

PLAN FOR OPEN SPACE AND ECONOMIC DEVELOPMENT

**A SUPPLEMENT TO THE
EAST PIKELAND TOWNSHIP COMPREHENSIVE PLAN
CHESTER COUNTY, PA**



January 7, 2013

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Comprehensive Plan Task Force:

Township Planning Commission

John Schott
Ed Cooley
John Colarusso
Ron Hoinowski
Leo Kaercher
Russell Strauss
Helena van Vliet

Citizen Member

Kayla Evan

Township Manager

Kim Moretti

Township Zoning Officer

Kisha Tyler

Township Engineer

Edgar R. Latshaw, P.E.

Project Oversight:

Chester County Planning Commission

Jake Michael, Environmental and Open
Space Planner

Project Consultants:



Theurkauf Design & Planning LLC
1240 Elbow Lane, Chester Springs, PA 19425



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CHAPTER ONE - INTRODUCTION AND GOALS

This document is a supplement to the 2001 East Pikeland Township Comprehensive Plan, which together with the 2008 Phoenixville Regional Comprehensive Plan serve as the fundamental planning policy manuals for the Township. The purpose of this plan is to focus on aspects not covered in detail in the Township and Regional Comprehensive Plans, specifically Open Space and Economic Development Planning. As such, the intent is to complement the Regional Comprehensive Plan by identifying and capitalizing upon valuable attributes unique to East Pikeland that establish its identity within the broader regional context. In addition, the plan will address park and recreation needs as identified in the Federation of Northern Chester County Communities Parks, Recreation and Open Space Plan.

The scope of this project involves 1) creation of a plan for a comprehensive system of open spaces, greenways, habitat corridors, and trails; and 2) recommendations for development, redevelopment, and revitalization of the Township, with specific emphasis on the mixed use corridor along PA Routes 23 and 724.

This East Pikeland Township Plan for Open Space and Economic Development seeks to achieve the following goals and objectives:

Goal 1 – Preserve the heritage and character of the Township.

- Create a comprehensive, interconnected, and accessible network of permanently protected open space.
- Establish protected open space areas in all new residential development.
- Promote viable forms of agricultural use.
- Protect historical resources and settings.
- Recognize Kimberton Village as the Township’s defining historical settlement, and promote land use and development practices that respect its integrity.
- Protect the visual quality of scenic roads.
- Integrate new development with the Township open space network and supporting infrastructure.
- Advance the implementation of regional open space planning initiatives undertaken by government agencies, inter-municipal planning efforts, and conservation organizations.

- Improve the appearance of the Route 23/724 commercial corridor.

Goal 2 – Protect natural resources.

- Establish permanent open space and greenways in environmentally sensitive areas, particularly along stream corridors.
 - Promote habitat by creating large contiguous areas of open space.
 - Protect and establish healthy forest ecosystems.
 - Mitigate adverse environmental impacts.
 - Maximize groundwater recharge.
 - Promote energy conservation and environmentally sound design.
- 
- Support County and regional resource protection efforts.

Goal 3 – Develop a comprehensive and accessible recreation system.

- Implement the 2012 East Pikeland Township Trail Plan.
- Address recreation needs as identified in the Federation of Northern Chester County Communities Parks, Recreation and Open Space Plan.
- Coordinate open spaces and trails, striving for continuity and integration.
- Assure that publicly funded open space provides maximum benefits to Township residents.
- Utilize trails to connect resident populations to local and regional destinations including recreational amenities, cultural resources, and commercial and employment centers.
- Develop additional recreation facilities to meet Township-wide needs.
- Provide for neighborhood scale recreational facilities as needed.

- Accommodate the recreational needs of people of all ages, interests, and abilities.
- Establish local and regional bike routes.

Goal 4 – Engender successful and context appropriate economic redevelopment.

- Develop regulatory and financial incentives for desirable forms of redevelopment.
- Establish appropriate use and design standards for the redevelopment corridor along PA Routes 23 and 724, with emphasis on aesthetic improvement.
- Create lively and synergistic uses and facilities that are consistent with historic Kimberton Village.
- Establish environmental protection and economic development standards that are appropriate to the objectives for specific development areas, open spaces, and valuable resources.
- Integrate commercial and mixed use development with the Township and regional system of bikeways, sidewalks, trails, and open space.
- Stimulate economic activity by fostering trail, bikeway, and tourist related business.
- Promote the importance of natural, cultural, and historic resources for economic development and viability.
- Capitalize on East Pikeland Township’s unique attributes in terms of workforce, transportation accessibility, and proximity to regional commercial and employment centers as catalysts for sustainable economic development.
- Implement a heritage action plan consistent with the Schuylkill River National & State Heritage Area and the Schuylkill Highlands Conservation Landscape Initiative.



- Promote establishment of a regional identity based on physical and cultural assets and define East Pikeland Township's position within that identity.

CHAPTER TWO - OVERVIEW OF PLANNING POLICY CONTEXT

Planning policy is viewed in the context of the Township's existing 2001 Comprehensive Plan; the 2008 Phoenixville Regional Comprehensive Plan which supersedes it; the 1993 Township Open Space, Recreation, and Environmental Resources Plan; the Chester County Landscapes² and Linking Landscapes Plans; the Schuylkill River Heritage Towns Plan; the Schuylkill Highlands Conservation Landscape Initiative Plan for Compatible Economic Development of the Middle Schuylkill; the Federation of Northern Chester County Communities Parks, Recreation and Open Space Plan; and the Township's Trail Plan which is being produced simultaneously and in conjunction with this Plan for Open Space and Economic Development. A summary of planning policy context germane to this effort is as follows:

2001 Township Comprehensive Plan

- Create recreational facilities accessible to specific neighborhoods and interconnected with recreation corridors.
- Establish a Township trail network.
- Maintain streams and floodplains in their natural state by restricting development from those areas.
- Preserve historic resources, and promote standards and strategies for their use and adaptive re-use.
- Preserve the natural and scenic qualities of the community.

- Effect design standards for new development in keeping with the community character.
- Conserve agricultural lands and soils with regulations and transferable development rights.
- Promote context appropriate development in Kimberton.
- Create development regulations that preserve as much open space as possible.
- Establish an interconnected network of open space and green areas.

- Develop architectural and density standards compatible with community character.
- Provide a comprehensive and balanced array of recreational programs and facilities.
- Establish a recreational resource requirement or fee in lieu for all new developments.
- Recognize that open space is critical to preserving Township character.
- Protect environmental resources.

- Advocate conservation easements on private land.

- Require all new developments to have open space.

2008 Phoenixville Regional Comprehensive Plan

- Create natural resource conservation areas along stream valleys.
- Recognize the central part of the Township as a growth area.
- Prepare a master plan for mixed use development of the PA 23/724 highway corridor.
- Establish the east and west ends of the Township as rural areas.
- Protect vital cultural and historic resources.

- Establish appropriate zoning for Kimberton Village.
- Implement 100 foot riparian buffers.
- Maximize open space protection.
- Create pedestrian accessible village development.
- Partner with County and Conservation organizations to create a regional trail network.

- Identify and promote scenic roadways.
- Utilize zoning to protect the cultural settings of historic resources.
- Promote cultural tourism.

2009 Chester County Landscapes2 Plan

- Recognize the central part of the Township as a growth area.
- Recognize the east and west ends of the Township as rural areas.
- Establish a system of natural resource overlays focused on stream corridors.
- Identify Kimberton as a significant village landscape.
- Recognize East Pikeland as within the Schuylkill River Heritage area and the Schuylkill Highlands Conservation Landscapes Initiatives area.

- Encourage historic preservation and appropriate economic development of villages.
- Promote development strategies integrated with resource protection.
- Acquire and manage public parks and preserves.
- Encourage conservation through private open space trusts.
- Develop a network of greenways and trails.

- Create County open space and recreation corridors.
- Preserve historic resources and settings.
- Utilize historic resources to create strong community character.
- Support stormwater management planning.
- Promote local business through sustainable development practices.

2002 Chester County Linking Landscapes Plan

- Establish regional recreation and wildlife biodiversity corridors along the Sowbelly Railroad/French Creek, the Pickering Valley Railroad/Pickering Creek, and the Schuylkill River.
- Protect naturally sensitive areas and threatened/endangered species.
- Assure that municipalities have adequate parklands.
- Recognize historic landmarks, sites, and resources, including the Middle Pickering Historic district and Kimberton Village.
- Protect prime agricultural soils.

- Develop bike routes.
- Recognize the Schuylkill River corridor as an important migratory bird flyway.

2011 Parks, Recreation and Open Space Plan of the Federation of Northern Chester County Municipalities

- Identifies a potential sports complex location on Route 724 at the East Pikeland/East Vincent Township border.
- Quantifies demands for recreational facilities in the region and identifies unmet needs.
- Establishes a Schuylkill Riverfront zone, a scenic rural zone along French Creek and in the western part of the Township, and a neighborhood zone encompassing the remainder.
- Recommends increasing the size of the Kimberton historic district.

Schuylkill River Heritage Towns and Tours Plan

- Seeks to connect heritage towns (e.g. Kimberton) to the Schuylkill River Trail and water trail system.
- Advocates planning to revitalize and restore the region along the Schuylkill River.
- Promotes heritage preservation and tourism as agents of community revitalization.
- Encourages identification of local assets and development of a community identity/marketing strategy as parts of a heritage action plan.

Schuylkill Highlands Conservation Landscape Initiative Plan for Compatible Economic Development of the Middle Schuylkill

- Market the area's characteristic scenic, cultural, historic, recreational, and natural resources to encourage more visitors.
- Encourage the growth of compatible businesses to serve visitors and residents.
- Enhance and expand the user experience to attract and support more visitors.

- Encourage rehabilitation of gateway trail and river towns to increase quality of life.

- Target capital improvements that will support sustainable growth in the region.
- Implement land use and other regulatory strategies to protect historic, cultural, and natural resources.

1993 Township Open Space, Recreation and Environmental Resources Plan

- Establishes conservation as an essential community asset.
- Advocates passive recreation along stream corridors, including conservation, biking and hiking.
- Promotes water recreation on and along the Schuylkill River.
- Encourages development of a Schuylkill River park.
- Promotes a recreation requirement or fee in lieu for development.

- Advocates conservation easements.
- Recommends regulations to protect resources and create 11-16% of the gross area as open space within developments.
- Protect potential park and conservation lands with an Official Map.
- Develop acquisition strategies for conservation lands and easements.
- Establish a priority system for open space initiatives.

The common themes in all of these planning policy documents stress the importance of environmental protection, historical heritage, open space, context appropriate development, pedestrian and bike accessibility, recreation, and regional identity establishment and tourism as drivers of economic success. Many of the specific objectives of the documents have already been undertaken by the Township to varying degrees, but there is a constant need to reevaluate and advance progress toward complete implementation.

The goals and policies expressed in this Plan reinforce these themes and develop them into a policy that addresses current needs and desires, and helps create a modern thriving community that remains true to its rich and abundant heritage.



CHAPTER THREE - EXISTING CONDITIONS

A. NATURAL RESOURCES

Environmental conditions in East Pikeland are generally described on the Natural Resources map (Map 1). The Township lies within the rolling topography of the Pennsylvania Piedmont physiographic region, and is underlain primarily by Triassic Shale geology in the north and Granodiorite and Gneiss in the south, with isolated outcroppings of Marble and Serpentine.

There are three principal stream watersheds in the Township, all draining to the Schuylkill River basin, and part of the northernmost area of the Township contains unnamed tributaries draining directly into the Schuylkill. The French Creek and Pickering Creek are both designated High Quality Special Protection streams, and Stony Run is a High Quality Trout Stocking Fishery. French Creek was designated a Pennsylvania Scenic River in 1982.

Significant areas of wetlands and floodplain are associated with the streams, particularly the French and Pickering Creeks. These areas are very important to maintaining stream water quality and flood impact mitigation, and thus the Township has 100 foot buffers along streams and wetlands that restrict development and other land disturbance.



Except in the stream valleys, Township soils are primarily well drained upland types reflective of underlying geology. Hydric soils occur mostly near streams and are commonly associated with wetlands. Soils mapped as Partially Hydric are generally upland soils that may have subsurface limitations creating locally hydric conditions. Prime (USDA Classes 1 and 2) and Class 3 agricultural soils are productive and actively farmed in the north and south parts of the Township.

Mature forests exist primarily in wetland and floodplain areas, on steep slopes, and in stony soils unsuitable for agriculture or development. In addition, abandoned agricultural lands have transitioned through natural succession into old fields and young woodlands. Hedgerows frequently define the limits of agricultural fields and property lines, providing habitat for numerous types of birds and other edge species. Due to historical logging and agricultural practices, there is no remaining virgin forest in East Pikeland. However, the mature forests are generally healthy and reproducing, with little competition from undesirable non-native invasive species. Woodland areas with a more recent disturbance

history have a much higher prevalence of invasive species and as a result offer significantly reduced habitat value.

The Pennsylvania Natural Heritage Program (PNHP) maintains a County inventory of critical habitat areas based on presence of or favorable conditions for rare, threatened, and endangered species. Core Habitat contains one or more species of concern and can support little disturbance without adversely affecting the species of concern. A Core Habitat area of 300 feet width is identified along French Creek. In addition, PNHP has identified a "Provisional Species of Concern Site," representing one or more species occurrences outside the Core Habitat Area. The area surrounding Christman's Creek and Kimberton Village is identified as a Provisional Species of Concern Site and is in the process of being evaluated and mapped based on species habitat requirements.

These conditions illustrate the importance of open space and greenway creation associated with the streams, farmlands, and remaining areas of healthy mature forest. Forested cover provides many critical benefits including increased groundwater recharge, reduced runoff and flooding, soil erosion control, provision of habitat, and mitigation of air pollution and climate change. Along streams, forests promote bank stabilization, help to regulate water temperature, and provide food for aquatic life. Protection of areas with wetlands and hydric soils maximizes filtering of pollutants and nutrients from storm runoff, while promoting groundwater recharge and maintaining consistent stream base flows. There is considerable potential to maintain agricultural practices and preserve the characteristic open vistas and historical heritage of the Township by focusing conservation efforts on large and contiguous farmlands. In addition to the myriad environmental and aesthetic benefits of natural resource protection, residents can get the quality of life and health benefits of interconnected and comprehensive recreational opportunities within the protected open space system.

Additional description of Township environmental resources can be found in the 2001 East Pikeland Township Comprehensive Plan.

B. LAND USE

According to the 2010 US Census, the total population of East Pikeland was 7,079, representing population growth of 8% since the 2000 Census.

Residential development is concentrated in the central part of the Township, as growth originated around the historic village of Kimberton and migrated outward along the road network. Later, the extension of public sewer and water infrastructure facilitated denser settlement and extension of development into new areas. Commercial uses and places of employment are concentrated along Routes 113, 23, and 724, and in Kimberton. Agriculture occurs in the open lands in the north and south ends of the Township, interspersed with low density rural residential use. The Township also has land based

commercial enterprises, including farm stands and kennels. Isolated industrial uses exist along Route 113 and Coldstream Road, and along the Schuylkill River.

Protected open space is comprised of Township owned lands, homeowners’ association lands, and conservation easements on private properties. Utility and vacant transportation corridors create linear stretches of additional potentially useable open space. Key recreation attributes include the Schuylkill River Trail, Kimberton Park, and the Kimberton Youth Athletic League playfields on Township and Fire Company properties in Kimberton. In addition, the French Creek Trail is in various stages of design and construction, and there is a proposed community park on Township owned land between Route 724 and Snyder Avenue. Overall, nearly 20% of the Township’s land area is protected open space, and there is potential to more than double the protected acreage.

Township Open Space Inventory			
	Acres	% of Total Open Space	% of Township
Total Open Space	2,603	100%	46%
Protected	1,088	42%	19%
Unprotected	1,515	58%	27%

Protected open space includes HOA open space, township-owned open space, parks, and conservation easements. Unprotected open space includes agricultural and natural landscapes that are not under a conservation easement.

Much of the more recent commercial development includes retail and office use concentrated along the Route 113 corridor. Other commercial use along Routes 23 and 724 includes older development, much of which is in varying states of abandonment, underutilization, and/or blight, and a few newer commercial and office uses. In 2008, the Township adopted design standards and incentives to improve



the appearance and functionality of commercial and mixed use development, particularly along the Route 724 corridor. Also, in 2010 the Township adopted a Local Economic Revitalization Tax Assistance (LERTA) Ordinance, a property tax relief program to promote

new construction and improvements to deteriorated properties in the Mixed Use Development and Commercial zoning districts along Routes 23 and 724.

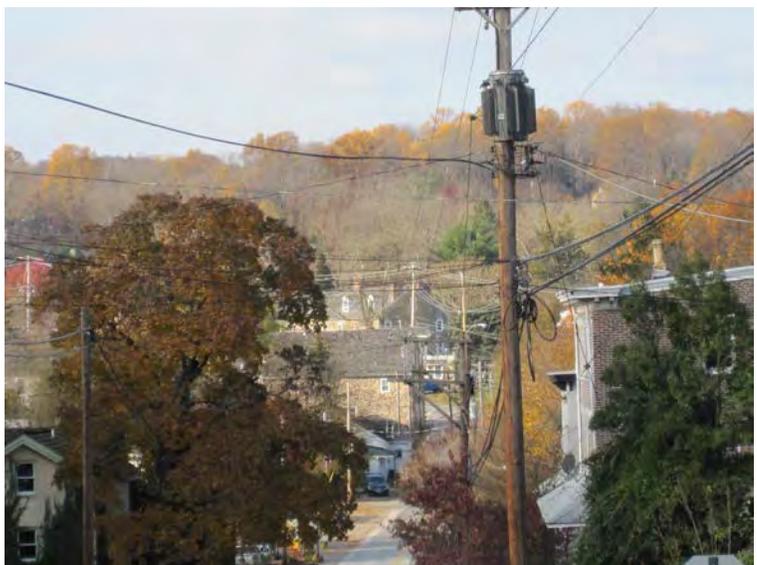
Map 2 shows Existing Land Use, and Map 3 illustrates the Economic Development Corridor.

C. CULTURAL RESOURCES

Historically, East Pikeland was an agricultural community of farms, mills, churches, and related enterprises. The center of the community was and is the Village of Kimberton. In the late 19th and early 20th century, a railroad connected Kimberton with other agricultural communities along the Pickering Creek, and with Phoenixville, where the Reading Railroad connected Reading and Philadelphia. This history defines East Pikeland's cultural place in the context of the Schuylkill River National and State Heritage Area.

The landscape of East Pikeland is dotted with historic farmhouses, barns, mills, bridges, inns, churches, and commercial buildings, many of which are in use today. Contemporary cultural resources include schools, a municipal complex, the Kimberton Fire Company and fairgrounds, parks, public open spaces, historic sites, churches, and commercial centers. In 2011, East Pikeland undertook efforts to create a comprehensive Trail Plan linking residential communities to cultural, economic, commercial, and recreational resources throughout the Township, and to the regional trail and greenway system.

Kimberton village is still the physical and cultural nexus of East Pikeland. The Township's greatest concentration of historic resources that are still in use is in Kimberton, and the mixed use and visual character of the village are still largely intact. The Township created the Kimberton Retail zoning district to promote the continuation of a historic mixed use village, which was



expanded around 2005 to include lands along Coldstream Road and Route 113. Ongoing initiatives undertaken by the Township and civic groups strive to create a pedestrian friendly village by extending sidewalks along the length of Kimberton Road and implementing traffic calming and streetscape enhancements. The Township Trail Plan

builds on this ambition with proposed pedestrian and bike paths connecting all parts of the Township to Kimberton.

Cultural Resources are illustrated on Map 4.

CHAPTER FOUR - PLAN FOR OPEN SPACE AND GREENWAYS

Open space protection confers many benefits to the community. With regard to environmental protection, open space preserves habitat, promotes groundwater recharge, inhibits soil erosion, enhances surface water quality, increases biodiversity, and creates air quality benefits. For recreation, open space creates the land reserves necessary for parks, playfields, and trails. Culturally, open space can be used to preserve settings for important historic and civic resources, to protect important vistas, and to encourage agricultural land use. Together these attributes promote health and a high quality of life for people who live and work in the Township.

In addition, open space protection offers significant economic advantages over residential development in the form of considerable savings to taxpayers. A 2002 Central Bucks School District study found an annual cost per household of \$7,526 compared to tax revenue generated of \$3,377, representing an annual shortfall of \$3,149 per dwelling unit. Based on build-out development of a 100 acre property, this equates to an annual shortfall of \$273,834. With an estimated conservation easement cost on a 100 acre property of \$1.7 million, open space preservation would turn a net fiscal gain for the community in just over 6 years.

Penn State University and The American Farmland Trust have conducted analytical studies on several Pennsylvania municipalities showing public expenditures for services for developed land (residential, commercial, and industrial) per dollar of tax revenue generated are consistently higher than expenditures for services open space, with residential expenditure being the highest. Again, this demonstrates that open space preservation represents a significant savings to taxpayers in perpetuity.

A comprehensive open space system is a key element of many of the County's most successful communities. Whether it is in the form of parks, public greens, civic squares, playfields, trails, preserves, or natural areas, open space provides the elements that connect a community, not only physically but culturally.

The Plan for Open Space (Maps 5, 6) is comprised of protected Greenways, Recreation Sites, Trails, Bikeways, and other high priority Conservation Areas, organized to provide an integrated network of open space nodes and connections. The result is a system of Township Open Space that is accessible, visible, and coordinated with regional open space corridors and resources, that promotes environmental protection, recreation, and the creation of a regional cultural and historical heritage identity.

A. GREENWAYS

Greenways are resource protection corridors that create buffers, enhance water quality, promote habitat, and maintain appropriate scenic and land use context for historic resources. Because Greenways are linear and generally extend from Township border to border, they can also create useful contexts for trails that serve community wide assets, including neighborhoods, recreation facilities, civic/cultural centers, and commercial areas. In addition, they can accommodate needed connections for regional and county open space and recreation corridors, such as the Schuylkill River Trail/Greenway, the French Creek/Sowbelly Regional Recreation Corridor, and the Pickering/Upper Uwchlan Regional Recreation Corridor. Protection of Greenway corridors can be accomplished through Township ownership, establishment of easements, and environmental protection provisions of the Zoning and Subdivision/Land Development ordinances.



There are five Greenway corridors in East Pikeland:

The **Schuylkill River Greenway** occupies the corridor between the Schuylkill River Trail and the Schuylkill River, from the Cromby power station north to the Spring City boundary. This Greenway creates a natural corridor for the Schuylkill River Trail, a riparian buffer for the river, and potential park sites and access points for riparian recreation such as fishing, canoeing, and kayaking. Some of the land within the corridor is County owned, particularly the part comprising the Trail, but the majority of adjacent lands are currently in unrestricted private ownership. Ultimately, the Schuylkill River Greenway will be an environmental and recreation corridor stretching from Philadelphia to Pottsville, PA as part of multi-municipal and multi-agency planning efforts to protect and promote the heritage of the Schuylkill River watershed.

The Schuylkill River Greenway is envisioned primarily as a recreation corridor for trails, parklands, and riparian activities. A future park with nature trails, fishing, and boat launch would make an appropriate focal point/destination along the Schuylkill River Trail within

East Pikeland. This could be sited upon decommissioning of the Cromby power plant or at any location where there is potential for access and parking.

The **Stony Run Greenway** coincides with the Stony Run creek extending from Pikeland Avenue near Spring City to its confluence with the Schuylkill River at Cromby. The Stony Run Greenway features beautiful scenery as it winds through agricultural lands, creating a needed riparian buffer in a valley that is very steeply incised in places. It affords opportunity for trails as parts of proposed Township loops, as well as potential crossings to connect the Schuylkill River Trail with the central and southern portions of the Township. In addition, it provides a potential area for future connection to East Vincent's proposed trail along Stony Run Road. Aside from trails, this greenway is envisioned primarily as a conservation area, dedicated to riparian buffering, rainwater recharge, and habitat protection. Most of the land in this corridor is currently in unrestricted private ownership.

The **French Creek Greenway** bisects the Township through its geographic center and is part of a critical greenway/trail effort spearheaded by the French and Pickering Creeks Conservation Trust, ultimately to extend from the confluence of the French Creek and Schuylkill River in Phoenixville to Warwick County Park, the Horse Shoe Trail, Saint Peters Village, and French Creek State Park. With French Creek classified as a Pennsylvania Natural Heritage Program (PNHP) Core Habitat area, a PA Scenic River, and a largely Exceptional Value watershed, the greenway extends the pristine Hopewell Big Woods ecosystem as a band of natural abundance through the fields and populated settlements of northern Chester County, to form an area designated in the County's Linking Landscapes plan as the French Creek/Sowbelly Regional Recreation Corridor. In addition, the French Creek Greenway includes an impressive concentration structures and ruins that reveal critical aspects of the Township's compelling history. Nearly all of the land in this Greenway is in Township ownership or conservation easement. The French Creek Trail is currently being constructed within the Greenway, realizing a long held recreational objective for the Township.

Connections from the French Creek Trail to adjacent neighborhoods and destinations, and typical park appurtenances such as benches, picnic tables, and interpretive signage would be appropriate physical improvements. Appropriate active uses include nature trails, fishing, and canoeing or kayaking, provided such activities do not disrupt rare, threatened, or endangered species identified by PNHP. The Township Historical Commission is working on interpretive signage and restoration of historic ruins to create a Continental Powder Works Heritage Park in conjunction with the Trail in the area near Rapps Dam Road.

The **Christman's Creek Greenway** extends from Charolais Valley Farm in the southwest part of the Township to the confluence of Royal Spring and French Creeks at Mill Lane, and includes PNHP Provisional Species of Concern Sites. This Greenway occupies a wetland and stream corridor stretching from Kimberton Village to French Creek and creates opportunity for a trail connection between French Creek and the Village. There is also potential for a pedestrian connection to existing residences and areas that could be developed between Hares Hill Road and Route 113 southwest of Kimberton. Within this Greenway, the lands in the corridor north of Kimberton are Township Open Space. The remaining unrestricted private lands in the corridor are largely constrained from development by environmental limitations.

Aside from hiking trails, this corridor is proposed as a conservation area. Any use in this greenway is not expected to negatively impact PNHP identified species of concern.

The **Pickering Creek Greenway** is part of Chester County's Pickering/Upper Uwchlan Regional Recreation Corridor, stretching from the confluence of Pickering Creek and the Schuylkill River in Schuylkill Township to Marsh Creek State Park in Upper Uwchlan Township and the Struble Trail. This Greenway plays an important role in the Township's trail system, as well as containing wetlands essential to maintaining water quality in a designated High Quality watershed. The majority of lands within and adjacent to this Greenway within the Township are in conservation easement or Township owned.

The Pickering Creek Greenway is a recreation and conservation area that could accommodate nature trails, fishing, and canoeing/kayaking/tubing. Trailhead parking could be provided at strategic locations along Pickering Road.

B. RECREATION SITES

As described in the Parks, Recreation and Open Space (PROS) Plan of the Federation of Northern Chester County Municipalities (the Federation), there is a regional deficit of facilities for active recreation. While the focus of the PROS Plan is to provide facilities to meet regional needs, its analysis points to significant unmet demands specific to East Pikeland Township, especially with regard to baseball/softball fields and soccer fields. Further, Township analysis and public input have identified a shortage of recreational opportunity for senior citizens and in the form of small scale accessible neighborhood park spaces.

The PROS Plan cites a planning standard of parklands at 10.5 acres per 1,000 residents, and establishes a combined parks and open space standard of 28 acres per 1,000 residents. If

we assume a continued rate of Township population growth similar to the last 10 years per US Census data, current and 2020 park and open space demand in the Township is estimated as follows:

Demand for Parkland and Open Space			
Year	Population*	Park Acreage Required	Combined Park and Open Space Acreage Required
2010	7,079	75	198
2020	7,645	81	214

* 2020 population estimate assumes growth rate 2010-2020 equals that of 2000-2010 (8% growth over 10 years)

The current park and open space area in the Township is as follows:

Current Inventory of Parkland and Open Space			
Description	Parks/Active Recreation (ac.)	Conservation Lands (ac.)	Total Open Space (ac.)
Kimberton Park	14.9		14.9
Snyder Avenue Park*		52.8	52.8
Fire Co./KYAL	6.0		6.0
East Pikeland Elementary School	6.8		6.8
Township Open Space/Easements		1,007.5	1,007.5
Totals	27.7	1,060.3	1,088

* Snyder Avenue Park is planned for future development, with 50-60% as active recreation.

Clearly, the Township exceeds the PROS Plan goals for overall open space protection. However, active recreation space and parkland is currently deficient by 47.3 acres, and by 2020 East Pikeland would be deficient by 53.3 acres.

Year	Parkland (ac.)			Combined Parkland & Open Space (ac.)		
	Demand	Supply	Deficit/Surplus	Demand	Supply	Deficit/Surplus
2010	75	27.7	-47.3	198	1,088	+890
2020	81	27.7	-53.3	214	1,088	+874

If Snyder Avenue Park is developed as planned, the Township would fall barely short of the standard for parklands in 2020 with 80.5 acres. However, this shortfall of active recreation

facilities can be addressed through implementation of the Township Trail Plan, as well as development of playing fields, both on lands to which the Township has current rights and potentially on future open space acquisitions.

The Federation PROS Plan also includes recommendations for play fields, specifically diamond and rectangular fields for youth and adult recreation. According to the PROS Plan methodology, play field needs assessment is based on total population as follows:

- Youth Diamond Field – 1 field per 2,310 residents
- Youth Rectangular Field – 1 field per 3,377 residents
- Adult Diamond Field – 1 field per 10,976 residents
- Adult Rectangular Field – 1 field per 10,976 residents

Based on current population and projected growth, East Pikeland’s field inventory and current and future needs are as follows:

Playfield Demand and Current Supply (acres)			
Field Type	2010 Demand	2020 Demand	Current Provision
Youth Diamond	3.1	3.3	7
Youth Rectangular	2.1	2.2	2
Adult Diamond	0.64	0.7	0
Adult Rectangular	0.64	0.7	0

Formal play fields for public use are provided by Kimberton Youth Athletic League (KYAL) and East Pikeland Elementary School (EPES). In addition, informal fields are located at the Kimberton Fire Company Fairgrounds (KFC). A breakdown of the current playfield inventory is as follows:

Current Playfield Inventory (number of fields)		
Field Location	Youth Diamond	Youth Rectangular
KYAL	3	0
KFC	3	1
EPES	1	1
Total	7	2

Although field provision for youths is sufficient in terms of the PROS Plan analysis, KYAL currently hosts 32 youth baseball teams and 14 girls’ softball teams. At the PROS Plan recommendation of 6 teams per field, KYAL alone generates demand for 8 fields, but only

has 3 formal fields, plus 3 informal fields on Kimberton Fire Company lands. Thus, there is a need for at least 2 more formal fields, but ideally 5 more.

Current Playfields Needed	
Field Type	# of Playfields Needed
Youth Diamond	5
Youth Rectangular	2
Adult Diamond	0
Adult Rectangular	0

Based on actual use and the PROS Plan analysis, the Township has a current deficit of 5 youth diamond fields and 2 youth rectangular fields. Potential Township owned or accessible areas for new facilities are the proposed Snyder Avenue Park and Kimberton Meadows open space along Ridge Road. In addition, the Township could negotiate to obtain privately owned lands in various locations.

Cooperation between the Township and the Phoenixville Area School District (PASD) could benefit both. The two entities could share sports fields by scheduling organized team activities based on the differing peak demand times for scholastic and non-scholastic use. Thus, Township residents could enjoy “school parks” when facilities are not needed for scholastic athletics, and PASD could utilize certain Township facilities for games and/or practice when Township recreational demand is low.



With regard to adult play fields, the population based demand is less than one field of each type. It should be noted that adults can and do play informal games (e.g. pickup softball, soccer) on youth size fields, and for higher level play adults are generally able to travel. Thus, the need for development of adult sports fields in the Township is not viewed as critical.

Recreation opportunities for senior citizens are also lacking. The proposed Snyder Avenue Park includes facilities for horse shoes, bocce, and shuffleboard, which have been identified

by Township seniors as desirable program elements. The Township should also consider provision of these facilities in neighborhood accessible parks.

As originally noted in the 1993 Township Open Space, Recreation and Environmental Resources Plan, East Pikeland has a need for neighborhood parks with a walk-able service area of approximately one half mile. Currently, the Township is underserved by neighborhood parks in the residential areas north of French Creek and in the south of Kimberton. In general, neighborhood parks would have features to serve less mobile segments of society, such as families with young children and senior citizens. Thus, neighborhood parks should be designed to meet the specific needs and desires of the communities wherein they are located, but could include amenities such as playgrounds, walking paths, seating areas, community gardens, tot lots, shade structures, picnic facilities, greens, performance areas, horse shoes, bocce, and shuffleboard. The Township should enforce its Subdivision and Land Development Ordinance requirement that new residential developments address recreational needs on site with neighborhood parks. In addition, new facilities could be provided to serve existing neighborhoods through cooperative agreements with homeowners associations or through acquisition of undeveloped lands.

Potential locations for new playfields and neighborhood parks are indicated on Map 5.

C. TRAILS

Trails establish connections between neighborhoods and destinations within the Township and links to the regional trail system. The Township Trail Plan includes a system of primary trails, loops, and spurs serving all areas of East Pikeland, connecting population areas with natural resources, recreation facilities, commercial/business centers, and areas of historic, cultural, and civic importance. Parking areas are shown at primary trailheads for convenient accessibility. Implementation of the Trail Plan will be through a combination of Township, private, and volunteer efforts phased in accordance with immediate benefit and opportunity. The Trail Plan will also spur development of important regional trail and recreation corridors,



including the Schuylkill River Trail, the French Creek/Sowbelly Regional Recreation Corridor, and the Pickering/Upper Uwchlan Regional Recreation Corridor.

D. BIKE ROUTES AND COMPLETE STREETS

Bike routes consist of commuter routes and recreational routes to promote intermodal accessibility. The proposed bike route system includes PA State Bicycle Route S, Chester County's Recommended Bikeway Network, and local roads regularly used by area riders. Commuter routes are along main roads that could be used for work or commerce, and include Routes 113, 724, and 23. Recreational routes are categorized as Intermediate or Beginner based on terrain and traffic considerations. Bike Routes also include multi-use paved trails that are appropriate to riders of all abilities. Bike routes should be marked with appropriate signage, including primary destinations and level of difficulty.

In development and redevelopment areas, it is recommended that bikeways and pedestrian ways be included in a "complete streets" system. Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. The specific design elements of a complete street vary from place to place, but may include:

- Pedestrian infrastructure such as sidewalks; crosswalks, including median crossing islands and raised crosswalks; accessible pedestrian signals, including audible cues for people with low vision and pushbuttons reachable by wheelchair users; and sidewalk bulb-outs
- Traffic calming measures to lower driving speeds and define the edges of car travel-ways, including road diets (lane width reduction), center medians, shorter curb corner radii, elimination of free-flow right-turn lanes, staggered parking, street trees, planter strips and ground cover
- Bicycle accommodations, such as dedicated bicycle lanes or wide shoulders
- Mass transit accommodations, such as bus pullouts and shelters

Logical areas for complete streets initiatives include the bicycle commuter corridors along Routes 23/724 and 113. By designing to accommodate bicyclists and pedestrians, the Township creates non-motorized interconnections that have long been a planning priority, while improving safety and calming traffic. In addition, standards for landscaping and streetscape amenities as part of the complete streets program are essential components in

creating a favorable aesthetic and place-making as catalysts for successful redevelopment of blighted and underutilized areas. Complete streets can also take the place of separate dedicated bike trails and pedestrian paths by integrating them into the street life.

The following diagram illustrates typical elements in a complete streets program, and how they would fit within a 60 foot right of way:

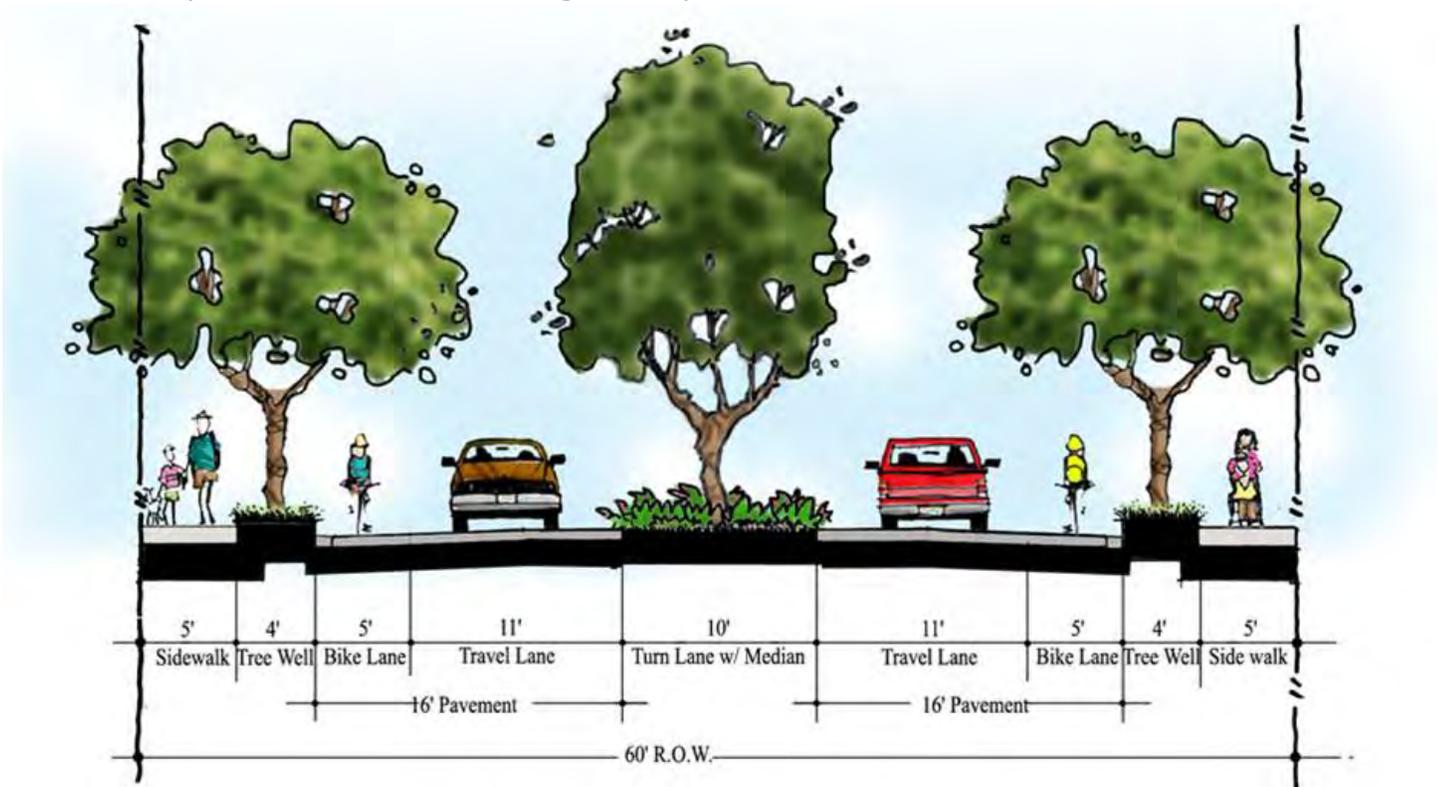


Figure 4-1 - Complete streets section, Complete Streets Policy Manual, County of Kauai, HI

Complete streets have been demonstrated in numerous studies to have significant and measurable beneficial impacts on public safety, health, and the local economy.

Bike routes and pedestrian walkways are an essential part of the interconnected open space system that create a comprehensive network of non-motorized access ways connecting residential communities, workplaces, and commercial areas to the natural, recreational, and cultural resources that define and enrich the community.

E. ESTABLISHING PRIORITIES FOR OPEN SPACE PROTECTION

The open space plan establishes areas associated with greenways, recreation sites, and planned trails that maximize the community, economic, and environmental benefits of preservation. In addition, the Township may elect to conserve open space in areas not

directly associated with these attributes to advance goals such as agricultural preservation, historical context enhancement, or viewshed protection. In such cases, it may be helpful to modify the precise alignments of trails or the location of recreational assets to optimize benefits to the community, especially when public funds are involved.

Areas with sensitive environmental resources, such as floodplains, wetlands, and steep slopes are protected to a large extent by Township regulations in the Zoning and Subdivision and Land Development ordinances. Design standards in the Subdivision and Land Development Ordinance can also be used to promote sidewalks, bike lanes, and the protection of existing trails. However, resources such as mature forest, valuable habitat, and high quality agricultural lands may not be adequately protected by ordinance. In addition, community assets such as future trails, sidewalk connections, bikeways, historic resource protection, and active recreation cannot be promoted through environmental protection regulations and design standards alone, and there



is much existing development in the Township that is currently underserved by accessible open space and recreational resources. In these cases, measures involving cooperative efforts between local government, private landowners, conservation organizations, and the public become critical.

Until the present, East Pikeland has focused its open space efforts primarily on easements to protect land from development and for conservation of farmland and critical natural resources. More recently, there has been a shift to also recognize recreational needs in open space consideration. As resources to sustain open space protection efforts are not limitless, the Township needs to prioritize its actions. When multiple opportunities present themselves, the Township can select which should receive priority in accordance with how to maximize the goals and objectives expressed in Chapter 1 of this Plan, especially the extent to which a specific property conserved would:

- Protect critical environmental resources;
- Create interconnections for pedestrian and bicycle accessibility;
- Promote conveniently accessible active recreation to all ages, interests, and abilities;
- Preserve historic resources and culturally important settings; and
- Advance regional plans and policies for open space, greenways, and recreation.

F. IMPLEMENTATION OF THE TOWNSHIP OPEN SPACE PLAN

Permanent protection of open space can occur through zoning and land development ordinances, conservation easements undertaken by landowners and conservation organizations, granting of access and conservation easements involving the Township, or Township purchase of lands for public purposes. Cooperative effort between the municipality and landowners is preferred, and the Township may also act in situations where the public need is acute in terms of health, safety and welfare. In accordance with opportunities as they present themselves and the priorities related to the extent to which preservation of a given property promotes the goals and objectives of this Plan, the following Township policies and actions are recommended:

Create a system of Greenways along the Township's principal waterways, critical habitat areas, and valuable agricultural landscapes.

- GW-1 Develop the Schuylkill River Regional Recreation Corridor with multi-use trail, parkland, resource protection, and river access for fishing, hiking, and boating.
- GW-2 Create areas of permanent open space along Stony Run as a natural resource protection area.
- GW-3 Combine Township owned lands with private easements to establish a Christman's Creek greenway to support pedestrian connectivity between Kimberton Village, the French Creek Trail, East Pikeland Elementary School, and existing and potential future development south and west of Kimberton.
- GW-4 Secure East Pikeland's contribution to the Pickering-Upper Uwchlan Regional Recreation Corridor with trails, conservation easements, and public lands established along the length of Pickering Creek.
- GW-5 Promote conservation or agricultural easements on important farmlands, historic resources, and viewsheds.

- GW-6 Establish conservation easements on unprotected mature woodlands and critical habitat areas.
- GW-7 Evaluate ordinances for opportunities to strengthen wetland and riparian buffers, critical habitat protection, and mature forest preservation.

Create a comprehensive accessible system of Active Recreation for all Township residents.

- AR-1 Develop the Township park on Snyder Avenue.
- AR-2 Provide 5 additional youth baseball and softball fields.
- AR-3 Provide 2 youth soccer fields.
- AR-4 Provide facilities for senior citizen active recreation, including bocce, horse shoes, and shuffleboard.
- AR-5 Develop neighborhood parks with service areas of ½ mile for residential areas underserved by active recreation amenities for young children and senior citizens.
- AR-6 Promote cooperation between the Phoenixville Area School District, area recreation organizations, and the Township to create school parks for public recreation, and to allow for School District and organizational use of Township facilities.
- AR-7 Evaluate the Township's recreation requirement in the Subdivision and Land Development Ordinance to assure that resources provided are commensurate with the demand generated by development.
- AR-8 Charge the Township Park and Recreation Board with conducting ongoing analysis of facilities needs and monitoring of use and upkeep.
- AR-9 Utilize Township open space funds for acquisition of parklands and trail lands.

Execute the Township Trail Plan.

- TP-1 Develop the Primary Township Trails (Cromby, French Creek, Pickering RR) with adequate trailhead parking to maximize accessibility and to tie the Township and regional trail networks together.
- TP-2 Develop Township Loop Trails to interconnect neighborhoods, businesses, natural areas, and cultural resources.
- TP-3 Evaluate trail protection regulations in the Subdivision and Land Development Ordinance to assure that new developments participate fully in the implementation of the Township Trail Plan, and that any required trail construction for a development be completed prior to issuance of the first building occupancy permit.
- TP-4 Coordinate trail planning with the Township Open Space Committee.
- TP-5 Put the Township Park and Recreation Board in charge of monitoring upkeep of trails and coordinating volunteer maintenance efforts.

Create a comprehensive system of bike routes and Complete Streets.

- CS-1 Develop a system of signs and pavement markings for designated bike routes.
- CS-2 Create a complete streets ordinance to promote intermodal transportation (including pedestrians, bikes, and mass transit) in commercial development and redevelopment areas.
- CS-3 Promote public and private sector efforts to create pedestrian access and public spaces linking to and within Kimberton Village.

Establish Policy Practices to maximize the Township's ability to achieve goals and objectives in creating publicly beneficial open space.

- PP-1 Create Township administrative mechanisms to assure that advisory boards and committees have input into plans and policies within their purview.

- PP-2 Adopt a Township Official Map showing properties that are indispensable to achieving the most critical goals and objectives, where there is a clear and definable public benefit. Such properties may include lands for parks, trail corridors, right of way for complete streets, or other purposes that are deemed essential.

- PP-3 Aggressively pursue government, institutional, and private sector sources of funding and technical assistance to advance Township open space, greenway, recreation, and accessibility goals and objectives.

CHAPTER FIVE - PLAN FOR ECONOMIC DEVELOPMENT

The Plan for Economic Development concerns strategies to enhance context appropriate commercial activity in the Township. The primary emphasis is on the mixed use and commercially zoned corridor along Routes 23 and 724, which for decades has had a preponderance of underutilized, abandoned, and blighted properties. In addition, the enhancement of historic Kimberton as a pedestrian accessible mixed use village will be addressed. Many of the incentives and design standards promoted in this chapter could be applicable to any commercial development or renovation in the Township, regardless of location.

In light of the absence of significant recent improvements of the blighted 23/724 frontage, several landowners have offered the following suggestions to stimulate positive change:

- Provide for greater flexibility in design and higher allowable development intensities for revitalization projects.
- Reevaluate land use regulations to create a compatible mix of appropriate and viable types.
- Encourage businesses that focus on local as opposed to regional needs.
- Integrate park, trail, and recreational uses with the corridor to create destinations, points of interest, and reasons to stop.
- Extend public sewer and water lines to serve development.
- Take steps to enhance aesthetics to create an atmosphere of prosperity, and consider a consistent design theme for furnishings and improvements.
- Provide for pedestrian access.
- Create adequate accommodations for bus transit.
- Slow and calm pass through traffic.
- Encourage higher intensity residential development accessible to the commercial corridor.
- Create nodes that serve as centers of activity, so that the area is not perceived as a linear corridor.

A. POLICY OVERVIEW

This Plan builds on the work of other Township and regional efforts, including the Chester County Landscapes2 Comprehensive Policy Plan, the Phoenixville Regional Comprehensive Plan, the Schuylkill River National and State Heritage Area Plan, and the Kimberton Area

Heritage Action Plan. Each of these documents outlines policy recommendations to guide economic development and redevelopment in East Pikeland.

The Chester County Landscapes2 Comprehensive Policy Plan includes East Pikeland within the Suburban Landscape, wherein Smart Growth policies and intermodal transportation are advocated. These consist of mixed use development, higher intensity clustered development within a context of open space, and transportation systems that include mass transit, pedestrian, and bicycle accommodation. Kimberton is recognized as an important historical village to be enhanced with small scale context appropriate development, and the Route 23/724 commercial corridor is identified as a redevelopment area. Economic development polices advanced in Landscapes2 consist of infrastructure improvements (transportation, sewer, and water service), tax incentives for development (Local Economic Revitalization Tax Assistance and Tax Increment Financing), mixed use development, adaptive re-use of historic and other existing buildings, and partnerships with local and regional economic development entities.

The Phoenixville Regional Comprehensive Plan identifies the Route 23/724 corridor as a redevelopment area with vacant and underutilized buildings and capacity for almost 1,000,000 square feet of new and revitalized commercial growth. Further analysis (see pages 31-36) of existing demographics and demand indicate that there is currently much commercial spending occurring outside of the Township by East Pikeland residents, so it appears there is ample opportunity for development. In addition, infrastructure improvements, recreation integration, zoning incentives, heritage tourism, and design enhancements could increase the demand for development within the corridor.

As regards Kimberton, the Phoenixville Regional Plan envisions approximately 30,000 square feet of development potential in the form of community scale providers of goods and services within the context of a historic residential/commercial village.

In accordance with the Schuylkill River National and State Heritage Area Plan, there are regional attributes around which to base a heritage tourism economy, including Phoenixville, the Schuylkill River and Schuylkill River Trail, the French and Pickering Creek Valleys, and numerous associated historic sites and structures. These form the basis of a heritage action plan to promote economic vitality based on the unique cultural, historic, and natural attributes of the area.

The Kimberton Area Heritage Action Plan creates specific policies consistent with the Schuylkill River Heritage Area Plan. In the Kimberton Area Heritage Action Plan, East

Pikeland is established as a cultural and historic tourist destination with numerous resources creating a unique and marketable identity. Critical to this identity are preservation and redevelopment efforts emphasizing the French Creek Trail, the Continental Powder Works historic park, and “Walkable Kimberton”, a program to integrate pedestrian accessibility with village scale mixed use development. Trails, sidewalks, and bike routes interconnecting historical resources, residential areas, and commercial centers are vital to the plan for overall economic growth, and the Plan includes a specific action item associated with each historical and cultural resource in the Township.

B. ECONOMIC DEVELOPMENT CORRIDOR RETAIL MARKET STUDY

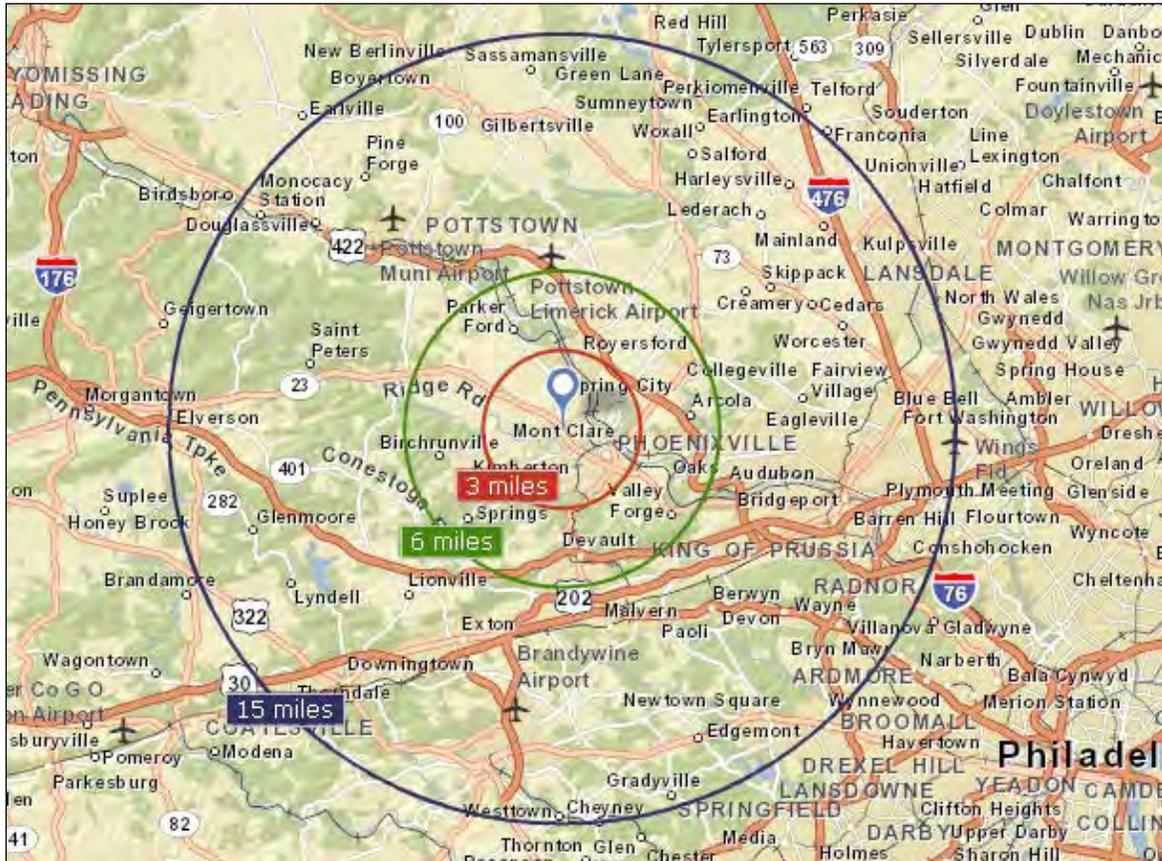
East Pikeland Township wishes to attract and retain businesses along Routes 724 and 23. The following study evaluates the viability of the corridor in terms of whether its market contains sufficient population to support retail activity, and suggests potentially viable types of retail businesses within the market area. The study defines the retail market areas, presents population and income figures for each market area, and assesses unmet demand for various types of retail goods and services.

Market Areas

To understand the area that the Route 724/Route 23 corridor serves, three market areas representing three different types of retail centers, as defined by the International Council of Shopping Centers, are delineated with each centered on the Route 724/Route 23 intersection. They are as follows:

- Neighborhood center (three-mile market area) – A neighborhood center provides local residents with convenient, everyday goods and services and is usually anchored by a small grocery store or drug store. It typically ranges from 30,000 to 125,000 square feet of retail space (not including parking area). To remain viable it requires a population up to 40,000 within a three-mile radius (Figure 5-1).
- Community center (six-mile market area) – A community center offers a wider range of products and services than a neighborhood center. It is commonly anchored by a supermarket, super drugstore, or discount department store, and generally ranges from 125,000 to 400,000 square feet of retail space. It requires a population of 40,000 – 150,000 within a six-mile radius (Figure 5-1).
- Regional center (15 mile market area) – A regional center provides a large variety of general merchandise, much of which is apparel. It typically ranges from 400,000 to 800,000 square feet of space and includes specialty goods and services for which people are willing to travel a greater distance to obtain. It requires a minimum population of 150,000 within a 15 mile radius (Figure 5-1).

Figure 5-1. Route 724/Route 23 Economic Development Corridor Market Areas



Based on its location and the types of retail uses in existence, it appears that the Route 724/Route 23 corridor in East Pikeland Township functions as both a neighborhood center, serving the convenience shopping needs of local residents, and a community center, drawing people in from a slightly wider area for a broader range of goods and services. Places such as King of Prussia, Exton, and Plymouth Meeting, located adjacent to interstate and US highways, function as regional centers and dominate the market for larger specialty stores and luxury items. It is unlikely that the Route 724/Route 23 corridor would ever compete with these regional centers. Instead, it must recognize its position within the hierarchy of market areas, focus on meeting the demands of the local markets, and find niche markets and land uses that increase activity.

Market Area Demographics and Retail Spending

Demographic data indicate that there is sufficient population in proximity to Route 724/Route 23 to support retail activities of one neighborhood center, one community center, and at least one regional center. As stated above, a neighborhood center requires a

population up to 40,000 within a three-mile radius, a community center requires a population of 40,000 – 150,000 within a six-mile radius, and a regional center requires a minimum population of 150,000 within a 15-mile radius. In each case, 2011 population and 2016 forecasted population figures meet or exceed the minimum required threshold levels for the various market areas (Table 5-1). Population growth rates also exceed state and national growth rates in the three- and six-mile market areas, while they lag slightly behind the national growth rate in the 15-mile market area.

Income levels in the three market areas are also high as compared to current median household incomes of \$50,398 in Pennsylvania and \$51,914 nationwide, and this is reflected in retail expenditures which exceed the national average across nearly all categories of retail goods and services. Note that of the three market areas, income is lowest in the three mile (neighborhood center) market area (Table 5-1). Expenditures data also show lower levels of spending in this market area, though still above the national average for most retail categories.

Table 5-1. Market Area Demographics

Neighborhood Center (3 mi. Market Area)	2011	2016	% change
Population	46,548	48,526	4%
Households	18,866	19,741	5%
Families	11,677	12,038	3%
Median Age	38.7	39.0	
Median HH Income	\$60,800	\$75,557	
Town Center (6 mi. Market Area)			
Population	106,515	110,780	4%
Households	40,019	41,686	4%
Families	27,531	28,337	3%
Median Age	38.8	39.1	
Median HH Income	\$77,960	\$89,026	
Regional Center (15 mi. Market Area)			
Population	783,696	808,669	3%
Households	296,698	306,887	3%
Families	200,571	205,189	2%
Median Age	39.5	39.9	
Median HH Income	\$78,418	\$89,005	

Source: Consultant’s analysis based on ESRI demographic estimates and forecasts.

Unmet Demand/Retail Business Potential

To find potential retail business opportunities for the Route 724/Route 23 corridor, an analysis of unmet demand is conducted. Businesses in the region are categorized into 31 retail industry groups and sales and consumer spending figures (from 2010) within each

category are compared. The difference between sales and spending yields a factor that measures the supply and demand relationship for various types of retail goods and services. A factor indicating unmet demand for a product or service signifies that shoppers are going outside of the market area to purchase that product or service. This represents a potential business opportunity whereby that spending could possibly be captured within the local market area. Measures of unmet demand are considered along with retail expenditure and market potential data to determine where opportunities might exist.

Findings of the analysis indicate that there is unmet demand/retail potential within the three and six mile market areas for the following:

- automobile and other motor vehicle dealers
- auto parts, accessories, and tire stores
- furniture stores
- electronics and appliance stores
- building material and supplies dealers
- lawn and garden equipment and supplies stores
- beer, wine, and liquor stores
- health and personal care stores
- clothing and shoe stores
- book, periodical, and music stores
- general merchandise stores
- office supplies, stationery and gift stores
- food services and drinking places

Note that detailed market analyses for specific types of businesses, which would include factors such as competition, demographics, and physical site characteristics, would need to be conducted before any specific recommendations or business location decisions could be made.

Based on stakeholder meetings, it was determined that those in the local developer and landowner community see a need for the Township to rethink the concept of retail for today's conditions. Most agree that the traditional retail market is over-saturated and that the building of more floor area would simply cannibalize existing spaces and increase the overall amount of vacancy. Instead, the Township should be open to many different types of uses, including destination or niche retail, flex office/industrial, recreation facilities (both public and for-profit), services, child-centered businesses, and entertainment. In addition, businesses that cater to a developing body of recreational and heritage tourist visitors (e.g. food, drink, lodging, outdoor gear) could be successful.

Business Owner Organization

Several owners of businesses along the Route 724/ Route 23 corridor have expressed a desire to organize as a means to assist each other, improve the corridor's business environment, and maintain a dialog with Township officials. Business owners can organize in an informal manner, or they can organize under the terms of Pennsylvania enabling legislation.

An informal organization could take the form of a self-directed group that perhaps appoints a board and chairperson, meets regularly to discuss issues, plans strategies to improve the business environment, and regularly communicates its needs and ideas to Township officials.

A more formal organizational structure can be established under Pennsylvania's Neighborhood Improvement District Act. This act enables municipalities to establish Neighborhood Improvement Districts (NID) and designate Neighborhood Improvement District Management Associations (NIDMA) to administer programs, improvements, and services within the boundaries of the NIDs. The NIDMA may, in turn, designate a District Advisory Committee whose members are representative of the district's character.

There are several specific types of Neighborhood Improvement Districts, including Business Improvement Districts (BID), Residential Improvement Districts (RID), Mixed-use Improvement Districts (MID), Industrial Improvement Districts (IID) and Institutional Improvement Districts (INID). The BID or MID would be most appropriate for the Route 724/Route 23 corridor, although some in the business/development community question its applicability in a large, linear, highway oriented district.

To pay for needed programs, services, and improvements within the NID, all property within the NID is assessed a "special property assessment fee" (exceptions to this are tax-exempt properties and, in the case of a BID, residential properties may be exempted). In addition, the Township may advance funds to the NIDMA and issues bonds, notes or guarantees to finance needed improvements in the NID. Improvements within the NID may include streetscape enhancements, sidewalks, parking, and other traditional improvements, as well as recreation and open space facilities, sewers, water lines, and the acquisition, rehabilitation, or demolition of blighted buildings or structures. Funds can also be used to provide group advertising, public relations programs, NID maintenance and security services, and free or reduced-fee parking for business customers. The NIDMA and the Township may also expend funds to purchase or lease property that advances the purpose of the NID.

Route 724/Route 23 Economic Development Corridor Land Use

There are 145 parcels or portions of parcels within the Route 724/Route 23 Economic Development Corridor. Most are residential, while 33 are currently in commercial use. Nineteen properties are identified as blighted. (Table 5-2.)

Table 5-2. Land Uses in Route 724/Route 23 Economic Development Corridor

Land Use	Parcels	Area		
	#	Square Feet	Acres	% of Total
Commercial	33	3,306,788	75.9	23%
Single-Family Residential	60	2,423,660	55.6	17%
Multi-Family Residential	2	202,053	4.6	1%
Mixed-Use	7	1,007,536	23.1	7%
Agriculture & Natural Landscape	14	2,520,039	57.9	18%
Future Township Park	5	2,509,055	57.6	18%
Utility/Transportation ROW	5	305,016	7.0	2%
Blighted Properties	19	2,006,099	46.1	14%
Total	145	14,280,246	328	100%

Buildings and structures in a state of deterioration or disrepair can pose health and safety hazards to the community and present challenges to the economic well-being of the corridor by negatively affecting existing residents and businesses and potentially deterring new business development. Pennsylvania law gives municipalities broad authority to take action against owners of deteriorating properties and to deny permits to owners of such properties. It also enables municipalities, certain residents, and other agencies/organizations to take action to rehabilitate abandoned and blighted properties. While the Township has legal authority to act in such a manner, the clear preference is to encourage redevelopment through tax incentives, land use incentives, partnership and cooperative negotiation with property owners to derive mutual benefits. East Pikeland has begun to work toward this goal by adopting the LERTA district in the Township Zoning Ordinance, and continues to look for ways to make redevelopment possible.

C. FINANCIAL INCENTIVES TO ECONOMIC DEVELOPMENT

There are a number of financial incentives that local government can employ to facilitate economic development and redevelopment. These include tax relief strategies, transferable development rights, and density bonuses.

Local Economic Revitalization Tax Assistance (LERTA) is a tax relief policy enacted by Township ordinance in 2010 to facilitate improvements and new construction of properties in the mixed use and commercial districts along Routes 23 and 724. Within the LERTA

district, new development or improvement of deteriorated, commercial, and/or mixed use properties is subject to graduated tax relief over 10 years, with 100% relief in the first year decreasing incrementally to 0% relief after the 10th year. East Pikeland's LERTA district is shown on Map 3.

Tax Increment Financing (TIF) is a method by which municipalities utilize bonds to fund public improvements, with the anticipation that the improvements will stimulate development and resultant additional tax revenues to repay the bonds. TIF should be used with discretion, as the development facilitated by the public improvements will often increase infrastructure and public service costs that must be paid in addition to the debt service on the bond.

Transferable Development Rights (TDR) is the practice of developers buying building rights from lands to be conserved to increase allowable density on areas targeted for development. The practice works best when development rights can be purchased for far less than the value of the additional improvements thereby facilitated. Under typical TDR programs, the developer has to find and negotiate directly with the owner of the conservation lands, which has resulted in low rates of participation in most areas that have tried this strategy. To address this difficulty, East Pikeland has devised a Conservation Development Incentive (CDI) program whereby developers contribute dedicated fees to the Township's conservation fund in exchange for increased development rights. Under CDI, East Pikeland can "bank" TDR funds to use where and when open space planning and opportunity dictate, thus creating much more flexibility in the program.

The Chester County Economic Development Council (CCEDC) provides assistance with Small Business Administration and other loans, grants, attracting private and public investment, training, and industry partnerships. The CCEDC was helpful in establishing the current Phoenixville area LERTA district and is a resource for other redevelopment initiatives.

D. ZONING ORDINANCE PROVISIONS TO PROMOTE ECONOMIC DEVELOPMENT

The Zoning Ordinance can provide incentives for redevelopment of blighted and underutilized areas, as well as establish standards for higher quality, context appropriate uses and improvements.

Currently, The Township's zoning ordinance contains design requirements for development of the commercial and mixed use zoning districts, as well as a manual of design guidelines for development of the Route 23/724 corridor. These requirements, adopted in 2006,

focused on creating a physically attractive streetscape environment that was hoped would be a sufficient catalyst for redevelopment of the corridor. However, very little development has resulted from the new standards, and some developers have maintained that certain of



the requirements have proven to be a hindrance to redevelopment and improvement of the area.

Most fundamentally, local landowners and developers have pointed out that East Pikeland's base allowable development intensity, including impervious and floor area, is too low. The density bonuses afforded by the ordinance would bring

development intensity on par with that in surrounding communities, effectively requiring East Pikeland developers to pay extra to achieve the same development potential achievable without additional spending in other communities. In addition, the approval process for commercial development, especially conditional uses, is seen as excessively lengthy and expensive. A review of density requirements and the approval process and fees should be conducted to assure that the Township has not established zoning disincentives to the types of improvements it desires.

The current design standards follow the principles of "new urbanism" and incorporate shallow front building setbacks of 15-25 feet and requirements to locate parking to the side or rear of buildings, or to screen front parking lots with a wall, fence, or hedge. In addition, standardized streetscape amenities are required including sidewalks, decorative street lights, large caliper street trees, and furnishings such as bike racks, trash containers, and benches. Also, buildings are required to be a minimum 20 feet and a maximum two stories tall, and must have specified architectural treatments including façade variation, ground floor windows along the street frontage, and a decorative roof design. To regulate warehouse scale retail, any single user building of 65,000 square feet or greater shall be separated from another such building by at least one half mile, and there shall be no more than four such uses along the Route 23/724 corridor. Of these standards, the requirement to place parking to the side or rear of buildings is seen by developers as particularly onerous

to commercial/retail growth or redevelopment in a suburban setting dependent on automobile access.

Density bonuses are awarded for participation in the Conservation Development Incentive (CDI), whereby developers contribute to the Township's dedicated Open Space fund. Participation in the CDI allows developers to achieve 62% greater impervious coverage, 25% greater building floor area, and up to four stories building height. In addition, the Township has revitalization standards with relaxed building architecture requirements and higher than standard impervious limits, and that allow CDI contributors to achieve up to 70% impervious cover (a 75% bonus over the standard 40% allowed). In spite of these incentives, there has been no revitalization or CDI participation since adoption of the regulations in 2006.

The design standards and streetscape enhancement provisions also apply to the C Commercial district located on PA 113. In addition, the KR Kimberton Retail District has various design provisions to facilitate village scale commercial and traditional neighborhood residential development consistent with the historic character of Kimberton. Although these areas do not have the widespread blight associated with Routes 23/724, it is the Township's desire to see attractive and vibrant uses on underutilized sites, and to unify commercial and village areas with pedestrian accessibility and attractive thematic design evocative of the Village's unique heritage and culture.

The Zoning Ordinance also contains provisions for Revitalization projects, but there is no mapping or definition of where such projects would apply. Further, although Revitalization permits some increase in impervious cover allowance, the increase is modest and results in an allowance lower than for similar projects in other communities. Greater attention should be given to the Revitalization standards, to define under what conditions and in what locations such projects would occur, and to provide incentives sufficient to encourage developers to improve blighted properties.

In addition, the LERTA and MU Districts fail to include adjacent blighted commercial properties in the R-1 and R-2 Residential districts that due to use restrictions are highly unlikely to be improved. As the entirety of Route 724 north to Kenilworth is a mixed use area with a significant representation of commercial uses, extending the MU and LERTA districts northward to the Township boundary would enable re-use and redevelopment of the blighted commercial properties consistent with the remainder of the corridor. This would also create an opportunity for establishment of a distinctive gateway entry to the commercial and mixed use corridor in East Pikeland Township.

A question remains pertaining to the role of residential growth in commercial redevelopment. There is at present a shortage of housing opportunity affordable to many who would work in a redeveloped commercial corridor, and many young people now with jobs in the Township are unable to live within East Pikeland. Currently, the MU-Mixed Use district permits residential use only in conjunction with a commercially used building. The C-Commercial district has the same restriction, although mobile home parks are permitted by conditional use. Some believe that higher density and affordable housing is necessary to spur commercial demand in the Route 23/724 Redevelopment Area, but it is unclear whether the locally generated demand would be sufficient or that the nature of the corridor would suit a mixed residential/commercial type of development. However, in a situation where other types of development demand appear to be lacking, residential redevelopment could be considered as one way to revitalize blighted properties. The Township should consider what role residential development should play in revitalization, under what circumstances it would be appropriate, and what types are most appropriate (e.g. affordable housing, apartments, age restricted, traditional neighborhood development). If residential use is to be a component of revitalization efforts in the LERTA district, tax relief provisions may require amendment to assure that potential school impacts are addressed.

Revisions to the Zoning Ordinance should be undertaken to provide regulatory incentives to successful and desirable forms of redevelopment in all commercial and village areas, and especially along Routes 23 and 724. Another possibility is to establish a Township committee to assist applicants in meeting community objectives with the aim to fast track desirable redevelopment projects. Specific Zoning recommendations are enumerated in Section 5.G Implementation of the Economic Development Plan (pages 47-49) as follows:

Increase commercial and mixed use density allowances to promote development.

Define the Revitalization Area(s) in the Zoning Ordinance.

Increase the impervious cover and building floor area bonus allowances for revitalization projects and for adaptive reuse of historic buildings.



Allow bonus impervious cover and building floor area allowances to incentivize private construction of public infrastructure improvements.

Create new site design and architectural standards that enhance aesthetics while being responsive to the practical needs and limitations of developers.

Develop regulations for a broad and adequate array of commercial uses that favor a local rather than regional market.

Require all development and redevelopment projects to provide pedestrian accessibility, and to be integrated with the Township trail and recreation system.

Streamline review and approval process for projects in the LERTA District, especially projects involving the improvement of blighted properties.

Consider increased impervious cover and building floor area allowances for projects that incorporate environmentally sustainable practices such as LEED architecture and enhanced stormwater infiltration/water quality measures.

Evaluate the use, density, and design standards in the KR Kimberton Retail district to create a pedestrian friendly mixed use village with neighborhood scale and niche market commercial uses.

E. INFRASTRUCTURE ENHANCEMENTS FOR COMMERCIAL AND MIXED USE AREAS

Infrastructure is a necessary component of successful development and redevelopment. This includes public sewer and water service, road improvements, streetscape aesthetic enhancements, pedestrian accessibility, and accommodation of mass transportation. Increasing base allowable development intensities are expected to make it profitable for private developers to contribute to infrastructure improvement projects. In situations where there is insufficient incentive for private funding, infrastructure could be financed by developers in exchange for increased development intensity, or through tax increment financing (TIF) on the part of the municipality.

In order to obtain the intensity of use to make commercial redevelopment viable, public sewer and water service is necessary. Sewer and water service are accessible to commercial areas on PA 113 and in the KR district encompassing Kimberton Village. However, there is no public water available in the Route 23 and 724 commercial/mixed use

corridor, and there is no sewer service in the corridor on Route 724 north of Snyder Avenue (Map 3). The sewer and water service areas should be extended to all commercial development and redevelopment areas, especially in areas where higher intensities of development are to be considered as catalysts to revitalization (Map 7).

Road improvements should also be undertaken to facilitate economic revitalization, especially along Routes 23 and 724. Specifically, Complete Streets should be created to combine pedestrian, bicycle, mass transit and automobile capacity within a context of landscaping and traffic calming measures (Figure 4-1). Sidewalks should be extended on both sides of streets in commercial areas, with well delineated crosswalks at intersections and a safe and comfortable setback from the cartway wherever vehicle speeds are high. Bike lanes should also be provided within a paved shoulder area, with clear pavement markings and signage, especially at street intersections and busy driveway entrances. Pedestrian and vehicular ways should be fully integrated with the Township's Trial Plan to facilitate access between commercial areas and the recreation system, to encourage



commerce by recreational users. Vehicular left turning movements can be accommodated in appropriate areas in the center lane, and controlled with a landscaped median where such turns would be unsafe. Bus stops with weather shelters should be provided at areas convenient to larger scale commercial development and at intervals conducive to foot traffic. By creating truly multi-modal safe streets, the Township can create more lively commercial environments and calmer traffic speeds while actually increasing the road capacity in terms of the various ways by which visitors would enter the area to conduct business. (See Implementation Strategy PI-1, page 47)

Aesthetic standards for streetscape furnishings, including lights, signage, bus stops, bike racks, and curbing/sidewalk materials can be developed and placed into zoning as required design elements in the Commercial, Mixed Use, and Kimberton Retail zoning districts. Streetscape elements should be used to create a defined visual character and richness of detail; to help in establishment of local identity and sense of arrival at a place worth visiting. Although the zoning ordinance has required streetscape furnishing types for the Routes 23/724 commercial/mixed use area, some are not optimal, for example the requirement to

use a street light model that is inadequately shielded and would contribute to light pollution. Kimberton Village may benefit from unique design standards reflective of its historic ambiance. A consistent theme for signage within commercial and village areas could also reduce clutter and thereby improve the visual presence of individual businesses. (See Implementation Strategy CH-3, page 49)

F. PROMOTING A LOCAL/REGIONAL IDENTITY

The primary focus of the Schuylkill Highlands Conservation Landscape Initiative is the development of a regional identity based on the natural resources, history, and cultural attributes unique to the Schuylkill River basin. As an outgrowth of this Initiative, East Pikeland has drafted its Kimberton Area Heritage Action Plan (KAHAP) to preserve and enhance the Township's historical resources, to capitalize on heritage tourism as an engine of economic growth, and to engender civic pride among residents as a catalyst to greater community involvement in the overall improvement of the area. The KAHAP includes a complete inventory of significant historical and natural resources and recommendations regarding their renovation and upkeep as critical to the cultural identity of East Pikeland.

Natural resources are the source of all subsequent historic and cultural activity that gave rise to the community. Lying along the Schuylkill River and with two major streams, the Pickering and French Creeks, East Pikeland was favorably situated for access and the construction of mills to support productive agricultural lands. Level stream and river valleys were conducive to railroads, which led to further development of the area, and villages originally formed around mills grew larger. Today, the stream and rivers provide settings for trails, such as the French Creek Trail, the Schuylkill River Trail, and the Pickering/Upper Uwchlan Recreation Corridor that will connect East Pikeland with the entire region.



Kimberton, home to several of the community's most prominent historical resources, has a resultant character that has helped in its transition from a rural center of commerce to a

mixed use residential, entertainment, and niche commercial village. However, the change is not complete, and the Kimberton Village Business Association (KVBA) is working with the Township to develop new uses linked with pedestrian infrastructure and civic spaces to revitalize vacant and underutilized properties and restore vibrancy. Zoning changes as discussed in Section 5.D and enhancements discussed in Section 5.E can be employed to codify and strengthen the effort to enhance the historic village setting of Kimberton.

Other significant historic resources include the Continental Powder Works, part of the Snyder's Mill complex on French Creek at Rapps Dam Road, which will be developed into a historic interpretive park in conjunction with the French Creek Trail. Also, the former Pickering Valley Railroad bed is visible through most of the Township and serves as a potential trail and interpretive feature, including the historic Kimberton Railroad Station. These resources, together with many historic farms, churches, cemeteries, and mills establish East Pikeland with a wealth of destinations for bicyclists, trail users, and heritage tourists.

It may be desirable to establish micro-localized identities within the community to promote development, and especially redevelopment of revitalization areas. Just as Kimberton Village has its unique character, the 23/724 corridor, an unglamorous nomenclature evocative of highway stretch to be driven through as quickly as possible, could be established with a character-specific place identity. To augment the zoning, infrastructure, and public enhancements to create a sense of place, an identity name such as Schuylkill Avenue Business District could be used, to tie the redevelopment area into the natural and historic context of the region and East Pikeland. A similarly evocative identity could be created for the commercial area along Route 113 (e.g. Pike Springs).

On the regional level, partnerships between businesses and local governments (Phoenixville, Schuylkill, East Pikeland, East Vincent, East Coventry, and North Coventry) should be pursued in the interest of promoting coordinated redevelopment of the entire Route 23/724 corridor. The Chester County Planning Commission and the Chester County Economic Development Council could play valuable roles in nurturing and guiding these interrelationships.

The guiding framework should be the Township's vision of what it wants to be. Clearly, by embracing its abundant cultural, historic, and natural resources, and its desire to promote accessibility for recreational visitors and heritage tourists, East Pikeland has the basis of a concept for its growth and revitalization. By focusing on business development that serves the local community as well as the visitors it is trying to attract, the Township can adapt its

use regulations and approval processes to make it easy for developers to do things consistent with the vision, and difficult to do those things that are inconsistent.

G. IMPLEMENTATION OF THE ECONOMIC DEVELOPMENT PLAN

The Economic Development Plan has several aspects of implementation, most of which are best accomplished through collaborative efforts between the Township, affected property owners, and citizens at large. Framed in terms of the Goals and Objectives, specific strategies to achieve economic development and revitalization of blighted areas are as follows:

Strategies to improve Public Infrastructure to support development and redevelopment of blighted and underutilized areas:

- PI-1 Extend sewer and water lines along Routes 23 and 724 to promote improvements within the LERTA district.
- PI-2 Create Complete Streets in village, commercial, and mixed use areas.
- PI-3 Connect sidewalks, trails, and bike routes to tie commercial and redevelopment areas to regional trails, cultural and recreational resources, and residential neighborhoods. Develop a plan to prioritize projects according to achievable benefits and available funding.
- PI-4 Provide bus shelters and work with mass transportation agencies to establish effective access to commercial and redevelopment areas.
- PI-5 Consider Tax Increment Financing (TIF) when other means of generating capital for infrastructure improvements prove inadequate.
- PI-6 Create Neighborhood Improvement Districts to organize business owners and achieve needed improvements.
- PI-7 Post signage advertising the LERTA District to attract redevelopment activity.

Strategies to create Regulatory and Financial provisions for targeted development and redevelopment:

- RF-1 Delineate Revitalization Areas subject to density incentives on the Zoning Map, and/or create functional Zoning definitions of Blighted Properties and Revitalization Projects.
- RF-2 Increase Zoning base intensities for commercial and mixed use areas to encourage development.
- RF-3 Create increased impervious cover and building floor area allowances in the Zoning Ordinance for redevelopment projects.
- RF-4 Allow impervious cover and building floor area bonuses in the Zoning Ordinance to incentivize private funding of infrastructure improvements.
- RF-5 Develop increased impervious cover and building floor area allowances in the Zoning Ordinance for projects that incorporate environmentally sustainable practices such as LEED architecture and enhanced stormwater infiltration/water quality measures.
- RF-6 Evaluate the Conservation Development Incentive (CDI) in the Zoning Ordinance and revise as necessary to assure that procedures and fees are appropriate to the twin purposes of conservation and redevelopment.
- RF-7 Create new site design and architectural standards in the Zoning and Land Development Ordinances that enhance aesthetics and functionality within village, commercial, and mixed use areas while being responsive to the practical needs and limitations of developers.
- RF-8 Create a committee where affected property owners work with Township officials to evaluate the existing requirements and create desirable streetscape furnishings and other design elements that function to encourage revitalization, while optimizing performance and practicality.
- RF-9 Revise Zoning regulations as appropriate in commercial and mixed use areas to allow a broad and adequate array of uses that favor a local as opposed to regional market.
- RF-10 Adopt a Township Official Map to indicate critical road, trail, or civic space improvements to stimulate development.

- RF-11 Establish a Township committee to advise developers on community objectives and to streamline the approval process for desirable projects, particularly those involving the LERTA district and improvement of blighted properties.
- RF-12 Extend the LERTA and MU districts northward along Route 724 to the Township boundary.

Strategies to encourage enhancements of Kimberton Village to create a vibrant economic, historic, and cultural center of the Township:

- KV-1 Revise the Zoning use, density, and design standards in the KR Kimberton Retail district, including the traditional neighborhood development regulations, to create those that favor a pedestrian friendly mixed use village with neighborhood scale and niche market commercial uses.
- KV-2 Advance the “Walkable Kimberton” initiative to provide sidewalks, civic space, and traffic calming measures within the Village and its surrounding area.
- KV-3 Develop unifying treatments such as standardized signage and streetscape furnishings to strengthen and enliven the Village atmosphere.
- KV-4 Promote civic and special events on public and private spaces in Kimberton.

Strategies to promote Cultural Heritage of the Township and its localities as a driver of prosperity:

- CH-1 Revise the Township’s Historic Resource protection regulations in the Zoning Ordinance to create reasonable definitions of Historic Resources and to promote effective and practical policies for use, adaptive re-use, and preservation.
- CH-2 Create increased impervious cover and building floor area allowances in the Zoning Ordinance for adaptive reuse of historic buildings and sites.
- CH-3 Establish named place identities, such as Schuylkill Avenue Business District and Pike Springs, with characteristic signage and street furnishings to promote for each a unique character of development and redevelopment areas, as opposed to ambiguously ubiquitous exurban sprawl.

- CH-4 Work with the Historical Commission to develop interpretive signage for critical resources.
- CH-5 Prepare literature for distribution at regional trailheads, parks, schools, and civic/municipal facilities that describes Township history and signature historic and cultural resources that can be visited.
- CH-6 Implement the Kimberton Area Heritage Action Plan.
- CH-7 Promote bicycle and pedestrian visitor-ship by integrating trails, sidewalks, and bikeways with historic and culturally significant sites.

Strategies to promote cooperative partnerships among the Township and businesses:

- CP-1 Encourage Route 724/23 business owners to create a self-directed organization that meets regularly to discuss issues and plan strategies to improve the Route 724/23 business environment, and communicates its needs and ideas to Township officials.
- CP-2 Consider establishing a formal Route 724/23 business organization under Pennsylvania's Neighborhood Improvement District Act.
- CP-3 Create relationships with businesses and local governments along Route 23/724 from Phoenixville to North Coventry to engender regional cooperation for coordinated redevelopment efforts.



Map 1.
Natural Resources
 East Pikeland Township Comprehensive Plan
 Chester County, Pennsylvania

January 7, 2013

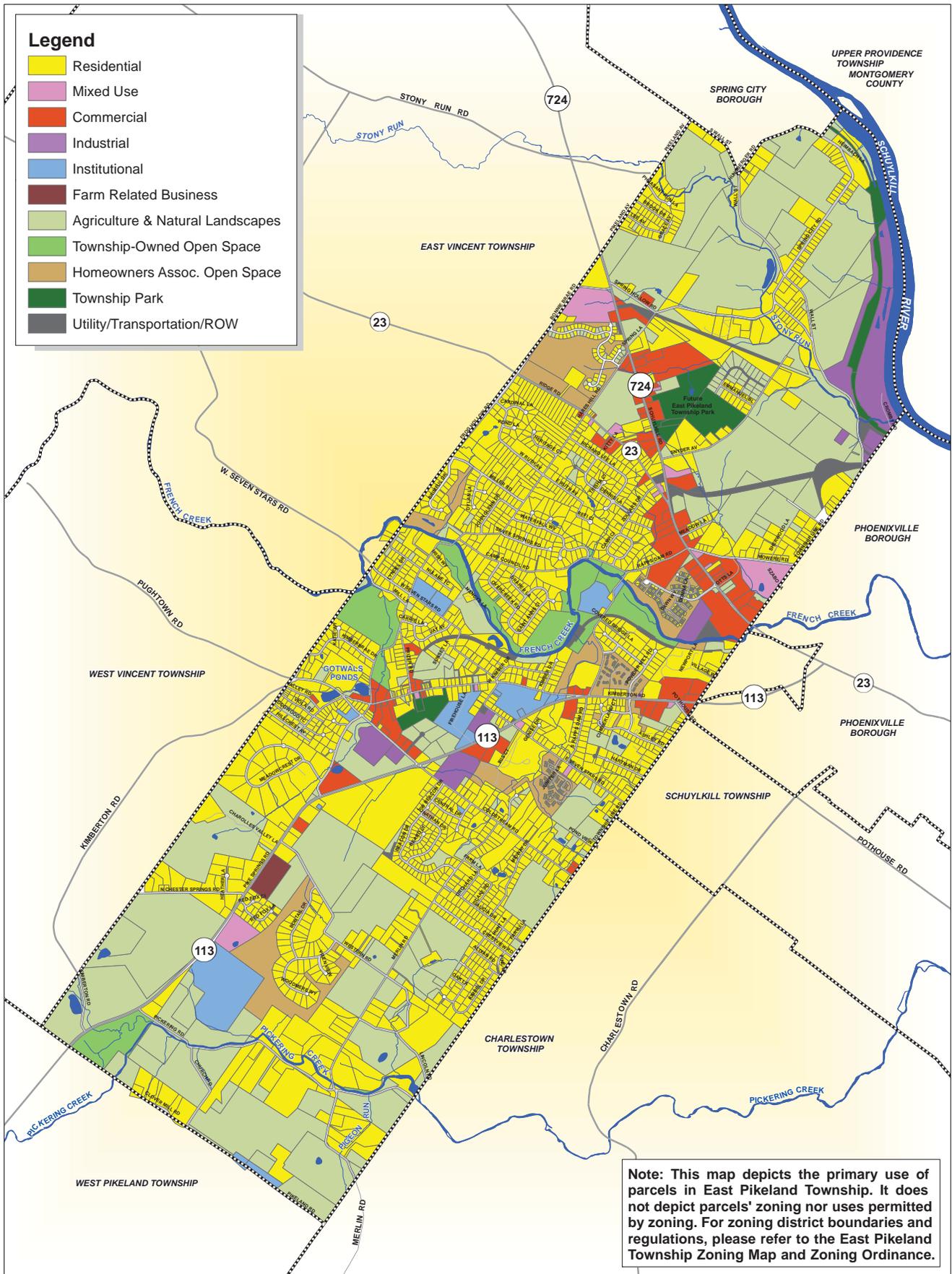
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 Data Sources:
 Base Features: Chester County GIS, 2010
 Wetlands: National Wetlands Inventory
 Slope: Derived from 5ft Contours
 Floodplains: FEMA DFIRM
 Soils: USDA NRCS SSURGO
 Buffers: Based on 2009 Zoning Ordinance
 Map Prepared By: Nanci Sarcinello, AICP
 Sarcinello Planning & GIS Services

Theurkauf
 DESIGN & PLANNING
 1240 Elbow Lane
 Chester Springs, PA 19425

Sarcinello
 Planning & GIS Services

Legend

- Residential
- Mixed Use
- Commercial
- Industrial
- Institutional
- Farm Related Business
- Agriculture & Natural Landscapes
- Township-Owned Open Space
- Homeowners Assoc. Open Space
- Township Park
- Utility/Transportation/ROW

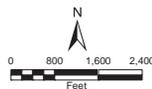


Note: This map depicts the primary use of parcels in East Pikeland Township. It does not depict parcels' zoning nor uses permitted by zoning. For zoning district boundaries and regulations, please refer to the East Pikeland Township Zoning Map and Zoning Ordinance.

**Map 2.
Existing Land Use**

East Pikeland Township Comprehensive Plan
Chester County, Pennsylvania

January 7, 2013



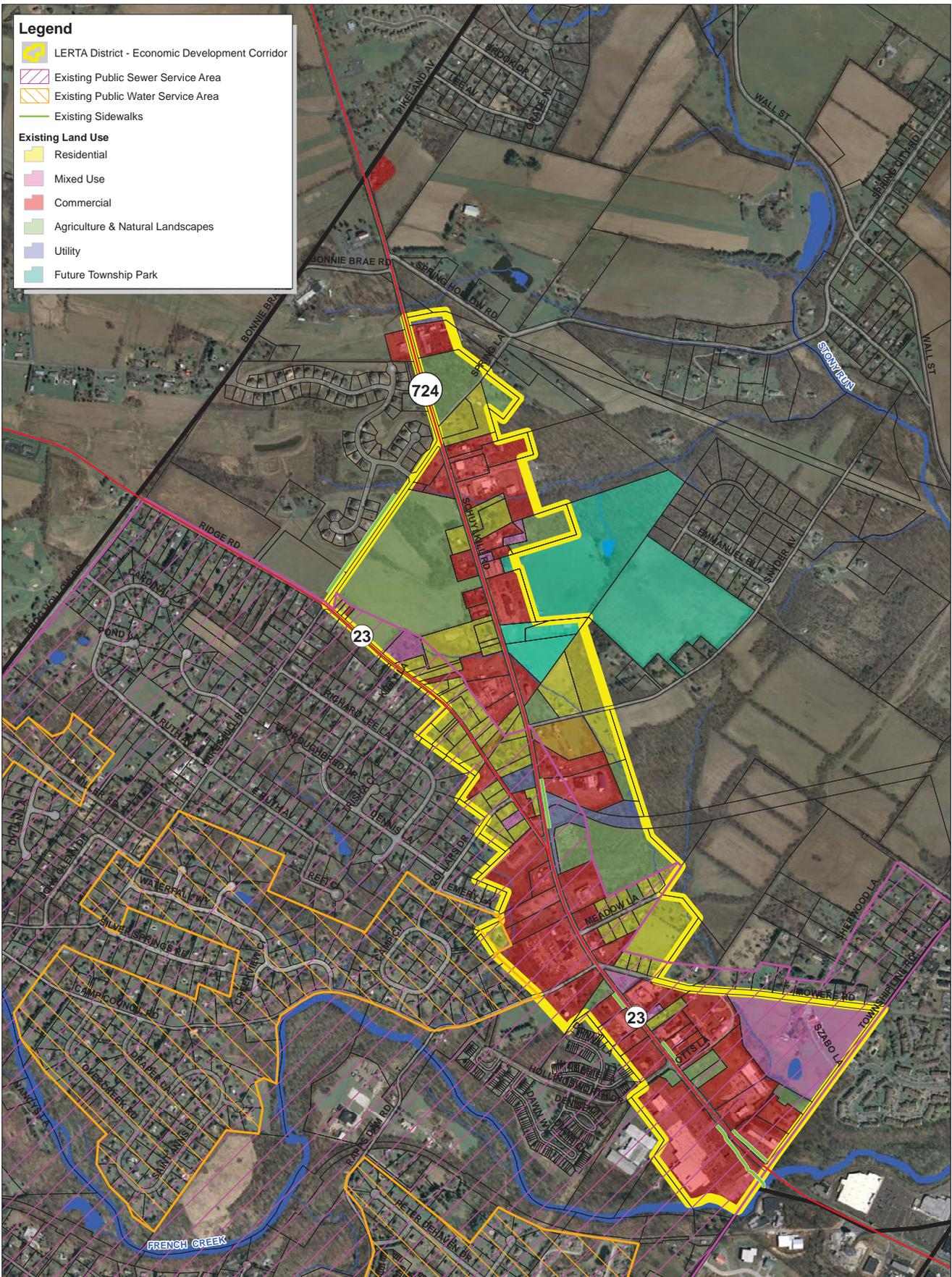
Data Sources:
Base Features: Chester County GIS, 2010
Land Use: Chester County Tax Assessment
Data and Consultant's Analysis

Map Prepared By: Nanci Sarcinello, AICP
Sarcinello Planning & GIS Services



1240 Elbow Lane
Chester Springs, PA 19425



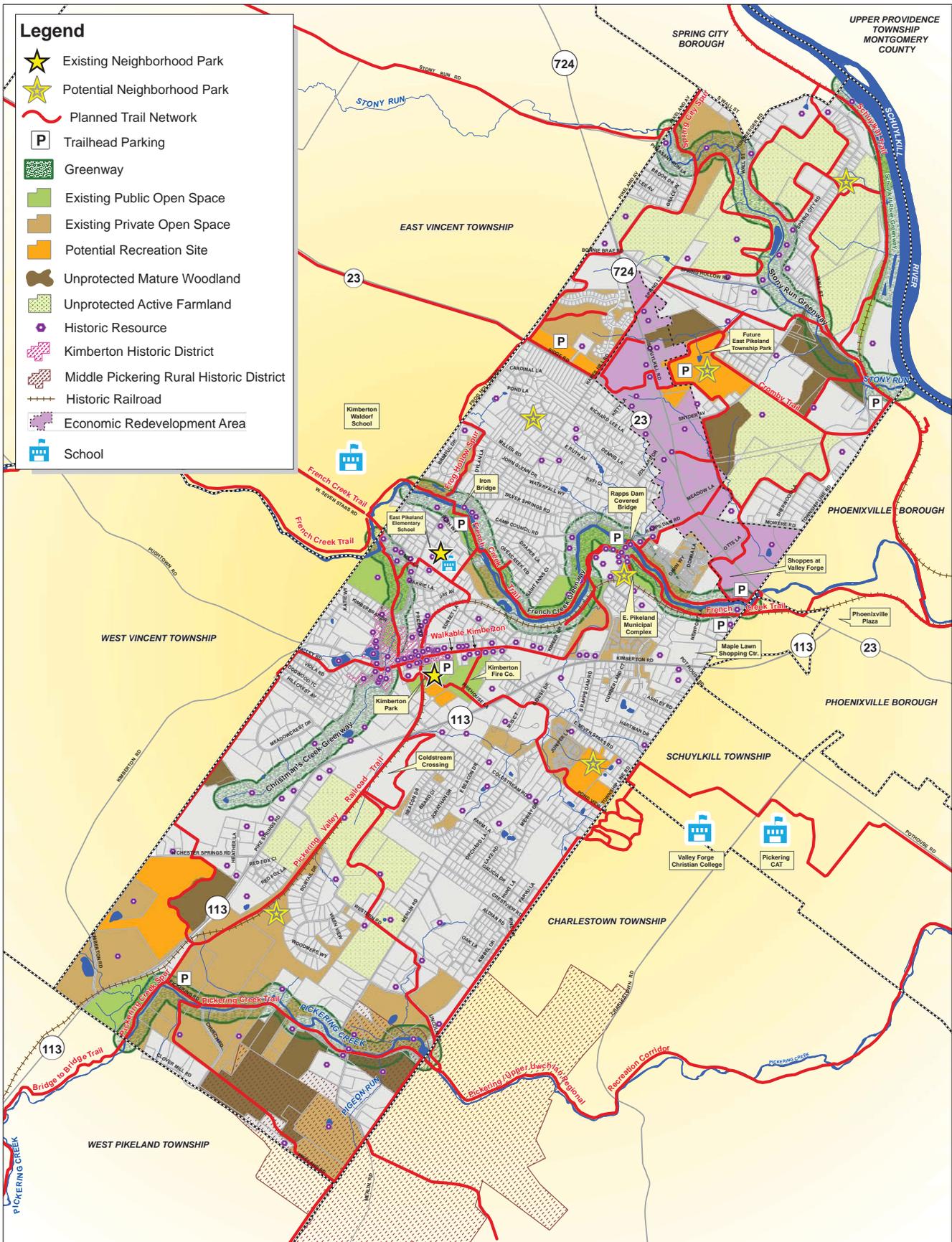


Map 3.
Economic Development Corridor
 East Pikeland Township Comprehensive Plan
 Chester County, Pennsylvania
 January 7, 2013

Data Sources:
 Base Features: Chester County GIS, 2010
 Land Use: Chester County Tax Assessment
 Data and Consultant's Analysis
 Map Prepared By: Nanci Sarcinello, AICP
 Sarcinello Planning & GIS Services

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 DESIGN & PLANNING
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 Chester Springs, PA 19425

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 Planning & GIS Services



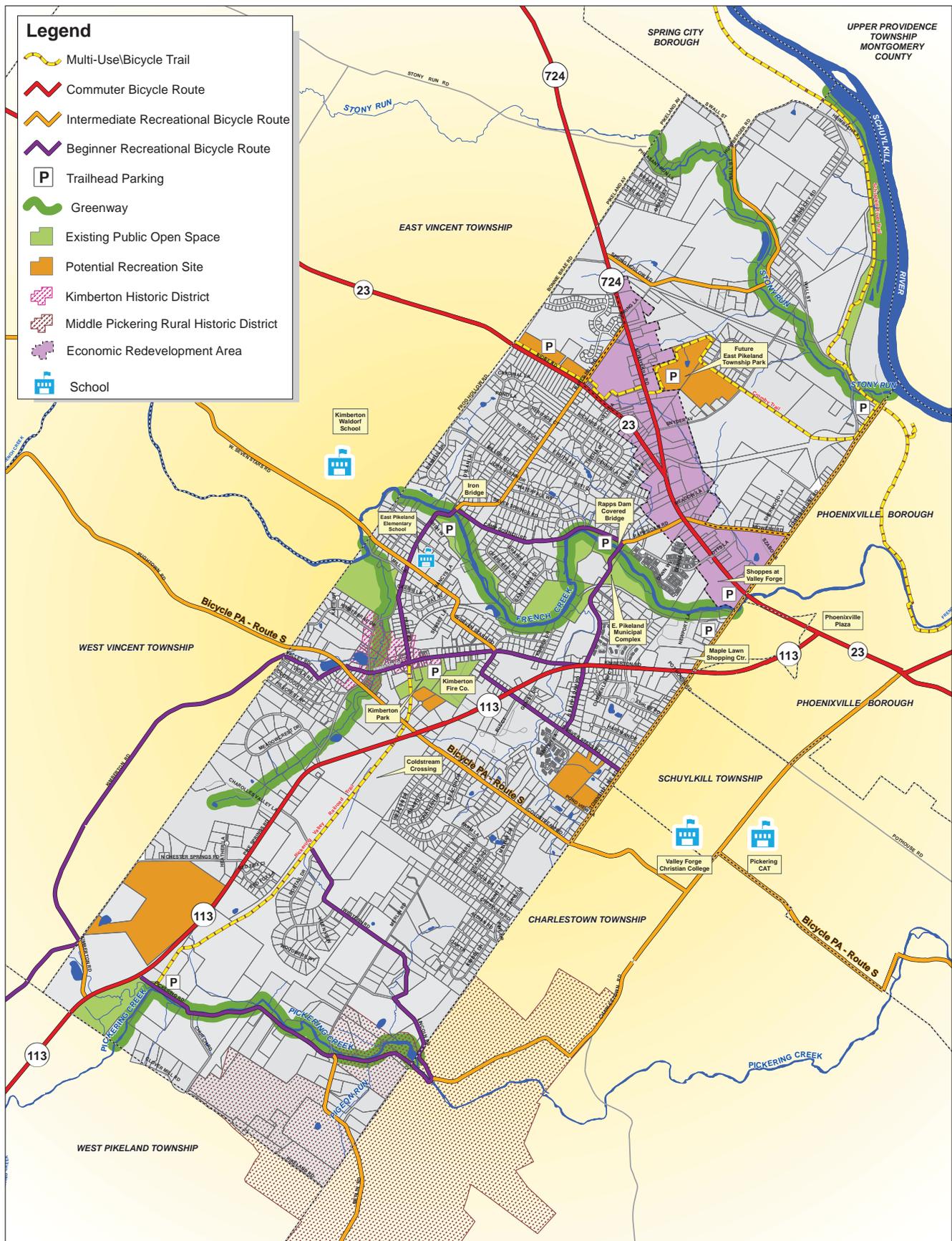
Legend

- Existing Neighborhood Park
- Potential Neighborhood Park
- Planned Trail Network
- Trailhead Parking
- Greenway
- Existing Public Open Space
- Existing Private Open Space
- Potential Recreation Site
- Unprotected Mature Woodland
- Unprotected Active Farmland
- Historic Resource
- Kimberton Historic District
- Middle Pickering Rural Historic District
- Historic Railroad
- Economic Redevelopment Area
- School

Map 5.
Open Space Plan
 East Pikeland Township Comprehensive Plan
 Chester County, Pennsylvania
 January 7, 2013

Data Sources:
 Historic Resources: Municipal Data
 Habitat Areas: Natural Area Inventory
 Base Features: Chester County GIS, 2010
 All Others: Consultant's Analysis
 Map Prepared By: Nanci Sarcinello, AICP
 Sarcinello Planning & GIS Services

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 Chester Springs, PA 19425

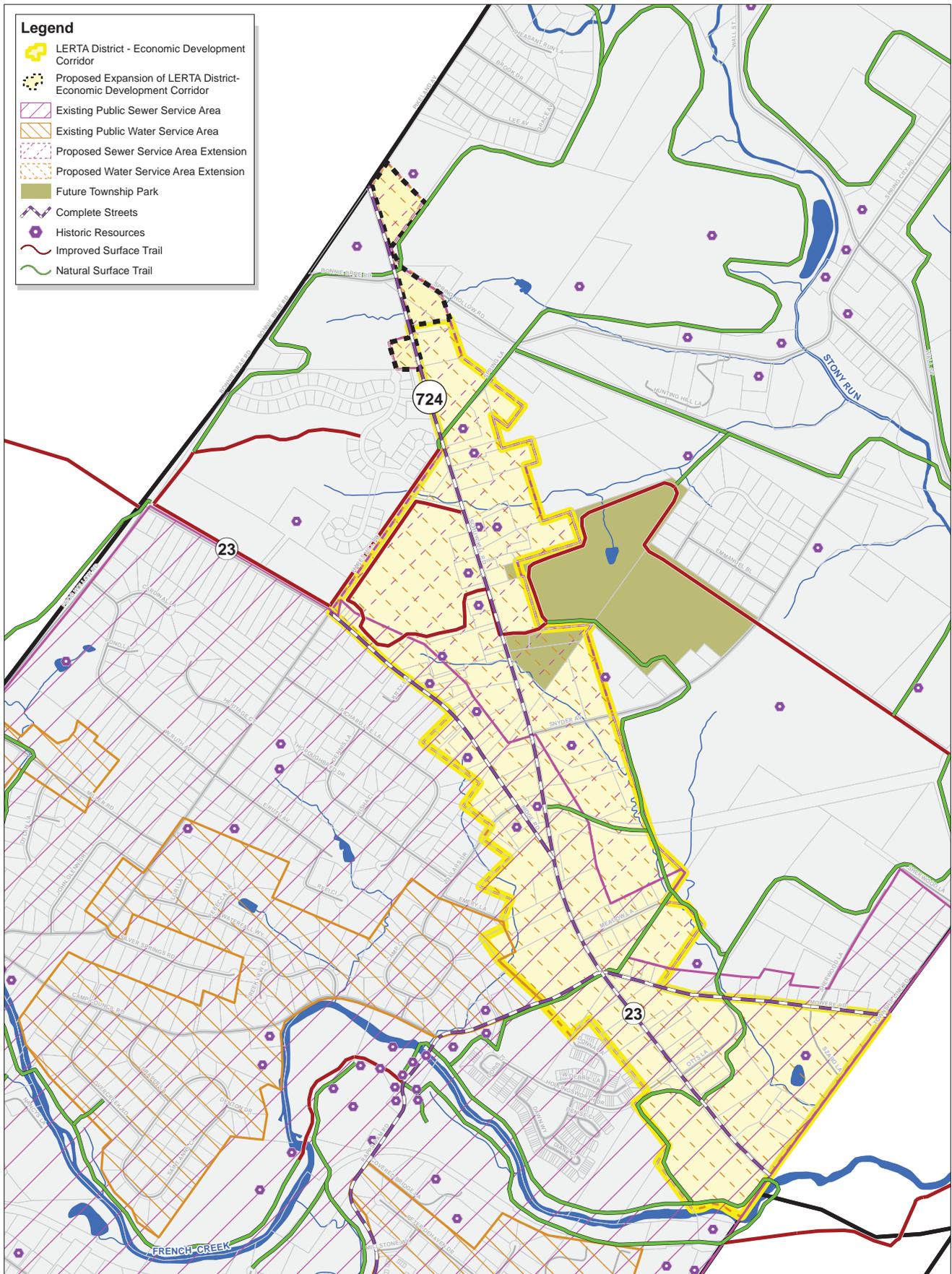


Map 6.
Bikeway Plan
 East Pikeland Township Comprehensive Plan
 Chester County, Pennsylvania
 January 7, 2013

Data Sources:
 Historic Resources:
 Trails: Consultants Analysis, County & Municipal Data
 Base Features: Chester County GIS, 2010
 Map Prepared By: Nanci Sarcinello, AICP
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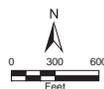


- Legend**
- LERTA District - Economic Development Corridor
 - Proposed Expansion of LERTA District - Economic Development Corridor
 - Existing Public Sewer Service Area
 - Existing Public Water Service Area
 - Proposed Sewer Service Area Extension
 - Proposed Water Service Area Extension
 - Future Township Park
 - Complete Streets
 - Historic Resources
 - Improved Surface Trail
 - Natural Surface Trail

Map 7.
Redevelopment Plan

East Pikeland Township Comprehensive Plan
Chester County, Pennsylvania

January 7, 2013



Data Sources:
 Base Features: Chester County GIS, 2010
 Land Use: Chester County Tax Assessment
 Data and Consultant's Analysis

Map Prepared By: Nanci Sarcinello, AICP
 Sarcinello Planning & GIS Services

