RESOLUTION 2013-10

TOWNSHIP OF PENN LANCASTER COUNTY, PENNSYLVANIA

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF PENN, LANCASTER COUNTY, PENNSYLVANIA ADOPTING THE COMMUNITY ACTION PLAN FOR THE VILLAGE OF PENRYN, PENNSYLVANIA.

WHEREAS, the Penn Township Board of Supervisors recognizes the historic and cultural significance of the Village of Penryn; and

WHEREAS, the events of and people behind the Penryn Fire Company's 100 Year Anniversary in 2012 are recognized as catalysts for this Community Action Plan and the overall awareness of the Village of Penryn's place in local history; and

WHEREAS, the leaders of Penn Township understand that community activism within Penryn and the surrounding areas is key to the future of the Village; and

WHEREAS, the Community Action Plan establishes three themes to lead into Penryn's "Next 100 Years" based on historical prominence, sense of place, and enhanced infrastructure; and

WHEREAS, the Penn Township Board of Supervisors supports the efforts that will be undertaken to implement the Community Action Plan.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF PENN, LANCASTER COUNTY, PENNSYLVANIA AS FOLLOWS:

Section 1. The Board of Supervisors hereby adopts the document, *The Capital City of Penn Township: A Community Action Plan for the Village of Penryn, Pennsylvania* as a guide for the long-term enhancement of this historic community.

Duly adopted on this the 8^{th} day of April 2013 by the Board of Supervisors of PENN TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA, in lawful session duly assembled.

BOARD OF SUPERVISORS PENN TOWNSHIP

ATTEST:

Assistant) Secretary

TOWNSHIP SEAL

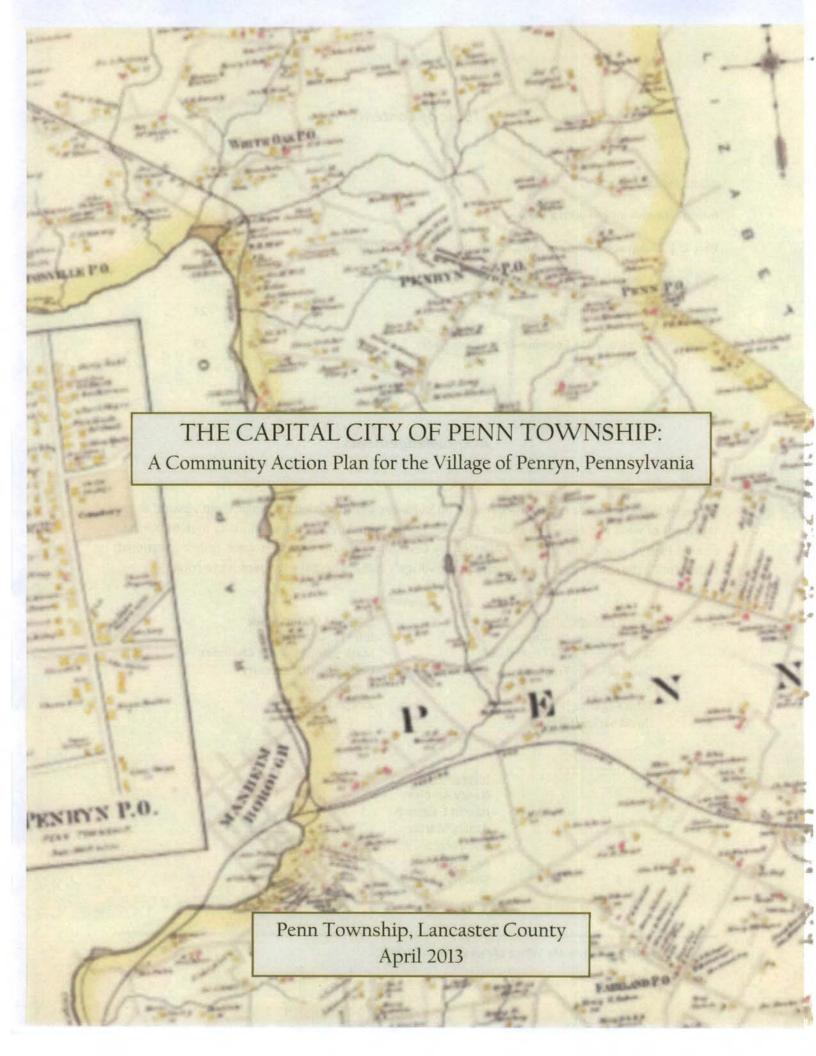


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Acknowledgements

A special thank you goes out to the dynamic interviewees that provided the insight and vision that are the seeds of what this plan is all about. The Penryn Fire Company and the community members in and around Penryn who made the 100th Anniversary Celebration events a success were truly inspirational, representing the spirit necessary to promote the village's cultural heritage for decades to come.

Board of Supervisors

Travis Rohrer, Chairman David Wood, Vice Chairman Daryl Lefever, Treasurer Ronald Krause John Kegarise David Sarley (former)

Planning Commission

Jeff Fry, Chairman Mark Compton, Vice Chairman Linda Brown, Secretary Nancy Ambler Joseph Lyons

Interviewees

Nancy Ambler Harold Galebach Ashley Martin Ernie Martin Richard Martin Shannon Martin

Introduction: A Village with a View



Penryn: this village in northern Penn Township has its roots firmly planted in the ridge top that overlooks the surrounding pastoral valleys and the Furnace Hills to the north. The agricultural landscape of today is a survivor of the years gone by marked by webs of railroads, iron furnaces, and thriving businesses in the bustling town.

This Action Plan has been created with the future in mind, but not without respect to the people and events throughout the last 300 years that shaped Penryn into what it is today. One does not have to look very far into the past to find a strong spirit of community and recognition of local history. Last year, the Penryn Fire Company, with broader support from the residents in and around the village, pulled off a magnificent display of commemoration for that organization's 100th Anniversary. Besides honoring the long line of Fire Company volunteers that have responded to the call of duty throughout the last century, it also observed the place that they are headquartered in.

Penryn's unofficial role as "The Capital City of Penn Township" was evident in the years of railroads and furnaces, and still holds true in some regards. It may not be because of its economic engine or its location at a major crossroads – those days have passed. The village's history is unparalleled in Penn Township, and many locals as well as those from the outside were exposed to these stories during the anniversary events of 2012.

This Community Action Plan pertains less with the market forces driving land use policies and business trends, and aligns more with the cultural aspirations of the people that continue to make it a distinct place. Although the exact boundaries of Penryn are unknown, the availability of community capacity to take action is not. Taking one step at a time and progressing year to year is the best way for a place like Penryn to make it to the 22nd century.

Part 1: A Background Study of the Community and its Surroundings

Physical Definitions of Penryn

Attempting to define the boundaries of a community – whether it is a neighborhood, village, or district – can be a challenging task. Various members of the community, and even those living on the outside may have opposing ideas of exactly where the lines should be drawn. In fact, some may prefer that lines not necessarily be used to define a long-standing place like Penryn. The discussion below looks into several different ways of approaching this.

Buildings and the Built Environment

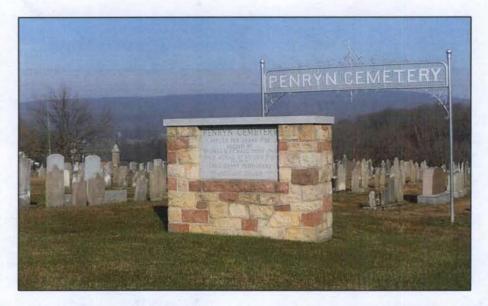
Penryn, like a number of historic communities throughout Pennsylvania, continues to maintain a solid stock of buildings with characteristics of the late 1800s and early 1900s. Newport Road, the main east-west route through the area, is the axis for most of the village's historic buildings. This is especially evident spreading outward from the Newport Road-North Penryn Road intersection slightly to the east, and westward to the Gish Road intersection. In fact, the Gish Road terminus is home to three very prominent historical places that provide important context to the community: the Matthias Gish Memorial Monument, a large barn very near Newport Road, and an exceptional stone and rough cut wood home also near the roadway (photos appear on page 6).

The importance of buildings and sites in this sense is not only felt physically, but also how they serve social and cultural purposes. Evidenced by the Penryn Post Office, Penryn Cemetery, Penryn Fire Company fire hall, St. Paul Lutheran Church, and more, it is clear that the village has been and continues to be a gathering place for a larger geographic area. Such a concentration of historic buildings certainly helps create a sense of place and community.

Another aspect of this phenomenon is the overall built environment's psychological effect on place. That is, the positioning of the buildings, size of the roads, and other similar features that create a feel not present in the areas surrounding Penryn. Along this core segment of Newport Road, the older buildings are located relatively close to the roadway and close to each other. Small and shallow setbacks from property lines, combined with the presence of nearly all two-story and taller structures generate this feel as opposed to what is experienced in the adjacent village expansion areas. Nonetheless, both the older and newer areas join to function as today's Village of Penryn.

Topography

Perhaps one of the more interesting perspectives of how the village can be physically defined is through topography. Views of the wooded hills to the north and agricultural landscapes to the south are abundant when standing or driving on Newport Road. It is clear that Penryn sits on top of a prominent ridgeline, making topography a physical characteristic of the village.



When approaching on Newport Road from either the north or south, a relatively steep hill separates the farmland of the lowlands from the established settlement on the ridge. A perspective outward from the Penryn Cemetery in the image above exemplifies not only these fascinating views but also reflects the higher elevations along Newport Road.

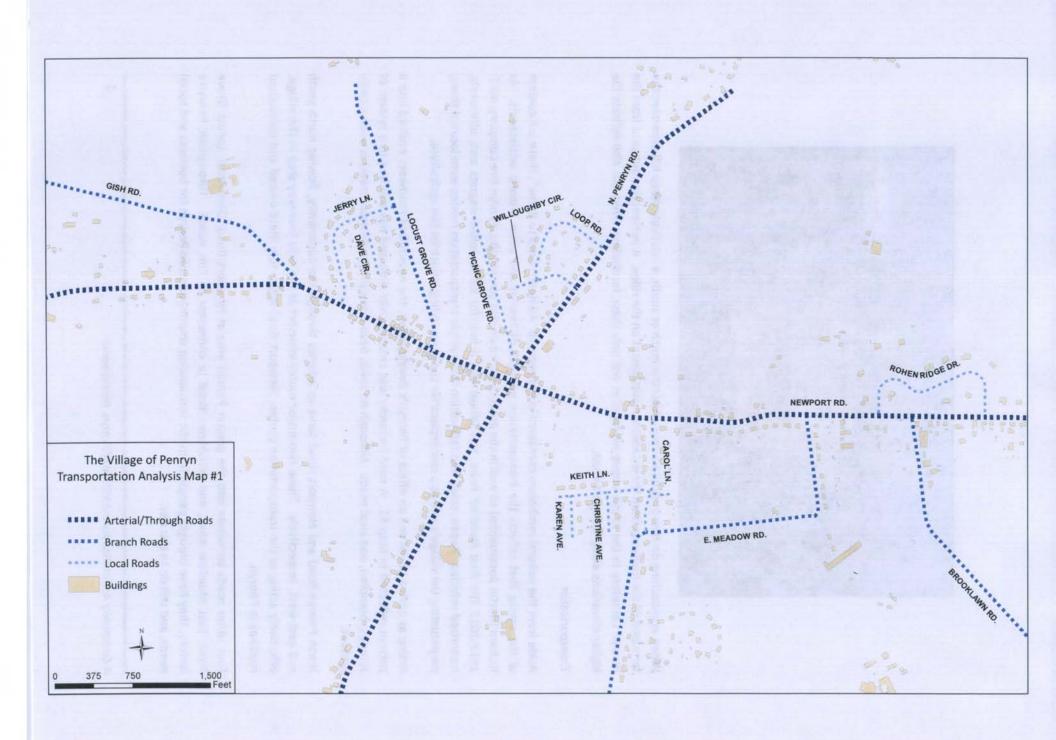
Transportation

Aside from the cultural symbolism contained in the proverb "All Roads Lead to Rome", there is a context of the saying that reflects the transportation network of Penryn and other historic settlements. As Richard Martin documented so well in the great resource on this community, *Penryn Fire Company No.1:* 1912-2012 The First Hundred Years, this village was a hub for horse-pulled wagons and, ultimately, motorized vehicles. Repair, sales, and fabrication for multiple transportation modes were located there, perpetuating the village's role as a centerpiece for the surrounding industries like agriculture.

Acting as both a cause and an effect of Penryn's development, the network of roadways evolved into a pattern reflected in Map #1. A road hierarchy was created over time and has resulted in a system of arteries, branches, and local roads. Although no roads have sidewalks, pedestrian travel is undoubtedly present.

North Penryn Road and Newport Road serve as arteries through the community, flowing north-south and east-west, respectively. These two major routes intersect at the only four-way stop in the village, effectively acting as the transportation center. Newport Road is the sole State-owned and maintained roadway in Penryn.

Four other roads terminate into the greater Penryn area at Newport Road: Gish Road, Locust Grove Road, East Meadow Road, and Brooklawn Road (a connector to Elm Road). Throughout Penryn's history, they have brought people from the surrounding countryside into Penryn for business and social needs, and still do to this day.



A handful of other local service roads are also in the community, such as Jerry Lane, Dave Circle, Loop Road, Carol Lane, and Keith Lane. Nearly all of these were constructed as necessary infrastructure of residential subdivisions that took place in mid-20th century or later expansions of the village. This is evidenced by the wider cartways and deeper as well as wider setbacks from property lines. Although they are typically loop or dead-end roads accessing the homes fronting upon them, Jerry Lane and Carol Lane also connect an arterial with a branch road.

Zoning

The 2011 Zoning Ordinance established a T-4 Village District that is unique to the greater Penryn-Elm area in the Township. Simply stated, the district encourages mixed commercial and residential uses, including limited growth and adaptive reuse of the building stock. The area contained within the Village District includes a range of lot sizes, older structures, late 20th century subdivisions, and locally-based commercial and institutional land uses.

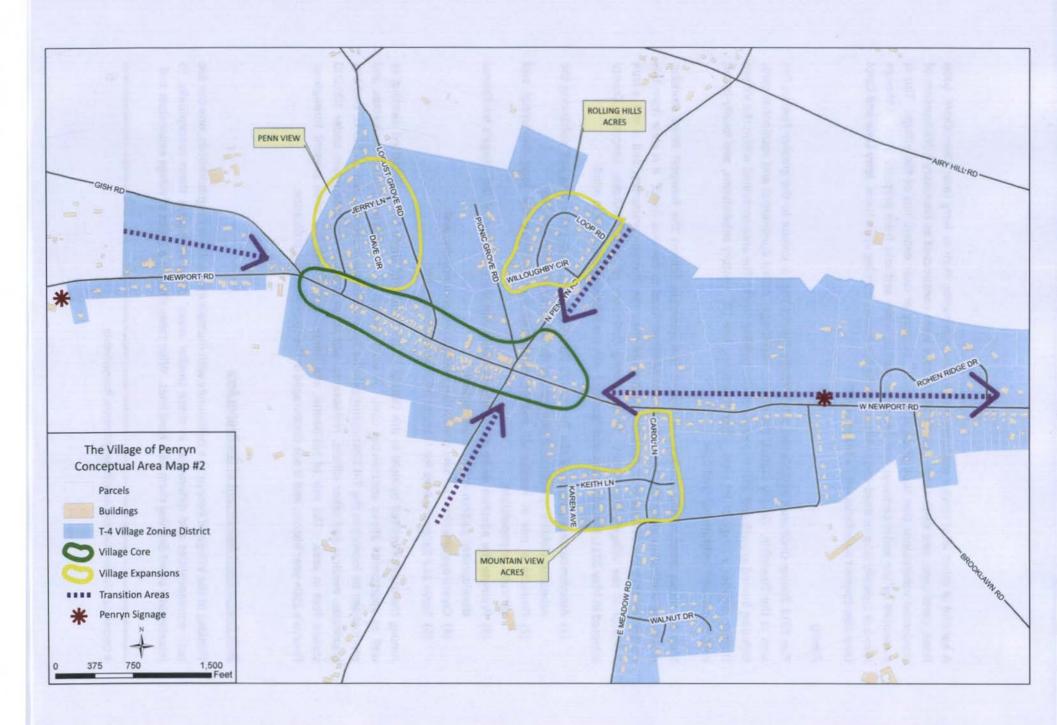
Map #2 shows most of the current T-4 District that generally follows the Newport Road corridor, extending southward along the east side of East Meadow Road to Fairview Road. It is clear from this illustration that the District encompasses much more than the Penryn community, and is not a true indicator of the village's boundaries. In the *Zoning Ordinance of Penn Township, Lancaster County* adopted in May 2011, this zone was reinvigorated with the following purposes in mind:

- Accommodate a portion of the Township's future growth, while preserving and enhancing the economic viability and physical character of the Villages of Penryn and Elm;
- (2) Promote a mix of residential and nonresidential uses to serve the local residential and agricultural population;
- (3) Promote the adaptive reuse of existing buildings and the emulation of the village's traditional development pattern in new development;
- (4) Create opportunities for safe pedestrian passage and connectivity; and
- (5) Serve as a Receiving Area for Transfer of Development Rights.

Among the uses permitted by right in this District is the traditional single-family detached dwelling as well as apartments above commercial uses. A wide variety of neighborhood-scale businesses and services can be located in the T-4 District through the Special Exception process such as banks, bed and breakfasts, medical and other offices, restaurants, and retail sales/service enterprises under 100,000 square feet in area. The mix of residential and nonresidential uses has been present throughout Penryn's 250+ year history, and is not discouraged in the current zoning ordinance.

Built Environment Assessment of the Penryn Area

Thinking of the Village of Penryn as a community with multiple elements, or neighborhoods, one can see both commonalities and differences in these smaller areas. Map #2 locates them conceptually, to intentionally avoid defining them with hard lines. What takes shape is a series of village expansions and



transition areas surrounding the village core, a phenomenon often seen in Pennsylvania rural settlements, especially here in Lancaster County.

Village Core

As noted earlier, the central section of Penryn is dense with an older building stock and community institutions like the Post Office and St. Paul Lutheran Church. Generally the core includes properties on either side of Newport Road, and several lots deep in each direction on North Penryn Road. Topography plays a role in informally defining the core area, with slopes falling off at the rear of many properties along this section of Newport Road.

Lot sizes in the center of Penryn generally range from about 5,000 square feet to just over two acres. Most of the properties on Newport Road are narrower than surrounding areas (30-70 feet) and have

typical depths of 160-500 feet. Since public water and sewer service is not available, septic systems or other on-lot wastewater treatment options are utilized. Current day standards require a one-acre minimum lot size to adequately accommodate the siting of principal and accessory structures, on-lot well, septic system, and reserve drainfield area.

Map #3 groups properties in the study area into three categories according to lot size



for ease of analysis: lots 0.50 acre or less, between 0.51 and 1.00 acre, between 1.01 and 1.50 acres, and greater than 1.5 acres¹. What is important to note here is that, from this desktop analysis, about 45 lots in the Penryn Village core are one acre or smaller², with the majority of those being one-half acre or smaller. Although septic issues may not currently be present, or at least not evident in the study area, contingency planning for the provision of a public sewer system may be a good exercise to prepare for the long-term eventuality of widespread on-lot system failures. An Act 537 Sewer Service Plan update could weigh alternatives like running a sewer main to the main wastewater treatment plant or providing a localized community system against a "no action" scenario. This baseline scenario would rely upon individual property owners to seek corrective action through replacement systems within reserve areas, in sand mounds, or other appropriate solutions.

¹ These lot size categories mirror those used in the Lancaster County Planning Commission's Lot Size Viewer tool, designed to help identify concentrated areas of older housing stock where replacement of on-lot sewer systems could be problematic.

² This analysis viewed each lot as a separate circumstance, although some adjacent properties are held under the same ownership. Therefore, some of these properties could be combined to address on-lot sewer failures but are viewed as individual properties for the sake of simplicity and due to the uncertainty of future ownership.





Historic and cultural resources are abundant in the village core, such as the Penryn Post Office shown on the left. This community institution, which has a rich history as a general store and a hotel, is housed in a structure compatible with the local architecture and identifiable on Newport Road. Part 2 of this Plan discusses strategies for Penryn's historic resources and the community as a whole.

Set on a very noticeable rock is the Matthias Gish Memorial Monument, located at the corner of Newport Road and Gish Road. Gish was one of Penryn's earliest homesteaders, emigrating from Germany to Philadelphia to this area in the period of about six years.



Below are two houses located on the western edge of the village core that display distinct architecture with iconic features representative of Lancaster County and rural Pennsylvania's heritage. The Penryn Fire Company and Penryn Cemetery (pictured on the following page) also add to the identity of the community as landmarks.



Village Expansions

Surrounding the historic core of Penryn Village are three neighborhoods created by the subdivision of peripheral lands: Mountain View Acres, Rolling Hills Acres, and Penn View. Each of these areas shown on Map #2 are residential pockets of homes on lots typically sized 15,000-30,000 square feet. Local roads built to serve the residents connect the subdivisions with the greater road network, and each lot contains on-lot water and sewer facilities.

These additions differ from the historic core of Penryn not only in the age and architecture of the housing stock, but in other physical attributes visible to the eye. Such a contrast can be seen in the side-by-side photos on page 2. The creation of the newer neighborhoods was a result of several factors that were novel following a time period marked by the Second World War; the automobile, adoption of subdivision regulations and zoning, and a shifting demand for more yard space surrounding the home. Although this is not inherently negative or detrimental, an understanding of how these factors helped to produce a different community form is worth discussing.

The rise of the automobile in America from the mid-20th century forward revolutionized how people access goods, services, employment, and society as a whole. But as the auto became an increasingly necessary part of our lives, parking areas, garages, driveways, and wider roads evolved as essential pieces of public and private infrastructure. The ability to get farther in a shorter amount of time allowed for commerce and industry to locate in high-traffic areas, often no longer in neighborhood areas that were once "down the road".



But this segregation of land uses (e.g. separating homes from businesses) wasn't just a result of automobiles, it was also forced through the widespread use of Euclidean zoning enacted to separate activities deemed to be incompatible – like homes and the grocery store. Driveways and garages were placed in the front yard more often, and setbacks from the

roadway and side property lines became considerably deeper as a result of both prevailing personal preferences and subdivision regulations. Lot sizes also needed to be expanded to accommodate septic systems in rural villages and the surrounding areas as a suitable means to treat household wastewater.

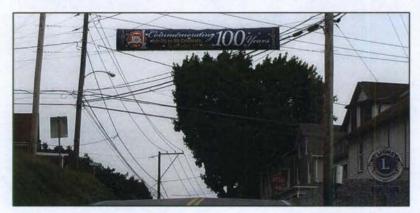
Despite the differences, both the village core and the surrounding neighborhoods combine to form today's Penryn. A variety of housing sizes and shapes, lot dimensions, and parking arrangements offer choices for residents, which can be a positive aspect for the community. The residential areas identified as expansions continue to play an important role in providing for a growing population of the region within a desirable village setting.

Transition Areas & Gateways

As noted in the beginning of the Plan, Penryn's physical extents can be defined in a number of ways,

including topography. Especially when approaching from the north or south on North Penryn Road, the climb up a hill bridges the agricultural countryside to the historic settlement. These transitions are comparatively sharper than those experienced when entering from the west or east. The Penryn Fire Company fire hall (shown at right) is a very visible landmark seen when entering from the north, and the former 100th Anniversary banner welcomed people from the south in 2012.





Along Newport Road, the transition into Penryn is a bit more gradual, despite the two "Village of Penryn" roadside markers. Topography plays a key role in this distinction as the ascent into the village takes place alongside more residences and businesses that could be considered as extensions rather than transitional areas. Approximately 500 feet east of the Newport Road/North Penryn Road intersection is an area where large tracts of land straddle the roadway after passing the Napa Auto Parts and a considerable number of late-20th century subdivided lots.



The transition area east of the main intersection serves a dual purpose when heading along Newport Road towards Elm. This is a unique situation where two historic settlements are located closely to each other (their centers are approximately 1 mile apart) while still

being relatively distinct. Elm and Penryn, originally named Pennville and White Oak³, respectively, are distinct communities in the minds of many locals but the lines can be blurred in the eyes of visitors.

2012: Bringing the Past into the Future

Carrying forward that notion of Penryn being a distinct place is an essential role that this Plan must play. The year 2012 marked the 100th Anniversary of the Penryn Fire Company, and the community rallied to hold a series of commemorative events celebrating the history of the Fire Company and the entire village. Richard Martin, former Chief of the Penryn Fire Company, even went so far as to write a book about this key cultural institution, the village, and the surrounding area. Whether it is for visitors to the area or for future generations of residents; the people, sites, and buildings of Penryn need their stories kept alive for the next 100 years and beyond. Maintaining the momentum of 2012's commemorative events is the foundation for the vision and strategies set forth in the next section.

³ Historical information courtesy of *Penryn Fire Company No. 1: 1912-2012 The First Hundred Years*, by Richard E. Martin.

Part 2: The Living History of Penryn – 2013 and Beyond

From a Humble Beginning to a Strategic Vision for the Future

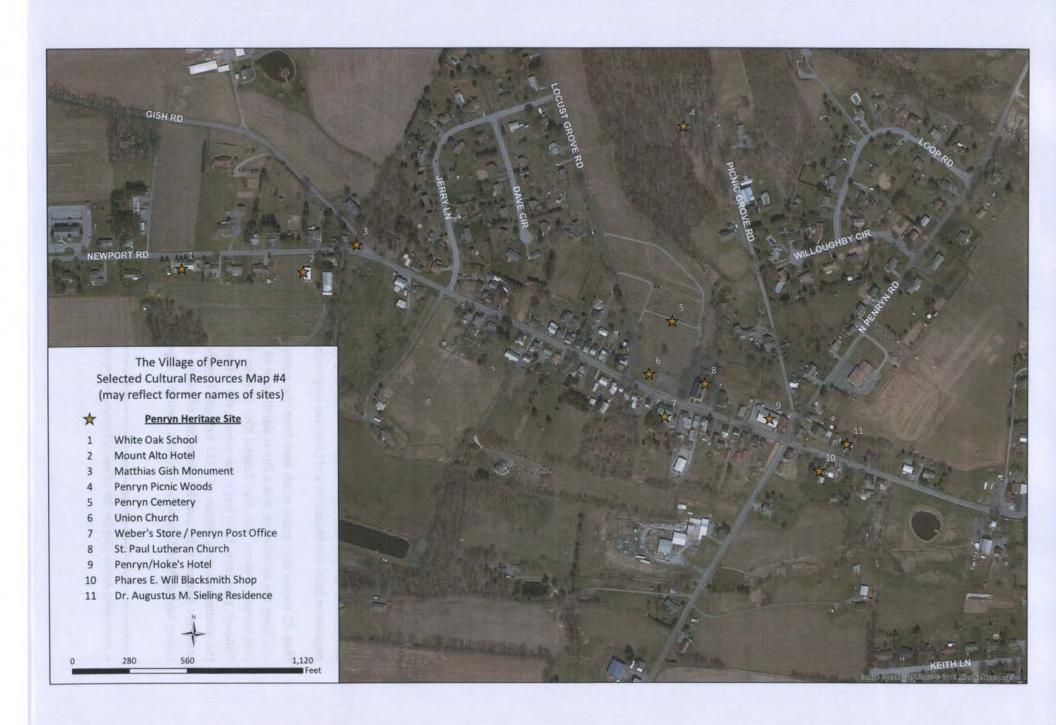
When you ask someone about their memories of a place, a time, or a person, those recollections have become part of their fabric. In the minds of some, Penryn is home. Penryn is the taste of chicken corn soup in the Picnic Grove, the friendly exchange of vegetables from backyard gardens, and the sight of animals running amok – a hog in a swimming pool, a cow standing in the middle of Gish Road, and peacocks at the Brubaker place. Change may not have taken place all that often, but when it did it was a BIG DEAL.

In its heyday, Penryn was a busy place with a lot of buzz generated by the locals and surrounding industries. According to Richard Martin's book, there were two general stores, a butcher shop, and a hotel on the corner that was the center for dances and bands with livery stables for passersby, a public scale, and an ice house. It was a neighborly town where people were on a first-name basis with nearly everyone, and sidewalks connected the places on Newport Road. One could even say that Penryn was a good old-fashioned self-sufficient town.

Newport Road, the main drag through Penryn, went all the way to Newport, Delaware – about a 60-70 mile trek. In its early days, the road was very humble [read: extremely rough] so taverns and inns popped up along the way to give weary travelers places to rest. That hotel on the corner (Penryn Hotel, or Hoke's Hotel) was one of those early stopovers that needed people to staff it. Better yet, a blacksmith was in demand to re-shoe horses traversing the rough road. As the town grew, there were enough pairs of hands to build the first church. Even furnace tenders from the surrounding hills would come in during their time off to spend that hard earned money and live the high life for a couple weeks at a time.

Penryn's role as a local center of commerce continued into the early 20th century. After tuning his skills in Manheim, Phares E. Will opened up shop in the village in addition to establishing a Studebaker wagon dealership there. And in the same year that Manheim's Hope Hose Company celebrated its 100th anniversary, the Penryn Fire Company was formed. Gradually, trains and buggies gave way to automobiles as the standard mode of travel and the importance of roadways connecting to other population hubs like Manheim and Lititz was emphasized.

Map #1 shows that many roads lead from the surrounding countryside and rugged hills into Penryn, signifying the commercial and cultural significance of the village in days past. As Harold Galebach has commented, Penryn was the "Capital City of Penn Township" and in certain respects, is still today. Although passenger train travel has waned, the sidewalks are gone, and residents have come and gone, the commemorative events of 2012 brought together the community in a unique way — by having residents interpret the past for thousands of people to experience. Despite the township's population center having shifted towards Manheim, Penryn is arguably the most recognizable place name here.



The remaining sections of Part 2 detail three foundational themes that form the broad approach needed to move the Village of Penryn into the future without losing sight of its heritage and the elements that make it unique. Pursuing the actions or concepts within individual themes will incrementally help to achieve this goal. Holistically speaking, a perspective based on a well-rounded approach makes these tasks more effective.

Three Themes for Penryn's Next 100 Years

- · Keep Penryn's History Alive
- Build Upon the Community's Sense of Place
- Enhance Infrastructure and Utilities

Keep Penryn's History Alive

A community with a rich heritage like Penryn has a tremendous opportunity to showcase the people, places, and events that set it apart from other towns. Penryn is not alone in America when it comes to being subjected to forces that continue to reshape rural communities around the nation, like the loss of commerce and improved mobility via the automobile and technology. With the momentum gained from 2012's commemorative events, the community can help keep its history alive in a number of ways – those detailed below are only the tip of the iceberg. On the previous page, Map #4 locates a small sample of historical sites that had been documented in Richard Martin's book. Certainly not an exhaustive representation, this map shows where the cultural resources are in the context of existing structures.

Install Keystone Marker Trust Gateway Signs

The Keystone Marker Trust manufactures signs in the fashion of the design seen in the image on the right. These signs were originally created in the 1920s by the predecessor of the Pennsylvania Department of Transportation to denote various towns, bridges, waterways, and other features of interest. Painted dark blue and highlighted with bright gold to match the Commonwealth's colors, decades of travelers were used to seeing them throughout Pennsylvania on back roads and highways alike.

Although some of the original signs have been removed over time and others have fallen into disrepair, the Keystone Marker Trust is



currently reproducing these iconic signs. Penryn has four main gateways – two on Newport Road and two on Penryn Road but only the Newport Road entries are signed. The current signs can be

characterized as less than adequate (see image on page 12) and should be upgraded to support the historic significance of the town. This style of marker would accomplish this, perhaps by reflecting Penryn's former titles of White Oak and Unionville in addition to informing the public that the term Penryn is translated from the Welsh as "promontory".

Form a Local Historical Society or Partner with a Nearby Organization

Though not an overnight task, the creation of a historical society can be an effective way to keep cultural preservation efforts alive. Having a dedicated organization provides Penryn and the surrounding areas with an opportunity to centralize artifacts, written history, and other objects of local historical significance. This group could hold tours and reenactments to spread the region's stories, gain momentum for cultural awareness, or simply to recognize the uniqueness of Penryn and northern Penn Township.

A small group with a unified vision can jump start this effort with informal meetings. Start-up discussions can be used to contemplate whether enough community support exists to incorporate as a non-profit organization, solicit membership, and ultimately have a physical location open to the public. The site could also be used at times as a community center for similar cultural and social uses akin to the Penryn Fire Hall. Like many volunteer-run groups, the historical society can begin with a core membership and snowball into one that is broadly-supported with enough people to share the operational burdens. With more volunteers and members, maintaining the organization for years to come becomes more feasible.

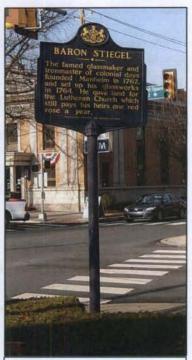
A twist on creating a new historical society is to partner with a nearby organization that is willing to expand its reaches and include the Penryn area. Despite the loss of autonomy or other factors that come with creating a Penryn-specific group, there may be operational benefits to joining forces with the Manheim Historical Society that already has a physical location, the Heritage Center at 88 S. Grant Street. Community support and volunteer power may be more efficient with a combined effort, especially if the geographic areas are historically linked. This is another aspect that an exploratory committee should consider when gauging interest in this action.

Pursue the Pennsylvania Historical Marker Program

The Pennsylvania Historical and Museum Commission (PHMC) administers this program that presents an opportunity to promote pieces of local history with statewide importance. The most identifiable outcome of the program is the placement of an iconic sign similar to the Baron Stiegel marker shown on the following page. Since these markers are recognized as the gold standard of historic signage in the Commonwealth, the nomination process is rigorous. As updated in September 2012, the twelve criteria that the PHMC considers include:

- The nomination is clear and organized and includes thorough documentation (with selected photocopies and bibliographies from primary and secondary sources) and verification of the facts claimed.
- The person, place, event, or innovation to be marked had a significant impact on its times, and has statewide and/or national, rather than local or regional, historical significance. (Churches and cemeteries/burial places are generally not approved unless the nomination demonstrates that the subject meets this criterion.)
- The subject to be marked had a substantial connection to Pennsylvania.

Nominations must be submitted to the PHMC by December 1st for the following year's consideration. A full application may include up to 20 pages of substance that helps make the case for designation through the marker program. Due to the stringent screening process, a historic resource should be carefully selected and fully documented prior to application. A viable candidate could be the Reverend Frederick A. C. Muhlenberg, who was a member of the Continental Congress and the first Speaker of the United States House of Representatives. On face value, he meets PHMC's general criteria



The historical marker is a registered trademark of the Pennsylvania Historical and Museum Commission and the marker text is copyright protected. Used with permission.

noted above and is likely the subject of considerable documentation available to substantiate the nomination.

Evaluate Future Historic Tour Options



The Penryn community went to extraordinary lengths in June 2012 to conduct the "Historic Tour of Penryn" as part of the Fire Company's 100th Anniversary Celebration. It required dozens of volunteers, hundreds of manhours, and a fleet of tractors and horses to pull the guests around town. Although it may be impractical to recreate this effort regularly, the research and groundwork done to

make this event a reality should be kept alive along with the historic people and places featured on the

tour.

There are options for pursuing ongoing historic tours that may not be as intensive as the 2012 event, but would still require coordination. In fact, this is the type of undertaking that a local historical society could adopt. People can use printed, audio, or human (i.e., a guided tour) media to interpret the tour stops depending on its style and the capacity of those organizing it.

- Walking tours in closely-situated places like Penryn are effective, but the lack of sidewalks on Newport Road poses a safety hazard for pedestrians at this time. The booklet produced for the 2012 tour is a suitable guide, especially if supplemented by a map and markers in front of the various sites for ease of identification. These markers could be numbered or contain text with the subject's title and a brief description.
- O Driving tours are better suited for spread out areas, creating an opportunity to combine several points of interest in Penryn with others in a larger geographical area like Cornwall, Mount Gretna, Manheim, etc. A driving tour based on the 20+ sites in the booklet could be challenging with a route confined to the village alone. A modified version of this is the bicycle tour, which may be limited in distance and rely upon a map and/or audio guide, appealing to an additional segment of the population.
- Ouided tours are more labor intensive and may be more feasible with a dedicated historical society or other similar group leading the way. A trolley, open-air wagon, or pedestrian version requires volunteers to lead them on an annual, seasonal, or regular basis. However, this kind of tour is desirable to people like heritage tourists and history buffs who may travel considerable distances for the experience.

Explore the Lancaster County Heritage Byways Program

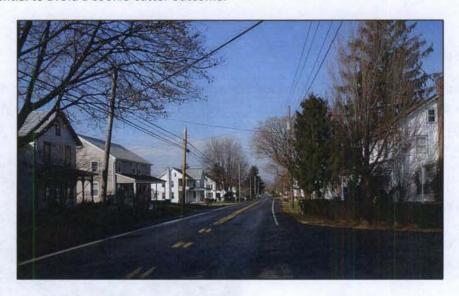
Laid out in 1739, Newport Road served as an important thoroughfare stretching for 21 miles through Lancaster County, ultimately reaching Newport, Delaware. From Newport, the Delaware River was accessible via the Christina River, making the road a key trade route for many years. The current day adaptation of the route follows Newport Road through Lititz, where it joins Route 772 and then Route 41 at Gap out of Pennsylvania. In learning about local history, it is evident that the village's "Main Street" is the reason why Penryn is even here today.

The Lancaster County Heritage Byways program has identified Route 772 as a potential Heritage Byway, with the Newport Road extension being a feasible branch. This program aims to recognize routes important to local residents, helping to conserve and promote the history of certain corridors. Through a multi-municipal process, a non-regulatory corridor management plan is developed to identify actions that will achieve the heritage goals. There are some similarities in the outcomes of the Heritage Byway plan and this Plan; the key difference being the geography to which they are focused.

Build Upon the Community's Sense of Place

"Place" is something that often depends less upon the geographical area itself, and more about people's perception of it. As a result, the sense of place is gained by visual stimulation, sounds, smells, memories, emotional connections, and much more. Placemaking is commonly thought of as a way to enhance the identity of a place, for residents and visitors alike. This is not just a process – rather, it is a philosophy that depends on enriching the perspectives of individuals.

In essence, the first theme of "Keep Penryn's History Alive" plays an integral part in placemaking. Gateway signage, historic site recognition, and other similar elements can add to the identity; that is, those factors that comprise Penryn's past also make it unique today and likely so in the future. The presence of older structures closely situated to Newport Road atop a prominent ridgeline is nearly impossible to replicate, providing an environment that can be formative of someone's perspective of the village. Actions like those detailed below can build upon this sense of place in an authentic manner, which is essential to avoid a cookie-cutter outcome.



Install Banners Along Newport and North Penryn Roads/Create Streetscape Atmosphere

During the Penryn Fire Company's 100th Anniversary yearlong celebration, dozens of banners were installed on utility poles along these two main roads. These banners not only commemorated the Fire Company, but signified the many people supporting a century of volunteer firefighting. Communities around the nation use banners to recognize a downtown, historic district, neighborhoods, or other places felt to hold a certain significance. This does not downplay the surrounding areas as much as it calls attention to a special or important place – Penryn is exactly that.

Utility pole-mounted banners will help reinforce the sense of place, especially for passers-by. A durable product intended to last at least five to ten years should be used since they will be kept up year round.

Some of the utility poles are reported to be in need of replacement, especially if considering mounting banner hardware on them for the foreseeable future. An informal assessment should be conducted to determine which poles are in poor shape as well as which locations are desirable for banner placement.

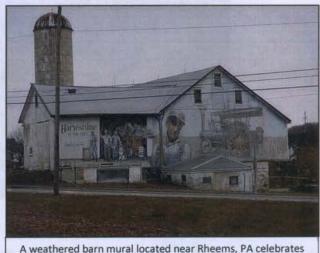
In addition, specialized street signage, ornamental street lamps, and even sidewalks should be kept on the community's radar as elements that will add to Penryn's identity. The streetscape, or perhaps the "Penryn Promenade" vision is not only a throwback to the cutting-edge days of the village but also a nod to the future.

Seasonal treatments and/or banners on Newport Road (and other local roads in the community as may be appropriate) can add another dimension to the village's atmosphere. Hanging symbolic lighting features from utility poles or strings of lights from one pole to another can also make a statement. A decent local example of this is the aerial Christmas light display at the Manheim Square. Depending on the limits of technology, the use of solar-powered lights could take this concept even further and play up Penryn's heritage as a community with a progressive, pioneering spirit.

Promote Displays of Civic Art

The celebration of art displays and local craftsmen is a great way for a community to accentuate its uniqueness and play up its sense of pride. Many forms of folk art enjoyed today are rooted in the commerce and industry of yesteryear. Mass advertising often involved artists hand-painting sides of barns and large buildings to catch the eye of travelers – remember "Chew Mail Pouch Tobacco" or "See Rock City" ads on barns all across the landscape?

A revival of painted barns and buildings continues throughout Lancaster County, including nearby examples in Mount Joy,



A weathered barn mural located near Rheems, PA celebrates local agricultural heritage.

Columbia, and Rheems. These murals celebrate the historic industries and agricultural heritage of the area, and other examples throughout the region cover even more subjects. There are opportunities for this form of civic art in the community, perhaps at the Styer property near the western gateway to Penryn.

Create an Outdoor Focal Point/Gathering Place

There are many buildings and sites in and around Penryn that people relate to, as demonstrated on Map

#4. The Penryn Fire Hall, St. Paul Hall, and Penryn Picnic Grounds continue to be venues for community social events. What could benefit the village is an outdoor gathering place in a central location, such as the Mud Sale site near the Fire Hall or the grassed area across from the Post Office in front of the cemetery.

With high visibility, such a site can be frequently appreciated by the residents and enjoyed by visitors seeing it as a part of Penryn's charm. Towns and neighborhoods use focal points such as a fountain or monument to anchor small public spaces like plazas or pocket parks. The more specific the element is to the community's culture or history, the more authentic and effective it is in promoting local heritage.

For instance, clocks have been centerpieces for decades – even centuries when considering the entire world – but may have more meaning in some communities. The freestanding clock located in Columbia, PA near the National Watch and Clock Museum helps relate the borough's clock and timepiece history to the public. Its location at a prominent intersection less than a block away from the museum accomplishes both goals of public visibility and cultural connectivity.



Clock at Fifth & Chestnut Streets near National Watch and Clock Museum in Columbia, PA



Decorated fuel pump along Lincoln Highway Heritage Corridor in Gettysburg, PA

Icons aren't necessarily limited to neighborhoods or towns either. The six-county Lincoln Highway Heritage Corridor in south central Pennsylvania uses old-style gas pumps individually painted to signify an aspect of local history. Penryn's heritage with the Fire Company or its role as a center of commerce during the furnace and iron making days could be played up with a symbolic centerpiece at a visible location.

A community park could serve this purpose in addition to providing passive and active recreation space for the public to use. The benefit to a larger site is that it could host a recurring community picnic, festival, or other get-togethers. Events like "Fall Fest" or "Community Day" often start as small, pot-luck style gatherings but gain momentum as the socializing and activities attract more and more people each year. The sky is the limit when it comes to what can be exhibited at such events.

Consider a Community Garden

Once upon a time, many households strived for self-sufficiency by raising animals and dedicating small (or large in some circumstances) plots of their yards to grow produce. Some residents recall the days where neighbors would swap fruits and vegetables from their gardens throughout the year and share in their bounties. Although individual gardens have not completely gone by the wayside, a communal

garden in Penryn may be a great way to return back to those roots, strengthen relationships between neighbors, and improve the availability of produce. The plot can be used to raise fruits and vegetables, grow flowers, or for any combination of compatible plants – in essence, it is the idea of creating a gathering place where a group effort results in beauty that can be met with appreciation by all.

If there is enough community demand for such a facility, finding and procuring a site open to the public is a critical step in establishing the garden. Mobilizing people and resources to bring it to fruition can be challenging, but fortunately there has been a movement throughout the nation in the last decade towards societal gardening. Because of this, organizations like the non-profit American Community Gardening Association have emerged and provide considerable amounts of information free of charge online (www.communitygarden.org).

Sustain the Existence of the Penryn Fire Company

The Penryn Fire Company is a community institution that in many respects is a cultural centerpiece of the village and surrounding areas. A significant amount of pride engulfs this volunteer organization, evidenced by the impressive local support for the full slate of events that made up the 100th Anniversary Celebration. In fact, this commemorative year spurred motivation to conduct this study and lay out a vision for Penryn's next century.



With that said, operating a volunteer fire company with modern equipment requires a considerable labor force and financial support. Officials report that more people will be needed in the future to keep operations going and maintain a proper level of service, but fortunately enrollment in the Penryn Fire Company is strong. This is especially so with the younger generation, a segment of the membership that is lacking in many nearby departments.

Township leaders and the Penryn Fire Company

should look to develop a coordinated long-range plan to address operating budgets, insurance, facilities and equipment, and other issues that will likely confront the organization. Such a plan can also discuss strategies for maintaining or boosting enrollment and fundraising within its service area.

Enhance Infrastructure and Utilities

For some, it may seem unusual that a plan focused on promoting Penryn's cultural heritage delves into strategies for enhancing public infrastructure. Interestingly enough, the community has a history of being on the forefront of modern conveniences like electricity and sidewalks. Today, however, on-lot

water supply and sewage disposal in addition to the lack of natural gas service could be limiting factors in the village's future. Where present, unhealthy or unsafe conditions are detrimental to residents and businesses, and could lead to disinvestment in the building stock – certainly not a trend that will positively affect Penryn during the next 100 years. The suggestions below only scratch the surface of these large public projects and are introductory to the discussions that must take place if they are to become reality.

* Explore Methods of Traffic Calming

Residents have expressed concerns with the amount and speed of traffic passing through the village, especially along Newport Road. Although there is a four-way stop at the Newport Road/N. Penryn Road intersection, additional traffic calming could benefit the community. Since Newport Road is owned and maintained by the Commonwealth of Pennsylvania, solutions may be more complicated to implement.

According to the Pennsylvania Department of Transportation's (PennDOT) *Pennsylvania's Traffic Calming Handbook*, such measures may only be appropriate as the final step of a three-step process. The "three E's" – education, enforcement, and engineering – are intended to address problems with speeding. If education and enforcement are not enough to tackle the issue, then the justification for physical traffic calming measures increases.

It may be unrealistic for the type and amount of vehicles passing through Penryn to be drastically cut, but their speeds could be better managed with signage and pavement markings. Since neither of the two roads is wide enough to institute measures like a traffic circle, chicanes, or bump-outs, the focus may need to be on surface treatments, a raised intersection, or even speed humps. Whether it is cost, lack of right-of-way, or another factor, there are pros and cons to any traffic calming technique.

A study should be undertaken to explore the best way to address this issue, and PennDOT must be part of the conversation throughout the process to provide a better chance of it being accepted. Preliminary measures for evaluation include:

- Contrast in pavement material or coloration at the four main gateways into Penryn.
- Intersection improvements (e.g., slightly raising the intersection, adding coloration, etc.).
- Speed humps along Newport Road to reduce excessive speeds for vehicles passing through.

Provide a Reliable Source of Potable Water

Discussions with residents about the future of Penryn uncovered a common concern that went beyond historical figures, memories of childhood, and the Fire Company: water. Everyone in the community relies upon wells for their personal water supply, some of which are newer and deeper while others are shallow and hand-dug. There is even word of an underground stream flowing under the village, from

which an unknown number of households may be tapping into.

While some residents report high levels of manganese and nitrates, the Township's 2003 Act 537 Sewage Facilities Plan documented results from well testing. This process detected the presence of total coliform bacteria in the vast majority of wells tested in the Penryn area, and fecal coliform in a handful. Empirical data generally supports the general tone of community members, in that their drinking water is either unfit to drink or is becoming more and more unsafe.

Penn Township residents north of Hostetter Road with public water are served by the Northwestern Lancaster County Authority. The Authority has just completed construction of a state-of-the-art water treatment plant on Doe Run Road with adequate capacity for decades of construction within the Designated Growth Area, which includes Penryn (and limited adjacent areas in the Village Growth Area). No plans or cost estimates have been developed for the extension of public water north of the Pleasant View Retirement Community located at the corner of North Penryn Road and Cool Spring Road, but conversations to approach this subject may be needed sooner than later.

Implement a Solution for Effective Wastewater Treatment

As noted above, Penn Township's Sewage Facilities Plan studied the state of sewage disposal and planned for capacity and service areas of the public sewer system operated by the Authority. Background research shows that Penryn, while comprised of homes replying upon on-lot sewage disposal, sits on Bedington Silt Loam – a soil type that can require elevated sand mound systems (shown

at right during construction) to treat domestic wastewater. Adding to the environmental constraints of soils and slope, many of the village's lots are relatively small (as discussed in Part 1).

In reality, some on-lot facilities may be functioning properly while others have needed repairs, malfunctioned, or were replaced by new drainfields or elevated sand mounds. Since residents' wells tap into groundwater that could be adversely affected by improperly-functioning systems, there is just motivation to properly treat sewage. Combining this



factor with any existing groundwater issues like those discussed above leads to the threat – or reality – of an unhealthy community. The 2003 Sewage Facilities Plan uncovered that of the 114 properties in the greater Penryn area, 30 had confirmed sewer system malfunctions and another 37 had potential or suspected malfunctions.

Undoubtedly, this and the public water topic are complex, costly, and demand community consensus to truly solve. Economics plays a significant role in the important conversation about water resources in Penryn. This should involve a more lengthy discussion of the public sewer situation, weighing the costs

of business as usual vs. those required to implement a long-term solution by exploring these, and other, factors:

- o Extension of public sewer and connecting each property to it.
- o Repair and/or replacement of individual systems.
- o Current limitations on commerce in Penryn, especially food-related businesses.
- o Potential growth in and around the village if public sewer is provided.
- o Reduced subsurface water sources for on-lot wells if treated wastewater recharge is removed.

Explore the Extension of Natural Gas Service

Natural gas is generally regarded as an inexpensive fuel for heating, cooling, cooking, and other practical purposes. With the recent discoveries of shale gas in Pennsylvania, West Virginia, New York, and Ohio it is estimated that this source can last around 100 years. Notwithstanding any side effects of the drilling operations, this provides communities with an energy alternative to heating oil, electricity, or wood.

In a recent call to UGI, the local natural gas supplier, it was determined that the closest supply lines are several miles away in the Manheim area and in South Annville Township. Unfortunately, extension comes at a current estimated cost of \$100/foot, which is approximately \$500,000 per mile. Considering that the location of natural gas service areas in the future could get closer to Penryn, residents may wish to contact UGI and express their interest. The company has a procedure for documenting requests, determining demand in geographic areas, and notifying those potential customers when gas lines are being extended near them.

Part 3: Giving Life to the Plan

Foreseeing events, whether at the local level or on a much grander scale, is not necessarily the sole intent of planning. Recognizing what is known, understanding probable outcomes, and making logical conclusions to address both current and future issues are pure motivations to plan. The celebration of the Penryn Fire Company and the community as a whole in the year 2012 provided an even better impetus to look to the future.

Cultural preservation is often misunderstood as leaving things alone in order to respect the past. As many already know, the promotion of historical events, places, and people requires hard work. These resources and the context in which they exist need maintenance to survive and to keep the stories of Penryn, Pennsylvania alive. They will continue to live on with the dedication of today's and tomorrow's caretakers. The themes and action items contained within this Plan are offered to spur involvement and the further evolution of the unique place known as Penryn.

Keep Penryn's History Alive

- Install Keystone Marker Trust Gateway Signs
- Form a Local Historical Society or Partner with a Nearby Organization
- Pursue the Pennsylvania Historical Marker Program
- Evaluate Historic Touring Options
- Explore the Lancaster County Heritage Byways Program

Build Upon the Community's Sense of Place

- Install Banners Along Newport and North Penryn Roads
- Promote Displays of Civic Art
- Create an Outdoor Focal Point/Gathering Place
- Consider a Community Garden
- Sustain the Existence of the Penryn Fire Company

Enhance Infrastructure and Utilities

- Explore Methods of Traffic Calming
- Provide a Reliable Source of Potable Water
- Implement a Solution for Effective Wastewater Treatment
- Explore the Extension of Natural Gas Service

These and any other community-based initiatives that may be proposed in the future require effort to organize, money to obtain materials, and time to put in place – often all three are needed. It is reasonable to say that Penn Township is supportive of the creation of this Action Plan, and more

importantly, its implementation. Since time and money will be limited, this places a significant burden on the community itself to take action.

Organization is essential; therefore a committee or workgroup is needed to keep efforts progressing. This core group will be responsible for prioritizing near-term projects, determining the best ways to accomplish them, exploring funding sources, and gathering community support to bring them to fruition. Township Staff can provide assistance to the group, especially with technical work and preparing applications to grant programs, foundations, or other agencies that can be partners in giving this Plan life.

To kick-start implementation of the Action Plan, the following three items discussed earlier could be considered as inaugural projects:

Install Keystone Marker Trust Gateway Signs (pages 16-17)

These upgraded gateway signs available through the Keystone Marker Trust involve an interactive process with that organization, who facilitates at-cost sign installation for municipalities or non-profits. Although these decorative signs will cost several thousand dollars, a conversation with the Trust can be initiated in 2013 to explore placement locations, sign content, and perhaps even involvement with PennDOT since Newport Road is state-owned.

o Pursue the Pennsylvania Historical Marker Program (pages 17-18)

The nomination process with the PHMC is intensive to ensure that the approved historical resources meet the Commission's criteria. The 2013 application deadline is not until December 1st, but several months will be needed to prepare the background research for the nomination. This Plan suggests nominating the Reverend Frederick A. C. Muhlenberg, and a recent search of the PHMC database shows an existing marker for his residence in Montgomery County. Despite this fact, the church site where Muhlenberg preached for 20 years before joining the Continental Congress should be the proposed location for the marker. Preliminary discussions with the Commission can take place before progressing if so desired by the committee.

Install Banners Along Newport and North Penryn Roads (pages 20-21)

Banner design and location planning should begin soon, utilizing the committee to determine production details and costs. Township Staff can assist in mapping the locations of utility poles in desirable locations for the banners, as well as those that are in a condition not suitable for long-term hardware mounting.

Appendix: March 5, 2013 Community Meeting Notes

On the evening of March 5th, 2013 approximately 25 community members convened at the Penryn Fire Hall to view a brief presentation about the Action Plan. The following hour was spent in a discussion about the village and desired enhancements. Specific comments and concerns made public are captured below:

- · The Keystone Marker Trust signs would be nice for the gateways.
- Sidewalks are desired by many residents; for health, recreation, getting to church and neighbors, etc. – could be on one or both sides, depending on right-of-way issues.
- . The road could be narrowed for both traffic calming and to build sidewalk.
- Several residents are interested in a walking club since many walk around the area already sidewalks would be helpful for that.
- The Lions Club could use help with PennDOT to locate their sign for the Elm park on Newport Road for greater visibility.
- Work on the "streetscape" should factor all the elements into construction staging to avoid redoing work – water, sewer, sidewalks, natural gas, etc. These improvements will also help with property values.
- A barn mural should keep with the history of Penryn, and could feature prominent figures such as Rev. Muhlenberg (at an hourglass pulpit), P.E. Will (with an anvil), and J.T. Weber.

Issues Specific to Traffic

- · Excessive speed is a big problem in town.
- Motorists speeding around curve near Gish Road pose danger to pedestrians and vehicles coming in and out of driveways.
- Tractor trailer traffic can be problematic at times, especially when using jake brake very disruptive.
- Running through the 4-way stop is a chronic problem.
- Manure trucks can be a nuisance in the middle of the night.
- It is important to accommodate trucks through Penryn for commerce and industry, so a balance is needed between this and the residents' safety and welfare.
- A fixed radar and speed display could help slow down motorists on Newport Road.
- · Greater enforcement from the Regional Police Department may help as well.
- Look into PennDOT's Smart Transportation Program for assistance with traffic calming.