of this Plan. The Downtown Character Zone has two components: the Core area and the Tier II area. The Downtown Core represents the area of the Downtown with the greatest intensity of nonresidential development, building heights, and historic character. It is intended that any comprehensive efforts to reenergize the Downtown focus on this core first. For example, if an effort to reach 100% occupancy or provide storefront window displays on vacant properties is undertaken, recruitment should focus on this area first and then ripple out from here. This is not to say that the Tier II areas are less integral to the success of the Downtown, but that limited resources should be clustered together in order to create a cohesive visual of what is envisioned for the Downtown as a whole.

Lincoln Village: Though Lincoln Village was annexed into the Borough several decades ago, it retains its own identity. Preserving and enhancing this unique place within the Borough can be achieved by providing more opportunities for mixed use development, developing form based code provisions or design standards that emulate and complement existing village character, and enhancing the streetscape.

Lincoln Village is characterized by more modest structures and smaller scale commercial. Most businesses are located within former residences that line Main Street and locate parking to the rear. Some newer, infill businesses take a more suburban character with deep building setbacks and parking along the street.

Similar to the approach taken with the Downtown, Lincoln Village has a defined "Core". This encompasses the historic center of the Village at Market Street and Main Street, and stretches north to Charles Street. The Core is intended to provide a focus for any initial efforts to beautify, improve function, or increase commercial activity.

Multiple Use District: This area was formerly known by the now defunct Doneckers factory and stores. It is characterized by a mix of residential and commercial uses (located side by side, as compared to one over the other), surface parking lots, and the rail-trail on the western side. Future development in the area should maintain the streetscape with buildings located close to the sidewalk, continue to permit a variety of compatible uses to be intermingled, enhance the connection with the downtown, particularly through the implementation of the Rail-Trail, and encourage adaptive reuse of the existing Doneckers facilities and buildings, such as the current repurposing of the warehouse into an assisted living facility.

Commercial/Industrial Character Zones:

Ephrata Borough has a variety of employment and shopping areas outside of the Downtown and Lincoln Village Center.

- Within the Borough, there are many **Business Enclaves** that are comprised of older, underutilized properties with disparate uses and site designs that are uncomplimentary to the traditional development patterns of the Borough. Focused redevelopment and public private partnerships, particularly of the older and often underutilized industrial and light manufacturing areas located close to downtown, could result in new employment centers that better integrate and complement surrounding neighborhoods.
- The **Route 272 Corridor** stands apart from other areas of the Borough as particularly auto-oriented. It is characterized by suburban style, strip commercial development, with a high volume of traffic, lack of streetscape enhancements, and wide gaps in the sidewalk network. While these uses are expected to continue, this plan encourages more mixed-use opportunities, streetscape enhancements, and, especially, a greater focus on pedestrian connectivity.
- The **East Main Street Corridor** is a mix of smaller commercial and industrial establishments intermingled with older residences. The north side is constrained by topography.
- Route 272, East Main Street, and **South State Street** are all entry points into the Borough and as such create an opportunity for a welcoming first impression of the Borough that sets the tone for the visit. The Borough's previous Wayfinding Study provides more detail and recommendations for creating attractive and effective gateway conditions.

Institutional Character Zones:

The **Ephrata Cloister, Ephrata Community Hospital**, Ephrata Area School District properties, and other **institutional campuses** are uses that commonly do not blend into the surrounding neighborhoods as the larger building footprints and lack of internal street network are distinct from those of the surrounding neighborhoods. The exception to this is the elementary schools.

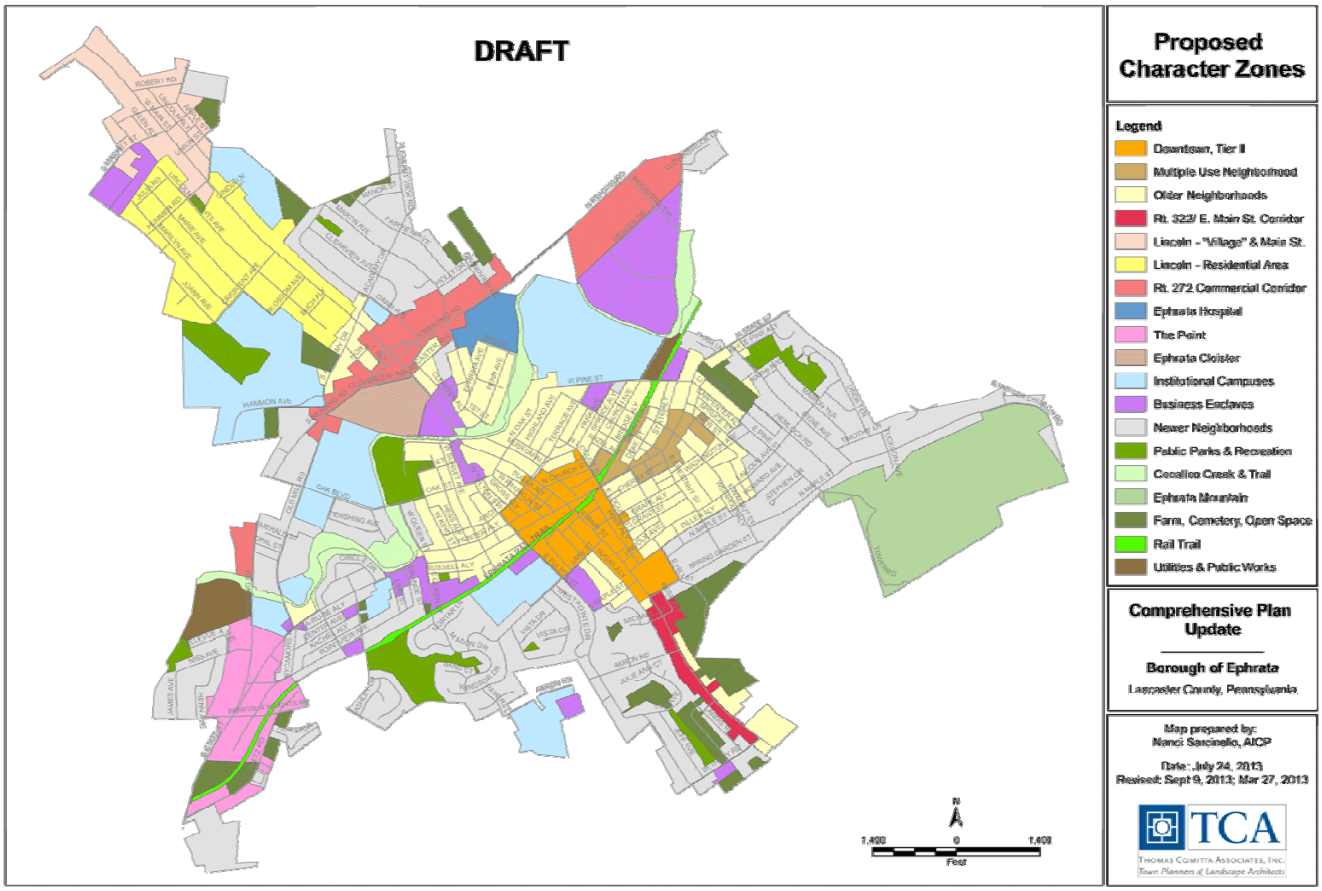
The Borough's goals in relation to these institutions is to encourage them to remain and grow in the Borough and create additional linkages to the surrounding community physically, socially, and economically to the benefit of all.

Recreation and Open Space:

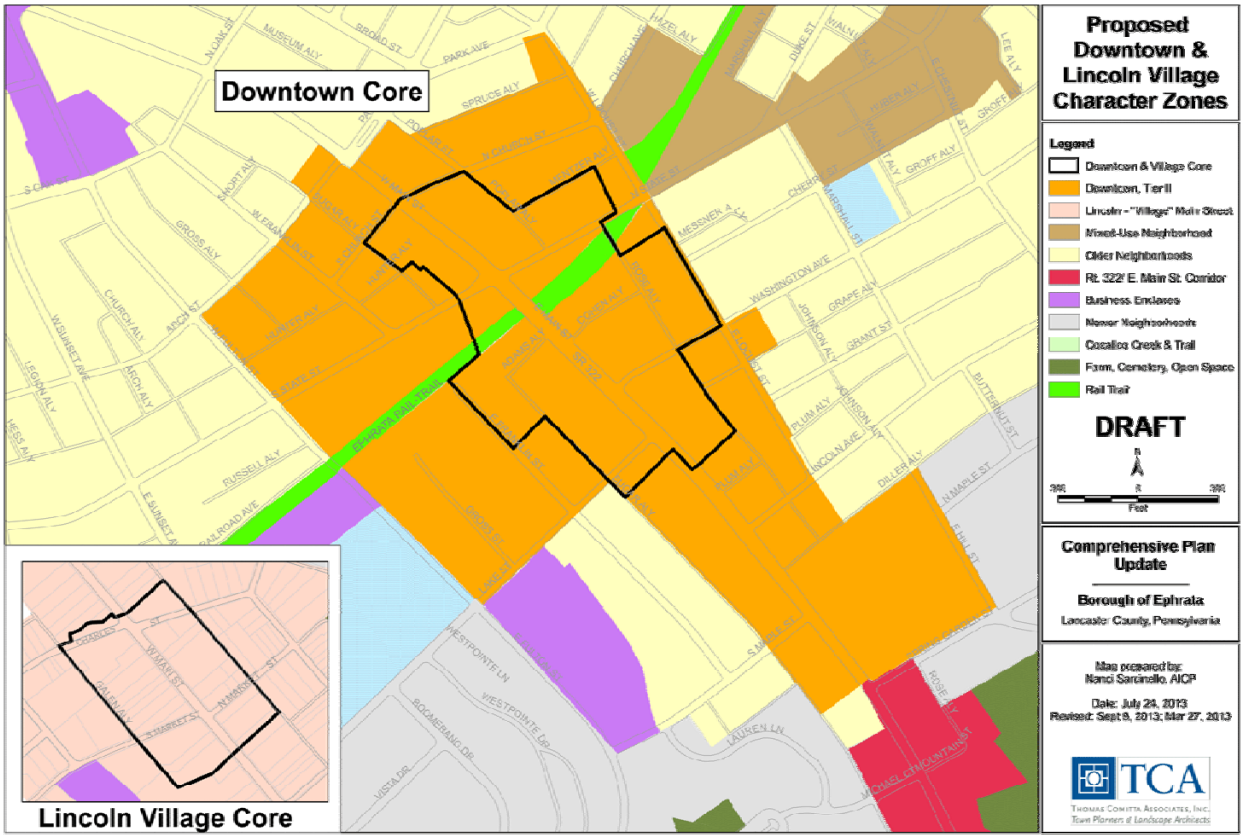
A number of Character Areas fall under the general category of recreation and open space. These include Public Parks and Recreation, the Cocalico Creek (&Trail), Ephrata Mountain, and the Rail Trail. Open space is vital to the Borough not only for its recreational and scenic value, but also for conservation of natural resources, and to help mitigate stormwater and flooding issues.

The Borough's goals for this Character Zone is to enhance the benefits by creating continuous linkages, increase awareness and usage, and to continue to be a good steward of the resources.

MAP A2-3: Future Character Zones

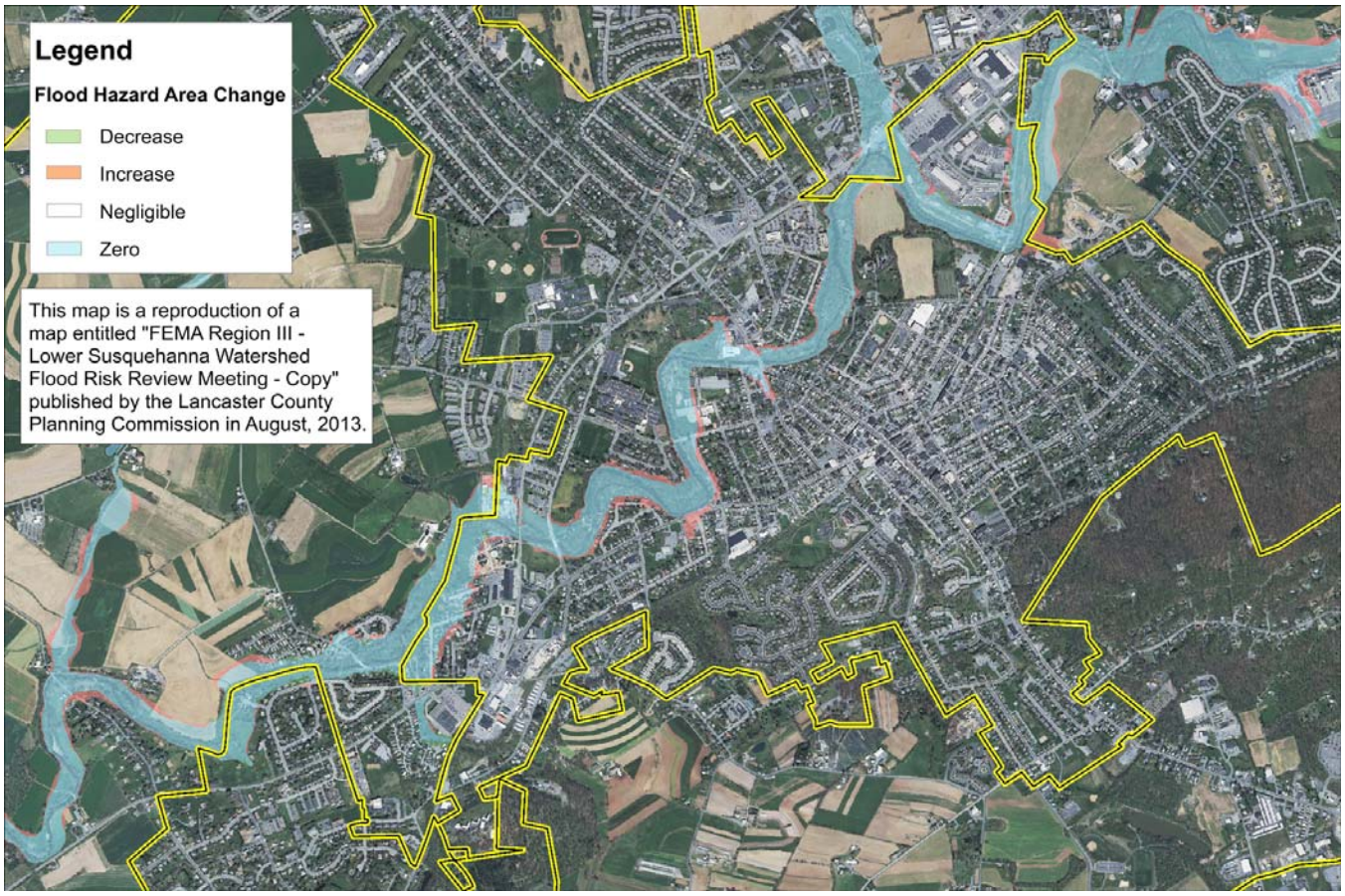


Map A2-4: Future Character Zones, Core Areas



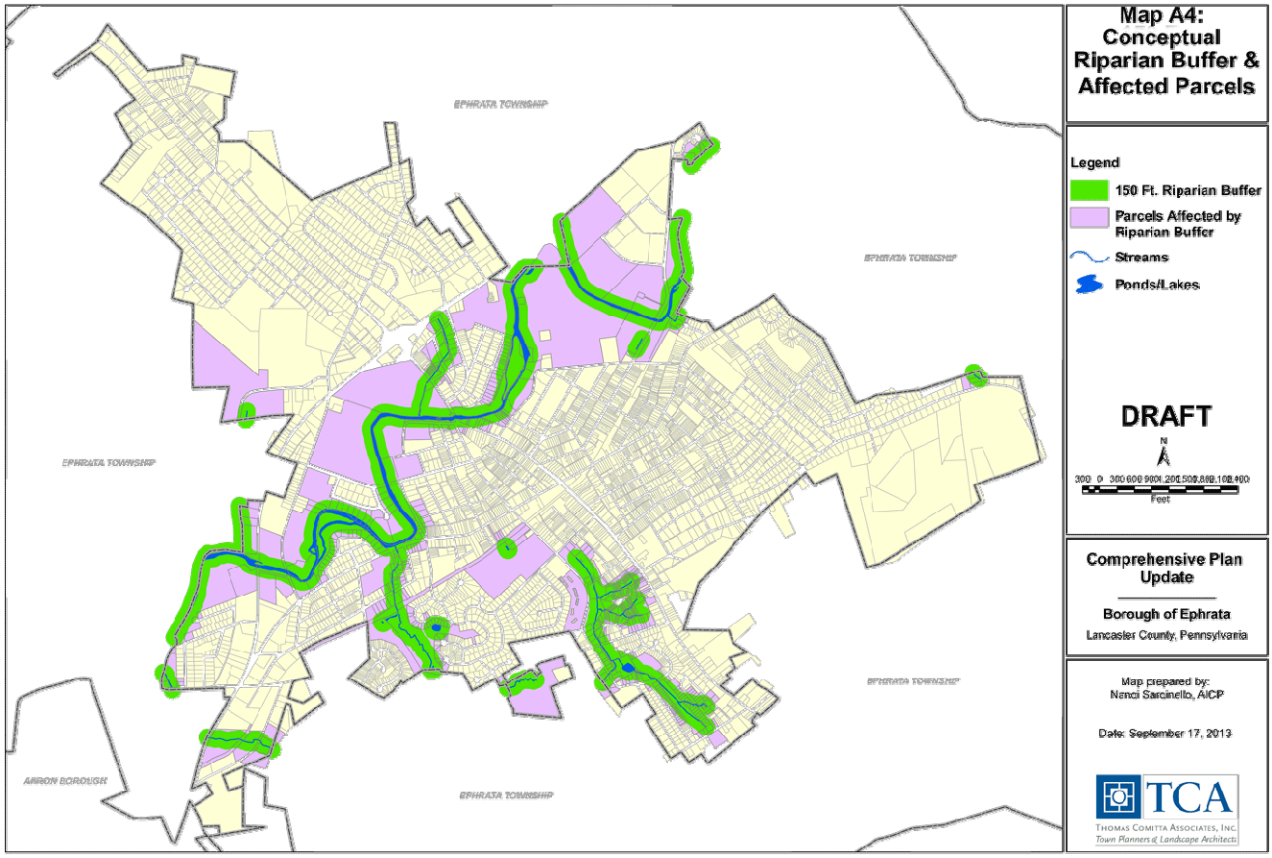
MAP A2-5: SUMMARY OF UPDATED FEMA FLOODPLAIN MAP

The Federal Emergency Management Agency (FEMA) released updates to the flood hazard maps for the Region III, Lower Susquehanna Watershed in August, 2013. The Map depicts the proposed changes in Ephrata Borough, where the floodplain has increased and decreased in relation to the Cocalico Creek. While areas where the floodplain has decreased do exist, the vast majority of revisions show a widening of the flood hazard area.

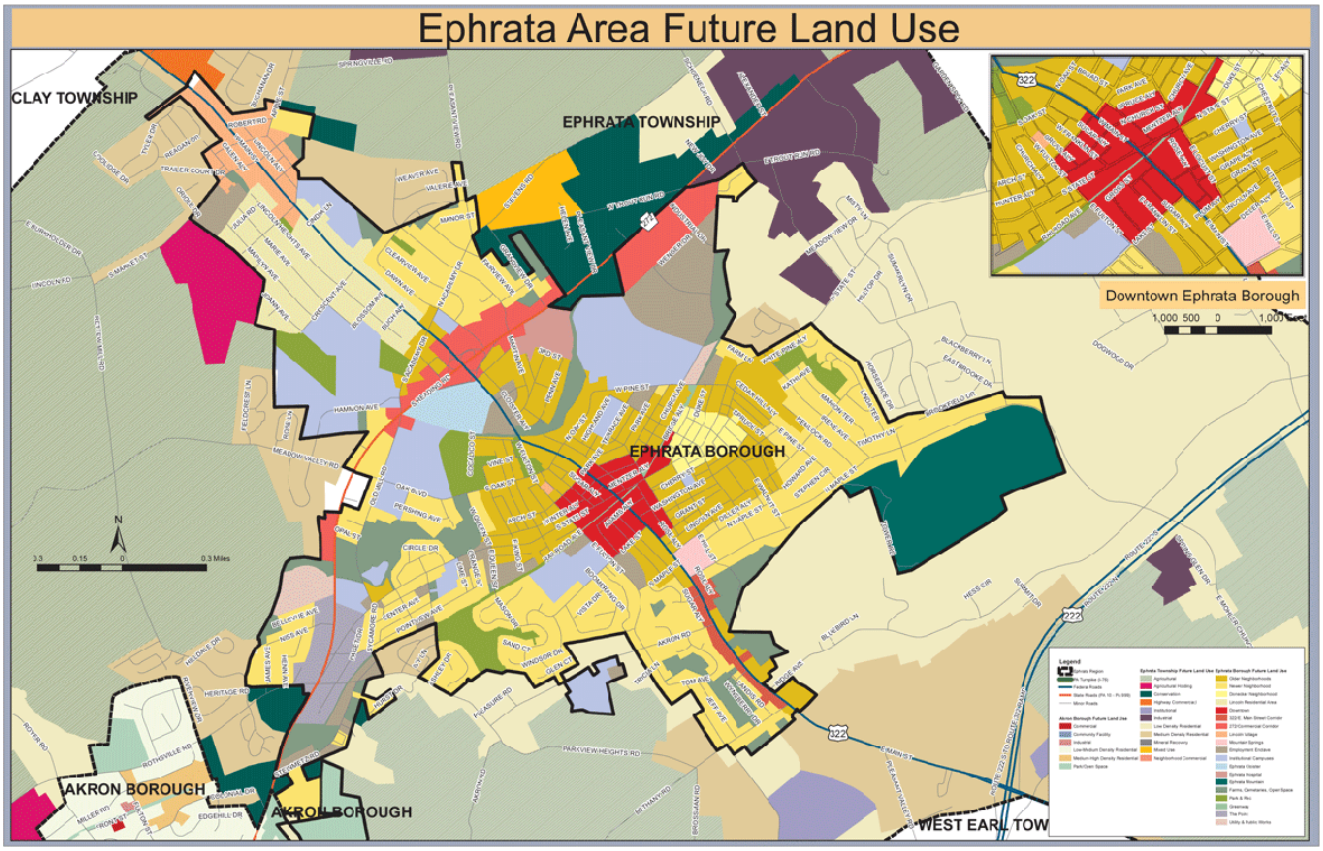


MAP A2-6: CONCEPTUAL RIPARIAN BUFFER ALONG THE COCALICO CREEK

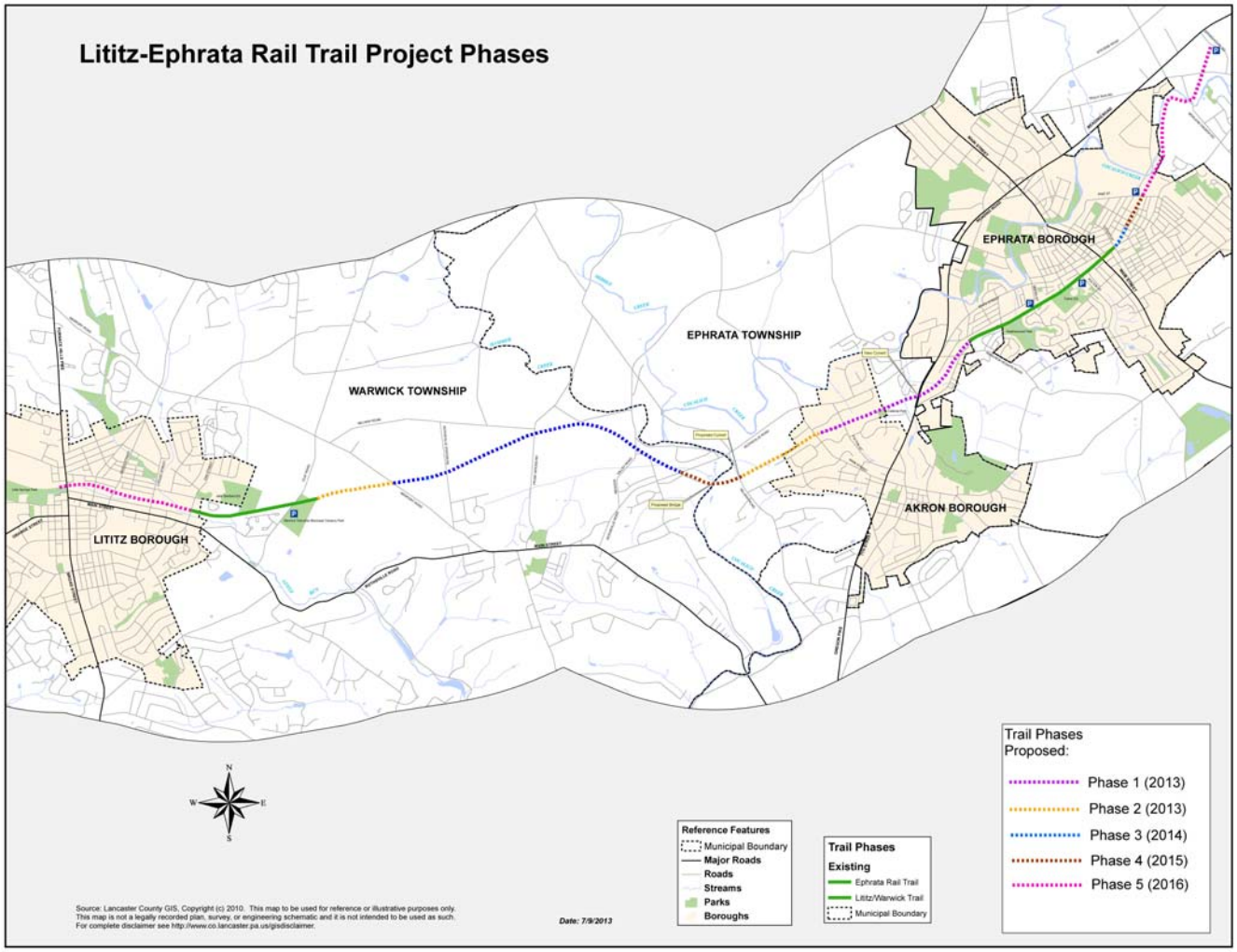
The Comprehensive Plan Update recommends a riparian buffer along the Cocalico Creek in order to enhance water quality, protect flood hazard areas, and provide a recreational corridor along the scenic creek. While the plan does not recommend a specific width, the Map depicts a conceptual 150 foot wide buffer along the Creek and other waterways. If the Borough implements any riparian buffer standards, the actual width could be as narrow as 50 feet or as wide as 300, but would be determined as part of any updates to Borough Ordinances.



Map: A2-7 Ephrata Area Future Land Use



Map A2-8: Lititz-Ephrata Rail-Trail



Appendix 3

BACKGROUND DATA: HISTORIC RESOURCES

COMMUNITY HISTORY

The banks of the Cocalico Creek were first settled in the early 1700s by Conrad Beissel, an immigrant from Eberbach, Germany (which continues to be the Borough's "sister city"). Beissel founded the renowned religious community known for its celibacy, ascetic lifestyle, and creative expression. Even as the Cloister community began to decline in the early 19th century, the nearby village of Ephrata, initially settled by Beissel's followers, continued to grow. The arrival of the Reading and Columbia Railroad prompted commercial development and spurred the town's role as a resort destination for wealthy urbanites.

Formally incorporated in 1891, the now Borough of Ephrata continued to define itself as a center of activity and growth as it entered the twentieth century. The Ephrata Street Fair, the oldest community fair still in operation, originated in 1919 to commemorate veterans of World War I. The nearby village of Lincoln, formerly New Ephrata, was annexed into the Borough in the 1960s.

PROTECTION OF HISTORIC RESOURCES

The National Register of Historic Places was established by the National Historic Preservation Act of 1966. In Pennsylvania, the program is administered by the Bureau for Historic Preservation, housed within the Pennsylvania Historical & Museum Commission (PHMC). Properties listed on the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The program is designed to assist state and local governments, federal agencies, and others identify significant historic and archeological properties worthy of preservation and of consideration in planning and development decisions. (Source: PHMC)

National Register properties are evaluated and selected according to uniform criteria. These criteria include:

A. Property is associated with events that have made a significant contribution to the broad pattern of history;
B. Property is associated with the lives of persons significant in the past;
C. Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction; and
D. Property has yielded or is likely to yield, information important in prehistory or history.

The PHMC's Bureau for Historic Preservation provides services to assist in the National Register process, including technical assistance in preparing National Register nominations, guidance on conducting architectural and historic surveys, evaluation of National Register eligibility, and nomination of properties to the National Register of Historic Places. The State Historic Preservation Board reviews all nominations. If approved, the nomination is then sent to the National Park Service, which either approves or denies the nomination. If approved, it is entered into the National Register of Historic Places.

Historic resources of Local Significance are those that have not been nominated for the National Register or may need further evaluation for a Determination of Eligibility. A resource that meets any one of the four eligibility criteria is given a Determination of Eligibility (DOE) by the Bureau for Historic Preservation. That resource, however, might never obtain a listing on the National Register.

In reality, most historic structures are not exceptional examples of a particular style or period architecture, nor can they claim that "George Washington slept here". Yet these structures greatly contribute to the overall experience of a place and provide valuable insight into the traditions and people. So-called vernacular

architecture tells a more local story, making history more accessible. Materials and slight alterations to particular styles may indicate local preferences for materials and climate control; experienced its heyday or demonstrate how local communities made a living.

Designation on the National Register of Historic Places or a Determination of Eligibility does not interfere with a private property owner's right to alter, manage, or dispose of property, and thus does not guarantee that a structure will be protected or even maintained. However, it often changes the way a community perceives their historic resources and gives credibility to efforts to preserve these resources as irreplaceable parts of history. Designation does provide a variety of benefits to assist property owners in protecting a designated resource. These include tax credits for appropriate rehabilitation and renovation, tax deductions for donation of easements, technical assistance, and access to grants and other sources of funding when available.

In addition to the National Register and MPC, another important piece of state legislation specifically enables historic resource protection at the local level. Pennsylvania Act 167 of 1961 (the Historic District Act) "authorizes counties, cities, boroughs, incorporated towns and townships to create historic districts within their boundaries providing for the appointment of Boards of Historical Architectural Review; empowering governing bodies to protect the distinctive historical character of these districts and to regulate the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the historic districts."

Under Act 167 of 1961, municipalities have the authority to enact local historic regulations, within historic districts, as it sees fit. Historic zoning often takes the form of a Historic Zoning Overlay District, where ordinance provisions provide standards for potential adaptive reuse of the resources, permissible façade treatments, and surrounding properties. Applications pertaining to historic resources are reviewed by an Historical Architectural Review Board (HARB), which then makes a recommendation to the governing body.

HISTORIC RESOURCE INVENTORY

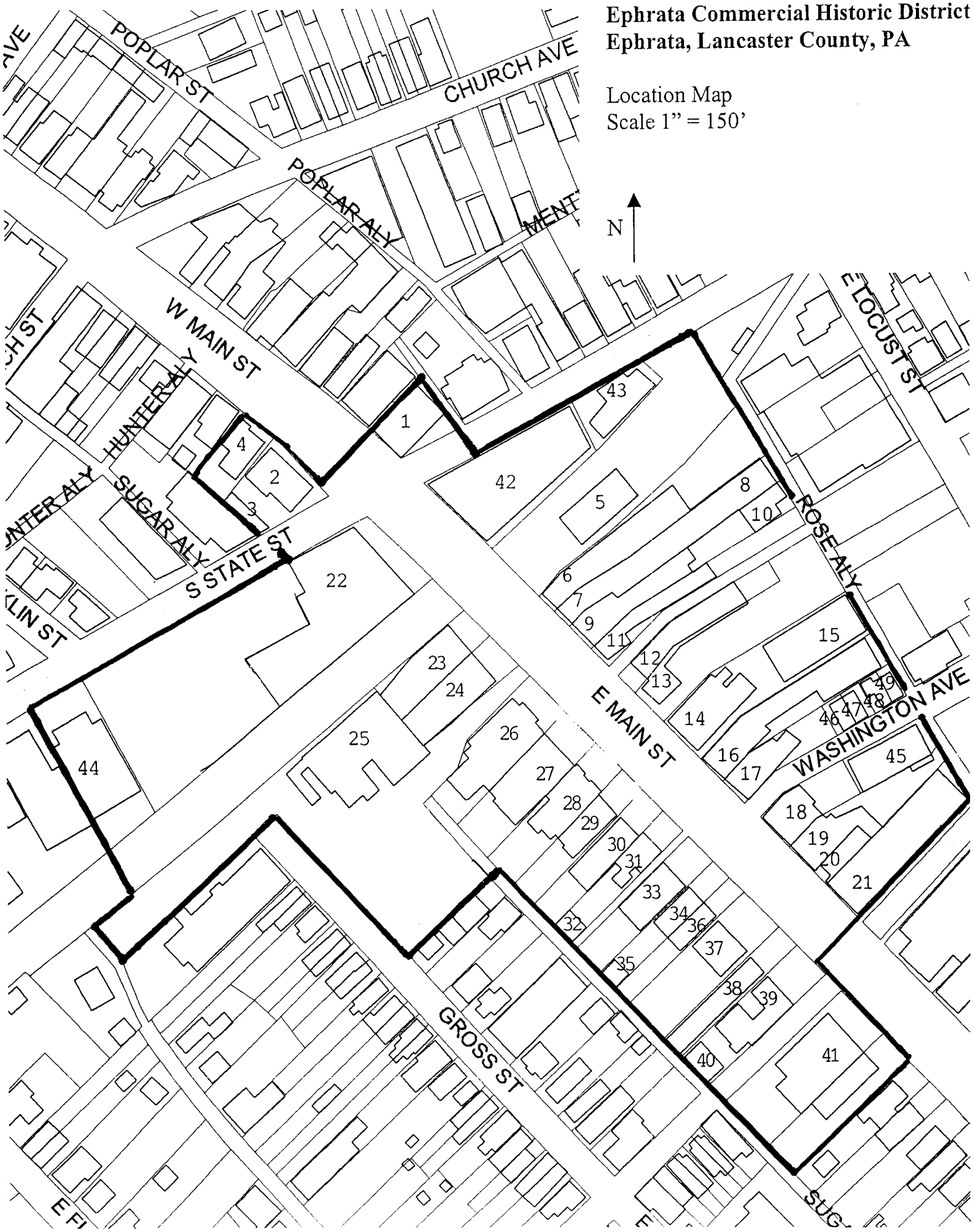
The story of Ephrata's nearly 125 years since incorporation is visible in many of the buildings and sites within its boundaries. Much of the downtown, Lincoln Village, and immediately surrounding neighborhoods are more than fifty years old and therefore considered "historic". The table below lists the structures that have received official designations on the National Historic Register, according to the Pennsylvania Historical Museum Commission (PHMC). Many others remain intact and contribute to the uniqueness and charm of Ephrata's streetscapes, and therefore may qualify for designation in the future if desired by the Borough.

Historic Resource Inventory.

Name	Address	Year Built	Status	Date Listed
Ephrata Commercial Historic District	(See following pages for district boundaries and inventory)		Listed	2006
Mountain Springs Hotel	320 East Main	1812; 1900	Listed	1982
Connell Mansion	249 West Main Street	1860	Listed	1978
Mentzer Building	3 West Main Street	1889	Listed	1985
John Miller House	205 Martin Avenue	1820	Eligible	n/a
West Pine Street Bridge	West Pine Street		Eligible	n/a

Ephrata Commercial Historic District
Ephrata, Lancaster County, PA

Location Map
Scale 1" = 150'



Ephrata Commercial Historic District
Lancaster County, PA

Resource #	Address Tax Parcel No.	Historic Name	Age	Style	Hgt.	Roof	Material(s) Wall	Found	Historic Use Present Use	Contributing/ Non-Contributing	NR Listed
1	1 West Main St. 260-90299-0-0000	Mentzer Building	1887	Queen Anne	3		brick	brick	Domestic: hotel Commerce/ Trade		Yes
2	8 West Main St. 260-72514-0-0000	Eagle Hotel	1808/ 1879	Second Empire	4	Slate	brick	stone	Domestic: hotel Commerce/ Trade	C	
3	8 West Main St., rear 260-72514-0-0000		c. 1920	Other: Early 20th Commercial	1		brick	stone	Commerce/ Trade Commerce/ Trade	C	
4	18 West Main Street 260-67455-0-0000	Baker, Andrew House	1890	Queen Anne	3	Slate	serpentine stone	stone	Domestic: single dwelling Commerce/ Trade	C	
5	10 East Main Street 260-18760-0-0000	Ephrata Railroad Station	1887	Late Victorian	1		frame	stone	Transportation Recreation and Culture	C	
6	20 East Main St. 260-22294-0-0000		c. 1905	Commercial	1		brick	brick	Commerce/ Trade Commerce/ Trade	C	
7	24 East Main St. 260-23351-0-0000	I.G. Sprecher & Sons Hardware	1911	Commercial	3		brick	brick	Commerce/ Trade Commerce/ Trade	C	
8	24 East Main St., rear 260-23351-0-0000	I.G. Sprecher & Sons Hardware	c. 1870	Mid- 19th century	2 1/2	metal	frame	stone	Commerce/ Trade Commerce/ Trade	C	
9	30 East Main St. 260-24822-0-0000	Weit, Harvey F. Stationery	1938	Classical Revival	3		brick	brick	Commerce/ Trade Commerce/ Trade	C	
10	30 East Main St., rear 260-2422-0-0000	Weit Graphics	c. 1900	Vernacular	1	metal	concrete block	concrete block	Industry Industry	C	
11	32 East Main St. 260-25995-0-0000	J.W. Yost Liquors	c. 1880	Second Empire	3	asphalt	brick	brick	Domestic: single dwelling Commerce/ Trade	C	
12	36 East Main St. 260-26549-0-0000		c. 1890	Commercial	2		brick	brick	Commerce/ Trade Commerce/ Trade	NC	
13	42 East Main St.	Ephrata National Bank Drive-in	1965	Modern	1		metal	concrete	Commerce/ Trade	NC	
14	46 East Main St. 260-35288-0-0000	Sheaffer, A. B., House	1866	Late Victorian	3 1/2	asphalt	alumn	brick	Domestic: single dwelling Commerce/ Trade	C	
15	46 East Main St., rear 260-5288-0-0000		1920	Commercial	1		concrete block	concrete block	Commerce/ Trade Commerce/ Trade	C	
16	50 East Main St. 260-38948-0-0000		c. 1915	Colonial Revival	2 1/2	asphalt	brick	brick	Commerce/ Trade Commerce/ Trade	C	
17	54 East Main St. 260-7087-0-0000	Seltzer, William K., House	c. 1866	Queen Anne	2 1/2	asphalt	brick	brick	Domestic: single dwelling Commerce/ Trade	C	
18	100 East Main Street 260-40927-0-0000	Heitler, Richard House	1820/ 1833	Federal	2 1/2	slate	stone	stone	Domestic: single dwelling Commerce/ Trade	C	
19	106 East Main Street 260-47715-0-0000		c. 1900	Late Victorian	2 1/2	asphalt	brick	brick	Commerce/ Trade Commerce/ Trade	NC	
20	110 East Main Street 260-45062-0-0000	Ephrata National Bank	1884	Late Victorian	2 1/2	asphalt	brick	brick	Commerce/ Trade Commerce/ Trade	NC	
21	114 East Main Street 260-52480-0-0000		c. 1980	Modern	2		brick	brick	Commerce/ Trade	NC	
22	1 East Main Street 260-80773-0-0000	Ephrata Review	c. 1980/ 2005	Modern	1		stucco	concrete	Commerce/ Trade	NC	

Ephrata Commercial Historic District
Lancaster County, PA

Resource #	Address Tax Parcel No.	Historic Name	Age	Style	Hgt.	Roof	Material(s) Wall	Found	Historic Use Present Use	Contributing/ Non-Contributing	NR Listed
23	21 East Main Street 260-92696-0-0000		1873-74	Italianate	3		brick	brick	Commerce/ Trade Commerce/ Trade	C	
24	25 East Main Street 260-96365-0-0000		c. 1910	Other: Early 20th Commercial	2		brick	brick	Commerce/ Trade Commerce/ Trade	NC	
25	27 East Main Street 260-81597-0-0000		1924 1956	No style	3		brick	brick	Industry Industry	C	
26	31 East Main Street 260-01194-0-0000	Ephrata National Bank	1923-25	Beaux Arts	2		brick	brick	Commerce/ Trade Commerce/ Trade	C	
27	35 East Main Street 260-04749-0-0000	Ephrata National Bank Addition	1981	Modern	3		brick	concrete	Commerce/ Trade	NC	
28	39 East Main Street 260-48699-0-0000		c. 1910	Colonial Revival	3		brick	brick	Commerce/ Trade Commerce/ Trade	C	
29	43 East Main Street 260-11283-0-0000		1864	No style	2 1/2		brick	concrete	Commerce/ Trade Commerce/ Trade	NC	
30	47 East Main Street 260-13857-0-0000		c. 1990	Modern	3	slate	brick	concrete	Commerce/ Trade	NC	
31	51 East Main Street 260-16534-0-0000	Konigmacher, Edwin, House	c. 1868	Federal	2 1/2	asphalt	brick	brick	Commerce/ Trade Commerce/ Trade	C	
32	51 East Main Street, rear 260-16534-0-0000		c .1920	No Style	1	metal	concrete block		Domestic: secondary st. Commerce/ Trade	C	
33	101 East Main Street 260-19700-0-0000		1993	Neo-Colonial	1 1/2	asphalt	brick	brick	Commerce/ Trade	NC	
34	105 East Main Street 260-22274-0-0000	Wise, George, House	c. 1870	Italianate	2 1/2	asphalt	brick	brick	Domestic: single dwelling Domestic: single dwelling	C	
35	105 East Main Street, rear 260-22274-0-0000		c. 1940	No Style	1	metal	concrete block	concrete block	Domestic: secondary st. Domestic: secondary st.	C	
36	109 East Main Street 260-24255-0-0000		c. 1870	Italianate	3		brick	brick	Domestic: single dwelling Commerce/ Trade	C	
37	115 East Main Street 260-27326-0-0000		1965	Neo-Colonial	1 1/2	asphalt	birck	concrete	Commerce/ Trade	NC	
38	119 East Main Street 260-30792-0-0000		c. 1910	Commercial	2		brick	brick	Commerce/ Trade Commerce/ Trade	C	
39	121 East Main Street 260-33663-0-0000		c. 1830	Federal	2 1/2	asphalt	stucco	stone	Domestic: single dwelling Commerce/ Trade	C	
40	121 East Main Street, rear 260-33663-0-0000		c. 1900	No Style	1 1/2	slate	stucco	stone	Domestic: Secondary St. Commerce/ Trade	C	
41	129 East Main Street 260-40196-0-0000	U. S. Post Office	1937	Colonial Revival	1		brick	brick	Government Government	C	
42	13 North State St. 260-03333-0-0000	Royer Pharmacy	1937	Art Deco	3		brick	brick	Commerce/ Trade Commerce/ Trade	C	
43	27 North State Street 260-16023-0-0000		c. 1940	No Style	1	metal	concrete block	concrete block	Commerce/ Trade Commerce/ Trade	C	
44	102 South State Street 260-49674-0-0000		c.1910	Lt. Victorian	1		brick	stone	Commerce/ Trade Commerce/ Trade	C	

Ephrata Commercial Historic District
Lancaster County, PA

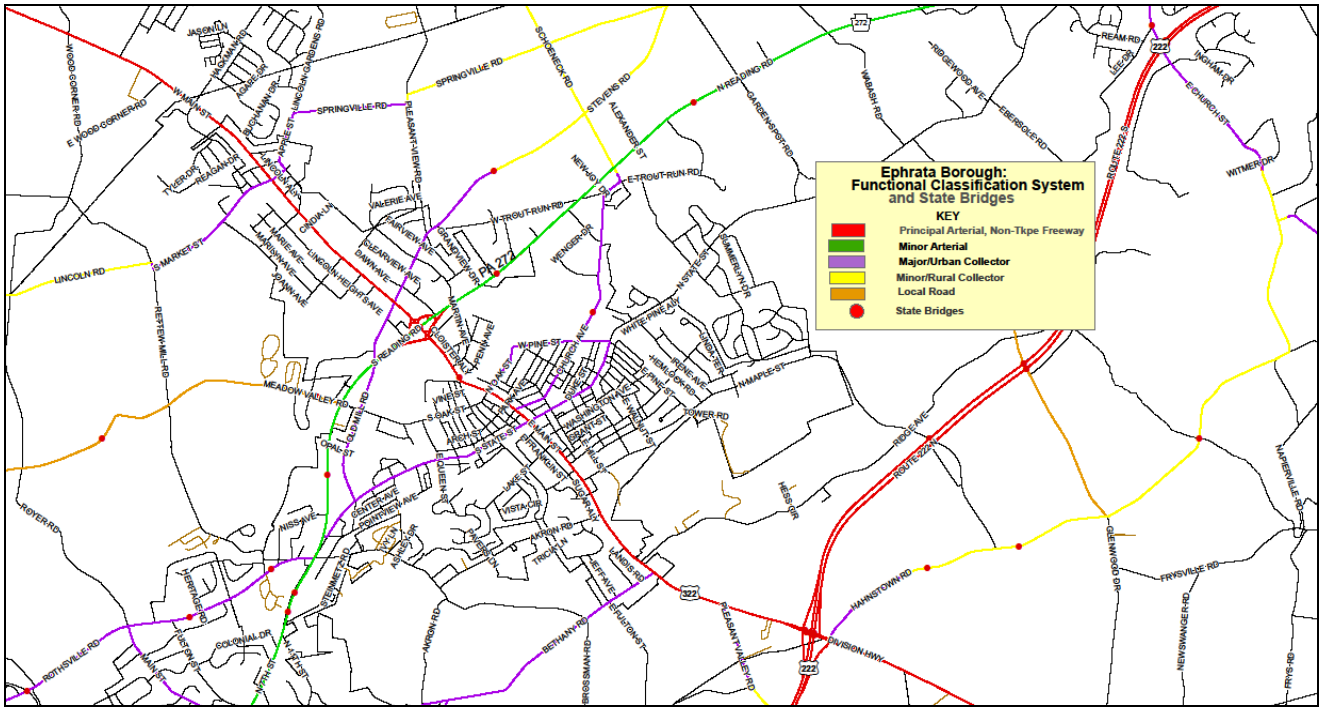
Resource #	Address Tax Parcel No.	Historic Name	Age	Style	Hgt.	Roof	Material(s) Wall	Found	Historic Use Present Use	Contributing/ Non-Contributing	NR Listed
45	17 Washington Avenue 26-51184-0-0000		c. 1930	Commercial	2 1/2		concrete block	concrete block	Commerce/ Trade Commerce/ Trade	C	
46	18 Washington Avenue 260-44634-0-0000		c. 1890	Lt. Victorian	2 1/2	asphalt	frame	brick	Domestic: single dwelling Domestic: single dwelling	C	
47	20 Washington Avenue 260-47048-0-0000		c. 1890	Lt. Victorian	2 1/2	asphalt	frame	brick	Domestic: single dwelling Domestic: single dwelling	C	
48	24 Washington Avenue 260-49362-0-0000		c. 1890	Gothic Revival	2 1/2	asphalt	brick	brick	Domestic: single dwelling Domestic: single dwelling	C	
49	28 Washington Avenue 260-51273-0-0000		c. 1890	Gothic Revival	2 1/2	asphalt	brick	brick	Domestic: single dwelling Domestic: single dwelling	C	

Appendix 4

BACKGROUND DATA: TRANSPORTATION AND MOBILITY

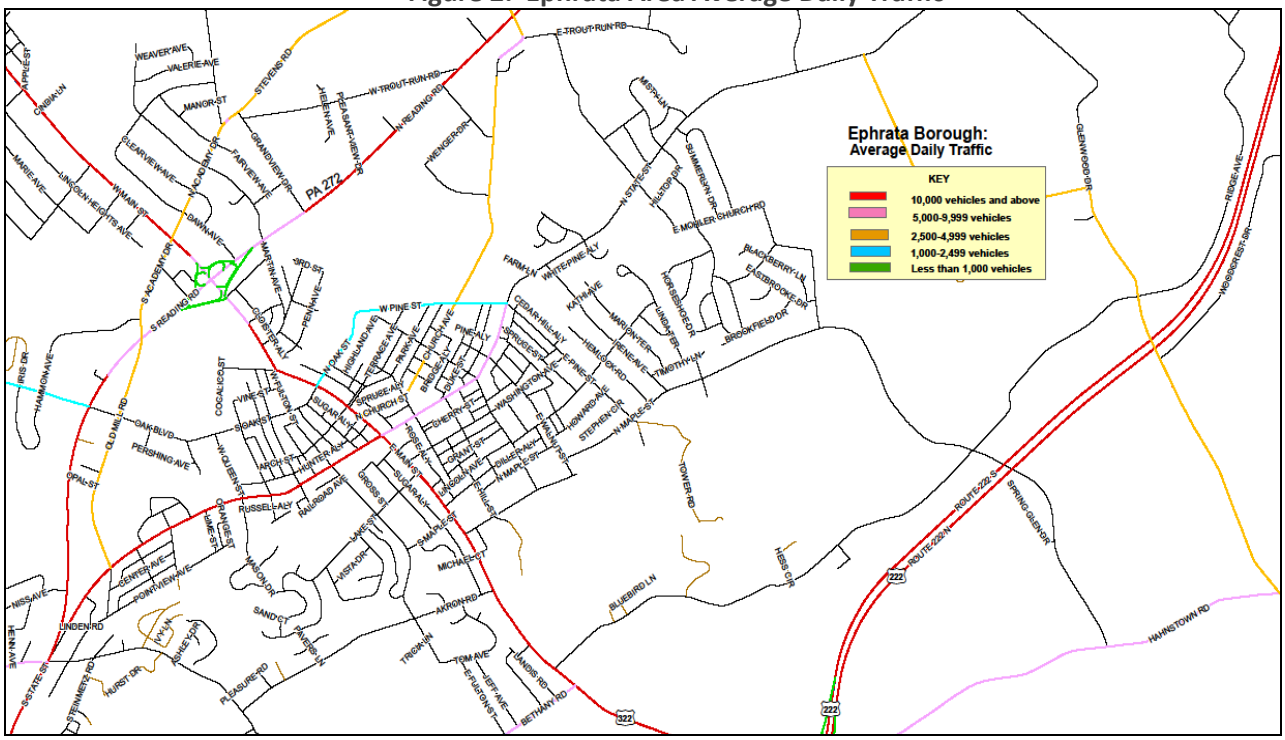
Regional Street Network

Figure 1: Ephrata Area Functional Classification System and State Bridges



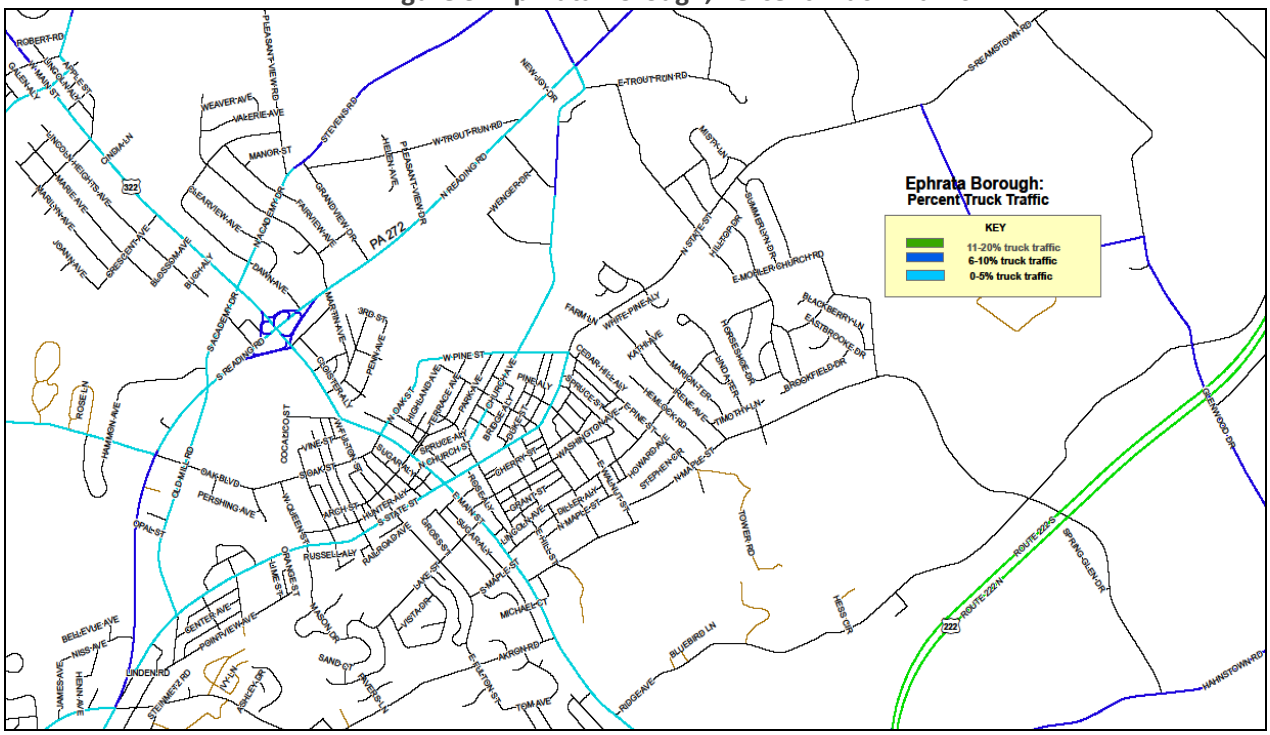
PA 272, a minor arterial (shown in green on Figure 1) and State Road, and US 222, a principal arterial (shown in red), provide the major north-south routes to and from Ephrata Borough. US 322, a principal arterial (shown in red) provides the principal east-west transportation route for cars and trucks. State Road and sections of Old Mill Road are major collector roads (shown in purple) also provide north-south connections but serve more local traffic. State bridges are shown as red dots and are found principally along PA 272 and US 322.

Figure 2: Ephrata Area Average Daily Traffic



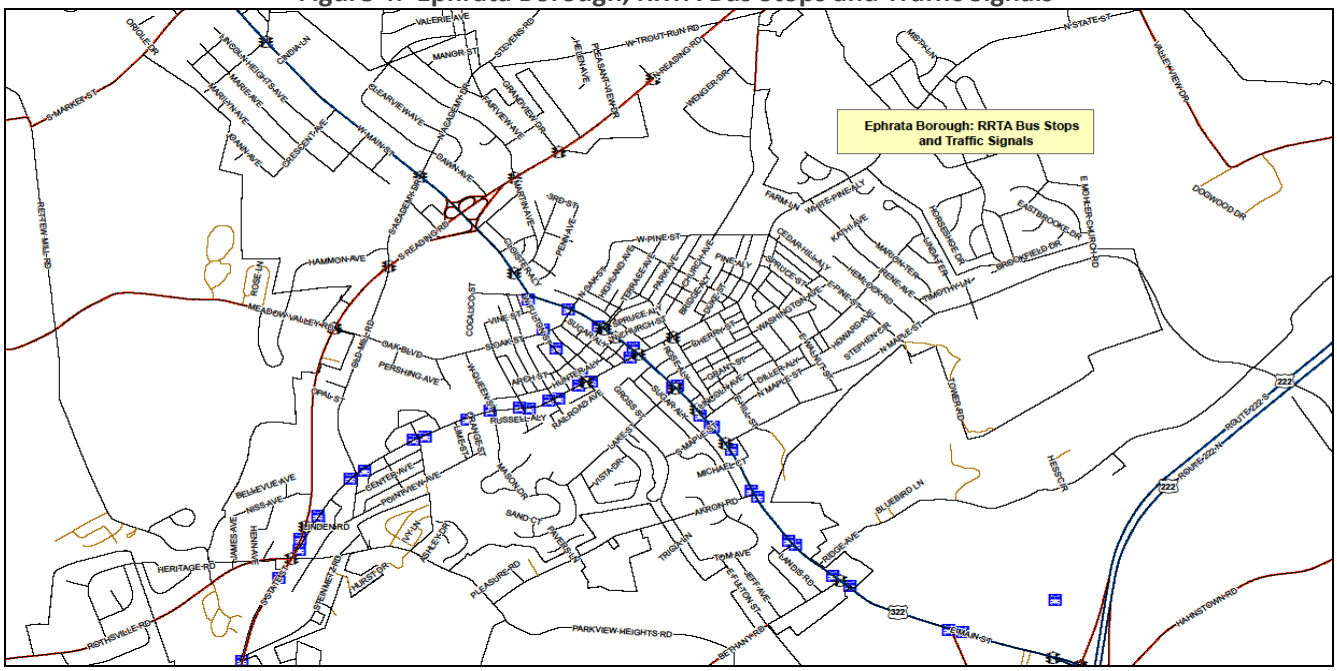
The regional routes carry the heaviest traffic volumes, with US 322 and US 222 each carrying over 10,000 vehicles per day and the section of State Road south of US 322 also carrying over 10,000 vehicles per day.

Figure 3: Ephrata Borough, Percent Truck Traffic



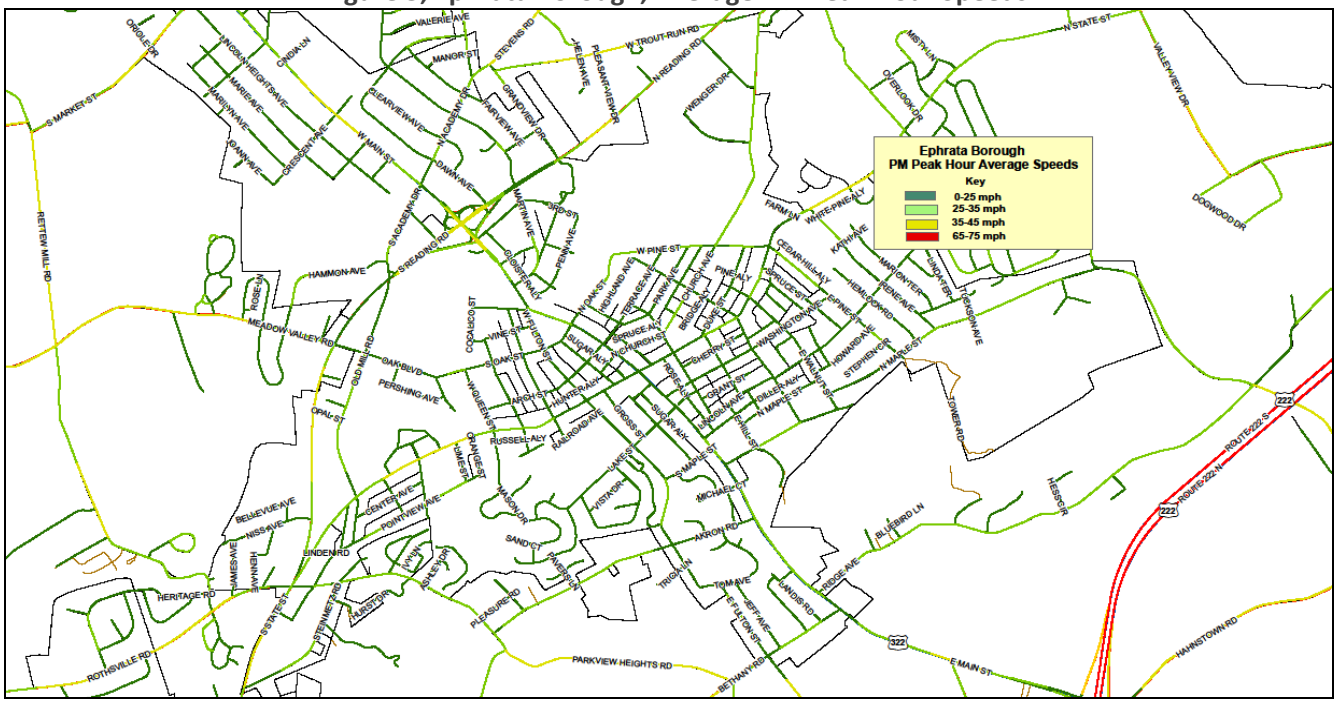
These regional roads are the routes used most heavily by commercial vehicles, with US 222 carrying the heaviest truck traffic (11-20%). In addition, South Oak Rd/Stevens Road carries significant volumes of commercial traffic.

Figure 4: Ephrata Borough, RRTA Bus Stops and Traffic Signals



The regional roads are the only roads in the borough that are signalized. RRTA bus service is provided along State Street, Fulton Street and US 322, originating at the Wal-Mart for trips to Lancaster City and terminating at the Wal-Mart for trips coming from Lancaster City.

Figure 5, Ephrata Borough, Average PM Peak Hour Speeds



Average speeds in the afternoon peak hour range from 25-45 miles per hour (mph). Average afternoon peak hour speeds on local roads are 25 mph or less.

Local Streets Network

Ephrata Borough was designed with largely a grid-street network that provides good connectivity and should be continued in future development. Street connectivity is desirable because it provides multiple routes and connections to get to origin and destination points. The benefits of connectivity include:

- Reduced traffic congestion on arterials
- Reduced travel time
- Shorter travel distances and reduced vehicle miles of travel
- Continuous and more direct routes for pedestrians, bicyclists and transit users
- Greater emergency vehicle access and reduced response times
- Improved utility connections, easier maintenance and more efficient trash pick-up
- Reduced speeds and severity of accidents

Connectivity ordinances generally use one of two methods to require street connectivity in new developments. The first and most common method is to establish a maximum block length. The second method is to establish a "connectivity index" that must be met. The connectivity index is calculated by dividing the number of street links (street sections between intersections, including cul-de-sacs) by the number of street nodes.

Figure 1: Ephrata Borough, Ariel View of the Local Streets Network

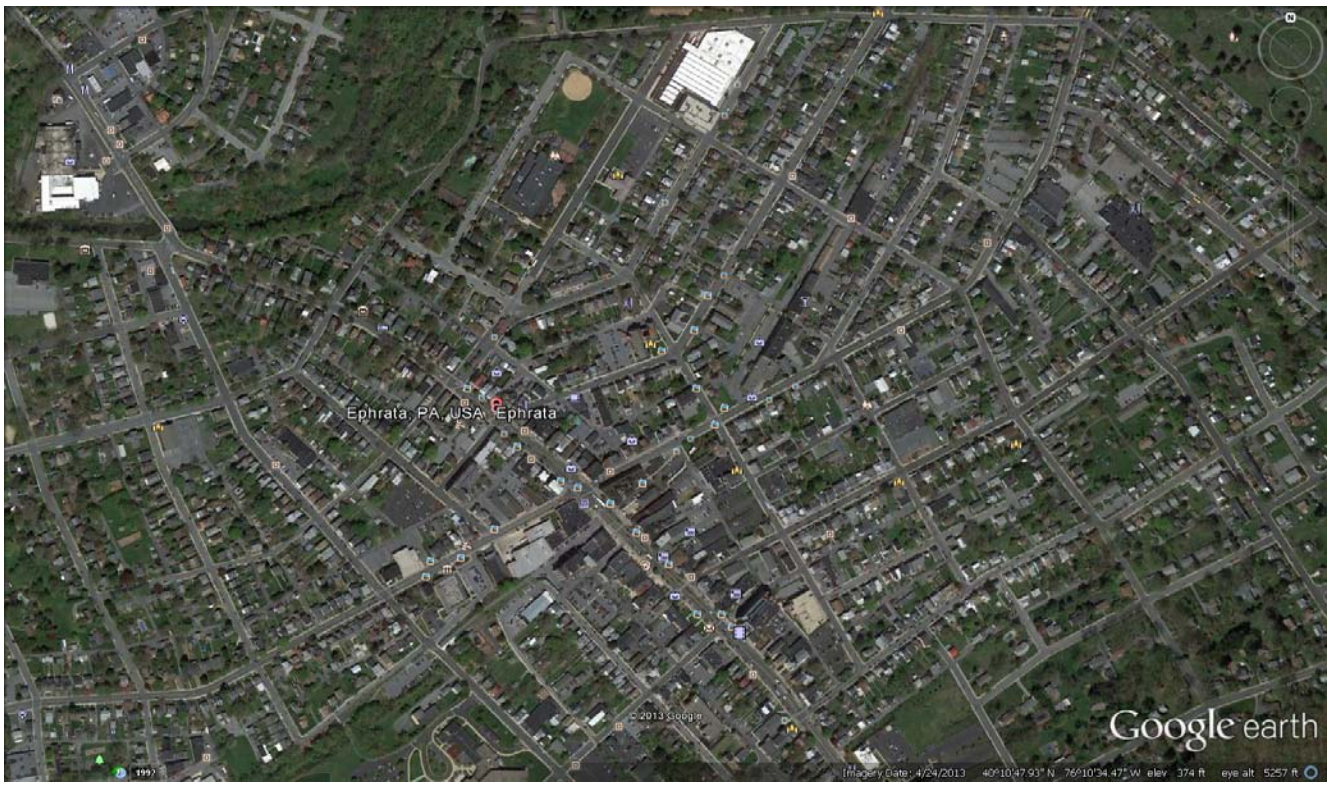
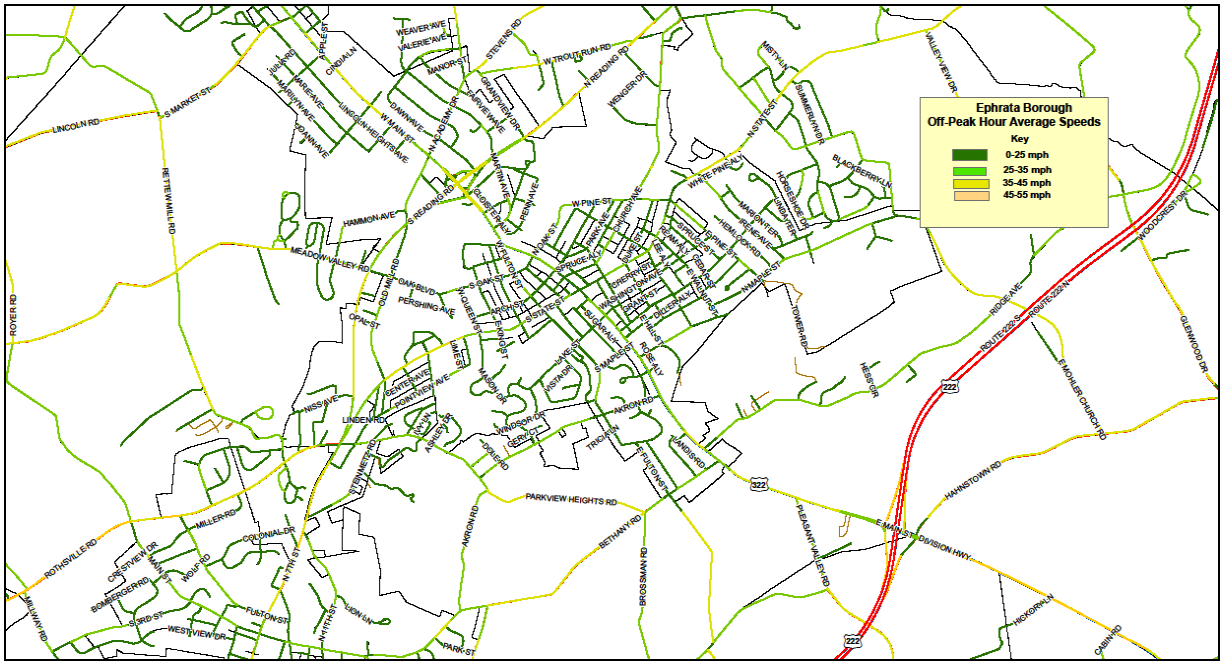


Figure 2: Ephrata Borough, Off- Peak Hour Average Speeds



Average speeds in the off-peak hour on local roads are generally 25 mph or less.

Figure 3: Typical Traffic Calming Measures

Horizontal Deflection	
Curb extension / bulb-out	Areas of expanded curbing that extend across a parking lane and may narrow a travel lane.
Chicane	Series of 3 bulb-outs, staggered at mid-block locations on alternating sides of the street.
Gateway	Entrance treatment, typically using physical and textural changes, that provides identity to an area.
On-street parking	Provision of on-street parking that reduces roadway width.
Raised median island / pedestrian refuge	Narrow islands, at mid-block or intersections, between travel lanes with breaks in landscaping and curbing for pedestrians.
Traffic circle	Raised island in the center of an intersection that requires vehicles to travel counterclockwise around the circle.

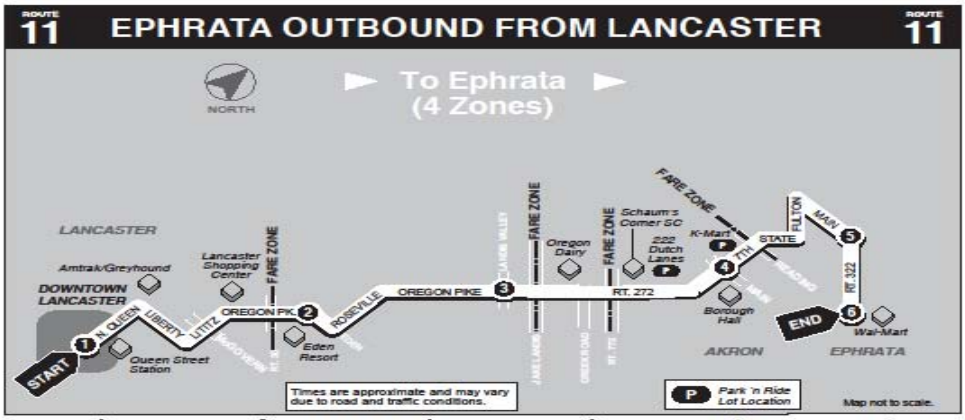
Figure 3: Typical Traffic Calming Measures (continued)

Vertical Deflection	
Textured crosswalk	Use of pavers or other materials to demarcate crosswalks and alert motorists that they are entering a pedestrian-friendly area.
Speed hump	Raised humps in the roadway, typically 3 inches high with a 12 or 22-foot travel length.
Raised crosswalk	Marked pedestrian crossings elevated 3 to 6 inches above street grade at intersections or mid-block.
Raised intersection	Intersections, including crosswalks, raised 3 to 6 inches above street grade.
Physical Obstruction	
Semi-diverter	Directional closure created by physically blocking half the street.
Diagonal diverter	Physical barrier placed diagonally across a four-way intersection to create two unconnected intersections.
Right-in / right-out island	The use of raised islands to prevent left turns and through movements, to and from side streets, at intersections with major streets.
Raised median through intersection	Median barrier through an intersection that discourages through traffic in a residential area by restricting movements.
Street closure	The use of a cul-de-sac to close a roadway by extending a physical barrier across the entire width, obstructing all traffic movements.

Ephrata Borough would benefit from a consistent system of well-designed, informative signs that complement the character and history of the borough. The signs and maps would direct tourists as well as local residents to points of interest such as the Performing Arts Center, Whistle Stop Plaza, the Cloister and to parking and other destinations in the borough. Part of the "wayfinding" investment could include the installation of attractive gateways on PA 322 and PA 272 that visually inform the visitor that he/she has arrived in Ephrata Borough. A 2011 Wayfinding Study was conducted by a consultant for Ephrata Borough and made a series of recommendations that could be implemented to support tourism and add to the attractiveness of the borough.

Transit Services Network

Red Rose Transit Service provides fixed route transit service to Ephrata Borough throughout the day, Monday-Friday with more limited service on Saturday. The route travels along PA 72, Oregon Pike, 7th Street in Akron and, in Ephrata Borough it proceeds along State Street, Fulton Street and then US 322, Main Street.

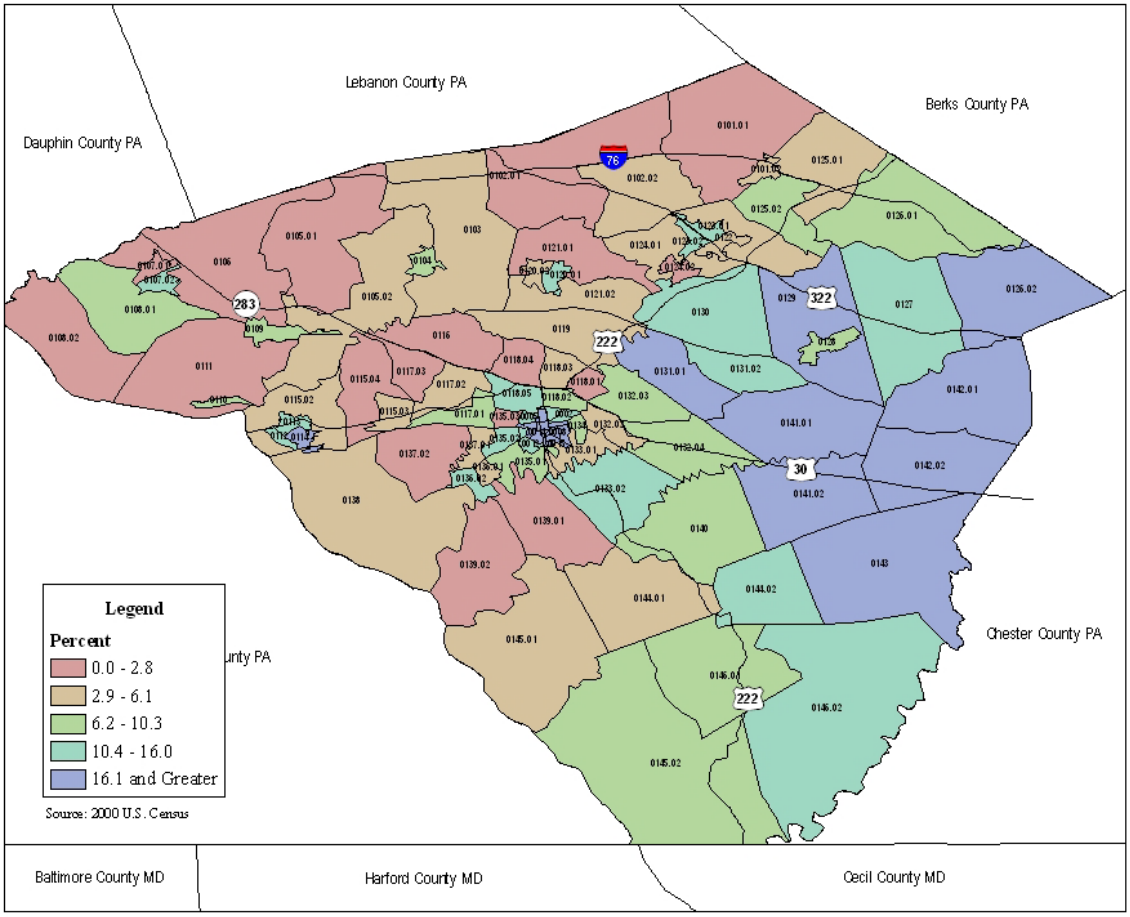


1 BUS STARTS Queen St. Station Transit Center 225 N. Queen St.	2 BUS DEPARTS Oregon Pike and Eden Rd.	3 BUS DEPARTS Olde Hickory Rt. 272 & Landis Valley Rd.	4 BUS DEPARTS Akron 7th and Main Sts.	5 BUS DEPARTS Ephrata State and Main Sts.	6 BUS ENDS Wal-Mart Rt. 222 and 322
WEEKDAYS					
A.M. 5:15	5:25	5:30	5:40	5:50	—
6:30	6:40	6:45	6:55	7:05	—
7:00	7:10	7:15	7:25	7:35	—
7:45	7:55	8:00	8:10	8:20	8:30
8:20	8:30	8:35	8:45	8:55	9:10
9:20	9:30	9:35	9:45	9:55	10:10
11:00	11:10	11:15	11:25	11:35	11:50
P.M. 12:40	12:50	12:55	1:05	1:15	1:30
2:20	2:30	2:35	2:45	2:55	3:10
3:40	3:45	3:50	4:00	4:10	4:25
5:20	5:30	5:35	5:45	5:55	6:10
SATURDAY					
A.M. 7:50	8:00	8:05	8:15	8:25	8:35
10:50	11:00	11:05	11:15	11:25	11:40
P.M. 12:30	12:40	12:45	12:55	1:05	1:20
3:35	3:45	3:50	4:00	4:10	4:25
5:20	5:30	5:35	5:45	5:55	6:05

In addition, RRTA provides door-to-door paratransit service through Red Rose Access for individuals unable to access the fixed route service.

Ephrata Borough's population in 2010 was 13,394. RRTA's Long Range Transit Plan (2008-2035) shows Ephrata as one of the areas of highest population density in the county, making it a good place to provide transit service. Lancaster County Planning Commission and RRTA projections show the borough continuing to grow. Employment in the municipalities in the northern and central part of the county are projected to experience the highest growth. In addition, a high number of individuals and families in the borough rent rather than own homes and 6-10 percent of the population do not own a car. Considered together, these factors can be expected to increase the demand for transit services in the future. Borough planning staff will want to work with RRTA and the Lancaster County Planning Commission staff to examine the need for additional transit stops in the borough and transit amenities such as shelters, benches, and park and ride lots.

Percentage of Households With Zero Car Ownership



Source: RRTA

Non-Motorized Transportation and Mobility Appendix

Bicycle Users

Investments in bicycle supportive infrastructure such as bicycle lanes on the roads, dedicated bicycle-pedestrian trails, installation of bicycle racks at stores, restaurants and institutions like schools and libraries and bicycle education programs have been demonstrated in cities across the country to add to people's willingness to leave their cars at home and bicycle instead.

The borough also has been working to make bicycling safe and attractive for recreational users as well as those who wish to bicycle to work, shopping and for other purposes. The Cocalico Trail and the Ephrata Linear Trail are examples of these investments. Many of the roads in the borough are rated average and above average for cycling. The Lancaster County Bicycle Map identifies and rates roads throughout the county as to their safety and suitability for bicycling. A Bicycle Level of Service (BLOS) analysis provides data on more than 800 miles of roads in the county. The Bicycle LOS Model is a scientifically-calibrated method of evaluating the comfort level of bicyclists on a roadway segment, given existing bicycling conditions in relation to motor vehicle traffic. The Lancaster County Planning Commission's Biking the Backroads bicycle tour also traverses the borough, as shown by the black dotted line on the map. This route connects three tourist destinations: the Ephrata Cloister, Landis Valley Museum, and the Railroad Museum of PA.

Cycling Conditions

enerally, principal through routes were evaluated. You ay prefer riding on the less major roads shown in white.

Above Average

ost suitable for on-road cycling. Some roads may have eavy traffic but also have wide shoulders, making them referred routes.

Average

oderately suitable for on-road cycling. Cyclists of lesser kill and experience riding in traffic may find conditions nfavorable.

Below Average

east suitable for on-road cycling. While riding on these oads may not be pleasant, they may be the most direct oute between two points.

Hiking Route

Limited Access Highway

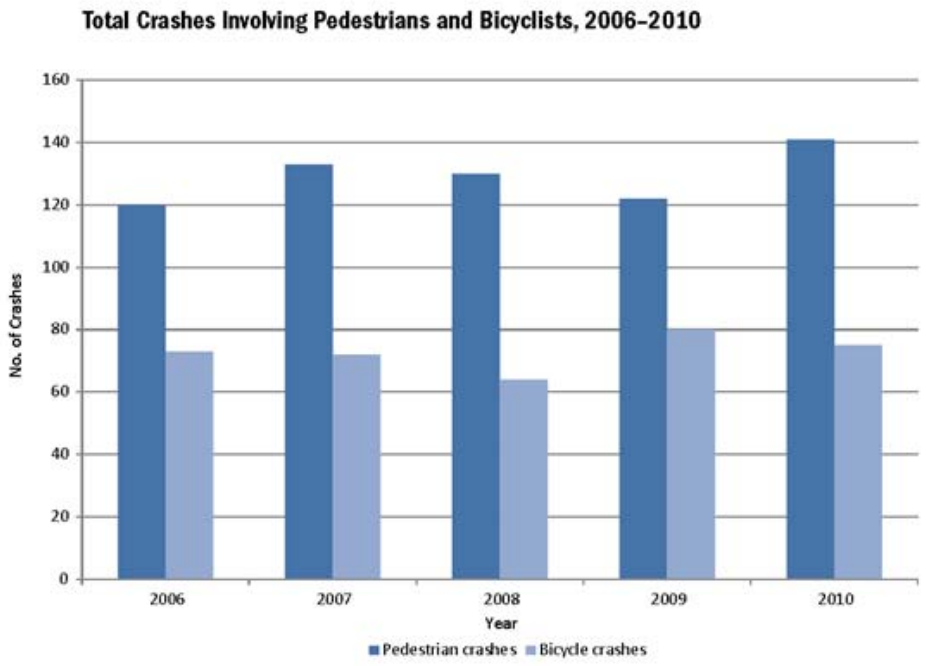
4 foot shoulders or wider

High Traffic Volume
10,000 or more vehicles per day

Other Features

School
Bicycle Shop
Covered Bridge
Bicycle PA Route
Amtrak Station
University College
Downtown Visitor's Center

The total number of crashes involving bicyclists and pedestrians in Lancaster County is shown in Figure 3 below. Bicycle crashes are shown in light blue and pedestrian crashes in dark blue. The number of bicycle crashes has ranged between 60-80 per year. Annual pedestrian crashes during this period have ranged between 120-140.



Walkability

Ephrata Borough's investments on Main Street (US 322) have made the downtown area safer for pedestrians and a more vibrant, attractive place for residents and visitors. Wide sidewalks provide space for people to walk comfortably and highly visible crosswalks and curb extensions at major intersections make it safe for pedestrians to cross the road as shown in Figure 1.

While sidewalks exist on some sections of PA 272, large stretches of the road lack sidewalks on both sides or at all, preventing residents who live in the nearby neighborhoods from walking to the many stores and restaurants that line the corridor. Improvements are also needed to the crosswalks to make them more visible and safer for pedestrians to cross this busy arterial. Installation of a planted median as PA 272 passes through the borough would transform this road into more of a boulevard and make it safer for pedestrians to cross.

Figure 1: Pedestrian Infrastructure along Main Street, Ephrata Borough

Figure 2: PA 272, Incomplete Sidewalk Network

Streetscape Design

Streetscape design is the visual element of a street that includes the road, adjoining buildings, trees/natural plantings, benches, lighting, sidewalks, artwork and other street features that combine to form the character of the street. Investment in streetscape can enhance the attraction of an already busy street or neighborhood or be used to bring new vitality to a neglected street, transforming it into one that is an inviting place for people to walk, bike and relax. Streetscape design can be used to reinforce the historic, artistic or other special character of a street or neighborhood. It is an integral part of creating a street that is more than a place simply for vehicles to drive and park. Streetscape design makes a street or neighborhood a place for people.

Streetscape design is an element of a complete street, but it is also a discipline of its own that brings together the skills and knowledge of engineers, landscape architects, municipal and county planners and the people who live in and businesses that own property in the borough to jointly create a unifying environment for a street or neighborhood. The character and design of the streetscape are critical factors that help achieve vitality and economic success of a downtown area. The streetscape must create an attractive, safe and inviting environment for people to visit and gather in order to be the center of the community. Additional streetscape design in downtown Ephrata Borough, extending further on Main Street and on selected neighborhood streets would carry forward the successful measures that the borough has implemented already. In addition, streetscaping of PA 272 could transform this busy corridor, now devoid of amenities, into an attractive boulevard with trees, benches, a planted median and extensions of the sidewalk network where pedestrians would feel safe and encouraged to walk.

Complete Streets

A focused strategy to retrofit some of the streets in the Borough to accommodate all users could be part of a future planning effort. This would build on Ephrata Borough's successful work to date in revitalizing the downtown area and make the streets "complete" to accommodate all users-- pedestrians, bicyclists, the elderly, youth, the disabled and buggies used by the Amish and Mennonite communities in the area. At one time streets did a better job of this but over time the movement of cars became the nearly exclusive focus of roadway engineers and needs of other users were neglected. Meeting the needs of all users can be achieved by the provision of bicycle lanes, sidewalks, planted street medians, improved parking, installation of benches and other street furniture, better signage (known as wayfinding) and other measures. The concept of complete streets can also incorporate natural systems to manage storm water runoff and improve water quality. Complete streets is a path to creating roads that are more sustainable and offer greater safety and livability and streets that are more pleasant and safer places for community residents and visitors.

Over the last decade, Ephrata Borough has implemented measures to promote walking along Main Street in the downtown area and in some of its neighborhoods through the construction of sidewalks, highly visible crosswalks, sidewalk extensions ("bulb-outs') and provision of benches and street trees. Bicycling has been encouraged through construction of bicycle-pedestrian trails, most notably the paved Cocalico Trail and the Ephrata Linear Rail Trail, and the installation of bicycle racks at some locations. The concept of complete streets could be seen by Ephrata Borough as a continuation and formalization of actions they already have been implementing. Future efforts could focus on extending the non-motorized measures to other streets and neighborhoods to enhance the borough's attractiveness as a place to live and visit and, make it easier and safer to travel by means other than driving. A serious effort to promote more "complete streets" would involve a new way of thinking about and planning transportation projects in the future to ensure that the projects accommodate all users of the road system, not just cars. The complete streets concept is a way to give good transportation planning an identity.

Adoption of a Complete Streets policy might apply to new construction, major road reconstruction and rehabilitation projects and the planning of new roads. It could be applied to major repair and maintenance projects on roads, trails and other transportation facilities. The principles of complete streets should be included from the initial design of a transportation project or the design of roads in a new residential or commercial development in the borough rather than as retrofits during later review stages. As a first step, the borough could begin its efforts to create complete streets at a location(s) where it is easiest —a location where a wide travel lane can be narrowed or where traffic volume allows a four-lane road to be converted to three lanes (one in each direction and a center turn lane) with the addition of bike lanes and on-street parking. The process could continue with limited retrofits to existing streets as financial and staff resources permit.

Appendix 5

WALKABILITY AUDIT