UPPER UWCHLAN TOWNSHIP
PLANNING COMMISSION
AGENDA
May 13, 2021
7:00 p.m.

LOCATION: This meeting will be held **virtually**. Any member of the public interested in participating in the meeting should email the Township at tscheivert@upperuwchlan-pa.gov for a link and a password to join in the meeting. If you require special accommodation, please call the Township office at 610-458-9400.

			Packet Page #
I.	Call To Order		
II.	Reorganization		
III.	Approval of Minutes:	April 8, 2021 Meeting	2
IV.	Next Meeting Date:	June 10, 2021 7:00 PM	
V.	Open Session		
VI.	Village of Eagle/Byers Concept Plan Review the 2010 Village Concept Plan. Begin discussing revisions.		4
VII.	Village Design Guidelines Review the 2011 Village Design Guidelines. Begin discussing revisions.		22
VIII.	Adjournment		

UPPER UWCHLAN TOWNSHIP
Planning Commission Meeting
April 8, 2021
7:00 p.m.
Minutes
Draft

LOCATION: This was a virtual meeting, held via Zoom audio/video conferencing. The meeting Public Notices instructed those interested in participating in the meeting to email or call the Township Manager for the link and password to join in the meeting.

In attendance:
Members: Sally Winterton, Vice-Chair, Joe Stoyack, Jim Dewees, Chad Adams, Jim Shrimp, Stephen Fean

Aaron Stoyack, Historical Commission Liaison
Tony Scheivert, Township Manager

Vice-Chair Sally Winterton called the meeting to order at 7:01 p.m. A quorum was present. One citizen was in attendance.

Village Design Guidelines, Village of Eagle/Byers Concept Plan ~ Review

Commission member Joe Stoyack suggested that the Village Concept Plan (2010) and Village Design Guidelines (2011) be reviewed to determine what may need to be updated. There has been considerable development in or near Eagle and Byers Villages over the last decade and many of the recommendations in these documents are no longer valid. The Township's Comprehensive Plan will need to be updated in a few years, as well, and these documents will be incorporated into it as they were the current Comprehensive Plan. These documents are provided to developers as guidelines.

Discussion included:

1. Planning Commission (PC) members to review and provide comments to Joe and Sally by May 6 in prep for PC's May 13 meeting. Comments will be discussed at future meetings.
2. Request the Township Historical Commission also review both documents, looking at architectural and landscaping items, for relevance and additions or deletions. Comments to be forwarded to the Planning Commission.
3. Are 10' wide sidewalks, roundabouts, swapping Route 100 for Graphite Mine Road still relevant, or desired?
4. Make sure the design guidelines are consistent with current ordinances, such as lighting, and lighting of signs as revised in 2020.
5. Keep in mind that larger parcels at the southern end of the Township could be redeveloped into big box stores.
6. The Commissions will discuss revisions, then seek assistance from consultants.

Approval of Minutes

Joe Stoyack moved, seconded by Jim Dewees, to approve as presented the March 11, 2021 Planning Commission meeting minutes. The Motion carried unanimously.

Sally Winterton announced the next scheduled Planning Commission meeting is May 13, 2021.

Open Session
Sally Winterton is attending the Joint Boards & Commissions Workshop next Tuesday, April 13, 2021 at 4:00 p.m.

Work on the Park Road bridge over the Turnpike has begun.

Joe Stoyack questioned plans for sanitary sewer extensions Township wide.

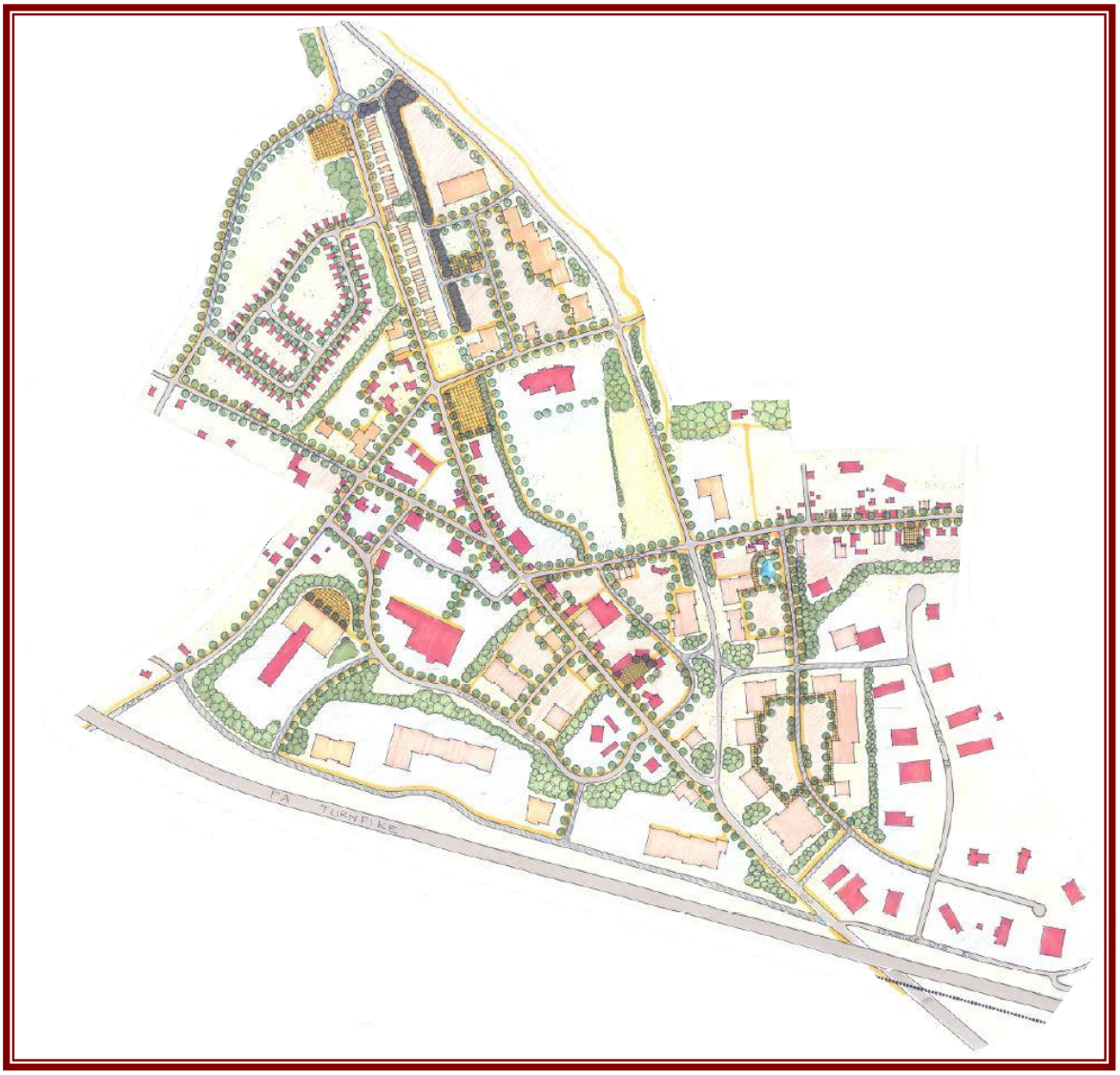
Adjournment
Joe Stoyack moved, seconded by Jim Dewees, to adjourn the meeting at 7:38 p.m. All were in favor.

Respectfully submitted,

Gwen A. Jonik
Planning Commission Secretary

Village of Eagle/Byers
Concept Plan

June 1, 2010



Prepared by
Brandywine Conservancy
and
Upper Uwchlan Township Village Concept Committee

Village of Eagle/Byers
Concept Plan
June 1, 2010

Village Concept Committee Members
Bob Schoenberger
Mary Lou Farrow
Sally Winterton
Chad Adams
Shelly Krocker
John McTear
Ken Engle
Jim Dewees
Linda Layer
Ed Edwards
John Diament
Bob McHugh
Joe Stoyack
Nancy Copp
Simona Bonifacic
Brett Hand
Kevin Sherman
Bob Fetters, Jr.
Steve McNaughton
Gwen Jonik, Secretary

Village Planning Consultants
Sheila Fleming, ASLA, Brandywine Conservancy Environmental Management Center
Chris Williams, P.E., McMahon Associates, Inc.

Mission Statement

The Village Concept Committee's mission is to evaluate the impact of Graphite Mine Road on the transportation network and the combined villages of Eagle and Byers (hereafter referred to as the Village) in Upper Uwchlan Township. The committee's purpose is to develop and recommend a framework which:

1. protects and enhances the visual integrity of Eagle and Byers including the existing Historical District and other historical assets that may lie outside,
2. determines what additional infrastructure may be required as a result of the Graphite Mine Road construction,
3. develops standards for the transportation overlay district (areas subject to the proposed Access Management Ordinance, McMahon Associates?),
4. recommends architectural standards for new construction and redevelopment in the overlay district and Village,
5. assesses existing zoning districts and evaluates the uses permitted in each district to determine whether the zoning ordinance should be revised to support the goals and vision of the township.

This Village Concept Plan, which consists of both narrative and conceptual sketch plan, is the framework developed by the Village Concept Committee. It consists of a Village site analysis; defines seven distinct sub-areas for village planning; presents identified village planning and design issues followed by Committee recommendations; offers specific village design and smart growth principles; and concludes with the Village of Eagle/Byers Conceptual Sketch Plan.

The Village Concept Plan is intended to be used by Township officials and committees, village landowners and developers, and others as a guide for balancing village growth and redevelopment with the preservation of the existing economic, social, and cultural services offered within the Village.

Site Analysis

A Site Analysis was prepared to document existing conditions within the Village Concept Plan area such as building patterns, roadways, zoning districts, historic resources, and potential Village expansion zones.

Roadways

The Village Concept Plan boundaries are defined by roadways. The PA Turnpike forms the southern boundary. The western boundary is formed by Park Road and Little Conestoga Road. Darrell Drive and Graphite Mine Road form the northern boundary, and Senn Drive forms the. eastern boundary. The area within these boundaries is roughly 440 acres in size.

The most heavily traveled road within the Village is Pottstown Pike, (PA Route 100). Although Pottstown Pike runs north-south through the Township, it has become what some might call the "main street" of Eagle. Graphite Mine Road was constructed to alleviate congestion along Pottstown Pike, and since its completion in 2009, Graphite Mine Road successfully diverts much of the through-traffic from Pottstown Pike around Eagle. The Township is interested in limiting direct lot access to Graphite Mine Road in order to facilitate traffic flow and to continue to divert through-traffic away from the Eagle village core.

Building patterns

A mixture of historic and modern, residential and commercial structures are currently located in the village. The historic building patterns are erratic with varied street setbacks, building footprints, and building materials. Historically, building footprints had been small, ranging from 600 to 1,200 square feet. Now, more modern structures, including a grocery store/mall and pharmacy, have footprints in the range of 2,800 to 20,000 square feet. Most structures are either single- or two-story.

Within the Village, historic residential structures along Pottstown Pike and Byers Road have been successfully adapted to commercial or office uses, and in some instances, offer residential apartments on upper floors. Modern commercial development that has occurred within the village in the last ten years includes the Acme at Eaglepointe Shopping Center, CVS Pharmacy, Duncan Donuts, and several banks along Pottstown Pike. A relatively new single family residential subdivision occupies the northern end of the Village, while an older industrial park occupies the southern end. The industrial building footprints range from 16,000 to 24,000 square feet.

Zoning districts

The Village contains the following Township zoning districts: R-4/PRD; C-1; C-3; and LI. There are approximately 30 acres zoned PRD District, representing Parcel 5C of the relatively new Byers Station mixed-use development. Parcel 5C's owner has submitted a sketch plan that proposes approximately 145 town homes and 60,000 square feet of retail space and associated parking on the 30 acres. Approximately 80 acres of undeveloped or under-developed land exists in the C-1 and C-3 Districts. The LI District

is approximately 67 acres in size, and although substantially built-out, portions are ripe for redevelopment to more intensive uses.

The C-1 Village District is intended to preserve the historical development patterns of the villages of Eagle and Byers, and establish standards for new development, coordinated street and landscape improvements, and pedestrian amenities, so as to compliment the village setting and provide for safe and convenient access. The C-3 Highway Commercial District is intended to provide for retail and service uses in an area of the Township accessible to a regional highway system. The Limited Industrial District establishes standards to ensure that industrial development is compatible with the character of the area and surrounding land uses, and provides for industrial uses within close proximity to major roads.

By-right uses permitted in the C-1 and C-3 Districts include businesses, retail stores, personal service establishments, and single family and two-family dwellings. In both Districts, other uses, including mixed-use developments and multiple-family dwellings, are permitted when approved by the Board of Supervisors as a conditional use.

The C-1 District includes design standards for preservation of historic resources, architectural design, pedestrian and vehicular access, streetscape design, and stormwater management. These standards also apply in the C-3 district to all uses requiring conditional use approval, and include:

- Preservation of Historic Resources to the greatest degree practicable
- Removal of historic structures requires Township approval
- Standards for modification of historic structures in compliance with Secretary of the Interior's Standards for Rehabilitation
- New architecture to be designed with either traditional village architectural character or a contemporary expression of traditional styles and forms, respecting scale, proportion, roof pitch, character, and materials of historic examples in Byers, Eagle, and the surrounding area.
- Pedestrian access designed to provide convenient, safe, and direct access between uses
- Vehicular access designed to limit the number of new access points to public roads
- Parking areas to be landscaped; shared parking; and parking to the rear out of view from public streets
- Streetscape design – the Township may require trash receptacles, benches, bike racks, planting strips and pedestrian paving materials

Historic resources

The Byers Station Historic District is defined by a cluster of Class I historic structures along Byers Road. Several structures in Eagle are currently listed as Class II historic resources, and the Township's Historic Commission has recommended to the Board of Supervisors that these be reclassified to Class I to afford them better protection. See Map 5-1 from the October 2009 Open Space, Recreation and Environmental Resources Plan.

Potential village expansion opportunities

When considering village expansion opportunities, it is important to understand how the current village of Eagle/Byers is physically organized. The village has a linear form that is roughly organized along both sides of Pottstown Pike, and along Byers Road. **The core of Eagle has traditionally centered around the Eagle Tavern and the cluster of buildings at the intersection of Pottstown Pike and Little Conestoga Road** (including the Township Building). **The core of Byers is centered at the intersection of Byers Road and old Eagle Farms Road** (which is now abandoned). Eagle and Byers are generally perceived as two separate entities. Although they are connected by public roads, there are no sidewalks that would allow pedestrian connections between the two cores. Significant areas of open space or under-developed parcels occur between the villages (such as Fellowship Fields, Pickering Springs Elementary School campus, and small residential parcels south of Byers Road) that also contribute to the separation of the two villages. Several areas beyond these two cores were identified as either undeveloped, under-developed, or having aging structures that could be redeveloped. These potential village expansion areas total approximately 80 acres. Most are located south of Byers Road and Park Road. However, two undeveloped pockets also exist north of Park Road.

The Village Concept Plan

There are several general planning objectives that the Township wishes to promote for future development in the Village:

- Maintain the visual integrity
- Preserve Class I and Class II historic resources
- Controlled access to Graphite Mine Road
- Traffic access management
- Interconnectivity for pedestrians
- Consistent streetscapes (street trees, lighting, signage and sidewalks)
- Ample civic spaces throughout (10' wide sidewalks, pedestrian streets, pocket parks)

Seven distinct sub-areas within the Village were identified where future growth could be accommodated. Each sub-area has its own unique characteristics based upon location, existing conditions, and degree of development potential. The vision for future growth within each of these sub-areas is described below. The Village Conceptual Sketch Plan incorporates these sub-areas and illustrates how the Village might look in 20 years. The Sketch Plan includes many features desired by the Township (i.e., streets, sidewalks, parks, landscaping) to create an economically and socially coherent, functional, and successful village. This Plan is not intended to prescribe how specific properties are to be developed or to diminish the development potential of any property contained within the Village.

1 Byers Station Historic District

This sub-area is defined by the officially designated Historic District on Byers Road. The following is envisioned in the Historic District.

- Small scale office/retail with apartments above
- Single family or multi-family residential infill
- Adaptive reuse of historic structures for offices, services, or retail
- Streetscape enhancements
- Establishment and use of Historic Architecture Review Board to further protect the village's historic integrity
- Signage unique to the Historic District, including interpretive signage
- Pedestrian-oriented streets
- Walking connections to Eagle shopping
- Shorten Senn Drive; eliminate its intersection at Byers Road; and introduce a public pocket park to commemorate the history of Byers Station

2 Triangle

This sub-area is bordered by Pottstown Pike to the west, Byers Road to the north and Graphite Mine Road to the east. The following is envisioned in the Triangle.

- Small scale office, retail, residential infill mix
- Building patterns consistent with historic patterns along Pottstown Pike
- Larger building footprints along Graphite Mine Road
- Controlled access to Graphite Mine Road
- Residential uses above commercial/retail; shared parking
- Coordinated access among uses; rear parking area
- Rear alley for coordinated access
- Pottstown Pike continues to evolve as small town "Main Street"
- Building facades aligned along Pottstown Pike, strengthening streetscape
- Strong pedestrian-orientation around perimeter and into village center to the north
- Public courtyard in center of existing retail/office cluster
- Consistent streetscape treatment along Pottstown Pike and Byers Road

3 Senn Office/Industrial Park

This sub-area is defined by Pottstown Pike to the west, Graphite Mine Road to the west, and portions of the Senn Industrial Park. The following is envisioned in the Senn Office/Industrial Park.

- High visibility office park, or commercial/retail space with residential uses above
- All new construction
- A new local road east of Graphite Mine Road as an extension of Oscar Way to Byers Road, to provide access to the business park and minimize direct access to Graphite Mine Road
- Two means of access proposed to the new Oscar Way extension, one off Pottstown Pike and one off Graphite Mine Road; limited to right in - right out only
- Senn Drive shortened and ended in a cul-de-sac to reduce impact on Byers Station Historic District to the north
- Capitalize on scenic views to the north overlooking the village area
- Centralized parking plazas
- Pedestrian-oriented buildings with interconnected sidewalks, plazas and pocket parks

- Pedestrian connections to Byers Station Historic District and Eagle shops, restaurants, and services
- Civic space and water feature near Byers Road
- Landscape buffer along Graphite Mine Road
- Landscape screening to buffer Historic District from industrial uses

4 Southwest Eagle

This sub-area includes the Acme shopping center, Blockbuster Video and south to the Wawa. The following is envisioned in Southwest Eagle.

- Infill with small shops, or live/work units, with retail with apartments/condominiums above
- Post office, movie theater, hotel
- Civic space visually accessible from Pottstown Pike
- Easy walking distance to shops, restaurants, grocery, trails, Marsh Creek State Park
- Enhanced streetscape, street trees, lighting, sidewalks along Pottstown Pike

5 Turnpike

This sub-area north of the PA Turnpike is bordered by Ticonderoga Boulevard to the north, Pottstown Pike to the east and Park Road to the west. The following is envisioned in the Turnpike sub-area.

- Extension of Township Line Road north to Park Road (would parallel the Turnpike and provide a second means of access to industrial sites)
- Two new connector roads between Ticonderoga Boulevard and the Township Line Road extension
- Large-scale indoor sports/recreation center where currently the FedEX building exists, as well as outdoor public space
- New office buildings, light industrial
- High visibility from the Turnpike, orientation of buildings towards Turnpike
- Large hardware or home improvement chain, garden center
- Landscape screening/buffer between LI District and Village Commercial District

6 Parcel 5C

This sub-area east of Pottstown Pike and north of Park Road is currently before the Township with a proposed PRD sketch plan for approximately 145 townhouses and

60,000 square feet of retail space. Although not fully reflected in the Applicant's current sketch plan now before the Township, the following is envisioned in Parcel 5C.

- Roundabout intersection at Pottstown Pike and Darrell Drive to slow traffic and signal the beginning of the village
- Live/work units along Pottstown Pike/Main Street, townhouses or single family homes, with space between buildings to allow views through
- Pocket park along Pottstown Pike
- Retail shops, restaurants, offices below, with residential units above, shared parking
- High density residential building such as apartments or condominiums with retail shops below at the north end
- 1 acre civic open space/plaza, water feature?
- Easy/safe internal pedestrian circulation with connections to Eagle and Byers
- Pottstown Pike and Park Road streetscape enhancements
- Landscape buffer along Graphite Mine Road

7 Eagle Village Core

This sub-area, the core of Eagle village, is defined by a small retail center north of Park Road, the buildings along the west side of Little Conestoga Boulevard, Byers Road to the south, and the buildings along Pottstown Pike between Byers Road and Park Road. There is a high concentration of existing structures in this area. The following is envisioned in the Eagle Village Core.

- Light infill development with building forms that compliment the existing structures
- Historic structures preserved
- Adaptive reuse of historic structures
- Enhanced streetscape along Pottstown Pike, Little Conestoga Boulevard and Park Road including street trees, lights, sidewalks, site furniture, signage, banners, hanging flower baskets
- Civic space - critical to create a village core into which all other districts are connected, becomes a central gathering place where township activity is centered
- Inter-parcel access to limit driveway crossings of sidewalks
- Parking to the rear of the buildings, shared parking

Issues and Recommendations

Issue 1: Are there sufficient provisions and landowner incentives in the Township's Zoning or Subdivision and Land Development Ordinances to guide future development in ways that will help to achieve the Village planning objectives?

The Village Concept Plan attempts to unify how the combined villages of Eagle and Byers can grow and develop in the future without detracting from, or diminishing, the area's visual and historic integrity, and continue to meet other Village planning objectives. The Village Conceptual Sketch Plan illustrates many common themes, or elements, contributing to a coordinated, visually attractive community. Supportive participation by both public and private-sectors will be essential to realizing many of the positive features reflected in this Plan.

The Township's C-1 and C-3 zoning districts that apply to the Village include a number of commercial, institutional, and residential use options for landowners and developers to choose from when developing vacant properties, changing an existing use, or redeveloping a site. In addition, the C-1 District includes specific building and site design standards that apply to all proposed uses, and the C-3 District also includes these standards for applying to uses subject to conditional use approval.

However, sufficient landowner or developer incentives may not currently exist in these two Districts necessary to obtain desired landowner participation in realizing many of the desired aspects of the Village sketch plan. For example, obtaining landowner or developer participation in a public street extension, or new street construction, may require, in return, greater development potential and/or flexibility in setbacks or building height limitations. New zoning tools may be appropriate to help realize the Village plan, such as a Traditional Neighborhood Development (TND) District. This relatively new form of zoning can be used as an overlay of existing zoning or as a stand-alone district. It can offer greater landowner/developer incentives in return for landowner/developer help in achieving the Township's desired Village future.

Also, although the village cores of Eagle and Byers are recognized by long-time residents, they are not strongly perceived as village cores. There is a high risk of these traditional village centers slipping into obscurity as future commercial and retail chains build "branded" buildings that could become more dominant on the village landscape. The vacant and underutilized village areas should be pro-actively planned and rezoned, if necessary, to guide new development that will be consistent with the Village planning objectives. Although the Village Concept Plan attempts to address some of these concerns, a Community Center Development Plan, as defined by the Chester County Planning Commission, would provide a more comprehensive planning solution. The Township should be eligible for future Chester County planning grant funds to help it prepare such a Plan.

<u>Recommendations</u>

1. Obtain greater historic resource protection within the Village by adding appropriate provisions to the zoning ordinance that will provide landowners and developers with

incentives for adaptive reuse of historic buildings, and discourage historic resource demolition. This is also a recommendation in the OSRER Plan.

2. Amend the Township's Historic District to establish a Historic Architecture Review Board (HARB) that can make objective recommendations to the Township Supervisors regarding the impacts of new development on the District's historic resources. Provide for more consistent architectural building and site design guidelines between the Historic District and underlying zoning districts.
3. When available, consider applying for Chester County grant funding for the preparation of a Community Center Development Plan, as defined by the Chester County Planning Commission, for the village of Eagle/Byers. Use this Plan to reinforce the village cores (as noted above, the core of Eagle has traditionally centered around the Eagle Tavern and the cluster of buildings at the intersection of Pottstown Pike and Little Conestoga Road) and to create a greater sense of place.
4. Update the C-1 and C-3 Districts to incorporate more detailed design guidelines including streetscape improvements, pedestrian facilities, and civic spaces.
5. As an alternative to #4. above, consider:
    a. adding a Traditional Neighborhood Development (TND) zoning overlay district that conforms to the Village boundaries and only applies when landowners/developers seek greater use options and development flexibility. Consistent architectural and other site design guidelines would apply to these new uses reflecting the Village planning objectives; or
    b. replacing the C-1 and C-3 Districts with a new zoning district that conforms to the Village boundaries and provides landowners/developers with greater development potential as well as zoning flexibility. Requires consistent architectural and other site design guidelines reflecting the Village planning objectives (and could "exempt" smaller, mom and pop type uses

Issue 2 : Is there a need for additional supporting infrastructure?

The success of the village will depend upon a safe network of supporting roads and pedestrian facilities. Extension of existing roads, and the construction of new roads, will provide necessary access to potentially developable lands east of Graphite Mine Road and north of the Turnpike.

The sidewalks in the village are also currently fragmented (i.e., disconnected from each other) which prevents many visitors from walking throughout the village.

Streetscape treatments are also not consistent. There is no clear theme for the village beyond that established along Pottstown Pike in the Eagle village core. The use of "green infrastructure" (i.e., street trees, green streets) is important for aesthetics, and also for the comfort of pedestrians, as trees provide shade and visual relief from hard

surfaces. Good pedestrian connectivity would include a network of civic spaces designed to invite public use and informal gathering areas outside of shops and businesses.

Recommendations

1. Update the Township's Official Map to add planned (new) roads and other changes intended for existing roads. Showing these roads does not mean that the Township can merely take the needed right-of-way when needed. However, showing these roads informs landowners of the Township's desired village street network, and allows for appropriate Township/developer negotiations at the time of land development application. (Note: affected landowners should be provided with proportionate development incentives so that the Township's mapped infrastructure needs can be satisfied without burdening existing Township residents and businesses.)
2. Conduct a village walk-ability study to document the locations and connections of existing sidewalks and their condition. Consider preparing a sidewalk master plan based on this study for enhancing sidewalk connectivity and sidewalk condition within the village.
3. When available, consider applying for Chester County planning grant funding to be used to prepare a Community Center Development Plan, as defined by the Chester County Planning Commission, for the village of Eagle/Byers. Use this Plan to identify and examine future infrastructure needs such as roads, sewer, water and other public utilities. The Plan would also include recommended standards for signage, streetscapes, paving details, crosswalks, etc.
4. Adopt a street tree ordinance.
5. Adopt a sidewalk ordinance that provides design guidelines for sidewalks and civic spaces in the village.

Issue 3: Transportation-related Items

During development of this Plan, the Village Concept Committee reviewed a draft Access Management Ordinance presented by the Township's transportation consultant. This ordinance is a tool for municipalities that can be used to provide vehicular access from new land development, or redeveloped sites, to public streets in a manner that preserves the safety and efficiency of the Township's transportation system. The draft ordinance presented to the Committee included provisions that would limit the number of driveway access points; provide for inter-parcel access, internal access, and signal spacing; and include several other access management measures.

The parking areas shown on the Village Conceptual Sketch Plan were calculated based upon single-story development and using the Township's current parking ordinance provisions. However, it is likely that multi-family residential uses, as well as apartments on upper stories of commercial buildings, could be proposed for the Village in the future.

Such development would be in-keeping with the Village plan, but there would likely be insufficient surface parking area to accommodate this type of build-out scenario. The success of the village will depend on an appropriate mix of residential, commercial, light industrial, and institutional uses, which may not be easily achieved based on current parking requirements of the Zoning Ordinance.

Visitors to the village from nearby residential developments will be encouraged to walk to the village and leave their cars at home. At some point in the future, the use of structured parking for village uses may also be financially feasible. Nevertheless, a well-designed network of sidewalks and civic spaces will be needed, as well as opportunities to access public transportation, and possible revisions to the Township's parking requirements.

Recommendations

1. Consider adopting an Access Management Ordinance tailored to the Village, including the addition of an access management plan to show the conceptual construction of a frontage or service road to provide safe long-term access to the commercial lands east of Graphite Mine Road and north of the PA Turnpike.
2. Consider the feasibility of adjusting/reducing the Township zoning ordinance's parking requirements in the village; encourage greater pedestrian movement in and around the village; and insure that the zoning ordinance allows the use of structured parking
3. Review area and bulk requirements in the C-1 and C-3 Districts. Consider ordinance amendments that encourage shared uses, such as residential uses above retail/office use.
4. Encourage alternative modes of travel to and from the village by pursuing a SEPTA public bus transportation extension north of Eagleview in Uwchlan Township.

Issue 4: Architectural Standards

There are only a few architectural design guidelines within the Zoning Ordinance for new construction in the C-1 and C-3 districts. These guidelines include: maximum façade length; use of pitched roofs; and types of roofing and building surface materials. There is a 35-foot height limitation on structures in all zoning districts, and a building size restriction of 6,000 square feet in the C-1 district only.

Recommendations

1. Consider increasing the maximum building height in the village, where appropriate..
2. Enhance the architectural design guidelines contained within the C-1 and C-3 Districts.
3. Develop an expanded set of village design guidelines (booklet) similar to those already prepared for the village, and refer to these guidelines by amending existing

zoning and subdivision and land development ordinance language. For example, refer to the village design guidelines in the Township's Subdivision and Land Development Ordinance where a historic resource impact study is required.

4. As an alternative to #2. above, consider:
    a. adding a TND zoning overlay district that conforms to the Village boundaries and only applies when landowners/developers seek greater use options and development flexibility. Consistent village architectural and other site design guidelines would apply to these new uses reflecting the Village planning objectives; or
    b. replacing the C-1 and C-3 Districts with a new zoning district that conforms to the Village boundaries and provides landowners/developers with greater development potential as well as zoning flexibility. Requires consistent village architectural and other site design guidelines reflecting the Village planning objectives (and could exempt smaller, "mom and pop" type uses.
5. Amend the Township's Historic District to establish a Historic Architecture Review Board (HARB) that can make objective recommendations to the Township Supervisors regarding the impacts of new development on the District's historic resources. Provide for more consistent architectural building and site design guidelines between the Historic District and underlying zoning districts.
6. Review the sign ordinance for its suitability for a mix of desired village uses.

Issue 5: Zoning Provisions

The current provisions of the C-1 Village District allow for mixed-uses when approved as a conditional use. However, there may not be sufficient incentives to encourage new residential units in the village. A better balance of residential and non-residential uses will be critical for the vitality of the village, as village residents will bring activity to the village's businesses, sidewalks and civic spaces.

<u>Recommendations</u>

1. Update the C-1 and C-3 Districts to provide density bonus and other incentives for applicants to construct residential dwellings above commercial/retail/office space, or establish free-standing residential dwellings.
2. As an alternative to #1. above, consider:
    a. adding a TND zoning overlay district that conforms to the Village boundaries and only applies when landowners/developers seek greater use options and development flexibility. Consistent village architectural and other site design guidelines would apply to these new uses reflecting the Village planning objectives; or

b. replacing the C-1 and C-3 Districts with a new zoning district that conforms to the Village boundaries and provides landowners/developers with greater development potential as well as zoning flexibility. Requires consistent village architectural and other site design guidelines reflecting the Village planning objectives (and could “exempt” smaller, mom and pop type uses

Summary

To promote suitable development in the Village, the Township should implement as many of the recommendations previously listed as is feasible. In doing so, the Township would be promoting the following village design and smart growth principles.

Village Design Principles

1. **More walking, less driving**
   - 10 foot wide sidewalks, minimum
   - street trees
   - street furniture
   - crosswalks
   - sidewalk details
   - new development to provide civic space
   - pedestrian streets, no cars
   - seating areas for public use
   - high quality public realm – sidewalks, trails, plazas, courtyards, seating areas, meeting places, etc.
2. **Enhanced vehicular access**
   - interconnected streets to disperse traffic
   - rear alleys
   - cobble stone pavers to slow traffic in parking areas
   - speed bumps, smaller turning radii, center islands, other traffic calming
3. **Flexibility in site and building design**
   - increased impervious maximum
   - reduced parking requirements/shared parking credits
   - zero lot lines
   - bonus residential density in units constructed on upper stories
4. **Mix of compatible uses**
   - shops, offices, services, recreation, apartments, homes, all within 10 minutes walking distance of each other
   - upper floor rentals/condos over retail/small business/services
   - accessory structures – granny flats
   - added density in exchange for civic open space
5. **Quality architecture and site design**
   - glass store fronts/picture windows
   - human scale architecture
   - front overhangs, awnings
   - signage
6. **Sense of place in the core of the village**
   - central, defining open space at the village core
   - public open space as civic art

- Township urban design consultant to design the civic space with cooperation from developer

7. **Transportation alternatives**
    - high quality public transit connections by SEPTA but, shuttle service to Exton, Pottstown, bus/transit stops
    - encourage/facilitate bicycle use, roller blades, scooters, walking
    - provide parking facilities for bikes, scooters, compact cars
    - reduce car parking requirements

<u>Principles of Smart Growth</u>

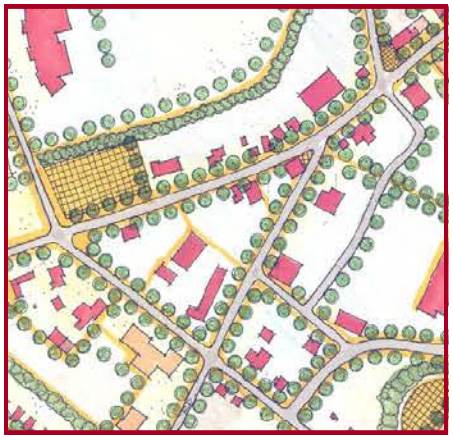
1. Create range of housing opportunities and choices
2. Create walkable neighborhoods
3. Encourage community and stakeholder collaboration
4. Foster distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair and cost effective
6. Mix land uses
7. Preserve open space, farmland, natural beauty and critical environmental areas
8. Provide a variety of transportation choices
9. Strengthen and direct development towards existing communities
10. Take advantage of compact building design

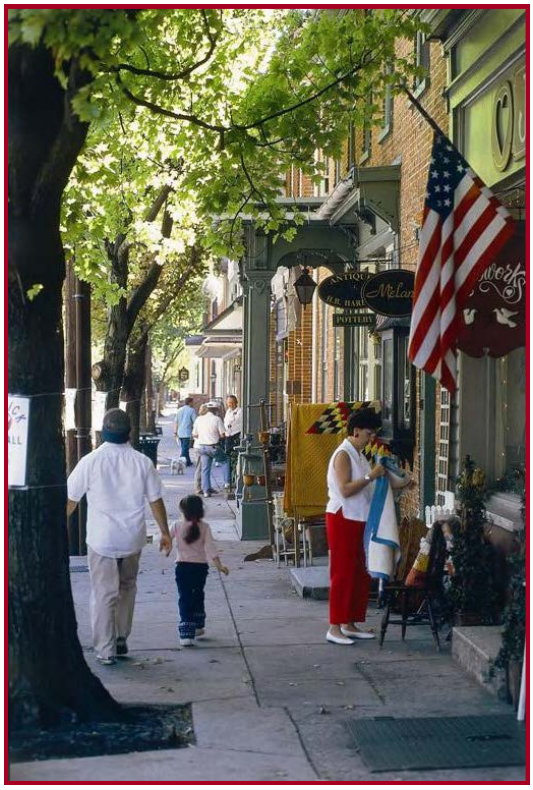
(for more information on Smart Growth go to www.smartgrowth.org)

DRAFT

Village Design Guidelines

Upper Uwchlan Township, Chester County PA





November 21, 2011

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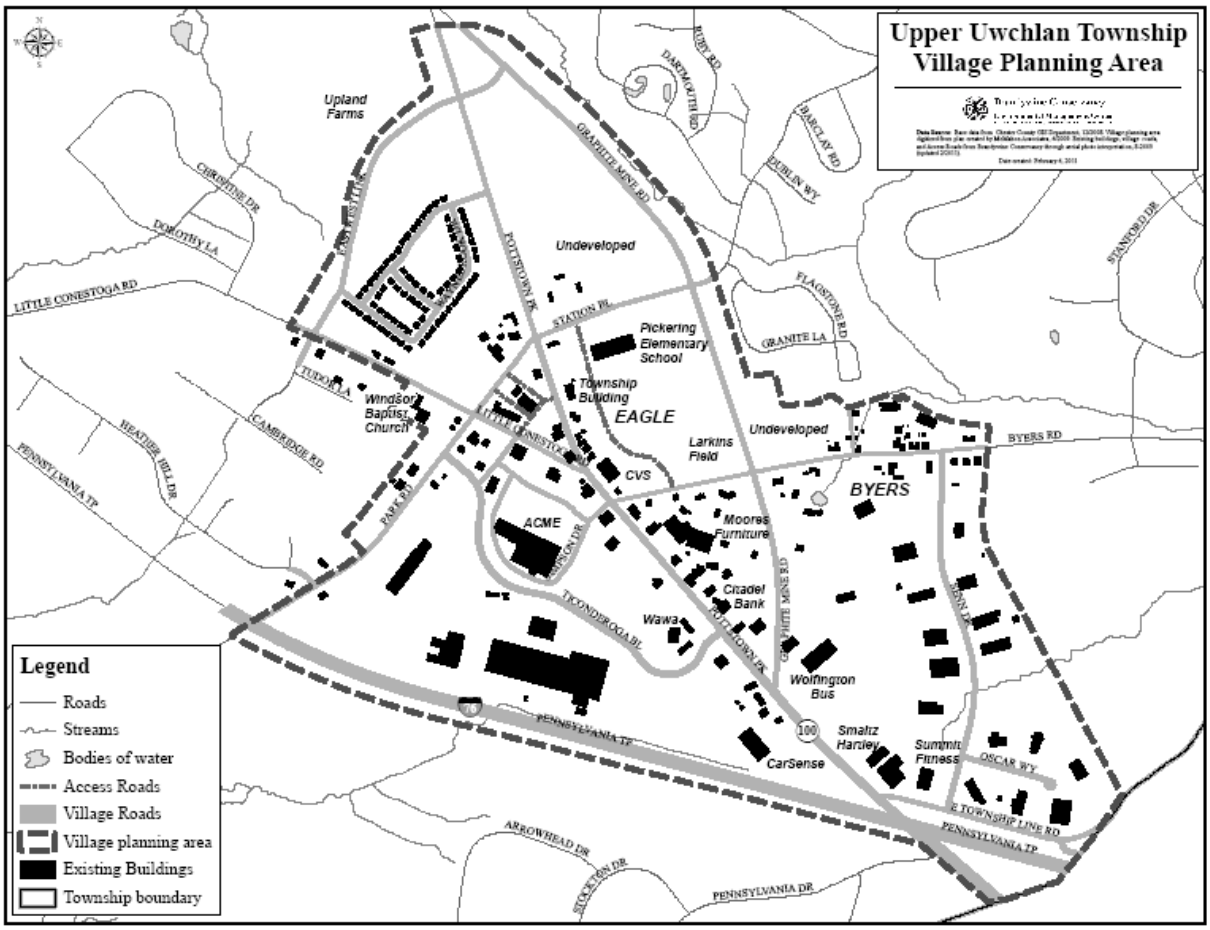


This document was prepared by the Village Concept Committee with assistance from planners at the Brandywine Conservancy and with input from representatives of the Upper Uwchlan Township Planning Commission, Historic Commission, and interested citizen volunteers. It is intended as a tool for property owners, developers, design professionals, appropriate municipal boards and commissions, and elected officials. This guide is intended to help manage change in the Village Planning Area (includes the village of Eagle and the Byers Village Historic District) shown above. Guidelines are not meant to impose rigid requirements. Rather, they are intended to be used as guiding principles that, when implemented, will result in preserving and enhancing the distinct character of the villages of Eagle and Byers.

A design guide is also an important tool that the Planning Commission, Historic Commission, or design review consultants can reference. Along with local planning and zoning ordinances, this guide will help those entities in making reasonable and consistent decisions regarding future land development applications.

General Village Design Principles

There are several general planning objectives that the Township wishes to promote for future development in the Village:

1. **More walking, less driving**
   - 10 foot wide sidewalks, minimum
   - street trees
   - street furniture
   - crosswalks
   - sidewalk details
   - new development to provide civic space
   - pedestrian streets, no cars
   - seating areas for public use
   - high quality public realm – sidewalks, trails, plazas, courtyards, seating areas, meeting places, etc.
2. **Enhanced vehicular access**
   - interconnected streets to disperse traffic
   - rear alleys
   - cobble stone pavers to slow traffic in parking areas
   - speed bumps, smaller turning radii, center islands, other traffic calming
3. **Flexibility in site and building design**
   - increased impervious maximum
   - reduced parking requirements/shared parking credits
   - zero lot lines
   - bonus residential density in units constructed on upper stories
4. **Mix of compatible uses**
   - shops, offices, services, recreation, apartments, homes, all within 10 minutes walking distance of each other
   - upper floor rentals/condos over retail/small business/services
   - accessory structures – granny flats
   - added density in exchange for civic open space
5. **Quality architecture and site design**
   - glass store fronts/picture windows
   - human scale architecture
   - front overhangs, awnings
   - signage
6. **Sense of place in the core of the village**
   - central, defining open space at the village core
   - public open space as civic art
   - Township urban design consultant to design the civic space with cooperation from developer
7. **Transportation alternatives**
   - high quality public transit connections by SEPTA but, shuttle service to Exton, Pottstown, bus/ transit stops
   - encourage/facilitate bicycle use, roller blades, scooters, walking
   - provide parking facilities for bikes, scooters, compact cars
   - reduce car parking requirements

Notes

Architectural Design

Design Principles

1. Emulate Georgian, Greek Revival, or Federal building styles in the classical tradition.

2. Commercial and residential buildings should adhere to the size, dimensions, and relationship to the street as established by village area design and architecture.

Building Materials

EXAMPLE: Desirable building materials include stucco, brick, stone, and siding. Roof materials may include metal, asphalt shingle, cedar shingle, slate, tar or rubber for flat roofs with a parapet facade.

EXAMPLE: A stone and concrete facade is accented with wood trim. Farther down, a brick building displays a canvas awning which also provides signage.

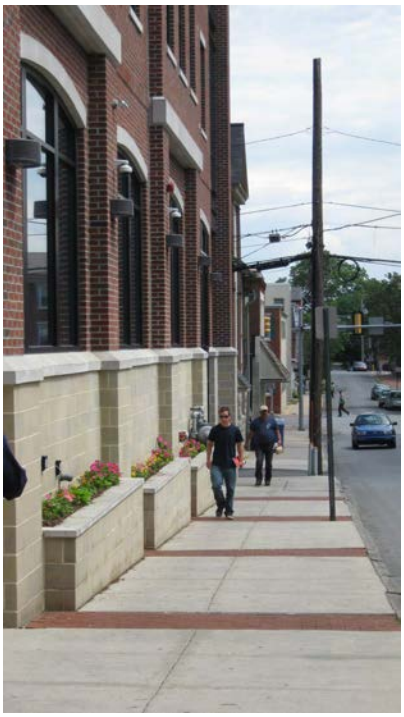
EXAMPLE: A row of stucco buildings with painted wood trim contrasts nearby brick facades. Trim colors, awnings, overhangs, stoops, hand railings, and signage allow for individual expression.

Architectural Design

Building Mass and Form

EXAMPLE: Three story building with a simple classical design constructed in 2008. Windows are arranged symmetrically, and doorways align with windows above. Street level façade and main entrance are articulated with contrasting materials. Roof line is accentuated with painted molding. A slight stepping back of the building façade helps to break up the mass. Mixed uses could include offices on all floors, or offices/retail below with residential on upper floors.

EXAMPLE: A minimum of two full stories is acceptable, but three or four stories is preferred. Where zoning allows, structures may reach up to seven stories. A new structure should not exceed 1.5 times the height of adjacent structures, and should not be less than the height of adjacent structures.



AVOID: Almost any scale of building can be successful in a pedestrian setting as long as the façade at street level provides pedestrian-scale elements such as picture windows into the business, recessed doorways, overhangs or awnings, front stoop or portico. None of these elements is present in this example—even the planter boxes are barely adequate to accommodate a few flowers. In this case, the lack of street trees exacerbates the unfriendly building design.

EXAMPLE: This building is successfully integrated into the streetscape by articulating the street level façade with change of building materials and decorative elements. The eye is drawn to the street level details not the four stories and more that extend above. Another way to achieve the illusion of a pedestrian scale building is to increase building height by stepping floors up and back from the street façade.

Architectural Design

Building Mass and Form

EXAMPLE: Building mass can be broken up by articulating the lowest floor levels, stepping back the upper floors, and by introducing a variety of building façade treatments. Symmetrical design, window arrangement and building materials reflect patterns in the surrounding historic architecture.

EXAMPLE: The mass of this six story parking garage is broken up by stepping the building back at the far end, changing façade surfaces and window arrangements, and articulating the street level with a third building material. The planter box helps to anchor the building to the streetscape and provides a human-scale element.

AVOID: Single story use among 3-4 story buildings. A new structure is more visually coherent if the building form and mass are consistent with adjacent structures. The white stucco façade and colorful awning would seem less out of place if the building had second and third floors that were articulated with windows similar to adjacent buildings. Notice the modern four-story brick structure at the left. The windows were designed to align with adjacent buildings, and it successfully blends into the streetscape.

Architectural Design

Building Mass and Form

AVOID: Large building mass not consistent with adjacent buildings and other forms in this borough..

EXAMPLE: Buildings with a small mass and form may be suitable for some uses. This simple, classic design displays a symmetrical arrangement of windows and front door aligned with upper windows. The façade is brought down to street scale with a window overhang and portico over the door. The top of the building is resolved with painted trim and traditional motifs.

AVOID: Building mass and form are broken up by stepping back the building façade in various places. Hip dormers on four sides are distracting and interrupt the volume of the structure. Multiple downspouts are distracting. Low pitch roof and deep overhangs are not typical of the vernacular. Other than a doorway, there are no elements that articulate the street level of the building. All the architectural details are concentrated in the upper level.

Architectural Design

Roof Styles and Dormers

EXAMPLE: Historically, many different roof styles were constructed in Chester County ranging from flat roofs to gabled and mansard styles.

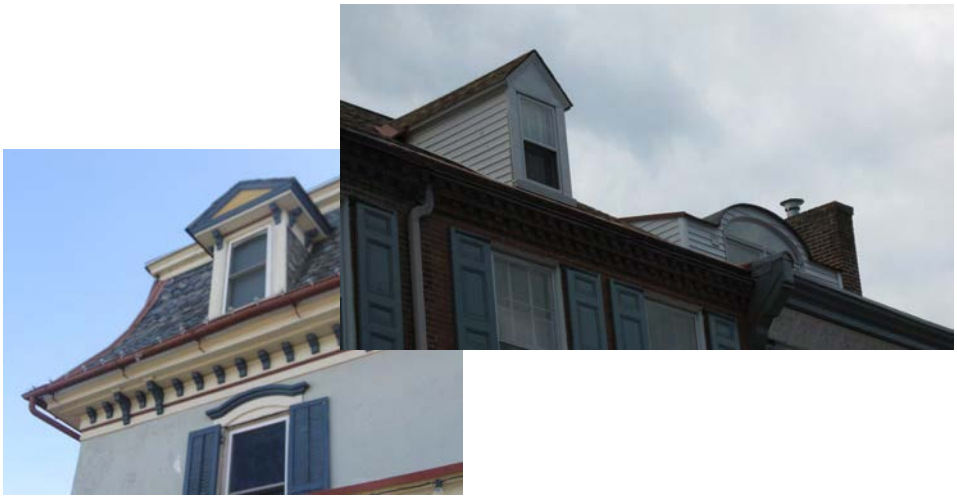
EXAMPLE: The fourth floor of this modern building is designed into a mansard roof. The dormers add visual interest to the exterior and create interesting alcoves in the interior.

EXAMPLE: Flat roofs were commonly used on commercial buildings through the early 1900s. Above, the flat roof of a parking garage is not unlike the flat roofs of smaller adjacent historic structures.

Architectural Design

Roof Styles and Dormers

AVOID: The building form of this shopping plaza is spread out. A second or third floor residential or office space with dormers would have been more consistent with village patterns. The low pitch of this roof and lack of variety or roof dormers results in a long, monotonous form that is more consistent with a warehouse or light industrial use rather than with a small specialty retail center.



EXAMPLE: Roofing material may include asphalt shingle, slate, cedar shingle, or metal. In the left image, slate is also continued up the sides of the dormers in a mansard roof. In the image on the right, wood-siding dormers of varying shapes are constructed

Architectural Design

Doors, Porches, Awnings and Porticoes

EXAMPLE: In this contemporary façade, the front entrance is recessed by angling in the front windows. An awning creates a sense of enclosure and refuge from the sun or rain. The shop entrance is highlighted with a brick stoop, brass railings and lights. Doorways to upper level uses are less pronounced as they are off to the side of the building and have simple concrete stoops.

EXAMPLE: These recessed doorways are more traditional. On the left, a double doorway is tucked behind the façade and highlighted with a contrasting color. A shed-style pent roof helps to guide the eye to the street level features of the building. In a more contemporary building, the main entrance is recessed deep behind the front window displays. This creates an enclosure around the doorway and provides a place for window shoppers to browse merchandise without blocking pedestrians on the sidewalk.

EXAMPLE: This simple storefront features a double entry door with transom that is painted a contrasting color. A simple shed-style pent roof, accent lighting, and iron fence guide the eye to the entrance and window displays.

Architectural Design

Doors, Porches, Awnings and Porticoes

EXAMPLE: Examples of cedar shake pent roof across the nearest building façade, followed by a canvas awning. Both treatments reinforce the importance of the storefront and draw the eye to the windows and doors at street level. Awnings should be at least 8 feet in height and no more than 4-6 feet deep.

EXAMPLE: This simple classical portico with pillars is used to embellish the front doorway and to provide cover from the sun or rain. Notice the windows on each side of the doorway to add light into the entrance.

EXAMPLE: A deep porch over the front and sides of a standalone structure provides cover from the weather and is easily navigated by pedestrians. Porch roofs may be flat or angled and finished with asphalt or metal. Porch posts and railings may be simple or may have more elaborate millwork.

Architectural Design

Doors, Porches, Awnings and Porticoes

EXAMPLE: This rounded portico creates a very formal entrance to a semi-public building. Flat roof,,concrete pillars and mock railings above. This is an appropriate entrance treatment for a corner property that has significant exposure at a busy intersection. Note the double doors with the triangular pediment above.

EXAMPLE: A simple flat roofed portico with pillars. The double door is painted a contrasting color to create a focus.

EXAMPLE: A double door entry with transom is slightly recessed into the façade and highlighted with columns and pediment.

Architectural Design

Doors, Porches, Awnings and Porticoes

EXAMPLE: In this contemporary building, elements of classic architecture are used. Double entrance door is slightly recessed and highlighted with concrete columns and capital.

EXAMPLE: A corner entrance off a busy intersection (right) is fitted with a corner covering that reflects traditional architectural element, shown on left.

Architectural Design

Windows

EXAMPLE: Cased double hung window and window sash. Vertical window panes typically have 2x3, 4x6, 8x10 or 9x12 panes that are taller than they are wide. Shutters, painted a color for contrast, are sized appropriately to the windows.

EXAMPLE: This federal-syle building was constructed in the 1970s and reflects classic architectural traditions such as symmetrical fenestration and main entrance doorway embellished with ornate pediment. Window panes are a traditional 2x3, and the shutters are appropriately sized. Dormers in the roof add architectural interest to the fourth floor.

AVOID: The paladian window in the center seems to be an afterthought and is typical of classical architectural styles. Shutters are sized inappropriately in proportion to the windows. The windows are 10 feet above the sidewalk level which alienates the storefront from the streetscape.

Architectural Design

Street Level Windows and Storefronts

EXAMPLE: The proportions of this contemporary storefront window are consistent with traditional window next door. The window is raised 2 feet above sidewalk level, which would provide space for planters, benches, or outdoor seating. The top transoms help to break up the surface area of the glass.

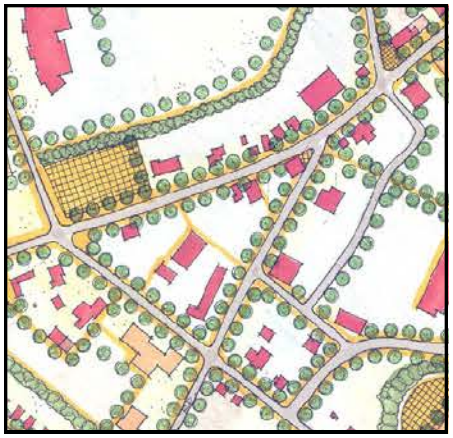
AVOID: Storefront windows extend from ceiling to floor making it impractical to park a bicycle next to the building. Signage taped to the inside of storefront windows disrupts views into the business.

AVOID: This storefront addition includes windows that are too high off the ground and spaced too closely together, and are not consistent with the fenestration in the upper levels of the building. The 2x2 window panes and tinted glass obstruct views into the shop and alienate the business from the street. Arched transoms do not reflect classical architectural styles.

AVOID: Windows are too high off the ground and spaced too closely together. The double-hung window style is not consistent with classical window styles.

Building Orientation

EXAMPLE: Example of building with porches located close to street (Eagleview Village, PA).



EXAMPLE: Existing buildings (shown in red) are oriented towards the street with shallow setbacks and shared parking in the rear (Village of Eagle, PA).

Design Principles

1. Locate buildings close to roads and streets to help retain village character.

2. Conform to the predominant existing building setbacks, where close to road.

3. Build and maintain porches, porticos, and stoops as transition elements between private buildings and the public realm of the streetscape.

AVOID: Building does not conform to historic setbacks and is oriented principally for automobile access (West Goshen Township, PA).

EXAMPLE: Store fronts close to the street (Peddler's Village, Lahaska, PA).

EXAMPLE: Grocery store in conformance with existing building setbacks (Burlington, VT).

Notes

Building Types

Design Principles

1. Commercial and residential buildings should adhere to the size, dimensions, and relationship to the street as established by area design and architecture.

2. Emulate existing commercial, residential, and agricultural building types.

EXAMPLE: Infill retail and commercial buildings conform to local character and closely relate to street (Kennett Square Borough, PA).

EXAMPLE: Appropriately scaled commercial building that conforms to local character (Media Borough, PA).

AVOID: Big box retail center that does not reflect local building character (Kennett Township, PA).

EXAMPLE: New pharmacy created in an historic district (Glastonbury, CT).

EXAMPLE: Public building with locally appropriate architecture (Honey Brook Township, PA).

Notes

Civic Spaces

Design Principles

1. Provide high quality, publicly accessible civic spaces to anchor new or infill development.

2. Design appropriate civic spaces for the setting; e.g., plazas with public art in village cores; courtyards in office areas; tot lot with sitting area in residential neighborhoods; etc.

3. Use sidewalks, paved paths, marked bicycle lanes, etc. to enhance connection within and between the civic spaces in each of the sub-areas as defined by the Concept Plan.

EXAMPLE: Even the smallest civic space can both commemorate a public event and provide an informal resting spot (Centerville, New Castle County, DE).

EXAMPLE: Pocket park/sitting area next to municipal building, fronting on a public street (West Chester Borough, PA).

EXAMPLE: Shaded seating area accessed by a paved path (Peddler's Village).

AVOID: This bench seems to be an afterthought. The sub-districts should welcome visitors, workers, and residents with civic spaces (E. Marlborough Township, PA).

EXAMPLE: Inviting bench, part of a well designed streetscape (Media Borough, PA).

Notes

Landscaping and Screening with Trees and Shrubs

Design Principles

1. Install and maintain single rows of street trees to help to: add vertical scale to the streetscape; buffer pedestrians and bicyclists; provide shade; cool air temperatures; capture carbon; manage stormwater; etc.

2. Utilize groups of native trees (and shrubs as appropriate) per the Concept Plan; e.g., to: screen pedestrian plazas from parking areas, buffer incompatible uses, provide a strong edge where needed, etc.

3. Maintain existing street trees and screening.

EXAMPLE: Trees along mixed-use street (West Chester Borough, PA).

EXAMPLE: Shrubs used to screen parking lot fronting on main street (Media Borough, PA).

AVOID: Residential development lacking in street tree or screening design (West Brandywine Township, PA).

EXAMPLE: Example of new street trees along neighborhood street trees close to road can include smaller varieties that would tolerate limited root area. (Windsor

Landscaping and Screening with Trees and Shrubs

Street Trees

1. Street trees shall be provided along the entire frontage of existing and proposed roads within a new development.

2. Existing trees are to be retained wherever feasible.

3. Planting design may include a formal allee or natural street tree planting.

4. Utilities shall be placed underground to avoid overhead barriers to street trees.

EXAMPLE: Street trees provide visual relief in an environment that is dominated by hardscapes—buildings, roads, and sidewalks.

AVOID: A streetscape without trees seems uninviting, lifeless, and does not provide a pleasant pedestrian experience. Here, planting strips are void of trees, and street trees have been removed but not replaced on the sun-baked side of the street.

EXAMPLE: In a formal allee, a single variety of tree is lined up to create a formal edge to the sidewalk. Branches are pruned to a minimum 7 feet above the pavement.

EXAMPLE: Street trees are located within the right-of-way, between 3 and 10 feet from the curb or edge of pavement. They are planted at regular 50-foot intervals along each side of the road.

Landscaping and Screening with Trees and Shrubs

Street Trees

EXAMPLE: Street trees help to define the pedestrian realm, creating walls and a ceiling that define pedestrian areas and create a sense of place.

EXAMPLE: Street trees create a pleasant pedestrian environment as they provide shade in summer and allow sun through in the winter.

EXAMPLE: Existing trees can be incorporated into a naturalized street tree planting that is less formal than an allee of street trees.

EXAMPLE: Existing street trees are incorporated into the landscape plan to the greatest extent feasible, taking care to avoid any disturbance to the soil beneath the tree canopy.

Landscaping and Screening with Trees and Shrubs

Street Trees

EXAMPLE: Even in tight urban spaces, street trees can be incorporated into planters and raised planting beds.

AVOID: Avoid placing utility lines overhead of street trees and vice versa. This often results in high maintenance, pruning that stresses and disfigures the tree, and increased tree mortality caused by insects and disease.

Landscaping and Screening with Trees and Shrubs

Street Trees

Recommended Accessories

ECO 4' square Tree Grate
Urban Accessories
TEL: 877-487-0488
FAX: 253-572-1119
WEB: www.urbanaccessories.com

Filmore round tree guard
Urban Accessories
TEL: 877-487-0488
FAX: 253-572-1119
WEB: www.urbanaccessories.com

Note:
Tree grates preferred along paved pedestrian areas and in paved civic spaces.

Notes

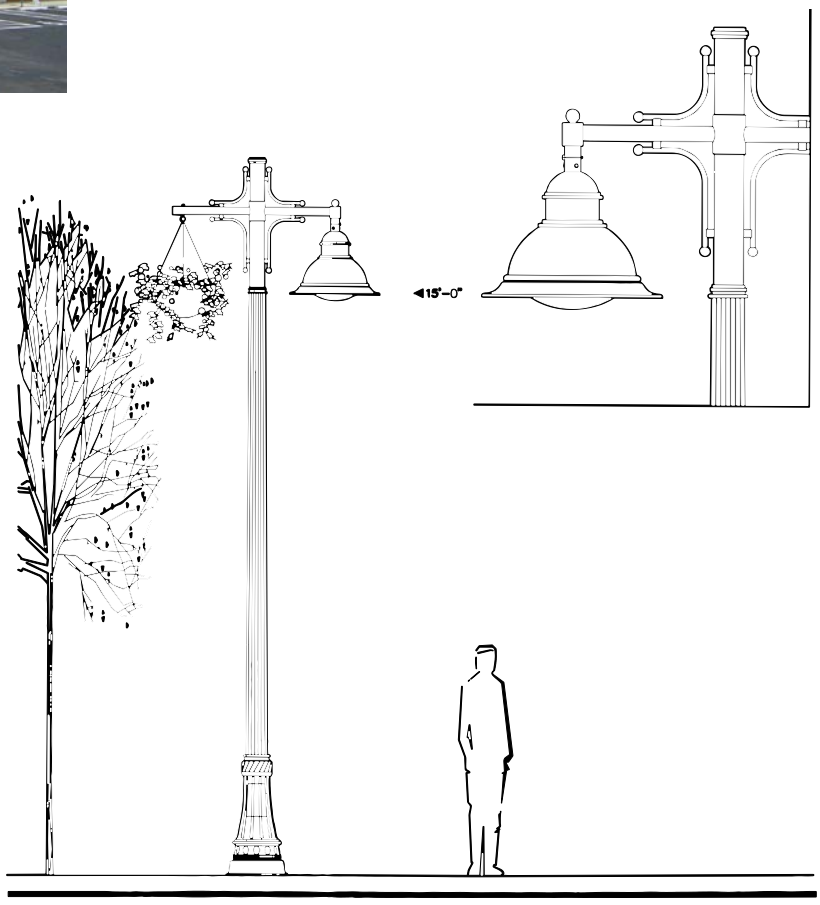
Lighting

Design Principles

1. Village Light Standard shall be placed along both sides of public roads at 50-foot intervals.
2. Village light standards shall be provided in civic spaces where lighting is required.
3. Village Light standards shall be placed in parking areas.

EXAMPLE: Village light standard positioned to face the street and illuminate the sidewalk (Village of Eagle).

AVOID: Light standards in parking lots that are not the Village Light Standard.



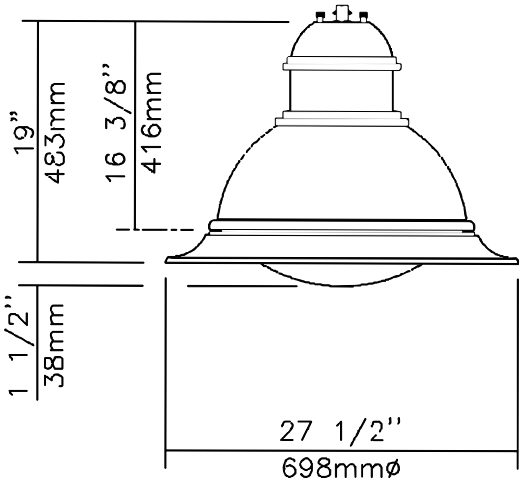
EXAMPLE: Village Light Standard detail.

Lighting

Village Light Standard Detail

1. LUMEC, DMS50 LMS23168A, Village Light Standard, 15-foot mounting height, polyester powder finish, textured, color DuMor 3007 Red.

640, Curé-Boivin
Boisbriand (Québec)
Canada, J7G 2A7



ENREGISTRÉ ISO 9001 2000 REGISTERED

Qty Luminaire **DMS50-100MH-SCB3M-QTA/120-RD2TX-LMS23168A**

Description of Components:

Hood: Spun aluminum 1100-0 dome, mechanically assembled on the luminaire.

Reflector: Spun 1100-0 aluminum, mechanically assembled on the luminaire.

Lens: Clear tempered glass curved lens, mechanically assembled on the lower part of the technical ring with brackets.

Lamp: 100 watts metal halide Pulse Start Type (not included), ED 17 bulb, medium base. - or equivalent energy– efficient lamp.

Optical System: (SCB3M), I.E.S. type III cut-off (asymmetrical). Sealsafe system, composed of brightened anodized aluminum hydroformed reflector, permanently assembled on a sag lens. Watertightness IP66 rating.

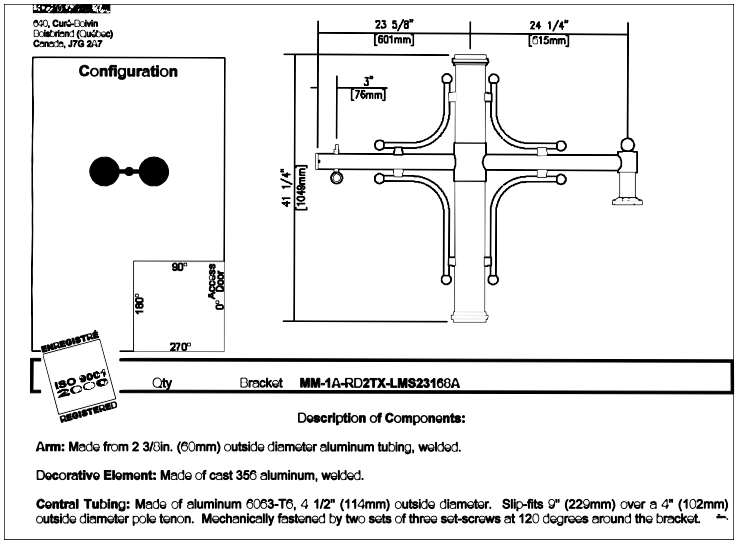
Ballast: High power factor of 90%. Primary voltage 120/208/240/277 volts, connected to 208 volts. Lamp starting capacity - 20°F(-30°C) degrees. Assembled on a unitized removable tray with quick disconnect plug.

Access-Mechanism: A die cast A380 aluminum technical ring with latch and hinge. The mechanism shall offer toolfree access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

Housing: In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments.

Lighting

Village Light Standard Detail



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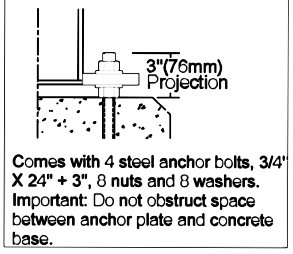
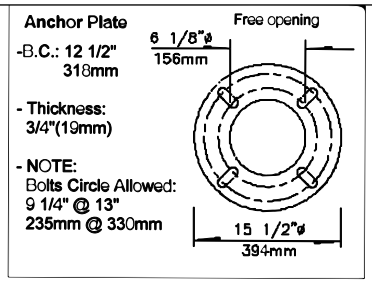
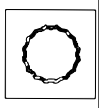
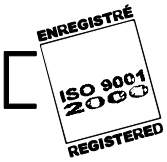
Boisbriand (Québec)
Canada, J7G 2A7









Qty Pole **R130D-15-RD2TX-LMS23168A**

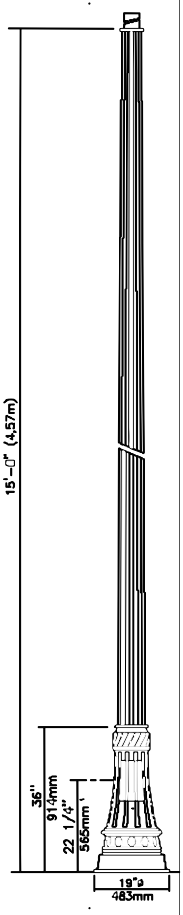
Description of Components:

Pole Shaft: Shall be made from a 16 fluted round mandrel-formed high tensile carbon steel tapered shaft, having a 0.120" (3.0mm) wall thickness, welded to the pole base.

Pole Base: Shall be made from a 6 5/8" (168mm) round high tensile carbon steel tubing base having a 0.180" (4.6mm) wall thickness, welded to both the bottom and top of the anchor plate.

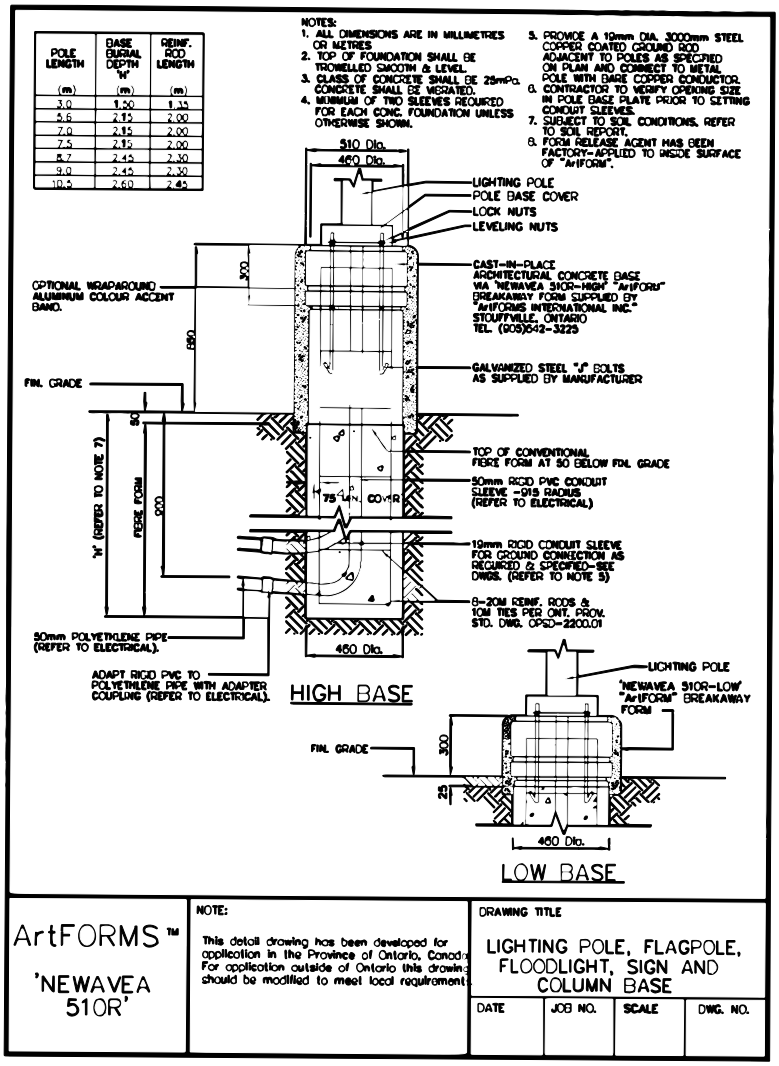
Maintenance Opening: The pole shall have a 4" x 9" (102mm x 229mm) maintenance opening centered 22 1/4" (565mm) from the bottom of the anchor plate, complete with a weatherproof cast 356 aluminum cover and a factory assembled copper ground lug.

Base Cover: Two-piece round base cover made from cast 356 aluminum, complete with a cast-in access door, mechanically fastened with stainless steel screws.



Lighting

Village Light Standard Detail



Description of Components:

Wiring: Gauge (#14) TEW wires, 6" (152mm) minimum exceeding top of the bracket.

Hardware: All exposed screws will be in stainless steel. All seals and sealing devices are made and/or lined with EPDM and/or silicone.

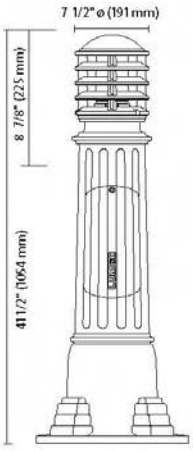
Finish: Color to be burgundy textured (RD2TX). Application of a polyester powder coat paint. (4 mils/100 microns). The chemical composition provide a highly durable UV and salt spray resistant finish in accordance to the ASTM-B117-73 standard and humidity proof in accordance to the ASTM-D2247-68 standard.

Lighting

Bollards

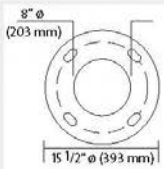
BOR80
SERIES

LUMINAIRES
*Conform to the **UL 1598** and **CSA C22.2 No. 250.0-08** standards*



BOR80

ANCHOR PLATE

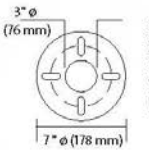


Bolt circle
12 1/2" (318 mm)

Mounting details
Comes with 4 steel anchor bolts, 5/8" x 12", 4 nuts and 4 washers

Important: Do not obstruct space between anchor plate and concrete base

BOR80 / BOR80-TBC1 / BOR80-TBC2



Bolt circle
5 1/2" (140 mm)
B.C. allowed:
from 4 3/8" to 6"
(111 mm to 152 mm)

Mounting details
Comes with 4 steel anchor bolts, 3/8" x 12", 4 nuts and 4 washers

Important: Do not obstruct space between anchor plate and concrete base

BOR80-W

Note:

Colors to be compatible with LUMEC/DuMor 3007 red or ArtFORMS textured burgundy RD2TX.

Philips Lumec reserves the right to substitute materials or change the manufacturing process of its products without prior notification.
*For the latest updates go to **www.lumec.com***

PHILIPS LUMEC

Lighting

Bollards

SPECIFICATIONS

Hood
Made from cast aluminum (356), mechanically assembled.

Globe
One piece Seamless injected molded tempered glass. The globe is mechanically assembled on the locking system.

Louvers
Made from die cast aluminium (356), mechanically assembled.

BOR80 / BOR80-TBC
Base
Made from cast aluminum (356), complete with an integrated anchor plate and a 4" x 9" (102mm x 229mm) maintenance opening centered 21" (533mm) from the bottom of the anchor plate, complete with a weatherproof cast (356) aluminum cover and a factory assembled copper ground lug.

BOR80-W
Base
Made from aluminum, 6 5/8" (168mm) outside diameter, welded to the base cover.

Nut Cover
Made from cast aluminum (356), mechanically fastened with stainless steel screws.

Hardware
All exposed hardware is stainless steel. All seals and sealing devices are made of and/or lined with EPDM and/or silicone.

Finish
"Hot dip" chemical etching preperation. Lumital™ polyester powder coat finish. Excellent color retention as per #ASTM D , and outstanding salt-spray resistance according to #ASTM B117 testing procedures.

ORDERING INFORMATION

PRODUCT	LAMP	VOLTAGE	BOLLARD OPTIONS	FINISH [1]
BOR80 BOR80-W	50 MH, medium 70 MH, medium 100 MH, medium 35 HPS, medium 50 HPS, medium 70 HPS, medium 100 HPS, medium 18 CF 26 CF 32 CF 42 CF	120 208 240 277 347 480	BCH1 1 chain handle BCH2 2 chain handles at 180 ° BCH2A 2 chain handles at 90 ° BCH3 3 chain handles at 120 ° BCH3B 3 chain handles at 90 ° BCH4 4 chain handles TBC1 TBC2 DR FS GFI PH7 VPA	BE2/TX BE6/TX BE8/TX BG2/TX BK/TX BR/TX GN/TX GN4/TX GN6/TX GN8/TX GY3/TX RD2/TX RD4/TX WH/TX NP TG TS

[1] Consult Philips Lumec's color chart.
> Socket: GX24Q-2 (18W), GX24Q-3 (26 or 32W), GX24Q-4 (42W), triple tube compact fluorescent (lamp not included)
> TBC1 and TBC2: Decorative Cover
> DR: Duplex receptacle (120 V only)
> FS: Fuse (Contact Philips Lumec)
> GFI: Duplex receptacle, ground fault interuptor (120 V only)
> PH7: Photoelectric cell
> VPA: Vandal proof screw
> H: Variable height, from 15" (380 mm) to 48" (1220 mm), in 1" (25 mm)

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PHILIPS LUMEC

Parking

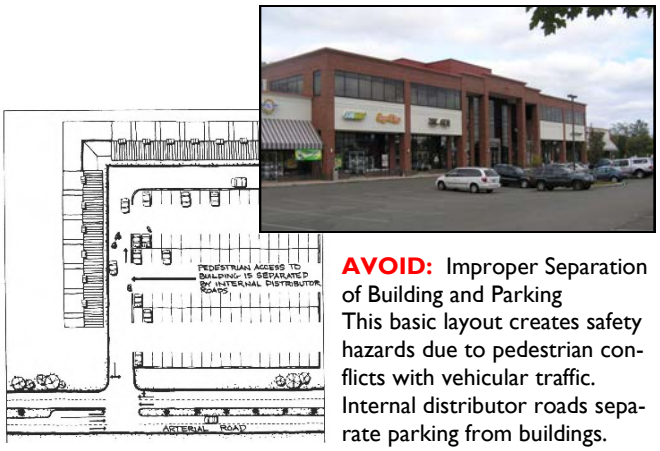
Design Principles

1. Place parking to the rear of the new use along Route 100 or Byers Road.

2. Allow for shared parking among compatible uses such as residential and retail uses, or existing and new uses.

3. Connect parking areas to reduce traffic on local roads.

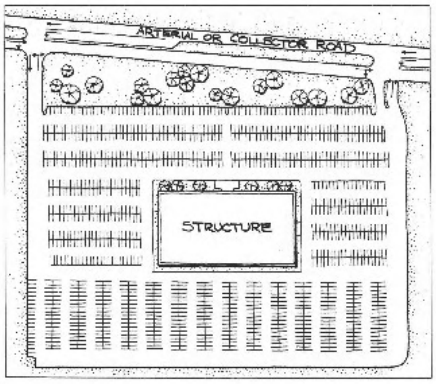
EXAMPLE: Commercial use with both on-street and rear parking; inset photo shows detail of sign directing customers to rear parking.



AVOID: Improper Separation of Building and Parking
This basic layout creates safety hazards due to pedestrian conflicts with vehicular traffic. Internal distributor roads separate parking from buildings.

EXAMPLE: Clear Connection Between Building and Parking
Well-marked, inviting, and reasonably lit parking located at the rear of commercial buildings creates safe access for pedestrians (Village of Eagle, PA).

EXAMPLE: Internal Ring Road
Use an internal access road as a means of alleviating traffic congestion on surrounding roads and reducing multiple access points.



AVOID: Large Expanse of Parking
Large expanses of parking create problems related to safety, aesthetics and stormwater runoff.

Notes

Streets and Alleys

Design Principles

1. Complete streets shall allow for pedestrian, bicycle, vehicles, and public transportation.
2. Service alleys shall be required for commercial and industrial uses.
3. On-street parking is permitted as it provides traffic-calming effects.

EXAMPLE: Provide access to, and capacity for, multiple Transportation Modes. Pedestrians, bikes, cars, and public transportation can and should share space in a village setting.

EXAMPLE: Service Streets, Alleys Desired.
These shall be required in commercial and industrial uses to limit delivery/truck traffic, and to help minimize road width.

EXAMPLE: Service alley provides access for commercial delivery vehicles and separates parking and loading activities in the rear of the buildings from pedestrian areas in the front.

EXAMPLE: Narrow Streets, with on-street parking. Although the SALDO requires 32-foot wide cartways for all new streets, there is freedom to match street widths to the local context of the village district.

Notes

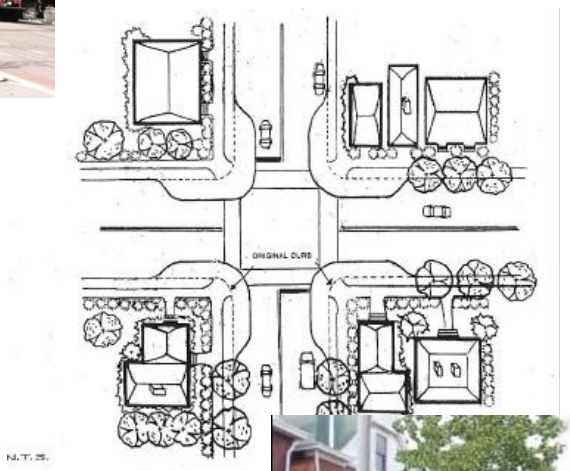
Traffic Calming

Design Principles

1. Address high cut-through traffic volumes and speeds on local and neighborhood roads.
2. Maximize safety for pedestrians and bicyclists.
3. Manage speeds for commercial/truck traffic.
4. Enhance the quality of life in the Village District.

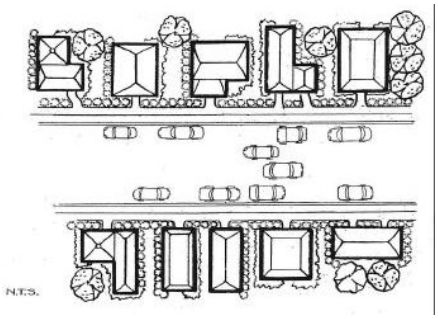
EXAMPLE: Curb extensions/bulb-outs slow traffic and provide additional real estate for pedestrians.

AVOID: Bulb-outs here are created with concrete parking stops and tree planters. Although this has a traffic calming effect, it is not as aesthetically pleasing as a paved or planted curb extension that is integrated into the streetscape.



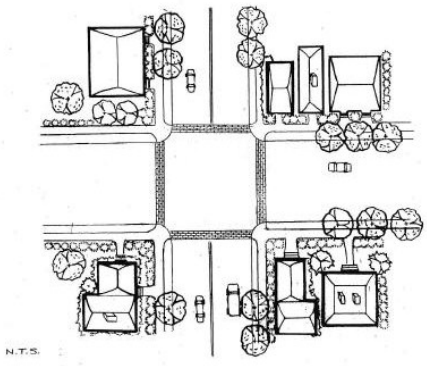
EXAMPLE: Curb extensions slow traffic and provide additional areas for street trees, landscaping, and stormwater management.

Traffic Calming

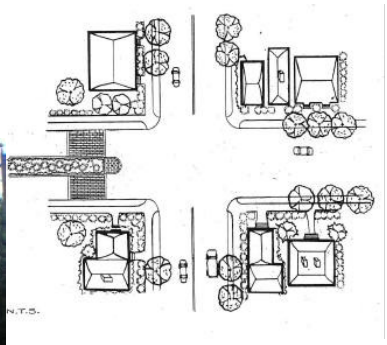


EXAMPLE: On-street parking creates a defined edge to the cartway and tempers speed. Where there is no room for street trees to define the pedestrian area, parked cars help to create a barrier between vehicular traffic and sidewalks.

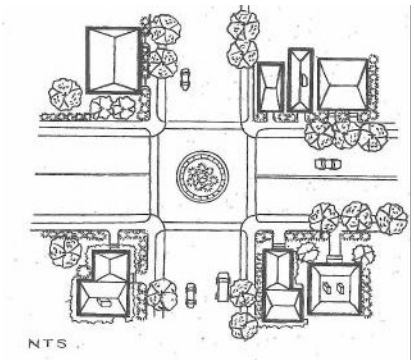
EXAMPLE: Textured or painted crosswalks clearly define pedestrian crossings. Textured surfaces and the vibrations that they cause for motorists provides an additional reminder to slow down and stay alert for pedestrians. Concrete pavers, stamped concrete, bricks, or stone are suitable materials.



Traffic Calming



EXAMPLE: Gateways signal arrival in a pedestrian-oriented area and slower speeds ahead. They can include textured paving, raised medians, entrance signs, landscape features, lighting, or many other landscape components.



AVOID: Traffic islands constructed with concrete. Where feasible, include green traffic islands.

EXAMPLE: Traffic circles and roundabouts slow traffic at intersections and have proven to increase safety for bicyclists and pedestrians.

Notes

Connections for Pedestrians

Design Principles

1. Use consistent and/or themed surface materials, crosswalks, signage, etc. to direct non-automotive users through sidewalk and trail system.

2. End sidewalks and trails only at logical termini, using clear signage as needed.

3. Locate sidewalks on one or both sides of street consistent with the Concept Plan.

AVOID: Conventional parking lot relates only to cars (Westtown Township, PA).

EXAMPLE: Painted crosswalk, signage, street trees, and distinct surface materials create clear, safe, and logical pathway for pedestrians and other users (Unionville, East Marlborough Township, PA).

EXAMPLE: Brick pathway between buildings (top photo) guides users to similarly walkable parking lot in rear of buildings (Eagle Village, Upper Uwchlan Township, PA).

AVOID: Lack of crosswalk, speed limits, and warning signage all create a hazardous pedestrian situation (Silver Spring Village, West Hempfield Township, PA).

Notes

Signage

Design Principles

1. Place signs where they will not interfere with views of public streets or sidewalks.

2. Signage should be designed into the architectural design of new and existing commercial or retail structures.

3. Wall-mounted, hanging, or projecting signs are permitted in the Village District.

4. Signage should be lit from the top down.

EXAMPLE: Hanging signs are designed to fit within the existing façade features and are placed in a location in a manner historically appropriate to the style of the building. Wall mounted sign is smaller than 10% of the wall on which the sign is mounted.
AVOID: No sign shall protrude above the roof line of any building, including the side entrance roof shown on right.

EXAMPLE: Wall-mounted sign is installed parallel to the wall and projects no more than 14 inches from the face of the wall. Hanging sign is designed into the architectural design of the building, between two pillars.

EXAMPLE: Projecting signs are a maximum of 6 square feet and extend no more than 2 feet from the building façade. No part of the projecting sign is less than 8 feet nor more than 12 feet above the sidewalk level. Posts may be wooden or metal. Concrete and stone sign posts are discouraged.

AVOID: Readerboard and free-standing signs interfere with views of public streets and sidewalks and are not permitted in the Village District. Businesses may participate in a common readerboard sign on a prominent corner in the village.

AVOID: Wall-mounted branding logos are not permitted on building facades but are permitted on wall-mounted signs at street level.

Signage

EXAMPLE: Wall mounted, hanging and projecting signs are integrated into the building facades and allow clear views of the sidewalk areas and entrances ahead.

Site Furniture

Design Principles

1. Place benches where people are expected to gather, facing towards a picture window or attractive public area or streetscape.

2. Place trash receptacles near street corners or near public seating areas and concealed from view.

3. Locate bicycle racks in common areas, along sidewalks, near community buildings, or near parking areas with easy access to sidewalks.

4. Locate planters along the curb-side of the sidewalk.

5. Local chain link fence and barbed wire where not visible from road.

EXAMPLE: Bench and table seating placed along sidewalk edge where people tend to gather, such as outside this popular restaurant. Use of street trees and planter boxes to add shade, greenery and human scale (West Chester, PA).

EXAMPLE: Waste receptacles located at a major intersection, close to seating areas or other civic spaces. Planters provide visual separation between pedestrians and cars (West Chester, PA).

AVOID: Bench with its back to a busy street with view of brick wall, and no other streetscape amenities to provide visual interest or to separate pedestrians from cars (West Chester, PA).

AVOID: Planter box is incompatible with recommended village vernacular and impedes pedestrian circulation as it blocks the middle of the sidewalk (Village of Eagle, PA).

Site Furniture

Village Standard Details

1. DuMor Bench 58, 6-feet long with back, polyester powder finish, textured, color 3007 Red.

2. DuMor Bench 92, 6-feet long without back, polyester powder finish, textured, color 3007 Red.

3. DuMor Receptacle 84, 32-gallon capacity, polyester powder finish, textured, color 3007. Recycling receptacles, color blue.

4. Décor or CycleSafe bike rack, polyester powder finish, textured, color dark burgundy

CycleSafe bike rack

Décor bike rack

DuMor Receptacle 84

DuMor Receptacle 102

DuMor Bench 58

DuMor Bench 92

Stormwater Management

Design Principles

1. Infiltrate every drop of rainfall possible.

2. Eliminate unnecessary impervious area—reduce street widths, reduce building set-backs, reduce building footprint.

3. Use vegetation to hold, filter, infiltrate and transpire runoff.

4. Combine vegetative elements with porous pavements where appropriate.

EXAMPLE: Porous asphalt paving is suitable for parking areas and walkways. Parking aisles are paved with standard asphalt while the parking bays are paved with porous asphalt.

EXAMPLE: Porous paving such as porous asphalt, porous concrete, porous pavers, reinforced turf, plastic geocells, porous aggregate—can be used to infiltrate stormwater in parking areas and pedestrian surfaces. Here, concrete pavers define on-street parking.

AVIOD: Raised traffic islands have limited stormwater infiltration capacity, this one is too narrow to support sufficient tree root growth.

EXAMPLE: Porous asphalt is introduced at the edge of the cartway to infiltrate rain before it reaches the stormwater inlet.

EXAMPLE: Porous concrete provides a suitable surface for pedestrian areas. Here, subsurface stormwater storage/infiltration beds are placed below a porous concrete plaza/walkway.

Stormwater Management

EXAMPLE: Vegetated infiltration beds can be designed as formal parterre gardens or in-ground planters.

EXAMPLE: Tree trench infiltration systems can be designed into sidewalks and plazas. They not only provide storage capacity for excess stormwater, they provide irrigation for street trees.

EXAMPLE: Curb cuts to infiltration beds planted with trees and shrubs adds additional stormwater capacity to parking areas.

EXAMPLE: Roof drains can be directed to infiltration areas called rain gardens which are designed as shallow depressions and planted with trees, shrubs, and perennials that thrive in wet growing conditions.

EXAMPLE: Stormwater is directed into this vegetated swale. Plant trees, shrubs and native perennial plants as the ultimate stormwater best management practice.

EXAMPLE: Vegetated curb extensions, street medians, traffic circles and traffic islands can be contoured to receive, infiltrate and store stormwater. Plants that tolerate periodic inundation or wet growing conditions thrive and are aesthetically more pleasing than an expansive area of paving.

Stormwater Management

EXAMPLE: Green roofs can be designed into buildings that have a large footprint and a flat roof.

EXAMPLE: A cistern is transformed into a sculptural element, and provides water for landscape irrigation.

EXAMPLE: Rooftop runoff capture and reuse – cisterns, underground tanks, vertical storage tanks, rain barrels, water towers or "fat downspouts" – for landscape irrigation or other non-drinking water uses.

EXAMPLE: Pre-fabricated subsurface stormwater storage/ infiltration structures are commercially available in many shapes and forms to suit various applications.

Notes