

PENNSYLVANIA HEALTHY & ACTIVE COMMUNITIES SUMMIT

ECONOMIC DEVELOPMENT
&
COMMUNITY REVITALIZATION
IN
COLUMBIA BOROUGH

CREATING A VIBRANT,
LIVABLE COMMUNITY BY
INCREASING
RECREATIONAL
OPPORTUNITIES,
WALKABILITY, PARKING,
DOWNTOWN
BEAUTIFICATION, AND
BUSINESS ATTRACTION

THE KEY TO COLUMBIA'S FUTURE IS IN ITS PAST

SUSQUEHANNA RIVER

RAILROAD

LARGE INVENTORY OF OLD INDUSTRIAL
BUILDINGS

LARGE INVENTORY OF OLD DOWNTOWN
COMMERCIAL BUILDINGS

HISTORICAL PLACES

LINCOLN HIGHWAY & BRIDGE

OLD RIVER PARK PAVILION



RIVER PARK THANK YOU



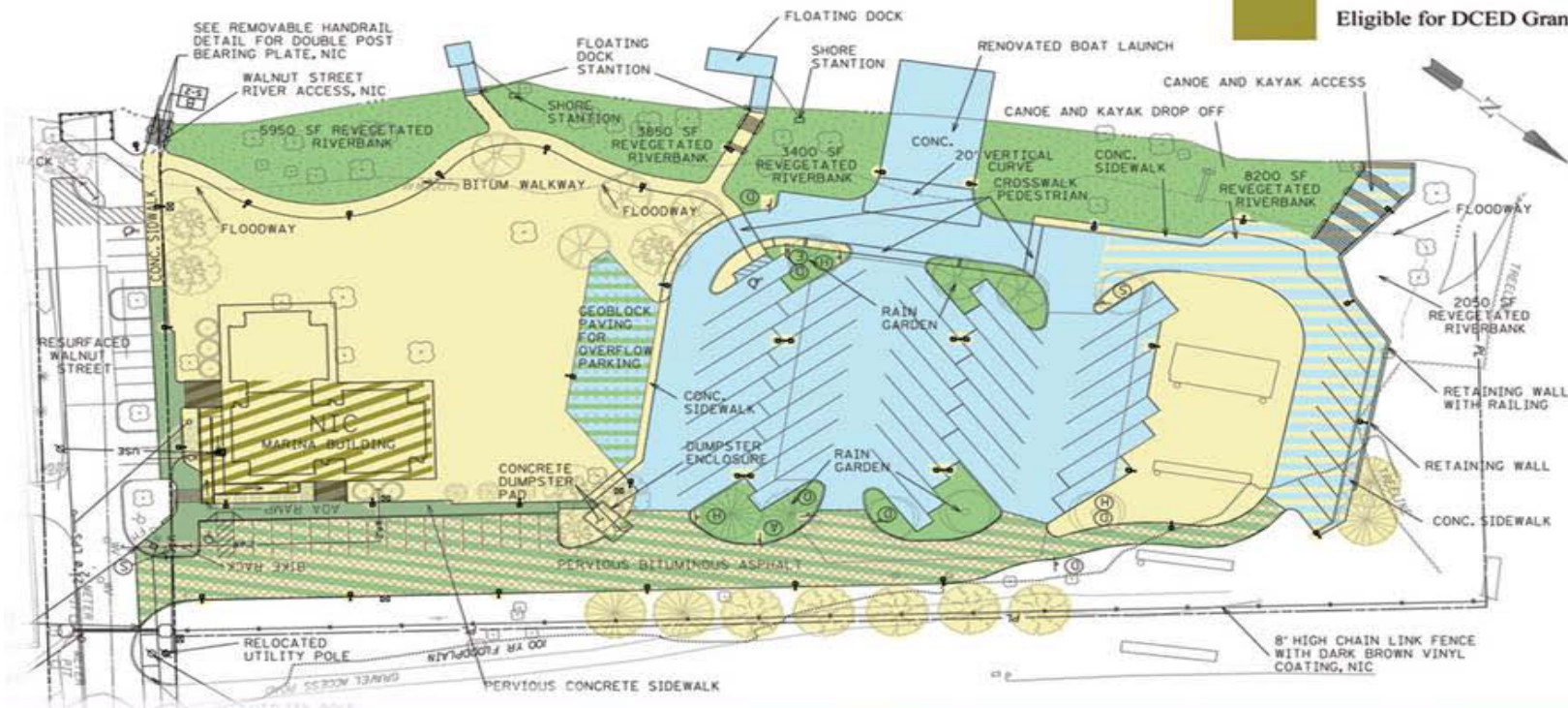
COLUMBIA RIVER PARK REVITALIZATION & EXPANSION PROJECT

Proposed Building



FUNDING FOR PHASE I AND PHASE IA

Eligible for DCED Grant



NEW RIVER PARK



NEW RIVER PARK



MEMORIAL DAY WEEKEND



BOAT DOCKS



NEW RIVER PARK



NEW RIVER PARK



CANOE & KAYAK RAMP



SUSQUEHANNA SOJOURN



VETERAN'S MEMORIAL BRIDGE



Relighting the Bridge

RIVER BIRDS



EAGLES ON RIVER



EAGLE ON RIVER



EAGLE ON RIVER



FRONT & LOCUST STREET



FRONT & LOCUST STREET PARKING



VIEW OF THE SUSQUEHANNA



BOROUGH FARM



NORTHWEST LANCASTER COUNTY TRAIL

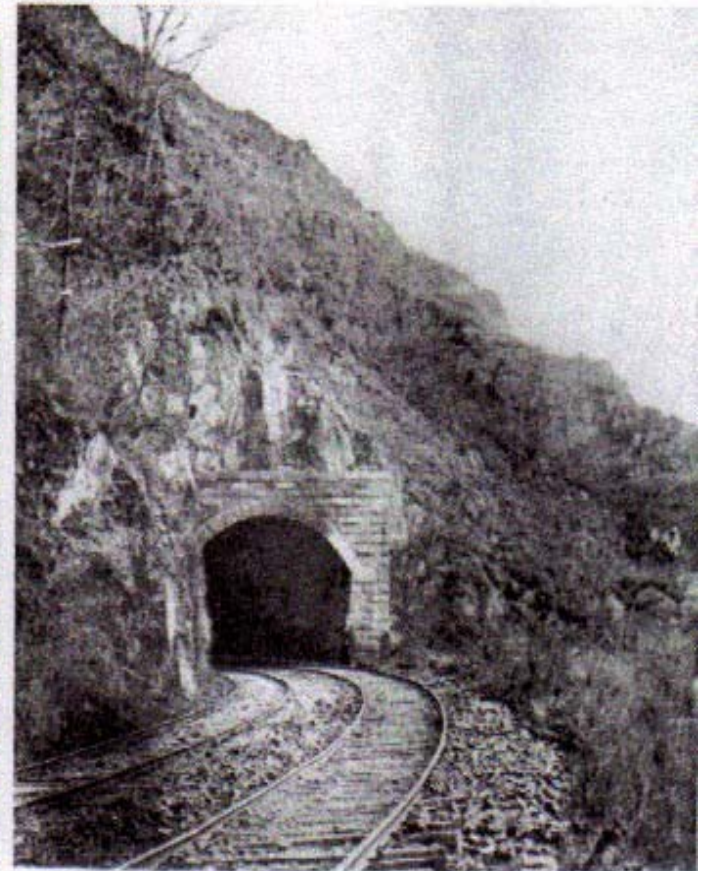
Point Rock Tunnel, Columbia, Pa.

February 7, 2010; Frederic H. Abendschein

Tunnel on Penna. Railroad, near Columbia, Pa.



Point Rock Tunnel: downstream entrance



Point Rock Tunnel: upstream entrance

MAKLE PARK



MAKLE PARK



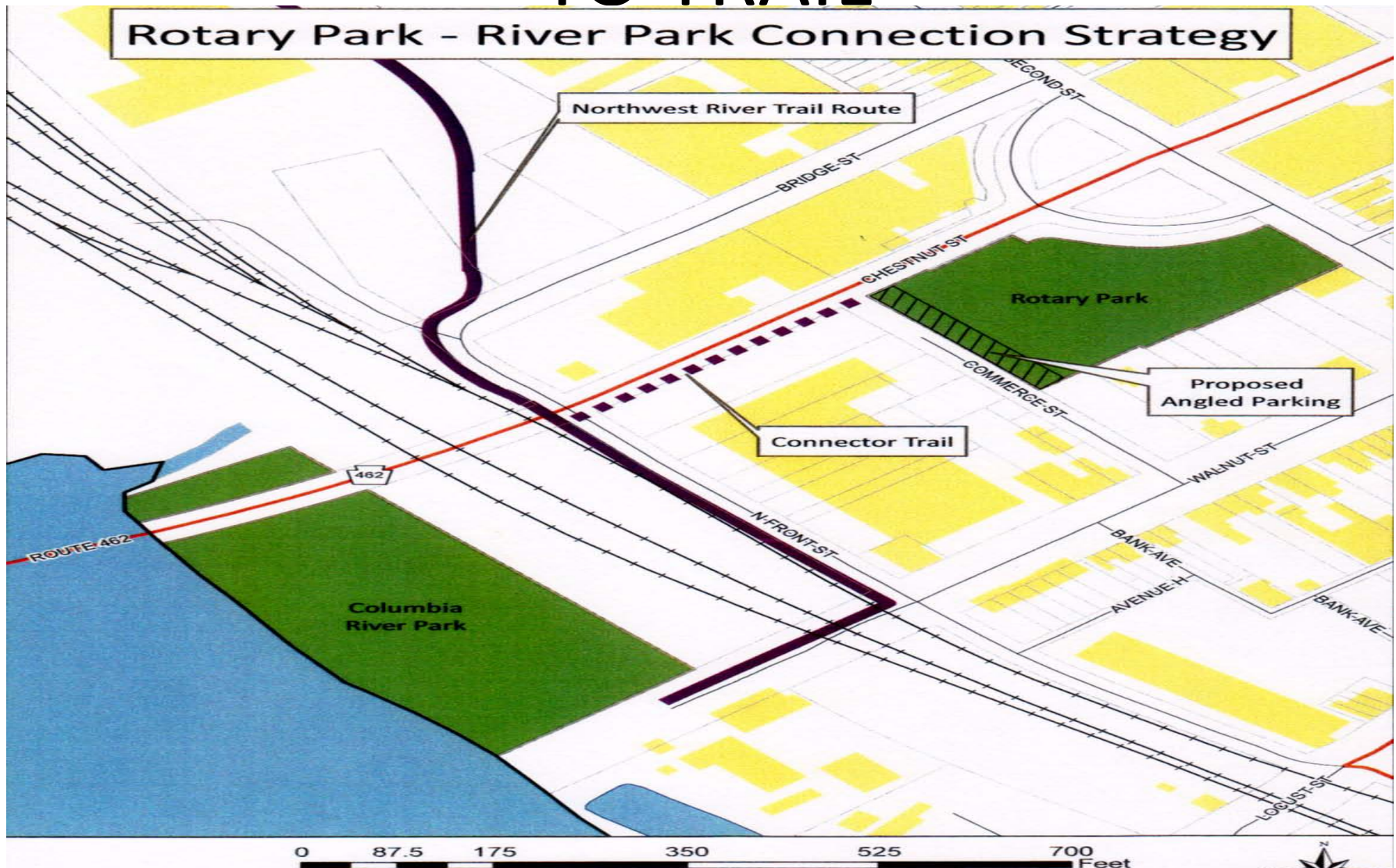
GLATFELTER FIELD



JANSON PARK



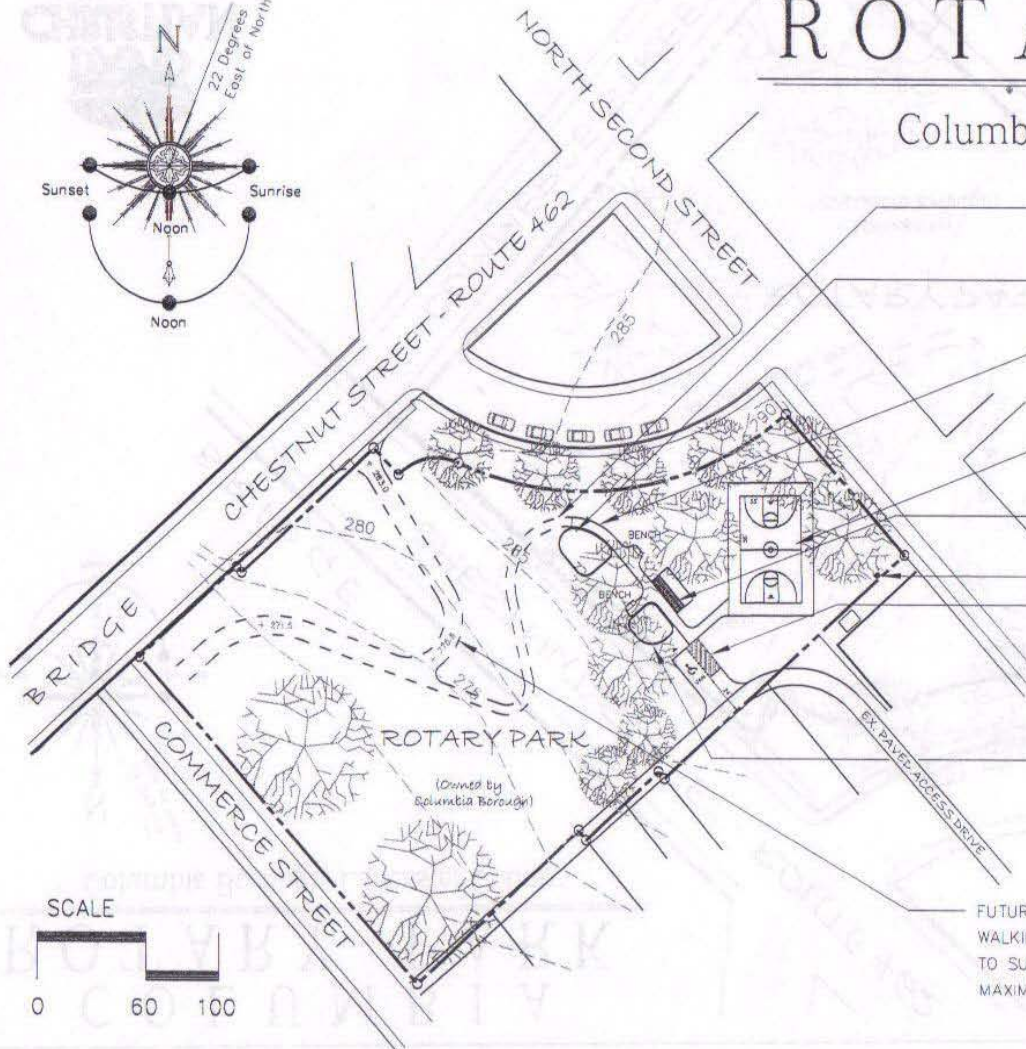
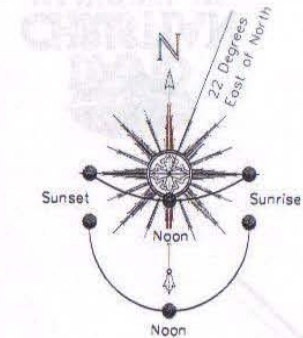
ROTARY PARK AND CONNECTION TO TRAIL



ROTARY PARK

COLUMBIA ROTARY PARK

Columbia Borough, Lancaster County



FUTURE ACCESSIBLE WALKWAY TO
CONNECT TO FUTURE SUSQUEHANNA GREENWAY TRAIL

PLAYGROUND FOR 5-12 YEAR OLD CHILDREN
(APPROX. 460 SF)

ACCESSIBLE WALKWAY TO PAVILION AND BASKETBALL
COURT 5 FEET WIDE AT 5% OR LESS SLOPE.

TRY TO ORIENTATE THE BASKETBALL COURT
FROM TRUE NORTH / SOUTH TO 22 DEGREES
EAST OF NORTH IF GRADES AND EXISTING TREES PERMIT

12'x22' PICNIC PAVILION

SECURITY CAMERA

ADA ACCESSIBLE VAN PARKING SPACE

2-5 YEAR OLD TOT LOT
(APPROX. 330 SF)

FUTURE 10 FEET WIDE MINIMUM
WALKING / BIKING PATH
TO SUSQUEHANNA GREENWAY TRAIL
MAXIMUM SLOPE OF 5%



LANDSCAPE ARCHITECTURE
15 SOUTH MAIN STREET
MANHEIM, PA 17545

(717) 654-0100

FAX (717) 654-0099

TOWN SQUARE CONSTRUCTION

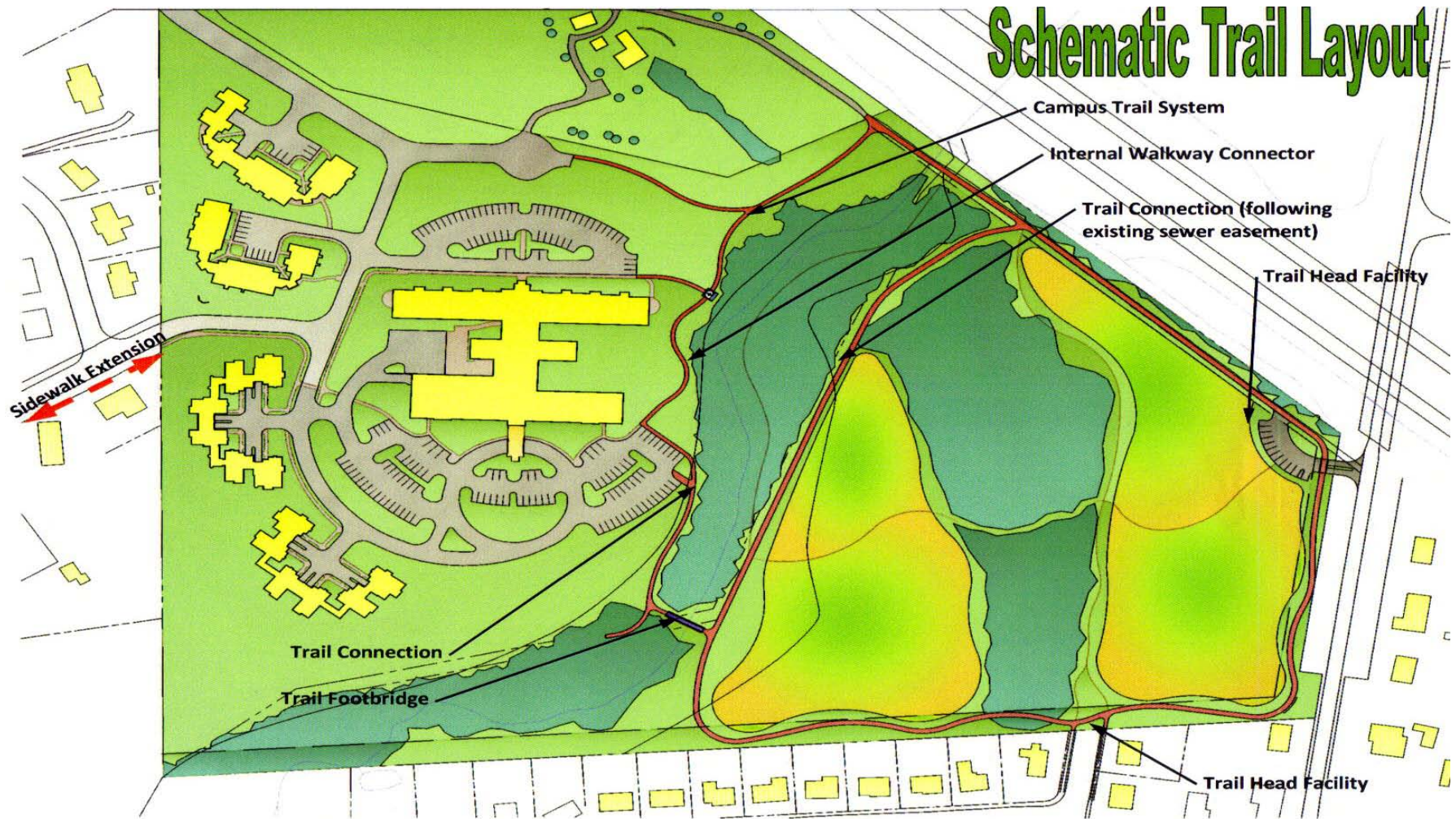


ST JOHNS HERR ESTATE



PEDESTRIAN & BICYCLE TRAIL AT  ST. JOHN'S
HERR ESTATE IN COLUMBIA BOROUGH
A Luthercare Community

ST JOHNS HERR ESTATE TRAIL





COLUMBIA BOROUGH WALKS

Columbia Borough is a river town that grew and prospered on account of the traffic on and across the Susquehanna River. Today Columbia Borough takes seriously its obligations as steward of the borough's historic legacy, not only in protecting and preserving its historic resources but by making its neighborhoods walkable, connected, accessible and safe.

The land where Columbia was built was first surveyed in 1726. In 1730 John Wright secured a patent to operate a ferry across the Susquehanna River. The ferry operation was an important gateway to the west and connected Lancaster City and points east (1734) with Maryland and the Potomac (1739). By 1780 the traffic from river and road was so jammed that a wait of two or three days to cross the river on Wright's ferry was common.

Through the 19th century Columbia Borough grew as an important transportation center. At the location of Columbia Borough, the river was wide and shallow. North of Columbia, in dry times, travelers could cross the Susquehanna on foot. South of Columbia, the river was too shallow and rocky with treacherous falls for boats or rafts. So Columbia became a place where goods were off-loaded, repacked or processed, then shipped out by train, canal or wagon. With so much being shipped through or past the borough, Columbia prospered as a center of manufacturing and processing of lumber, tobacco, grain, in addition to numerous foundries, forges, rolling mills and machine shops.



Today all the transportation resources that made Columbia a vital center of manufacturing and commerce are gone: the canals were filled in and the canal boats salvaged for firewood (1903); the Pennsylvania Railroad headquarters were moved to Harrisburg (1909); and the ferry was replaced with a succession of bridges crossing the Susquehanna (the first bridge was completed in 1814).

But the Columbians who worked at the docks along the river, in the factories and forges, manning the canal boats, running the manufacturing, banking and real estate concerns or the many hotels and taverns along the Susquehanna's eastern shore left behind an incredible legacy – an historic town that contains a unique inventory of close to 1,000 historic properties. Located in an area covering just over 1/2 square mile in the center of the borough, Columbia's historic neighborhoods were documented in the 1980s and recognized as an historic district listed on the National Register of Historic Places.

18th and 19th century towns grew and developed based on the distances people could walk. Until the advent of first horse-drawn, and later electrified, omnibuses or streetcars, people lived within walking distance of work, shopping, church and family. And in the days before sidewalks, sewers, roads, and organized road maintenance programs were often unpaved, muddy, manure-filled and shared with local livestock. So even with an inventory of fine historic architecture in a town built-out to accommodate a citizenry on foot, walking was not necessarily easy or safe.

As Leo Lutz, the Mayor of Columbia Borough, is quick to point out, Columbia has twenty-seven miles of roads, which, except for the state-owned roads, the borough must maintain. Ten years ago most of the non-state roads were in such bad condition that repair or resurfacing alone would not fix them. So the borough



LINCOLN HIGHWAY MILE MARKER



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



LINCOLN HIGHWAY PROJECT



NINTH STREET PROJECT



NINTH STREET PROJECT



NORTH 2ND STREET



RISK WATCH BICYCLE EVENT



RISK WATCH BICYCLE EVENT



DOWNTOWN



DOWNTOWN REVITALIZATION



DOWNTOWN REVITALIZATION



DOWNTOWN REVITALIZATION



BUS STOP



BUS STOP AFTER



OOPS !



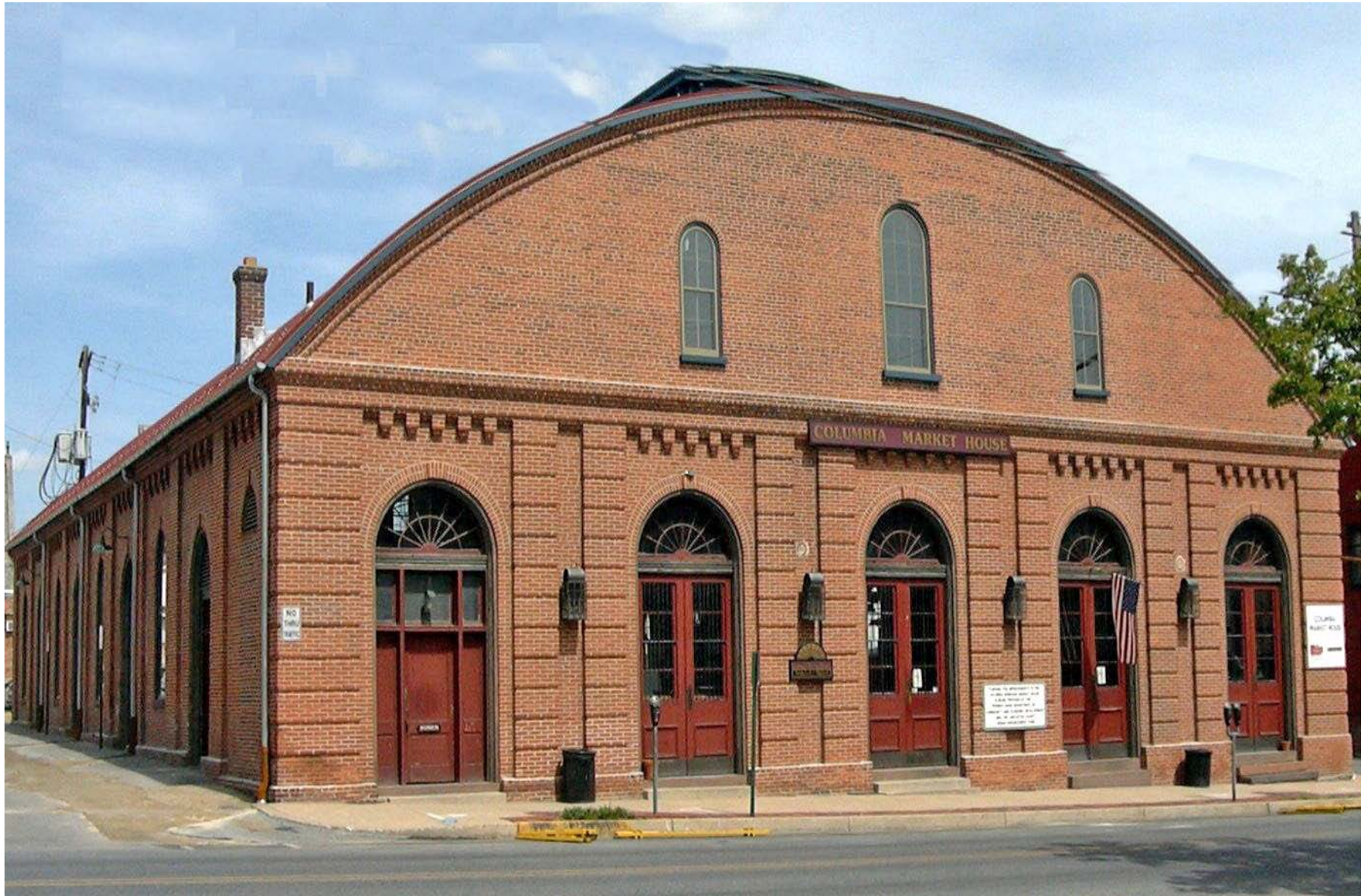
CENTRAL NATIONAL BANK



BOROUGH HALL



MARKET HOUSE



MARKET HOUSE STAND



MARKET HOUSE PARKING



FORMER BUCHER BUILDING



TIMELESS INN



DOWNTOWN REVITALIZATION



DOWNTOWN REVITALIZATION



DOWNTOWN REVITALIZATION



OOPS AGAIN !!



DOWNTOWN REVITALIZATION



READING RR FREIGHT STATION



FORMER SILK MILL



TURKEY HILL EXPERIENCE



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TURKEY HILL EXPERIENCE CONSTRUCTION



TURKEY HILL EXPERIENCE



TURKEY HILL EXPERIENCE



COLUMBIA & READING RAILWAY



FINANCIAL IMPACT

BOROUGH PROPERTY TAX

PROJECT	COST	TAX
TURKEY HILL	\$14,000,000	\$98,000
TIMELESS INN	\$ 2,000,000	\$14,000
TOTAL TO BOROUGH		\$112,000

FINANCIAL IMPACT

SCHOOL PROPERTY TAX

PROJECT	COST	TAX
TURKEY HILL	\$14,000,000	\$294,000
TIMELESS INN	\$ 2,000,000	\$ 42,000
TOTAL SCHOOL TAX		\$336,000

FINANCIAL IMPACT

PERSONAL INCOME TAX

PROJECT	EMPLOYEE/SALARY	TAX
TURKEY HILL	20 @ \$20,000	\$4,000
TIMELESS INN	20 @ \$20,000	\$4,000
TOTAL PERSONAL INCOME TAX		\$8,000

FINANCIAL IMPACT

TOTAL TAX IMPACT

\$456,000

VISITOR IMPACT

200,000 VISITORS TO TURKEY HILL

\$8.00 PER VISIT

\$1,600,000 TO LOCAL ECONOMY

LEO'S CONTACT INFO

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