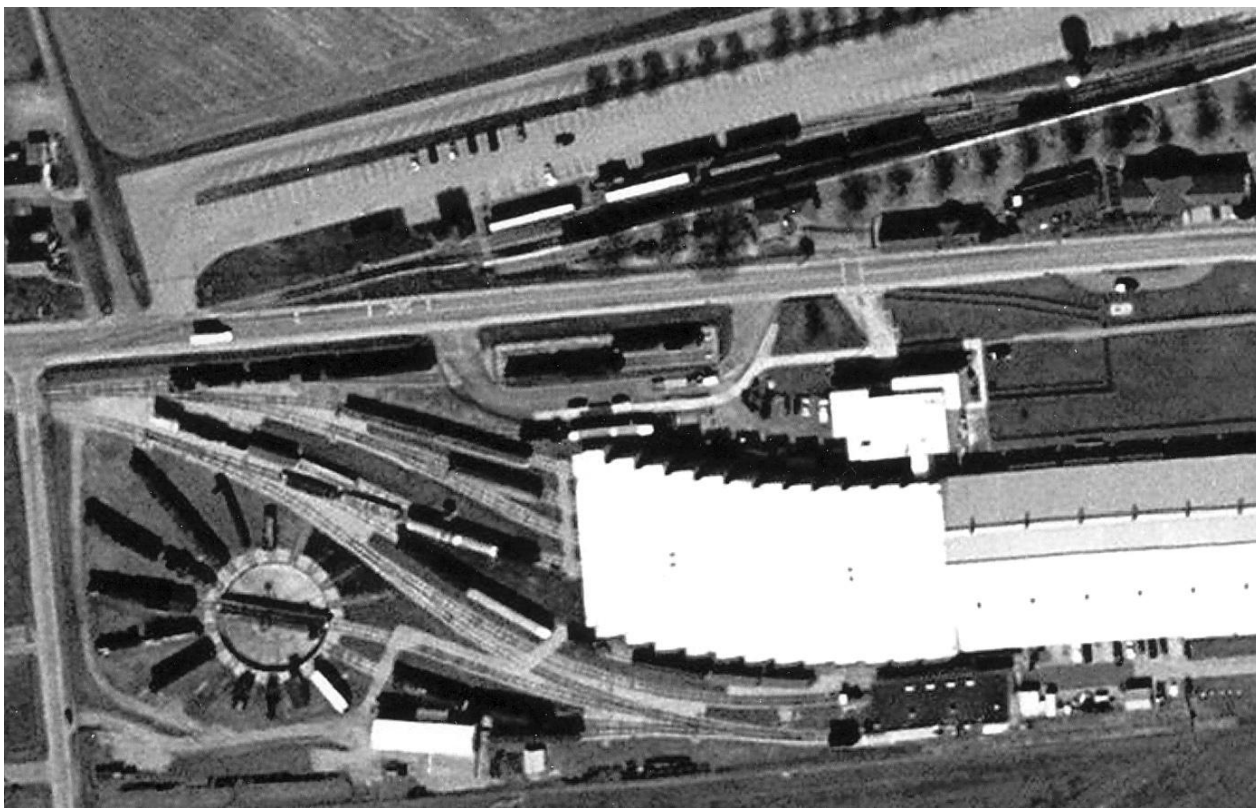


Strasburg Township Railroad Heritage Zone

DESIGN GUIDELINES



Strasburg Township Planning Commission

April, 2011

Design Guidelines for the Strasburg Township Railroad Heritage Zone

Introduction

The provisions of the Strasburg Township Zoning Ordinance in combination with these design guidelines are intended to aid designers, developers and property owners in understanding the Township's design expectations for the lands encompassed in the Railroad Heritage Zone. It is the intent of the Township that new development and redevelopment shall conform with the overall character and form of this part of the Township. This Zone has been established by the Township in recognition of the unique characteristics of the uses that occur along Pennsylvania Highway Route 741, east of the intersection of Route 896.

The uses that occur within the Railroad Heritage Zone are urban in nature and represent an extension of the historic urban community of Strasburg Borough within the otherwise dominantly agricultural context of Strasburg Township. The combination of uses within the Zone, such as the large institutional complex of the Railroad Museum of Pennsylvania and the preserved steam-powered heritage railroad of the Strasburg Rail Road, do not occur elsewhere in Lancaster County. Similar combinations of comparable uses occur at other locations in the United States only in urban settings within major metropolitan areas.

Because the uses within the Railroad Heritage Zone are urban, the design of land developments within the zone must use the available land as intensively as possible so as to minimize encroachment into surrounding rural districts. In addition the urban context of the Railroad Heritage Zone warrants improved highway safety, reduced traffic speeds, and enhanced opportunities for pedestrian and non-motorized transportation. As one of the principal tourism activity destinations of Lancaster County, development within the Zone requires high quality design solutions that are sensitive to the context of the Zone and surrounding lands.

Submission of a subdivision or land development plan to the Lancaster County Planning Commission for any development within the Railroad Heritage Zone is required by State Law. As further required by the Pennsylvania Municipalities Planning Code approval of a subdivision plan or land development plan by the County Planning Commission shall be consistent with the Zoning Ordinance of Strasburg Township and the Strasburg Township Planning Commission shall review all such plans for conformity with the Ordinance and these design guidelines. The Township Planning Commission shall advise the County Planning Commission on any changes to the plans that might be necessary to fully implement these design guidelines. The County Planning Commission may

incorporate any or all of these guidelines as conditions of plan approval, if so recommended by the Strasburg Township Planning Commission.

Property owners, real estate agents, developers, architects, landscape architects, engineers, planners and other design professionals should use these guidelines when considering a project. The design guidelines provide an objective basis for determining the appropriateness of how a use is accommodated within the Railroad Heritage Zone.

It is important to recognize that with every development a unique combination of design variables is at play, and, as a result, the degree to which each relevant guideline must be met may vary. To aid applicants Strasburg Township has emphasized certain guidelines that are particularly important with the imperative phrasing of “shall.” In such cases, the project **shall** comply with the guideline unless a superior design option that meets the objective of the guideline is presented to and accepted by the Strasburg Township Planning Commission. If the term “should” appears in a design guideline, compliance with the guideline is required unless specific circumstances of a project make it impractical to do so. Interpretation of the guidelines and determination of the appropriateness of design solutions rest exclusively with the Strasburg Township Planning Commission and its agents.

General Building Standards

This section outlines the general guidelines for all buildings in the Railroad Heritage Zone:

GUIDELINES FOR BUILDING SETBACKS (from right of ways)

- Front: 6 feet minimum – 10 feet maximum when the structure contributes to an established street frontage line.
- Sides: 6 feet minimum on interior side lot line.
- Rear: 6 feet minimum.
- Entrances for below-ground parking shall not be located within 60 feet of any street intersection.
- Corner lots shall be considered as having two front yards.

GUIDELINES FOR BUILDING PLACEMENT

To maintain and reinforce a consistent street edge along PA 741, buildings shall be placed so as to form an enclosure of the street. Buildings shall be aligned so that the dominant lines of their façades parallel the line of the street and create a well-defined street edge.

- If the building is oriented so that the primary entrances face an interior pedestrian mall, the rear building sides facing the street shall be provided with architectural ornamentation, murals, or windows which open to the street.
- New buildings and building additions, which front or back onto PA 741 should be placed to meet or continue the existing building setback as described above. If the mass of the building is positioned so as to continue the building line that is intended to create street enclosure, portions of the façade may be set back as much as 15 additional feet beyond the building line to emphasize entries, provide increased space for plantings or to create areas for outdoor dining and gathering spaces.
- At intersections, buildings shall “hold the corner” — that is, have street façades at or near both streets.

GUIDELINES FOR WIDTH, HEIGHT, AND ROOF DESIGN

- In order to avoid creating long, monotonous facades, new buildings, including parking garages, shall have a pedestrian scale aesthetic. This can be accomplished by establishing a layering of rhythmic patterns and architectural elements such as windows, columns, roof lines, building materials and colors.
- “Flat” facades should be avoided. Historic structures exhibit façade detailing, which creates more of a play of light and shadow on a building. New development shall create a visual impact in ways similar to that of historic structures.
- The primary façade(s) of any building that is viewable by the public from streets and parking lots shall be articulated into distinct increments through the following or similar techniques:

- Stepping back or extending forward a portion of the façade
- Use of different textures or contrasting, but compatible, materials
- Division into storefronts with separate display windows and entrances
- Arcades, awnings, window bays, balconies or similar ornamental features
- Variation in roof lines to reinforce the articulation of the primary façade.
- The Railroad Heritage Zone is an extension of the urban place of Strasburg. In order to facilitate urban development economics with adequate density and intensity, to create an increased sense of enclosure, to diminish the perceived width of the street, and to maximize space for preservation and display of artifacts and for railroad operations, multi-story buildings (at least 2 stories) should be built.
- Building heights up to 70 feet are permitted. No occupied space, such as offices, shops or other enclosed spaces inhabited by humans, shall extend above three stories or a maximum of 42 (forty-two) feet. Enclosed space above 42 feet shall be limited to clear ceiling space, unoccupied attics, or area devoted to mechanical systems, cranes and lifting machinery, fans and blowers, lighting, water tanks, or similar structural features.
- Buildings may be designed with pitched and/or flat roofs. Flat roofs shall be visually defined with a discernible cornice line. Variations in roof type, height, and or distinct, separate roof segments should be considered as a means of creating greater visual interest.
- New single story commercial building types with flat roofs shall have a minimum cornice height of 20 feet on any façade facing PA 741 to better enclose the street corridor, which will contribute to traffic calming and traffic safety.
- Pitched roofs such as gable, hip, shed or mansard roofs shall, ideally, be clad with durable, fire resistant materials, such as, but not limited to, standing seam metal, slate, ceramic or composite tiles. If metal roofing is used, it should be colored and kept free of rust or stains.
- Use of “green” roofs on industrial or institutional structures in order to create reductions in heat island effects, building energy consumption and stormwater management is encouraged, when appropriate. While energy conservation and use of sustainable building practices is desirable in all new construction, “modern” features or appliances, such as solar collectors or pumping machinery, shall be screened or otherwise modified to blend with the historic character of the Heritage Zone.



The J-Tower is an iconic structure of the Strasburg Rail Road. Originally constructed by the Pennsylvania Railroad in Cumberland County, the tower housed an operator on the second floor who by throwing a series of “arm-strong” levers could align the switches connected various tracks.

The J-Tower is an example of late 19th Century wooden “railroad” architecture, which, along with the “East Strasburg” depot, demonstrates what architectural historians refer to as the “stick-style” of architecture. These two buildings provide examples of architectural treatment and detailing that should be used thematically for new commercial construction in the Heritage Zone.

GUIDELINES FOR BUILDING MATERIALS

To ensure that durable and authentic building materials are used in all forms of building construction, new structures are encouraged be constructed using locally or regionally available, durable materials such as:

- Brick or material that looks like brick
- Natural stone
- Manufactured stone
- Fiber cement boards such as “Hardie board” that can be substituted for wood
- Textured, patterned and/or integrally colored cast-in-place concrete
- Integrally colored, pre-cast CMU (concrete masonry units), provided that surfaces are molded, serrated or treated to give wall surfaces a three-dimensional texture.
- Architectural metal; decorative panels, “cast iron” store front systems, structural elements such as columns and beams and decorative support or trim members such as brackets or cornices.
- Wood or composite weatherboards and PVC or similar synthetic materials in the form of boards and which replicate natural textures.

Materials which shall be avoided on any permanent structure include:

- Unadorned plain or painted concrete block. A concrete block wall decorated with a mural or period signage may be appropriate.
- Unarticulated or blank tilt-up concrete panels.
- Blank walls of aluminum, fiberglass, vinyl, or asphalt siding. If such building materials are employed they should be “mixed” with other architectural surfaces.
- “T-111” or similar vertical manufactured siding.

If pre-fabricated metal buildings or steel buildings are built for industrial uses, the building shall be designed to avoid the creation of large, blank walls, unless such walls are based on a historic feature of a similar building. Windows, fenestration, and varying siding materials and colors shall be employed to keep the structure in character with the aesthetic nature of the Railroad Heritage Zone.

FRANCHISE ARCHITECTURE

New building design should be supportive of the urban design goals of Strasburg Township, and should be compatible with the traditional architecture of Strasburg Borough and the Railroad Heritage Zone’s historic railroad theme.

- Franchise architecture (building design that is trademarked or identified with a particular chain or corporation and is generic in nature) should be prohibited. Retail and food service buildings that are occupied by franchises should employ a traditional storefront commercial style or railroad style architecture.
- Logos, characters, and signage associated with franchise businesses should not be placed on awnings or roofs.
- Large free-standing franchise signs are prohibited.



GUIDELINES FOR BUILDING COLORS

Building colors shall be based on historical color palates, particularly colors associated with railroad structures or 19th Century storefronts.

- Whenever possible, use of color schemes that were historically employed by railroad companies should be employed.

- Principal building colors should consist of colors with low reflectance (e.g., browns, grays, tans, dark red or greens) or colors that can be historically documented to be associated with railroad structures.
- No more than three principal colors, excluding accents, should be used on a facade or individual store front.
- Bright, complimentary colors may be used as accents.

GUIDELINES FOR AWNINGS

Where awnings are used, canvas or fabric awnings are preferable. If glass or metal awnings are employed, they should complement the building's architectural character and aesthetic.

- Awnings should not extend beyond the façade to a distance that is greater than 4 feet.
- The bottom of a window awning shall be set at least 7 feet above the public sidewalk.
- Back lighted vinyl awnings and canopy signs shall not be used.

GUIDELINES FOR SITE AND STREET LIGHTING

Lighting fixtures shall be of a style that is historical in character and be compatible with the architecture of nearby buildings. The lamps installed along the boarding platform at the Strasburg Rail Road and in the parking lot at the Shops at Traintown are good examples of period character styles.

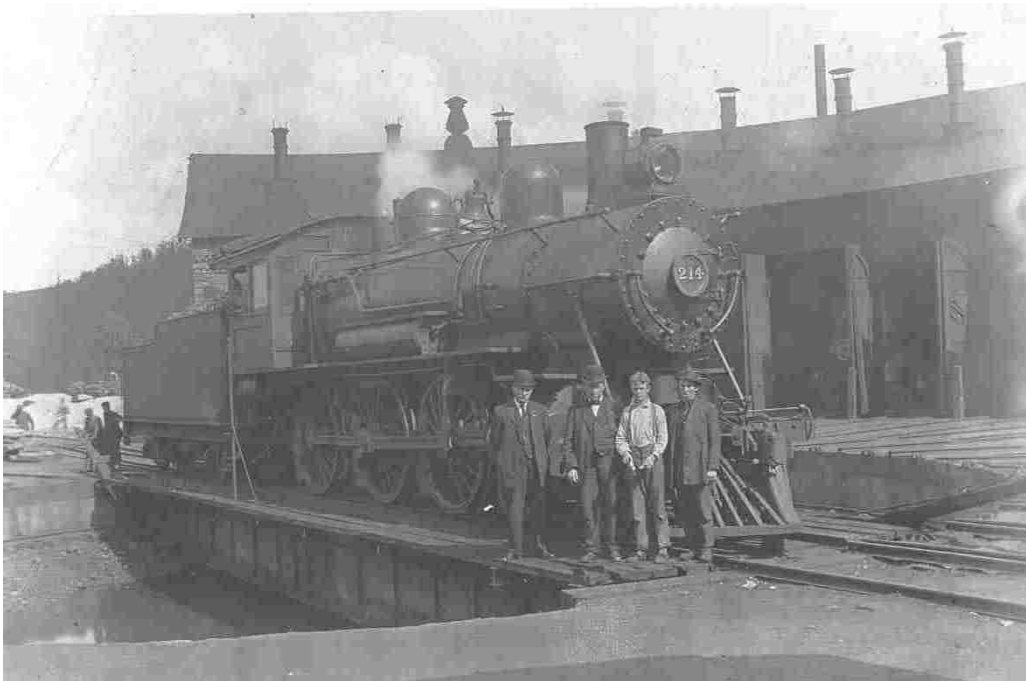
- The lighting of structures shall be designed to reduce ambient light pollution.
- Lights attached to buildings shall be screened by the building's architectural features to eliminate glare and overspill onto adjacent properties.
- Public walkways shall be evenly illuminated to a level between one and two foot candles.
- Walkway light fixtures should be between 12 and 14 feet in height to provide human scale.
- Fixtures designed to illuminate pedestrian paths and walks shall be used for lighting internal parking lot walkways. Parking lot illumination should achieve levels of light that provide safety while minimizing light pollution and excessive spillover of ambient light onto adjacent properties.



Roundhouse

A roundhouse was a locomotive repair facility that was built around a turntable. The turntable, which was essentially a bridge mounted on a central pivot, was used to turn locomotives. Tracks from the turntable fanned out into the individual stalls of the roundhouse.

There were two types of roundhouses that were constructed prior to 1920: 1.) Fully-enclosed structures with the turntable inside the building at the center of the roundhouse; and 2.) Semi-circular structures in which the building wrapped around the turntable which was not under cover of a roof.



The above photograph illustrates a typical 19th Century Semi-Circular Roundhouse. In the foreground a locomotive is positioned on a turntable, which is used to turn the direction of the engine as well as to line the locomotive onto one of the several leads to the stalls in the roundhouse. The pipes protruding through the roof are the chimneys for smoke jacks, which collect the smoke from locomotive stacks. Smoke jack chimneys can currently be seen on the roof of the Strasburg Rail Road's existing engine house.

Fully-enclosed roundhouses were built until about 1880. As newer designs of locomotives and tenders became longer, the length of the turntable had to be extended to accommodate the bigger machines, and the fully-enclosed style of roundhouse ceased to be built. Examples of fully-enclosed style roundhouses can be found at the Mt. Clare car shop roundhouse in Baltimore, Maryland (the B&O Museum) and the recently restored Martinsburg locomotive roundhouse in West Virginia.

This is a historical photograph of the still-standing facility in Martinsburg, West Virginia, which is an example of a 19th Century fully-enclosed type roundhouse. The turntable was located under the central roof cupola, which was necessary to provide adequate light to the interior of the structure.

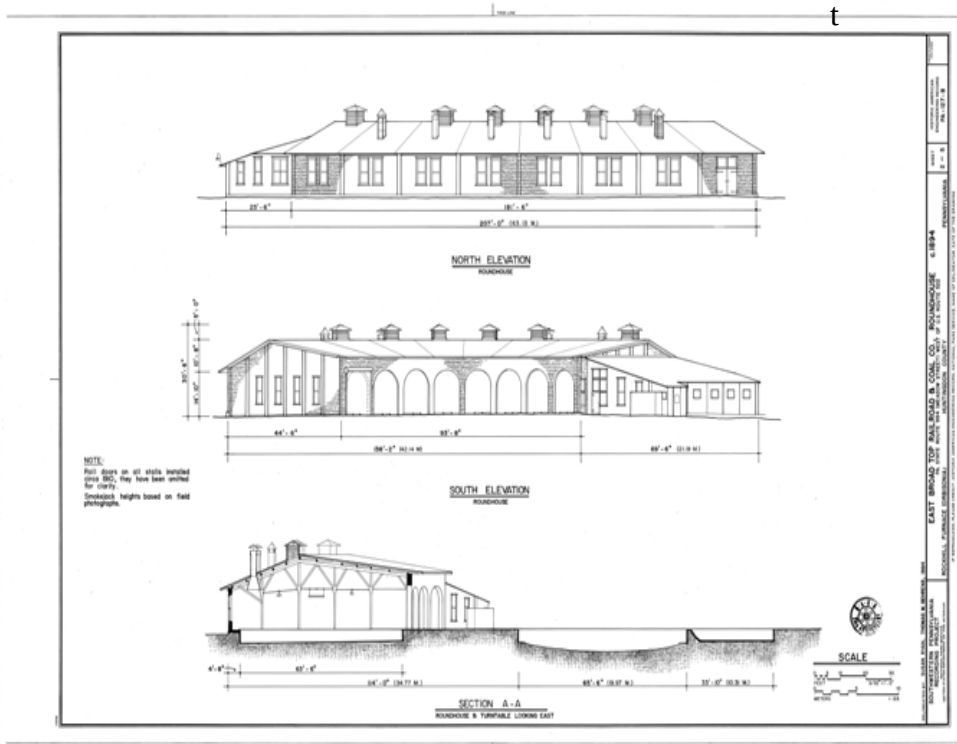


The roofs of most fully-enclosed roundhouses consisted of a sloped roof covering the stalls and a cupola over the turntable. The sides of the cupola were frequently glassed to provide light to the turntable below. The ends of the building had tall windows at the end of each stall.

Semi-circular style roundhouses were built, beginning in the 1840's, concurrent with fully enclosed roundhouses, and eventually became the dominant style of roundhouse. Semi-circular style roundhouses ranged from a few stalls to immense structures that virtually formed a ring around the turntable, with only one or two tracks passing between the ends of the building to access the turntable from the yard. Some roundhouses had one or more tracks that passed through the back of the structure into another building which housed shops for major repair work and periodic rebuilding of locomotives.



This historic photograph of the Salida, Colorado roundhouse depicts a typical 19th Century semi-circular roundhouse. The turntable in the foreground of the photograph is not enclosed and a large shop building (called a "back shop") is attached to the rear of a portion of the roundhouse building.



Detailed architectural drawings of historic roundhouses exist in a variety of public archives. The adjacent image shows a plan of the East Broad Top Railroad roundhouse in Rockhill Furnace, Pennsylvania. This drawing is from the Historic American Building Survey/Historic Engineering and Architectural Survey in the Library of Congress. Such plans and drawings can be used to research appropriate details and construction features.

Several new roundhouses have been constructed in recent years, which can serve as models for new construction within the Railroad Heritage Zone.

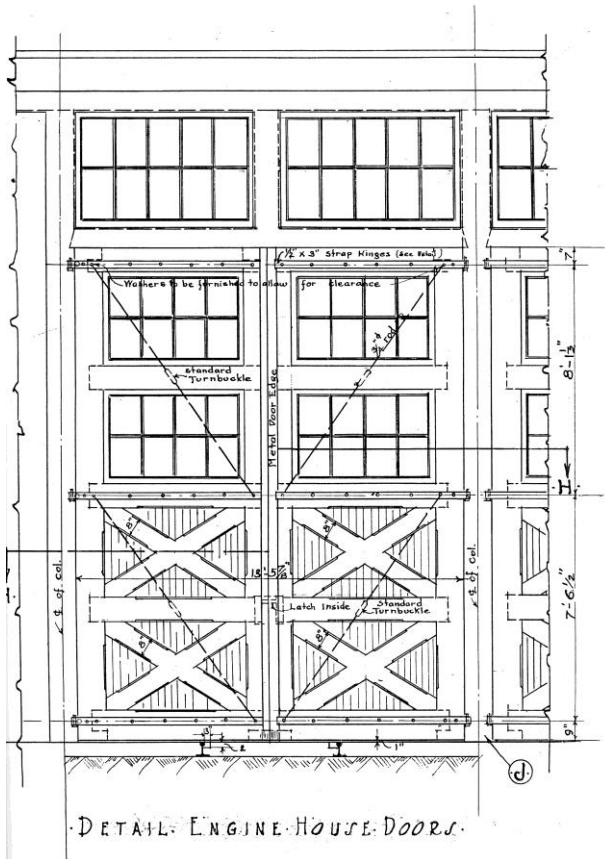
For instance, the Henry Ford Museum at Greenfield Village in Michigan has constructed a replica of a 19th Century roundhouse. Parts of the original roundhouse, which stood on another site have been incorporated into the replica. In replicating this structure the Museum gave great attention to details such as the arches over the doors and the glass windows in the upper half of the doors, the placement of windows in the side and rear walls, and the relationship of the structure to the turntable.

The replica roundhouse at Greenfield Village is a semi-circular style structure with tracks leading from the stalls to the turntable. The turntable rotates on a

center pivot, with the ends of the bridge supported by a circular rail inside the turntable pit.



In the 19th Century and early 20th Century roundhouses were constructed out of stone, brick or wood. Wooden structures tended to be smaller engine houses with only a few stalls. Because of the danger of fire, the vast majority of roundhouses were of masonry construction.



In addition to windows grouped in pairs at the end of each stall in the back wall, the doors to the stalls often had windows in the upper half of the doors to provide additional light. Some, but not all, semi-circular roundhouses were built with an elevated portion of the roof that allowed for clerestory windows to provide additional light from above.

Another new roundhouse has been built at Colorado Railroad Museum in Golden, Colorado. This facility is used for the repair and restoration of the Museum's locomotives and cars and for servicing locomotives that are operated over the Museum's loop track.

The new roundhouse at the Colorado Railroad Museum is not a replica of a previously existing historic structure but uses the form and texture of pre-1920 roundhouse structures.

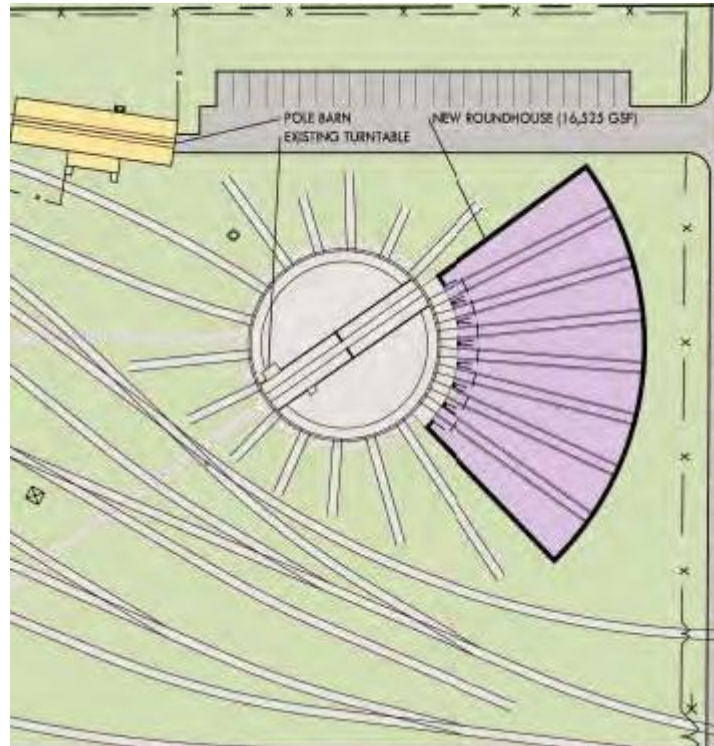


Attention has been given to the alignment, height, massing, architectural features, color, and materials of the new roundhouse. The structure is finished in brick and, although the doorways are not arched, the brickwork reflects the pattern of multiple archways. The sides of the building are also fenestrated as would be seen in historic masonry structures of the period. The windows of the structure are tall and the upper half of the stall doors feature windows.



Another new standard-gauge roundhouse is currently (summer 2010) being built in Sugar Creek, Ohio to house a private collection of locomotives and cars as part of a new “Age of Steam Museum.” New construction such as at Greenfield Village, the Colorado Railroad Museum, and the Age of Steam Museum in Ohio can be used to evaluate appropriate designs that employ modern materials and construction techniques, while keeping in character with the historic nature of the building type.

Currently, there is a turntable and pit installed in the yard of the Railroad Museum of Pennsylvania. The location of this existing turntable will determine the siting of a roundhouse at the Museum. As presently proposed the roundhouse will have room for seven tracks.

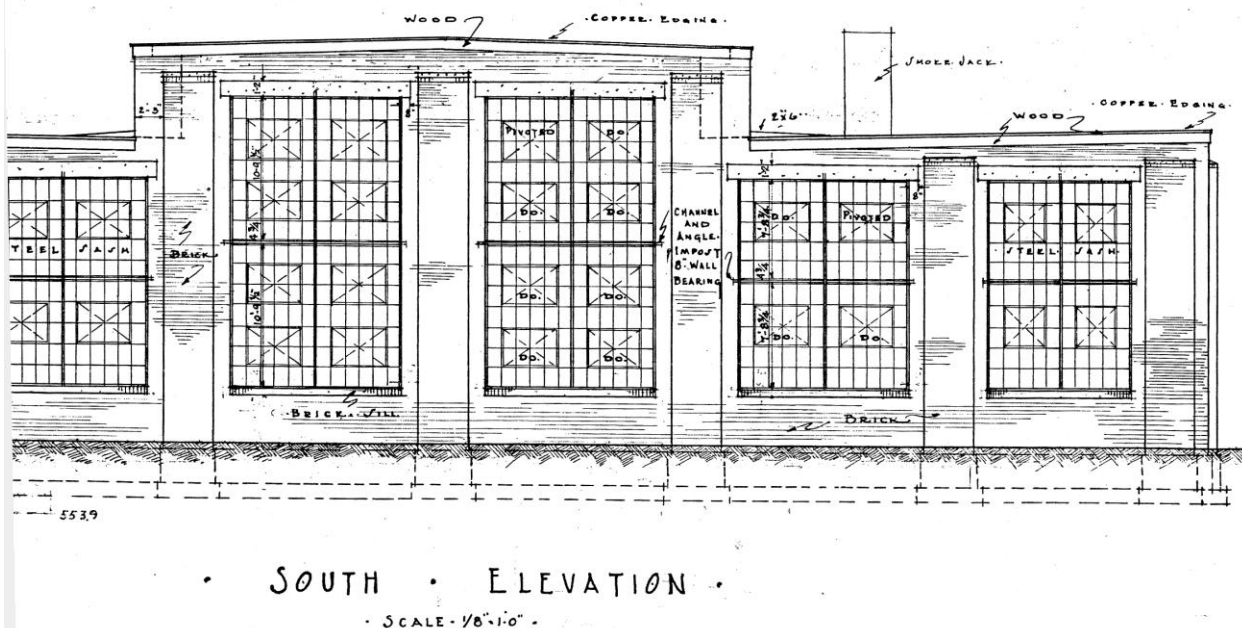


The Strasburg Rail Road has acquired two turntables—one for Strasburg and one for Leaman Place—to be placed at each end of the line. The turntables are currently stored behind the parking lot for the Choo Choo Barn, waiting for future installation.

A number of roundhouses survive which will make it possible to use documentation of historic features as aids in the design of new structures. In addition historic photographs can be used in combination with photographic documentation and measured drawings to design new structures that utilize historic building proportions and character.

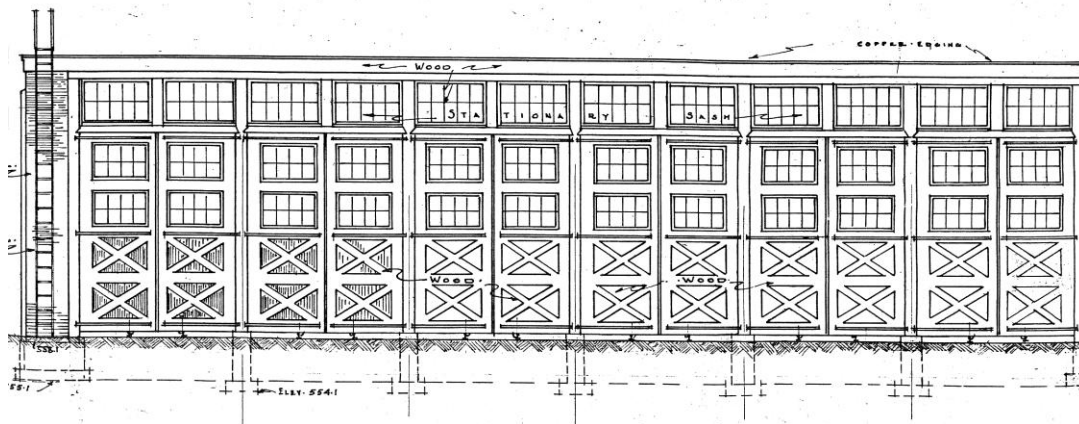


New structures do not need to be exact replicas of historic buildings but should be referenced to designs of roundhouses built before 1920. For example the adjacent photograph shows details of the back of a roundhouse with its masonry construction and double windows can be used as a pattern for new construction. The following drawing is from the plans for the Cressona roundhouse from which the Museum's existing turntable was relocated.



GUIDELINES FOR ROUNDHOUSES

- The exterior walls of any new roundhouse shall be faced in brick, stone, or a colored precast concrete that is similar to original materials. Glass may be used on exterior walls to provide a view of artifacts stored or activities conducted within the structure. Skylights may be utilized in the roof, provided that the glazing is flush with the roof surface. Clerstory windows may be used to separate different levels of the roof.
- Brick and stone masonry shall be laid in historic bond patterns.
- Stone or cast-stone detailing such as lintels, window heads and sills, brackets, and arches is encouraged.
- Window openings shall be vertically oriented, with a proportion of 3:1 or greater.
- The use of mirrored glass, reflective glass, and dark colored glass shall be avoided.
- The building shall utilize form and building mass that is consistent with the character of historic roundhouse structures.
- Smokejacks, chimneys and air pollution equipment may project above the roof. Whenever possible modern smoke control or HVAC equipment shall be screened from view from public roads or on-site public use areas.
- Service and loading areas must be visually screened from PA 741 or Bishop Road. Loading docks shall be to the side or rear of the building, and outdoor storage associated with the roundhouse shall be fully screened from PA 741 or Bishop Road, unless such storage is typical of historic practice which aids in creating an authentic context of the railroad yard area..
- The storage of refuse shall be provided inside the building(s) or within an outdoor area enclosed by walls or solid fencing. Any refuse area outside of the building shall be designed to be architecturally compatible with the building(s).
- Access roads and surfacing around the turntable pits shall consist of materials that are conducive to both pedestrian and vehicular activity. Where possible the paving shall be designed to attenuate stormwater impacts through the use of pervious paving and water retention and infiltration systems. Water from roofs shall be directed to underground infiltration systems or recycled for other uses.



RETAIL

Railway Style Architecture

The depot at the Strasburg Railroad is a historic structure. Originally designed by architect Frank Furness, the depot was constructed by the Philadelphia and Reading Railroad in East Petersburg. The structure was moved to Strasburg in the early 1960's.



As an iconic structure, the depot demonstrates the elements of railway style architecture. Small combination depots—which combined a passenger waiting room, ticket sales office, and a freight receiving platform and room—were built in towns across America. Typically, these depots had gabled or hipped roofs with large overhangs to provide rain protection for passengers, baggage and freight. The ticket sales office was normally at the center of the structure and often featured a bay window for outside ticket sales and to improve the agent or telegraph operators view of the tracks.



The East Strasburg Depot contains details that are characteristic of the eclectic architectural style of Frank Furness. Furness designed many facilities for both the Pennsylvania Railroad and the Philadelphia and Reading Railroad and for major institutions such as the University of Pennsylvania. A Frank Furness Historic Zone has been created in Wilmington, Delaware to preserve and interpret the Furness-designed railroad structures. Opportunities may exist for further interpretation at Strasburg.

Depots dating to the 19th Century were often constructed in gothic Victorian or stick style architecture. The stick style involved Stick Style buildings are noted for a number of unique features all united by the use of “sticks,” flat board banding and other applied ornamentation in geometric patterns that adorn the exterior clapboard wall surface. Similar to their European counterparts, many have asymmetrical floor plans with steeply pitched roofs. Porch posts, brackets and other support beams are square with chamfered edges.

While Frank Furness utilized elements of stick style, his structures are often best described as Victorian-eclectic. In addition to utilizing flat board banding Furness also employed angled weatherboards, dentils, and wall-mounted shingles for decoration. The structural form and architectural details of the East Strasburg depot contain elements that can be used to create new office and retail structures that are consistent with the heritage character of the zone.

As business expanded at the Strasburg Rail Road in the 1960’s additional retail structures were erected. The first of these buildings was the “Old Gift Shop” which was designed to look like a railway freight station, a long structure with gabled ends. Flat boarding was utilized to relate the building to the architecture of the depot. Other buildings on the site have followed the “railway architecture” theme.



Most historic railroad building complexes, however, consisted of relatively few buildings. If additional structures are added in the future at the Strasburg Rail Road, 19th Century storefronts, such as evidenced on the Square in Strasburg may be equally appropriate. While railway architecture may be an appropriate option, buildings should not be limited only to this style

The Choo Choo Barn/Shops at Traintown retail complex also uses long gabled structures with wide roof overhangs that draw from railway style architecture. The buildings face onto PA 741 and businesses in the complex must be recognizable to passing motorists by appropriate signage.



Commercial Facades

In general buildings over two stories tall should have a well-defined base, middle and top. The base or ground floor should appear visually distinct from upper stories through the use of a change in building materials, window shape or size, an intermediate cornice or expression line, an awning, portico or similar technique. Examples may be found on commercial buildings in Strasburg Borough. New building facades should have a pedestrian scale through layering of rhythmic patterns and architectural elements such as windows, columns, roof lines, materials and colors.



Historic retail structures were constructed to building lines at the front of lots, thereby creating strong street enclosure. The Railroad Heritage zone is intended to develop as a mixed use urban zone, in which street enclosure and enclosure of pedestrian malls should be a major design element of any future land development plan. Future buildings should

also be built to consistent lines that will create a sense of enclosure along PA 741 as part of a strategy for traffic calming and maintaining the posted speed of 25 miles per hour. Further, in order to encourage economic development without spreading outward onto adjacent farmland, a mixture of multi-story buildings, rather than typical suburban single story construction, should be encouraged within the Railroad Heritage Zone.



The commercial buildings in Strasburg Borough offer examples of architectural styling that could be employed in new construction within the Railroad Heritage Zone. The architectural elements of the building in the adjacent photograph are illustrated in the following drawing.



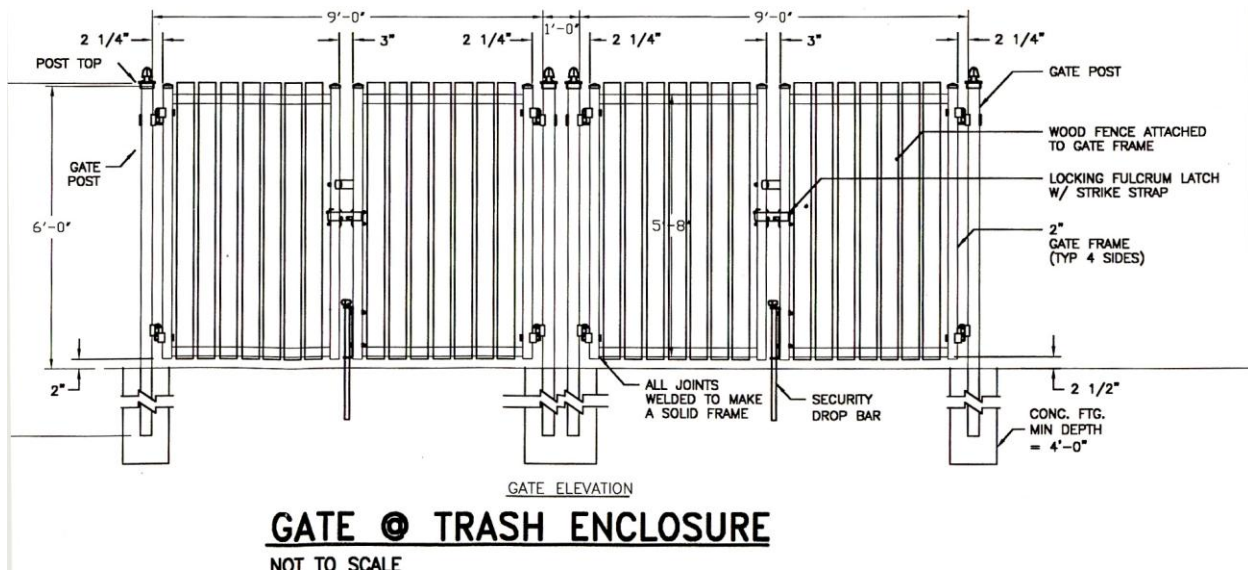
GUIDELINES FOR RETAIL BUILDINGS

- In general, buildings over two stories should have a well-defined base, middle and top.
- The base, or ground floor, should appear visually distinct from upper stories, through the use of a change in building materials, window shape or size, an intermediate cornice line, an awning, arcade or portico, or similar techniques.
- It should be recognized that buildings will be viewed from a variety of vantage points, particularly in a high public-use area, such as the Railroad Heritage Zone. Consequently, the placement of doors, windows, balconies, changes in materials or roof height, etc. shall be designed to provide an attractive and harmonious design from the front, side, rear and top.
- Building tops shall be articulated with discernible cornice lines, parapets and/or fascias.
- Entrances to retail stores should be given prominence on the pedestrian plaza or the street on which the building fronts.
- Entrances should be scaled appropriately to the use or function, and be appropriately lit for safety and legibility of signage.

Historically, commercial facades utilized cornices, transom windows, storefront windows, doorway pilasters, and base panels to define the entrance, as shown in the following image:



- The storage of refuse shall be provided inside a building(s) or within an outdoor area enclosed by walls or solid fencing at least six feet in height. Any refuse area outside of a building shall be designed to be architecturally compatible with the building(s) and shall not be located in the front of the building. A sample design for a dumpster enclosure is shown below:



- All wall-mounted or ground mounted mechanical, electrical, communication and service equipment, including satellite dishes shall be screened from public view.
- The facades for retail buildings shall utilize elements from traditional commercial architecture, as evidenced in the Borough of Strasburg, including cornices, transom windows, storefront windows, doorway pilasters, and base panels, or elements from traditional railroad architecture such as demonstrated by the East Strasburg Station.

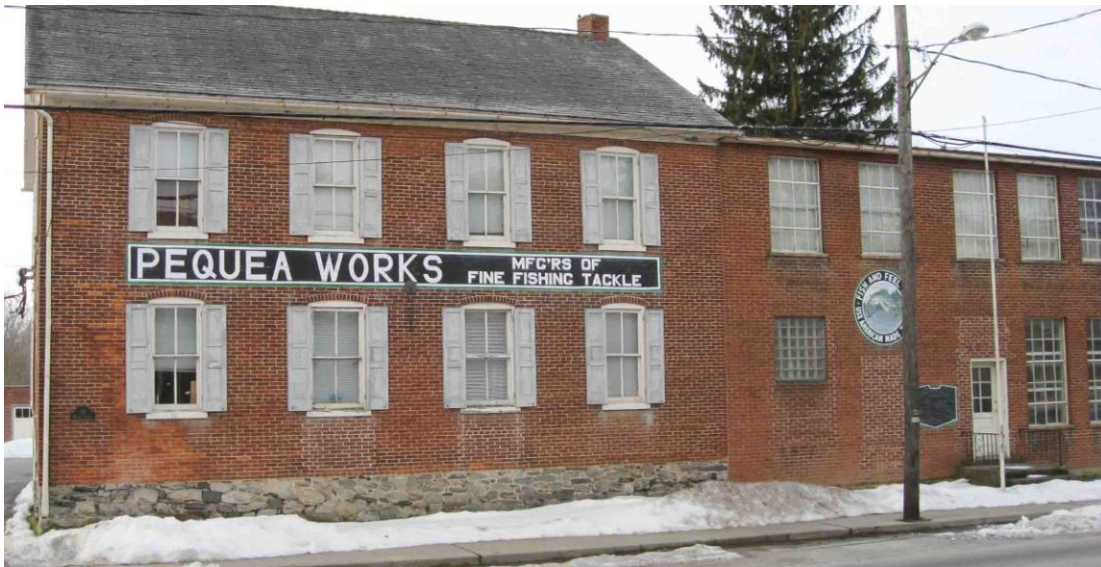


GUIDELINES FOR PARKING AND ENTRIES

- Because the Railroad Heritage Zone is an intensive urban mixed use zone within a designated growth area, priority should be given to using land for buildings and railroad facilities, rather than surface parking lots. Below-ground or structure parking for customers, employees and tenants is encouraged as an alternative to extensive paved surface lots.
- The primary entrance should face the street or a pedestrian mall. Primary entrances that open to a parking lot should be discouraged.
- Primary building entrances on all buildings should face the primary abutting public street or pedestrian plaza, or be linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary building entrances should be oriented to a secondary street or parking area.
- Entries shall be designed with one or more of the following:
 - a. Canopy, portico, overhang, arcade or arch above the entrance.
 - b. Recesses or projections in the building façade surrounding the entrance.
 - c. Display windows surrounding the entrance.
 - d. Architectural detailing such as brick work or ornamental moldings.
 - e. Planting areas, pots or window boxes for seasonal landscaping.



INDUSTRIAL



Industrial structures in Strasburg Borough mostly date to the 19th Century and early 20th Century. These structures were constructed of brick and stone masonry and feature many window openings in the facades to permit natural lighting of the interior.



Industrial buildings at the east end of the Borough were historic mill and warehouse structures that were served by the Strasburg Rail Road. Despite their utilitarian purposes, these structures display multiple window and door openings and rich architectural detailing, including fenestration, cornices, and roof bracketing.



The details in the accompanying photograph illustrate historic architectural treatment of industrial buildings. The surface is both raised and recessed—a technique known as fenestration. The surface employs columns, cornices, vertical window openings, detailed roof bracketing, and other features to create an interesting façade.

Even when walls lacked fenestration or detailing the facades of historic industrial structures usually included many window openings



Modern industrial structures within the Railroad Heritage Zone include the engine house, car shops and back shops of the Strasburg Rail Road and the restoration shop of the Railroad Museum. The Rail Road's back shops actually consist of three buildings—the car shop on the north, the main machine and back shop in the center, and an addition. Although not intentional, the juxtaposition of the three structures breaks up the mass of the west façade when viewed from PA 741. The south façade, which also faces PA 741, however, is constructed of metal with no architectural detailing or windows. The Museum's restoration shop is similarly a modern metal-skinned building, but it is hidden from view from PA 741 by the massive Museum Rolling Stock Hall. The restoration shop is visible for PA 896, across an agricultural field, but is visually subordinated by the much larger Museum exhibit hall.



Comparable new construction within the railroad museum industry includes the new restoration shop of the B & O Railroad Museum in Baltimore, Maryland. This facility, which was recently constructed, consists of a cement block foundation with a metal framework that is covered by metal siding, and which is indistinguishable from structures that are typically built in suburban industrial parks. Unlike the brick construction of the historic buildings at the Baltimore museum site, the B&O restoration shop is located west of the public use area in an industrial brownfield area of Baltimore. By contrast the Strasburg Rail Road's facility is located within the Railroad Heritage Zone in an area of high public visitation.

New industrial structures, especially steel structures, should include detailing and architectural features that are complementary to the historic architectural styles of the Strasburg area, and should not have modern-appearing exterior facades like the recently-constructed B&O restoration shop as shown in the following image.



While the adjacent photograph of the new B&O Museum Restoration Shop illustrates the state-of-the-art in such structures, the façades of similar-type industrial buildings in the Railroad Heritage Zone should employ architectural detailing that reflects the industrial heritage of the Strasburg community. Use of brightly colored metal siding on a flat facade—as was done in Baltimore—should be avoided.

GUIDELINES FOR INDUSTRIAL USES

The following guidelines shall be used for industrial uses:

Buildings

- Blank walls shall not be permitted along any exterior wall facing a street. Walls in these locations shall comprise a minimum of 25 percent window area, interspersed across the façade.
- Darkly smoked, reflective or black glass windows shall not be used.
- Walls or portions of walls where windows are not provided shall have architectural treatments designed to break up the bulk of the wall.
- Materials used for exterior walls and roofs of industrial buildings shall avoid monotone or bright colors or use of a single material surfacing.

Screening from Public Streets

There are four types of outdoor storage that occur and are necessary within the Railroad Heritage Zone:

- The outdoor storage of locomotives, cars, and other railroad equipment and rolling stock.
- The storage of railroad materials and parts including rails, tie plates, switch and signal mechanisms, spikes, fasteners, ties, flues, pipes, wheels, axles, bridge trusses and girders and turntables, and similar materials.
- The storage of materials and supplies in containers and truck trailers.
- The storage of coal, gravel ballast, and scrap metal in piles, and the storage of waste in dumpsters.

Outdoor storage of railroad materials and parts, scrap and waste, including dumpsters, in Railroad Heritage Zone shall be screened from view from PA 741 (unless the storage or

materials and parts is typical of railroad practice and aids in creating the authentic context of a historic railroad yard) by:

- Topography
- Placement behind buildings, walls or screens, or
- Screening by a vegetative buffer that is at least 6 feet in height or
- By a combination of such features.

This guideline, however, is not intended to prohibit openings reasonably necessary for access drives and walkways or any storage that occurs on track.

The storage of refuse, whether visible from PA 741 or not, shall be provided inside a building(s) or within an outdoor area enclosed by walls or solid fencing at least six feet in height. Any refuse area outside of a building shall be designed to be architecturally compatible with the building(s) and should not be located in the front of the building.

INSTITUTIONAL

The Railroad Museum of Pennsylvania was constructed in 1976. Initially, the Museum consisted of a front office building and a large exhibit hall. Both structures were faced in a light colored brick and generally lacked any exterior architectural detailing. Worse, the façade of the exhibit hall facing PA 741 was windowless, and the office building lacked windows on the ground floor. In 2005 a new front entrance to the Museum was constructed to provide a more attractive façade. This addition included a tower to house the historic clock from Philadelphia's Broad Street Station, a more transparent entryway, and a new gift shop with windows to the street.



The new entrance had been preceded by a major extension of the exhibit hall that was constructed in the mid-1990's. The extension of the original exhibit hall (both the original structure and the new extension are known as "Rolling Stock Hall") was designed to resemble a passenger train shed, such as had been historically part of the Broad Street Station or the Reading Station in Philadelphia. The new extension was designed to allow more natural light and to feature large windows through which part of the collection could be viewed from the street.



The Master Plan for the Railroad Museum of Pennsylvania calls for construction of one more extension of Rolling Stock Hall. The next extension will be built on the east end of the building and should follow the same architectural style. Because of the sloping topography of the site, a full daylight basement may be constructed to house the Museum's archives and collection storage. Portions of the existing parking lot will be occupied by the extension, necessitating the relocation of some of the existing parking to the existing lawn area between the building and PA 741.



This architectural rendering from the Railroad Museum master plan shows a conceptual view of the proposed expansion of Rolling Stock Hall with a new archives storage center in the basement.

GUIDELINES FOR INSTITUTIONAL USES

The following guidelines shall be used for institutional uses:

Buildings

- Blank walls shall not be permitted along any exterior wall facing PA 741. Any extension of Rolling Stock Hall should provide for a continuation of the passenger train shed form.
- While the walls for any new archives facility cannot be transparent in order to protect archival materials from damaging light, exterior walls shall be screened by vegetation, treated with architectural detailing, or used for exhibits.
- To the extent possible any addition to Rolling Stock Hall shall provide as much clear, transparent glass in the curtain wall as possible to allow views of the exhibits from PA 741 and surrounding viewpoints. The collection should be lit at night in such a way as to display some of the exhibits through the glass walls.
- Walls or portions of walls of any permanent building, including storage buildings, where windows are not provided shall have architectural treatments designed to break up the bulk of the wall.
- Materials used for exterior walls and roofs of buildings shall avoid monotone or bright colors or use of a single material surfacing.
- Permanent storage buildings shall be compatible with the architecture of other structures in the Railroad Heritage Zone, and shall borrow from the architectural styles of railroad structures or from the styles of industrial buildings in Strasburg Borough.

Screening from Public Streets

Similar to industrial uses within the Railroad Heritage Zone, museum activities, particularly restoration work, involve some outdoor storage. There are four types of outdoor storage that occur and are necessary within the Railroad Heritage Zone:

- The outdoor storage of locomotives, cars, and other railroad equipment and rolling stock, both as exhibits and as pieces, complete or partially disassembled, awaiting restoration.
- The storage of railroad materials and parts including rails, tie plates, switch and signal mechanisms, spikes, fasteners, ties, flues, pipes, wheels, axles, bridge trusses and girders and turntables, and similar materials.
- The storage of materials and supplies in containers.
- The storage of scrap metal in piles and the storage of waste in dumpsters.

Outdoor storage of railroad materials and parts, scrap and waste, including dumpsters, in Railroad Heritage Zone shall be screened from view from PA 741 by:

- Topography
- Placement behind buildings, walls or screens, or
- Screening by a vegetative buffer that is at least 6 feet in height or
- By a combination of such features.

These guidelines, however, are not intended to prohibit openings reasonably necessary for access drives and walkways or any storage that occurs on track.

The storage of refuse, whether visible from PA 741 or not, shall be provided inside a building(s) or within an outdoor area enclosed by walls or solid fencing at least six feet in height. Any refuse area outside of a building shall be designed to be architecturally compatible with the building(s) and shall not be located in the front of the building.

Landscaping and Pedestrian Ways

Consistent with the recommendations of the Master Plan for the Railroad Museum of Pennsylvania, pedestrian pathways shall be provided throughout the site to connect the Museum with the Strasburg Rail Road, parking areas, and Strasburg Borough to the west.

- Landscaping shall be provided along pathways to provide shade and visual interest.
- Landscaping should consist of shrubbery and trees that define the edges of the pedestrian ways and provide obvious connections to main entrances and features.
- A public pathway shall be created along the right-of-way of the Strasburg Rail Road from the end-of-track at PA 896, where connections can be made to the sidewalk system of Strasburg Borough. This pathway shall be extended across Museum or other institutional property to the south edge of PA 741, connecting to the existing sidewalk along the Museum loop road and bus loading and unloading area.

TEMPORARY STRUCTURES

In addition to the permanent structures covered by the design guidelines of the Railroad Heritage Zone, there will be a need for temporary structures and tents within the Zone.

Tents are used in conjunction with special events such as “Day Out with Thomas” at the Strasburg Rail Road. Tents for special events are normally erected the week prior to an event and removed during the week following the event.

Preservation of the Commonwealth’s collection of locomotives and rolling stock ultimately requires placement of these artifacts into climate controlled conditions. Until additional space can be constructed in a new roundhouse or in the expansion of Rolling Stock Hall, pieces of the collection must be stored in the yard. An interim measure that could provide some weather protection until additional permanent structures can be designed and constructed is the fabric building. Such structures, however, should only be used as a temporary measure and should be replaced by architectural suitable permanent structures as soon as possible.

GUIDELINES FOR TEMPORARY USES

- Tents, fabric-covered structures, and temporary structures shall only be used for a temporary, limited time period. Tents shall not be erected more than a week before the beginning of an event and shall be removed within a week of the conclusion of the event. Fabric-covered structures should only be used for a specific number of years, which shall be agreed upon by the Township and the property owner, and when the need for the temporary structure has lapsed, the structure should be dismantled and removed.
- Tents, fabric-covered structures, and temporary structures shall be maintained free of fabric rips or torn material and any obvious stains or dirtiness.

STREET CORRIDORS AND PARKING



Dynamic traffic control signs such as the one illustrated in the adjacent photograph could be utilized in the PA 741 Corridor of the Railroad Heritage Zone to remind motorists of the posted speed limit. Such signs can be powered with solar cells and batteries, eliminated electrical expense to the Township.

Pennsylvania State Highway 741 runs the length of the Railroad Heritage Zone. There are several serious issues with this highway including:

- The posted speed of 25 miles per hour is frequently exceeded. Motorists traveling east-bound through Strasburg Borough encounter a visual change at the east side of the Borough, where buildings are set behind parking lots and open farmland abuts the roadway. The construction of the new PA 741/PA 896 intersection, with multiple turn lanes and wide turning radii, also signals to motorists that conditions support a higher speed.
- Motorists traveling west-bound have traversed a 50 mile per hour road from Gap, and must rapidly decelerate to the 25 mph speed limit within the Heritage.
- The pedestrian crossing from the Strasburg Rail Road to the Railroad Museum is not well marked. An existing retail shop building on the north side of the

- Highway encroaches to within a few feet of the roadway at the crossing. This limits the visibility of pedestrians to west-bound motorists.
- During special events busses back into the roadway.
- There is no left-turn refuge for east-bound vehicles turning into the parking lot driveway for the Rail Road. Traffic making a left turn must stop and block the travel lane to wait for west-bound traffic to pass. Similarly, there is no left-turn refuge for west-bound traffic turning into the museum parking lot.
- There are no pedestrian or bicycle facilities extending from Strasburg Borough to the Heritage Zone. In addition the angled rail crossing of the Strasburg Rail Road across PA 741 is extremely hazardous to bicycles and to buggies with narrow wheels. While there is a sign warning westbound bicyclists to dismount for the railroad crossing, there are no signs at the crossing that warn eastbound bicyclist to dismount and walk their bicycles over the crossing. (This lack of warning is probably due to the fact that eastbound bicyclists would have to dismount in the middle of a road intersection—Bishop Road and PA 741.)



As shown in the above photograph the existing pedestrian crossing is poorly marked, the lane striping is worn and largely not visible, and there is only a single unlit pedestrian sign to warn westbound motorists. (No pedestrian warning sign for eastbound motorists exists.)

Pedestrian Crossing

The primary pedestrian crossing in the Heritage Zone can be made significantly safer by application of any of a number or treatments that are recommended by PennDOT. The Effectiveness of Crosswalk Treatments is described below:

- **Raised median**--Physical median, preferably 6 to 8 ft. wide. Pedestrian crash rates on multi-lane roadways are 2 to 4 times lower than on roadways without raised medians.
- **Advanced yield markings and signs**--White triangles distributed evenly across roadway 20 to 50 ft. in advance of crosswalk, accompanied by “Yield Here to

- Pedestrians” sign. Reduced vehicle-pedestrian conflicts on multilane roadways by 67% to 87%.
- **Overhead flashing beacon**--Flashing amber lights installed in conjunction with, or integral within other warning signs. A wide variety of applications has been tested. Resulted in yielding compliance of 30% to 76%; original field studies for TCRP 112 indicated 49% yielding compliance when pushbutton activated, 67% with passive activation.
 - **Overhead lighted sign**--Constantly lit sign with appropriate legend such as “Crosswalk.” Resulted in yielding compliance of 40% to 52%.
 - **In-pavement lights**--Lights are installed in pavement similar to lights on airport runways, with lights protruding above pavement up to .5 inches. Resulted in yielding compliance of 50% to 90%.
 - **In-street “Yield to Pedestrian” sign**--Signs are typically placed on flexible orange stanchions, mounted on roadway centerline. Studies have been limited to two-lane roadways. Resulted in yielding compliance of 82% to 91%.
 - **Half signal**-- Solid or flashing red beacons are shown to major street, with stop control on minor street. Original field studies for TCRP 112 indicate yielding compliance up to 98%.

Source: TCRP Report 112/NCHRP Report 562, *Improving Pedestrian Safety at Unsignalized Crossings*.



An example of a landscaped median island with pavement treatment for marking the pedestrian crossing and bike lane are shown in the illustration above.

The crossing could also be marked with a pedestrian sign with flashing yellow lights. Signs can be installed that operate using solar panels, eliminating the need for electricity billings to the Township, and which may qualify for energy conservation grants that are currently available. An example is shown below:

Currently there is one pedestrian crossing warning sign facing westbound traffic at the crosswalk between the Rail Road and the Museum. There is no pedestrian sign to warn eastbound motorists, nor is there any signage advising traffic to stop for pedestrians in the crosswalk. At a minimum an additional pedestrian crossing sign should be placed at the edge of the right of way on the side of the Museum. Even better, pedestrian crossing signs could be distinguished with flashing yellow lights. These lights can be solar powered, as shown in the attached photograph, which would eliminate electrical charges to the Township.



Pedestrian Connections

The Railroad Heritage Zone is not currently connected to Strasburg Borough by a pedestrian network. Once the sidewalk system ends at the east edge of the Borough, pedestrians must either walk on the highway or through parking lots. Because of the limited width of the highway right-of-way and the close proximity of several existing buildings to the road shoulder, there is insufficient room to construct sidewalks along the road. The best option for a pedestrian connection to Strasburg Borough may be to develop a pathway, entirely on the south side of the highway, leading from the pedestrian crossing of PA 741 at the entrance to the Museum to the Rail Road right-of-way extending behind the Choo Choo Barn to the new PA 896 alignment.

- All walkways within the corridor shall be designed and constructed in adherence to the Americans with Disabilities Act.
- The use of ground floor arcades to provide weather protected pedestrian connections between facilities is encouraged.
- Lighted sidewalks shall extend between rear or side parking areas and building entrances.
- Public sidewalks, pedestrian paths and pedestrian malls should be enhanced with decorative pavement treatments, ornamental street lighting, streetscape furnishings, and appropriately scaled landscaping.

- Institutional and retail uses within the Railroad Heritage Zone should provide bicycle parking spaces in convenient, visible, and preferably sheltered locations.

Bus Stops

Currently Red Rose Transit does not operate within the Heritage Zone. Tour buses are accommodated on-site, either in the Museum or Rail Road parking lots. The Museum has a semi-circular driveway on the west-side of the new front entrance addition. This driveway can be used by buses to load or unload passengers. During special events shuttle buses from remote parking lots load and unload in a gravel parking area next to the east driveway entrance to the Strasburg Rail Road. To return to the remote lots, the buses have to back onto PA 741 with traffic control by a Pennsylvania Constable. Such movements, which block traffic, have resulted in minor rear-end collisions.

Desirable characteristics of bus stops include:

- Circular turning area, allowing buses to reenter the highway in a forward direction, without having to back into traffic lanes.
- Front and rear door clearances should be 5 feet wide and 8 to 10 feet deep.
- All-weather, slip resistant surface in bus stop area.
- Slopes are not to exceed two percent in boarding area.
- Vertical clearances of 84 inches.
- No obstructions in boarding/alighting areas, and room for pedestrians to wait without entering the roadway and without impeding other pedestrian movements.
- Bus riders must be readily visible to satisfy traffic safety and security issues, with adequate lighting from street lights

Roadway Characteristics

PA 741 is a two-lane road throughout the Heritage Zone. There are no turn lanes, and the existing lanes and shoulders are not differentiated. The impression given to motorists is that the lanes are wide, which encourages excessive speed.



Lane widths of 10 to 11 feet are often used for roadways posted less than 35 mph, and are recommended by AASHTO for speed control purposes. If bike lanes or paved shoulders

of at least 4 ft. are provided, the travel lanes can be striped as narrow as 10 feet on arterials such as PA 741.

Bicycle use within the Corridor currently involves bicyclists sharing the travel lane with motorists or riding on the shoulder. There are no markings on the roadway to indicate the bicyclists. Markings could include a solid white stripe separating the travel lane from the shoulder

The practical effect of paved shoulders is little different than that of bike lanes, and should also be considered for accommodating bicyclists. The minimum width of 4 feet recommended for shoulders coincides with the minimum width recommended for bike-compatible facilities.

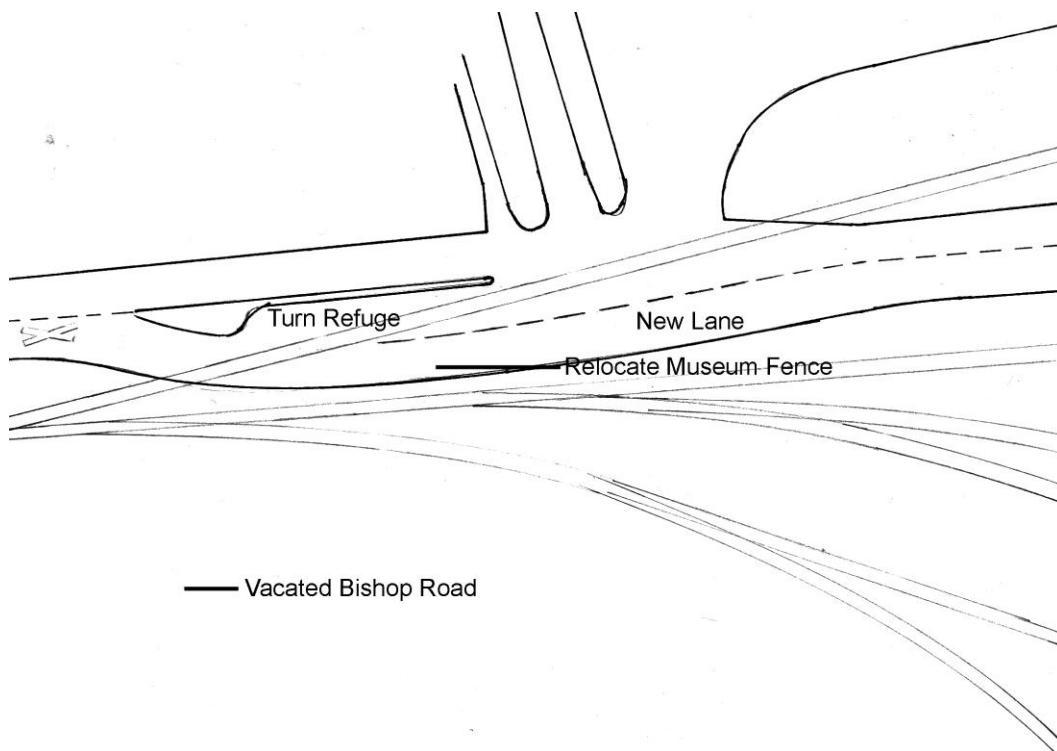
Left-Turn Refuges

Left-turn refuges should be provided east-bound at the main entrance to the Strasburg Rail Road and west-bound at the entrance to the Railroad Museum's parking lot.

The construction of a left turn lane at the Rail Road entrance will necessitate the closure of the intersection of Bishop Road with PA 741. This intersection is now redundant as a result of the new intersection for PA 896 and PA 741. Widening of PA 741 to provide a safer crossing of the Rail Road tracks and to allow room for construction of a left-turn lane will necessitate donation of a portion of the Museum's property and relocation of the Museum's iron fence to provide additional right-of-way. (Widening of the right-of-way on the north side of PA 741 is restricted by the operation of the Rail Road. Locomotives uncouple from trains on the station track, pull ahead of the switch by the J Tower, and reverse onto the main line. When the locomotive and tender pull clear of the switch during this movement, the front of the locomotive comes within several feet of the roadway. Widening the right-of-way would mean that the front of the locomotive would enter the edge of the roadway, necessitating signaling and stopping traffic)

The loss of Museum property for dedication as right-of-way, however, would be compensated by vacation of a portion of Bishop Road immediately south of the existing intersection. Currently, the Commonwealth of Pennsylvania and the Friends of the Railroad Museum own the properties on both sides of Bishop Road, and a loss of land to the state highway right-of-way would be balanced joining the two ownerships.

A schematic of potential road improvements is shown on the next page:



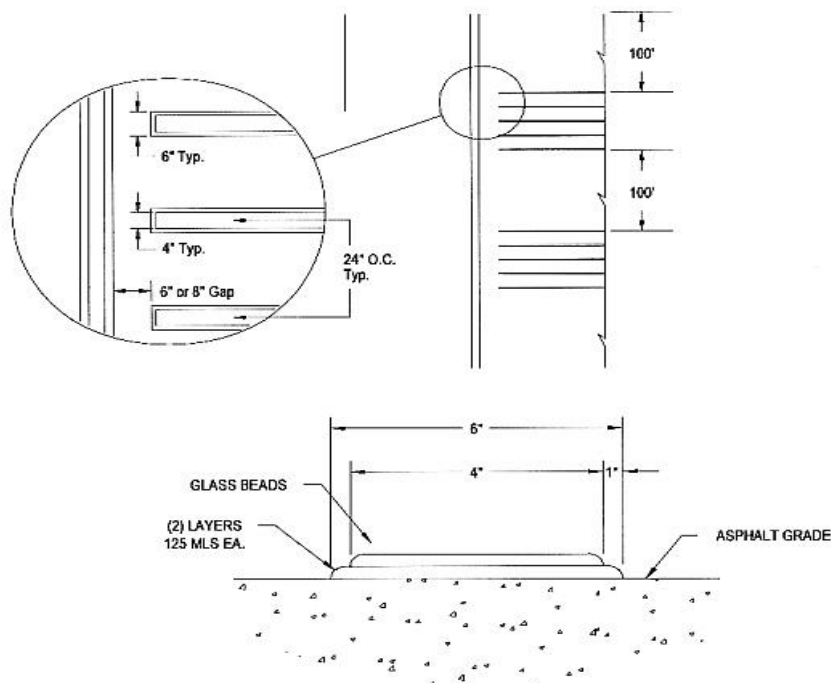
Speed Transitions

To the west of the Railroad Heritage Zone speed on Pennsylvania Highway 741 is restricted to 25 miles per hour. East of the Railroad Heritage Zone the speed is posted at 50 miles per hour. West-bound traffic has to reduce speeds from 50 to 25 miles per hour at the eastern edge of the Zone, despite the fact that there is no visual change in roadway conditions.

PennDOT's Smart Transportation Guidebook recommends that transitions from one speed zone to another should be "introduced in a manner that gives motorists adequate time to prepare for, and react to, changes in roadway design." Because it is undesirable to surprise motorists with design features inconsistent with motorist expectation, speeds should not be reduced by more than 10 mph on design features in adjacent segments. This principle applies to transitions from a 50 mph speed zone through the open farmlands of Townships to the east of Strasburg Township, to 25 mph in the corridor adjacent to the Rail Road and the Museum. Speed limits should ideally be stepped down in 10 mph segments. Improving the safety of PA 741 through the Heritage Zone is dependent upon introducing transition measures that will safely lower the speed of vehicles entering the project area by sending a clear message to the driver that there is a change in context.

One type of transition measure that might be used in the PA 741 Corridor is painting the roadway with transverse markings, such as shown in the following diagram:

Transverse Markings



Changes in building height and setback, reducing the width of travel lanes, changing the shoulders to bike lanes, striping the pavement, installing transverse markings, introducing decorative pavement, installing medians, and installing illuminated speed signs or flashing lights are all means of providing visual cues for reducing speeds.

Highway Landscaping

Other than grass, little landscaping exists within the Corridor. The visual quality of the Railroad Heritage Zone could be significantly improved by the addition of street trees and appropriate landscaping along the roadway and the relocation of overhead power lines.



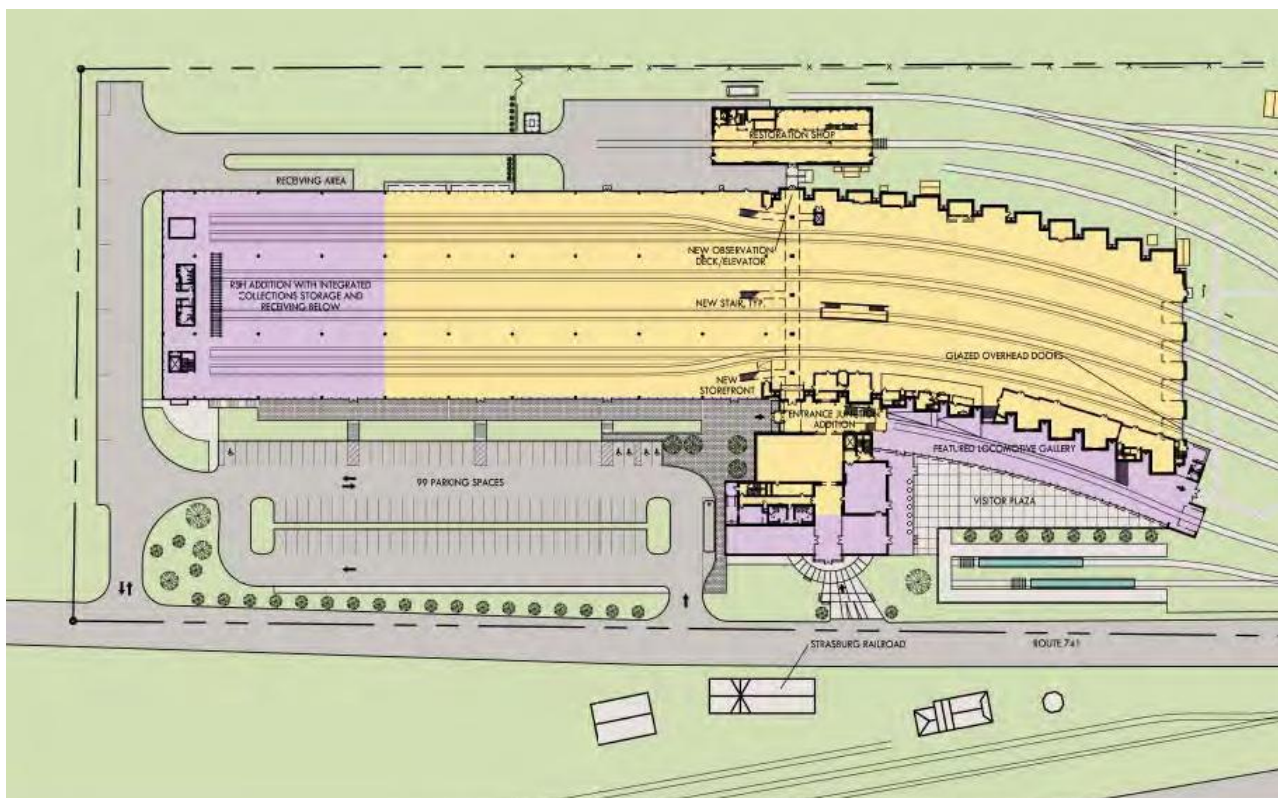
The Railroad Heritage Zone, with its world-renowned attractions, does not present its most attractive characteristics from PA 741.

Parking Lots and Structures

Space for parking vehicles is one of the most land-consumptive uses in the Railroad Heritage Zone. Currently, there is insufficient on-site parking at the Rail Road to accommodate all vehicles during special events such as “Day-Out with Thomas,” and remote lots or farm fields have to be used for temporary parking. Paved parking lots also create impervious surfaces that impact water quality, which is an increasing concern, given that Strasburg Township is located within the Chesapeake Bay Watershed. Because the Railroad Heritage Zone is contained within

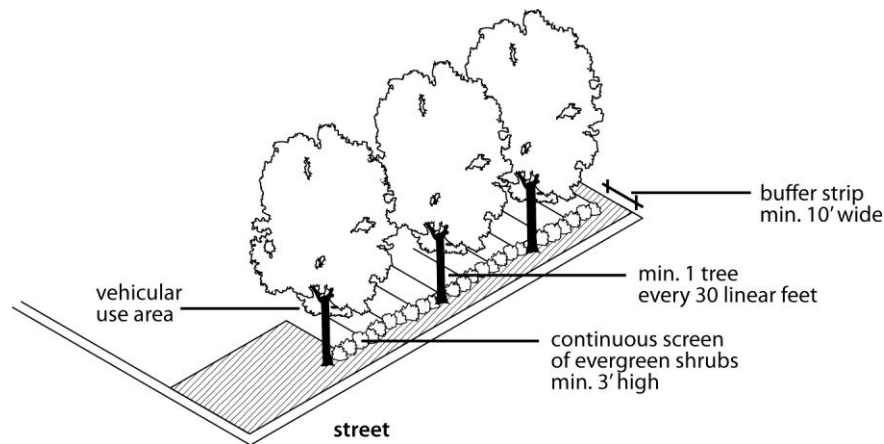
the designated growth area, as defined by the Strasburg Regional Growth Boundary, site expansion onto surrounding preserved farmland is not a viable option. Consistent with the development of the Heritage Zone as a mixed use urban zone, urban parking solutions, such as structures, may be a necessity in the future.

- Parking lots should be designed to promote efficient traffic patterns, minimize conflicts between vehicles and pedestrians and to proactively reduce the opportunity for crime.
- Paving treatments shall incorporate durable, long lasting materials. The use of pervious materials such as pervious concrete or paving stones is encouraged to minimize stormwater runoff.
- Stormwater runoff shall be captured, when possible, and directed toward rain gardens or infiltration beds. Stormwater run-off shall be minimized through the use of best management practices consistent with the objectives of the Chesapeake Bay Watershed Implementation Plan.
- When parking is located adjacent to a roadway, the parking lot shall be buffered with a low wall and landscaping to reinforce the enclosure of the street otherwise provided by buildings.



- Parking lots shall be designed to incorporate intermediate planting beds, planting island and intermediate planting “fingers” to break up large areas of impervious surface.
- Parking bays shall have landscape islands at each end, and bays in excess of 15 spaces in length shall be divided by intermediate landscape islands. Landscape islands shall provide at least 360 square feet of area for planting trees, shrubs and/or ground cover.

- Intermediate landscape “fingers” shall provide at least 180 square feet of planting area.
- A landscape buffer strip of a minimum 5 feet in width shall be provided between all parking lots and public sidewalks or pathways. If the sidewalk is immediately adjacent to the curb or edge of the road pavement, the buffer strip shall be a minimum of 10 feet in width. The buffer strip shall consist of drought tolerant shade trees, low shrubs or perennial flowers and a decorative fence or masonry wall. Plantings and parking lot screen walls or fences shall be no less than two feet and no more than three feet in height to allow views into and out of parking areas.
- When a vehicular use area or parking lot is located adjacent to a public right-of-way, perimeter landscaping must be provided to provide physical and visual separation between the vehicular use area and the right-of-way. This requirement applies only when there are no intervening buildings between the right-of-way and the vehicular use area.
- The landscape buffer strip must be at least 10 feet in width and be planted with at least one tree per 30 linear feet of landscape strip and enough evergreen shrubs to form a continuous visual screen at least 3 feet in height after the first growing season.



- Ground cover plants must cover the remainder of the required landscape strip.
- A masonry wall or berm may be substituted for shrubs, but trees and ground cover are still required.
- Shrubs and walls must be located on the interior of the perimeter landscape strips; trees must be on the outside (street side) of the shrubs or wall.
- If, in the future, vehicle storage is accommodated by structured parking, the facades shall be designed and architecturally detailed like other commercial buildings within the corridor.
- The structure's exterior shall feature horizontal detailing to hide angled ramps within the structure's interior. Windows or other openings shall be provided that echo those of surrounding buildings.
- Screening of refuse facilities and mechanical equipment shall be accomplished by locating the facilities internally in a partitioned enclosure.

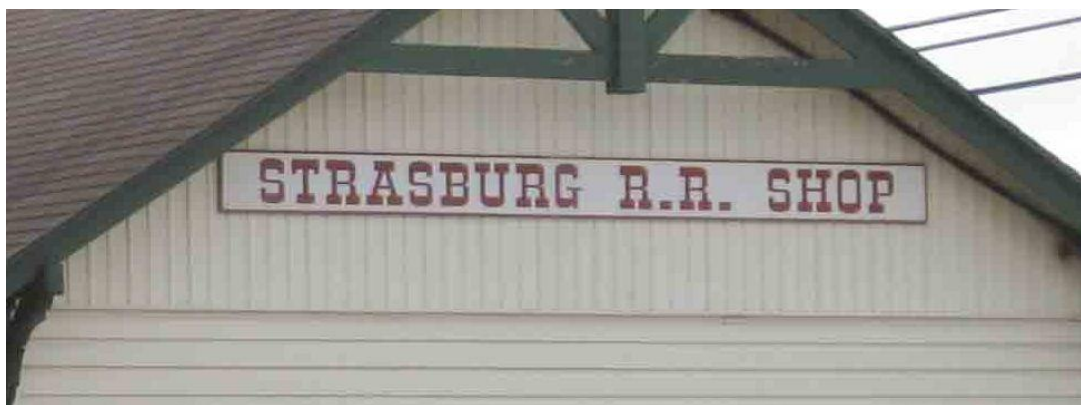
SIGNAGE

The preferred type of signage in the Railroad Heritage Zone is a flat panel of wood or metal with lettering either painted or incised into the surface and illuminated by directional spotlights. Internally illuminated or programmable signs are limited to free-standing monument signs.

The historic standard that should be used as a model for new signage in the Railroad Heritage Zone would be the “station sign board.” These signs were typically lettered for the station name, and were traditionally displayed at depot ends.



Signs may be placed flat against a building, hung from an eave or porch, or projecting from the side of the building as shown in the following examples:





GUIDELINES FOR SIGNS

Signs Affixed to Buildings

- Projecting signs should be used for ground floor uses only.
- On a multi-storied building, the sign should be suspended under the porch roof or between the bottom of the second story windowsills and the top of the doors or windows on the first story.
- A projecting sign should be hung at a ninety (90) degree angle from the face of the building.
- Sign support brackets for projecting signs shall be compatible with the architectural design of the building and such signs shall not be internally illuminated.
- Signs may also be painted on display windows. When decals or lettering is painted on glass, at least 75% of the window area shall remain transparent.
- Signage elements shall incorporate materials, colors and shapes that appropriately reflect and complement the building's architectural style and the surrounding environment.



- Large signs that dominate a building façade or streetscape, internally illuminated roof-top signs, or roof signs that stand above or over the ridge peak of the roof or the parapet of a building are prohibited in the Railroad Heritage Zone.
- Signs shall be designed to be compatible with building design in terms of relative scale, overall size, materials and colors. Such signs shall be designed to relate to the architectural features of the building and to create visual continuity with other storefronts in the same or adjacent buildings, and shall be sized consistent with the proportions of the building's façade.

Freestanding Signs

The maximum number of free-standing signs shall be limited to one (1) per street frontage for the main structure or use and one (1) at each entryway to a parking lot or access drive.

- The area around the base of a freestanding sign should be landscaped. Such landscaping should be in proportion to the size and height of the sign, with a minimum of one-half square foot of landscaping for each square foot of sign area. The landscaping and sign base should be protected from vehicles by a vertical curb (or equivalent.)
- Signs shall not be erected at any location, for any purpose, which could interfere with or obstruct the view of traffic or could be confused with any authorized traffic sign, signal or device.
- A free-standing sign may be a monument sign. A monument sign shall be placed perpendicular to the street, and located outside of clear line of sight areas at driveway or access road entrances to avoid obstructing the clear vision of drivers entering the state highway.
- A monument sign shall also not be located in such a way that the movement of pedestrians crossing the street is obscured.
- The maximum height of a freestanding sign or a monument sign shall be no more than sixteen feet (16').
- The maximum area of a freestanding sign or monument sign shall be no more than eighty (80) square feet.

The current sign over the entrance to the Railroad Museum is not a successful design. It consists of three different lettering styles and presentations, which makes it difficult to understand that the three lettering-types compose a single message. In addition the “art-deco” letters for the word “museum” are too widely spaced and are not readable from a single vantage point. This signage miss-mash should be redone to clearly identify the Railroad Museum of Pennsylvania from the pedestrian crossing at the Strasburg Rail Road and from PA 741 in a manner that is consistent with other signage in the Railroad Heritage Zone.

