

S T R A S B U R G   R E G I O N  
*Borough of Strasburg & Township of Strasburg*  
*Lancaster County, Pennsylvania*



COMPREHENSIVE PLAN OF 2006



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## Chapter 1

# Introduction

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### Purpose of the Comprehensive Plan

Local government is essentially a publicly owned business that is responsible for the delivery of public services and assuring the public welfare generally. Like any business, local governments need to plan in order to identify goals and strategies as well as how they will utilize the resources available to them in order to meet their goals. The Comprehensive Plan provides a base of information that can be used as the basis for future decisions. In the case of the Strasburg Region, the planning function is even more critical, as the Plan also provides a tool for the two constituent municipalities to communicate and to coordinate their efforts.

At the most basic level, the Comprehensive Plan will articulate a strategy for development and land use, including preservation efforts. Beyond this function, the Comprehensive Plan is the means granted to the most local level of government by the Commonwealth of Pennsylvania by which the community may create a vision of what it wants to become and how it intends to achieve that vision. Even if the community's stated goal is to change as little as possible, the reality is that it is in constant change, if only due to the changes in our immediately surrounding communities and Lancaster County as a whole. Figure 1.1 shows the physical relationship among the Borough, the Township, and the other municipalities in Lancaster County. The Comprehensive Plan helps to anticipate change, to identify community goals, and to examine our resources. It will give us a higher degree of control in *how* we change - or of how to stay the same even as there are changes around us.

In 1968, the Pennsylvania legislature passed Act 247, the Pennsylvania Municipalities Planning Code. This was the legislation that enabled local governments to develop Comprehensive Plans, Zoning Ordinances, Subdivision and Land Development Ordinances, and Official Maps. In the years since then, the Act has been amended numerous times, providing municipalities with more means to implement their plans, but these original document types remain the foundation of local planning.

This particular Comprehensive Plan is an update to the 1995 Comprehensive Plan that was developed jointly by the Borough and the Township: one of the first multi-municipal Comprehensive Plans in the state.

### Contents of a Comprehensive Plan

The State allows local governments to address virtually any issue that is of municipal concern, but Act 247 established certain minimum requirements. According to §301 of Act 247, a valid Comprehensive Plan must include

- a statement of objectives concerning future development;
- a plan for land use;
- a plan to meet the housing needs of present residents and of any anticipated increase of population;
- a plan for the movement of people and goods, which may address automobile travel, parking facilities, non-motorized trail systems, and public transportation facilities;

- a plan for community facilities and services, which may address public and private education, recreation, municipal buildings, fire and police services, libraries, hospitals, water supply and distribution, sewerage and solid waste management, storm drainage, and utilities;
- a statement of the inter-relationships among the components of the plan;
- a discussion of short-range and long-range implementation strategies for the plan objectives;
- a review of how compatible the plan is with the existing and proposed development and plans in contiguous portions of neighboring municipalities;
- a plan for the protection of natural and historic resources; and
- a plan for the reliable supply of water.

In addition, municipalities may address virtually any area of local concern.

It is important to realize that this Comprehensive Plan does not have the force of law, although it provides the foundation for ordinances and regulations that do. In fact, a sound Comprehensive Plan becomes critical in the event that any municipal ordinance is challenged in court: if the ordinance in question is shown to be consistent with a duly adopted Comprehensive Plan, a successful legal challenge is much more difficult than it would be otherwise.

## Some Basic Terms

Clear communication is essential to sound planning. A potential source of confusion lies in the meaning of basic terms. Many of these terms are commonly used words, and different individuals have different interpretations of their precise meanings and how they are meant to relate to each other. Planning terms tend to reflect the iterative process of revision and refinement that is planning itself. For the purposes of this document, the following terms shall be defined as follows. Note that the terms are arranged in ascending order of precision.

- An **ISSUE** is a particular topic to be addressed. It is value-neutral and can usually be expressed as a single word or phrase. Examples of **ISSUES** addressed in this Comprehensive Plan are "traffic" and "housing."
- A **POLICY** expresses the Township position regarding a given issue. For purposes of clarity, it is ideal to establish a single **POLICY** statement for each issue, but this is not a strict rule. Depending upon the complexity of the issue, it may be necessary to define several policies, although it is critical to be sure that they are not in conflict. A **POLICY** statement relative to the issue of traffic would be "reduce congestion along major routes."
- A **GOAL** is a statement of a long-term objective relative to a particular policy. While each policy should be supported by at least one **GOAL** statement, multiple **GOALS** may be necessary. A **GOAL** is always a qualitative statement. Continuing with our example, a sample **GOAL** for the policy could be "provide alternate routes for through traffic that avoid the Borough."
- **OBJECTIVES** are specific steps toward a goal. Typically, a single goal will be supported by multiple **OBJECTIVES**. **OBJECTIVES** are always quantitative. One possible **OBJECTIVE** for the sample goal could be "reduce the volume of tractor-trailer combinations at the intersection of Main and Decatur Streets by fifty percent."
- The **ACTION PLAN**, also known as the implementation strategy, will include a compilation of all the objectives identified in the Comprehensive Plan, setting forth specific steps to achieve each one. The **ACTION PLAN** will also identify who should be responsible to execute each step, including a time element. Obviously, financing is a critical part of implementation. An **ACTION PLAN** should include guidance on funding sources, but a comprehensive budget and financing strategy would be premature.

When the Comprehensive Plan is first adopted, the Action Plan is likely to be the most useful portion of the document, as it provides very specific direction. As time passes and objectives are (one hopes) achieved, the less specific elements will be more useful. Clear goals and policy statements are particularly helpful as unforeseen circumstances arise, as they assist local decision-makers to determine what actions are in the best interest of the community.

## Methodology

Strasburg Borough and Strasburg Township began the planning process in March 2004 by selecting Spotts Stevens McCoy of Reading as their professional planning consultant. The municipalities then selected a committee made up of residents of both the Borough and the Township to assure balanced representation; one committee member was also an administrator with the Lampeter-Strasburg School District, which allowed the committee to be kept aware of the District's concerns. Finally, Lancaster County was represented by two staff members from the County Planning Commission, who provided background data, kept the Committee informed of County concerns and planning initiatives, and assured that any conflicts with County policy were appropriately addressed. A Borough representative and a Township representative led as co-chairs of this Committee, and the meeting place alternated between Borough Hall and the Township Building.

The Task Force held monthly meetings starting in fall of 2004. Among the earliest actions of the Task Force was to identify ways to gain input from Township residents and business owners regarding their perceptions of the Township and critical issues. A three-pronged approach to direct public input was implemented.

- The Committee prepared a written questionnaire that was mailed to every property-owner in both the Borough and the Township. The written questionnaires allowed the responders to be anonymous, but some personal information was asked in order to determine if there were concerns that were more prevalent among specific demographic groups. The questionnaire asked about specific likes and dislikes regarding the Region, the most pressing issues facing the community, and how the Region ought to change - or not change. The questions were structured in a way that allowed for quantitative analysis of the responses, although there were a few open-ended questions that allowed responders to comment in a less structured way. Questionnaire responses were tallied under the supervision of Lancaster County Planning Commission personnel by volunteers from the Committee and high school seniors from the Lampeter-Strasburg School District. These were then analyzed by the planning consultant. The total response rate of 22.4% was encouraging and was more than sufficient to allow for statistically valid analysis. Responses were sorted to allow for comparison between Borough residents and Township residents.
- The Committee facilitated several public meetings designed to elicit opinions on issues facing the Region as well as possible courses of action for the future. One of these meetings was specifically for members of the Plain Sect Community. Approximately thirty Plain Sect members attended, providing invaluable insight into their concerns and how the Region could facilitate the continuation of their lifestyle, which is an essential element of the character of our community.
- Committee members and the consultant both conducted a series of interviews (some via telephone, others in person) with specific individuals identified by the Committee. These people were chosen due to their positions within the community and the particular insights those positions gave them. The interviewees included a variety of public officials, public employees, and business owners. These individuals were questioned about their specific likes and dislikes in the Township, what they felt were the most pressing issues facing the community, what they would like the Township to become, and other questions more directly related to their particular areas of expertise.

Once the planning process was underway, Committee meetings were largely occupied with discussion of the various plan issues and review of text as prepared by the planning consultant. As the planning process wore on, an increasing number of residents also attended, providing comment and input in the course of the discussion. The Lancaster County Planning Commission provided a website for the project as a page within the County website, which allowed for text and maps to be posted for public inspection throughout the course of the process. Upon completion of the text and maps, the entire draft document was reviewed to assure that the plan elements created a coherent whole.

The Borough and Township Planning Commissions held a joint public meeting on March 21, 2006 at the Netherlands Inn and Spa in Strasburg Borough to present the completed draft to the public and receive public comment. The draft was then submitted to the Lancaster County Planning Department, the Lampeter-Strasburg School District, and each adjoining municipality in order to allow them to review and comment upon the Plan. This plan was adopted by the Strasburg Borough Council and the Strasburg Township Board of Supervisors immediately following a duly advertised joint public hearing at Strasburg Borough Hall on October 9, 2006.

## Chapter 2

# Community Planning Goals

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### Introduction

Like any effective planning effort, this Comprehensive Plan must identify and articulate appropriate community goals. For the purposes of this document, “goals” are broad statements that describe in a general way what the Strasburg Region hopes to achieve as a result of this planning effort. These goal statements are intended to provide the framework of a community agenda, to formalize public policy on a comprehensive range of issues, and to establish public priorities for the coming years. This latter point is particularly useful for allocating municipal resources and assuring a high level of cooperation between the Borough and the Township. The goals provided here may take years to accomplish; one of the purposes of this chapter is to break down these goals into a series of objectives, which, by their nature, are more narrowly defined and more easily quantified. Chapter 11, Implementation, describes more precisely *how* the objectives may be achieved, providing the municipalities with a strategy to implement this Plan.

### Preparation of this Comprehensive Plan

The goals and objectives listed here are from a variety of sources. Since this document is an update of the 1995 Comprehensive Plan, our first step was to re-examine the goals and objective statements from that plan to determine if they had been achieved, if they were no longer a concern, or if they remained valid. Note that the organization of chapters and topics in this document is the same as in the 1995 Plan, making it easier to compare the documents and to identify the changes that we have made.

All of this research was reviewed and discussed at the monthly meetings of the Committee. As described more fully in Chapter 1, these meetings were also open to the public, and the public was provided with an opportunity to comment at each one.

This process resulted in the establishment of the following policies and goals.

### Natural and Cultural Resources

Prime farmland (Class I and Class II soils, as defined by the Soil Survey of Lancaster County published in cooperation with the U.S. Department of Agriculture) and soils of Statewide importance (which includes the prime soils and some Class III soils as well) cover most of the Region. While this is clearly the most significant natural resource in the Strasburg Region it is *more* than a natural resource as it is inextricably linked with the history and the culture of our community.

Although farmers account for a diminishing percentage of our population, their presence and their utilization of sound stewardship practices are a critical component of our heritage and our identity. Farmers, farming, and farm-related support activities will continue to be accommodated and encouraged as a matter of municipal policy. The preservation of these lands, of the agricultural activity that they accommodate, and of the farm lifestyles that have developed over nearly three centuries are a critical concern and a matter of municipal policy. We particularly note the prevalence of Plain Sect adherents in our community. While they now are a minority of our population, their presence is a major component of our identity, providing a living link to our past and our historical pattern of settlement. We will endeavor to address the needs and concerns of these individuals as we plan for our future.

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POLICY: AREAS CHARACTERIZED BY PRIME AGRICULTURAL SOILS WILL BE PRESERVED FOR THOSE AGRICULTURAL ACTIVITIES THAT RELY UPON SUCH HIGH-QUALITY SOILS AS WELL AS SUPPORT ACTIVITIES THAT PROMOTE THE VIABILITY OF SUCH OPERATIONS.

GOAL: Assure the availability of Class I and Class II soils for active agricultural use; discourage the development of areas characterized by these soil types for non-agricultural use.

GOAL: Protect agricultural areas from incompatible land uses through implementation of land use regulations that minimize the potential for conflict.

GOAL: Encourage participation in the Agricultural Security Area.

GOAL: Promote the sale of agricultural easements to protect prime farm areas from non-farm development.

GOAL: Support the continuing operation of existing farms, including the provision for accessory business operations on farm properties and accommodation for non-farm business operations that directly support farming.

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Surface waters and wetland areas are critical components of the local hydrologic cycle. These sensitive environments will be protected from activities that could degrade the environmental quality of these assets and adversely affect the groundwater supply.

The Borough's historic district is a valuable cultural asset. Development policies will encourage preservation and the adaptive re-use of historic structures and will require new development to respect the historic character of existing development. The Township's historic character is largely a function of the rural landscape, which includes historically significant structures scattered across the area. Historic preservation policies are therefore closely related to and are compatible with farm preservation policy.

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POLICY: SENSITIVE ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES SHALL BE PROTECTED FROM DEGRADATION.

GOAL: Develop, adopt, and enforce development regulations that control development to minimize impacts upon floodplains, riparian corridors, wetlands, steep slope areas, and important wildlife habitats.

GOAL: Continue to regulate redevelopment, in-fill development, and adaptive re-use in the Borough's historic district.

GOAL: Seek out strategies to reduce the flow of through-traffic in the Region and in the Borough particularly.

GOAL: Support the work of the Strasburg Borough Historical Commission.

GOAL: Promote historic preservation in Strasburg Township.

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## Housing and the Economy

Township and Borough officials recognize their legal responsibility to accommodate a “fair share” of growth and development; however, in order to avoid conflict with the preservation policies established above, such accommodation will be carefully controlled and development beyond this “fair share” amount will be discouraged. According to projections by the Lancaster County Planning Commission (provided in Chapter 4), the Region needs to accommodate 160 new housing units between 2000 and 2010 and an *additional* 198 units by 2020. Future development - residential and otherwise - will be focused within the Borough, the northern part of the Township, and the area in and around Refton village. New development in agricultural and natural areas will be strictly limited.

While many newer residents of the Region work outside of the Region, the Region still accommodates a significant number of jobs. Traditional occupations in the Township were based upon farming; traditional occupations in the Borough were based upon the provision of small-scale retail and other services to the surrounding rural areas. Since World War II, tourism has become a critical component of the local economy. While the Strasburg Railroad and the Sight and Sound facility are obvious attractions, these better-known businesses also attract tourists to lesser known sights, including the downtown area of the Borough. We have noted in the course of our meetings the shifting nature of the tourist industry. County policy is encouraging the development of a tourist economy that is based upon the local history, culture, and natural setting rather than constructed “attractions” that may have little if any connection to the larger community. Today, supporting the economy of the Region will require striking a balance between the traditional farm community - which continues to thrive - and the newer tourist industry. The County tourism policy suggests that these components of the economy may not be as divergent as in the past.

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POLICY: PROVIDE FOR A COMPREHENSIVE RANGE OF HOUSING TYPES AND DENSITIES TO MEET THE PROJECTED DEMAND FOR HOUSING UNITS THROUGH THE YEAR 2020 WHILE DISCOURAGING ACCELERATED DEVELOPMENT.

GOAL: Implement development controls that will provide for a range of housing types and densities sufficient to housing needs through 2020 without creating an excess of capacity.

GOAL: Accommodate the atypical housing needs of the Plain Sect community within the context of the larger, non-farm community.

GOAL: Encourage design that respects and preserves open spaces, environmentally sensitive areas, and wildlife habitat.

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POLICY: SUPPORT THE VIABILITY OF ALL FORMS OF PRODUCTION AGRICULTURE AS AN ECONOMIC ACTIVITY.

GOAL: Promote the preservation of rural areas such that they have sufficient scale to remain economically viable.

GOAL: Accommodate farm-based businesses on farm properties to the extent that they are not detrimental to the character of the property or the neighborhood.

GOAL: Encourage the development of all types of agricultural operations, provided that they meet all required state and federal permits, which are designed to assure minimal impact on the environment and which are consistent with the character of the Region.

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POLICY: SUPPORT THE VIABILITY OF THE LOCAL TOURIST INDUSTRY, BUT RESTRICT TOURIST-ORIENTED DEVELOPMENT TO THE NORTHERN PART OF THE REGION.

GOAL: Work with the County and local businesses to develop tourist facilities that are consistent with the existing character of the community.

GOAL: Promote non-farm development that will be beneficial to the community and that may incidentally (although NOT primarily) serve as a tourist destination.

GOAL: Promote the creation of a local farm market that will provide farm families with an outlet for their products, enable other residents to purchase locally produced items, and give our visitors an authentic Strasburg experience - as well as an opportunity to contribute directly to the local economy.

GOAL: Restrict tourist-oriented operations to the PA Route 896 corridor between the East Lampeter Township line and the intersection of Main Street in the Borough and to the PA Route 741 corridor between the intersection of Decatur Street in the Borough and the Paradise Township line.

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POLICY: SUPPORT STRASBURG BOROUGH AS THE PRINCIPAL COMMERCIAL AND SERVICES CENTER FOR THE STRASBURG REGION, WITH REFTON VILLAGE AS A SMALLER, RURAL CENTER.

GOAL: Promote the Borough Square as the commercial center of the Borough.

GOAL: Promote Refton village as a local center for retail activity and services.

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## Public Facilities and Services

The provision of public facilities - water supply, sewerage, solid waste disposal, electricity, telecommunications services, and so forth - are a powerful tool in land use planning. The provision of public services, particularly of emergency services such as police and fire protection, are important components of current residents' quality of life.

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POLICY: PROVIDE EMERGENCY SERVICES THAT WILL MAINTAIN THE HIGH LEVEL OF RESIDENT SATISFACTION REPORTED IN THE PUBLIC SURVEY.

GOAL: Maintain cooperative relationships with State Police and ambulance services.

GOAL: Continue to support the local volunteer fire companies.

GOAL: Support the Borough Police Department.

GOAL: Monitor the satisfaction of Township residents with the services of the State Police; explore the potential of establishing a joint Borough-Township Police Department in the event that residents become dissatisfied with the current level of service provided.

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POLICY: PROVIDE A HIGH-QUALITY, LOCALLY BASED PUBLIC EDUCATION SYSTEM.

GOAL: Maintain regular contact with the Lampeter-Strasburg School District to avoid policy conflict and to assure that the District is kept informed of the concerns of Region residents relative to education.

GOAL: Promote the continued use of smaller community-based schools, specifically including Strasburg Elementary School.

GOAL: Promote good communication and a cooperative relationship between the Lampeter-Strasburg School District and the parochial schools operated by the Plain Sect community.

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POLICY: PROVIDE RECREATIONAL AND NON-RECREATIONAL OPEN SPACE AREAS SUFFICIENT TO MEET THE NEEDS OF REGION RESIDENTS.

GOAL: Continue to implement the recommendations and update where appropriate the recommendations of the 1995 Regional Recreation Plan.

GOAL: Assure the ready accessibility of recreational and other permanent open space areas to all residents of the Region, particularly those in more densely developed areas.

GOAL: Pursue the protection of environmentally sensitive natural lands; promote the funding of governmental programs toward this end, including the Conservation Reserve Enhancement Program and the Pennsylvania Highlands Region.

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POLICY: ASSURE THAT THE ADMINISTRATIVE CAPACITY OF THE TOWNSHIP AND THE BOROUGH ARE SUFFICIENT TO MEET THE DEMANDS OF RESIDENTS AND MAINTAIN THE CURRENT HIGH QUALITY OF LIFE.

GOAL: Maintain frequent, useful, and timely communication with residents and surrounding municipalities.

GOAL: Develop a Township website for Strasburg Township; evaluate the benefit of providing a link between the Township and Borough websites. Utilize these sites both to keep the public informed on issues of general interest and to provide a forum for public comment.

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POLICY: CONTROL THE AVAILABILITY OF PUBLIC UTILITIES TO AVOID EXCESS CAPACITY THAT WOULD PROMOTE INAPPROPRIATE DEVELOPMENT.

GOAL: Explore the creation of a joint Act 537 Plan consistent with this Comprehensive Plan to address sanitary sewage disposal needs throughout the Region.

GOAL: Investigate the feasibility of establishing a Joint Municipal Authority and pursue accordingly.

GOAL: Upgrade existing utilities on an as-needed basis.

GOAL: Cooperate with the Lancaster County Solid Waste Management Authority for the recycling or disposal of Region waste.

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POLICY: SEEK OUT ADDITIONAL OPPORTUNITIES FOR JOINT MUNICIPAL COOPERATION, INCLUDING COOPERATION WITH MUNICIPALITIES BORDERING ON THE STRASBURG REGION.

GOAL: Establish a Joint Planning Commission to be an advocate for the implementation of this Comprehensive Plan and to identify areas for future collaboration

GOAL: Identify projects that will provide a foundation for collaborative effort with municipalities outside of the Strasburg Region.

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## Transportation

While the road network is the most obvious component of the local transportation system, this element of the plan includes provisions for pedestrian and other non-motorized travel. This aspect is more important in the Strasburg Region than in many communities, as there is still a significant element of the community that relies upon horse-drawn carriages for normal day-to-day travel.

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POLICY: COORDINATE FUTURE LAND USE AND ROADWAY FUNCTIONS TO ASSURE APPROPRIATE UTILIZATION OF THE REGION'S ROAD NETWORK, PROVIDING ADEQUATE ACCESS WHERE NEEDED, PREVENTING OVER-DESIGN IN RURAL AREAS, AND SAFELY ACCOMMODATING NON-MOTORIZED TRAVEL.

GOAL: Establish and maintain appropriate design standards for roads based upon functional classification.

GOAL: Establish and maintain requirements for access design for new development and the roads that serve them.

GOAL: Develop and prioritize a list of locations where safety may be enhanced by design or maintenance modifications.

GOAL: Work with PennDOT to restrict through-traffic and large trucks to US Route 222.

GOAL: Identify and improve roads surrounding the Borough to serve as a de facto by-pass for thru traffic.

GOAL: Promote the development of contextually appropriate facilities for pedestrians (i.e., sidewalks in more densely developed areas; trails in more rural areas).

GOAL: Pursue implementation of the PA Route 896 Corridor Study.

GOAL: Explore designation of "Heritage Corridors" in cooperation with the Lancaster County Planning Commission as a way to assure that the character of the road system is preserved when improvements are designed and constructed.

GOAL: Enforce road regulations strictly and consistently, particularly speed limits and prohibitions of oversized vehicles.

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POLICY: PROMOTE MULTI-MODAL USE OF TRANSPORTATION FACILITIES TO PROVIDE RESIDENTS AND VISITORS WITH ALTERNATIVES TO AUTOMOBILE USE.

GOAL: Provide safe accommodation for non-motorized traffic, including buggies, bicyclists, and pedestrians.

GOAL: Designate preferred bicycle routes through the region; explore cooperative relationship with Bicycle Coalition.

GOAL: Develop pedestrian links among the principal tourist attractions in the region, including links to features beyond the region.

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## **Future Land Use**

The future land use plan is the element that most readily comes to mind when one thinks of a Comprehensive Plan. This is to be expected, as it typically includes a graphic illustration - a map - of the intended effects of the other plan elements.

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POLICY: THE FUTURE LAND USE PLAN IS THE GRAPHIC ILLUSTRATION OF THE REGION'S LAND USE POLICY, ACCOMMODATING DESIRED GROWTH THROUGH THE YEAR 2020.

GOAL: Develop zoning regulations that will implement the future land use plan.

GOAL: Discourage non-agricultural development outside of the designated growth areas.

GOAL: Enact and enforce design standards that promote respect for the various historic patterns of development throughout the Region.

GOAL: Accommodate a mix of uses within the designated growth areas that will reduce dependence upon automobiles.

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## Chapter 3

# Natural and Cultural Features

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### Introduction

This section will illustrate, catalog, and describe the natural and historic resources of the Strasburg Region. This information will be most useful in developing land use policies for the Region. Additionally, natural resource information will be instrumental in the formulation of policies to protect the natural environment.

### Soils Analysis

Soil analysis is a critical part of developing an appropriate land use policy. Soil conditions are an obvious factor determining agricultural productivity - and especially important concern in Lancaster County - but there are few land uses where soil characteristics are irrelevant. For example, cultivated agricultural land uses are usually found where soils are level or gently rolling, well-drained, and fertile. Residential land uses can be suitably located where soils are sufficiently above bedrock and the water table, as these factors affect the costs of excavating a foundation and constructing an on-lot sewage disposal system. Finally, industrial uses favor soils and underlying bedrock that are relatively flat and able to withstand the heavy weights associated with large structures and the industrial equipment. Naturally, there are many other factors that affect appropriate land use arrangements, and technology allows us to overcome soil limitations in some cases. However, awareness of soil types and their various limitations enables us to avoid the most extreme conditions and to understand the potential effects of various development types.

Most soils information in Pennsylvania relies upon comprehensive soil surveys conducted by the Soil Conservation Service of the United States Department of Agriculture (USDA) in the late 1950's and early 1960's. Because of Lancaster County's position as one of the most agriculturally productive regions in the country, the USDA executed a second soil survey of the entire county in 1985, updating the soil classification and mapping technologies to the best available at that time. As a result, some soil names and their locations differ from those compiled in the first survey. Obviously, these changes are not to suggest that the soils have changed, but that the methods of soil identification and classification have been refined.

#### Soil Groups

The *Soil Survey of Lancaster County, Pennsylvania (1985)* shows that Lancaster County soils fall into six general soil groups. These soil groups are based upon the soils' constituent materials and their weathering characteristics. Soils from two of these six groups are found in the Strasburg Region.

The northern and western portions of the Region are comprised of the *Letort-Pequea-Conestoga* soil group, which is characterized by nearly level to very steep, well-drained soils on side slopes of ridges. The underlying geologic formations that have contributed to the evolution of this soil group include the residuum from graphitic and micaceous limestone and schist.

The east-central and southeastern portions of the Region contain the *Manor-Chester-Glenelg* soil group. This group is characterized by nearly level to very steep, well-drained soils located on broad ridgetops and side slopes. The underlying geologic formations that have contributed to the production of this soil group include the residuum from mica schist, granitized schist, quartzite, and gneiss.

## Soil Units

Figure 3.1 lists all of the individual soil units found within the Region. Soils are classified according to a variety of parameters: composition, erodibility, slope, suitability for building or agriculture are just some examples. "Soil units" are the most specific classification for general purposes. The unit is defined by the soil "family" along with a descriptor of its composition and slope. As shown on the chart, the "soil symbol" is unique to each unit. For example, the chart begins with soils in the Chester family. Chester silt loam is identified with the symbol "Cb" and "A," "B," or "C" is added depending upon the range of slope in order to identify a specific unit. The "agricultural rating" is another classification that is particularly pertinent to Lancaster County. Soil units are grouped into one of eight "capability classes" that are indicated by a Roman numeral (I through VIII), with "I" being the most productive. The Soil Conservation Service defines these classes as follows.

- Class I - Few limitations that restrict use.
- Class II - Moderate limitations that reduce the choice of plants or that require moderate conservation practices.
- Class III - Severe limitations that reduce the choice of plants, that require special conservation practices, or both.
- Class IV - Very severe limitations that reduce the choice of plants, that require very careful management, or both.
- Class V - Not likely to erode, but have other limitations that are impractical to remove and that limit their use.
- Class VI - Severe limitations that make them generally unsuitable for cultivation.
- Class VII - Very severe limitations that make them unsuitable for cultivation.
- Class VIII - Soils and miscellaneous areas that have very severe limitations that virtually preclude their use for commercial crop production.

All of the classes except Class I are placed in a subclass that indicates the nature of the limitation to agricultural production. The subclass is indicated by a lower-case letter following the Roman numeral of the class. There are four (4) subclasses.

- c - The chief limitation is climate-related: either very cold or very dry. This particular subclass is found only in parts of the United States.
- e - The main limitation is risk of erosion unless close-growing plant cover is maintained.
- s - The soil is chiefly limited because it is shallow, droughty, or stony.
- w - Water in or on the soil interferes with plant growth or cultivation. In some soils, this may be addressed by installing artificial drainage provisions.

**FIGURE 3.1: SOIL UNITS IN THE STRASBURG REGION**

Soil Symbol	Soil Name	Range of Slope	Agricultural Rating
CbA	Chester silt loam	0 - 3%	I
CbB	Chester silt loam	3% - 8%	Ile
CbC	Chester silt loam	8% - 15%	IIle
Cka	Clarksburg silt loam	0 - 5%	IIlw
Cm	Comus silt loam	0 - 3%	I
CnA	Conestoga silt loam	0 - 3%	I
CnB	Conestoga silt loam	3% - 8%	Ile
CnC	Conestoga silt loam	8% - 15%	IIle
EcA	Elk silt loam	0 - 3%	I
Ecb	Elk silt loam	3% - 8%	Ile
GbB	Glenelg silt loam	3% - 8%	Ile
GbC	Glenelg silt loam	8% - 15%	IIle
GdB	Glenville silt loam	3% - 8%	Ile
HaB	Hagerstown silt loam	3% - 8%	Ile
HfB	Hollinger silt loam	3% - 8%	Ile
HfC	Hollinger silt loam	8% - 15%	IIle
HfD	Hollinger silt loam	15% - 25%	IVe
LdA	Letort silt loam	0 - 3%	I
LdB	Letort silt loam	3% - 8%	Ile
LdC	Letort silt loam	8% - 15%	IIle
Ln	Linside silt loam	n/a	Ie
MaB	Manor silt loam	0 - 3%	Ile
MaC	Manor silt loam	8% - 15%	IIle
MaD	Manor silt loam	15% - 25%	IVe
MbD	Manor very stony silt loam	8% - 25%	VIIs
MbF	Manor very stony silt loam	25% - 60%	VIIs
Nc	Newark silt loam	n/a	IIlw
Nd	Newark silt loam	n/a	IIlw
Ne	Nolin silt loam	n/a	I
Pa	Penlaw silt loam	n/a	IIIlw
PeD	Pequea silt loam	15% - 25%	IVe
PeE	Pequea silt loam	25% - 50%	VIe

SOURCE: U.S. Department of Agriculture, Soil Conservation Service, 1985.

### Prime Farmland

One primary justification for soils mapping generally - and of particular interest to us - is the identification of prime farmlands. The USDA describes prime farmland as:

“The land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and water supply needed to economically produce a sustained high yield of crops when it is treated and managed using acceptable farming methods. Prime farmland produces the highest yields with minimal inputs of energy and economic resources, and farming it results in the least damage to the environment.”<sup>1</sup>

<sup>1</sup> Soil Conservation Service, *Soil Survey of Cumberland and Perry Counties* (Washington, DC: United States

"Prime farmland is characterized by an adequate source of water supply, favorable climatic conditions, proper chemical properties, good permeability to air and water with few or no rocks, resistance to erosion, and level of fairly level topography."<sup>2</sup>

Prime agricultural soils are officially classified as those soils with an agricultural rating of Class I or Class II. According to the *Soil Survey of Lancaster County (1985)*, about 55% of the soils within Lancaster County are classified as prime agricultural land. The location of prime soils in the Strasburg Region are shown on Figure 3.3, the Soils and Geology Map. Note the large area of the Strasburg Region that is characterized by these soils. The USDA encourages all levels of government and private individuals to use these valuable resources as effectively as possible to meet the nation's short- and long-range food and fiber needs, and the Pennsylvania Municipalities Planning Code (MPC) specifically enables municipalities to plan for the preservation of prime agricultural farmlands.

For some time now, the pressure for new housing, new commercial development, and new industrial development has resulted in the loss of prime farmland from farming use: unfortunately, the very characteristics that make these soils suitable for farm use also make it easy to develop. Furthermore, the high prices that can be commanded for this land - when proposed for non-farm development - are understandably attractive to the farm owners. The loss of prime farmland to other uses puts pressure on marginally productive lands, which are generally more prone to erosion and drought-prone as well as being generally more difficult to cultivate. The mapping provided here helps us to identify those areas that may be most threatened and to develop appropriate land use policies to protect the soil resource.

#### Farmland Soils of Statewide Importance

The Lancaster County Soil Conservation Service, among other agencies across the State, recognize that some soil units possess characteristics that make them highly productive for crop cultivation and production, even though they do not qualify as prime agricultural soils. These soils, generally in Class III, have been classified as "farmland soils of statewide importance." In addition to the significant area covered by the prime soils, an area of just under one-quarter of the Strasburg Region is covered by Class III soils. These areas are also suitable for protection through agricultural and/or rural zoning designations.

#### Development Constraints

Soils affect the suitability of land for specific types of development other than agriculture. Soil conditions must be considered in planning building construction as well as in the planning of facilities such as on-lot sewage disposal systems. Suitability for construction is affected by soil conditions such as steep slopes, wetness, depth to bedrock, the effects of frost, shrink-swell, low strength and cohesiveness, and susceptibility to and frequency of flooding. Additional soil-related characteristics come into play where on-lot sewage disposal systems are planned. For this function, the issues of percolation rates, filtration characteristics, porosity, and the presence of fractures and solution channels in the underlying bedrock are critical. While there is sufficient variety in these characteristics - even within individual types - to warrant testing of sites as they may be proposed for development, the *general characteristics* are sufficient for planning purposes. By map-

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Department of Agriculture, April, 1986), p. 83.

<sup>2</sup> Ibid., p. 83.

ping areas characterized by these more highly constrained soils, we may identify areas within the Region that are less appropriate for development.

The following figure lists those soils that pose severe constraints for non-agricultural development and shows the specific constraint(s) associated with each.

**FIGURE 3.2: SOILS WITH SEVERE DEVELOPMENT CONSTRAINTS**

Soil Symbol	Soil Name	Constraint to Building Developm't	Constraint to On-Lot Sewage Disposal
Cka	Clarksburg silt loam	wetness	wetness; slow percolation rate
Cm	Comus silt loam	flood-prone	flood-prone
GdB	Glenville silt loam	wetness	wetness; slow percolation rate
HfD	Hollinger silt loam	steep slope	steep slope
Ln	Linside silt loam	wetness; flood-prone	wetness; flood-prone
MaD	Manor silt loam	steep slope	steep slope
MbD	Manor very stony silt loam	steep slope	steep slope
MbF	Manor very stony silt loam	steep slope	steep slope
Nc	Newark silt loam	wetness; flood-prone	wetness; flood-prone
Ne	Nolin silt loam	flood-prone	flood-prone
Pa	Penlaw silt loam	wetness	wetness; slow percolation rate
PeD	Pequea silt loam	steep slope	steep slope
PeE	Pequea silt loam	steep slope	steep slope

SOURCE: U.S. Department of Agriculture, Soil Conservation Service, 1985.

## Geology and Groundwater

Geology plays an important role in determining the surface shape of the ground. Over time, the rock that was originally exposed at the surface of the ground is subjected to forces that chemically and physically erode its original shape. These weathered materials then form soils, which either remain stationary or may be transported to another area. As already noted, these soils possess distinct characteristics that determine what land uses are most appropriate for the ground that they cover.

In addition to its role in soil formation, geology is also a prime determinant of groundwater quality and quantity. Certain rock types and structures convey water better and therefore yield more abundant wells. For example, limestone areas are characterized by solution channels that readily allow the passage of water. While rock types and structure affect the degree to which groundwater is subject to filtration, the chemical composition of the rock contributes to the chemical properties of its groundwater.

Finally, the physical properties of the underlying rock determine its strength and ability to support structures and include qualities such as ease of excavation and suitability as a foundation for various types and sizes of buildings.

The Soils and Geology Map (Figure 3.3) shows the four geologic formations found in the Strasburg Region. The northern half, the southwest corner, and portions of the central part of the Region are underlain by the **Conestoga Formation (OCc)**. The southeast corner and portions of the central area of the Region are underlain by the **Antietam-Harpers Formation (Cah)**, and the **Vintage**

**Formation** (Cv) characterizes the central portion. The **Chickies Formation** (Cch) is limited to the extreme southeast corner of Strasburg Township.

The **Conestoga Formation**, which dominates the Strasburg Region, including the entire Borough, is comprised mostly of medium-gray, impure limestone. The resulting landscape is rather flat and open with little topographical variation. Such a landscape is characteristic of areas underlain by limestone due to the highly erosive nature of the rock. In addition, this area is conducive to crop production as the limestone results in highly fertile soils.

Because many parts of the Strasburg Region are underlain by limestone, several distinct implications for land use planning in areas where limestone geology is prevalent should be described. Limestone is characterized by its weak resistance to erosive forces. As a result, groundwater passing through limestone creates subsurface solution channels. These channels continually become larger, thereby increasing their capacity to carry additional groundwater. While this condition provides a ready source of water for wells that are drilled into the solution channel, their formation can create sinkholes that pose significant safety hazards for development on the surface.

In 1982, the Bureau of Topographic and Geological Survey of the Pennsylvania Department of Environmental Resources (now the Department of Environmental Protection) prepared a study identifying and analyzing the occurrence of sinkholes and other karst-related features (such as closed depressions and depression areas) in Lancaster County, including the Strasburg Region. The study maps these areas to provide guidance for further study as well as land use planning. All identified sinkholes, closed depressions and closed depression areas have been mapped on the Soils and Geology Map. Special emphasis should be given to the planning stages of land development projects that occur in areas susceptible to sinkholes and depressions.

Limestone geology also affects suitability of an area for on-site sewage disposal systems. On-site sewage disposal fields rely upon the subsurface soil and rock particles to filter impurities from the effluent entering the groundwater. In limestone geology, solution channels may intercept effluent and agricultural fertilizers before the soil and rock particles have had a chance to purify them. This results in pollution of the groundwater, which can travel along the solution channel and degrade other water sources downstream. *This situation is a sound basis for minimizing future development that relies upon conventional on-site sewage disposal systems. Furthermore, the drilling of domestic and public water supplies within the Region should be thoroughly and routinely tested for contamination.*

The underlying rocks associated with the **Vintage Formation** are comprised of gray, thick-bedded to massive, finely crystalline dolomite. The bedrock associated with the **Antietam-Harpers Formation** is comprised of dark-greenish gray phyllite, albite mica schist, quartz schist, light-gray buff weathering quartzite and some ferrigneous quartzite. Unlike the limestone that forms the Conestoga Formation described previously, the rocks of the Vintage and Antietam-Harpers Formations are much more resistant to erosive forces. This characteristic results in the steeper topography and more rugged landscapes found where these formations are present. In the Strasburg Region, features such as Bunker Hill, Oak Hill, and Mine Ridge are a result of the slow weathering process of the underlying geologic formations. Generally speaking, these areas have steep slopes, thin soil cover, and are frequently wooded. *Development constraints typical of these formations are primarily associated with the difficulty of developing on steep slopes and the effects of deforestation, as woodlands help stabilize steep slopes, minimizing soil erosion and stormwater runoff.*

Figure 3.4 shows the effect of the geology of the Strasburg Region upon four important aspects of land use planning: *groundwater resources, porosity and permeability, ease of excavation, and foundation stability are important considerations when deciding upon appropriate land*

uses for a particular area. Please note that this table is intended for reference only, as it shows general characteristics of the formation types.

- **Porosity and permeability** refer to how quickly and easily water, air, and other substances pass through the rock. A classification of “moderate” indicates a permeability of about 14 feet per day; “high” permeability is a rate between 14 and 847 feet per day.<sup>3</sup>
- **Ease of excavation** refers to how pliable the rock is when moving it or drilling it. The classifications range as follows:

Easy - Can be excavated with hand tools or lightweight power equipment.

Moderately Easy - Rippable by heavyweight power equipment at least to weathered rock/fresh rock interface and locally to greater depths.

Intermediate - Rippable by heavyweight power equipment to depths chiefly limited by the maneuverability of the equipment. Hard rock layers or zones of hard rock may require drilling or blasting.

Moderately Difficult - Requires drilling and blasting for most deep excavations, but locally may be ripped to depths of several feet due to closely spaced joints, bedding, or weathered rock.

Difficult - Requires drilling and blasting in most excavations, except where extensively fractured or weathered.<sup>4</sup>

- **Foundation stability** may be classified as **good**, **fair**, or **poor**. **Good** foundation stability means that the bearing capacity of the rock is sufficient for the heaviest classes of construction, except where located on intensely fractured zones or solution openings. **Fair** foundation stability suggests the presence of the water table or a type of rock composition or weathering characteristics that are less than ideal, although is it likely sufficient for smaller structures. **Poor** foundation stability means that the foundation must be artificially stabilized to provide sufficient bearing capacity for even light or moderate construction.<sup>5</sup>

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<sup>3</sup>Alan R. Geyer and J. Peter Wilshusen, *Engineering Characteristics of the Rocks of Pennsylvania* (Harrisburg, PA: Pennsylvania Geologic Survey, 1982), p. 14.

<sup>4</sup>Ibid.

<sup>5</sup>Ibid.

**FIGURE 3.4: GEOLOGIC FORMATION CHARACTERISTICS**

Map Symbol	Formation Name	Porosity & Permeability	Groundwater	Ease of Excavation	Foundation Stability
Cah	Antietam-Harpers	Joint- and cleavage-plane openings provide a secondary porosity of low magnitude; low permeability.	Median yield is 24 gpm. Yields are usually from the fractured, weathered zone at the top of the bedrock; water is mostly soft and of good quality; iron may be a problem.	Weathered zone is moderately easy to excavate; unweathered rock is difficult; quartz boulders are a special problem; fast to moderate drilling rate.	GOOD; should be excavated to sound material.
Cch	Chickies	Joint- and cleavage-plane openings provide a secondary porosity of low magnitude; low permeability.	Median yield is 20 gpm. Most water is obtained from the fractured, weathered zone at the top of bedrock; water levels show strong seasonal influence; except for wells in major stream valleys, is unusually soft.	DIFFICULT; slow drilling rate, in part due to many quartz veins that exceed 12 inches in width; large boulders may be a special problem; locally highly fractured and highly weathered and moderately easy to excavate.	GOOD, locally; where highly fractured, out-slope stability is only fair.
OCc	Conestoga	Joint and some solution channel openings provide a secondary porosity of low magnitude; moderate to low permeability.	Median yield is 25 gpm; some wells encounter solution openings for very large yields; water may be very hard.	DIFFICULT; bedrock pinnacles and numerous quartz veins are special problems; fast drilling rate; quartz veins slow the drilling rate.	GOOD; thorough investigation for possible collapse areas should be undertaken.
Cv	Vintage	Joint and solution openings provide a secondary porosity of moderate magnitude; low permeability.	Median yield is 30 gpm. Water is relatively hard.	DIFFICULT; bedrock pinnacles are a special problem; fast drilling rate.	GOOD; solution cavities and bedrock pinnacles should be thoroughly investigated.

SOURCE: U.S. Department of Agriculture, Soil Conservation Service, 1985.

### Groundwater Supply

Another important factor to consider within the Region, particularly in Strasburg Township, is the direct relationship between land use characteristics and their effects on groundwater. An understanding of local groundwater conditions is important in allocating future land uses so as to protect important groundwater recharge areas, assure adequate well water for areas that are not served by a public water supply system, and plan appropriately for sewage treatment facilities. Figure 3.5 describes the *median groundwater yields* of each geologic formation. These descriptions are based upon general observations that are characteristic of the formations, and by no means dictate the actual groundwater yields of any one particular location within the Region. The information in the table is based upon two studies entitled *Summary Groundwater Characteristics of Lancaster County, Pennsylvania* (1972), and *Engineering Characteristics of the Rocks of Pennsylvania* (1982). A more detailed description concerning groundwater follows.

**FIGURE 3.5: MEDIAN GROUNDWATER YIELDS**

Map Symbol	Formation Name	Range of Yields in Gallons per Minute (gpm)	Median Yield
Cah	Antietam-Harpers	1.5 to 40	5 gpm
Cch	Chickies	1 to 30	6 gpm
OCc	Conestoga	2 and 250*	n/a
Cv	Vintage	2, 7, and 30**	7 gpm

\* Only two wells tested.

\*\* Only three wells tested.

SOURCE: *Summary Groundwater Characteristics of Lancaster County, Pennsylvania*, 1985; *Engineering Characteristics of the Rocks of Pennsylvania*, 1982.

More recent information regarding groundwater supply is available from the 1987 Groundwater Inventory System for Lancaster County compiled by the Bureau of Topographic and Geologic Survey of the Pennsylvania Department of Environmental Resources. This document includes information based upon a sample of 188 wells from Strasburg Township, noting that reported yields range between 0.5 gallons per minute (gpm) and 450 gpm. The average yield of these wells is 17.1 gpm, while the median yield is 8.0 gpm. The adequacy of these yields for domestic consumption may be judged in light of the observation that "...a typical household with three family members would require an average of 0.2 to 0.4 gpm. Peak rates of use would range between 3 and 5 gpm for the same household. However, actual yields needed to supply this demand depend upon the amount of storage capacity in the household system."<sup>6</sup>

Of the wells tested in Strasburg Township, 75 of them (39.9%, or about two-fifths) had recorded yields below 5 gpm. This suggests that most of the Township has ample groundwater for domestic use, but that a significant proportion of homes can expect problems with water supply. There may also be issues of drought susceptibility. Well testing and provisions for storage (based upon the results of such testing) may be warranted as part of the development and design processes.

## Surface Waters

### Drainage Basin Descriptions

The way in that water moves through the environment has definite land use implications. Most obviously, rivers and streams - along with their associated floodplains - present hazards to intensive development. Areas that show the effects of erosion by water tend to be uneconomical to develop, yet they offer high quality conservation and recreational experiences. Finally, the watershed or drainage basin is a basic geographic unit used to plan and design sanitary and storm sewers. Sewer systems that use gravity-fed lines have lower capital costs *and* lower long-range maintenance costs, resulting in higher affordability and sustainability for the properties that they serve.

The Strasburg Region lies entirely within the drainage basin of Pequea Creek, which drains a total area of 154 square miles in central Lancaster County. Pequea Creek begins in the Welsh Mountains in the extreme northern part of Salisbury Township. The Creek flows in a

<sup>6</sup> Gannett Fleming Environmental Engineers, Inc., *Lancaster County Sewer and Water Resources Study* (Harrisburg, PA: May 1987), p.8.

southerly to southwesterly direction, eventually discharging into the Susquehanna River. Pequea Creek forms the northern and western boundaries of Strasburg Township. Minor sub-basins within the Pequea watershed in the Region include Big Beaver Creek, Little Beaver Creek, and Walnut Run.

The geologic conditions of the Region dictate the geographic composition of the drainage pattern. The pattern of Pequea Creek is meandering in the extreme, which is a result of the underlying limestone geology. Where limestone geology is present, there is little surface runoff, primarily because of the flat topography and the subsurface drainage of limestone and its solution channels. Big Beaver Creek and Walnut Run have stream flow patterns similar to Pequea Creek for the same reason.

In areas characterized by the more resistant rock of the Vintage and Antietam-Harpers formations, the stream flows take on a more dendritic pattern, which reminds one of tree branches when seen from above. This pattern is a result of water flowing along the paths of least resistance. Where the underlying rock is highly resistant to erosion, water flows in an irregular pattern as it "seeks" less resistant rock structures. Within the Strasburg Region, the flow pattern of the Little Beaver Creek is an example of this type of pattern. Figure 3.6 shows the limits of the drainage basins in the Strasburg Region.

### Floodplain Protection

Although widespread flooding is rare in the Strasburg Region, the Federal Emergency Management Agency (FEMA) has produced floodplain maps for both the Borough and the Township. The following observations from FEMA's August 1980 publication Flood Insurance Study, Township of Strasburg, Pennsylvania remain pertinent:

"Strasburg is fortunate in that major flooding is not a widespread or frequent problem. The main storm seasons for the area are in the spring and summer. During these times, intense rainfall may occur for short periods of time, with an associated quick rise in the water depth of streams. This situation typically causes the flooding of roads but major flood damage has not usually been suffered. The major storm to hit the township in recent times, Tropical Storm Agnes, did cause flood damage to low-lying structures and roads. The storm was approximately equal to a 100-year flood for the Township.

"The lack of severe flooding conditions in Strasburg is attributable to the physical features of the watersheds and stream channels. Equally important is the fact that the local residents have generally not attempted to develop the low-lying stream banks and floodplains. Also, good farming methods, such as contour plowing, are effective factors in alleviating flooding, as agricultural lands comprise a significant percentage of the total area in the community.

"Flooding on roads along most creeks in the township is caused primarily by inadequate drainage. At some locations, flood levels are increased due to the limited carrying capacity of stream culverts. During storms, trees, trash, and other debris may be washed away and carried downstream, collecting on bridges and obstructing streamflow. The accumulation of debris greatly reduces the limited capacity of bridges and culverts, increases flooding into unpredictable areas, increases velocity of flow immediately downstream, and erodes culvert entrances and bridge approach embankments."

Floodplains within the Strasburg Region were identified by combining the boundaries of the alluvial soils from the 1985 Lancaster County Soil Survey<sup>7</sup> with the limits of the 100-year floodplain identified by the Flood Insurance Studies for Strasburg Borough and Township. These floodplain boundaries are shown on Figure 3.6.

To minimize the potential for future flood-related hazards and to mitigate any flood-related damage, Strasburg Borough and Strasburg Township participate in the State and Federal floodplain protection programs. The regulatory provisions of these programs are implemented by the Borough through a Stormwater Ordinance adopted in 2004 and various provisions of the Subdivision and Land Development Ordinance. The Township addresses these issues through its Zoning Ordinance, which defines a floodplain district.

### Riparian Buffers

The importance of maintaining buffer area along rivers and streams has gained prominence since the adoption of the 1995 Plan. The elimination of natural (or naturalistic) vegetation from stream banks has a deleterious effect upon surface water quality. Locally, the elimination of growth that had shaded the waters results in an increase in water temperature, leading to heavier algae growth, reduction of dissolved oxygen, and the loss of fish and fish habitat. Downstream, the effects of increased sedimentation and pollution are felt, as there is no buffer to act as a natural filter of the water-borne particulates and pollutants. This is particularly critical in the Strasburg Region as our streams eventually find their way to the Chesapeake Bay, which is one of the nation's most stressed water bodies as a result of both sedimentation and chemical pollution.

Agricultural areas are especially problematic: if farmers plow to the very edge of a stream, the stream receives high volumes of soil runoff (sediment) and fertilizer (both chemical fertilizers and manure) during storms. Allowing cattle to enter stream beds or graze along the stream banks also creates sedimentation and generates pollution as the cattle urinate and defecate into the water. The Conservation Reserve Enhancement Program (CREP) initiated by the U.S. Department of Agriculture (USDA) in alliance with the affected states (including Pennsylvania) was developed to target these very issues. The Pennsylvania CREP, established in April 2000, is a voluntary program that pays farmers to plant hardwood trees and establish grass filter strips, riparian forest buffers, and vegetation and other conservation practices on lands with particularly high environmental sensitivity. Land along streams and rivers are to be planted in order to filter sediments and nutrients from storm runoff. In addition to enhancing water quality, such vegetation also provides shelter, nesting areas, and food for wildlife. The program targets highly erodible land adjacent to streams that drain to Chesapeake Bay. The program was expanded in 2003. The USDA website at [www.fsa.usda.gov/dafp/cepd/crep.htm](http://www.fsa.usda.gov/dafp/cepd/crep.htm) provides additional details, as does the Lancaster County Conservation District.

While CREP is an important tool for stream protection, the Borough and the Township both have the authority to require riparian buffer zones for new development through their respective Zoning Ordinances. The municipalities may also explore the potential to develop separate, free-standing riparian protection ordinances, much as has already been done for stormwater management, as further described in the following section.

### Stormwater Management

Stormwater runoff characteristics change as an area experiences development. If the new runoff generated by larger expanses of impervious surface is not properly accommodated, there can be significant adverse impacts on downstream properties. Not surprisingly, the

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<sup>7</sup> Comus (Cm), Lindside (Ln), Newark (Nc), Nolin (Ne), and Penlaw (Pa) silt loams.

residents of those downstream areas may blame these problems on the development itself rather than a poorly design stormwater management facility.

In 2004, Strasburg Borough adopted a Stormwater Ordinance that implemented the recommendation of the 1995 Comprehensive Plan to require that subdivisions and land developments not produce storm water runoff onto adjacent properties greater than pre-development conditions. This Ordinance also provides for appropriate Best Management Practices ("BMP's") for stormwater management. Typical BMP's include provisions to minimize impervious surfaces, the utilization of landscaping and design techniques to allow for filtration of run-off before it enters streams or the groundwater supply (thereby improving the *quality* of the run-off), and alternatives to the surface detention basins.

As was the case for the 1995 Comprehensive Plan, Strasburg Township continues to rely upon the Lancaster County Subdivision and Land Development Ordinance. Since that time, the stormwater provisions of the County Ordinance have been revised to incorporate BMP's. At this writing, the Township is awaiting the completion of the County's Act 167 Study for the Pequea watershed, at which time it anticipates that it will adopt the State's model Stormwater Ordinances with such modifications as the County Study may recommend.

## Wetlands and Natural Habitats

The importance of wetland areas is nicely described by the U.S. Army Corps of Engineers, the public agency charged with wetland protection:

"Wetlands provide food and habitat for and abundance and diversity of life not rivaled by most types of environments. Wetlands include swamps, marshes, bogs and similar areas. All wetlands have value, although their value is highly variable. Productivity in wetlands is measured in terms of living things.

"Wetlands provide food and habitats for an abundance of animal life; are breeding, spawning, feeding, cover and nursery areas for fish; and are important nesting, migrating, and wintering areas for waterfowl.

"Wetlands also provide several direct benefits to man. They serve as buffer areas which protect the shoreline from erosion by waves and moderate storm surges. Wetlands act as natural storage areas during floods and storms by retaining high waters and gradually releasing them after subsidence, thereby reducing damaging effects. Wetlands, especially seasonally inundated freshwater wetlands, are often groundwater recharge areas. That is, during dry periods, there are points at which rain and surface water infiltrate underlying or nearby aquifers which are often the sources of local drinking water. Wetlands also purify water not only by filtering and removing pollutants, but also by assimilating and recycling them."<sup>8</sup>

Several information sources were used to identify wetlands in the Strasburg Region. First, the National Wetlands Inventory (NWI), prepared by the U. S. Department of the Interior's Fish and Wildlife Service, was consulted. This inventory was derived from high-altitude aerial photograph interpretation of surface features commonly associated with wetlands. As with any aerial photograph interpretation, the results of the analysis consider the conditions that existed when the photograph was taken. This inventory shows no large concentration of wetlands within the Strasburg Region, only a widely scattered grouping of relatively small areas. This pattern is typical of

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<sup>8</sup>U.S. Army Corps of Engineers, *Are You Planning Work in a Waterway or Wetland?* (Baltimore, MD: c. 1985).

*palustrine*, or “marshy” wetland areas. *Lacustrine* wetlands are associated with ponds and small lakes, while *riverine* wetlands are associated with flowing water courses such as streams and rivers. The NWI also identifies *marine* and *estuarine* wetlands, which are associated with oceans and estuaries, respectively; obviously, neither of these are present in the Strasburg Region.

The Pequea Creek, Big Beaver Creek, Little Beaver Creek and Walnut Run are riverine wetlands. Due to the limits of the NWI methodology, the inventory may not have identified all existing wetland areas. Therefore, we used a second information source to identify any additional wetlands that may be present in the area. We used the 1985 Lancaster County Soil Survey to identify areas characterized by soils that contain hydric components, which is a strong indicator of the presence of wetlands. The locations of these soils are shown on Figure 3.6, the Natural Features Map. Note that these areas are concentrated in the rolling terrain of the southern half of Strasburg Township, generally in depressions, seepy areas, and bottom lands. The hydric soils cover a significantly greater area than the wetlands identified by NWI.

Provisions in local zoning and land development regulations give the Borough and the Township the means to enhance and conserve designated wetland areas to the degree permitted by State and Federal law. The Borough and the Township favor expanding these regulations to encourage the protection of streambanks and riparian environments generally, as such measures serve a critical function in the protection of surface water quality, both within the Region and in downstream communities.

#### Important Wildlife Habitat

As the effects of human habitation become more pronounced in a given area, the balance of the local ecosystem is altered. This alteration typically has a negative effect on the ability of the local environment ability to support the various plant and animal species originally found there. As a result, local species may become threatened or - in extreme circumstances - endangered. State and Federal agencies are increasingly concerned over the protection of local natural habitats as a means of protecting wildlife diversity. Protecting these habitats often provides additional benefits, such as erosion control; preservation of groundwater recharge capacity; natural filtration and mitigation of pollutants; abatement of noise, dust, and glare; and opportunities for passive recreation.

Information found in this section is taken from the Lancaster County Natural Heritage Project Natural Areas Inventory prepared for the Lancaster County Planning Commission by the Pennsylvania Science Office of the Nature Conservancy in June 1990. Part of this information was derived from the Pennsylvania Natural Diversity Inventory (PNDI). PNDI conducts an ongoing process that cumulatively updates and refines data regarding the status of rare, endangered, and otherwise significant natural features. This inventory uses some 800 sources of information to map and describe facts about important natural features. The Natural Areas Inventory utilized PNDI information, as well as other pertinent information to identify the most important natural areas along with the locations of habitats of species of special concern within the County.

It is the policy of PNDI not to release detailed, site-specific information about significant natural features for general disclosure to the public. This policy protects the features from persons who may attempt to collect or otherwise disturb such features. Instead, PNDI will provide generalized locations of known or historic natural features occurrences.

The most significant natural habitat in the Region is the Refton Cave, located in the southwestern portion of Strasburg Township. Refton Cave is a solution aquatic cave formed in limestone bedrock. This cave is home to populations of three different species of cave-dwelling invertebrates: two of these species are being considered for protection under the Federal Endangered Species Act. Protection of Refton Cave and the endangered

species found there is a great concern to the Lancaster County Conservancy. The preservation of these species and the integrity of the cave depends to a great extent upon the quality of the water that enters the cave. There appears to be some connection between the hydrology of Pequea Creek and the cave's waters; however, the exact source is unknown.

*Refton Cave is currently in private ownership. While the Township would support efforts by the Lancaster County Conservancy to protect the cave permanently, Township efforts would be limited to negotiating with the owner - perhaps to provide a conservation easement - if ever the surrounding property would be proposed for development.*

## Unique Geologic Features, Caves, and Mineral Sites

As described in previous sections of this chapter, the geology of an area largely determines its natural landscape. Unique geologic features and formations can produce scenic vistas and places of special interest. Similarly, underground caves and unique mineral deposits also provide recreational, scientific, and educational opportunities that deserve special consideration. Following literary research regarding these special sites and types of natural features, two cave sites were determined to be located in the Strasburg Region. Figure 3.7 identifies these sites and explains their importance.

**FIGURE 3.7: CAVES OF THE STRASBURG REGION**

Map Symbol	Cave Name	Cave Description
C1	Strasburg Cave	"Over the mouth of the cave a fault separates beds dipping southeast and northwest. A triangular opening about two feet high and wide at the base of the quarry wall connects to a tiny passage, barely traversable. Fourteen feet from the entrance is a room 12 by 9 feet and 4 feet high. A low crawlway on the west side of the room leads down a slope 6 feet to a pool of water. The floor slopes into a pool of very clear water and one can see a submerged chamber opening at the base of the slope. The passage here is 8 to 10 feet high."
C2	Refton Cave	<p>"The earliest known reference to Refton Cave is an article that appeared in the Lancaster Intelligencer newspaper, circa 1880. The entrance to the cave is located in the bottom of a sinkhole, 30 feet in diameter and 20 feet deep. Beneath the entrance, a shaft, 4 feet in diameter, drops 25 feet to the top of a 15 foot high mound of debris which has fallen into the entrance shaft. The cave consists of one large chamber 85 feet long and 40 to 70 feet wide. The ceiling of this room soars as much as 30 feet from the floor. A small opening off the southwest corner of the chamber was excavated by Bruce Herr in 1959. His diggings revealed a small cell, 10 feet in diameter and 4 feet high. A large pond of water, up to 10 feet deep, occupies the northern half of the chamber. Scuba divers, in 1966, discovered two small underwater pockets on the north wall. Tests have shown the water level in the cave pond to be roughly correspondent to the level of the nearby Pequea Creek. The rising and falling of water levels in the cave lags a day or two behind the corresponding rise and fall of water levels in Pequea Creek. Obviously, no opening of any size exists between the cave and the creek: water is travelling back and forth through very small fissures and pores in the rock.</p> <p>"Refton Cave contains within the ponds isopods, amphipods, and planaria. The airbound portions of the cave abound in all varieties of the arthropod phylum: spiders, mosquitoes, and select species of the collembola family can be found by the hundreds."</p>

SOURCE: J.R. Reich, Jr., *Caves of Southeastern Pennsylvania* (Harrisburg, PA: 1974).

These caves offer little in the way of recreational opportunity due to their relatively small sizes and lack of accessibility. We do not recommend promoting these caves for general recreational use. Furthermore, the environmentally sensitive habitat of the Refton Cave would not fare well if the cave were made accessible to the general public.

## Cultural Features

### Historic Preservation

The Strasburg Region, like much of south-central Pennsylvania, is fortunate to possess a rich cultural heritage. Today, this heritage is evident in the many older structures and settlements scattered throughout the Township and concentrated within the Borough. Local officials and residents recognize the value of conservation, rehabilitation, restoration, and adaptive reuse of these historic features as a means of providing a glimpse into the Region's past. Additionally, historic preservation can provide educational opportunities regarding historic lifestyles and architectural styles. Well-maintained historic sites and areas can create a sense of unique identity and stimulate civic pride and economic vitality.

To identify the locations and significance of the historic resources within the Strasburg Region, we relied upon information from the publication Our Present Past and from the Historic Preservation Trust of Lancaster County. Our Present Past is a compilation of architectural surveys completed by the Historic Preservation Trust of Lancaster County for the City and County of Lancaster between 1978 and 1985 and updated in 1994. This publication identifies fifty-nine existing sites of historic and/or architectural significance in Strasburg Borough and another 290 sites in Strasburg Township.

In the 1990's, the Historic Preservation Trust of Lancaster County began an extensive survey of the County's municipalities in an effort to locate all possible historically and architecturally significant resources. This survey remains unfinished Countywide, but it has been completed for Strasburg Township but not the Borough.

Figure 3.8 lists the historic/architectural sites identified by Our Present Past for Strasburg Borough and those identified by the 1994 survey prepared by the Historic Preservation Trust for Strasburg Township. These sites are also identified Figure 3.9, the Cultural Features Map. The Historic Preservation Trust has established four levels of significance corresponding to the overall importance of the site. These levels are defined as follows.

Level 1: Exceptional - Examples of the highest quality architectural design and/or historical importance. Of countywide, regional, state, or national significance. To be preserved and protected at all costs.

Level 2, Significant - Examples of high style regional architecture and/or structures of particular historical importance to Lancaster County. Of principally local, countywide, or regional significance. To be preserved and protected.

Level 3, Contributory - Sites of good architectural quality, vernacular structures, or those of less sophistication than those deemed "significant." Preservation of these structures is encouraged.

Level 4, Altered - Sites where the historical or architectural value has been comprised by later, non-historic alterations. Restoration to original or historic appearance is encouraged.

Strasburg Borough currently has a historic district that has proven extremely successful in preserving the character of the downtown area while accommodating appropriate re-use of the historic structures. Establishing a historic district promotes the preservation of not only historic structures, but their context as well, such that the structures may be enjoyed not merely as isolated features, but as a neighborhood that appears much as it did in years past. This is particularly effective when the public areas - such as sidewalks, curbs,

streetlamps, and other street furniture - are designed to complement the milieu. If desired, the findings of the survey could be used as a guide to expand the district, although more detailed (and more current) analysis would be required before any expansion could be approved. Concentrations of potentially significant structures may be found in the Township along U.S. Route 222 (notable concentrations at the intersection of Bunker Hill Road and in the vicinity of New Providence village) and along PA Route 741, both east and west of the Borough. A number of other potentially historic sites are scattered across the Township.

While designating a Historic District pursuant to Act 167, as the Borough has done, is perhaps the most powerful step a community can take in preserving the built record of its heritage, other options are available. The Pennsylvania Municipalities Planning Code specifically permits municipalities to plan for the preservation and protection of historic features. If the Township elects not to pursue this process, the survey data provides a basis for protecting historic resources through the zoning and subdivision process. Specifically, the Township may establish in the Zoning Ordinance a requirement for buffer zones around identified historic structures. The size and limitations of these buffers would vary depending upon the quality of the structure's historic value (i.e., the "Level 1" through "Level 4" designations described above). Zoning overlay districts could be established in areas where there are concentrations of historic resources. These overlays should be designed to assure that the scale and density of new development will be compatible with the historic pattern of development.

### Archaeological Resources

Archaeological resources, like historic sites, are a window to the past, but pre-date those features we consider "historic." In the case of prehistoric archaeology, this past refers to times before local historic records were kept: prehistoric times. Archaeological resources can provide valuable artifacts and remains, or simply information that can assist in the identification, dating, and understanding of cultures. Often, archaeological sites are surveyed merely to verify the presence of a culture at that location. Once this information is known, the actual evidence of such culture (artifacts and other objects) becomes less important. Such sites might then provide interesting themes for local conservation areas. To identify important archaeological resources, information was obtained from the Division of Archaeology and Protection of the Pennsylvania Historic and Museum Commission (PHMC).

The staff at the State Division of Archaeology and Protection have provided the following general description of the methodology concerning archaeological research within the Strasburg Region. The findings of this research are provided in Figure 3.10.

"The determination of areas of high probability for the presence of prehistoric archaeological sites in these townships was based on a comparison of the topographic setting of the recorded archaeological sites to the general topography of each township. Extensive research has shown that the location of prehistoric sites is closely related to a number of environmental variables. Relatively flat ground, converging streams, springheads, saddles, floodplains, swamps, and water in general (including streams that are extinct today) are the most important factors. We use 7.5" U.S.G.S. topographic maps in developing these maps.

"The Strasburg Region has not been systematically surveyed for the presence of archaeological sites. This region lies within the gently rolling topography which characterizes the Piedmont Lowlands of the Piedmont physiographic province. Expectations as to the presence of sites have

been based on other portions of Lancaster County that exhibit similar topographic features.

"Paleoindian sites are the rarest type known in Pennsylvania, numbering only around 230 for the entire state. Many of these sites consist of isolated surface finds of distinctive fluted projectile points which characterize paleoindian populations. Twelve of these sites are found in Lancaster County. They represent the evidence of the first human inhabitants of the area and date before 8000 B.C.

"The Archaic period, lasting in this area from about 8000 B.C. to 1000 B.C., is a period of population increase and diversification in response to changing environmental conditions. The knowledge of the distribution and form of Archaic sites in this heavily populated area is very important to an understanding of changing adaptations."

"Sites from the following Woodland periods (1000 B.C.—A.D. 1550) are likely to occur within this Region. These sites are more often confined to settings that provide more open ground, such as floodplains and some hilltops. They represent the development of settled village life. Several phases of socio-political development can be documented on various sites in Lancaster County. These sites contain a wide variety of archaeological remains and are the most useful types of sites for examining prehistoric social organization. For this reason, they are usually determined eligible to the National Register of Historic Places.

"Historic archaeological sites are also likely in the Strasburg Region, particularly in developed areas, and should be considered in development planning.

"It is highly probable that other, yet unrecorded, prehistoric and historic sites are present along the Region's several major streams, particularly along the Pequea Creek, smaller drainages and unnamed tributaries."

Similar to the recommendation from the previous section regarding the development of historic resources, local ordinances may require the protection and/or surveying of significant archaeological resources. Developers should coordinate preliminary site surveys with the PHMC, and may choose to consult with staff at the North Museum of Natural History, located on the Franklin and Marshall College campus in Lancaster, prior to the substantial excavation of a development site. The mapped archaeological resource areas should be used as a "triggering" mechanism for some archaeological investigation prior to development.

### FIGURE 3.8: HISTORIC and ARCHITECTURAL SITES

In the "Loc." column, "B" indicates that the site is in Strasburg Borough and "T" indicates that it is in Strasburg Township.

STRASBURG BOROUGH		
Survey #	Map #	Description
071-51-1	358	Henry Good House. 2½-story, 4-bay log/frame Germanic house ( c. 1751-1753).
071-51-2	359	1½-story, 3-bay log house; gable roof with overhang ( c. 1814).
071-51-3	360	1½-story, 4-bay log Germanic house (1700's).
071-51-4	361	Swan Tavern Stable. 1½-story, 4-bay frame Germanic stable (c. 1790).
071-51-5	362	Swan Tavern. 2½-story, 6-bay brick Georgian tavern (c. 1790-1793).
071-51-6	363	2½-story, 6-bay brick Georgian double house (c. 1790).
071-51-7	364	Methodist Parsonage. 2½-story, 3-bay stone Georgian/Federal house with 2-bay brick addition (c. 1804).
071-51-8	365	John F. Hull House. 2½-story, 5-bay frame Italianate house (c. 1886).
071-51-9	366	John L. Shroy House. 1½-story, 4-bay brick house ( c. 1790).
071-51-10	367	Massasoit Hall. 3½-story, 3-bay brick lodge hall, wooden cupola, elaborate brick corbelling and sunken paneling (c. 1856).
071-51-11	368	John Funk House. 2½-story, 5-bay brick Georgian house (c. 1788-1793).
071-51-12	369	Jacob Fouts House (Sandstone House). 2½-story, 4-bay stone Germanic house (c. 1754).
071-51-13	370	Thomas Ferree House. 2½-story, 3-bay brick Georgian/Federal house (c. 1793).
071-51-14	371	Fouts House (Tinney House). 2½-story, 5-bay limestone Georgian/Germanic house (c. 1786).
071-51-15	372	St. Michael's Lutheran Church. 2½-story, 5-bay brick Georgian/Federal church (1816).
071-51-16	373	The Wine and Cake House. 2½-story, 3-bay log English Colonial house (c. 1769).
071-51-17	374	Cross Keys Tavern. 2½-story, 3-bay brick structure (late 1700's).
071-51-18	375	Christopher Speck House. 1½-story, 4-bay log Germanic house (c. 1764-1769).
071-51-19A	376	Ranck House. 3-story, 5-bay brick Single Bungalow house (1905).
071-51-20A	377	1½-story, 3-bay log Germanic house (c. 1750-1780).
071-51-21A	378	2½-story, 5-bay brick house (c. 1840).
071-51-22A	379	Lutheran Parsonage. 2½-story, 3-bay brick Italianate house (1887).
071-51-23A	380	3 story, 2-bay brick/frame Queen Anne house (1892).
071-51-24A	381	2½-story, 3-bay brick house (c. 1874).
071-51-25A	382	George Duffield House. 2½-story, 3-bay brick Georgian house (c. 1793- 1795).
071-51-26A	383	Everhard Gruber House. 2½-story, 5-bay brick Georgian house (c. 1766-1790).
071-51-27A	384	2½-story, 5-bay brick Georgian house (c. 1766).
071-51-28A	385	First National Bank of Strasburg. 2½-story, 5-bay brick Italianate commercial building with hipped roof (c. 1865-1875).
071-51-29A	386	Mrs. John Bachman House. 3-story, 3-bay brick Colonial Revival house (c. 1899).
071-51-30A	387	Josiah Martin House. 2½-story, 4-bay brick store and house (c. 1861-1870).

STRASBURG BOROUGH		
Survey #	Map #	Description
071-51-31A	388	2½-story, 4-bay frame double house with some Italianate and Second Empire stylistic elements (c. 1903).
071-51-32A	389	First Presbyterian Church. 1½-story, 3-bay gable end brick Victorian Gothic/Queen Anne church, 3-story bell tower with Gothic arched openings (c. 1833).
071-51-33A	390	M. B. Rohrer House. 3-story, 3-bay brick Victorian Gothic house with Eastlake details (c. 1875-1899).
071-51-34A	391	Strasburg Methodist Church. Originally 1½-story, 4-bay brick structure (c. 1805-1815).
071-51-35A	392	1½-story, 3-bay log house (c. 1825).
071-51-36A	393	2½-story, 3-bay brick house (c. 1878).
071-51-37A	394	(Work Jewelers). 2½-story, 9-bay brick Georgian/Federal store and residence (late 1700's).
071-51-38A	395	Thomas Crawford Tavern. 2½-story, 7-bay brick Georgian/Federal tavern (portions pre-1815).
071-51-39A	396	Burrowes Site. 3-story, 3-bay brick house (c. 1850-1870).
071-51-40A	397	W. I. Bender House. 3-story, 5-bay brick Second Empire house (c. 1875-1899).
071-51-41A	398	Wesley United Methodist Church. 2-story, 3-bay brick Late Gothic church on site of 1836 brick church (1892-1894).
71-51-42A	399	2½-story, 3-bay log house (early 1800's).
071-51-43A	400	Benjamin B. Gonder Mansion. 3-story, 5-bay brick Queen Anne/Chateausque house (1905).
071-51-44A	401	Strasburg Weekly News. 2½-story, 4-bay brick newspaper office (c. 1858).
071-51-45A	402	2½-story, 3-bay L-shaped brick house (c. 1860).
071-51-46A	403	2½-story, 3-bay brick house (late 1880's).
071-51-47A	404	3-story, 5-bay brick house (c. 1845-1875).
071-51-48A	405	2½-story, 3-bay brick Victorian Gothic house (1900).
071-51-49A	406	Pequea Works. 2½-story, 4-bay brick factory (c. 1907).
071-51-50A	407	Catharina Reser House. 1½-story, 3-bay log Germanic house (c. 1783).
071-51-51A	408	2½-story, 3-bay brick house (c. 1866).
071-51-52A	409	2½-story, 3-bay brick Federal house (c. 1823).
071-51-53A	410	2-story, 4-bay log Germanic house (late 1700's).
071-51-54A	411	2½-story, 3-bay brick Federal house (1815).
071-51-55A	412	2½-story, 3-bay brick house (c. 1791).
071-51-56A	413	George Hoffman Store and House. 2½-story, 5-bay stuccoed stone Georgian/Federal store and house (c. 1808).
071-51-57A	414	2½-story, 3-bay log Germanic house (late 1700's).
071-51-58A	415	John Creme House. 2½-story, 3-bay log English Colonial house (c. 1795).
071-51-59A	416	1½-story, 3-bay log house (late 1700's to early 1800's).

SOURCE: *Our Present Past*, The Historic Preservation Trust of Lancaster County

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-1	73	Neff's Mill Covered Bridge (1875).	1
071-52-2	74	Bowman's (or "Boman's") Mill (1797).	1
071-52-3	75	Christian Brackbill House (c. 1815).	2
071-52-4	76	Lefever Mill (c. 1760).	1
071-52-5	77	Herr-Brackbill House (c. 1760).	1
071-52-6	78	North Star School (1886).	2
071-52-7	79	Peter Lefever House (c. 1800).	2
071-52-8	80	Strasburg Railroad (1832-1837).	1
071-52-9	81	Pennsylvania Railroad Museum (19th century).	1
071-52-10	82	Site of Eshelman Log Cabin (19th century).	1
071-52-11	83	Walnut Run School (1878).	2
071-52-12	84	John Herr House (1740).	1
071-52-13	85	Daniel and Ann C. Herr House (1877).	1
071-52-14	86	Martin Barr House (1741-1791).	1
071-52-15	87	Christian and Maria Shultz House (1843).	2
071-52-16	88	A. & W. Hess Store (1887).	2
071-52-17	89	H. I. and J. Barn (1791).	1
071-52-18	90	Site of Jacob and Elizabeth Neff House (1803).	1
071-52-19	91	John and Barbara Neff House (1814).	2
071-52-20	92	Henry and Ana Brenneman House (1803).	1
071-52-21	93	Sides' Mill (c. 1792).	2
071-52-22	94	Benedick Eshelman House (1770).	1
071-52-23	95	House ( c. 1900).	2
071-52-24	96	Sorrel Leesburg House (19th century).	2
071-52-25	97	Refton School (1888).	2
071-52-26	98	Christ and Eliza Mosser House (1813).	2
071-52-27	99	M. and L. Groff House (c. 1850).	2
071-52-28	100	P. Reynolds House (late 18th century).	2
071-52-29	101	H. and G. Bowman House (early 19th century).	3
071-52-30	102	Joseph Eckman House (early 19th century).	3
071-52-31	103	Winter Hill School (1882).	2
071-52-32	104	Jacob and Elizabeth Eckman House (1850).	2
071-52-33	105	Daniel and Elizabeth Eckman House (1851).	2
071-52-34	106	Zion United Church of Christ (1868, 1928 additions).	2
071-52-35	107	John Groff House (late 19th century).	2

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-36	108	House (late 19th century).	2
071-52-37	109	Eckman House (early 19th century).	2
071-52-38	110	Henry and Ann Breneman House (1813).	2
071-52-39	111	Boehm Memorial United Brethren in Christ Church (1887).	2
071-52-40	112	Daniel and Ann C. Herr House (1845).	2
071-52-41	113	George Wither House (c. 1785).	2
071-52-42	114	Michael Withers House (1775).	1
071-52-43	115	John and Hanah Withers House (1804).	1
071-52-44	116	Henry and Esther Ro (possibly "Resch") House (1807).	2
071-52-45	117	Anna Neff House (c. 1870).	2
071-52-46	118	Breneman Barn (c. 1800).	2
071-52-47	119	House (late 18th century).	2
071-52-48	120	Christian Hoover House (late 18th century).	2
071-52-49	121	House (late 18th century).	3
071-52-50	122	House (late 18th century).	3
071-52-51	123	<i>INFORMATION UNAVAILABLE</i>	-
071-52-52	124	House (late 18th century).	3
071-52-53	125	Bunker Hill School (1880's).	2
071-52-54	125A	Unnamed structure (c. 1870).	1
071-52-55	126	Henry Musselman (early 19th century).	2
071-52-56	127	Eshelman Site (c. 1880).	2
071-52-57	128	Strasburg Mennonite Church (1804, 1925 additions).	3
071-52-58	129	Daniel Potts House (c. 1820).	3
071-52-59	130	Jacob and Susanna Ranck House (1865).	2
071-52-60	131	B. and S. Breneman House (1844).	2
071-52-61	132	Lefever-Mellinger House (1799, 1885 additions).	2
071-52-62	133	John Jr. and Elizabeth Howry House (early 19th century).	2
071-52-63	134	Pequea School (1884).	2
071-52-64	135	House (early 19th century).	1
071-52-65	136	Jacob and Susana Miller House (1797).	2
071-52-66	137	John and Susana Groff House (1812).	2
071-52-67	138	Henry and Anna Groff House (1882).	2
071-52-68	139	Henry and Elizabeth Rohrer House (1851).	2
071-52-69	140	Unnamed structure (18th century).	2
071-52-70	141	John Brackbill House (1849).	3
071-52-71	142	Brackbill Farmstead (early 19th century).	3

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-72	143	Martin Herr House (c. 1800).	2
071-52-73	144	Widow Hartman's House (early 19th century).	2
071-52-74	145	John and Anna Mellinger House (1855).	1
071-52-75	146	Samuel King Farm (late 18th century).	3
071-52-76	147	Miller House (1824).	2
071-52-77	148	House (late 18th century).	2
071-52-78	149	School (1880).	2
071-52-79	150	Farm (mid-19th century).	2
071-52-80	151	House (mid-19th century).	3
071-52-81	152	House (mid-19th century).	3
071-52-82	153	House (mid-19th century).	3
071-52-83	154	House (early 19th century).	3
071-52-84	155	Le Fevre Family Cemetery (early 19th century).	2
071-52-85	156	House (mid-19th century).	3
071-52-86	157	House (mid-19th century).	3
071-52-87	158	House (c. 1920).	3
071-52-88	159	Country Creations (late 19th century).	3
071-52-89	160	Farm (early 19th century).	2
071-52-90	161	School. DS-1975.	0
071-52-91	162	House (mid-19th century).	3
071-52-92	163	House (early 19th century).	3
071-52-93	164	House (mid-19th century).	4
071-52-94	165	Sunrise Nursery (mid-19th century).	3
071-52-95	166	House (early 19th century).	4
071-52-96	167	House (mid-19th century).	3
071-52-97	168	House (mid-19th century).	3
071-52-98	169	House (mid-19th century).	4
071-52-99	170	House (c. 1920).	3
071-52-100	171	House (c. 1920).	3
071-52-101	172	House (mid-19th century).	4
071-52-102	173	Personality Packages (mid-19th century).	3
071-52-103	174	House (mid-19th century).	4
071-52-104	175	Farm (early 19th century).	2
071-52-105	176	Farm (c. 1890).	3
071-52-106	177	House (mid-19th century).	4
071-52-107	178	House (c. 1840).	3

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-108	179	House (mid-19th century).	4
071-52-109	180	Landis Milk Farm (1848).	4
071-52-110	181	House (c. 1840).	3
071-52-111	182	House (early 19th century).	3
071-52-112	183	Power Substation (c. 1920).	2
071-52-113	184	House (mid-19th century).	4
071-52-114	185	House (mid-19th century).	4
071-52-115	186	House (mid-19th century).	3
071-52-116	187	House (late 19th century).	4
071-52-117	188	House (early 19th century).	3
071-52-118	189	House (mid-19th century).	3
071-52-119	190	House (c. 1910).	3
071-52-120	191	House (c. 1910).	3
071-52-121	192	House (mid-19th century).	4
071-52-122	193	House (early 19th century).	3
071-52-123	194	Good Harvest Farmers Market and Greenhouse (mid-19th century).	3
071-52-124	195	House (mid-19th century).	3
071-52-125	196	House (mid-19th century).	1
071-52-126	197	House (1855).	4
071-52-127	198	Cemetery (19th century).	2
071-52-128	199	House (mid-19th century).	4
071-52-129	200	House (mid-19th century).	2
071-52-130	201	House (early 19th century).	4
071-52-131	202	Farm (c. 1859).	1
071-52-132	203	House (mid-19th century).	3
071-52-133	204	House (c. 1900).	4
071-52-134	205	House (mid-19th century).	4
071-52-135	206	House (c. 1875).	3
071-52-136	207	House (early 19th century).	4
071-52-137	208	House (mid-19th century).	4
071-52-138	209	House (c. 1910).	3
071-52-139	210	Farm (1804).	2
071-52-140	211	Farm (mid-19th century).	3
071-52-141	212	House (mid-19th century).	3
071-52-142	213	House (early 19th century).	3
071-52-143	214	House (19th century).	3

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-144	215	Echmin Family Cemetery (early 19th century).	2
071-52-145	216	House (c. 1840).	2
071-52-146	217	"Witness" farm site (mid-19th century).	2
071-52-147	218	"Witness" farm site (mid-19th century).	3
071-52-148	219	Sandstone School (late 19th century).	3
071-52-149	220	House (mid-19th century).	3
071-52-150	221	House (mid-19th century).	4
071-52-151	222	House (mid-19th century).	2
071-52-152	223	House (mid-19th century).	3
071-52-153	224	Smokehouse (mid-19th century).	1
071-52-154	225	House (early 19th century).	2
071-52-155	226	House (early 19th century).	2
071-52-156	227	House (late 19th century).	3
071-52-157	228	House (late 19th century).	3
071-52-158	229	House (mid-18th century).	3
071-52-159	230	House (mid-19th century).	4
071-52-160	231	House (mid-19th century).	4
071-52-161	232	House (mid-19th century).	4
071-52-162	233	House (mid-19th century).	3
071-52-163	234	House (mid-19th century).	3
071-52-164	235	House (mid-19th century).	3
071-52-165	236	House (mid-19th century).	3
071-52-166	237	House (mid-19th century).	3
071-52-167	238	House (c. 1920).	3
071-52-168	239	House (c. 1920).	3
071-52-169	240	House (mid-19th century).	3
071-52-170	see #77	House (mid-19th century).	4
071-52-171	241	House (early 19th century).	2
071-52-172	242	Mayer's Book Barn (c. 1840).	3
071-52-173	243	House (c. 1910).	3
071-52-174	244	House (mid-19th century).	2
071-52-175	245	House (c. 1910).	3
071-52-176	246	House (mid-19th century).	3
071-52-177	247	House (mid-19th century).	4
071-52-178	248	House (mid-19th century).	4
071-52-179	249	House (mid-19th century).	2

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-180	250	House (19th century).	3
071-52-181	251	House (mid-19th century).	4
071-52-182	252	House (mid-19th century).	3
071-52-183	253	House (mid-19th century).	4
071-52-184	254	House (mid-19th century).	3
071-52-185	255	House (mid-19th century).	3
071-52-186	256	House (mid-19th century).	4
071-52-187	257	House (1873).	2
071-52-188	258	House (mid-19th century).	4
071-52-189	259	House (c. 1890).	3
071-52-190	260	House (c. 1930).	3
071-52-191	261	Strasburg Country Junction (c. 1935).	3
071-52-192	262	House (mid-19th century).	3
071-52-193	263	House (mid-19th century).	2
071-52-194	264	House (mid-19th century).	3
071-52-195	265	House (mid-19th century).	2
071-52-196	266	House (mid-19th century).	3
071-52-197	267	House (mid-19th century).	3
071-52-198	268	House (mid-19th century).	4
071-52-199	269	Industrial Building (late 19th century).	2
071-52-200	270	House (c. 1908).	3
071-52-201	271	Coyle Electric (c. 1940).	4
071-52-202	272	House (c. 1940).	4
071-52-203	273	Depot Doll Shop (mid-19th century).	4
071-52-204	274	House (mid-19th century).	3
071-52-205	275	House (c. 1920).	3
071-52-206	276	House (c. 1910).	3
071-52-207	277	House (mid-19th century).	3
071-52-208	278	House (mid-19th century).	2
071-52-209	279	House (early 19th century).	3
071-52-210.1	280	House (early 19th century).	2
071-52-210.2	281	House (late 19th century).	3
071-52-211	282	House (mid-19th century).	3
071-52-212	283	House (mid-19th century).	4
071-52-213	284	House (mid-19th century).	3
071-52-214	285	House (mid-19th century).	4

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-215	286	House (mid-19th century).	4
071-52-216	287	House (mid-19th century).	3
071-52-217	288	House (mid-19th century).	4
071-52-218	289	Twin Sycamore Farm (mid-19th century).	3
071-52-219	290	House (mid-19th century).	3
071-52-220	291	House (mid-19th century).	2
071-52-221	292	School (late 19th century).	4
071-52-222	293	House (mid-19th century).	4
071-52-223	294	House (19th century).	4
071-52-224	295	Beaver Creek Farm (mid-19th century).	3
071-52-225	296	House (mid-19th century).	3
071-52-226	297	House (mid-19th century).	3
071-52-227	298	House (c. 1900).	3
071-52-228	299	House (c. 1900).	4
071-52-229	300	House (mid-19th century).	3
071-52-230	301	House (mid-19th century).	3
071-52-231	302	House (early 19th century).	2
071-52-232	303	House (early 19th century).	3
071-52-233	304	House (mid-19th century).	3
071-52-234	305	House (c. 1850).	2
071-52-235	306	House (mid-19th century).	3
071-52-236	307	House (1862, 1910 additions).	2
071-52-237	308	Farm (1854).	3
071-52-238	309	Farm (c. 1850).	3
071-52-239	310	House (c. 1850).	3
071-52-240	311	House (c. 1850).	4
071-52-241	312	House (c. 1920).	4
071-52-242	313	House (c. 1890).	4
071-52-243	314	House (c. 1850).	4
071-52-244	315	School (1890).	3
071-52-245	316	House (c. 1860).	3
071-52-246	317	House (c. 1860).	4
071-52-247	318	House (c. 1860).	3
071-52-248	319	House (mid-19th century).	4
071-52-249	see #88	House (mid-19th century).	4
071-52-250	320	House (late 19th century).	4

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-251	321	House (c. 1930).	3
071-52-252	322	House (mid-19th century).	3
071-52-253	323	House (c. 1900).	3
071-52-254	324	House (mid-19th century).	3
071-52-255	325	House (mid-19th century).	3
071-52-256	326	House (mid-19th century).	3
071-52-257	327	House (mid-19th century).	3
071-52-258	see #109	House (mid-19th century).	3
071-52-259	328	House (mid-19th century).	4
071-52-260	329	House (mid-19th century).	3
071-52-261	330	House (mid-19th century).	3
071-52-262	331	House (mid-19th century).	4
071-52-263	see #108	House (mid-19th century).	3
071-52-264	332	House (mid-19th century).	3
071-52-265	333	Hess Storage (late 19th century).	3
071-52-266	334	House (early 20th century).	4
071-52-267	335	House (early 19th century).	3
071-52-268	336	House (mid-19th century).	3
071-52-269	337	House (mid-19th century).	3
071-52-270	338	House (mid-19th century).	4
071-52-271	339	House (mid-19th century).	3
071-52-272	340	House (mid-19th century).	3
071-52-273	341	House (mid-19th century).	3
071-52-274	342	Broodmead Dairy Farm (mid-19th century).	3
071-52-275	343	House (mid-19th century).	4
071-52-276	344	House (mid-19th century).	3
071-52-277	345	House (mid-19th century).	3
071-52-278	see #119	House (mid-19th century).	3
071-52-279	346	House (mid-19th century).	3
071-52-280	347	House (mid-19th century).	3
071-52-281	348	House (mid-19th century).	3
071-52-282	349	Country Loft Gifts and Antiques (mid-19th century).	4
071-52-283	350	Elvin Seigrist, Auctioneer (mid-19th century).	4
071-52-284	351	House (mid-19th century).	4
071-52-285	352	House (c. 1930).	3
071-52-286	353	House (mid-19th century).	3

STRASBURG TOWNSHIP			
Survey #	Map #	Brief Description	Significance
071-52-287	354	House (1863).	3
071-52-288	355	House (mid-19th century).	3
071-52-289	356	House (mid-19th century).	3
071-52-290	357	House (19th century).	4

SOURCE: The Historic Preservation Trust of Lancaster County, January 24, 1994.

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**FIGURE 3.10: ARCHAEOLOGICAL RESOURCES OF THE STRASBURG REGION**

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In the "Loc." column, "B" indicates that the site is in Strasburg Borough and "T" indicates that it is in Strasburg Township.

Survey No.	Loc.	Site Type and Significance
36 La 162	T	Archaic-aged Indian arrowheads found here.
36 La 174	T	Woodland- and Archaic-aged artifacts located here.
36 La 175	T	Archaic-aged artifacts found at this site.
36 La 176	T	Late Woodland- (Shenks Ferry), Transitional-, Late Archaic-, and Paleoindian-aged artifacts located at this site.
36 La 209	T	Shenks Ferry Complex - Lancaster of Funk Phase artifacts found here.
36 La 218	T	Quartz quarry.
36 La 229	T	Archaic-aged artifacts located at this site.
36 La 249	T	n/a
36 La 250	T	Gorzi fragments, several quartz arrowheads, and quartz chippings found here.
36 La 334	B	n/a
36 La 918	T	n/a
36 La 1128	T	Late Woodland-aged ceramics located at this site.
36 La 1129	T	Late Woodland-aged ceramics located at this site.
36 La 1137	T	Late Archaic-aged wing banner stone fragments and Late Woodland-aged arrowheads found here.

SOURCE: Pennsylvania Historic and Museum Commission, Division of Archaeology and Protection.

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## Chapter 4

# Demographic Studies

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### Introduction

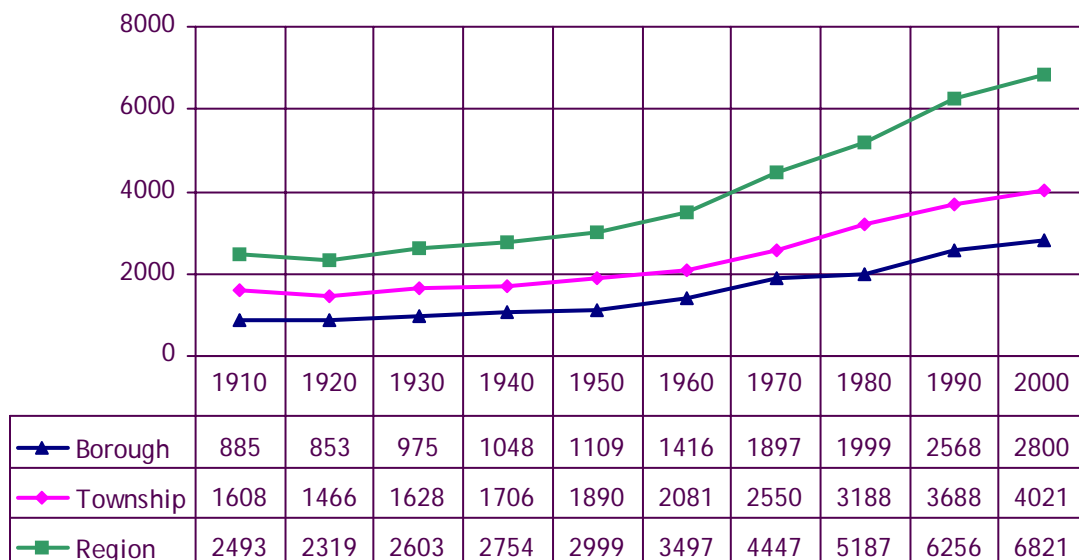
Demographic analysis is a critical element of comprehensive planning as it directly affects demand for housing, schools, commerce, and municipal services. It is also directly related to municipal revenue. This chapter will present past, current, and projected population figures, building upon data originally featured in the 1995 Comprehensive Plan for the Region. This chapter, again like the 1995 document, will also describe family, socioeconomic, and housing characteristics, thereby enabling us to determine if trends identified in the earlier document have continued and if projections were accurate.

### Historic Population Growth

The rate of population growth over time can provide insight into how the population may increase in the years to come. The following graph shows how the population has changed over time in each municipality as well as for the Region.

**FIGURE 4.1: TOTAL POPULATION GROWTH**

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SOURCE: Strasburg Regional Comprehensive Plan, 1995; U.S. Bureau of the Census, 2004.

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As noted in the 1995 plan, population trends in the municipalities are very similar to each other, although not quite identical. Most American suburbs showed significant spurts in population in the years immediately following World War II. The chart shows that this trend was delayed a bit in the Strasburg Region, as the most significant growth seems to be during the 1970's and 1980's, which would be characteristic of a community more distant from urban growth centers. What is perhaps more interesting is to note that the addition of the 2000 census figures results in a trend line that begins to resemble a sigmoidal curve: that is, a curve that has ceased to show growth at an increasing rate, but now indicates growth at a *decreasing* rate. This is a typical growth curve for

communities that have experienced high growth rates to the point of becoming “built-out:” that is, having no open land available for development. However, growth rates in the Strasburg Region have not been especially high, and the Region does not appear built out. Furthermore, the local economy through the 1990’s was quite strong, so it seems that there *should* have been a high rate of growth during this period. Given this background, this lower-than-expected rate is most likely due to three factors.

- As shown on the Existing Land Use Map in Chapter 5, there is significant acreage in the Township that has been preserved through agricultural easements and other agricultural preservation strategies. This has effectively taken these properties off the market for significant residential development. As a result, the Township – despite its rural appearance – is in fact much more nearly built-out than the casual observer would realize. The Borough still has a handful of properties with the potential to be developed, but these are on the periphery of the municipality: there are no parcels of significant size available for development in the central portion of the Borough.
- Strasburg Township has had effective agricultural zoning for some time: the current Zoning Ordinance was adopted in July 1995 and accommodates residential development in the agricultural area under a “sliding scale” formula rather than the more typical fixed scale.
- Finally, the growth boundaries around Strasburg Borough and Refton village were adopted in 1995. Although the adoption was at the Township level, the boundaries were originally developed at the County level as items of County policy and therefore lend County support to the strategy.

Future censuses will show if this is truly a sigmoidal trend (i.e., the 2010 census will show an even lower rate of growth for the current decade) or if this is simply an adjustment to the trend line. The following figures depict growth trends for the Region, the County, and surrounding municipalities.

#### FIGURE 4.2: COMPARISON OF POPULATION CHANGE RATES

The percentage under each population number indicates the rate of change from the preceding year.

	1960	1970	1980	1990	2000
Strasburg Boro	1,416 -	1,897 + 33.4%	1,999 + 5.4%	2,568 + 28.5%	2,800 + 9.0%
Strasburg Twp.	2,081 -	2,550 + 22.5%	3,188 + 25.0%	3,688 + 15.7%	4,021 + 9.0%
<b>STRASBURG REGION</b>	<b>3,497</b> -	<b>4,447</b> + 27.2%	<b>5,187</b> + 16.6%	<b>6,256</b> +20.6%	<b>6,821</b> + 9.0%
East Lampeter Twp.	7,399 -	8,876 + 20.0%	9,760 + 10.0%	11,999 + 22.9%	13,556 + 13.0%
Eden Twp.	745 -	986 + 32.3%	1,498 + 51.9%	1,857 + 24.0%	1,856 <i>no change</i>
Paradise Twp.	3,280 -	3,751 + 14.4%	4,084 + 8.9%	4,430 + 8.5%	4,698 + 6.0%
Pequea Twp.	2,435 -	3,002 + 23.3%	3,557 + 18.5	4,512 + 26.8%	4,358 - 3.4%
Providence Twp.	2,288 -	2,842 + 24.2%	4,781 + 68.2%	6,071 + 27.0%	6,651 + 9.6%
West Lampeter Twp.	5,520 -	6,322 + 14.5%	6,836 + 8.1%	9,865 + 44.3%	13,145 + 33.2%
Lancaster County	278,359 -	319,693 + 14.8%	362,346 + 13.3%	422,822 + 16.7%	470,658 + 11.3%

SOURCE: U.S. Bureau of the Census, 2004.

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As shown in the preceding figure, the rate of population growth in the Region outpaced the County rate up until the 2000 census. There is no consistent pattern among the various growth rates. Note that the Borough had the highest growth rate among the communities shown during the 1960-1970 period, but the lowest in the 1970-1980 period. For all other periods, both the Borough and the Township are somewhere in the middle of the pack. Growth rates are moderately high, but growth is obviously stronger in the Lampeters and Providence Township.

## Socioeconomic Data

The decennial census gathers a wide variety of data in addition to the raw count of persons. The data on household size, age, ethnicity, income, and employment give us insight into how the composition of Region residents is changing. These are the parameters that are most useful for planning purposes as they allow us to make projections relative to housing and land use issues.

**Household and Age Characteristics** - Even the most cursory tour through the Region reveals that the great majority of housing is in the form of single-family detached homes: an observation that is supported by empirical data, as shown later in this chapter. This observation suggests that many, if not most, residents live in family units with children; the data in the following chart show that the proportion of families with children is indeed significantly higher in the Region than in the County as a whole. Note that the data show that the Borough has smaller households on average than the Township, including a higher proportion of people living alone. Although the Region - and the Township even moreso - seem to have larger-than-average households for Lancaster County, note that the figures are all fairly typical when compared with the immediately surrounding municipalities. Finally, these data should be reviewed with the understanding that the Census Bureau defines "household" as "all the people who occupy a housing unit as their usual place of residence." This includes individuals who live alone as well as any combination of people who may reside together. "Family" is a type of household, and is defined as "two or more people who reside together and who are related by birth, marriage, or adoption."

The household characteristics for Strasburg Region and the surrounding municipalities are generally similar to the County as a whole. The most notable deviation is in the proportion of single-person households and of family units. Strasburg and Eden Townships both have a remarkably low percentage of the former and - logically - a higher than average proportion of the latter. This reinforces the perception that this part of Lancaster County is popular with families. It is interesting to note that, although the proportion of families is significantly higher than the County figure, the average *household* size for the Region is significantly smaller. Even if we consider only Strasburg Township, we find that the dramatically higher proportion of families results in an average household size that is virtually identical to the County; we would normally expect a larger figure for the Township, particularly given the prevalence of Plain Sect families, which tend to be larger than the average of the general population. From this information we conclude that there are proportionately more families, but they have fewer children on average than other families in the County.

#### FIGURE 4.3: 2000 HOUSEHOLD CHARACTERISTICS

See preceding text for explanation of difference between "household" and "family." The percentage figures show the proportion of HOUSEHOLDS that fit each category. Note that "Average Family Size" (which is not shown here) will be slightly larger than "Average Household Size." We show the latter category as this is a more appropriate figure for determining future housing needs.

	Total Households	Single-Person Households	Total Family Units	Families w/Children under 18 yrs	Average Household Size
Strasburg Boro	1,110	263 23.7%	798 71.9%	387 34.9%	2.52
Strasburg Twp	1,275	176 13.8%	1,071 84.0%	533 41.8%	3.15
<b>STRASBURG REGION</b>	<b>2,385</b>	<b>439</b> <b>18.4%</b>	<b>1,869</b> <b>78.4%</b>	<b>920</b> <b>38.6%</b>	<b>2.86</b>
East Lampeter Twp.	5,342	1,309 24.5%	3,739 70.0%	1,619 30.3%	2.53
Eden Twp.	578	81 14.0%	477 82.5%	251 43.4%	3.21
Paradise Twp.	1,554	275 17.7%	1,226 78.9%	552 35.5%	2.99
Pequea Twp.	1,581	256 16.2%	1,263 79.9%	531 33.6%	2.75
Providence Twp.	2,387	446 18.7%	1,840 77.4%	878 36.8%	2.78
West Lampeter Twp.	5,284	1,379 26.1%	3,762 71.2%	1,458 27.6%	2.42
Lancaster County	172,560	39,861 23.1%	124,071 71.9%	58,153 33.7%	3.14

SOURCE: U.S. Bureau of the Census, 2004.

An analysis of the age characteristics of the community is useful for estimating demand for public services, as different age groups have differing service needs. Age composition data has long been recognized as a critical element for planning school and recreation facilities, with projections of age compositions being particularly helpful in determining long-range facility needs and land requirements for such facilities. Age data also help to define stages of the life cycle that each have characteristic activity patterns, household moving behavior, and demands for housing and various community facilities and services.

- The number of children under the age of 4 is a predictor of future classroom space needs for elementary schools as well as of recreation programs geared for preschool-aged children.
- The 5-to-17 age group is the school-aged population, which has planning implications regarding school and recreation facilities and programs.
- Young adults, aged between 18 and 24 years, are just entering the labor force and typically prefer rental housing.
- Those aged between 25 and 44 comprise the young labor force and tend to produce the most children. This group, like the 18-to-24 group, tends to be highly mobile.
- Individuals in the mature labor force, aged 45 to 64, tend to be more settled and at the height of their earning power.

- Those 65 years and older comprise the senior sector of the population. They generally do not work and exhibit higher rates of demand for health care, public transit services, and special recreation services. Traditionally, this sector has been characterized by limited purchasing power. While this is still more typical, a growing proportion of the senior population has significant disposable income.

#### FIGURE 4.4: 1990 & 2000 AGE CHARACTERISTICS

The following Figure compares data from the 1990 and 2000 censuses; the 1990 data appeared in the 1995 Joint Comprehensive Plan. Providing both data sets shows us how the population composition is changing. The percentage figure shown below each number indicates the proportion of the total population for that year, except that the "change" columns indicate the percent of change between the two decades.

AGE GROUP	BOROUGH			TOWNSHIP			REGION		
	1990	2000	change	1990	2000	change	1990	2000	change
0 - 4	189 7.4%	187 6.7%	-2 -1.1%	342 9.3%	358 8.9%	+17 +5.0%	531 8.5%	545 8.0%	+14 +2.6%
5 - 17	462 18.0%	538 19.2%	+76 +16.5%	795 21.6%	962 23.9%	+167 +21.0%	1,257 20.1%	1,500 22.0%	+243 +19.3%
18 - 24	208 8.1%	215 7.7%	+7 +3.4%	344 9.3%	349 8.7%	+5 +1.5%	552 8.8%	564 8.3%	+12 +2.2%
25 - 44	857 33.4%	856 30.6%	-1 -0.1%	1,132 30.7%	1,033 25.7%	-99 -8.7%	1,989 31.8%	1,889 27.7%	-100 -5.0%
45 - 64	489 19.0%	625 22.3%	+136 +27.8%	733 19.8%	941 23.4%	+208 +28.4%	1,222 19.5%	1,566 22.9%	+344 +28.2%
65+	363 14.1%	379 13.5%	+16 +4.4%	342 9.3%	378 9.4%	+36 +10.5%	705 11.3%	757 11.1%	+52 7.4%
TOTAL	2,568 100.0%	2,800 100.0%	+232 +9.0%	3,688 100.0%	4,021 100.0%	+333 +9.0%	6,256 100.0%	6,821 100.0%	+565 +9.0%

SOURCE: Strasburg Regional Comprehensive Plan, 1995; U.S. Bureau of the Census, 2004.

Analysis of these data result in several observations:

- The Borough and the Township had identical growth rates for the 1990-2000 period: a remarkable coincidence considering that boroughs in general have much slower growth rates than rural and suburban townships.
- The Borough and the Township also have similar growth characteristics when one considers the population changes within each of the age groups we have defined. This suggests that there are similar forces at work on the community demographics as well as a certain structural similarity between the municipalities that reinforces the desirability of planning for the municipalities as a unit.
- The highest growth rates for both the Borough and the Township are found in the 5-to-17 and 45-to-64 age groups, which reinforces the image of the Region as being popular with families. These ages suggest the growing presence of people at or near their peak earning years along with their children. While this trend is true in both municipalities, it is more pronounced in the Township.
- The 18-to-24 group in both municipalities shows a slight bump in total numbers, but the *percentage* of the total population in this age group has *fallen* in both communities during this period.
- The percentage of senior citizens is nearly unchanged in both municipalities.
- The 25-to-44 age group is the only one that has actually contracted in both municipalities.

The analysis supports the intuitive perception that the Strasburg Region is a desirable and sought-after community for families looking to raise children. The dwindling number of "early career" individuals may be a function of housing cost or of the perception that Strasburg is not a particularly "exciting" community, although it is clearly a pleasant one. The same observations would apply to the 18-to-24 demographic.

**Ethnicity** - Ethnicity, or "race," is defined by the Census Bureau as a type of self-identification that has been historically significant for socio-economic and cultural reasons. For the 2000 census, individuals could identify themselves as "White," "Black or African American," "American Indian or Alaska Native," "Asian," "Native Hawaiian and other Pacific Islander," "Some Other Race," and, starting with the 2000 census, "Two or More Races." The census also provided for separate identification of Latino persons, who may be of any "race."

#### FIGURE 4.5: ETHNICITY

The charts below show the breakdown by principal ethnic group, with "Other" including American Indian, Alaska Native, Asian, Native Hawaiian, other Pacific Islanders, those classified as "other" by the Census Bureau, and multi-racial individuals. As a result, the "White" and "Black" columns below show the number of individuals who identified themselves as being ONLY of these groups. For example, someone who is half White and half Asian is classified here as "Other." For most of Lancaster County, Asians are the largest group within this "Other" category. One local exception to this observation is Strasburg Township, where Native Americans (American Indian and Alaska Native) out-number Asians, and both of these groups out-number African Americans. Note that the sum of "White," "Black," and "Other" equals 100% of the total; as described in the text, Latino individuals may be of any race(s). Finally, note that the "Latino" designation was new in 2000; for the purposes of comparison the 2000 "Latino" figure is measured against the 1990 "Hispanic Origin" figure.

	2000 Total Population	2000 White Population	2000 Black Population	2000 Other Population	2000 Latino Population
Strasburg Boro	2,800	2,734 97.6%	16 0.6%	50 1.8%	12 0.4%
Strasburg Twp	4,021	3,979 99.0%	8 0.2%	34 0.8%	10 0.2%
<b>STRASBURG REGION</b>	<b>6,821</b>	<b>6,713 98.4%</b>	<b>24 0.4%</b>	<b>84 1.2%</b>	<b>22 0.3%</b>
East Lampeter Twp	13,556	12,489 92.1%	286 2.1%	781 5.8%	524 3.9%
Eden Twp	1,856	1,834 98.8%	9 0.5%	13 0.7%	18 1.0%
Paradise Twp	4,698	4,621 98.4%	29 0.6%	48 1.0%	34 0.7%
Pequea Twp	4,358	4,258 97.7%	21 0.5%	79 1.8%	45 1.0%
Providence Twp	6,651	6,501 97.7%	41 0.6%	109 1.7%	61 0.9%
West Lampeter Twp	13,145	12,797 97.4%	104 0.8%	244 1.8%	226 1.7%
Lancaster County	470,658	430,456 91.5%	12,993 2.8%	27,209 5.7%	26,742 5.7%

SOURCE: U.S. Bureau of the Census, 2004.

	Total Pop. Change 1990-2000	White Pop. Change 1990-2000	Black Pop. Change 1990-2000	Other Pop. Change 1990-2000	Hispanic or Latino Pop. Change 1990-2000
Strasburg Boro	+ 9.0%	+ 15.9%	+ 100.0%	- 75.2%	- 33.3%
Strasburg Twp	+ 9.0%	+ 8.1%	(1)	+ 325.0%	- 23.1%
<b>STRASBURG REGION</b>	<b>+ 9.0%</b>	<b>+ 11.2%</b>	<b>+ 200.0%</b>	<b>- 60.0%</b>	<b>- 29.0%</b>
East Lampeter Twp	+ 13.0%	+ 8.0%	+ 78.8%	+ 188.2%	+ 78.2%
Eden Twp	(2)	(2)	+ 12.5%	- 7.1%	+ 125.0%
Paradise Twp	+ 6.0%	+ 5.3%	+ 70.6%	+ 108.7%	+ 209.1%
Pequea Twp	- 3.4%	- 4.6%	+ 40.0%	+ 119.4%	+ 45.2%
Providence Twp	+ 9.6%	+ 8.5%	+ 36.7%	+ 131.9%	+ 10.9%
West Lampeter Twp	+ 33.2%	+ 31.6%	+ 85.7%	+ 187.1%	+ 182.5%
Lancaster County	+ 11.3%	+ 8.2%	+ 29.4%	+ 81.8%	+ 71.0%

SOURCE: U.S. Bureau of the Census and SSM, 2004.

- (1) In 1990, no black residents were reported in Strasburg Township, making this calculation mathematically impossible.
- (2) Between 1990 and 2000, the total population and white population of Eden Township both dropped by one: a statistically insignificant number.

Any discussion of ethnic groups in Lancaster County must address the Plain Sects. For the purposes of this document, we are using the term "Plain Sect" to include both the Amish and the stricter Mennonite orders, which are characterized by their religious faith and a rejection of many modern conveniences.<sup>1</sup> While the Old Order Amish may be the most distinctive of these groups for their plain clothing and their reliance upon horse-and-buggies instead of cars for daily transportation, even this sub-group cannot be treated as a homogenous block, as there is no single governing body for the group and decisions about what modern conveniences are suitable for their use are made at the local level. This is further complicated in that there are subtle differences among the sects as well as within them: some groups allow adherents to use bicycles, while others disdain the use of any device that includes a chain; others allow the use of automobiles, provided that they are black and that any chrome trim be painted black as well. Regardless of these variations - many of which are lost upon the outside observer - the Plain Sects have a clearly discernable impact upon the community.

- While Plain Sect families tend to have more children than other families, the strictest groups educate their children in one-room schools, outside of the public school system, so there is no effect upon classroom size.

<sup>1</sup> It is, perhaps, an over-simplification to say that the Plain Sects "reject" modern conveniences, especially since some of the sects are more "liberal" than others in this respect. Rather, the church leadership will carefully consider the impact of new technologies upon the community - particularly the impact upon family life and the cohesiveness of the community - and will rule accordingly. For example, we know of no Amish order that would condone the ownership of a television (an outside influence seen as detrimental to the family), but a growing number of Amish own and use cell phones. The website of the Lancaster County Pennsylvania Dutch Country Official Visitors Center at [www.padutchcountry.com](http://www.padutchcountry.com) provides further information about how the Plain Sects accommodate new technology in their lives.

- The Lampeter-Strasburg School District provides support for some of the Amish schools (transportation, curriculum, assistance with special needs children), so it is not correct to say that the community has *no* effect upon the public schools.
- Although known for their careful stewardship of cropland and the immaculate appearance of their farms, Plain Sect farmers have on occasion had conflict with environmental protection organizations for their grazing and manure management practices. Specifically, cattle may be permitted free access to streams where they will degrade streambank habitats and contribute to surface water pollution as they urinate and defecate into the water.
- In the areas where the Plain population is significant, there are issues regarding the prevalence of relatively slow-moving horse-and-buggy combinations. While the overall slowing of motor traffic is not necessarily a bad thing, impatient motorists sometimes create hazards by passing them at inappropriate locations; the situation is worse during the summer tourist season when there is more traffic and a higher proportion of drivers unaccustomed to accommodating buggies. Furthermore, a number of rural roads show wear in the middle of the travel lanes (not a typical wear pattern) due to the action of horse hooves.

Overall, these issues diminish in importance when balanced against the observation that the presence of the Plain Sects provides a direct link to the history and heritage of the Strasburg Region, as the Amish and Mennonite presence in Lancaster County dates to the 1720's, making them among the earliest European settlers in the area. The presence of Plain Sect families is a critical element of what makes our community what it is, of what gives it an identity distinct from other pleasant rural areas.

Quantitative analysis of the impact of the Plain community upon the Region is difficult: while we expect that Plain Sect adherents fill out census forms as readily as the population at large (perhaps even moreso), the U.S. Census Bureau does not recognize them as a distinct ethnic group. Hence, we have no authoritative source for information on family size, income, or any other category already noted as it relates to the Plain Sect communities. Bearing this weakness in mind, we can still make the following observations regarding the ethnic composition of the region.

- The racial composition of the Region is extraordinarily homogenous, even by the standards of Lancaster County, which is itself among the most racially homogeneous counties in Pennsylvania. As the shown on the chart above, the county population is 91.5% "white," while the same group comprises 85.4% of the entire state.
- The overall growth rate is significant, but is less than that of the County overall. This may be attributable to - at least in part - the establishment of the growth boundaries.
- Within the Borough and the Region overall, the "white" population increased at a higher rate than the total growth rate, indicating that they are actually becoming more homogenous. This increasing homogeneity is the opposite of what is observed in most other communities, the County, and even the nation as a whole.
- Changes in the "black" and "other" populations are not necessarily indicative of a trend: the base populations are so small that the changes, when measured as a percentage, tend to seem more dramatic than they truly are. For example, the 200% increase in the "black" population in the Region is given some perspective when one realizes that it is due to an increase from eight individuals in 1990 to twenty-four in 2000. In 2000, the total "black" population still constituted less than one-half of one percent of the Region.
- The data on minority populations are further weakened by the fact that the 2000 census was the first where respondents were allowed to indicate more than one racial

group. For the purposes of our analysis here, we included mixed-race individuals with the “other” category; in previous censuses, such persons may have identified themselves with another group.

**Other Socio-Economic Characteristics** - The 1995 Comprehensive Plan included information on household composition, education, income, and employment. For the sake of continuity, we have repeated that information below, adding information from the 2000 census for purposes of comparison.

#### FIGURE 4.6: HOUSEHOLD STATISTICS

The percentages shown beneath the figures in the “2000” columns indicate the change from 1990. The percentages in the second chart indicate the percent of the total number of households represented by the indicated type for that year. Percentages may not add to 100.0% due to rounding error.

	Strasburg Borough		Strasburg Township		STRASBURG REGION		Lancaster County	
	1990	2000	1990	2000	1990	2000	1990	2000
Total Households	1,004	1,110 +10.6%	1,170	1,275 +9.0%	2,174	2,385 +9.7%	150,956	172,560 +14.3%
Married-couple households	683	684 + 0.1%	925	987 +6.7%	1,608	1,671 +3.9%	95,559	103,320 +8.1%
Other family households(1)	76	114 +50.0%	82	84 +2.4%	158	198 +25.3%	16,547	20,809 +25.8%
Single-person households	215	263 +22.3%	133	176 +32.3%	348	439 +26.1%	31,547	39,801 +26.2%
Other non-family households	30	49 +63.3%	30	28 -6.7%	60	77 +28.3%	7,303	8,630 +18.2%

SOURCE: U.S. Bureau of the Census, 2004.

	Strasburg Borough		Strasburg Township		STRASBURG REGION		Lancaster County	
	1990	2000	1990	2000	1990	2000	1990	2000
Total Households	1,004	1,110	1,170	1,275	2,174	2,385	150,956	172,560
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Married-couple households	68.0%	61.6%	79.1%	77.4%	74.0%	70.1%	63.3%	59.9%
Other family households(1)	7.6%	10.3%	7.0%	6.6%	7.3%	8.3%	11.0%	12.0%
Single-person households	21.4%	23.7%	11.4%	13.8%	16.0%	18.4%	20.9%	23.1%
Other non-family households	3.0%	4.4%	2.6%	2.2%	2.8%	3.2%	4.8%	5.0%

SOURCE: U.S. Bureau of the Census, 2004.

- (1) The 1995 Comprehensive Plan defined this as single-parent households, but this interpretation is not supported by the Census Bureau’s definition. While it is likely that *most* of the households in this category are single parents with their children (at least in the Strasburg Region), it would also include unmarried couples with and without children.

The household information presented supports the following conclusions.

- The drop in the proportion of married-couple families observed between 1990 and 2000 is consistent with County, State, and national trends. Note that, although the *percentage* fell, the *actual number* of such households increased, although more slowly than the total population. Note also that the proportion of this household type is much higher in the Strasburg Region than in Lancaster County as a whole (70.1% of all households in the Region

versus 59.9% in the County). Clearly, the region is attractive to households seeking a “traditional family” environment.

- Increases in single-person households are seen at every level. Again, this is consistent with State and national trends, as young people delay marriage (and are less compelled by finances to form roommate-type [i.e., non-family] households) and as the elderly live longer.
- The Township showed a *drop* in both the number and percentage of non-family households. While admittedly very slight, this is remarkable in that this household type increased slightly for the other jurisdictions shown. We note that the Township also experienced a slight dip in the percentage of “other family” households, although the total number increased by two. This is in contrast to the strong rise in single-person households.

**FIGURE 4.7: EDUCATION AND INCOME CHARACTERISTICS**

	Strasburg Borough		Strasburg Township		STRASBURG REGION		Lancaster County	
	1990	2000	1990	2000	1990	2000	1990	2000
<i>EDUCATION STATISTICS - Persons 25 years old and over</i>								
With High School diploma	78.7%	88.6%	68.0%	78.1%	73.4%	82.7%	70.5%	77.4%
With Bachelor's degree	18.4%	22.2%	15.3%	21.5%	16.9%	21.8%	16.7%	20.5%
<i>INCOME</i>								
Per Capita	\$14,929	\$23,346	\$13,585	\$18,556	(1)	(1)	\$14,235	\$20,398
Median Household	\$33,246	\$47,821	\$33,375	\$55,750	(1)	(1)	\$33,255	\$45,507
Median Family	\$37,055	\$56,829	\$35,990	\$58,849	(1)	(1)	\$37,791	\$53,513
Individuals below poverty level	22 0.9%	90 3.2%	254 6.9%	188 4.7%	276 4.4%	278 4.1%	32,637 7.7%	35,553 7.8%

SOURCE: U.S. Bureau of the Census, 2004.

- (1) The 1995 Comprehensive Plan supplied this figure as the average of the figures for the Borough and the Township. This is not a statistically valid method for calculating the median from the data given, although it may be reasonably accurate. Rather than present misleading information, we have elected to leave this area blank.

Education and income are inextricably linked, as it has been repeatedly shown that higher levels of educational attainment have a positive correlation with income.

- In 1990, Borough residents had a notably higher level of education than both the Township and the County. By 2000, the Borough still had a higher proportion of high-school graduates than the Township, but they were nearly equal in the proportion of college graduates, and both municipalities were slightly ahead of the County.
- The income figures show the effect of larger households and families: note that the Township's per capita income is significantly lower than the same figure for the Borough and the County; however, the difference among the household and family figures is less pronounced.
- It appears that the Township has become relatively more affluent during the 1990's. In 1990, the Township's household income was nearly the same as the County's, and family income was slightly less. By 2000, both household and family income were significantly higher than the County.
- It appears that the Township has also become more affluent relative to the Borough: in 1990 household and family incomes were nearly equal between the two municipalities, with the Borough having a slight edge in family income. By 2000, the Township showed a significantly higher household income as well as higher family income in comparison with the Borough.

- Poverty figures are well below the County level.

**FIGURE 4.8: EMPLOYMENT BY TYPE OF EMPLOYER AND BY TYPE OF LABOR**

The percentages shown beneath the figures in the "2000" columns in the "Employment Data" section indicate the change from 1990.

	Strasburg Borough		Strasburg Township		STRASBURG REGION		Lancaster County	
	1990	2000	1990	2000	1990	2000	1990	2000
<i>EMPLOYMENT DATA - Employed persons 16 years old and over</i>								
Private for-profit	991	1,144 +15.4%	1,435	1,442 +0.5%	2,426	2,586 +6.6%	164,501	176,220 +7.1%
Private non-profit	142	121 -14.8%	99	181 +82.8%	241	302 +25.3%	16,353	22,101 +35.1%
Government - local	63	106 +68.3%	15	39 +160.0%	78	145 +85.9%	8,882	9,925 +11.7%
Government - state	29	39 +34.5%	5	20 +300.0%	34	59 +73.5%	4,472	4,893 +9.4%
Government - federal	40	13 -67.5%	10	22 +120.0%	50	35 -30.0%	2,545	2,248 -11.7%
Self-employed	87	72 -17.2%	225	295 +31.1%	312	367 +17.6%	16,677	19,021 +14.1%
Unpaid family workers	9	7 -22.2%	79	10 -87.3%	88	17 -80.7%	1,862	1,278 -31.4%
<i>CIVILIAN LABOR FORCE CHARACTERISTICS - Percentage of civilians 16 years old and over</i>								
Managerial, professional, and similar	356 26.2%	481 32.0%	349 18.7%	570 28.4%	705 21.8%	1,051 29.9%	45,237 21.0%	66,270 28.1%
Production and construction	372 27.3%	291 19.4%	526 28.2%	567 28.2%	898 27.8%	858 24.4%	65,359 30.4%	54,818 23.2%
Administrative support	211 15.5%	234 15.6%	228 12.2%	250 12.4%	439 13.6%	484 13.8%	36,105 16.8%	34,280 14.5%
Services	193 14.2%	185 12.3%	193 10.3%	244 12.1%	386 12.0%	429 12.2%	26,690 12.4%	32,747 13.9%
Sales	157 11.5%	185 12.3%	166 8.9%	209 10.4%	323 10.0%	394 11.2%	22,625 10.5%	24,424 10.4%
Transportation	42 3.1%	126 8.4%	129 6.9%	144 7.2%	171 5.3%	270 7.7%	10,885 5.0%	20,627 8.8%
Farming, fishing, and forestry	30 2.2%	0 0.0%	277 14.8%	25 1.2%	307 9.5%	25 0.7%	8,391 3.9%	2,520 1.1%
TOTAL	1,361	1,502	1,868	2,009	3,229	3,511	215,292	235,686

SOURCE: U.S. Bureau of the Census, 2004.

There are several notable observations regarding these jobs data.

- Private, for-profit businesses are - by far - the largest employers of Region residents, followed distantly by the self-employed group. We note that this latter group would include farmers. The private, non-profit sector employs nearly as many persons as are self-employed. These three groups combined account for 92.4% of the employed persons in the region.
- The rise - both numeric and proportionate - in the number of managerial and professional persons is to be expected, given the increase in educational level described earlier.
- The most unusual finding is the extraordinarily low number of persons in farming. There are clearly more than twenty-five farmers working in the region. We suspect that this number is indicative of the number of farmers who are working additional jobs (such as in construction), or who place themselves in some other category, such as managerial.

## Housing Analysis

Figure 4.9 illustrates the number of housing units by type for both municipalities, for the Region as a whole, and for the County. The information is also compared with the 1990 data provided in the 1995 Comprehensive Plan

### FIGURE 4.9: HOUSING STATISTICS

In the 1995 Comprehensive Plan, these data were provided for all housing units; however, the 2000 Census only provides a breakdown by unit type for *occupied* units. We have therefore revised the 1990 figures from the prior plan to show the pertinent data for occupied units in 1990, thereby allowing for comparison. The "Total Occupied Housing" line represents the sum of the preceding lines.

	Strasburg Borough		Strasburg Township		STRASBURG REGION		Lancaster County	
	1990	2000	1990	2000	1990	2000	1990	2000
Single-family detached units	621	639	976	1,038	1,597	1,677	84,487	98,364
Single-family attached units	194	213	53	74	247	287	26,449	32,122
Units in multi-unit structures	178	259	76	80	254	339	30,007	33,927
Mobile homes	1	0	46	82	47	82	8,358	8,112
Other types (1)	10	0	19	0	29	0	1,655	35
TOTAL OCCUPIED HOUSING	1,004	1,111	1,170	1,274	2,174	2,385	150,956	172,560
Vacant units (all types)	28	24	22	21	50	45	5,506	7,430
TOTAL HOUSING UNITS	1,032	1,135	1,192	1,295	2,224	2,430	156,462	179,990

SOURCE: U.S. Bureau of the Census, 2004.

(1) Includes boats, RV's, and other vehicles used as permanent housing.

**Single-Family Detached Dwellings (SFD's)** - Within both municipalities, single-family detached dwellings represent the single largest type of housing provided; this condition is also true for Lancaster County as a whole. In Strasburg Township, 81.5% of the occupied housing units are single-family detached dwellings, while 57.5% of the Borough housing is of this type. These figures are slightly lower than were recorded in the 1995 Comprehensive Plan.

As a region, 69.0% of the occupied housing is in single-family detached dwelling, which is significantly higher than the Lancaster County proportion of 57.0%.

**Single-Family Attached Dwellings** - Described in the 1995 plan as "one-unit attached dwellings," this category includes row houses, duplexes, and single dwelling units that are attached to non-residential units by a vertical dividing wall. The 1995 Comprehensive Plan noted that 6.2% of the dwellings in the Region were of this type; by 2000, this figure had risen to just over 12.0%

**Multi-Unit Structures** - This category includes apartment buildings, townhouses, and apartment conversions. Within the region - and in the Borough most notably - the number of units of this type has increased significantly, although the percentage increase is less dramatic: from 11.7% in 1990 to 14.2% in 2000.

**Mobile Homes** - Figure 4.9 shows that mobile homes are now found only in the Township portion of the region. While the total number of mobile home units has increased significantly, it still remains the least prevalent form of housing in the Region, accounting for only 3.4% of all occupied housing in the Region.

## Housing Tenure

“Tenure” describes the ratio of owner-occupied to renter-occupied dwellings. Figure 4.10 provides the same tenure information provided in the 1995 Comprehensive Plan with updates from the 2000 census as well as the 2000 information for Lancaster County.

**FIGURE 4.10: HOUSING TENURE**

	Strasburg Borough		Strasburg Township		Lancaster County	
	1990	2000	1990	2000	1990	2000
Number of owner-occupied units	710	800	952	1052	n/a	122,208
Percentage of total	70.7%	72.0%	81.4%	82.6%	n/a	70.8%
Number of renter-occupied units	294	311	218	222	n/a	50,352
Percentage of total	29.3%	28.0%	18.6%	17.4%	n/a	29.2%
Total occupied units	1,004	1,111	1,170	1,274	150,956	172,560

SOURCE: Strasburg Regional Comprehensive Plan, 1995; U.S. Bureau of the Census, 2004.

The proportion of owner-occupied housing increased in both the Borough and the Township through the 1990's, although the Township's proportion of owner-occupied housing is significantly higher than in the Borough. This is not surprising, as rental units are typically more common in urban areas than in rural areas. It is interesting to note that the owner/renter percentage split in the Borough is nearly identical to the County proportion.

## Housing Affordability

The 1995 Comprehensive Plan observed that access to affordable housing was a growing concern as housing costs were escalating faster than incomes. That plan also noted that the term did not refer to what has traditionally been thought of as “low income” housing (i.e., subsidized housing projects, public housing, mobile home parks, etc.), but housing that was affordable to young adults in the early part of their careers, the elderly, and those whose jobs are a critical part of the community, such as police and school teachers.

Housing affordability continues to be a concern, but we have attempted to make the analysis a bit more meaningful by comparing housing cost with household income. Please note that the housing value figures are as reported by the owners and are therefore not always completely accurate. Unless someone has only recently purchased their home, they may not have an accurate assessment of the market value of their residence.

## FIGURE 4.11: HOUSING AFFORDABILITY

All figures showing value, rent, and income are in dollars.

	Strasburg Borough		Strasburg Township		Lancaster County	
	1990	2000	1990	2000	1990	2000
Median housing value	96,900	121,600	102,800	142,700	89,400	119,300
Median contract rent	334	440	336	558	363	485
Median household income	33,246	47,821	33,375	55,750	33,255	45,507
Housing value as multiple of income	2.91	2.54	3.08	2.56	2.69	2.62
Rent as proportion of monthly income	12.1%	11.0%	12.1%	12.0%	13.1%	12.8%

SOURCE: Strasburg Regional Comprehensive Plan, 1995; U.S. Bureau of the Census, 2004.

It is not surprising to find that housing costs rose between 1990 and 2000. What *is* surprising is the discovery that housing has actually become *more* affordable to local residents over that same period of time - and that this has happened in the County as well as in the Borough and the Township. Note the following from Figure 4.11:

- As in 1990, housing in the Township continues to be more costly than in the Borough - and that both the Borough and the Township have housing values above the County median. However, it appears that the gap between the cost of housing in the Borough and in the Township has widened significantly: it appears that Borough housing appreciated<sup>2</sup> by 25.5% over the decade while Township housing appreciated by 38.8%. Furthermore, in 1990, there was a *wider* gap between the cost of Borough housing the County median.
- Rents also rose over the same period. We note that, while Township and Borough rents were nearly identical in 1990, the Township has since become significantly more expensive - in relative terms - than the Borough. Where the Borough and the Township were both cheaper than the County in 1990, the Township is now more expensive.
- Despite the rising costs, affordability appears to now be *less* of an issue than it was in 1990. A general guideline is that a household can afford a home with a market value of three to three and a half times its gross annual income. The fourth line of Figure 4.11 shows what this multiple is for the Borough, the Township, and the County. In each case, the value-to-income ratio has *fallen* since 1990, indicating that housing has become more affordable. Furthermore, all of the figures are well below 3.0, indicating that residents are living well within their means insofar as housing costs are concerned.
- Similarly, it appears that rent is also taking a smaller bite out of the monthly paycheck, and that rental housing is cheaper in the Strasburg region than in the County at large.

Of course, this analysis is tautological to a degree: it is not particularly enlightening to say that the people who live here can afford to do so. It is more meaningful to note that the affordability observations remain valid even when we look at the local housing costs relative to *County* income figures, which obviously includes a larger group of people and a more nearly comprehensive range of incomes. If we calculate the ratio for Borough and Township housing using the County's median household income figure, we find that Borough housing is 2.67 times income while Township housing is 3.14 times income: both figures below the affordability limit of 3.50

<sup>2</sup> This is not "appreciation" in the strictest meaning of the term, as it shows the effect of new construction that came on the market at this time rather than purely the increase in value of homes that existed throughout this period. It is, however, reasonable to assume that the value of this housing rose in this period.

## Population and Housing Projections

Comprehensive Plans too often take an overly simplistic approach to population projections, projecting past trends to the future ad infinitum. This method ignores the obvious problem that at *some* point, there will be no more land and the growth rate must decline or even reverse. It also fails to consider any possibility that areas of declining population may stabilize or even begin to experience growth. The 1995 Comprehensive Plan made a commendable effort to project population in a more sophisticated manner, although – as we will see – even this attempt missed the mark. For this current plan, we are relying upon projections prepared by the Lancaster County Planning Commission for 2010, 2020, and 2030 for each municipality in the County using a state-of-the-art process described in detail on the County’s website.<sup>3</sup>

In brief,<sup>4</sup> the population projections for the County as a whole were made using “cohort-component” methodology. The process starts by separating the population into five-year age groups by gender, called “cohorts.” The various agents of population change (birth, death, and migration) are applied to each cohort in five-year increments over the projection period. The “weight” assigned to each agent varies by cohort and is based upon empirical data. For example, change attributable to death is more of a factor to elderly populations than to the younger cohorts. Of the three change agents, migration is the most variable and, therefore, the most difficult to predict. In order to achieve a reasonable final projection, two different methods of estimating migration were used, producing two different population projections for each period. These were assumed to represent the high and low of a range of population possibilities. The final figure is the arithmetic mean of these extremes.

To calculate projections for each of the County’s municipalities, four projection methods were used to project the 2000 census figures to 2010, 2020, and 2030. The first was based upon past growth rates (i.e., percentage change in population), the second was based upon numerical change, the third was based upon the municipality’s share of the County’s growth, and the fourth assumed that the municipality would maintain a constant percentage of the County’s total population. For the first two methods, the results were adjusted as necessary to keep the municipal total equal to the County projection, which was calculated as described in the preceding paragraph and was used as a constant. Not surprisingly, this produced four different results for each municipality. These four projections were averaged to produce the final figure. Again, adjustments were made as necessary to maintain the projected County total.

Figure 4.12 shows the projections for the Borough, the Township, and the County. As an item of interest, we have included the 2000 projections from the 1995 plan along with the 2000 census figures.

### FIGURE 4.12: POPULATION PROJECTIONS

Numbers shown in the “1990 census” and “2000 census” columns are as provided by the U.S. Bureau of the Census. Numbers in the “2000 proj.” column are the projections from the 1995 Comprehensive Plan; the 2000 County projection was not supplied by that document. Projections for 2010, 2020, and 2030 are as supplied by the Lancaster County Planning Commission.

	1990 CENSUS	2000 PROJ.	2000 CENSUS	2010	2020	2030
Strasburg Borough	2,568	3,421	2,800	3,037	3,265	3,469
Strasburg Township	3,688	4,149	4,021	4,364	4,700	5,003
<b>STRASBURG REGION</b>	<b>6,256</b>	<b>7,570</b>	<b>6,821</b>	<b>7,401</b>	<b>7,965</b>	<b>8,472</b>
Lancaster County	422,822	n/a	470,658	509,726	548,980	585,487

SOURCE: Lancaster County Planning Commission, 2004.

<sup>3</sup> [www.co.lancaster.pa.us/planning](http://www.co.lancaster.pa.us/planning)

<sup>4</sup> These paragraphs are summarized from the methodology description found on the website of the Lancaster County Planning Commission.

Despite the more advanced methodology employed in the 1995 plan, we see that the projected population for 2000 was still much higher than what the census reported as the actual population for that year. Naturally, the projections shown here for 2010 through 2030 are based upon newer information than was available for the prior Comprehensive Plan. It is interesting to note that the Borough projections in particular are substantially different from the 1995 plan: the new 2030 is only slightly higher than the 2000 projection from 1995. The Township projections were more accurate, but still predicted a higher growth rate than what actually occurred.

From the point of view of land use planning, the most readily obvious usefulness of these population projections is that they give us the ability to estimate the number of new housing units that will be required to accommodate the new population. *Where* those units will be accommodated will be discussed in the Future Land Use chapter.

The housing projections assumed, reasonably, that household size would fall in the Township and remain constant in the Borough. Unexpectedly, household size actually *rose* in both the Borough and the Township during the 1990's. In 1990, the average Borough household had 2.49 persons; this rose to 2.52 persons in 2000. For the Township, the 1990 figure was 3.10 persons per household: a fairly high number that also rose in 2000 to 3.15 persons per household. Based upon these observations, it seems that we cannot automatically assume that household sizes will fall, despite the fact that this is a national trend. For this reason, we are showing a constant household size (the 2000 level) in the housing need projections in Figure 4.13.

#### FIGURE 4.13: HOUSING NEED PROJECTIONS

The "region" totals are the sum of the Borough and Population numbers, although Figure 4.3 provides an average household size calculation for the Region of 2.86 persons. Applying this number to the projected Region populations results in a required housing estimate that is essentially the same as the number shown.

	2000 CENSUS	2010	2020	2030
Borough population	2,800	3,037	3,265	3,469
Borough housing requirement (@2.52 persons/household)	1,111	1,205	1,296	1,377
Township population	4,021	4,363	4,700	5,003
Township housing requirement (@3.15 persons/household)	1,274	1,385	1,492	1,588
<b>REGION POPULATION</b>	<b>6,821</b>	<b>7,401</b>	<b>7,965</b>	<b>8,472</b>
<b>REGION HOUSING REQUIREMENT</b>	<b>2,385</b>	<b>2,590</b>	<b>2,788</b>	<b>2,965</b>

SOURCE: SSM, 2004.

We can easily take the projected housing need and calculate how much land must be provided for residential use, based upon some projected housing density for new construction. This will be addressed in the Future Land Use chapter.

### Summary and Planning Implications

- After a decade of fairly spectacular growth through the 1980's, the population increased at a more modest rate in the 1990's. It is not certain if this is an anomaly or a genuine readjustment of the historical trend line. It does seem fairly clear that the lower-than-expected increase cannot be solely attributed to the implementation of urban growth and village growth boundaries, as this same drop in the rate of growth was seen in all of the surrounding municipalities as well as the County as a whole.

- The Region has a higher average household size than the County; in addition, we observe that the age groups experiencing the highest growth were the 5-to-17 group and the 45-to-64 group. Finally, the region has a significantly higher proportion of married-couple households than the County. Taken together, all of this suggests that the Region is a popular area for traditional families and that the Region is seen as a good place to raise a family. This observation indicates that housing demand will be principally for single-family detached housing.
- The Region is racially homogenous, and is becoming even more so.
- Residents are becoming more affluent relative to the County as a whole.
- Housing costs rose through the 1990's, yet actually absorbed a smaller percentage of household income. Housing affordability seems not to be a critical issue in the community, and housing appears to be growing *more* affordable to the average household. Taken with the previous observation, it is likely that developers will be constructing larger and more expensive housing as it seems that the market could bear this. At this writing, this seems to be the case, assisted by historically low mortgage interest rates (just now beginning to rise) that enable households to purchase more expensive homes than would otherwise be within their reach. Parts of the nation's housing market are also experiencing a "bubble" economy as housing prices are rising faster than warranted by the market. While the situation in the Strasburg Region is much less extreme than in other parts of the country, there may be an "echo" effect in the area, as households priced out of the more expensive markets (such as those closer to the Philadelphia and Baltimore areas) move to the relative affordability of Lancaster County - in turn raising prices in this area, and reversing the affordability trend seen through 2000. Unfortunately, making housing more affordable again is beyond the grasp of local governments and requires action at the State and Federal level. Historically, municipalities that have desired to promote affordable housing have done so by allowing higher densities (thereby reducing the land cost per unit) or by working to streamline the approval process (thereby minimizing the time that a developer must hold land before building upon it). Given the factors that are currently driving housing prices, this strategy is not likely to be sufficient to address local affordability issues.
- We anticipate that the Borough will need to accommodate 1,205 total housing units by 2010 and 1,296 by 2020, the latter figure representing an increase of 185 units over the 2000 census figure of 1,111 units. At this time, the Borough has just approved a development consisting of twenty-four single-family units; they are also reviewing a conditional use application for an age-restricted community that proposes approximately 170 new dwellings. Upon completion, these two developments will increase the Borough housing stock by 194 units, which exceeds the 2020 projection. While this situation does not enable the Borough to impose a housing moratorium or similar restriction, it suggests that the Borough is approaching a "built-out" situation, lending a greater sense of urgency to planning for development, recreational areas, open space preservation, and community facilities.
- We anticipate that the Township will need to accommodate 1,385 total housing units by 2010 and 1,492 by 2020, the latter figure representing an increase of 218 units over the 2000 census figure of 1,274 units.

## Chapter 5

# Existing Land Use

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### Introduction

The inventory of existing land uses is a critical element of this Comprehensive Plan: through periodic identification of land use activities we gain an understanding of development trends in the Region. In addition, the character, composition, and condition of the existing land uses provide insight as to the quantities and types of land uses that are desired by the public or have particular market demand. Finally, existing land use studies and associated maps assist us in the identification of areas appropriate for further development.

To land use inventory provided in this chapter is based upon information supplied by the Lancaster County Geographic Information System (GIS), which functions as a department of the County government. This information was supplemented by aerial photography (principally to determine the extent of wooded areas) and finally field-checked for accuracy in October 2004. Figure 5.1, the Existing Land Use Map, is the result, showing all of the existing land uses within the Region on a property-by-property basis. Figure 5.2, below, shows the how each of the identified land uses is distributed within each municipality as well as for the region as a whole. Unfortunately, the 1995 Plan did not provide acreage for each category, so it is not possible to examine how the figures have changed over time, although examination of the older maps allows us to do so in a more general way.

### FIGURE 5.2: LAND USE ALLOCATIONS

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Figures are provided in acres and as a percentage of the jurisdiction; totals may not add up properly due to rounding error.

LAND USE TYPE	BOROUGH	TOWNSHIP	TOTAL
Agriculture	123.82 20.09%	9,600.89 74.51%	9,724.71 72.03%
Woodlands	0.00 0.00%	1,634.54 12.69%	1,634.54 12.11%
Residential, Single Family Detached	284.71 46.20%	976.08 7.58%	1,260.79 9.34%
Residential, Single Family Attached	13.05 2.12%	12.59 0.10%	25.65 0.19%
Residential, Multi-Family	17.28 2.80%	4.38 0.03%	21.65 0.16%
Commercial	54.85 8.90%	224.23 1.74%	279.08 2.07%
Industrial	2.40 0.39%	14.27 0.11%	16.68 0.12%
Public, Civic, Institutional	46.17 7.49%	73.71 0.57%	119.88 0.89%
Transportation, including roads	73.99 12.01%	342.74 2.66%	416.73 3.09%
Vacant	0.00 0.00%	1.12 0.01%	1.12 < 0.01
<b>TOTAL</b>	<b>616.27 100.00%</b>	<b>12,884.56 100.00%</b>	<b>13,500.83 100.0%</b>

SOURCE: SSM, 2004.

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## Agriculture

Agricultural activity dominates the landscape of Strasburg Township: hardly unexpected given the abundance of prime agricultural soils and soils of Statewide importance. The dominant forms of agricultural production within the Township are the raising of crops, dairy cattle, and poultry production.

Farming is the principal occupation of the Old Order Amish and Mennonite residents and is a critical component of their distinct cultures. An increasing number of farms in the region accommodate business operations that are only tenuously related to the traditional agricultural activity of the property. Produce stands and similar retail sales of items produced on the farm have long been accepted as a normal part of farm operation. More recently, other businesses are being operated from the family farm, including construction, woodworking, repair and storage of farm equipment, and provision of tourist accommodations, whether as farm-stay operations (where guests have the opportunity to witness or participate in the work of the farm) or bed-and-breakfast inns. To date, most of these ancillary operations in the Strasburg Region are compatible with the farm operation and the rural character of the surrounding lands: the properties still “look like farms” - or the popular conception of a farm.

The combination of extraordinary agricultural soils and the development pressures facing much of Lancaster County makes agriculture preservation a significant issue in the Strasburg Region. A number of agriculture preservation strategies have already been implemented to encourage farm owners to keep their land in farm use. The Township has an *agricultural security area* that represents a voluntary association of farm owners who have indicated a desire to continue their farm operations for the foreseeable future. The security area, which requires County approval, is attractive to farmers as it provides an additional level of protection against complaints related to farm operations (such as nearby residents complaining about dust while the farmer is plowing) as well as against eminent domain proceedings by the public sector. Participation in an agricultural security area imposes few restrictions upon the farm owner. More permanent preservation is possible through **Act 319 and Act 515 covenants**, commonly known as “clean and green.” This legislation allows farms to be assessed for their farm value rather than their development value, thereby providing a degree of relief from tax payments. Participation may be permanent (Act 319) or for ten-year increments (Act 515). If the covenant is broken, the farm owner must repay the full dollar amount of relief realized, plus interest. The most permanent preservation is achieved through the **sale of development rights** to a third party or the **granting of an agricultural easement**, which has the same effect. Lancaster County has a program whereby they will purchase such easements; the privately operated Lancaster Farmland Trust is another local purchaser of development rights from agricultural land. The latter is the preferred choice of Plain Sect farmers, as it accommodates their desire to minimize contact with governmental agencies. It appears that the ability to sell development rights - a relatively recent addition to the list of agriculture preservation strategies - has significantly diminished the popularity of the Act 319 and Act 515 programs. This is doubtless due to the fact that the sale of development rights results in cash-in-hand for the property owner *in addition* to the benefits of a reduced property assessment. Most agencies that purchase development rights or easements require that the farm be part of an agricultural security area, but this apparently has not been the case in the Strasburg Region, as we see that there are farms that do not participate in the security area that have sold their development rights. In Lancaster County, there is an additional criterion for eligibility: priority for purchase of development rights or easements is given to farms outside of the designated growth areas. While there are still functioning farms with high-quality soils within the growth areas, using public funds to discourage their development would run counter to the County’s established growth policy and would divert funds from the protection of farms in the rural areas, which is more critical.

Figure 5.3, Agriculture Protection, provides more specific detail about which farms are participating in these various programs. The large proportion of protected farms is immediately apparent, but there are still a significant number of active farms that are not even in the Township's agricultural security area. Those in the northern part of the Township are of particular concern, as this is where the highest pressure for non-farm development is being experienced.

*The actively farmed lands in the Region cover 9,725 acres. Of this area, 7,137 acres (73.4%) are within the agricultural security area, and 1,975 acres (20.3%) have been permanently preserved from non-farm development. There are 2,926 acres of farmland (30.0%)<sup>1</sup> that are not restricted from development in any way other than by zoning regulations.*

## Woodlands

For the purposes of this document, "woodlands" are defined as areas larger than one acre where trees are sufficiently dense to prevent the growth of grass or other natural ground cover. Wooded areas in the Region are generally limited to locations where topographic conditions are such that agriculture is impractical: mostly places along stream banks that are too wet and areas characterized by steep slopes. As a result, most of the wooded areas are in the hillier southern portion of the Township; there are no significant woodlands in the Borough.

## Single-Family Detached Residential

This category includes traditional, single, free-standing homes on individual lots as well as mobile and manufactured homes when located on a single lot. It is - by far - the most prevalent form of housing in the Region.

Strasburg Borough is the most densely developed part of the region and features the most significant concentration of single-family residential development. The long history of the Borough has resulted in a wide variety of housing unit types, styles, ages, and conditions. In the historic center of the Borough along East and West Main Streets, the single-family housing is characterized by a tight pattern featuring deep, narrow lots with very small front and side yards. The pattern is broken by the commercial area at the Decatur Street intersection and several larger homes on West Main. Many of these homes were built during the late eighteenth and early nineteenth centuries. While some of these dwellings have been significantly altered since then, a large number have been maintained in - or meticulously restored to - their original appearance, resulting in an extremely attractive series of neighborhoods.

The portion of the Borough beyond the Main Street corridor is characterized by relatively newer, suburban-style homes on quarter- to half-acre lots. The street pattern here retains some vestiges of an urban grid, but we begin to see some culs-de-sacs and looping curves. This pattern "bleeds" into the Township in spots, particularly along the more important streets, including Georgetown Road, South Decatur Street, Lime Valley Road, Village Road, and Strasburg Pike.

In Strasburg Township, the historic pattern of residential development focused on the villages of Refton and Hessdale in addition to the scattered homes located on farm properties. Between approximately 1950 and the present, residential development has followed a pattern typical of agricultural exurban areas, where homes are placed on lots of approximately one acre that have been created along the street frontage. Even a cursory look at the Existing Land Use map (Figure 5.1) reveals numerous strips of homes like this. The Township has relatively few housing developments, and none of them are have been large.

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<sup>1</sup> These percentages do not total 100.0% since most - but not all - of the permanently preserved lands are also in the agricultural security area.

The 1995 Comprehensive Plan identified five (5) concentrations of single family residential development in the Township. Other than the villages of Refton and Hessdale, these are not readily apparent today. Instead, we note that single-family homes are more prevalent in the hillier and more wooded areas in the southeastern quadrant of the Township, with denser pockets along White Oak Road, Reservoir Road, May Post Office Road just north of Lantz Road, and the area around the Township Building along Shaub and Hilltop Roads. It is notable that there are few newer homes in the productive farm areas found in the flatter areas of the Pequea, Walnut Run, and Little Beaver Creek valleys. This may be due to the growing prevalence of permanently preserved farms and the Township's agricultural security area.

## **Two-Family Residential, or Single-Family Attached Residential**

This category includes semi-detached dwellings ("twin" houses); duplexes, which accommodate two units with one being above the other; and conversions of single-family homes to accommodate two independent units.

Most dwellings of this type are found in the Borough. The older units are mostly scattered along Main, South Fulton, South Decatur, and Franklin Streets; a few more are found along Miller Street. Newer versions of this style may be found in the more suburban neighborhoods of the Borough, such along Hemlock Lane and David Bair Circle.

The few examples of this housing type in the Township are either adjacent to the Borough or in the village of Refton.

## **Multi-Family Residential**

This category includes all other types of housing found in the Region, such as townhouses, row homes, apartment houses (including conversions), and mobile home parks.

This is not a common form of housing in the region. Most of what exists is in the Borough. Examples of older multi-family units are found along Main and Miller Streets; newer townhouse-type units are along Hampden Drive (adjacent to the elementary school), Cross Keys Drive, and Clover Avenue. In the Township, there are a handful of converted properties and a single property along May Post Office Road that accommodates four mobile homes.

## **Commercial**

Commercial uses in the Strasburg Region may be generally divided into those uses that cater to the needs of the residents and those that are more focused upon the tourist trade and other visitors. The Strasburg Region is tourist destination of both County- and State-wide significance. Many of the Region's attractions are at least partially dependent upon the physical appearance of the community. Even an attraction like the Strasburg Railroad - which would likely attract rail fans regardless of its surroundings - features the attractive countryside prominently in its promotional literature. Based upon this observation, we conclude that maintaining a high visual quality and high aesthetic standards in the region is more than a quality-of-life issue for residents: it is critical to the local business community as well.

Tourist-oriented business and commercial operations that cater more to residents are generally not separate from each other, but are intermingled. This helps assure that tourists will have a more "authentic" experience than in a community where these are more carefully segregated.

Most commercial properties in the region are in an L-shaped corridor centered on PA Route 896 north of and within Strasburg Borough and PA Route 741 east of the Borough.

The north-south leg of this “L” includes all of Hartman Bridge Road in the Township and North Decatur Street in the Borough. Major uses include the Sight-and-Sound Theatres, several hotels, and tourist-oriented gift shops. This corridor also includes a grocery store and other uses oriented to residents.

Within the Borough, the intersection of Decatur and Main Streets creates a clear center for the Borough. This has been enhanced by streetscape improvements and the restoration of key buildings at and near the intersection. Tourist-oriented businesses in the Borough portion of this corridor include gift shops, the picturesque Strasburg Creamery, a handful of cafes and smaller restaurants, some bed-and-breakfast accommodations, and a hotel. Local needs are addressed by a bank, a barber shop, and several churches. Several buildings in this part of the Borough are used for offices, with the (relatively) large building at 2 East Main Street being the most prominent.

The east-west leg of the “L” is formed by East Main Street in the Borough (described above) and PA Route 741 (Gap Road) in the Township. There are a number of residences – many of them in carefully maintained historic structures – along the Borough portion of the street, but the presence of the tourist market becomes apparent once more as one crosses the municipal border into the Township. The gift shops and antique stores are dominated by the popular Strasburg Railroad and the Railroad Museum of Pennsylvania.

It should be noted that this corridor is largely responsible for severe traffic congestion at the intersection of Decatur and Main Streets in the Borough. At this time, a “by-pass” around this intersection is in the final phase of design. As shown on the Future Land Use map (Figure 10.1), the new road will essentially re-route PA Route 896 from Bishop Road to North Decatur Street using both new cartway and Historic Drive. Historic Drive is already developed with several commercial uses, including a bank, a pharmacy, and the Netherlands Spa Resort.

Beyond this corridor, there are few commercial uses. Village Drive, between the Borough and the West Lampeter Township line, features a restaurant, a gift shop, and the Village Greens miniature golf course.

It should be noted that two of these “outlying” commercial activities directly support the agricultural community: a farm-equipment sales operation on Beaver Valley Pike (US Route 222) near the intersection of White Oak Road, and a tractor repair service on Breneman Road just north of Refton village.

## Industrial

Traditionally, this category includes activities such as manufacturing, assembly of products from constituent parts, warehousing, wholesale sales, and similar activities that are characterized by the production and transport of goods. However, if one accepts “production of goods” as the definition of “industry,” then agriculture must also be included as an industrial use, as farming clearly produces a variety of goods and requires their transportation to market, whether to a processor of some kind or directly to the final consumer. We also note that modern farming practices are increasingly mechanized and less reliant upon human labor, such that the activity is becoming more like the traditional industries in terms of impact upon surrounding properties. Although we show “agriculture” as a separate category on the Existing Land Use Map (Figure 5.1), we wish to be clear that agriculture is by far the most critical *industry* in the Strasburg Region.

Industrial activity in the Township also includes a number of relatively small-scale operations that are operated from farm properties. Known as “farmstead accessory operations,” these are side

businesses that farm owners have started to supplement their farm income, and which have become increasingly important to the solvency of the farm operation. Some typical examples of such operations (building construction, woodworking, equipment repair) were noted in the section of this chapter describing agriculture, but the specific activity is really only limited by the skills and initiative of the family. A number of farm families - including Plain Sect families particularly - supplement farm income by the production of crafts (Amish quilts are particularly prized by collectors) and food products. In some cases, this "accessory" operation generates more income than the farm operation. These are not mapped, as they are considered subsidiary to the farm, may be quite fluid, and in some cases are not even apparent to the observer.

Although there is a significant amount of industrial activity in the Strasburg Region, there are few operations that fit the more traditional definition of "industry." The most significant examples of such businesses are found in the Township and include the Quality Stone Company in Refton, the Strasburg Pallet Company, the H. C. Rineer and Sons Oil Company along Strasburg Pike, and Strasburg Masonry Supply.

## **Public, Civic, and Institutional**

This category includes both publicly owned facilities and private facilities that operate to the public benefit. Examples include schools (both public and private), hospitals, libraries, museums, municipal offices and other government buildings, buildings owned by civic organizations, utility infrastructure, fire and police stations, churches, cemeteries, parks, and similar uses.

Strasburg Township features only a handful of these uses. The most prominent is the Railroad Museum of Pennsylvania, located opposite the Strasburg Railroad on Gap Road (PA Route 741). Other specific uses include the Strasburg Township Municipal Building at the intersection of Bunker Hill and Jackson Roads, the Strasburg Reservoir on Reservoir Road, and the Refton Fire Company. The Township also features a number of churches, cemeteries, and Amish schools. These schools tend to be small, plain structures scattered about the Township with some frequency. The school district provided bus service for the Amish schools, but a significant number of the children walk or will ride scooters or - in the case of less strict orders - bicycles.

In contrast, Strasburg Borough contains a surprisingly large amount of land in this use for a borough of its size. The largest area is in the western end of the Borough between Precision Avenue and West Main Street. This area accommodates Jaycee Park, the Borough offices and maintenance facility, and the public library. Other significant uses in this category include the Strasburg Elementary School, the Strasburg Playground, the Strasburg Swimming Pool, the Strasburg Fire Company, the Strasburg Ambulance Association, the Strasburg VFW, and several churches and cemeteries.

## **Planning Implications**

- The principal land use challenge in the Strasburg Region will be to balance the desire to retain a rural, agricultural character in the Township while accommodating appropriate growth.
- The Region may wish to consider adopting conservation zoning provisions as a means to preserve agricultural acreage, woodlands, wetlands, and stream corridors, as may be appropriate on a given tract.
- A significant percentage of Strasburg Region farms are in the Township's agricultural security area, and a number of these are permanently restricted from non-farm development. Future land use planning must take this into consideration, particularly planning for whatever new housing may be necessary to accommodate new residents.

- The Borough is a natural center for commercial activity and other non-residential development. This type of development extends into the Township along North Jackson Street (Hartman Bridge Road) and East Main Street (Gap Road). The community must decide if this is an appropriate use of these lands, particularly in light of the imminent re-routing of PA Route 896 around the Borough.
- The limits of the growth boundaries around Strasburg Borough and Refton village should be evaluated to determine if they ought to be revised.
- The pattern of residential strips along rural roads should be discouraged. While this is convenient for the developer, it results in a “built-up” feeling, regardless of the extent of farm property that may be behind the homes.
- The Borough should carefully consider any additional public, civic, and institutional uses, as these uses are typically tax-exempt. Given the significant amount of such land that is already in the Borough, further acreage in such use may have significant, deleterious effect upon Borough finances.

## Chapter 6

# Adjacent and Regional Planning

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### Introduction

Good municipal planning always considers how the community fits into the region and how the policies it establishes fit with those in the adjacent municipalities. The highest level of consideration may be a cooperative planning effort by several adjoining municipalities, like this one. Such efforts may lead to a regional allocation of land uses, a multi-municipal system for the delivery of public services, or even jointly adopted ordinances. Even where this level of cooperation is not achieved, the review of planning in adjacent and nearby areas helps to assure that land uses along municipal boundaries are compatible with each other.

This following review of current planning policies in the surrounding municipalities has precisely this intent. Figure 6.1, Existing and Surrounding Zoning, illustrates the relationship among the various zoning regulations within and adjoining the Strasburg Region. Please note that, since Strasburg Township completely surrounds Strasburg Borough, the following descriptions of the locations of the surrounding municipalities may describe them as bordering the Region or the Township: in this particular case, the meaning is the same.

There are forces at work upon the Strasburg Region that are larger than just the surrounding municipalities: it has long been recognized that the provision (or lack of) of public water supply and sanitary sewerage is a powerful planning tool. Where these utilities are present, it is possible to accommodate a wider range of development types and at a higher density. Development of all types will gravitate toward such areas. As noted in greater detail in Chapter 8, these utilities are available only within the Borough portion of the Strasburg region. However, this observation ignores the larger picture presented by looking at where these services are available throughout at least this portion of the greater Lancaster area. Figure 6.2 provides a dramatic picture of how the service areas for these utilities appear to be “growing” outward from the core of the City toward the suburban and rural areas. Since much of this area – including Strasburg Borough – conveys its sewerage to the City of Lancaster treatment facility, the appearance of growth is no illusion: the service area truly is moving outward. However, this growth is not random, but must deliberately planned by local jurisdictions through the Act 537 process with the concurrence with the Pennsylvania Department of Environmental Protection. The availability of water and sewer service, including the development that it will accommodate, is not a random event but the result of a conscious decision.

For the purposes of this chapter, we are using current zoning as the most pertinent expression of municipal land use policy. We begin our analysis with West Lampeter, which shares the Region’s northwestern border, and work around the Region in a clockwise direction.

### West Lampeter Township

West Lampeter Township adjoins the Region along the western and northwestern boundaries of Strasburg Township. Pequea Creek forms the border between West Lampeter and Strasburg, and the US Route 222 and PA Route 741 corridors both extend into West Lampeter.

In Strasburg Township, most of the lands along the Pequea Creek are zoned “A” Agricultural, with a smaller area of “RR” Rural Residential, and a few lots zoned “I” Industrial along the west side of Strasburg Pike.

On the West Lampeter side, most of the land along the creek is also zoned for agricultural use, with smaller areas for rural residential and "R-1" Residential, which is the next-lowest density of residential use.

The only potential conflict involving West Lampeter involves the small industrial zone in Strasburg Township, which is separated by the Pequea Creek from part of the agricultural area in West Lampeter. We note that this zone was created to accommodate an existing use. Given the small scale of the operation and its historically appropriate context, there is currently no use conflict; however, the Township should consider ways to perpetuate contextually compatible uses in this area in the event that the mill operation ceases.

West Lampeter Township  
852 Village Rd.  
P.O. Box 237  
Lampeter, PA 17537  
Tel: 717-464-3731  
[www.westlampeter.com](http://www.westlampeter.com)

## East Lampeter Township

East Lampeter Township adjoins the Strasburg Region along the northern border of Strasburg Township. The PA Route 896 corridor extends into East Lampeter to intersect with US Route 30. As with West Lampeter, the Pequea Creek forms the boundary separating it from Strasburg Township.

In Strasburg Township, the lands along the East Lampeter border are zoned for agricultural use, except for the PA Route 896 corridor, which is zoned "HC" Highway Commercial. On the ground, this portion of the corridor includes a number of commercial uses with the Sight and Sound Theatres complex being by far the most prominent.

On the East Lampeter side, there is a 250-foot wide strip abutting the Pequea Creek zoned for conservation use, thereby creating a significant environmental buffer for the creek. Lands beyond this buffer strip are zoned "R" Rural, which is substantially similar to Strasburg's agricultural zone, as it accommodates farming and related uses with residential use according to a sliding-scale strategy.

The clearest difference between Strasburg and East Lampeter is along the PA Route 896 corridor. The difference is even apparent to the casual observer, as the East Lampeter portion 896 seems quite rural - particularly in contrast to the US Route 30 corridor - while the Strasburg portion is clearly a "developed" area. Whether or not this difference is actually a conflict is a matter of opinion. We note that the commercial uses in Strasburg are important components of the Lancaster County tourist industry and that having them concentrated as they are helps to minimize sprawl as well as keep tourist traffic away from the more rural areas south of the Borough. While the areas adjacent to the commercial zone are not intended to be primarily residential (which would clearly be a conflict), design requirements should be enforced on the Strasburg side to minimize negative impacts (visual and aural) upon the surrounding crop- and pasture-land.

East Lampeter Township  
2205 Old Philadelphia Pike  
Lancaster, PA 17602  
Tel: 717-393-1567  
[www.co.lancaster.pa.us/eastlampeter](http://www.co.lancaster.pa.us/eastlampeter)

## Paradise Township

Paradise Township lies to the east of Strasburg Township. The border with Strasburg is not based upon any natural feature and is virtually imperceptible on the ground. PA Route 741 and PA Route 896 extend into Paradise.

On the Strasburg side, nearly all of the land is zoned "A" Agricultural, except for a relatively small area at the southern end of the shared boundary line that is zoned "RR" Rural Residential. This zoning is quite similar to what is found on the Paradise side: Paradise has a larger "RR" area, but is otherwise zoned for agricultural use. There are no conflicts between the two Townships.

Paradise Township  
196 Blackhorse Rd.  
Paradise, PA 17562  
Tel: 717-687-7711

## Eden Township

Eden Township abuts the southeastern edge of Strasburg Township. As with Paradise Township, the border is not based upon any natural feature, but the border area is more steep and hilly than much of the region, creating an intuitive sense of Eden being "on the other side of the hill" from Strasburg. No major roads connect Strasburg and Eden.

The Strasburg side of the border is zoned for agricultural and rural residential use, with a small industrial area along the west side of May Post Office Road. The Eden side is entirely zoned for agricultural use except for a very small "neighborhood commercial" area along May Post Office Road that abuts the small industrial area in Strasburg. There appear to be no land use policy conflicts along the border separating the two Townships. We should note that Eden Township includes much of the Solanco Urban Growth Area, which is centered on the community of Quarryville. This has the potential to effect the Strasburg region, if only by the traffic that it could generate.

Eden Township  
489 Stony Hill Rd.  
Quarryville, PA 17566  
Tel: 717-786-7915  
[www.co.lancaster.pa.us/eden\\_township](http://www.co.lancaster.pa.us/eden_township)

## Providence Township

Providence Township is separated from Strasburg Township by the Big Beaver Creek, which flows along the southwestern edge of Strasburg. US Route 222 extends into Providence.

On the Strasburg side, nearly all of the land is zoned for agricultural use with some rural residential and a small highway commercial area along US Route 222. Most of the Providence side is also zoned for agricultural use, but the southern part of the border area is New Providence village and is therefore zoned for more intense uses. Specifically, the stretch between US Route 222 and what is Old Road in Strasburg (and Main Street in the village) is zoned "R-2" residential, which allows single homes on lots as small as 10,000 square feet (0.23 acre) where off-site sewerage is available; townhouses and mobile home parks are also permitted here by

special exception. The land between US Route 222 and the Eden Township line is zoned for commercial use.

There is a clear potential for conflict in the area adjacent to New Providence village. We note that this is a historic area, and that zoning should accommodate the historic functions of the village, but care must be taken to preserve the “edge” of the village and minimize conflicts between users of the property along the border. Fortunately, US Route 222 and Big Beaver Creek both provide a physical barrier between potential conflict areas. Even so, Strasburg Township may wish to enact buffer provisions to minimize conflicts between the commercial and agricultural areas.

Providence Township  
200 Mt. Airy Rd.  
New Providence, PA 17560  
Tel: 717-786-7596  
[www.co.lancaster.pa.us/providencetwp](http://www.co.lancaster.pa.us/providencetwp)

## Pequea Township

Pequea shares a very short segment of the Township border, at the extreme western tip of the Strasburg Region. Pequea Creek is the border between the townships at this point, close to the confluence with Big Beaver Creek.

The Strasburg side of the border is zoned for agricultural use while the Pequea side is low-density residential; this does not constitute a conflict.

Pequea Township  
1028 Millwood Rd.  
Willow Street, PA 17584  
Tel: 717-464-2322  
[www.lanccounty.com/pequeatownship](http://www.lanccounty.com/pequeatownship)

## Lancaster County Comprehensive Plan

The Lancaster County Comprehensive Plan is comprised of three components: the Policy Plan, the Growth Management Plan, and the Regional and Functional Plans.

The Policy Plan was adopted by the Lancaster County Board of Commissioners on April 17, 1999 and contains the County’s Vision Statement, fourteen goal statements addressing key aspects of the community, six “Key Focus Areas,” policies for each Key Focus Area, and actions to be implemented in order to further those policies. The structure of this document is intended to show the close relationship and interconnectedness among the different planning issues. By highlighting Key Focus Areas, the County is focusing on the issues that the community has said concerns them the most.

The Growth Management Plan visually depicts the land use goals and objectives of the Policy Plan and identifies those areas that are appropriate for urban growth as well as areas for agriculture, resource conservation, and rural uses. The Growth Management Plan particularly promotes the use of traditional neighborhood design techniques to accommodate new growth within Urban Growth Boundaries (“UGB’s”) and Village Growth Boundaries (“VGB’s”). The current Growth Management Plan was initiated by the County Commissioners in 1993 and was supplemented by an update enacted in 1997. Another update is currently underway. This most recent effort began in December 2003 under the leadership of a sixty-member task force

appointed by the Lancaster County Planning Commission. This project will involve the review of data, trends, and issues; the evaluation of current and projected growth patterns; the review of existing Growth Areas; the analysis of urban and rural issues; and the creation of recommendations that will provide for growth in a manner consistent with smart growth principles and the preservation of farmland and open space. Adoption of this most recent version is anticipated for June 2005.

The third component - the Regional and Functional Plans - are specialized planning documents designed to address specific issues of concern. The Regional Plans take a geographic approach, examining issues of particular concern to specific areas within the County. The Functional Plans take a topical approach. Functional Plans include a Regional Open Space Plan, a Housing Plan, a Long-Range Transportation Plan, a Water Supply and Wellhead Protection Plan, a Tourism Plan, and a Cultural Heritage Plan. When completed and adopted, these plans will be incorporated as official amendments to the Lancaster County Comprehensive Plan.

## **Pennsylvania Agricultural Security Area and Agricultural Preservation Program**

Strasburg Township currently has 7,137 acres of farmland included in an agricultural security area and 1,975 acres of permanently preserved farmland; the Borough does not have an agricultural security area, nor are any of the farms in the Borough permanently protected as the Borough is a designated growth area. These are illustrated in Chapter 5 on Figure 5.3, the "Agriculture Preservation" map. The 1995 Comprehensive Plan noted that there were 7,275 acres in the Agricultural Security Area with 987 acres permanently preserved. A careful comparison of Figure 5.3 and the mapping from the 1995 plan confirms that a handful of farms have opted out of the security area resulting in this slight (less than two percent) decline. More encouraging is the observation that the acreage of permanently protected land has doubled - almost exactly.

Agricultural security areas are voluntary associations of farm owners with properties comprising at least five hundred contiguous acres of farmland that have been granted special recognition by the municipality. The intent of establishing such areas is to promote farming and the agricultural industry by providing the farm owners with a higher degree of protection from various development pressures. Specifically:

- the municipality will agree to support agriculture by not enacting ordinances that restrict normal farming operations or structures;
- the condemnation for public use of farmland in an agricultural security area must first be approved by the Agricultural Lands Condemnation Approval Board, which will determine if suitable alternative sites are available for such use that would not involve the loss of the farmland; and
- participation in an agricultural security area is typically required for a farm owner to receive public funds from the sale of development rights or of a conservation easement.

In Lancaster County, the State programs are reinforced by the County's Agricultural Preserve Board (a public agency) and by the Farmland Trust (a private organization). Given the reluctance of many Plain Sect farmers to have dealings with governmental organizations, the Farmland Trust is an important complement to the County Board.

The Agricultural Preserve Board has administered a program for the purchase of development rights since 1983. Landowners apply to the Board to sell development rights. The Board prioritizes the applications and tenders a formal offer to the landowner. Landowners who sell their

development rights to the Board are required to maintain the land in farming. The Board is funded by both the County and the State. As of December 31, 2004, the Board had preserved over 45,000 acres of farmland, countywide.

## Planning Implications

- At this time, planned land uses in the areas surrounding the Strasburg Region are generally consistent with those within the Region. There are, however, two significant areas where high-intensity uses abut agricultural or conservation areas. The first we discussed was the PA Route 896 corridor abutting East Lampeter Township and the second was the New Providence village area in Providence Township. We noted that both of these areas are currently developed, so simply changing the zoning would have little if any effect. Instead, the affected municipalities should coordinate their development design standards to assure that appropriate buffers are provided in the areas of concern.
- Land use regulations in the communities that border the Strasburg Region are largely compatible with those within the region. More critical than the regulations themselves are the impacts of the development that they accommodate - and not simply the development that may occur along the Township line. New development in the adjoining and nearby communities is likely to affect the Strasburg Region on several levels, with traffic and demand for services being the most prominent. Neither the Township nor the Borough are in a position to monitor development proposals within this area of concern, which suggests that the Region should maintain a close relationship with the County Planning Commission in order to make sure that the concerns of the Region are at least noted whenever a plan for a significant new development is submitted for review.
- Land use plans must be executed with an understanding of the extent of the availability of public utilities, water supply and sanitary sewerage being the most critical, and the effect of this availability upon the development potential of the surrounding land. This issue is discussed in greater detail in Chapter 8.
- The Borough and the Township will continue to take advantage of the planning tools provided by other governmental agencies, particularly the resources provided by Lancaster County through the County Comprehensive Plan and County agencies such as the Planning Commission.

## Chapter 7

# Community Facilities & Services

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### Introduction & Purpose

Community facilities are the public and quasi-public properties that accommodate municipal operations or provide some service to the public that contributes to governmental functions or to the quality of life generally. Examples include the municipal buildings and the services provided directly by the municipalities, schools, emergency services (police and fire protection, ambulance service), parks and other recreational facilities, libraries, and hospitals. The Strasburg Region benefits from its location in that significant examples of many of these facilities are readily available in and around the City of Lancaster, which lies only a few miles to the northwest.

In Pennsylvania, the original purpose of the most local units of government was to build and maintain roads. While this remains a significant responsibility, many other duties are now included. Increasingly, local governments are finding that there are able to provide municipal services more efficiently by joining with surrounding communities in multi-municipal associations. This chapter is organized by type of service, with special notice of ownership and access where applicable. Figure 7.1 shows the locations of the facilities described in this Chapter.

### Educational Facilities

#### Public Schools

The Lampeter-Strasburg School District includes the Borough and the Township along with West Lampeter Township. The main campus for the district is located less than a mile west of Strasburg Township along Village Road (PA Route 741) at the intersection of Book Road at the edge of Lampeter village. The campus covers 160 acres and includes Lampeter-Strasburg High School, Martin Meylin Middle School, Hans Herr Elementary School, and the district's administrative offices. In addition to these facilities, the district operates Willow Street Elementary School and Strasburg Elementary School; the latter is located in the Borough and is the only district facility within the Strasburg Region. Technically, the Willow Street and Strasburg schools are primary schools, as they only accommodate kindergarten through third grade. All fourth- and fifth-graders attend the Herr School before moving on to the Meylin Middle School for grades six through eight.

According to the most recent available "report card" published by the School District, Lampeter-Strasburg is among the fastest growing school districts in the County. Rapid growth has long been an issue, and Figure 7.1 lists all of the schools in the district, and compares the 1994 enrollment provided in the 1995 Comprehensive Plan with the September 2003 and 2004 official enrollments. Total district enrollment has increased by just over a third between 1994 and 2004. Note that the 1994 figures include the Walnut Run School. This was a one-room schoolhouse at the intersection of Lime Valley and Walnut Run Roads in Strasburg Township that was specifically used by Amish students. The building is still standing, but it is currently vacant. Amish schools in use today are discussed in the following section.

**FIGURE 7.2: PUBLIC SCHOOL ENROLLMENT**

SCHOOL	GRADES	1994 ENROLLMENT	2003 ENROLLMENT	2004 ENROLLMENT
Strasburg Elementary School	K - 3	258	245	261
Walnut Run School		19	0	0
Willow Street Elementary School	K - 3	207	260	254
Hans Herr Elementary School	K - 5	758	920	905
Martin Meylin Middle School	6 - 8	541	800	826
Lampeter-Strasburg High School	9 - 12	644	980	981
TOTAL		2,427	3,205	3,227

SOURCE: Strasburg Regional Comprehensive Plan, 1995; Lampeter-Strasburg School District website, 2005.

The District reports that 238 students graduated from the high school in 2003. Of this number, 49.6% continued their education at a four-year college, 25.1% pursued some other form of post-secondary education (two-year college, trade school, nursing school, etc.), and 4.6% joined the military.

In 2004, 248 students graduated, with 53.6% attending a four-year college; 24.6% attended a two-year college or trade school; and 1.2% joined the military.

The District is currently planning a series of renovations to the Senior High School, including additions and improvements to the buildings and athletic facilities.

Lampeter-Strasburg School District  
1007 Village Rd.  
Lampeter, PA 17537  
tel: 717-464-3311  
web: [www.l-spioneers.org](http://www.l-spioneers.org) and [www.lampstras.k12.pa.us](http://www.lampstras.k12.pa.us)

Strasburg Elementary School  
Fulton & Franklin Sts.  
Strasburg, PA 17579  
tel: 717-687-0444

### Private Schools

The only private schools in the Region are the schoolhouses for Amish children. These buildings tend to be small and dispersed throughout the most rural areas. Currently, there are ten such schools in the Township (none in the Borough), but this number changes more frequently than does the number of public school facilities, as the number of school buildings and their locations will vary according to the needs of the community. Many of the students who attend these schools walk or ride scooters, but the School District does provide bus service for those who desire it. The locations of these buildings are shown on Figure 5.1, the Existing Land Use Map. Other private school alternatives to the public school system are available in nearby areas of Lancaster County.

The School District reports that 131 and 129 children were home-schooled in the Lampeter-Strasburg area in 2003 and 2004 respectively.

There are no post-secondary schools in the Strasburg Region. However, there are a number of such institutions in sufficient proximity to allow Region residents to be commuting students. The most prominent are Franklin & Marshall College, a four-year private liberal arts school in the City of Lancaster; Millersville University, a four-year college in the state system of higher education that has its main campus in Millersville and a branch campus in Lancaster; Lancaster Bible College in Manheim Township; the Lancaster campus of Harrisburg Area Community College (HACC) in East Lampeter Township; and Stevens College of Technology in Lancaster. The Lancaster County Career and Technology Center operates a campus at Willow Street in West Lampeter Township and Lancaster General Hospital operates the Lancaster General College of Nursing and Health Services in East Hempfield Township.

### Libraries

All of the public schools have libraries for their students. The only public library in the region is the Strasburg-Heisler Library located adjacent to Borough Hall in Strasburg Borough. The library is associated with the school district and, in addition to books, features books-on-tape, videos, and computers with internet access. Library programs include a pre-school story time and a children's summer reading program.

Strasburg-Heisler Library  
143 Precision Ave.  
Strasburg, PA 17579  
tel: 717-687-8969  
web: [www.lampstras.k12.pa.us/community/straslib/](http://www.lampstras.k12.pa.us/community/straslib/)

Residents of the southern part of the Township may find it more convenient to use the Quarryville Library, which has facilities similar to the Strasburg-Heisler Library.

Quarryville Library  
357 Buck Rd.  
Quarryville, PA 17566  
tel: 717-786-1336  
web: [www.quarryvillelibrary.org](http://www.quarryvillelibrary.org)

### Other Facilities

Another educational resource available in the Strasburg Region is the facility operated by the Lancaster County Art Association. Located adjacent to Borough Hall in Strasburg, this organization is a non-profit art association with an emphasis on community service and teaching visual arts. The association offers various classes to residents, provides gallery space for rotating displays by local artists, and sponsors juried exhibits. The association also accepts memberships, which offer additional benefits.

Lancaster County Art Association  
149 Precision Ave.  
Strasburg, PA 17579  
tel: 717-687-7061  
web: [www.lcaonline.org](http://www.lcaonline.org)

## Parks and Recreation

The availability of public open spaces and recreational facilities has long been recognized as a critical element of the quality of life in a community. The need for formal, dedicated parkland is more immediately obvious in densely developed areas, such as Strasburg Borough. In more rural areas - such as the Township - the need is less apparent: the extensive (privately owned) “back-ground” open space gives a feeling of spaciousness, and many informal recreational activities can be privately accommodated on residential lots. However, residents of rural areas typically have limited access to developed recreational facilities for public use (ball fields, tennis and basketball courts, etc.) and even more passive activities such as hiking and cycling are often limited to public roads.

The 1995 Comprehensive Plan was prepared shortly after the adoption of a Regional Recreation and Open Space Plan by the Lampeter-Strasburg School District and the three municipalities comprising the district. The principal recommendations of that Plan included the formation of a Regional Recreation Commission with professional staff; the creation of a large, centrally located community park to serve the entire region; and the acquisition and development of seven neighborhood parks. In the ten years since that plan has been in effect, the commission has been established, and the work of developing the property adjacent to Borough Hall into a community park progresses. The development of new neighborhood parks lags, however. The only new facility developed since the 1995 plan is a neighborhood park adjacent to the fire company in Refton village. Based in Lampeter village in West Lampeter Township, the Lampeter-Strasburg Recreation Commission currently has two full-time employees who oversee a wide variety of part-time seasonal employees and sub-contractors. Additional information about the commission and its programs may be found on its website at [www.lsrec.org](http://www.lsrec.org).

Public open spaces in the Strasburg Region are limited to relatively small parks; there are no County or State parks in the Region. Public recreational facilities consist of the following properties.

- Strasburg Jaycee Recreation Area
- Strasburg Community Park
- Strasburg Pond
- Strasburg Playground
- Refton Park

In addition to these public facilities, there are private facilities with varying degrees of public access.

- Garden Spot Bowling is a commercial bowling alley located along North Decatur Street in the Borough.
- The Strasburg Polo Club invites the public to watch its games during the summer months at its facility on US Route 222 north of Refton village. Game schedules are posted on the club’s website: [www.strasburgpoloclub.com](http://www.strasburgpoloclub.com).
- The Strasburg Swim Pool is a private swimming pool located on South Jackson Street in the Borough. Access is limited to members and their guests.
- The Strasburg Sportsman Association is a members-only facility located on Weaver Road at the southern end of the Township.
- Village Greens Golf has a thirteen-acre property on Village Road in the Township, adjacent to Pequea Creek. This private facility includes two miniature golf courses and is open to the general public for a fee.

Open space and recreational facilities available to residents are augmented by properties in nearby and surrounding communities. Major resources of this type include Lancaster County Central Park (public) and two privately owned golf courses that are open to the general public for a fee: a nine-hole course at Willow Valley in West Lampeter Township and an eighteen-hole course at Lancaster Host Resort in East Lampeter Township.

At this time, a new park is in the design stage at Lampeter village in West Lampeter Township. This park is part of a larger complex that will include a new YMCA facility serving the surrounding multi-municipal region. Even though this park will be outside of the Strasburg Region, we note it here as it will be available to our residents, and its creation was recommended by the Regional Recreation Plan.

The 1995 Comprehensive Plan included several other properties as recreational sites that, for our purposes, we have included in the discussion of economic development as they are not truly “recreational” for local residents. The Strasburg Railroad and the Railroad Museum are two examples of this.

In addition to the facilities recommended by the Regional Recreation Plan and the 1995 Comprehensive Plan, the Borough and the Township recognize the value of establishing trail corridors for use by pedestrians, cyclists, and those who run or jog for exercise. These facilities could be used to connect parks to each other, to existing and proposed neighborhoods and other population centers, and to tourist centers and attractions. While walking and cycling will never fully replace motor vehicles as a transportation mode, providing the opportunity to walk or bike - instead of drive - to local destinations is an important element of the local quality-of-life for residents and our visitors.

## Police Protection

The Strasburg Borough Police Department provides protection in Strasburg Borough; the Township relies upon the State Police based at the Lancaster barracks in East Lampeter Township. Both forces respond to “911” system emergency calls.

Strasburg Borough began its police protection services as early as 1948, however organized police protection did not formally begin until the 1960’s, and then on only a part-time basis. In 1970, the Borough hired its first full-time police chief, who at the time, was also the only officer on duty. Today, the Strasburg Borough Police Department consists of five officers (four full-time and one part-time), who provided continual coverage, twenty-four hours per day, seven days per week. The Department is also supported by a secretary and three crossing guards. Due to the small size of the Borough, residents enjoy a fast response time: an average of five minutes or less. Another function of the Department is Emergency Management for both the Borough and Strasburg Township. The Chief of Police is the Emergency Management Director for both municipalities.

*The 2003 FBI Uniform Crime Report* states that the average municipality in Pennsylvania with a police department has approximately 2.6 officers per 1000 residents. If the Borough were to employ this standard, it would warrant the hiring of three additional full-time officers by 2010, based on the Census.

The Department’s facility includes a large squad room, computer system, processing area, Chief of Police office, interview room, and evidence locker. The computer system is connected to the Lancaster County Information Technology Department, which allows on-site access to nationwide crime databases such as NCIC/Clean and JNET. The Department’s fleet includes three vehicles, one of them unmarked. The unmarked vehicle is the Department’s first four-wheel drive vehicle

which was acquired in 2005. Also in 2005, the Department will be adding mobile data terminals which will allow officers live access to crime databases from their vehicle.

The Strasburg Borough Police Department is a participating agency in several units under the direction of the Lancaster County District Attorney's Office, which provides additional resources to the Department. The Borough Police Department enjoys a good working relationship with neighboring municipal police departments including the West Lampeter and East Lampeter Township Police Departments. The Department also works with the Pennsylvania State Police, who provide the police service for Strasburg Township.

Figure 7.3 shows traffic and criminal incidents from 2001-2004 for the Department, as well as total general calls.

**FIGURE 7.3: STRASBURG POLICE CALLS**

Incidents	2001	2002	2003	2004
Traffic Citations	195	265	404	520
Traffic Warnings	27	154	198	275
Accidents	42	46	44	30
Criminal Incidents	92	68	96	77
Criminal Arrests	46	66	34	62
Total General Calls	1,483	1,534	1,678	1,573

SOURCE: Strasburg Borough Police Department, 2005.

In reviewing this chart, it should be noted that the Department gained an additional officer during this period. This is reflected in the dramatic increases in traffic citations and warnings - which may also be responsible for the drop in accidents. Criminal activity varies from year to year.

Strasburg Police Department  
145 Precision Ave.  
Strasburg, PA 17579  
Tel: 717-687-7732 (non-emergency)  
Web: [www.co.lancaster.pa.us/strasburg\\_boro/cwp](http://www.co.lancaster.pa.us/strasburg_boro/cwp)

Troop "J" of the Pennsylvania State Police provides protection for all of Lancaster and Chester Counties. The Troop is stationed in four barracks that are scattered across their two-county jurisdiction. The Lancaster barracks on Lincoln Highway in East Lampeter Township is the closest to the Strasburg Region.

Pennsylvania State Police  
Troop "J" - Lancaster Barracks  
2099 Lincoln Highway East  
Lancaster, PA 17602  
Tel: 717-299-7650 (non-emergency)

The 1995 Comprehensive Plan recommended that the municipalities explore the formation of a joint police department, stating "By ... augmenting the current resources associated with the Strasburg Borough Police Department, a larger, potentially more efficient, joint police force could be formed. However, in order to determine the feasibility of creating a joint police force, further analysis should be performed." Obviously, no such force was established. While this recommen-

dation retains some validity, it will probably not be cost-effective unless the Township experiences a significant rise in population. This is not likely within the horizon of this Comprehensive Plan. We note that the urgency to improve police protection service in the Township is blunted by the fact that the State Police barracks is so close to the Township, allowing them to respond to calls quickly.

## Fire Protection

The establishment of the County 911 Central Emergency Communication/Dispatch System in 1972 assigned each fire company in Lancaster County a primary service area. The primary service areas are the territories that each individual fire station has “first-due” responsibility for providing fire protection services.

Nearly all of the Strasburg Region is in the primary service area of Strasburg Fire Company No. 1, headquartered on Main Street in the Borough,<sup>1</sup> or the Refton Community Fire Company in Refton village. A small area in the extreme southern portion of Strasburg Township is served by the Quarryville Fire Company; these are all volunteer companies. Figure 7.1 shows the locations of the firehouses in the Region and the limits of the primary service areas. Both of the fire companies are staffed by volunteers. As the 1995 Comprehensive Plan noted, the volunteer aspect is the biggest point of uncertainty regarding the future of fire protection in the region. However, it should be noted that the volunteer spirit remains strong in the Strasburg area: the Strasburg company currently has forty-seven active firefighters, and the thirty-one active volunteers on the roster of the Refton company is actually an *increase* from the twenty volunteers documented in the 1995 Plan.

Strasburg Fire Company № 1, Station 5-10  
203 Franklin St.  
Strasburg, PA 17579  
Tel: 717-687-7232 (non-emergency)  
Web: [www.angelfire.com/pa4/sfc510](http://www.angelfire.com/pa4/sfc510)

Refton Community Fire Company, Station 5-9  
99 Church St.  
P.O. Box 7  
Refton, PA 17568  
Tel: 717-786-9462 (non-emergency)  
Web: [www.reftonfire.com](http://www.reftonfire.com)

Quarryville Fire Department, Station 5-7  
717 E. State St.  
P.O. Box 143  
Quarryville, PA 17566  
Tel: 717-786-2898  
Web: [www.qfd57.com](http://www.qfd57.com)

## Ambulance Service and EMS

The 1995 Comprehensive Plan documented that ambulance service in the Region was provided in a manner similar to fire protection with volunteer companies serving the area from facilities in Strasburg Borough, Providence Township, and Quarryville. While there did not appear to be any

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<sup>1</sup> At this time, the Strasburg Fire Company is in the process of moving to a new building at the intersection of Jackson and Franklin Streets. The new address is provided here.

problems with the quality of the service, there were concerns about the future of the providing organizations due to their reliance upon volunteers.

The reliance upon volunteer companies for fire and ambulance service is common in rural areas, so the issue of continuing service to a growing population is a concern throughout much of Lancaster County. Possibly in response to this situation, two local hospitals<sup>2</sup> consolidated their advanced life support (ALS) services in February 1996 to create a non-profit organization called Lancaster Emergency Medical Services Association (LEMSA). LEMSAs became operational on April 28, 1996, providing 911 emergency response service to eighteen Lancaster County municipalities from five locations. In addition, LEMSAs leased emergency personnel to a number of independent EMS providers.

The benefits of this arrangement were evident to a number of observers. In January 1999, the County's largest hospital, Lancaster General, joined the LEMSAs founding hospitals as a member organization. According to the LEMSAs website, this was the first major cooperative effort among the three City hospitals. In addition to Lancaster General, several ambulance service providers have also merged with LEMSAs: East Lampeter Ambulance Association in November 1997, West End Ambulance Association (serving the Millersville area) in October 1999, and Strasburg Community Ambulance Association in October 2001. LEMSAs now provides ambulance service to a broad swath of central Lancaster County from six facilities, including the Strasburg facility at 20 Lancaster Avenue in the Borough. LEMSAs's primary coverage area includes the entirety of the Borough and approximately half of the Township. Most of the remaining areas of the Township are served by Providence Township Ambulance; the extreme southern tip of the Township is within the primary response area of Quarryville Ambulance.

Lancaster Emergency Medical Services Association (LEMSAs)  
1829 Lincoln Highway East  
P.O. Box 4652  
Lancaster, PA 17604  
Tel: 717-481-4841  
Web: [www.lemsa.com](http://www.lemsa.com)

LEMSAs - Strasburg  
20 Lancaster Ave.  
Strasburg, PA 17579

Providence Township Ambulance  
Tel: 717-786-4572

Quarryville Community Ambulance  
Park Ave.  
Quarryville, PA 17566  
Tel: 717-786-1352

## Hospitals

There are no hospitals in the Strasburg Region. However, Region residents have easy access to hospitals in the vicinity of the City of Lancaster.

Lancaster General Hospital is the largest hospital in the County with 563 in-patient beds and 470 physicians and surgeons on active staff. The hospital's main facility is on North Duke Street in the

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<sup>2</sup> St. Joseph Hospital and Community Hospital of Lancaster, now known as Lancaster Regional Medical Center and Heart of Lancaster Regional Medical Center, respectively. These facilities joined in 2004 to become Lancaster Regional Health.

City of Lancaster, but it also operates five out-patient centers throughout Lancaster County in addition to The Women & Babies Hospital and the adjacent Lancaster General Health Campus and College of Nursing and Health Services west of the City in East Hempfield Township.

Lancaster Regional Health was created in February 2004 by the merger of the Lancaster Regional Medical Center (LRMC) and Community Hospital of Lancaster (CHoL), creating a two-campus facility with a total of 416 beds. The original LRMC campus remains at its previous location on the west side of the City of Lancaster, but CHoL closed its Lancaster Township facility to re-open in a new 144-bed facility just south of Lititz as Heart of Lancaster Regional Medical Center. Each campus retains an individual identity, as is indicated by their separate websites.

Lancaster General Hospital  
555 N. Duke St.  
Lancaster, PA 17604  
Tel: 717-544-5511  
Web: [www.lancastergeneral.org](http://www.lancastergeneral.org)

Lancaster Regional Medical Center  
250 College Ave.  
Lancaster, PA 17603  
Tel: 717-291-8211  
Web: [www.lancasterregional.com](http://www.lancasterregional.com)

Heart of Lancaster Regional Medical Center  
1500 Highlands Dr.  
Lititz, PA 17543  
Tel: 717-625-5000  
Web: [www.heartoflancaster.com](http://www.heartoflancaster.com)

While there are no hospitals in the Strasburg Region, the Region does feature a health care facility that is uniquely suited to Plain Sect families. The Clinic for Special Children is a private, non-profit diagnostic and primary pediatric medical service provider for children with specific inherited metabolic disorders that are prevalent among the Plain Sects. Clinical services provided include comprehensive pediatric medical care, metabolic and molecular genetic laboratory testing, clinical research, and parental support. All services are provided on an out-patient basis, but the clinic has an arrangement with Lancaster General Hospital to provide in-patient and acute care services when needed. The clinic is funded through a combination of fees for services, benefit auction proceeds, and private contributions.

The Clinic for Special Children  
535 Bunker Hill Rd.  
Strasburg, PA 17579  
Tel: 717-687-9407  
Web: [www.clinicforspecialchildren.org](http://www.clinicforspecialchildren.org)

## Municipal Offices and Administration

Strasburg Borough and Strasburg Township together create the Strasburg Region. The Region is near the geographic center of Lancaster County, approximately eight miles southeast of the City of Lancaster, which is the County Seat. The northern and western boundaries of the Region are Pequea and Big Beaver Creeks respectively; Paradise Township lies to the east and Eden Township is to the south. The total area of the Region is 21.09 square miles: 20.13 square miles is the Township and the remaining 0.96 square miles is the Borough.

As would be expected by its location, the Strasburg Region is geographically and economically linked with the Lancaster urbanized area. PA Route 896, PA Route 741 and US Route 222 serve as the primary transportation links connecting the Strasburg Region with the Lancaster metropolitan area and beyond. Important regional highways directly connect Lancaster County with nearby cities: York, Harrisburg, Reading, and Lebanon are each less than one hour's driving time from Lancaster City and the Strasburg Region. Interstate Route 76 (Pennsylvania Turnpike), US Route 222, US Route 30, and PA Route 283 provide access from Lancaster County to Philadelphia, New York City, Wilmington, Pittsburgh, and Washington, DC.

The Strasburg Region possesses a rich historical heritage. Each municipality has its own unique history that has contributed to the development of the Region as a whole. The following is a brief description of the historic development of each municipality.

### Strasburg Borough

“Strasburg Borough's origins can be traced to the Old Conestoga Road, now Main Street, which passed through the area which was to be developed as the town of Strasburg. The Old Conestoga Road was already in use by 1714. Between 1730 and 1750 a tavern and a few log houses were built alongside this road in the vicinity of what is Strasburg Borough today. At one time, the village of Strasburg was known as Bettelhausen (beggar houses). But, as trade and transportation prospered, Strasburg grew. As Conestoga wagons were used to carry goods from Philadelphia into the interior, Strasburg became a way station with as many as ten hotels and as many stores for the travelers. By 1759, there were 32 taxable properties in the town. Most of the early settlers of Strasburg Borough were Mennonites of Swiss or German lineage. Several church congregations were formed around the 1760s. The first church building was built later in 1807 by the Methodists. The Mennonites, the Lutherans, the Episcopalians, and the Presbyterians all had churches soon thereafter. The small hamlet was known as Strasburg by the beginning of the Revolutionary War, and is one of the few places in Lancaster County which was named for a place in Germany. Because Strasburg was located along the Old Conestoga Road, rapid growth occurred within the hamlet during the late 18th Century, and it subsequently became a commercial center for the residents of the surrounding farmlands, as well as passers-by. By the 1800s, Strasburg had become the most populous town in Lancaster County.”<sup>3</sup>

“Strasburg was a center for locally-oriented, small-scale industries such as blacksmithing, weaving, clockmaking and cabinetmaking. A post office was established in Strasburg in 1804, and the town was officially incorporated as a borough in 1816. Along with its local commercial and industrial importance, Strasburg played a significant role in establishing local education opportunities. Records show that, as early as 1790, there was a small, private school available. About 1808, the first school building was built which was later incorporated into the State school program. Strasburg was one of the first communities to favor free education and, in 1831, sent a petition supporting free general education to the State Legislature. This petition directly contributed to the passage of the Act of 1831, appropriating monies for the establishment of a public school system.”<sup>4</sup>

Today, the Borough has a Mayor-Council form of government with a seven-member Borough Council. Council members are elected to four-year terms with elections for either three or four Council members held in odd-numbered years. The Mayor is elected in the year that three Council positions are elected and also serves a four-year term. Pursuant to the Pennsylvania Borough Code, the Mayor is responsible for public safety. The day-to-day business

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<sup>3</sup>The Historic Preservation Trust of Lancaster County, *Our Present Past*, (Lancaster, PA: 1985), p. 316.

<sup>4</sup>Ibid.

of the Borough is run by a full-time Borough Manager. The Borough's Department of Public Works is responsible for public roads as well as the public water and sanitary sewerage systems. Borough Offices, including the Police Department headquarters, are located in the northwestern part of the Borough adjacent to the Strasburg-Heisler Library and the Strasburg Community Park.

Borough of Strasburg  
145 Precision Ave.  
Strasburg, PA 17579  
Tel: 717-687-7732  
Web: [www.co.lancaster.pa.us/strasburg\\_boro](http://www.co.lancaster.pa.us/strasburg_boro)

### Strasburg Township

"Strasburg Township was originally part of a larger Leacock Township which was one of the original townships formed in Lancaster County in 1729, upon Lancaster County's separation out of Chester County. Since that time, Leacock, Upper Leacock, Paradise and Strasburg Townships and Strasburg Borough have been carved out of Leacock Township's original boundaries. Early settlers, in what is now known today as Strasburg Township, were of Swiss and German descent and were religiously aligned with the Mennonite faith. Some settlers came from English, Welsh, and Scotch-Irish origins making the municipality ethnically diverse. Agriculture has been the predominate economic activity, with tobacco becoming an important crop in the mid to late 1800s. Industrially, grist and saw mills were numerous and commercial lime production became a profitable industry during the late 1800s."<sup>5</sup>

"When a railroad was chartered by the State to run from Philadelphia to Columbia, citizens of Strasburg wanted to be a part of transportation progress. A group of investors, therefore, received a charter in 1832 to build a railroad to connect with the State-owned railroad at Leaman Place. Financial problems delayed completion of the railroad until 1852. Economic slumps and other financial problems constantly plagued the railroad, resulting in the railroad's operating at a loss for years at a time. In 1958, the railroad, still in operation, but very close to closing, was purchased by a group of 24 men. They immediately began to restore old track and acquired old coaches and equipment from the period at the turn of the century. Today, the railroad is one of the more popular tourist attractions in Lancaster County."<sup>6</sup>

Strasburg Township today operates under Pennsylvania's Second-Class Township Code, governed by a three-member Board of Supervisors. Supervisors are elected to six-year terms with elections held in odd-numbered years. The day-to-day business of the Township is run by a part-time Township Secretary.

Township of Strasburg  
400 Bunker Hill Rd.  
Strasburg, PA 17579  
Tel: 717-687-6233

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<sup>5</sup>The Historic Preservation Trust of Lancaster County, *Our Present Past*, (Lancaster, PA: 1985), p. 324.

<sup>6</sup>Ibid., p.316.

## Planning Implications

- The rising enrollment figures for the Lampeter-Strasburg School District are consistent with findings noted elsewhere in this document. The District still has space to locate new facilities at its main campus in West Lampeter Township, but this may not be the best location from a service perspective. The Borough and the Township should remain in frequent contact with School District officials to maintain a cooperative relationship and to identify the most appropriate location(s) for new school facilities, in the event that the District desires additional facilities to serve the Strasburg Region.
- The Region supports the concept of community-based schools: education, particularly for younger children, should take place in smaller facilities located in proximity to residential areas rather than large, less convenient buildings designed to draw pupils from a larger region. The Region particularly supports the continued operation of the Strasburg Elementary School in the Borough.
- While the abundance of protected, private open space is an excellent asset, there is a lack of facilities for active recreation - both smaller recreational areas such as playgrounds suitable for smaller children as well as facilities such as basketball and tennis courts - and of recreational trails. The Region will continue to promote implementation of the 1995 Regional Recreation and Open Space Plan.
- As the number of residents increases, the Region will need to assure that there are sufficient recreational facilities available for use by new residents. One way to accomplish this is to require the inclusion of recreational areas in larger residential developments.
- As the volume of traffic increases, trails for pedestrian and bicycle use have the potential to provide an alternative means of transit, in addition to their recreational purpose.
- In addition to the recreational and aesthetic benefits of natural resource preservation, the Region recognizes that preservation of stream corridors, steep slope areas, wetlands, and critical watersheds also protect water quality and inhibit flooding during severe storm events. Regulations, possibly including the establishment of riparian buffers, will be considered as means to protect these environmentally sensitive features from degradation and inappropriate development.
- Our poll of region residents indicated a high degree of satisfaction with emergency services - police and fire protection most particularly. Maintaining this degree of satisfaction is likely to prove a challenge as the population rises, particularly for the fire companies due to their reliance upon volunteers.
- The Township is hindered in its ability to communicate with its residents by the lack of a website. The Township should work with the County to develop a mini-site within the County's website, much as the Borough has already done.

## Chapter 8

# Utilities

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### Introduction

The most critical utilities for planning purposes include sanitary sewage disposal and water supply. The availability of these utilities - and of sewerage in particular - are essential for high-density development. Because of this, defining the service areas of these utilities is a powerful land planning tool. Other utility services include solid waste management (trash collection, disposal, and recycling), telephone service, and cable television. Lancaster County generally and the Strasburg Region in particular are unusual in that the stricter orders of the Plain Sect population choose not to have many of these services, electricity most noticeably.

Since the adoption of the 1995 Comprehensive Plan, telecommunications technology has been developing at an astonishing rate. The location of cellular service towers were a major planning concern in the 1990's; the provision of fiber-optic networks is less intrusive on the landscape, but is more critical from an economic development perspective, as current technology is such that fiber optics still have a greater capacity for data transmission than wireless services. Although wireless is still well-suited for basic telecommunications (i.e., audio only), the availability of wireless "hot spots" (i.e., relatively small locations where properly equipped portable devices can log on to the internet and receive both video and audio input) are becoming a popular selling point for commercial, industrial, and even residential properties. Commercial uses such as coffee shops and hotels now often advertise the availability of such hot spots in their facilities in order to attract customers. Given the high rate of technological development, it is difficult to say what infrastructure will be required within the ten-year horizon of this plan, what impacts that infrastructure will have on the landscape, or - most critically - what impacts that increased connectivity will have upon local business practices and the lifestyles of the residents. In this area more than any other, the Borough and the Township recognize the need to maintain a clear vision of the kind of community that they want to become and to regulate accordingly.

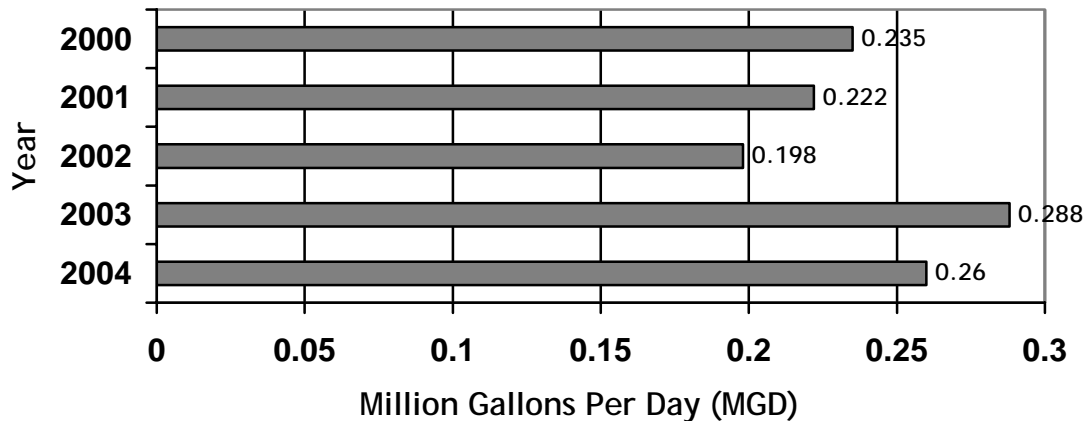
### Public Sewage Disposal

Public sewerage is provided to the Strasburg Region via the Strasburg Borough Authority, the Suburban Lancaster Sewer Authority (SLSA), and the City of Lancaster. The SLSA, along with several other municipal participants, contracts with the City of Lancaster for sewage treatment capacity at the City's treatment facility. This facility has a rated capacity of 29.73 million gallons per day (MGD). Originally, the SLSA had an allocation of 2.15 MGD from the facility, but in 1996 the SLSA negotiated the purchase of an additional 2.0 MGD of capacity for a total allocation of 4.15 MGD. The Borough's original share of the SLSA allocation was 0.32 MGD. In 1998, two years after the SLSA purchased additional capacity, the Borough purchased an additional 100,000 gallons per day from SLSA, thereby increasing its allocation to 0.42 MGD.

The SLSA currently provides sewerage service to West Lampeter Township, Pequea Township, and a portion of Lancaster Township, as well as conveyance service for Strasburg Borough. The limits of public sewerage and water supply are shown on Figure 8.1; note that there is no public sewerage in Strasburg Township. The Strasburg Borough Authority owns and operates the collection system within the Borough, which consists of collection lines and pumping stations. The Borough system connects to the SLSA network at a point along Village Road in West Lampeter Township. From there the sewage is conveyed to the City of Lancaster Wastewater Treatment Facility in Lancaster Township, and the treated sewage is ultimately discharged to the Conestoga River.

The Borough system is monitored by the Strasburg Borough Authority. According to the Authority's Sewage Report of 2004, the four pump stations that serve the Borough were in good condition and received routine maintenance. The annual average sewage flow has increased by 10.6% since 2000 due to new residential construction. Figure 8.2 compares the annual average sewage flows for Strasburg Borough over a five-year period.

**FIGURE 8.2: ANNUAL AVERAGE SEWAGE FLOW**



## Public Water Supply

The Strasburg Borough Authority provides water to all of Strasburg Borough and to a few customers in Strasburg Township, principally homes located adjacent to the water transmission lines.

The original water system for Strasburg Borough was developed in 1896 and consisted of a water source known as the "old springs," which are located along the Paradise Township line southeast of Strasburg Borough. After some years, the Authority developed a second water source, known as the "new springs." In 1956, a water storage reservoir and a 12-inch transmission line were constructed to the system to meet the growing demands of the Borough. The reservoir, located along Reservoir Road in Strasburg Township, has a storage capacity of 500,000 gallons. Most of the distribution system consists of 6-inch cast-iron or ductile-iron pipe, although there are some smaller lines. Line extensions have continued to this day, requiring the Authority to seek out additional sources of water. Figure 8.3, below, shows the name of the existing water sources and relevant data. The entire system is run by gravity, with the only pumps being those within the wells themselves.

**FIGURE 8.3: WATER SOURCES**

WATER SOURCE NAME	AVERAGE YIELD (GPM)	LOW FLOW YIELD (GPM)
New Springs	81	45
Mowrer Spring	34	15
Rohrer Well	30	30
King Well	60	60
Old Spring	81	26
Fisher Well	200	20
<b>TOTAL</b>	<b>486</b> <b>(699,840 GPD)</b>	<b>386</b> <b>(555,840 GPD)</b>

Figure 8.4 provides a summary of water consumption through the Borough's water system during the five-year period from 2000-2004.

**FIGURE 8.4: WATER CONSUMPTION**

YEAR	TOTAL GALLONS PER YEAR	AVERAGE PER DAY (MGD)
2000	97,752,000	0.268
2001	85,785,000	0.235
2002	78,135,000	0.214
2003	78,599,000	0.215
2004	84,360,000	0.231

Note that the chart shows a *decrease* in annual average water consumption of 13.8% between 2000 and 2004, and a drop in daily consumption of 37,000 gallons per day. This drop in consumption is clearly *not* attributable to any loss of population, as the service population has in fact increased over this period. Instead, this is most likely due to the use of more efficient household appliances, particularly in new construction, and system repairs that have diminished losses.

Based upon the 2004 system consumption data, and assuming a daily peaking factor of 1.5, the current capacity of the water supply is adequate to accommodate an increase in daily consumption of approximately .389 MGD. Based upon the average water usage for all current water customers, which was determined to be 187 GPD, the residual capacity of the current system could service approximately 1,652 new customers.

Perhaps the only major concern regarding the water system is low water pressure. Adequate pressure is essential for the proper functioning of fire safety systems such as sprinkler systems. Pressure could be enhanced by the addition of new water sources. Reservoirs in the Borough would increase pressure; stormwater detention ponds can also provide water for firefighting purposes in more rural areas.

## **Solid Waste Disposal and Recycling**

The Pennsylvania Solid Waste Management Act of 1980 requires each municipality with a population density greater than 300 inhabitants per square mile to submit an officially adopted solid waste management plan to the State Department of Environmental Resources Protection. The plan is to provide guidelines for the safe and proper storage, collection, transport, processing, and disposal of municipal waste generated within each community. The majority of the municipalities in Lancaster County agreed to delegate the responsibility for development of the plan to the Lancaster County Solid Waste Management Authority (LCSWMA), with the expectation that the plan would later be approved and adopted by each participating municipality.

In 1986, after several years of research by a solid waste advisory committee, the LCSWMA began its new mission to manage solid waste and recyclable materials in an environmentally safe, reliable, and efficient manner for all of Lancaster County. The new plan mandated a new landfill, a resource recovery facility, and programs for waste reduction (recycling).

The County landfill is known as the Frey Farm Landfill and is located along PA Route 441 in Manor Township. The landfill accepts mostly inorganic materials like construction debris, ash residue, and other inert manufacturing waste, so there is minimal odor and no scavenging birds commonly associated with landfills.

The Resource Recovery Facility is also located along PA Route 441, but is about fifteen miles north of the landfill near the village of Bainbridge in Conoy Township. The facility burns municipal trash and other carefully screened and selected waste, such as clean-burning and

energy-producing pharmaceutical products. The heat is then harnessed and generated into electricity. Because of recycling and the Resource Recovery Facility, Lancaster's waste is reduced by 86.4 % before anything goes to the Landfill. Lancaster County remains the only county in the state to have such an extensive integrated approach to waste management.

In 1988 the Authority opened a Household Hazardous Waste Facility to serve the community by accepting hazardous materials and disposing of them in an environmentally safe manner. Each year, the Authority processes more than 500,000 tons of waste through the four facilities that comprise the integrated system: the Lausch Transfer Station, the Household Hazardous Waste Facility, the Resource Recovery Facility and the Frey Farm Landfill. In addition, the Authority coordinates recycling programs for municipalities and local businesses. Largely due to this integrated system, the life of the Frey Farm Landfill has been extended by about twenty (20) years. The Authority's facilities are open to all County residents as well as to haulers licensed by the County. A tipping fee, based upon the weight of the waste being delivered, is required of both residents and haulers.

The Authority is governed by a Board of Directors appointed by the Lancaster County Commissioners. The Board establishes the policies and procedures of the Authority and employs the staff to administer those policies. The Executive Director serves as the chief executive officer and is assisted by five (5) Department Managers in the areas of administrative services, finance, operations, technical services, and contract administration. From its humble beginnings of one employee and one bulldozer, the Authority has grown to a staff of approximately 75. The Authority is financed primarily by tipping fees and by revenue from the sale of electricity generated by the Resource Recover Facility. These fees cover the full cost of developing, operating, and maintaining the integrated system: no tax dollars are used.<sup>1</sup>

The Citizens Advisory Committee, also appointed by the Lancaster County Commissioners, is a volunteer group that conducted the research that led to the construction of the Household Hazardous Waste Facility. More recently, the Committee assisted with the 1999 update of the Lancaster County Municipal Waste Management Plan. The Committee continues to meet throughout the year to review the Authority's progress with implementing that Plan.

Neither the Borough nor the Township offer solid waste pickup as a municipal service. Residents and businesses alike are required to contract with private haulers. Though neither the Borough nor Township is required to implement mandatory recycling programs, Strasburg Borough has enacted a municipal curbside recycling program. The Borough's Program is implemented through a municipal solid waste management ordinance. The ordinance does not *require* residents to recycle, but it does require haulers to offer recycling services.

Strasburg Township does not have a recycling program in place at this time.

## Other Utilities

The following utilities are available to Strasburg Region residents.

### Electric

Pennsylvania Power and Light (PP&L), headquartered in Allentown, controls more than 12,000 megawatts of generating capacity and delivers electricity to nearly 5 million customers in Pennsylvania, including Strasburg Borough and Strasburg Township.

### Telephone

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<sup>1</sup> Lancaster County Solid Waste Management Authority website.

Verizon provides land-line telephone service to both Strasburg Borough and Strasburg Township. Verizon is one of the nation's largest telephone operations companies, providing local telephone services in 29 states and the District of Columbia. Verizon's services include enhanced and custom calling features, directory assistance, long distance services, and high-speed Internet services.

Verizon, along with a host of other companies, also provides wireless telephone and internet access service to Region residents.

### Cable

Comcast Corporation, headquartered in Philadelphia, provides the Borough and the Township with basic cable and digital cable service.

## **Planning Implications**

- The availability of public water service and – even moreso – public sewerage has long been recognized as being critical for higher density development. While the Region will support such provision through its Act 537 Plans (or Plan) to those areas where it is needed, extending these services to rural areas and to the agricultural security area in particular will not be promoted. This policy will be more fully developed through the Act 537 Plan, including a description of the preferred method(s) of on-lot disposal.
- The Borough and the Township will consider the benefits of developing a joint Act 537 Plan as a tool to implement the policies of this Comprehensive Plan. The municipalities will specifically evaluate the possibility of extending public sewerage into the portion of the Township along PA Route 741 between the Borough line and the Strasburg Railroad as well as along the commercial strip along PA Route 896 between the Borough and East Lampeter Township.
- The Strasburg Borough Authority is currently responsible for the administration of both public water supply and sanitary sewerage in the Borough as well as for the handful of homes in the Township that are supplied by public water. If sanitary sewerage is ever extended into the Township, or if water lines are ever extended into the Township, it will be necessary to accommodate Township representation on the Authority Board.
- The Township will investigate means to provide safe sewage disposal to those areas where there are existing problems of malfunctioning on-lot disposal systems. The preferred strategy for the rural areas is one that will address existing malfunctions without accommodating inappropriate development. Such a strategy should be included as a component of an Act 537 Plan, whether developed solely by the Township or as a multi-municipal effort that would include the Borough.
- Business is more dependent upon telecommunications than ever before, particularly as fiber optic and wireless technologies are employed for telephony and broad-band internet access. Many communities are looking for ways to attract the providers of these kinds of infrastructure in order to promote themselves as business locations. While the Region would not obstruct providers of these services (after all, residents would enjoy access to them as well), neither the Borough nor the Township are interested in actively pursuing providers for these services.
- The Borough and the Township will continue to support the efforts of the Lancaster County Solid Waste Management Authority to promote recycling, resource recovery, and safe disposal of waste.

## Chapter 9

# Transportation System

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### Introduction

This chapter consists of an inventory of the transportation systems in the Region, primarily the road network, which is the most critical to the daily life of residents. It is critical to coordinate transportation planning with land use planning. If the road network is unable to accommodate the level of traffic necessary to serve anticipated development, excessive congestion may result, or the desired development may never even occur.

Like the 1995 Comprehensive Plan, the first section of this chapter will describe the existing transportation network, while the second part will address improvements and changes.

### Roadway Classifications and Design Standards

Roads are characterized and classified according to two principal functions: mobility and access. Mobility is a measure of the maximum safe speed and is a function of both design and congestion. Access indicates what properties and other roads have a direct connection to the road in question. There is an inverse relationship between these two attributes. For example, expressways have the highest mobility, but they have the lowest access, as they do not have direct access to *any* adjoining properties and there are intersections (or interchanges, to be more accurate) with only the most important roads. At the other end of the spectrum, local access roads provide access to all adjoining properties, but traffic is usually slowest. Between these two extremes are the arterial and collector streets. The four road types are generally described as follows.

- **EXPRESSWAYS** are limited access highways that accommodate the largest volume of traffic and the highest rates of speed. Expressways do not provide access to any adjacent properties. Instead, access is strictly limited to grade-separated interchanges with major roads. As a result, the presence of an expressway in a community is something of a mixed blessing. While the presence of an interchange will provide residents with quick access to the region, the road corridor itself has nearly the same effect as a wall or a moat, disrupting the local development pattern. There are no expressways in the Strasburg Region. The closest examples include the U.S. Route 30 by-pass around the City of Lancaster and the U.S. Route 222 expressway between U.S. Route 30 and the Berks County line, which provides access to another expressway: Interstate Route 76, which is the Pennsylvania Turnpike.
- **ARTERIALS** provide for the movement of large volumes of traffic at relatively high speeds both within a region and between regions. In moderate to densely developed areas, access will be restricted to other roads and driveways for major uses, such as shopping centers. Access to individual residential or commercial lots should be provided only in rural areas. Although arterials generally lack the grade-separated interchanges characteristic of expressways, other intersection control measures like traffic lights, dedicated turn lanes, and acceleration/deceleration lanes are common. Arterials will not provide on-street parking except possibly in very dense urban areas. Arterials roads are often sub-classified as **major** or **minor arterials**. The distinction is somewhat subjective and often depends upon local conditions. In general, a major arterial will have a higher volume of traffic and will serve a higher proportion of non-residential uses than a minor arterial. There are no arterial roads in the Strasburg Region. The nearest example is the non-expressway portion of U.S. Route 30 lying to the north of Strasburg Township.

- **COLLECTOR** roads accommodate lower volumes of traffic than arterials and at slower speeds. They are not intended for long-distance travel, but may be used as an alternate route where an arterial may be unavailable due to an emergency or construction. As the name suggests, collector streets typically function to gather traffic from residential neighborhoods and local access streets and direct it toward arterial roads and expressways. Collectors may provide access to neighborhood business and commercial areas, but are not usually able to provide the capacity needed to serve larger shopping centers, office buildings, industries, or other major traffic generators. Like arterials, collectors are frequently further categorized as **major** or **minor collectors**. Again, this distinction is a bit subjective and dependent upon local conditions rather than a universal standard. While both types of collector serve mostly residential areas, major collectors will have a higher volume of traffic and will have more intersections with local access streets than a minor collector. Minor collectors, in contrast, will provide a higher degree of access to adjacent properties via driveways serving single lots. The portions of the three numbered routes (U.S. Route 222, PA Route 741, and PA Route 896) that pass through the Region are classified as major collectors; minor collectors are Strasburg Pike/Lancaster Avenue, Fairview Road, S. Decatur Street/May Post Office Road, Bunker Hill Road, and Refton Road/Smithville Road. These roads are highlighted on the Figure 9.1, the Transportation Map.
- Every other road in the Borough and the Township is a **LOCAL ACCESS** road. Local access roads provide driveway access to all adjacent properties and are generally inappropriate for long distance travel; all cul-de-sacs and private roads are local access roads. Local access roads are almost exclusively residential, although they may have some small, neighborhood-scale businesses and institutions. Local access streets are not specifically named here, as it would make for an excessively long list.

The preceding information is summarized in Figure 9.2, below. Note that a number of the classifications of specific roads in the Strasburg Region have changed from the 1995 Comprehensive Plan. Figure 9.3 provides traffic information from the prior plan along with updates using the most current available data.

**FIGURE 9.2: CLASSIFICATION OF STREETS**

With the exception of "Expressway," the characteristics shown in the "Description" column should be interpreted as what is typical and desirable: local examples may not exhibit all of these characteristics, but are so classified due to the type of trips and volume of traffic accommodated. The classifications shown here have been determined by the Lancaster County Planning Commission.

STREET TYPE	DESCRIPTION	IN STRASBURG REGION
Expressway	<ul style="list-style-type: none"> <li>• designed for long-distance travel</li> <li>• accommodates highest speeds</li> <li>• multiple lanes in each direction</li> <li>• access limited to grade-separated interchanges with major roads</li> <li>• NO driveway access permitted</li> </ul>	None.
Major Arterial	<ul style="list-style-type: none"> <li>• connects regions and is principal means of circulation within a region</li> <li>• accommodates high volumes at relatively high speeds</li> <li>• often multi-lane</li> <li>• intersections feature traffic signals, dedicated left-turn lanes, and other physical controls, but are not grade-separated</li> <li>• driveways limited to major uses</li> <li>• characterized by non-residential uses, especially in urban areas</li> </ul>	None.
Minor Arterial	<ul style="list-style-type: none"> <li>• important component of intraregional circulation</li> <li>• relatively high volume of traffic</li> <li>• usually single lane in each direction, but may feature center left-turn lane or dedicated left-turn lanes at principal intersections</li> <li>• higher frequency of driveways than major arterials; some access provided to smaller properties</li> <li>• higher proportion of residential uses than major arterials</li> </ul>	None.
Major Collector	<ul style="list-style-type: none"> <li>• accommodate travel between neighborhoods; also convey traffic from local streets to arterials</li> <li>• moderate level of traffic at moderate speeds</li> <li>• single lane in each direction, with dedicated left-turn lanes at major intersections</li> <li>• driveways more frequent than along arterials</li> <li>• non-residential uses limited to smaller, neighborhood-oriented shops and services</li> </ul>	U.S. Route 222 (Beaver Valley Pike) PA Route 741 (Village Rd. / Miller St. / W. Main St. / E. Main St. / Gap Rd. / Strasburg Rd.) PA Route 896 (Hartman Bridge Rd. / N. Decatur St. / E. Main St. / Georgetown Rd.)
Minor Collector	<ul style="list-style-type: none"> <li>• same function as major collector, but has lower volume of traffic</li> <li>• single lane in each direction</li> <li>• frequent driveways; occasional intersections with local streets and culs-de-sacs.</li> <li>• predominantly residential</li> </ul>	Strasburg Pike / Lancaster Ave. Fairview Rd. S. Decatur St. / May Post Office Rd. Bunker Hill Rd.
Local Access	<ul style="list-style-type: none"> <li>• accommodates neighborhood traffic; not suitable for long-distance travel</li> <li>• single lane in each direction</li> <li>• provides access to all adjacent property; culs-de-sacs are a type of local access street</li> <li>• few if any non-residential uses</li> </ul>	all streets not previously named

SOURCE: Spotts, Stevens & McCoy, Inc., 2005.

Most of the Region's roads are now classified differently than they were in 1995. Most significant difference may be that none of the region's roads are now deemed arterials. The changes are described below.

- Roads reclassified from arterial to major collector:
  - U.S. Route 222 (Beaver Valley Pike)
  - PA Route 741 (Village Road / Miller Street / West Main Street / East Main Street / Gap Road)
  - PA Route 896 (Hartman Bridge Road / North Decatur Street / Georgetown Road)
- Roads reclassified from major collector to minor collector:
  - May Post Office Road
  - South Decatur Street
  - Strasburg Pike / Lancaster Avenue
- Roads reclassified from minor collector to local access:
  - South Jackson Street
  - White Oak Road
  - Paradise Lane
  - South Ronks Road

Note that all of these are to a "lower" classification, even though many of these roads showed an increase in total traffic volume (see Figure 9.3, below). The reclassification is more a result of changes in the road system county-wide rather than anything in the Strasburg Region. The *only* road in the region that was reclassified into a "higher" category is Refton Road, which was a local access road in 1995 and is shown here as a minor collector.

### FIGURE 9.3: ROAD CHARACTERISTICS

Traffic volume information is collected for distinct road segments. In some cases, these segments coincide with changes of name; where this is not the case, traffic volume is shown as a range rather than as a single figure. Volume is shown here as "average daily trips," or "ADT." ADT figures are based upon actual traffic counts which are then corrected to account for both seasonal and intra-week variations.

ROAD NAME	TRAFFIC VOLUME (ADT)			POSTED SPEED LIMIT
	1975	1992	2004	
Major Collectors				
U.S. Route 222 (Beaver Valley Pk.)	4,600 to 5,300	8,179 to 9,423	11,453 to 9,961	40 to 55 mph
PA Route 741 (Village Rd.)	1,950	7,653	6,143	35 to 45 mph
PA Route 741 (Miller St. / W. Main St.)	2,500 to 3,300	8,406	7,102	25 mph
PA Route 741 (E. Main St.)	5,200 to 5,400	14,400 to 15,330	14,432	25 mph
PA Route 741 (Gap Rd.)	2,800 to 3,000	6,350 to 8,570	5,610	25 mph
PA Route 896 (Hartman Bridge Rd.)	7,300	15,780	11,309	45 mph
PA Route 896 (N. Decatur St.)	7,500	14,100	11,309	25 mph
PA Route 896 (Georgetown Rd.)	2,500	5,000	4,255	40 to 45 mph
Minor Collectors				
Bunker Hill Rd.	400	580 to 1,048	883 to 978	25 to 40 mph
S. Decatur St.	3,400	3,119	4,258	25 mph
Fairview Rd.	400	580	775	45 mph
Lancaster Ave. / Strasburg Pike	2,900 to 3,100	4,532	5,538	25 to 45 mph
May Post Office Rd.	950 to 1,400	2,263 to 2,824	2,598 to 4,258	35 to 45 mph
Refton Rd.	(1)	(1)	827	35 mph
Smithville Rd.	500	725	166	40 to 45 mph

(1) Not included in 1995 Comprehensive Plan

SOURCE: Lancaster County Planning Commission and Spotts, Stevens & McCoy, Inc., 2005.

It is particularly interesting to note how many of the larger roads have dropped in volume while most of the lesser roads are handling larger volumes. The most likely explanation for this is that the larger roads have reached the point (at least during times of peak volume) where local residents and other frequent users have become frustrated by the high volume of traffic and are searching out smaller roads as alternate routes. Increasing population naturally contributes to higher volumes as well, although, were this the only factor affecting traffic volume, we would observe higher volumes on all roads.

As noted in the 1995 Comprehensive Plan, the various road functions suggest appropriate standards for their design. These design standards were featured in that document and are duplicated below. Design requirements for expressways are not shown, as these are typically established by the Pennsylvania Department of Transportation or, particularly in the case of the Interstate system, the U.S. Department of Transportation.

**FIGURE 9.4: ROAD DESIGN STANDARDS**

ROAD CLASS	No. OF LANES	LANE WIDTH	SHOULDER WIDTH	RIGHT-OF-WAY WIDTH	DESIGN SPEED
Major Arterial	5	12 ft.	10 ft.	126 ft.	50 mph
Minor Arterial	2	11 - 12 ft.	8 - 10 ft.	42 - 126 ft.	40 - 50 mph
Major Collector	2	11 - 12 ft.	8 - 10 ft.	42 - 126 ft.	40 - 50 mph
Minor Collector	2	10 - 11 ft.	4 - 10 ft.	32 - 86 ft.	30 mph
Local Access	2	10 -11 ft.	4 - 8 ft.	28 - 54 ft.	25 mph

SOURCE: Strasburg Regional Comprehensive Plan, 1995.

## Traffic Safety

Traffic safety is an obvious concern for local governments. Hazardous locations are typically a result of a combination of factors: inadequate design (not necessarily poor design, but more a case of a road functioning at a higher level than it was originally designed for), excessive volume, excessive average speed, improper relationship between the adjoining land uses and the road's functional classification, poor design (confusing, narrow or non-existent shoulders, poor or non-existent accommodation for pedestrians), and driver frustration or error.

In addition to these typical safety issues, the Strasburg Region also must address the issues related to the Plain Sect Community and their continued reliance upon horse-drawn buggies (and in some cases scooters) for daily transportation as well as the seasonal volume of motor traffic related to the tourist industry. In a meeting with representatives of the Plain Sect Community, attendees cited the following areas as particularly hazardous for horse-and-buggy combinations:

- PA Route 741 - Problems with volume and speed of motor traffic; insufficient shoulders to allow motor traffic to pass. The volume of heavy trucks, including tractor-trailer combinations, was particularly noted.
- PA Route 896 - Same as PA Route 741; in addition, the intersection of Paradise Lane at the Paradise Township line was cited as a difficulty due to the grade.
- Strasburg Pike - Lack of sufficient shoulders; poor visibility generally due to vertical curve alignment.
- May Post Office Road - Similar to Strasburg Pike, with the intersection of Sawmill Road noted as a particular issue due to poor visibility.

## Regional Traffic Impact

The 1995 Comprehensive Plan appropriately stated:

"Before specific transportation-related recommendations can be made, it is important to understand that the Strasburg Region possesses several roads that serve a larger traffic shed than that of just the local Region. PA Route 896, PA Route 741 and US Route 222 are arterial roadways connecting the Lancaster metropolitan area with other parts of Lancaster County and beyond. These routes also link Lancaster County with northern Maryland and Delaware and provide a vital link between much of south-central Pennsylvania and other routes which provide access to the mid-Atlantic shore points. Another function which these roadways serve is to provide access to the many tourist attractions located within

the Strasburg Region and in the surrounding area. As a result, these roadways become congested from time to time with tourist traffic.

"Because of the regional nature of these roadways, traffic volumes have the potential to increase in short periods of time due to the planning and zoning policies of adjoining municipalities and beyond. No matter how well the Strasburg Region manages its own growth and resultant traffic, congestion and safety hazards will continue to occur along these major roadways which can be designed and improved to accommodate the regional traffic generated by the surrounding traffic shed of Lancaster County and beyond. *The Strasburg Region should enter into a larger transportation planning initiative to include the Lancaster County Planning Commission and the municipalities surrounding the Strasburg Region in an effort to plan for regional traffic and transportation needs. In doing this, a more balanced and pro-active effort can be established to accommodate the larger traffic shed's growing transportation demands.*"

This recommendation from 1995 remains valid today. In fact, it may be even more critical: local residents have noted on a number of occasions that the volume of through-traffic – particularly of trucks and tractor-trailer combinations – increased noticeably when tolls were raised on the Pennsylvania Turnpike. It is difficult to provide empirical documentation of this, but local observations cannot be summarily disregarded.

## Initial Roadway Recommendations

The root of most traffic-related problems is the inability of roads to handle multiple functions, which usually results in traffic congestion and roadway safety hazards. In order to reduce this problem, roads should be designed according to their functions, and land uses that generate large volumes of traffic should be limited to collector and arterial roads. *In general, it is recommended that existing and proposed roadways be improved to the design standards for the various roadway types described earlier in this chapter.*

Another general observation regarding the Region's transportation network is that many of the roadways are serving conflicting functions by providing both access and mobility. This observation is supported by observing the combination of high traffic volume and frequent driveway connections and intersections along portions major roads like PA Routes 741, PA Route 896, Strasburg Pike, portions of May Post Office Road, and portions of US Route 222. These conditions have resulted in traffic congestion and risky motorist behavior. *Local officials can ease congestion by using zoning and subdivision regulations to keep new driveway connections to a minimum.*

*Zoning and subdivision regulations should specify minimum separation distances between driveways, access drives, and intersections. Properties may be limited to a single access point per street frontage.* The appropriate separation distance would vary according to permitted development density in order to assure that each property would have access to a public street. To complement this approach, *minimum lot width requirements may vary according to the functional classification of the adjoining road:* wider lots along more heavily traveled roads would result in fewer lots with frontage and therefore fewer driveways than would be otherwise permitted.

*Zoning regulations should also be used to require deeper front yard setbacks for properties along collector roads.* This would accommodate future road widenings, the provision of center left-turn lanes, acceleration and deceleration lanes, and wider shoulders for bicycles and buggies. Such a requirement would benefit the property owner as well, as homes would be farther from the noise and dust of the roads and would provide ample space for landscaped buffer areas.

Zoning must also consider the larger question of land use allocations. *Land uses that generate significant traffic - including all large commercial uses and tourist-oriented operations - should be limited to those roads that are design to accommodate such traffic.* Conversely, land uses along local access and perhaps some minor collector roads should be limited to lower density residential uses and rural activity in order to preserve the character of the community. Note that the concepts discussed in the Future Land Use Plan (Chapter 10) are consistent with this idea, specifically the desire to *concentrate tourist-related operations along the PA Route 896 corridor in the Township and the Borough.* Smaller commercial areas that cater to local residents could still be accommodated outside of this corridor.

## PA Route 896 Transportation and Land Use Corridor Study

The 1995 Comprehensive Plan made special mention of the heavy traffic and potentially hazardous conditions along the PA Route 896 corridor from US Route 30 to the Paradise Township line. That Plan referenced the **PA Route 896 Transportation and Land Use Corridor Study** developed by the Lancaster County Planning Commission in cooperation with the municipalities of Strasburg Borough, Strasburg Township, Paradise Township, and East Lampeter Township. This study outlined a transportation improvements program designed to alleviate congestion and potentially unsafe conditions along the corridor, recommending twenty-one specific projects to address transportation issues.

The following items were recommended for the Strasburg Region as “Early Action Recommendations.”

- At the intersection of PA Route 896 (Decatur Street) and PA Route 741 (Main Street), add an advance phase for the eastbound PA Route 741 approach. This item has been implemented.
- Improve the sight distance at the intersection of PA Route 896 and Paradise Lane by removing signs and trees on the north side of PA Route 896 west of Paradise Lane, and improving the horizontal and vertical alignment of the intersection roadway.
- At the intersection of PA Route 741 and Paradise Lane, reprofile PA Route 741 just west of Paradise Lane to increase sight distance for vehicles on Paradise Lane. In addition, some trees may need to be removed on the northwest corner of this intersection to also improve sight distance. Add signs directing motorists to US 30.
- At the intersection of Paradise Lane and Fairview Road, realign the eastbound Fairview Road approach to the intersection, such that the roadway intersects Paradise Lane at a right angle.
- Realign the westbound approach of Paradise Lane, the eastbound approach of Herr Road, the northbound approach of Paradise Lane, and the southbound approach of Ronks Road, such that they form a conventional four-way intersection.
- Add eight-foot shoulders as safety improvements to provide a “safe way” for horse and buggies to the following roadways:

PA Route 896 between PA Route 340 and Historic Drive, and between its intersection with PA Route 741 and Paradise Lane;

PA Route 741 between PA Route 896 and Paradise Lane; and,

Paradise Lane/Ronks Road between PA Route 896 and US Route 30.

- Install a flashing pedestrian crosswalk warning sign between the Strasburg Rail Road and the Railroad Museum of Pennsylvania and install left turn lanes at these two attractions and at the nearby Choo Choo Barn. Add signs directing motorists to US Route 30 East via Paradise Lane.
- Expand the current shuttle bus operation to a more frequent service looping among the hotels, attractions, and shopping centers in the Strasburg Region and beyond.

The following items were recommended for the Strasburg Region as "Future Improvement Recommendations."

- Extend Historic Drive from its present termination at the Netherlands Inn and Spa to the intersection of PA Routes 896/741 which would be signalized. This recommendation is currently being implemented.
- Improve Paradise Lane and Ronks Road to arterial status by reconstructing the roadway to two 12-foot travel lanes and 10-foot shoulders between PA Route 896 and US Route 30. Signs directing traffic to US Route 30 via the new arterial should be erected on PA Routes 896 and 741, as well as signs directing traffic to the Netherlands Inn and Spa.
- Add eight-foot paved shoulders to Fairview Road.
- Construct an east-west collector roadway between Paradise Lane, east of Strasburg, and PA Route 741, west of Strasburg. This proposed road should be designed as a 36-foot wide curbed collector roadway. Direct access to private developments from the collector roadway should be limited.
- Construct a north-south collector from Historic Drive to the proposed east-west collector roadway described above. This roadway should also be designed as a 36-foot wide curbed collector roadway. Direct access to private developments from the collector roadway should be limited.
- Improve PA Route 896 between Historic Drive and US Route 30 to provide turning lanes at key intersections and major driveways, including the intersection of Historic Drive and PA Route 896.
- Widen the intersection of Paradise Lane and PA Route 741 to provide one additional lane on each approach, except for the southbound approach which is recommended to be widened to include two additional lanes. The intersection should be signalized.
- At the intersection of PA Route 896 (Decatur Street) and PA Route 741 (Main Street), restripe the eastbound, westbound, and northbound approaches to provide separate left-turn lanes on each approach.

The Study recommended that a Transportation Authority be established - either at the municipal or County level - in accordance with the County's Growth Management Plan to fund transportation projects.

A further recommendation of the Study, specifically regarding the construction of the proposed new road segments, was the creation of landscaped buffer strips along the road rights-of-way closest to adjacent agricultural areas. The intent of these strips would be to create a physical barrier to separate the growth areas from areas of the Township planned for continued agricultural use.

The Study also considered improving existing roads within the Strasburg Region for development of short-run bypasses. One possible alternative to the construction of the recommended east-west collector between Paradise Lane and PA Route 741 west of the Borough would be to improve and realign Edisonville Road from PA Route 741 to Jackson Road, where it would connect with a new road linking it to Paradise Lane. This alternative is likely to be more cost effective than building an entirely new road. In the course of developing this Comprehensive Plan, residents of the Borough and Township alike voiced their desire for the establishment of alternate routes to alleviate congestion in the Borough, preferably by encouraging through-traffic to avoid the Borough entirely. In addition to the routes noted by the Study, residents noted that Ronks Road may be used by traffic traveling between US Route 30 and PA Route 741 near the eastern side of the Township.

Clearly, the Study presents an ambitious transportation improvements program for the Strasburg Region to consider. We have included the recommendations of the study in this Comprehensive Plan to document that the Borough and the Township continue to support the implementation of the this program, realizing that it will require a cooperative effort among the local municipalities, a possible local Transportation Authority, and State and Federal agencies.

## Other Roadway Recommendations

- The portion of PA Route 741 between Pequea Creek (the West Lampeter Township boundary) and the Borough is a heavily traveled roadway that is underdesigned for its current function as a major collector street. Accident data presented in the 1995 Plan suggested that the segment most critically in need of re-design was the 1,200-foot portion between Pequea Creek and Edisonville Road. Specifically, this stretch included a sharp curve on the east side of the bridge over the Pequea Creek, poor or non-existent shoulders, and generally narrow cartway. The 1995 Plan recommended widening the travel lanes to twelve (12) feet each in addition to the provision of eight-foot wide shoulders from the Pequea Creek to Miller Street. A long-term recommendation was the reconstruction of the bridge over the Pequea Creek and subsequent realignment of the cartway to eliminate the sharp curve. *While the Borough and the Township still recognize the need for improvements to this road and the bridge, there is a particular concern that the re-design of the bridge be sensitive to the character and context of the area. The Committee notes that the recent improvement of the Kurtz Mill Bridge near Weaverland is a notable positive example of how the infrastructure can be improved and made safer while being sensitive to the aesthetic impact.*
- Strasburg Pike between Pequea Creek and the Borough boundary is also underdesigned for its function. Similar to PA Route 741, there is a sharp bend in the road just east of the bridge that carries Strasburg Pike over Pequea Creek. Strasburg Pike should also be improved to function as a collector street. Specific improvements consist of widening the travel lanes to twelve (12) feet each in addition to the provision of eight-foot wide shoulders. In the longer term, the bridge and the adjacent roadway should be realigned and reconstructed to eliminate the sharp curve.
- May Post Office Road should also be improved. The 1995 Plan observed that “nearly 3,000 vehicles” used this road every day; as shown on Figure 9.1, this number has risen to be over 4,000 vehicles. As with the preceding two roads, this road also should be improved in a manner consistent with its function as a minor collector road, including eleven-foot wide travel lanes and eight-foot wide shoulders. Again, the inadequate roadway design is apparently contributing to some of the accidents that have occurred along this roadway. In the short run, Strasburg Township should again request assistance from PennDOT to improve May Post Office Road to major collector design standards, which would include the widening of the travel lanes to a minimum of 22 feet and the improve-

ment of the shoulders to a width of eight feet. The intersection of Sawmill Road should be improved to improve sight distances.

- In the Borough, the configuration of the intersection of Lancaster Avenue with Miller Street and Main Street is awkward and potentially hazardous as a result of poor sight distance for motorists traveling on Lancaster Avenue who want to make a left-hand turn onto Main Street. Even before the 1995 Plan was drafted, the Borough had engineers from PennDOT District 8-0 evaluate the intersection for possible improvement. The evaluation concluded that an island should be constructed to channel traffic. However, this would require either moving the Swan Hotel or shifting the centerline of Miller Street five (5) feet southward. The latter option would require eliminating on-street parking along the south side of Miller Street for a distance of three hundred (300) feet. As of this time the Borough has yet to act upon these recommendations.
- Beaver Valley Pike (US Route 222) presents a particular problem to the Township: it is among the most heavily traveled roads in the Region, and it is also most nearly designed to its function. Problems here are more related to speed and poor sight distance at several intersections, particularly those with White Oak Road, Old Road, and Breneman Road. A corridor study may be the most appropriate means to identify specific issues and their resolution.

## Pedestrian Travel

Ever-increasing volumes of vehicles on even local roads are increasing the awareness of the general public that safe accommodation of pedestrian travel is an important quality-of-life issue. Whether provided by sidewalks or trails that may be share with cyclists, pedestrian ways can provide residents with an alternative to their cars for short trips to work, shop, school, and play. Without such accommodation, a car becomes a necessity for even the shortest trip.

The Borough already features an extensive sidewalk network and is well-suited to pedestrian travel. Many tourists utilize the Borough's sidewalk system to access the "Square" area; an extension of this system, specifically including the corridor defined by the new PA Route 896 by-pass, would provide pedestrian access between the Borough and the tourist attractions near the Strasburg Rail Road. The sidewalk system in the Township is less well-developed, although there are isolated areas where sidewalks exist, such as the Village of Refton. The portion of the Township within the designated growth area should be provided with sidewalks or trails linking with the Borough system to facilitate pedestrian movement among the most densely developed part of the Region.

## Bicycle Travel

Cycling has the potential for greater application within the Strasburg Region for recreation as well as more practical transportation over short distances. As with pedestrian travel, the provision of a safe travel network is essential, but most of the roads in both the Borough and the Township are not particularly well suited for cycling. The provision of wider shoulders - particularly along the more heavily traveled roads, as previously noted - would be a significant improvement in the cycling infrastructure. Two specific bicycle routes are particularly desired:

- a dedicated bicycle and pedestrian trail connecting the Borough with Lampeter-Strasburg High School, and
- a similarly designed loop within the Township that surrounds the Borough.

The first of these would provide students with a safe alternative to bus travel as well as an opportunity for exercise, the second could be useful to both residents and tourists, and *both* should be designed as components of a larger dedicated network of bicycle and pedestrian routes. We note that it is unlikely that the use of these trails would ever be so prevalent as to perceptibly reduce vehicular traffic on area roadways; instead, these provisions should be seen as ways to enhance the quality of life and provide recreational opportunities for both residents and visitors to the region.

## **Mass Transit**

There is presently no scheduled public mass transit within the Strasburg Region. The only provider of public transit within the region is Red Rose Access, a nonprofit agency that provides on-demand service across the County. The agency acts as a broker of paratransit service, contracting with various private operators.

One service available in the Region that is virtually unique to Lancaster County is the system of "Amish taxis." While this began as an informal network of individuals willing to provide motor transportation for the Plain Sect community, this has now grown to become a recognized small business, with some providers being licensed by the Public Utilities Commission. Most operators utilize mini-vans or full-sized vans to provide Plain Sect members with transportation to locations where horse-and-buggy is not practicable due to distance or congestion.

## **Railroads**

The Strasburg Region may be unique in that the most important rail line in the area does not haul a significant amount of freight, nor does it serve long-distance passengers or even commuters. Instead, the Strasburg Railroad is arguably the Region's most important tourist attraction and one of the most famous operating steam lines in the United States. The line begins just east of the along PA Route 741 and travels eastward to the Village of Paradise, just south of US Route 30. The railroad and related attractions, such as the Railroad Museum of Pennsylvania and the Shops at Traintown, combine to create one of the most popular tourist attractions in Lancaster County. The railroad is something of a mixed blessing to the community: while the attraction draws visitors that contribute to the local economy, the heavy traffic is less welcome and creates a detriment to local quality-of-life, particularly in the Borough.

While there are no other operating railroads in the region, there is an abandoned rail right-of-way located south and west of the Village of Refton. The Township may wish to explore the potential of developing this land for a recreational trail.

## **Funding**

Transportation improvements, and road construction projects in particular, are expensive and paying for them is a challenge. While projects on State-owned roads are funded by PennDOT, the projects compete on a State-wide basis for a limited amount of funding. The funding process requires each municipality to submit their proposals to PennDOT for consideration for placement on the Department's Twelve-Year Transportation Improvement Program. In some cases, municipalities have strengthened their cause by contributing local dollars to their projects.

Alternate strategies are briefly considered below. Note that many transportation projects are funded through a combination of these sources rather than by one program exclusively.

**Federal Intermodal Surface Transportation Efficiency Act (ISTEA)** - The 1995 Plan provided considerable detail on this Federal program that was first approved in 1991. Unfor-

tunately, this program ended, and its successor - the "TEA-21" program - was never adequately funded. In short, this is no longer a source of funding for improvements to local transportation networks.

**Highway Access *or* Capital Improvements Fund** - This fund can be established as a special fund set aside for municipal capital improvements. Funds could come from a special tax or the use of excess revenues or both. For instance, a specified amount of a municipality's millage may be set aside for this fund. When the accumulated assets reach a pre-determined point, they may then be used to contribute toward the cost of capital improvement projects, including local road improvements or as matching funds for State or Federal grants.

**Borrowing** - Each municipality can use its borrowing power to raise funds for any specific project. This could be done at any time during this Plan life.

**Highway Transfer *or* Road Turnback Program** - This program has been sponsored by PennDOT since 1981. Under this program, PennDOT will bring a road up to current specifications and then dedicate it to the participating municipality, including funds toward annual maintenance. In most instances, the municipality gets a new roadway and funding for maintenance. This is one method of restoring and improving aging and deficient roadways within the Strasburg Region. This program can and should be actively pursued by contacting PennDOT District 8-0 in Harrisburg.

**Developer Contribution** - Under Pennsylvania law, municipalities may require developers to make improvements to public roads when that road is immediately adjacent to the project site and when the project in question will have demonstrable impact upon that road. Obviously, this strategy has limited application (virtually none in the Borough), and timing cannot be anticipated.

**Impact Fees** - The Lancaster County municipality of Manheim Township (just north of Lancaster City) was actually a pioneer of this concept in Pennsylvania, following the examples of local communities in other states that require developers to contribute to transportation projects, that are *not* immediately adjacent to their sites, but where some degree of impact is anticipated. The Pennsylvania legislation, which was incorporated into the Pennsylvania Municipalities Planning Code, requires an extensive planning process to identify projects, to determine existing deficiencies of the network (which may *not* be resolved with impact fees), to identify the geographic area within which the fee will be collected, and to establish the formula by which the amount of the fee is calculated. While this process can be expensive (although the cost of the process may be included as one of the projects to be paid for with the impact fees collected), it has proven extremely beneficial to communities that are experiencing high rates of growth.

**Transportation Partnerships** - Act 47 of 1985 provides for the formation of "partnerships" among municipalities and, in most cases, local developers and businesses. A formal partnership requires the designation of a transportation development district in which all improvements will take place and which assessments may be charged. This program is similar to the impact fee strategy proposed above, except that a municipality may enact an impact fee either unilaterally or with another municipality, and no private sector participation is necessary.

**Lancaster County Municipal Transportation Grants Program** - This program is administered by the County Board of Commissioners to assist municipalities by providing matching funds for local transportation improvements. The grants are targeted toward projects that will reduce congestion, improve safety, and are included on the PennDOT program.

**Liquid Fuels Tax** - This tax, collected by the State, is disbursed to municipalities through the County government based upon the mileage of roads within the jurisdiction. These funds may be used for any activity related to public roads, including maintenance, repair, construction, or reconstruction. Most communities use these funds to pay for maintenance.

## Chapter 10

# Future Land Use Plan

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### Introduction

A major element of the comprehensive planning process is the identification of appropriate areas for new development. This part of the process draws upon all of the background information presented in the earlier chapters about natural features, public facilities, existing land use, demographic analyses, and the transportation system. We have also carefully considered the comments received from the public by means of the written survey that began this process as well as discussion from the monthly public work meetings. Like the 1995 Comprehensive Plan, the result of this process is illustrated on Figure 10.1, the Future Land Use Map. For the most part, we have used the same land use categories that were in the 1995 plan to facilitate comparison and to clarify changes in that prior map.

The 1995 Comprehensive Plan was designed to accommodate growth through the year 2010. For this document, we are contemplating the future of the Township through 2020, but it is worth repeating the following text from the 1995 Plan, as it still applies to the current document.

“...future growth areas have been deliberately located and sized to accommodate the growth that is projected during this time frame. This results in a ‘staged’ future land use scheme that (1) reduces the conversion of productive farmlands, (2) confines development areas so that public improvements and services can be provided efficiently to a compact area, and (3) predominantly focuses infill development around existing settlements....

“...the Future Land Use Map utilizes a number of Plan designations, each identifying a recommended land use category. These Plan designations are intended to...guide the applicable zoning in the area.”

### Designated Growth Areas

The 1995 Comprehensive Plan first introduced the concept of urban and village growth boundaries, which was consistent with the growth management policy being established by the Lancaster County Planning Commission. The plan recommended a single Urban Growth Boundary that included the Borough and the northern portion of the Township along the PA Route 896 corridor. A Village Growth Boundary was provided for the portion of the Township around the village of Refton. The Plan explained that the “...purpose of the urban growth boundary is to discourage the premature rezoning of land for development through a formalized UGB adoption and amendment process. When lands adjacent to and outside an adopted UGB are proposed for rezoning to an urban use, it should first be demonstrated that no lands planned and zoned for that use are available for development within the UGB, or that a mistake has been made which compels the rezoning.” The Plan also recommended that the configuration of the growth boundaries be re-examined every five years.

The current plan maintains the concept, although Lancaster County has changed the nomenclature to the simpler “growth area” and no longer distinguishes between “urban” and “village” areas. The growth area for Refton village is actually smaller than the one shown in the 1995 plan in recognition of a farm that was in the old Village Growth Area that has since been preserved from the development by a conservation easement.

The current plan also proposes new variations on the growth area concept: these are deemed variations in that they do not address specific uses (although future zoning regulations may do precisely that) as much as the types of uses and the overall character of development.

- The Strasburg Region includes a number of features that are major tourist attractions in Lancaster County. These are clustered along an L-shaped corridor defined by PA Route 896 between the East Lampeter Township line and the intersection with PA Route 741, then following PA Route 741 from that intersection eastward to the Paradise Township line. The Region recognizes that these attractions are something of a mixed blessing: the businesses contribute significantly to the local tax base, but the traffic and crowds that they generate are a serious intrusion. In order to accommodate these activities while limiting the development of additional facilities of this type, we have identified this area as a “**hospitality corridor**,” beyond which tourist-oriented business should not be permitted.
- This plan also proposes the establishment of a “**heritage corridor**” along PA Route 741, which generally follows the path of the Great Minquas Trail that was established by the Lenape people before the arrival of European settlers in the seventeenth century and has been in use in one form or another ever since. The Region is seeking to establish this route as a heritage corridor in order to preserve this piece of local history and to discourage development and road projects that would have an adverse impact upon any remaining historic resources or upon the rural character of the surrounding lands. The specific limits of the corridor – along with detailed goals, objectives, and design recommendations – will be established in a formal corridor management plan. The Region may identify other heritage corridors as well, perhaps including Strasburg Pike / Lancaster Avenue and Decatur Street / May Post Office Road.

## Agriculture

The basic objectives for the agricultural area as stated in the 1995 Plan remain valid today:

- Discourage development of Class I, II, and III soils and other historically farmed areas of Strasburg Township.
- Protect agricultural areas from incompatible adjacent uses.
- Permit farm occupations and farm-based businesses to supplement farm income.
- Promote the enrollment of farms in Agricultural Security Areas and the Clean and Green tax deferral program as ways to benefits to farmers.

We note that this last objective is somewhat dated, as there are now tools for farm preservation beyond the “Clean and Green” tax deferral. The Clean and Green programs require a covenant from the farm owner not to develop their property in exchange for a reduced assessment on the property, which would result in a lower tax bill. While these programs are still available, the sale of development rights and of agricultural easements are now more popular: these methods provide the farm owner with cash in hand *in addition to* the reduced assessment benefit. The public benefits in that the right to develop the farm for non-farm use has actually been transferred to another party. The Clean and Green provisions all provided mechanisms by which a farm owner could buy back their right to develop. While this typically included some penalty, the cost of reinstating the right to develop was frequently too low to effectively discourage doing so. By transferring the development right to someone else – usually some conservation organization or a governmental agency – there much less of a chance that the development rights will be reinstated and the property developed for non-farm use.

## Residential

RURAL RESIDENTIAL - These are larger residential lots (over one acre) outside of the designated growth area. Generally, this area is defined by concentrations of existing uses of this type, as this is not a use that we care to encourage.

SUBURBAN RESIDENTIAL - A higher density residential use that is appropriate for the less-densely developed areas within the growth areas. New development within these areas should be required to accommodate open space and/or recreational facilities.

VILLAGE RESIDENTIAL - This is the highest density of residential use. It includes single-family and attached housing similar to what is found along Main Street in the Borough; this area will also accommodate multi-unit structures.

## Commercial

VILLAGE CENTER - This is a mixed-use area accommodating small shops and businesses as well as residences and formal open spaces. This is the best example of a district that is defined by its form rather than by specific uses: this is a pedestrian-friendly area with ample sidewalks and attractive street furniture (light standards, benches, litter receptacles, street trees, etc.) that promotes the existing character of the centers of the Borough and Refton village.

GENERAL COMMERCIAL - These area accommodate larger commercial uses, including the principal tourist attractions, as well as those uses often called "highway commercial." We note that the success of the local tourist industry is largely based upon the rural character and visual quality of the community. This suggests that the design details of the general commercial areas need to be as carefully examined as the pedestrian-scale village areas. While these areas will need to accommodate a large volume of traffic safely, attractive landscaping, appropriate lighting, and clear, attractive signage are nearly as critical as the more typical concerns of parking adequacy and safe road design.

## Industrial

As we noted in Chapter 5, industry in the Strasburg Region is dominated by agriculture and related businesses, including "farmstead support businesses" that are conducted on a farm and contribute to the fiscal solvency of the farm, but are not necessarily otherwise farm-related. It differs significantly from manufacturing operations in that the most critical raw material - high quality soil - cannot be transported and must be used in situ. While farm operations tend to be more picturesque than the factories and office buildings that are more typically considered "industrial," farms nevertheless have impacts on surrounding properties that may be similar to these other industrial uses, such as traffic, noise, dust, glare, and objectionable smells.

While we consider agriculture to be an industry, the industrial areas shown on Figure 10.1 indicate *non-farm* industries. The Region supports these uses and will accommodate their reasonable expansion, but they do not necessarily wish to attract new uses of this type.

## Conservation

Conservation areas are locations where development will be strictly controlled in order to address specific environmental conditions. All such areas are appropriate for use as passive recreational space (if available to the public), background open space, and open yard areas of residential lots. More intensive uses may be permitted, depending upon the nature and severity of the constraint. The “conservation overlay” area shown on Figure 10.1 represents land where careful control of development is warranted by the presence of one or more of the following environmental conditions.

- Designated floodplains - These lands are within the 100-year floodplain defined by the Federal Emergency Management Agency (FEMA) and are susceptible to flooding in severe storm events.
- Wetlands - Based upon wetlands mapping from the National Wetlands Inventory, these are areas characterized by hydric soils, hydric plants, or other wetland characteristics. Wetlands are critical components of the hydrologic cycle facilitating recharge of groundwater supplies. Construction in wetland areas may interfere with this function, by reducing the amount of recharge or by contaminating the sub-surface water supply. Neither result is acceptable, given the local reliance upon groundwater for domestic supply.
- Riparian buffer areas - These are lands within 125 feet of the banks of perennial streams. Failure to maintain this buffer may result in excessive sedimentation in streams, deposition of fertilizer and other waterborne pollutants by stormwater, and/or exposure of the water surface to direct sunlight, which results in the higher water temperatures that facilitate algae growth, which in turn reduces the oxygen content of the water and its capacity to sustain fish. The cumulative effect of poor riparian stewardship is particularly notable as one travels downstream: the current condition of the Chesapeake Bay is largely a result of the lack of riparian controls in upstream areas.
- Slopes in excess of 25% - While it is *possible* to construct on slopes of this severity, it should be discouraged in the areas shown as these locations have no access to public sewerage, and on-site disposal facilities are not permitted on these slopes. Furthermore, the construction of roads and driveways is more difficult, results in more grading to meet maximum safe grade limits, and disrupts plant life on areas where it is difficult to re-establish.

All of these areas may be protected through local ordinances, with the creation of overlay districts within the Zoning Ordinance being perhaps the simplest and most effective. There are some new tools that are available - or will be shortly - that can be used or promoted by local governments in pursuit of these preservation policies.

- The **Conservation Reserve Enhancement Program (CREP)** is a State-Federal partnership that pays farm owners for installing specific conservation measures on their property. In Pennsylvania, the CREP is a voluntary program that targets erosion-prone land along the streams that discharge to the Chesapeake Bay and pays farmers to plant hardwood trees and to establish grass filter strips, riparian forest buffers, and vegetation and other conservation practices on these lands. The program is clearly compatible with the desire to protect floodplains and riparian buffer areas and has the benefit of repairing existing damage of this kind without being prompted by a land development proposal. Additional information is available from the website of the U.S. Department of Agriculture (USDA) at [www.fsa.usda.gov](http://www.fsa.usda.gov).
- The USDA is also partnering with the State in the establishment of the **Pennsylvania Highlands Region**. As defined by USDA, the Highlands Region occupies

portions of Connecticut, New York, New Jersey, and Pennsylvania and is characterized by land that is more rugged and less fertile than the bordering farmland and that still features extensive woodland areas despite being within a region that has long experienced high development pressure. The Highlands Conservation Act of 2004 established the four-state Highlands Region as an area of national significance and authorized Federal assistance for land conservation partnership projects wherein a State or State agency acquires land or an interest in land from a willing seller to permanently protect land in the Region - a strategy similar to that already being used to protect agricultural land. The Strasburg Region is included in the Pennsylvania Highlands Region, making our landowners potentially eligible for this program. At this time, this program is still very much in its infancy: although the geographic limits of the Region have been defined, the key resources to be protected have yet to be mapped and no funding has been provided. We note that the resources to be protected are various water resources; areas that provide habitat for rare, threatened, and endangered plants or animals; places with recreational, scenic, and cultural importance; cultivated farmland; and significant, contiguous forested areas. Judging from these criteria, it appears that the steeper wooded areas in the southern part of Strasburg Township are most likely to be found eligible for any protection under this program. We note that this program nicely complements the existing farmland preservation programs, providing a mechanism to preserve lands that are *not* characterized by prime agricultural soils. Additional information is available on-line at [www.na.fs.fed.us/highlands](http://www.na.fs.fed.us/highlands).

## Museum

The property occupied by the Railroad Museum of Pennsylvania has been given its own category to show that the Township and the Borough support the presence of this institution in the community, particularly given the presence of other train-related attractions, such as the Strasburg Railroad (in Strasburg Township) and the National Toy Train Museum just over the municipal line in Paradise Township. The Railroad Museum is operated under the auspices of the Pennsylvania Historical and Museum Commission.

## Chapter 11

# Implementation

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### Introduction

The intent of this Comprehensive Plan is to determine jointly and to implement a set of key goals for the Strasburg Region. Chapter 2 of this Plan identified general policies for a number of topical areas and a set of goals to implement those policies; other goals have been identified throughout the Plan. This chapter further distills this process, identifying thirteen action steps for implementation in the first five years after the adoption of this Plan. This is a realistic schedule, although clearly an aggressive one.

In contrast to the 1995 Plan, we have not divided the tasks into “Borough” tasks and “Township” tasks. One of the earliest directives from the citizen Committee was to emphasize cooperative efforts and minimize tasks that would be “solo” efforts. While a few of the tasks are necessarily only for one municipality (and we have noted them in the following text), the great majority are indeed joint efforts.

We have attempted to be comprehensive in describing the steps to implement this Plan, but it is important to bear in mind that new options will present themselves over time. These may be in the form of legislative tools provided by County, State, or Federal governments (or in partnerships among these governmental levels); new public or private funding sources; or the impact of some new development in the community. For this reason, it is important to use this Plan as a guide rather than as a strict set of rules. If, for example, a private foundation is willing to contribute to updating the historic resources inventory, the failure to mention that foundation below is no reason to believe that the Community may not pursue the funding. Rather, the question that the community needs to ask is whether or not a given opportunity clearly promotes one of the stated policies, and to pursue it if it does.

While the Borough and the Township are eager to secure whatever outside support – financial or in-kind – that is available to promote the implementation of this Plan, they also recognize that they will need to commit their own finances as well if the projects described here will ever come into being. As many of these projects are framed as joint or multi-municipal endeavors, there is a built-in saving over what the cost would be if either municipality were to attempt them as solo efforts.

The Region should plan to update this document after five years, particularly this chapter in order to re-prioritize the remaining tasks.

### Step 1: Re-establish the Strasburg Region Joint Planning Commission

The joint municipal steering committee that created this Comprehensive Plan was an ad hoc group appointed by the governing bodies of the Borough and the Township. In the course of the plan development process, it became apparent that there were a number of projects that could similarly be accomplished more efficiently by the municipalities working together. The Joint Planning Commission recommended here is *not* intended to replace the individual municipal planning commissions that review subdivision and land development plans, but is instead intended to be a special projects group charged with four basic tasks:

- to act as the agency that will hold the Borough and the Township accountable for implementing this Comprehensive Plan,

- to seek out additional areas where the Borough and the Township could work cooperatively to the benefit of both (including efforts that may involve other municipalities),
- to act as a steering and/or planning committee where such new cooperative efforts require additional planning, and
- to review on a regular basis the environmental protection and preservation guidelines that affect environmentally sensitive areas in the Township and the Borough and to recommend revisions to these guidelines where appropriate.

Examples of projects that such a commission may consider include creation of a well-head protection ordinance, exploration of whether any police protection services could be shared between the municipalities (including the feasibility of a joint police force), and establishing a joint Historical and Architectural Review Board or Historical Commission.

Projects that would involve other municipalities could include transportation planning and construction initiatives (such as the desire to improve streets along the Paradise and East Lampeter Township lines or the creation of a pedestrian/bicycle trail between the Borough and the High School, which would necessarily involve West Lampeter Township), recreation planning, and solid waste management, including composting and recycling.

#### **Step 2: Explore the feasibility of a Joint Municipal Authority with expanded jurisdiction**

This Plan continues the planning goals of the 1995 Plan and other joint planning efforts that recognize the Strasburg Region Designated Growth Area (DGA). The DGA includes the entirety of Strasburg Borough as well as portions of Strasburg Township that surround the Borough and are logical places for growth. A key component of that DGA is the provision of public sewerage and public water supply, both to serve very limited areas of new development and areas of existing development that have a history of sewer-related problems (such as the area including the State Railroad Museum and the Strasburg Railroad). Because public infrastructure is proposed for the Township, the structure of the Strasburg Sewer Authority may need to be revised to include Township representatives as well as to include the provision of public water supply as part of its mission.

#### **Step 3: Continue implementation of the Route 896 Study**

The flow of traffic in and around the Borough remains a concern for the region. One key to easing that pressure is the completion of the relocation of Route 896. This corridor, once completed, will improve the flow of through-traffic as well as reduce the volume of traffic entering into Strasburg square. Though this project is currently underway, the municipalities must continue to work together to ensure its completion.

#### **Step 4: Study the feasibility of developing a Joint Municipal Act 537 Plan**

Both municipalities are required to develop and adopt an Act 537 Plan that identifies provisions for sanitary sewage treatment throughout their jurisdictions. Given the geography of the region and depending upon the results of Step 2 (above), a joint Act 537 Plan may be the most efficient way to address key policies related to sewage treatment and disposal. At this time, the most prominent policy questions are:

- should there be a public sewer service area for Strasburg Township that matches the boundary of the Strasburg DGA;
- what options are available for the village of Refton, which has experienced a number of failing private sewer systems; and

- how to work with the Pennsylvania Department of Environmental Protection to develop acceptable strategies for alternative private sewer systems, which is particularly critical to the Plain Sect community and other farmers who need to accommodate extended families on their property.

#### **Step 5: Implement a Joint Transportation Improvement Program**

The construction and maintenance of roads was the original function of local government. This plan has identified a number of road improvements that should be incorporated into existing road maintenance plans. The municipal governing bodies should continue to work together and with the staff of the Lancaster County Planning Commission to prioritize these projects and to secure funding assistance.

Traffic congestion was among the most critical issues identified by Region residents. The combination of rural roads, the continued reliance upon horse-drawn buggies by a significant minority of the population, a thriving tourist trade, and heavy pass-through traffic creates serious traffic issues. The resolution of these issues requires a level of analysis and study that is beyond the scope of this Plan, so we have established this task to address the following goals.

- Identification of roads and necessary improvements to create a series of alternate routes for through traffic to function as a de facto by-pass around the Borough.
- Identification and prioritization of Heritage Corridors.
- Identification of improvements necessary to optimize safe travel for horse-and-buggy traffic.
- Establishment of a bicycle route system.
- Establishment of a pedestrian sidewalk/trail system.

#### **Step 6: Develop Heritage Corridor Study for PA Route 741**

Route 741 is a vital link in the regional and County transportation systems, and has been since the first European settlement of the area. This Study will document the cultural and historical resources along this corridor and will identify options to preserve its uniqueness.

#### **Step 7: Prepare and adopt a Joint Official Map**

As described more fully elsewhere in this document, the Official Map is an excellent tool for identifying key improvements. As the Borough and the Township currently each have an Official Map, this action will only require that the municipalities work together to update and revise their current maps to be consistent with this Plan and then adopt the final product.

#### **Step 8: Create a dedicated bicycle and pedestrian trail connecting the Borough with Lampeter-Strasburg High School and a similar trail in the Township that circles the Borough**

This step should be done in coordination with the recommended improvements for other non-motorized vehicles to improve safety and to reduce the conflicts between motorized and non-motorized vehicles. Once the corridors have been identified, the municipalities should seek funding to complete the necessary improvements. We anticipate that these trails will accommodate both recreational use and destination-oriented traffic.

#### **Step 9: Develop website for Strasburg Township**

The development of a municipal website is one of the most important things that a municipality can do to keep its residents informed of local events and concerns. Although the website would not entirely replace more traditional means of communication (direct mail, newspaper, radio) it is a more flexible and more easily revised medium, well suited for keeping residents and other interested parties informed of Township events as well as for providing a resource answering frequently asked questions. The Township should contact Lancaster County for assistance in placing a web page within the County website, as Strasburg Borough has already done.

#### **Step 10: Establish a local farm market**

The Township and Borough should work together to identify a location for a farm market that will provide local farmers with a centralized outlet for their produce. The intent is to provide local residents with the opportunity to get fresh, in-season produce, but we recognize that this may become a minor tourist attraction as well. Ideally, the market will be at a location easily accessible to the Plain Sect community, the general public, and tourists. Once a suitable location has been identified, the Borough and the Township should prepare plans to promote it to the community and beyond.

#### **Step 11: Update Historic Resource Inventory**

We have already noted in Chapter 3 that the inventory of historic sites performed by the Historic Preservation Trust of Lancaster County is not fully complete and is also falling out of date. Furthermore, the definition of what constitutes a "historic resource" has broadened beyond individual structures to include the context of those structures, including both built and natural environments. An effective historic preservation strategy must have current information. The Borough Historical Commission should participate in this effort. The Township could establish its own Historical Commission to assist with this effort, or, if no Commission is established, interested Township residents should be invited to participate, perhaps as a precursor to appointing a Historical Commission. Ideally, the Borough and the Township will work together to develop a unified inventory and plan to preserve these resources.

#### **Step 12: Revise municipal Zoning Ordinances**

Zoning is the most direct way available to municipal governments to control development and land use. By adopting a joint municipal Comprehensive Plan, the Borough and the Township may (but are not required) to adopt a joint Zoning Ordinance. The municipalities elected to maintain separate ordinances following the adoption of the 1995 Plan. This option should be revisited prior to implementing this task.

Regardless of whether the municipalities pursue a joint ordinance or retain separate ordinances, this task will promote a wide variety of policies and goals. We note the following in particular, although this list is by no means exhaustive.

- Implementation of the future land use plan.
- Preservation and re-implementation of the growth boundaries.
- Promotion of agriculture as the principal industry in the Region through district regulations that discourage or prohibit the wholesale conversion of farm land and prime agricultural soils to other uses, that accommodate agricultural support businesses and farmstead support operations, and that minimize the potential for conflict between farms and abutting non-farm properties.
- Promotion of conservation by establishing or maintaining (as appropriate) overlay districts for floodplains and steep slope areas, by establishing riparian buffer zones, and by requiring new residential development to provide recreational *and* non-recreational open space.
- Accommodation of projected population.
- Accommodation of the particular housing needs of the Plain Sect community within the Region.
- Preservation of the central area of the Borough and the village of Refton as commercial and service centers.
- Accommodation of tourist-oriented businesses in appropriate locations, as described earlier in this Plan.
- Accommodation of neighborhood-based schools.

### Step 13: Revise municipal Subdivision and Land Development Ordinances

Like the Zoning Ordinance, the municipalities may elect to implement a joint Ordinance or to have separate Ordinances. It should be noted that it is possible to adopt a joint Subdivision and Land Development Ordinance without a joint Zoning Ordinance. While the Zoning Ordinance establishes land uses and densities of development, the Subdivision and Land Development Ordinance addresses design issues in greater detail (what it will all look like) and process (how it will get done). The following goals are promoted by this task.

- Implementation of effective riparian buffers.
- Implementation of best management practices for stormwater management.<sup>1</sup>
- Implementation of design requirements for new development.
- Detailed descriptions of open space requirements (including recreational spaces and non-recreational lands) for new development.

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<sup>1</sup> This may also be implemented as a separate, stand-alone ordinance.

S T R A S B U R G   R E G I O N  
*Borough of Strasburg & Township of Strasburg*



COMPREHENSIVE PLAN OF 2006



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APPENDIX

Public Survey Sample  
Analysis of Survey Responses

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## ANALYSIS OF PUBLIC SURVEY RESPONSES

The questionnaire mailed to all Region residents was perhaps the single most important element of our public participation strategy, for it gave everyone in the community a chance to express their concerns and opinions. All of the data from the returned surveys was entered into a spreadsheet to enable quick analysis. The following analysis is limited, providing a synopsis of the responses rather than detailed analysis, so no multi-variate analysis is shown here, although this level of analysis is possible, given the format of results tally. Electronic copies of the complete response database are in the possession of the Borough, the Township, and the Lancaster County Planning Commission and are available for further analysis. Interested parties may contact any of those agencies in order to secure access to the database.

A total of 2,531 questionnaires were sent to each household in the Region. A total of 568 were returned, giving a gross total "yield" of 22.4%. This figure includes surveys that were not completed in full. Responses from incomplete questionnaires were still included in the results below, but this has resulted in the total responses indicated for any given question being less than 568.



**Question 1** asked people to indicate whether they were residents of the Borough or the Township.

275 Borough residents

275 Township residents

2 respondents indicated that their property was in both the Borough and the Township.

16 respondents did not answer this question.

Note the remarkable coincidence in that we received an identical number of responses from the Borough and the Township. In the remaining portion of this analysis, figures based upon the TOTAL number of responses, the number of Borough responses, and the number of Township responses. Respondents who indicated that they lived in both municipalities are included in the Borough responses AND the Township responses, but they are counted only once in the Total figure. Respondents who did not indicate their municipality of residence are included in the Total figure, but are not in either the Borough or the Township tally.

*PLEASE NOTE:* Since many respondents did not answer all of the questions - particularly this one - "total" figures throughout this analysis rarely equal the sum of the Borough and Township numbers. This is not due to any error in math or the tabulation.

**Question 2** asked people how long they had lived in the Borough or Township. In the following chart, the number of persons responding "less than one year" is provided along with the percentage of responses received from either the Borough or the Township, as indicated. The mean and median are calculated separately for the Borough and the Township and do not include those who responded "less than one year." The median has been provided in order to balance any skewing effect caused by a small number of very long term residents.

	< 1 YEAR	RANGE OF RESPONSES >1 yr.	MEAN	MEDIAN
BOROUGH	10 (3.6%)	1 yr. - 90 yrs.	22.5 yrs.	17 yrs.
TOWNSHIP	2 (0.7%)	1 yr. - 87 yrs.	25.3 yrs.	20 yrs.

Although newcomers are represented in this sample, it should be noted that the most of the responses we received were from people who have lived in the community for some time.

**Question 3** asked about the size of properties as well as form of tenure. Note that the great percentage of respondents were property owners.

	RENTER	½ ACRE OR LESS	BETWEEN ½ AND 1 ACRE	MORE THAN 1 ACRE
BOROUGH	9 (3.3%)	188 (69.6%)	59 (21.9%)	14 (5.2%)
TOWNSHIP	4 (1.5%)	52 (19.5%)	100 (37.6%)	110 (41.4%)

In response to **Question 4**, 5 Borough residents (1.9%) and 44 Township residents (16.5%) stated that their properties were farmed, either by themselves or another party.

**Question 5** asked about the household size of the respondents. These data may be analyzed in a variety of ways; we have provided the most useful below.

	<5 yrs.	6 - 18 yrs.	19 - 24 yrs.	25 - 44 yrs.	45 - 64 yrs.	>65 yrs.	TOTAL
BOROUGH: Total persons reported	49 (6.8%)	101 (14.0%)	51 (7.1%)	145 (20.2%)	219 (30.5%)	150 (20.9%)	<b>719</b>
BOROUGH: Number of households reporting such persons	35 (12.8%)	64 (23.4%)	38 (13.9%)	90 (32.8%)	130 (47.4%)	92 (33.6%)	<b>274</b>
TOWNSHIP: Total persons reported	49 (6.5%)	126 (16.6%)	44 (5.8%)	138 (18.2%)	267 (35.2%)	134 (17.7%)	<b>758</b>
TOWNSHIP: Number of households reporting such persons	35 (12.7%)	68 (24.7%)	32 (11.6%)	83 (30.2%)	159 (57.8%)	86 (31.3%)	<b>275</b>
<b>TOTAL persons reported (includes persons who did not include residence)</b>	<b>98 (6.6%)</b>	<b>227 (15.3%)</b>	<b>95 (6.4%)</b>	<b>290 (19.6%)</b>	<b>484 (32.7%)</b>	<b>286 (19.3%)</b>	<b>1480</b>

The data collected for this question also indicate that the average household size of the Borough respondents was 2.58 persons and for the Township respondents was 2.74 persons.

Note that that "total" for the "number of households" rows does *not* equal the sum of the cells in that row. This reflects the fact that most households will have more than one age group represented.

By comparing these data with the census data in Chapter 4, we can see how similar the respondents are to the Borough and Township in general.

	AVERAGE HOUSEHOLD SIZE	PERSONS AGED 25-44 YEARS	PERSONS AGED 45-64 YEARS	PERSONS AGED 65 YEARS AND OLDER
BOROUGH SURVEY RESPONSES	2.58 persons	145 (20.2%)	219 (30.5%)	150 (20.9%)
BOROUGH 2000 CENSUS	2.52 persons	856 (30.6%)	625 (22.3%)	379 (13.5%)
TOWNSHIP SURVEY RESPONSES	2.74 persons	138 (18.2%)	267 (35.2%)	134 (17.7%)
TOWNSHIP 2000 CENSUS	3.15 persons	1,033 (25.7%)	941 (23.4%)	378 (9.4%)

For example, we can see that the average household size of the Borough respondents is more nearly in line with the census data than the same parameter for the Township respondents. In both municipalities, persons in the 25-44 age group appear to be under-represented in the survey responses, while those in the older age groups appear to be over-represented.

**Question 6** asked for information on total annual household income.

	Borough	Township	TOTAL
Less than \$25,000	22	25	47
\$25,000 to \$50,000	67	69	137
\$50,000 to \$100,000	112	91	204
\$100,000 to \$150,000	28	31	60
\$150,000 to \$200,000	5	3	8
Over \$200,000	4	4	8

**Question 7** asked people why they chose to live in the Strasburg Region. Although the survey clearly asked for people to select one response, a number of respondents indicated more than one. Since there was no indication of ranking provided, questionnaires with multiple responses were not included in the following tally.

	Borough	Township	Total
a. Born or raised in the Region	69	88	158
b. Attractiveness of the community	85	33	118
c. Cost of living	5	4	9
d. Close to family or friends	27	30	56
e. Availability of quality housing	14	7	22
f. Quality of public schools	25	28	53
g. Convenience to work	22	18	41
h. Availability of land	4	27	31
i. Other	14	18	32

**Question 8** asked people to rate the appeal of 26 different aspects of the community on a one-to-five scale, with 1 being "extremely unappealing" and "5" being "extremely appealing." This allows us to rank public opinion as a number created by averaging the responses, as shown below.

STATEMENT	TOTAL	BORO	TWP
a. Overall visual attractiveness of the area	4.29	4.31	4.27
b. Appearance of housing	4.05	4.08	4.03
c. Cost of living	3.51	3.53	3.50
d. Cost of housing	3.35	3.47	3.20
e. Quality of police protection service in the Boro	4.03	4.18	3.78
f. Quality of police protection service in the Twp	3.22	3.62	3.01
g. Quality of fire protection service in the Boro	4.24	4.40	4.00
h. Quality of fire protection service in the Twp	3.99	4.19	3.88
i. Quality of emergency medical svcs in the Boro	4.16	4.30	3.95
j. Quality of emergency medical svcs in the Twp	3.94	4.16	3.84

k. Quality of public schools	4.26	4.35	4.17
l. Availability of recreational facilities	3.61	3.72	3.50
m. Ability to shop for day-to-day needs	3.69	3.67	3.70
n. Appearance of commercial areas	3.59	3.62	3.54
o. Quality of road maintenance in the Boro	3.68	3.74	3.56
p. Quality of road maintenance in the Twp	3.45	3.54	3.40
q. Quality of road design in the Boro	3.34	3.41	3.22
r. Quality of road design in the Twp	3.17	3.22	3.13
s. Volume of traffic	2.32	2.18	2.46
t. Speed of traffic	2.56	2.57	2.53
u. Boro tax rates	2.84	2.92	2.68
v. Twp tax rates	2.83	3.05	2.72
w. Boro trash collection system	3.43	3.53	3.20
x. Twp trash collection system	3.34	3.50	3.26
y. Mgmt of growth/development in the Boro	3.08	3.08	3.04
z. Mgmt of growth/development in the Twp	3.12	3.14	3.11
aa. Other (identified by respondent)	2.42	2.29	2.38

**Question 9** asked for opinions about permitting accessory businesses on farm properties. Respondents were presented with a list of seven (7) options, from which they were to select one (1). The options were listed from least restrictive to most restrictive. Note that "Borough" and "Township" responses do not total to the "Total" figure for the reasons described in the introduction.

	TOTAL	BORO	TWP
There should be no restrictions on how farm properties are used.	21 4.2%	14 5.6%	6 2.5%
Non-farm uses should be permitted as long as the property still looks like a farm.	97 19.2%	46 18.5%	46 18.9%
Non-farm uses should be permitted provided that they don't affect surrounding properties due to stormwater runoff, noise, glare, odor, dust, or traffic	273 54.2%	127 51.2%	141 58.0%
Any non-farm operation should be permitted as long as the only employees of that operation are people who live on the farm or are part of their immediate family.	39 7.7%	23 9.3%	15 6.2%
Any additional use must be somehow related to the farm, such as the sale of items made from materials produced on the farm.	50 9.9%	24 9.7%	26 10.7%
No non-farm uses should be allowed on farm properties.	19 3.8%	11 4.4%	7 2.9%
Other (identified by respondent)	5 1.0%	3 1.2%	2 0.2%
<b>TOTAL</b>	<b>504</b>	<b>248</b>	<b>243</b>

**Question 10** is perhaps the most complicated to analyze: respondents were asked to select from a list of community issues which five (5) they believed to be most urgently in need of municipal attention. Respondents were asked to rank their selections from 1 through 5, with "5" indicating the most urgent issue. Space was provided for the respondents to add their own concern if it was not on the list. Obviously, the issue receiving the most "1" responses is the one of greatest concern to most people, but the issue receiving the most responses *of any rank* indicates that this is an issue that *all* respondents feel should be somewhere on the local agenda. In this way it is possible to prioritize any number of local issues – as well as to gauge

how strongly people feel about it. One interesting finding here is the response to the item about “working with other municipalities to address shared concerns.” This did not receive many responses in total, and only six people ranked it as number 1. The interesting part is how many people ranked it 5, suggesting that a number of respondents felt that this was important enough to mention, but not really a priority. Again, adding columns will not produce matching numbers. In addition to the reasons noted in the introduction, respondents were free to specify fewer than five concerns, and a number of respondents either answered incorrectly (preventing us from including it in this analysis) or not at all.

In the following chart, **TOTAL responses are shown in bold type**, *Borough responses are shown in italics*, and Township responses are in plain text. The basic question is: which five issues most urgently require the attention of local officials? The columns indicate the number of responses of each kind (1, 2, 3, 4, or 5) received by each statement.

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>TOTAL</b>
Controlling urban sprawl	<b>101</b>	<b>57</b>	<b>31</b>	<b>27</b>	<b>24</b>	<b>240</b>
	<i>43</i>	<i>25</i>	<i>13</i>	<i>14</i>	<i>9</i>	<i>104</i>
	55	27	19	13	14	128
Addressing traffic congestion	<b>78</b>	<b>60</b>	<b>32</b>	<b>28</b>	<b>25</b>	<b>223</b>
	<i>54</i>	<i>28</i>	<i>22</i>	<i>10</i>	<i>20</i>	<i>134</i>
	24	27	11	16	5	83
Enforcing speed limits	<b>18</b>	<b>20</b>	<b>21</b>	<b>12</b>	<b>17</b>	<b>88</b>
	<i>9</i>	<i>12</i>	<i>13</i>	<i>7</i>	<i>7</i>	<i>48</i>
	6	7	9	4	9	35
Maintaining the roads	<b>2</b>	<b>25</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>104</b>
	<i>1</i>	<i>11</i>	<i>9</i>	<i>13</i>	<i>8</i>	<i>42</i>
	2	14	16	11	17	60
Promoting tourism in the community	<b>4</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>30</b>
	<i>2</i>	<i>0</i>	<i>5</i>	<i>5</i>	<i>6</i>	<i>18</i>
	2	2	1	2	4	11
Promoting non-tourist economic development	<b>4</b>	<b>9</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>43</b>
	<i>3</i>	<i>5</i>	<i>5</i>	<i>6</i>	<i>5</i>	<i>24</i>
	1	3	3	6	3	16
Promoting the viability of agriculture	<b>9</b>	<b>15</b>	<b>19</b>	<b>22</b>	<b>16</b>	<b>81</b>
	<i>3</i>	<i>5</i>	<i>8</i>	<i>10</i>	<i>6</i>	<i>32</i>
	7	10	9	12	10	48
Limiting the impact of tourism on the community	<b>7</b>	<b>21</b>	<b>22</b>	<b>17</b>	<b>25</b>	<b>92</b>
	<i>1</i>	<i>13</i>	<i>11</i>	<i>8</i>	<i>11</i>	<i>44</i>
	7	9	11	8	12	47
Protecting farm land	<b>67</b>	<b>61</b>	<b>66</b>	<b>39</b>	<b>25</b>	<b>258</b>
	<i>21</i>	<i>29</i>	<i>29</i>	<i>21</i>	<i>14</i>	<i>114</i>
	43	31	34	18	10	136
Promoting historic preservation	<b>16</b>	<b>17</b>	<b>37</b>	<b>32</b>	<b>28</b>	<b>130</b>
	<i>14</i>	<i>10</i>	<i>25</i>	<i>23</i>	<i>16</i>	<i>88</i>
	4	7	12	9	11	43
Protecting groundwater quality	<b>35</b>	<b>43</b>	<b>28</b>	<b>34</b>	<b>24</b>	<b>164</b>
	<i>21</i>	<i>23</i>	<i>11</i>	<i>13</i>	<i>10</i>	<i>78</i>
	12	20	16	21	12	81
Developing recreational facilities	<b>2</b>	<b>6</b>	<b>11</b>	<b>15</b>	<b>19</b>	<b>53</b>
	<i>1</i>	<i>3</i>	<i>5</i>	<i>6</i>	<i>11</i>	<i>26</i>
	1	3	5	9	8	26
Improving existing recreational facilities	<b>1</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>25</b>
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>9</i>	<i>19</i>
	1	1	0	2	3	7

Protecting environmentally sensitive areas	8 5 3	12 8 4	22 12 7	27 13 15	18 7 10	87 45 39
Working with other municipalities to address shared concerns	6 5 1	8 5 3	12 8 2	14 6 7	36 19 15	76 43 28
Preserving non-farm open space	8 3 7	12 4 7	20 10 10	26 15 10	22 10 12	88 42 46
Developing recreational trails	2 0 3	6 4 2	6 2 4	11 4 6	10 3 6	35 13 21
Lowering taxes	53 24 28	29 17 11	26 13 13	31 17 13	28 11 16	167 82 81
Improving police protection	2 1 1	2 0 2	8 2 6	8 3 3	7 4 3	27 10 15
Improving fire protection	2 1 1	0 0 0	1 0 1	3 0 3	3 1 1	9 2 6
Expanding the service area of the public water system	2 0 2	7 2 6	2 0 1	3 3 0	6 1 4	20 6 13
Expanding the service area of the public sewage disposal system	7 2 5	4 3 2	6 3 2	4 2 2	8 5 2	29 15 13
Other (indicated by respondent)	6 4 2	6 4 2	1 1 0	3 3 0	10 7 3	26 19 7

**Question 11** asked for opinions regarding nineteen (19) statements concerning local issues. Respondents were asked to rank these on a 1-to-5 scale, with “1” indicating strong disagreement and “5” indicating strong agreement. A ranking of “3” indicates no strong opinion. The average (mean) responses are listed below in descending order according to total responses.

	TOTAL	BORO	TWP
s. I enjoy living here.	4.54	4.53	4.56
q. This is a good place to raise a family.	4.50	4.53	4.47
p. I have sufficient access to good-quality health care.	4.00	4.10	3.90
r. This is a good place to operate a business.	3.79	3.79	3.81
j. Preservation of agricultural land is a proper use of public funds.	3.63	3.55	3.70
m. Preservation of open space is a proper use of public funds.	3.61	3.65	3.57
a. The existing Urban Growth Boundary around Strasburg Borough has been beneficial.	3.34	3.45	3.20
n. I have sufficient access to information about Borough issues.	3.33	3.59	2.98
d. We need to attract more non-tourist industry.	3.22	3.31	3.16
b. The existing Village Growth Boundary around Refton village has been beneficial.	3.20	3.19	3.18
o. I have sufficient access to information about Township issues.	3.11	3.20	3.08
k. There is rarely any standing water on Borough roads after a	2.95	2.93	2.92

storm.			
l. There is rarely any standing water on Township roads after a storm.	2.55	2.64	2.47
h. Public sewage service should be extended beyond the Borough.	2.37	2.44	2.31
i. Public water service should be extended beyond the Borough.	2.30	2.28	2.73
c. We need to attract more tourists.	2.06	2.25	1.88
g. I would like a fast-food chain to locate in the Region.	1.94	1.95	1.90
f. I would like a convenience store to locate in the Region.	1.84	1.85	1.81
e. I would like a "big box" retailer to locate in the Region.	1.53	1.59	1.45

It appears that Borough and Township residents rank their concerns similarly, but not identically. We note that there are no issues where the Borough and Township respondents are in strong opposition in their opinions, although there are several areas where there is a significant difference in the strength of these opinions. We note four (4) items where the difference between the Borough and the Township response is 0.25 or more:

- n: I have sufficient access to information about Borough issues (Boro 3.59 / Twp 2.98). It appears that the Borough does a fairly good job of communicating to its residents, but Township residents feel left out of the loop on Borough issues. One could note that the Borough is not compelled to keep non-residents informed, but it appears that Borough events are important to Township residents. This suggests that a co-operative communication effort involving both the Borough and the Township would be welcome, particularly by Township residents.
- i: Public water service should be extended beyond the Borough (Boro 2.28 / Twp 2.73). Borough residents clearly do not favor this suggestion; Township residents do not appear to support this, but are more nearly neutral.
- c: We need to attract more tourists (Boro 2.25 / Twp 1.88). This was one of the least popular statements in this question: while neither group of residents expressed agreement, we note that the Township respondents rejected it more strongly.
- a: The existing Urban Growth Boundary around Strasburg Borough has been beneficial (Boro 3.45 / Twp 3.20). Borough residents seem happiest about the effect of the growth boundary; while Township residents are more nearly neutral, they are still on the "positive" side.

It is gratifying to note that Borough and Township residents *both* indicate that they enjoy living here and that this is a good place to raise a family.

**Question 12** Respondents were asked their opinion on how the lands adjoining the PA Route 896 by-pass should be developed. Responses are shown below in the order which they were presented on the survey.

	TOTAL	BORO	TWP
The land should stay in its current use: the rural feel should be preserved.	293 55.7%	127	159
This land should feel suburban, with housing or commercial uses at a lower density than what is found in the Borough.	93 17.7%	53	41
This land should be developed to feel like an extension of the Borough with a mix of uses at a relatively high density.	76 14.4%	39	33
This would be a good place for highway-oriented businesses like convenience stores and fast-food restaurants.	64 12.2%	36	25

**Question 13** asked respondents to indicate how they perceived the safety of specific road segments and intersections within the Township. The choices provided were selected by the committee due to their volume of traffic as well as areas that were thought most likely to be identified as hazardous. Respondents were asked to rank the roads and intersection on a scale of 1 to 5, with “1” being “extremely unsafe” and “5” being “extremely safe.” The specific choices are listed here in order from least-safe to most-safe, according to the total responses. Please realize that these responses address the perceptions of those who responded and may not be supported by any accident data or engineering analyses.

	TOTAL	BORO	TWP
p. Other	2.13	2.32	1.94
m. Intersection of Main St./Miller St./Lancaster Ave.	2.55	2.35	2.75
i. May Post Office Rd. between Reservoir and Sides Mill Rds.	2.63	2.76	2.49
k. Intersection of N. Decatur St./Historic Dr. (Clover Ave.)	2.77	2.57	2.95
l. Intersection of Miller St. (Village Rd., PA 741)/Lime Valley Rd.	2.81	2.65	2.95
o. Intersection of E. Main St./Gap Rd. (PA 741)/Georgetown Rd. (PA 896)	2.81	2.73	2.87
n. Intersection of Lancaster Ave. (Strasburg Pk.)/Prospect Rd.	2.85	2.68	3.02
j. Intersection of White Oak Rd./Beaver Valley Pk.(US 222)	3.07	3.09	3.06
f. Lancaster Ave. (Strasburg Pk.)	3.09	3.07	3.08
h. S. Decatur St. (May Post Office Rd.)	3.12	3.20	3.02
a. PA 896 between Main St. and E. Lampeter Twp. line	3.18	3.12	3.24
d. PA 741 west of Decatur St.	3.28	3.26	3.28
b. PA 896 between Decatur St. and Paradise Twp line	3.29	3.29	3.28
c. PA 741 east of Decatur St.	3.31	3.28	3.33
e. US 222 (Beaver Valley Pk.)	3.32	3.34	3.30
g. White Oak Rd.	3.40	3.37	3.43

The selection of “other” as the most dangerous road hazard is not surprising, as this option gave people the opportunity to identify the feature that they felt most strongly about. Regarding the other choices, we note that respondents felt most strongly about features in their own municipality: Township respondents named a segment of May Post Office Road (which is in the Township) as making them feel least safe, while Borough residents identified the intersection of Main Street, Miller Street, and Lancaster Avenue (which is in the Borough). As with Question 11, it is interesting to note where Borough and Township residents differ. There are five (5) locations where the difference is more than 0.25 point:

- m: Intersection of Main St./Miller St./Lancaster Ave. (Boro 2.35 / Twp 2.75). This location was selected first overall for making respondents feel least safe, although Borough residents felt much more strongly about it, as this response also has the largest difference between Borough and Township responses.
- k: Intersection of N. Decatur St./Historic Dr. (Clover Ave.) (Boro 2.57 / Twp 2.95). Again, Borough residents felt more strongly about this location in the Borough; note that Township residents are almost perfectly neutral on this location.
- n: Intersection of Lancaster Ave. (Strasburg Pk.)/Prospect Rd. (Boro 2.68 / Twp 3.02). Another Borough location where Borough residents feel unsafe and Township residents are neutral.
- l: Intersection of Miller St. (Village Rd., PA 741)/Lime Valley Rd. (Boro 2.65 / Twp 2.95). This location is on the Borough/Township Line, but Borough residents feel significantly less safe.

- i: May Post Office Rd. between Reservoir Rd. and Sides Mill Rd. (Boro 2.76 / Twp 2.49). This is the only example where Township residents feel significantly less safe than Borough residents, which may possibly be attributed to familiarity with this road segment.

### **Double- and triple-sorts**

One of the benefits of having the data tabulated in a spreadsheet, is that we can sort the data by more than one parameter. This can be done in dozens (if not hundreds or even thousands) of ways, so it is important to select combinations that are meaningful. For example, we can find out how different groups value different aspects of the community and how this has changed over time by cross-referencing responses to Question 2 (length of residence) with Question 7 (why did you move here). By doing so, we find that those who have lived here less than a year were most attracted by the availability of quality housing (41.7%) and next by the quality of the public schools (25.0%). In contrast, respondents who have lived here between 10 and 20 years, inclusive, cited attractiveness of the community as the principal attraction (32.9%) followed by being born or raised in the region (21.9%) - this last is particularly interesting since this excludes respondents who have lived here more than twenty years, so most of these respondents are people who have moved away and chosen to return. How responses differ across different income groups, age groups, or according to length of residence (as in our example) help us to understand how the perception of our community is changing and what aspects are becoming more important to residents over time.

Dear Residents of Strasburg Borough and Strasburg Township:

Strasburg Borough and Strasburg Township are in the process of updating the joint Comprehensive Plan for the Strasburg Region. The Comprehensive Plan, first developed in 1995, forms the foundation upon which all other documents, including the Zoning ordinance, Park and Recreation Plan, and the Subdivision and Land Development Ordinance are built. The Plan analyzes the current status of the region, including an inventory of assets and deficiencies; looks at strengths, weaknesses, opportunities and threats to our communities; and, provides a framework for strategies to improve the communities through planning, budgeting, and public participation.

Community participation and public input are critical if we are to understand residents' concerns. We need to hear from YOU! We are mailing the attached questionnaire to every Strasburg Borough and Township resident. This is your chance to tell us what you like, what you are concerned about, and how you think the region should utilize its resources in the future.

The questionnaire is confidential and takes only a few minutes to complete. Because your input is important, we have prepaid the return postage. Simply refold the survey so the pre-printed address is showing, tape the sides and place it in the mail.

You can find updates of the progress of the Comprehensive Plan, along with dates of future meetings of the Planning Committee at [www.co.lancaster.pa.us/strasburgregion](http://www.co.lancaster.pa.us/strasburgregion). Meetings are at 7:30 p.m., on the third Tuesday of each month, alternating between the Borough and Township buildings. The public is invited!

Thank you for completing the survey. Together, we can make sure the Strasburg Region continues to be a great place to live!

## STRASBURG REGION COMPREHENSIVE PLAN UPDATE RESIDENT QUESTIONNAIRE

1. In which municipality do you reside? ☐ Strasburg BOROUGH ☐ Strasburg TOWNSHIP
2. How long have you lived here? ☐ Less than one year \_\_\_\_\_ years
3. Approximately how much property do you own within the Borough and/or the Township?  
☐ none (renter) ☐ one-half acre or less ☐ between one-half acre and one acre \_\_\_\_\_ acres
4. Is your property farmed? ☐ yes ☐ no
5. Please indicate the number of people residing in your home (including yourself) in each age group:  
\_\_\_\_\_ under 5 yrs. \_\_\_\_\_ 6 - 18 yrs. \_\_\_\_\_ 18 - 24 yrs.  
\_\_\_\_\_ 25 - 44 yrs. \_\_\_\_\_ 45 - 64 yrs. \_\_\_\_\_ 65 yrs. and over
6. Please specify which of the following reflects your total annual household income, before taxes.  
☐ less than \$25,000 ☐ \$25,000 - \$50,000 ☐ \$50,000 - \$100,000  
☐ \$100,000 - \$150,000 ☐ \$150,000 - \$200,000 ☐ more than \$200,000
7. Indicate which ONE of the following was MOST significant in your decision to live at your current address.  
☐ Born or raised in the region ☐ Close to family or friends ☐ Convenience to work  
☐ Attractiveness of the community ☐ Availability of quality housing ☐ Availability of land  
☐ Cost of living ☐ Quality of public schools ☐ Other: \_\_\_\_\_

8. Please rate each of the following aspects of the Strasburg Region in terms of overall appeal: "1" is extremely unappealing and "5" is extremely appealing. Please circle the number that most nearly reflects your opinion. Note that, for some issues, a distinction is made between the Borough and the Township. Borough residents may still respond to Township-specific issues and vice versa, but if you feel that you have no basis to make a judgment, you may skip that item.

	UNAPPEALING ..... APPEALING				
a. Overall visual attractiveness of the area	1	2	3	4	5
b. Appearance of housing	1	2	3	4	5
c. Cost of living	1	2	3	4	5
d. Cost of housing	1	2	3	4	5
e. Quality of police protection service in the Borough	1	2	3	4	5
f. Quality of police protection service in the Township	1	2	3	4	5
g. Quality of fire protection service in the Borough	1	2	3	4	5
h. Quality of fire protection service in the Township	1	2	3	4	5
i. Quality of emergency medical services in the Borough	1	2	3	4	5
j. Quality of emergency medical services in the Township	1	2	3	4	5
k. Quality of public schools	1	2	3	4	5
l. Availability of recreational facilities	1	2	3	4	5
m. Ability to shop for day-to-day needs	1	2	3	4	5
n. Appearance of commercial areas	1	2	3	4	5
o. Quality of road maintenance (repairs, snow removal, etc.) in the Borough	1	2	3	4	5
p. Quality of road maintenance in the Township	1	2	3	4	5
q. Quality of road design (width, sight distances, etc.) in the Borough	1	2	3	4	5
r. Quality of road design in the Township	1	2	3	4	5
s. Volume of traffic	1	2	3	4	5
t. Speed of traffic	1	2	3	4	5
u. Borough tax rates	1	2	3	4	5
v. Township tax rates	1	2	3	4	5
w. Borough trash collection system	1	2	3	4	5
x. Township trash collection system	1	2	3	4	5
y. Management of growth/development in the Borough	1	2	3	4	5
z. Management of growth/development in the Township	1	2	3	4	5
aa. Other:	1	2	3	4	5

9. Agriculture is an important aspect of the Strasburg Region. Even for those who do not farm, the visual character of the farmland is a major element of our quality of life. Unfortunately, it is increasingly difficult for farmers to earn a living from farming alone. In order to increase their income, some farm owners are using their property for non-farm purposes. On the following list, please check the ONE box by the statement that most nearly describes your opinion about this.

- ☐ There should be no restrictions on how farm properties are used.  
☐ Non-farm uses should be permitted as long as the property still looks like a farm.  
☐ Non-farm uses should be permitted provided that they don't affect surrounding properties due to stormwater runoff, noise, glare, odor, dust, or traffic.  
☐ Any non-farm operation should be permitted as long as the only employees of that operation are people who live on the farm or are part of their immediate family.  
☐ Any additional use must be somehow related to the farm, such as the sale of items made from materials produced on the farm.  
☐ No non-farm uses should be allowed on farm properties.  
☐ Other: \_\_\_\_\_

10. On the following list, indicate the issues that you think most urgently require the attention of local officials. Please indicate a maximum of FIVE, ranking them from 1 through 5, with 1 indicating the most urgent issue.

- |   |  |   |
|---|--|---|
| _____ Controlling "urban sprawl"                      | _____ Protecting farm land   | _____ Preserving non-farm open space                                  |
| _____ Addressing traffic congestion                   | _____ Promoting historic preservation                              | _____ Developing recreational trails                                  |
| _____ Enforcing speed limits                          | _____ Protecting groundwater quality                               | _____ Lowering taxes  |
| _____ Maintaining the Roads                           | _____ Developing recreational facilities                           | _____ Improving police protection                                     |
| _____ Promoting tourism in the community              | _____ Improving existing recreational facilities                   | _____ Improving fire protection                                       |
| _____ Promoting non-tourist economic development      | _____ Protecting environmentally sensitive areas                   | _____ Expanding the service area of the public water system           |
| _____ Promoting the viability of agriculture          | _____ Working with other municipalities to address shared concerns | _____ Expanding the service area of the public sewage disposal system |
| _____ Limiting the impact of tourism on the community |  | _____ Other: _____  |

11. Please indicate if you agree with each of the following statements: "1" indicates "strongly disagree" and "5" is "strongly agree."

	DISAGREE ..... AGREE				
a. The existing Urban Growth Boundary around Strasburg Borough has been beneficial.	1	2	3	4	5
b. The existing Village Growth Boundary around Refton village has been beneficial.	1	2	3	4	5
c. We need to attract more tourists.	1	2	3	4	5
d. We need to attract more non-tourist industry.	1	2	3	4	5
e. I would like a "big box" retailer (like Target or WalMart) to locate in the Region.	1	2	3	4	5
f. I would like a convenience store (like Turkey Hill or Wawa) to locate in the Region.	1	2	3	4	5
g. I would like a fast-food chain (like McDonald's or Wendy's) to locate in the Region.	1	2	3	4	5
h. Public sewage service should be extended beyond the Borough.	1	2	3	4	5
i. Public water service should be extended beyond the Borough.	1	2	3	4	5
j. Preservation of agricultural land is a proper use of public funds.	1	2	3	4	5
k. There is rarely any standing water on Borough roads after a rain storm.	1	2	3	4	5
l. There is rarely any standing water on Township roads after a rain storm.	1	2	3	4	5
m. Preservation of open space is a proper use of public funds.	1	2	3	4	5
n. I have sufficient access to information about Borough issues.	1	2	3	4	5
o. I have sufficient access to information about Township issues.					
p. I have sufficient access to good quality health care.	1	2	3	4	5
q. This is a good place to raise a family.	1	2	3	4	5
r. This is a good place to operate a business.					
s. I enjoy living here.	1	2	3	4	5

12. Plans are in place to construct a Route 896 by-pass around the Borough: it will begin near the intersection of Bishop Road with 896 and circle around the Borough to the northeast, rejoining the current 896 via Historic Drive. This new road is intended to relieve congestion in the Borough and will therefore have significant volume. Within the Borough, plans for development are already in place along this new corridor. The Township portion is currently planned for agricultural use. What do you think would be the best kind of development to have along this portion of the road? Please check the ONE box that most nearly reflects your opinion.

- ☐ The land should stay in its current use: the rural feel should be preserved.
- ☐ This land should feel suburban, with housing or commercial uses at a lower density than what is found in the Borough.
- ☐ This land should be developed to feel like an extension of the Borough with a mix of uses at a relatively high density.
- ☐ This would be a good place for highway-oriented businesses like convenience stores and fast-food restaurants.

13. On the following list, please indicate your opinion of the safety of the following roads and intersections: "1" indicates "extremely unsafe" and "5" is "extremely safe." If you have concerns about an area that is not shown, please list it in the space provided.

	UNSAFE ..... SAFE				
a. Rt.896 (Decatur St./Hartman Br. Rd.) between Main St. and E. Lampeter Township line.	1	2	3	4	5
b. Rt.896 (E. Main St./Georgetown Rd.) between Decatur St. and Paradise Township line.	1	2	3	4	5
c. Rt.741 (Gap Rd./Strasburg Rd.) east of Decatur St.	1	2	3	4	5
d. Rt.741 (W. Main St./Miller St./Village Rd.) west of Decatur St.	1	2	3	4	5
e. US 222 (Beaver Valley Pike).	1	2	3	4	5
f. Lancaster Ave./Strasburg Pike.	1	2	3	4	5
g. White Oak Rd.	1	2	3	4	5
h. S. Decatur St./May Post Office Rd.	1	2	3	4	5
i. May Post Office Rd. between Reservoir and Sides Mill Rds.	1	2	3	4	5
j. Intersection of White Oak Rd. & Beaver Valley Pk. (US 222)	1	2	3	4	5
k. Intersection of N. Decatur St. & Historic Dr./Clover Ave.	1	2	3	4	5
l. Intersection of Miller St./Village Rd. (PA 741) & Lime Valley Rd.	1	2	3	4	5
m. Intersection of Main St. & Miller St. & Lancaster Ave./Strasburg Pike	1	2	3	4	5
n. Intersection of Lancaster Ave./Strasburg Pike & Prospect Rd.	1	2	3	4	5
o. Intersection of E. Main St. & Gap Rd. (PA 741) & Georgetown Rd. (PA 896)	1	2	3	4	5
p. Other:	1	2	3	4	5

If you marked a "1" or "2" for any of these, please state why you feel they are unsafe. Refer to an item by its letter to save space:

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14. Every community has its treasures: places, buildings, or other features that have special meaning and appeal for those who live there. These are the things that we want to preserve and show to our children. In the spaces below, tell us what you feel are the treasures of the Strasburg Region.

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