UPPER UWCHLAN TOWNSHIP
BOARD OF SUPERVISORS MEETING
AGENDA
OCTOBER 21, 2024

7:00 p.m.

LOCATION: Township Building, 140 Pottstown Pike, Chester Springs PA 19425

Packet Page #

I. CALL TO ORDER
   A. Salute to the Flag
   B. Moment of Silence
   C. Inquire If Any Attendee Plans to Audio or Video Record the Meeting

II. APPROVAL OF MINUTES: September 10, 2024 Joint Boards & Commissions Workshop 3
September 16, 2024 Board of Supervisors Meeting 5

III. APPROVAL OF PAYMENTS 9

IV. TREASURER'S REPORT 41

V. SUPERVISORS' REPORT
   A. Police Liaison Report
   B. Calendar:
   October 26, 2024 3:00 p.m. Annual Trunk-or-Treat at Hickory Park
   November 12, 2024 4:00 p.m. Board of Supervisors, Draft 2025 Budget Workshop
   November 18, 2024 7:00 p.m. Board of Supervisors Meeting
   November 28 and 29, 2024 Office Closed ~ Thanksgiving Holiday
   November 30, 2024 4:00 p.m. 8th Annual Tree Lighting at Upland Farm Park

   Yard Waste Collection Dates: October 23, November 6 and 20
   Do not use plastic bags as these materials are composted. Place materials curbside the night before to guarantee collection.

VI. 2024 Comprehensive Plan – Introduction, Authorize Act 247 Review Period 74

VII. ADMINISTRATION REPORTS
   A. Township Engineer's Report 603
   B. Building and Codes Department Report 607
   C. Police Chief's Report --
   D. Public Works Department Report 609
      i. Snow plow bid #2 results 611

VIII. LAND DEVELOPMENT

A. 480 Pottstown Pike Minor Subdivision Plan ~ Consider Approval 612

IX. ADMINISTRATION

A. Second Amendment to Route 100 Wastewater Treatment Facility Expansion Agreement with McKee Builders 622

B. Struble Trail Extension Drainage Improvement Maintenance Agreement 627

C. Police Department Parking Lot --

D. Hickory Park Improvement Plan ~ Update --

X. OPEN SESSION

XI. ADJOURNMENT

Upper Uwchlan Township
Board of Supervisors
Joint Boards and Commissions Workshop
September 10, 2024
4:00 PM
Minutes
DRAFT

Attendees:

Jenn Baxter, Chair
Andy Durkin, Vice-Chair
Sandy D'Amico, Member

Tony Scheivert, Township Manager
Lindsay Yeager, Assistant Township Manager
Gwen Jonik, Township Secretary
Tom Jones, Police Chief

Sally Winterton, Planning Commission Chair
Sushila Subramanian, Park & Rec Board Chair
Jamie Goncharoff, EMPC Vice-Chair
Gerry Stein, Historical Commission Vice-Chair
Jim Greaney, Zoning Hearing Board Chair

Rhys Lloyd, Director – Code Enforcement
Anthony Campbell, Zoning Officer

The Workshop was held at the Township Building, 140 Pottstown Pike, Chester Springs PA 19425.

Jenn Baxter called the Workshop to order at 4:04 pm, led the Pledge of Allegiance, and offered a moment of silence. No one planned to record the meeting.

Boards and Commissions Updates

Park & Recreation Board (PRB). Sushila Subramanian thanked the Board for their support. They recently appointed 2 new members and a junior member; held sand art activities during the live music concerts this summer; are coordinating a community garden tour; an Eagle Scout's project was the construction of a boardwalk over a previously muddy area of the trail joining Upland Farm to the Reserve at Eagle (a wonderful improvement!); they're looking forward to Trunk or Treat and the tree lighting; and she asked about a playground at Upland Farm Park. This request has been researched, however there's not a viable location there. There is a suggestion that natural "touch", sensory and/or activity stations could be added along the trail.

Planning Commission (PC). Sally Winterton advised that the PC will review the final draft of the Comprehensive Plan (CompPlan) this Thursday at their work session. They hope to forward the draft to the Board of Supervisors. She thanked the many volunteers who have attended many meetings during this process. The CompPlan includes recommendations for each board/commission to work on. The PC has also been working with Anthony Campbell to update existing ordinances; reviewing Eagle Animal Hospital's land development plan, as well as the Porsche service center plans. Andy Durkin asked if a summary could be prepared for the CompPlan. Gerry Stein noted an implementation matrix is included, and Sushila Subramanian advised that Rob Daniels (Brandywine Conservancy) is preparing a spreadsheet with the tasks per board/commission.

Technology Advisory Board (TAB). Gwen Jonik reported on behalf of the TAB that the police department cyber review was completed and received. TAB looked over them, will review in-depth and provide comments/recommendations. They recommend a cyber review of the municipal authority be conducted by Homeland Security as well.

Zoning Hearing Board (ZHB). Jim Greaney advised that Keystone Outdoor Advertising withdrew their application regarding 2 billboards along the Turnpike in Eaglepointe Industrial Park. They granted relief for Rockhill Real Estate regarding steep slopes and for the Shipe's front porch within the front yard setback.

Emergency Management Planning Commission (EMPC). Jamie Goncharoff thanked the Board, Chief Jones and Kathi McGrath for their support. The EMPC has several committees who keep up-to-date on specific topics such as flood control, pipeline safety, etc. They are touring Upper Uwchlan's providers' facilities, holding roundtables with providers and neighboring Emergency Management Coordinators (EMCs) for collaboration. They just outfitted a trailer which will transport supplies and equipment in the event of an emergency, and which can be used as needed as an emergency operations center. EMPC members are eager to serve the community.

Environmental Advisory Council (EAC). Neil Phillips was unavoidably unable to attend.

Historical Commission (HC). Gerry Stein reported that the HC's Block Party presentation will become a monthly presentation at the HC's museum, the Upland Farm farmhouse, which they hope to open once a month beginning this Fall; they hosted one of Chester County's Walking Tours for the 3rd year in a row, having 7 speakers at Upland Farm Park; provided input to update the Village Design Guidelines, the Village Concept Plan and the Comprehensive Plan; they've established a quarterly "lecture" series, the 3rd lecture will be held late September; they're working to update their page on the Township website; moved their archived files from the Barn to the farmhouse; and they've acquired historic reproduction furniture for use in the farmhouse.

Municipal Authority (Authority). Tony Scheivert reported the Milford Farms sewer extension contractor is expected to begin construction next week; the extension on Moore Road is scheduled to begin early Spring 2025; Meadow Creek expansion will bid by year end; the Authority has made an offer for a parcel on Township Line Road for disposal area but the owner has yet to make a decision; Phase 3 expansion of the Route 100 wastewater treatment facility is winding down and the Authority will be recommending release of partial funds to the developer – McKee – this Fall.

Village Design Guidelines and Village Concept Plan ~ Discuss updated Plans.
Jenn Baxter tabled discussion for the time being.

Uwchlan Ambulance Corps (UAC) ~ Presentation, 2025 Budget Request
Kathi Cozzone and Tammy Whiteman presented their current programs, youth programs and new programs; their primary focus is 911 calls, plus providing education and training to their employees, only some of which is funded by grants; they're working toward implementing Mobile Integrated Healthcare, which will allow them to treat folks in place, at home, and help them educate the patients as to what resources are available to them. This would be a subscription service and will reduce non-emergent 911 calls. Upper Uwchlan is 17.4% of UAC's service population and 9.1% of their call volume. They are using reserved funds to pay operating costs. They have 7 ambulances in total. A new ambulance, without any equipment included, runs $300,000+. There are very few grants available for ambulance companies. UAC requested an increase in our annual contribution, to $85,000, and $68,000 toward capital expenditures. The Township Emergency Management Planning Commission (EMPC) recommends the increase in the annual contribution and a $34,000 capital contribution. They'll re-visit the capital contribution in June 2025. People don't understand the expenses associated with staffing and equipping an ambulance and take EMS for granted.

Open Session
Gerry Stein requested equipment for making presentations at the Upland Farm farmhouse.
There has been no news regarding the 100 Greenridge Road zoning decision appeal.

Adjournment
There being no further business to be brought before the Board, Jenn Baxter adjourned the Workshop at 6:09 p.m.

Respectfully submitted,

Gwen A. Jonik, Township Secretary

TOWNSHIP OF UPPER UWCHLAN
BOARD OF SUPERVISORS MEETING
September 16, 2024
7:00 p.m.
DRAFT

Attending:

Board of Supervisors	Township Administration
Jennifer F. Baxter, Chair	Tony Scheivert, Township Manager
Andrew P. Durkin, Vice-Chair	Lindsay Yeager, Assistant Township Manager
Sandra M. D'Amico, Member	Gwen Jonik, Township Secretary
	Jill Bukata, Township Treasurer
	Rhys Lloyd, Director of Code Enforcement
Kristin Camp, Esq., Township Solicitor	Anthony Campbell, Zoning Officer
	Mike Esterlis, Director of Public Works
	Tom Jones, Police Chief
	Dave Leh, Township Engineer

LOCATION: Township Building, 140 Pottstown Pike, Chester Springs PA 19425

Mrs. Baxter called the evening to order at 7:02 p.m., led the Pledge of Allegiance, and offered a moment of silence. No one planned to record the meeting. There were 3 citizens in attendance.

Approval of Minutes
Mr. Durkin moved, seconded by Mrs. D'Amico, to approve as presented the minutes of the August 13, 2024 Board of Supervisors Workshop and the August 19, 2024 Board of Supervisors Meeting. The motion carried unanimously.

Approval of Payments
Mr. Durkin moved, seconded by Mrs. D'Amico, to approve the payments to all vendors listed September 16, 2024. The motion carried unanimously.

Treasurer's Report
Jill Bukata reported the balance sheet remains strong; we're 67% through the year; revenues are at 77.3% of the budget; expenses are at 62% of the budget; earned income tax revenue is $9,000 higher than this time last year.

Supervisor's Report
Mrs. Baxter read the published calendar: September 21, 2024 10:00-Noon clothing drive at Upland Farm Park parking lot hosted by the Environmental Advisory Council; September 25, 2024 6:30-8:00 p.m. "The History of Native American tribes and the Minquas Trail in Southeast PA" lecture hosted by the Historical Commission; September 28, 2024 8:30-10:30 a.m. Litter clean up event – meet at the Township Building – hosted by the Environmental Advisory Council; October 8, 2024 4:00 p.m. Board of Supervisors and draft 2025 Budget Workshop; October 19, 2024 9:00 a.m.-Noon E-Waste Collection, Shredding Event at 132 Oscar Way, hosted by the Environmental Advisory Council; October 21, 2024 7:00 p.m. Board of Supervisors Meeting; October 26, 2024 3:00 p.m. Annual Trunk or Treat Event at Hickory Park, hosted by the Police Department and the Park & Recreation Board; yard waste collection dates: September 25, October 9 and 23.

Administration Reports

Township Engineer's Report

Dave Leh reported the Planning Commission recommended plan approval for the 480 Pottstown Pike Minor Subdivision Plan; recorded plans have been received for Byers Station Parcel 5C Lot 2B and the pre-construction meeting is this Thursday.

Building and Codes Department Report

Rhys Lloyd reported that 73 building permits were issued last month, totaling $29,601 in permit fees; he and Anthony Campbell performed 156 scheduled inspections; there were 14 resales and 9 new homes settled.

Police Chief's Report

Chief Jones reported that last month there were 959 calls for service, 7 adult arrests, 3 juvenile arrests; the Department thanks the Board and Township Manager for the support of advancement in the Department, with 2 promotions of Sergeants last month; the Department has obtained combination locking medicine containers for residential use, for safekeeping drugs at home – contact the Department if you'd like a free container; the monthly safety tip is to not blow leaves into the road / storm drains, and all motorists should slow down on wet roads covered with leaves.

Public Works Department Report

Mike Esterlis reported the Department received and completed 128 work orders; completed road base repairs on Milford Road and West Township Line Road; repaired pipes on Font, Buck and Claremont; renewed the recycling contract with JP Mascaro through the County consortium; advertised the snowplow bid and received no bids so we'll advertise again late this month, as required. Tony Scheivert announced a resident communicated that the road repair at Little Conestoga Road and Park Road was the best it's ever been.

Land Development

Eagle Animal Hospital Final Land Development Plan.

Bob Linn, Linn Architects, Jen Matunis, Eagle Animal Hospital, and Cameron Wolfson, Riley Riper Hollin and Colagreco, attended seeking final plan approval. The Planning Commission recommended approval at their September 12 meeting. They will comply with the conditions in the draft Motion of approval. They requested 2 waivers – to not widen Byers Road and to pay a fee ($10,000) in lieu of providing sidewalk – and now request a 3rd – to treat the site as it is today regarding impervious surface - proposed stormwater management is greatly improved as there wasn't any previously. Mr. Linn distributed the February 2024 architectural rendering which the Board approved during Preliminary Plan Approval. The handwritten "3-14-2024" date was the date of the Planning Commission meeting when the rendering was distributed. The rendering addresses most of the Historical Commission's recommendations.

Mr. Durkin moved, seconded by Mrs. D'Amico, to grant Final Plan Approval to the "Eagle Animal Hospital 211 Byers Road" Final Plan prepared by Linn Architects dated July 31, 2024, subject to the following conditions. The Board grants a waiver from Section 152-309.D(2) of the Stormwater Ordinance to allow Applicant to use actual existing conditions rather than meadow conditions when performing the stormwater calculations. The Board reaffirms the waivers that were granted in the approval of the Preliminary Plans. The motion carried unanimously.

Conditions of Approval

1. Prior to the Final Plans being released for recording, the Final Plans shall be revised to comply with all outstanding comments in Gilmore & Associates' August 30, 2024 review letter.
2. Applicant shall implement and install the landscaping depicted on the landscape plan which is sheet C-4 in the Final Plan set as such landscape plan is revised to comply with the comments in the Review Letter.

3. Applicant shall adhere to all conditions of preliminary plan approval.
4. Prior to the release of the Final Plans for recording, Applicant shall pay a fee in lieu of sidewalks in the amount of Ten Thousand ($10,000) Dollars.
5. Prior to the release of the Final Plans for recording, Applicant shall execute and tender to the Township a deed of dedication for the additional right of way along Byers Road as depicted on the Final Plans.

ADMINISTRATION

2025 Pension Plan Minimum Municipal Obligation (MMO). Jill Bukata explained that each year, the Actuaries advise what our MMO is to fund the pension plans. For calendar year 2025, the obligations would be: Uniformed Employee Pension $418,855; Non-Uniformed Employee Pension $100,641; and Non-Uniformed Employee Defined Contribution Plan $54,000.

Mr. Durkin moved, seconded by Mrs. D'Amico, to approve the 2025 Pension Plan MMOs: Uniformed Employee Pension $418,855; Non-Uniformed Employee Pension $100,641; and Non-Uniformed Employee Defined Contribution Plan $54,000. The motion carried unanimously.

Short-Term Rental Ordinance. Kristin Camp explained a zoning ordinance amendment to allow via conditional use short-term rentals in the R1 and R2 residential zoning districts, establishes criteria for the rentals, redefines "hotel/motel" and adds a definition for short-term rentals. A summary of the ordinance was duly advertised, and it was reviewed by the County and Township Planning Commissions. There are several short-term rentals operating in the Township. The criteria in the ordinance provides safety measures, annual inspections, and institutes appropriate enforcement provisions.

Mr. Durkin moved, seconded by Mrs. D'Amico, to adopt **Ordinance #2024-02** allowing for short-term rentals via conditional use in the R1 and R2 residential zoning districts and establishing criteria for operating those rentals. The motion carried unanimously.

Solid Waste/Recycling Delinquent Account Late Fee Ordinance Amendment. Kristin Camp explained the ordinance amendment which streamlines the late fee for delinquent solid waste / recycling accounts. Rather than a percentage of the balance owed, it is a straight fee, with the fee being established annually via Resolution. An account is deemed delinquent if it's not paid in full by September 30.

Mr. Durkin moved, seconded by Mrs. D'Amico, to adopt **Ordinance #2024-03**, revising the delinquent solid waste / recycling account late fee from a percentage to a flat fee. The motion carried unanimously.

Solid Waste Collection Annual Fee Resolution. Tony Scheivert introduced a Resolution for the annual trash/recycling collection fee to increase to $425.00, as discussed at previous meetings to cover the increased costs of the new 3-year collection contract. Letters will be sent to all residents affected by the increase. Kristin Camp suggested adding a sentence that the delinquent account late fee will be assessed after September 30.

Mr. Durkin moved, seconded by Mrs. D'Amico to adopt **Resolution #09-16-24-10** increasing the annual trash/recycling collection fee to $425.00. The motion carried unanimously.

Open Session

Anthony Campbell commented he'll draft an application and checklist for the short-term rental permits to be sent to those residences we know are short-term rentals at this time.

Tony Scheivert commented there has been no news from the Courts regarding the 100 Greenridge Road zoning appeal.

Adjournment

There being no further business to be brought before the Board, Mrs. Baxter adjourned the Meeting at 7:39 p.m.

Respectfully submitted,

Gwen A. Jonik
Township Secretary

Range of Checking Accts: GENERAL to GENERAL Range of Check Ids: 55408 to 55458
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor		Amount Paid	Reconciled/Void	Ref Num
55408	10/07/24	BANKAMER	BANK OF AMERICA	8,699.23		3293
55409	10/01/24	STAPLES	STAPLES	3,211.48		3295
55410	10/02/24	BRANDTRE	BRANDYWINE TREES LLC	11,950.00		3296
55411	10/02/24	PENNSTAT	THE PENNSYLVANIA STATE UNIV	814.00		3297
55412	10/21/24	21ST	21st CENTURY MEDIA PHILLY	937.44		3305
55413	10/21/24	A1SECURI	ADVANCED LOCK AND SECURITY	30.00		3305
55414	10/21/24	ADVAN010	ADVANCED HORTICULTURAL SOLN	6,739.00		3305
55415	10/21/24	ALEXAFLE	ALEXANDER FLEMING	130.00		3305
55416	10/21/24	AQUAP010	AQUA PA	1,200.08		3305
55417	10/21/24	ARDEXLAB	ARDEX LABS	104.18		3305
55418	10/21/24	ASSOC010	ASSOCIATED TRUCK PARTS - WC	65.49		3305
55419	10/21/24	ATTMOBIL	AT&T MOBILITY	779.32		3305
55420	10/21/24	BINAVITH	BINA VITHLANI	650.00		3305
55421	10/21/24	BRANDWIN	BRANDYWINE CONSERVANCY	14,000.10		3305
55422	10/21/24	BUCKL010	BUCKLEY, BRION, MCGUIRE, MORRI	3,832.50		3305
55423	10/21/24	CEDAR010	CEDAR HOLLOW RECYCLING	315.90		3305
55424	10/21/24	CHARLHIG	CHARLES A HIGGINS & SONS	2,204.50		3305
55425	10/21/24	COLLIFL	COLLIFLOWER, INC	103.11		3305
55426	10/21/24	COLON010	COLONIAL ELECTRIC SUPPLY CO.	183.76		3305
55427	10/21/24	COMCA010	COMCAST	1,721.49		3305
55428	10/21/24	CRYST010	CRYSTAL SPRINGS	69.33		3305
55429	10/21/24	CUMMWAGN	CUMMINS-WAGNER CO, INC	1,700.80		3305
55430	10/21/24	DELAW030	DELAWARE VALLEY HEALTH TRUST	60,790.93		3305
55431	10/21/24	DELTRUST	DELAWARE VALLEY PROP&LIA TRST	38,441.55		3305
55432	10/21/24	DOWNTDEZ	LINDA JACOBS DOWNTOWN DEZIGN	1,220.00		3305
55433	10/21/24	DVWCT	DELAWARE VALLEY WORKERS COMP	31,156.75		3305
55434	10/21/24	DZMAUTO	DZM AUTOMOTIVE	103.00		3305
55435	10/21/24	EAGLE130	EAGLE TERMITE & PEST CONTROL	95.00		3305
55436	10/21/24	EAGLEPOW	EAGLE POWER TURF AND TRACTOR	91.25		3305
55437	10/21/24	EAGLHARD	EAGLE HARDWARE	86.07		3305
55438	10/21/24	EAGPWASH	EAGLE POWER WASH SERVICES,LLC	3,750.00		3305
55439	10/21/24	EASTB020	EAST BRANDYWINE FIREMEN'S RELI	5,517.37		3305
55440	10/21/24	ENNISPNT	ENNIS-FLINT, INC.	4,822.89		3305
55441	10/21/24	ESRI	ESRI	538.00		3305
55442	10/21/24	FLEXIBEN	FLEXIBLE BENEFIT ADMINISTRATOR	56.00		3305
55443	10/21/24	GENESIS	GENESIS GREEN SUPPLY	1,710.00		3305
55444	10/21/24	GILMO020	GILMORE & ASSOCIATES, INC	7,282.60		3305
55445	10/21/24	GLENM020	GLENMOORE FIREMEN'S RELIEF FUN	1,177.12		3305
55446	10/21/24	GLSAYRE	G. L. SAYRE	711.34		3305
55447	10/21/24	HELPNOW	HELP-NOW,LLC	6,026.38		3305
55448	10/21/24	HIGHW010	HIGHWAY MATERIALS, INC.	822.59		3305
55449	10/21/24	ICMA0010	ICMA	1,130.00		3305
55450	10/21/24	INDEPGRA	INDEPENDENT GRAPHICS	2,686.00		3305
55451	10/21/24	IRONM010	IRON MOUNTAIN	862.62		3305
55452	10/21/24	JOHNEBLA	JOHN EBLACKER	36.01		3305
55453	10/21/24	JUSTSMIT	JUSTIN SMITH	869.00		3305
55454	10/21/24	KEENC010	KEEN COMPRESSED GAS COMPANY	772.79		3305
55455	10/21/24	KENCOR	KENCOR, LLC	392.46		3305
55456	10/21/24	LEVEN010	LEVENGOOD SEPTIC SERVICE	648.00		3305
55457	10/21/24	LIONV020	LIONVILLE FIREMEN'S RELIEF FUN	53,037.03		3305
55458	10/21/24	LUDWI040	LUDWIG'S CORNER FIREMEN RELIEF	57,701.71		3305

Check #	Check Date	Vendor		Amount Paid	Reconciled/Void	Ref Num
[illegible]	10/21/24	LUDWIO60	LUDWIG'S CORNER SUPPLY CO.	254.71		3305
[illegible]	10/21/24	MCMAH010	BOWMAN CONSULTING GROUP, LTD	15,427.55		3305
[illegible]	10/21/24	METRO020	METROPOLITAN COMMUNICATIONS	926.95		3305
[illegible]	10/21/24	MIDAT010	MID ATLANTIC CONNECTIONS, INC.	190.00		3305
[illegible]	10/21/24	MONTE010	MONTESANO BROS.	1,560.00		3305
[illegible]	10/21/24	NAPA0010	NAPA AUTO PARTS	921.59		3305
[illegible]	10/21/24	NEWHO010	NEW HOLLAND AUTO GROUP	1,288.05		3305
[illegible]	10/21/24	NOVUS	NOVUS MAINTENANCE, LLC	2,460.00		3305
[illegible]	10/21/24	PECO0010	PECO	3,901.63		3305
[illegible]	10/21/24	RADSOLUT	RAD SOLUTIONS	250.00		3305
[illegible]	10/21/24	RGILLMER	ROBERT K GILLMER LLC	674.95		3305
[illegible]	10/21/24	SEMPERON	SEMPERON	1,156.82		3305
[illegible]	10/21/24	SIGNALCO	SIGNAL CONTROL PRODUCTS, LLC	300.00		3305
[illegible]	10/21/24	SKYSH00T	SKYSHOOTER DISPLAYS BY ZY PYRO	4,600.00		3305
[illegible]	10/21/24	SNAPON01	SNAP-ON TOOLS	764.00		3305
[illegible]	10/21/24	SUSMCKEN	SUSAN and PAUL MCKENNA	350.00		3305
[illegible]	10/21/24	SWEETWAT	SWEETWATER NATURAL PRODUCTS LL	256.00		3305
[illegible]	10/21/24	TONYSCHE	TONY SCHEIVERT	147.33		3305
[illegible]	10/21/24	TREASCC1	TREASURER COUNTY OF CHESTER	300.00		3305
[illegible]	10/21/24	ULINE	ULINE	1,685.50		3305
[illegible]	10/21/24	UPPER065	UPPER UWCHLAN MUNICIPAL AUTHOR	104.40		3305
[illegible]	10/21/24	VERIZ010	VERIZON	458.36		3305
[illegible]	10/21/24	VERIZFIO	VERIZON	124.99		3305
[illegible]	10/21/24	VERIZOSP	VERIZON - SPECIAL PROJECTS	434.28		3305
[illegible]	10/21/24	WALLA010	WALLACE TOWNSHIP	4,691.76		3305
[illegible]	10/21/24	WITME010	WITMER PUBLIC SAFETY GROUP,INC	144.95		3305
[illegible]	10/21/24	UPPER030	UPPER UWCHLAN POLICE ASSOCIATO	7,800.00		3311
[illegible]	10/21/24	BOROPOTT	BOROUGH OF POTTSTOWN	100.00		3312
[illegible]	10/21/24	CORTESEC	CARA CORTESE	2,104.00		3312
[illegible]	10/21/24	INFLDRON	INFLUENTIAL DRONES	3,489.87		3312
[illegible]	10/21/24	JONESSTE	STEVEN R. JONES	482.75		3312
[illegible]	10/21/24	MONTE010	MONTESANO BROS.	630.00		3312
[illegible]	10/21/24	PETERDRI	PETER DRINKWATER	28.98		3312
[illegible]	10/21/24	SMALE010	MBR2 GRAPHIC SERVICES	287.50		3312
[illegible]	10/21/24	THOMREUT	THOMSON REUTERS-WEST PAYMENT	158.83		3312
[illegible]	10/21/24	TRAISR	TRAISR, LLC	2,699.25		3312
[illegible]	10/21/24	TREASCC1	TREASURER COUNTY OF CHESTER	640.00		3312
[illegible]	10/21/24	UWCHL010	UWCHLAN AMBULANCE CORPS	175.00		3312
[illegible]	10/21/24	WCPDASSO	WESTCHESTER POLICE ASSOCIATION	225.00		3312
[illegible]	10/21/24	YCG01	YCG, INC	75.95		3312

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	91	0	404,247.12	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	91	0	404,247.12	0.00

Range of Checking Accts: GENERAL to GENERAL Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor					Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type		Contract	Ref Seq	Acct
	10/07/24	BANKAMER BANK OF AMERICA						3293	
24-01302	1	midway usa-	445.28	01-410-000-260 Small Tools & Equipment	Expenditure			1	1
24-01302	2	evident-	68.00	01-410-000-200 Supplies	Expenditure			2	1
24-01302	3	evident-shipping charges	31.40	01-410-000-200 Supplies	Expenditure			3	1
24-01302	4	shirts & more -chaplain shirts	283.00	01-410-000-238 Clothing/Uniforms	Expenditure			4	1
24-01302	5	eagle drycleaners-sgt stripes	289.83	01-410-000-238 Clothing/Uniforms	Expenditure			5	1
24-01302	6	amazon-	117.74	01-410-000-260 Small Tools & Equipment	Expenditure			6	1
24-01302	7	midway usa-	170.99	01-410-000-260 Small Tools & Equipment	Expenditure			7	1
24-01302	8	gunmag warehouse-	78.10	01-410-000-260 Small Tools & Equipment	Expenditure			8	1
24-01302	9	amazon prime membership	14.99	01-410-000-420 Dues/Subscription/Memb	Expenditure			9	1
24-01302	10	amazon - jumper cables	39.94	01-410-000-235 Vehicle Maintenance	Expenditure			10	1
24-01302	11	amazon - uniform hangers	32.59	01-410-000-238 Clothing/Uniforms	Expenditure			11	1
24-01302	12	amazon -	49.52	01-410-000-316 Training/Seminar	Expenditure			12	1
24-01302	13	action uniforms - raincoats 17	2,040.00	01-410-000-260 Small Tools & Equipment	Expenditure			13	1
24-01302	14	midway usa-pistol repair	38.47	01-410-000-316 Training/Seminar	Expenditure			14	1
24-01302	15	midway usa-	253.49	01-410-000-260 Small Tools & Equipment	Expenditure			15	1
24-01302	16	amazon-hdmi cable	11.67	01-410-000-740 Computer/Furniture	Expenditure			16	1
24-01302	17	amazon-batteries for door fobs	16.49	01-409-003-200 Supplies	Expenditure			17	1
24-01302	18	amazon-computer monitor	89.99	01-410-000-740 Computer/Furniture	Expenditure			18	1
24-01302	19	eagle drycleaners-sgt stripes	145.34	01-410-000-238 Clothing/Uniforms	Expenditure			19	1
24-01302	20	intapol-order cancellation fee	2.79	01-410-000-238 Clothing/Uniforms	Expenditure			20	1
24-01302	21	hsgi comp tac-ert team gear	120.00	01-410-000-740 Computer/Furniture	Expenditure			21	1
24-01302	22	msft	851.00	01-407-000-450 Contracted Services	Expenditure			22	1
24-01302	23	msft	290.00	01-407-000-450 Contracted Services	Expenditure			23	1
24-01302	24	adobe	19.99	01-407-000-220 Software	Expenditure			24	1

Check # / PO #	Check Date / Item	Vendor / Description	Amount Paid	Charge Account	Account Type	Reconciled/Void Contract	Ref Num Ref Seq	Acct
BANK OF AMERICA Continued								
24-01302	25	adobe	21.19	01-407-000-220 Software	Expenditure		25	1
24-01302	26	psats 2024 forum-gwen	99.00	01-400-000-420 Dues/Subscriptions/Mem	Expenditure		26	1
24-01302	27	tema seminar-cathy t/steve h	250.00	01-415-000-420 Dues/Subscriptions/Memberships	Expenditure		27	1
24-01302	28	amazon-supplies	104.99	01-401-000-200 Supplies	Expenditure		28	1
24-01302	29	amazon-trunk/treat scarecrow	115.43	01-438-000-200 Supplies	Expenditure		29	1
24-01302	30	amazon-trunk/treat tablecloth	15.49	01-438-000-200 Supplies	Expenditure		30	1
24-01302	31	amazon-net fastener	74.25	01-438-000-200 Supplies	Expenditure		31	1
24-01302	32	shoeline.com-brad	211.15	01-438-000-238 Uniforms	Expenditure		32	1
24-01302	33	alpastor-meeting	61.94	01-438-000-316 Training/Seminar	Expenditure		33	1
24-01302	34	icc membership renewal-rhys	300.00	01-413-000-420 Dues/Subscriptions/Memb	Expenditure		34	1
24-01302	35	intl codes-3 yr renewal-anthon	488.00	01-413-000-420 Dues/Subscriptions/Memb	Expenditure		35	1
24-01302	36	liberty union-pd swearing in	925.59	01-401-000-200 Supplies	Expenditure		36	1
24-01302	37	assoc for pa-pml mbrship tony	50.00	01-401-000-420 Dues/Subscriptions/Mem	Expenditure		37	1
24-01302	38	bjs-staff picnic	194.07	01-401-000-200 Supplies	Expenditure		38	1
24-01302	39	eagle hardware-staff picnic	10.59	01-401-000-200 Supplies	Expenditure		39	1
24-01302	40	montessano-staff picnic	104.94	01-401-000-200 Supplies	Expenditure		40	1
24-01302	41	garage on the go-summerconcert	92.00	01-401-000-200 Supplies	Expenditure		41	1
24-01302	42	edible.com	79.99	01-401-000-200 Supplies	Expenditure		42	1
			8,699.23					
10/01/24		STAPLES STAPLES					3295	
24-01304	1	office supplies	302.16	01-401-000-200 Supplies	Expenditure		1	1
24-01304	2	office supplies	98.55	01-401-000-200 Supplies	Expenditure		2	1
24-01304	3	office supplies	230.34	01-401-000-200 Supplies	Expenditure		3	1
24-01304	4	office supplies	82.95	01-401-000-200 Supplies	Expenditure		4	1
24-01304	5	office supplies	142.89	01-401-000-200 Supplies	Expenditure		5	1
24-01304	6	office supplies	79.84	01-401-000-200 Supplies	Expenditure		6	1

Check #	Check Date	Vendor					Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract		Ref Seq	Acct
STAPLES		Continued							
24-01304	7	office supplies	263.35	01-401-000-200 Supplies	Expenditure			7	1
24-01304	8	office supplies	146.12	01-401-000-200 Supplies	Expenditure			8	1
24-01304	9	office supplies	91.03	01-401-000-200 Supplies	Expenditure			9	1
24-01304	10	office supplies	165.63	01-410-000-200 Supplies	Expenditure			10	1
24-01304	11	office supplies	76.68	01-410-000-200 Supplies	Expenditure			11	1
24-01304	12	office supplies	53.66	01-410-000-200 Supplies	Expenditure			12	1
24-01304	13	office supplies	133.12	01-410-000-200 Supplies	Expenditure			13	1
24-01304	14	office supplies	100.00	01-410-000-200 Supplies	Expenditure			14	1
24-01304	15	office supplies	228.78	01-410-000-200 Supplies	Expenditure			15	1
24-01304	16	office supplies	406.78	01-410-000-200 Supplies	Expenditure			16	1
24-01304	17	office supplies	65.60	01-410-000-200 Supplies	Expenditure			17	1
24-01304	18	office supplies	485.94	01-410-000-200 Supplies	Expenditure			18	1
24-01304	19	office supplies	58.06	01-410-000-200 Supplies	Expenditure			19	1
			3,211.48						
10/02/24		BRANDTRE BRANDYWINE TREES LLC						3296	
24-01305	1	parks beautification-50 trees	11,950.00	01-495-000-000 Expense Reclass	Expenditure			1	1
10/02/24		PENNSTAT THE PENNSYLVANIA STATE UNIV						3297	
24-01306	1	hybrid posit class-alex	814.00	01-410-000-316 Training/Seminar	Expenditure			1	1
10/21/24		21ST 21st CENTURY MEDIA PHILLY						3305	
24-01307	1	amend chapter 200 / zoning	433.76	01-400-000-341 Advertising	Expenditure			1	1
24-01307	2	amend chapter 148 /solid waste	199.52	01-400-000-341 Advertising	Expenditure			2	1
24-01307	3	snow removal bid	304.16	01-400-000-341 Advertising	Expenditure			3	1
			937.44						
10/21/24		A1SECURI ADVANCED LOCK AND SECURITY						3305	
24-01308	1	rx3 - a keys (4)	30.00	01-454-002-200 Supplies-Hickory	Expenditure			4	1
10/21/24		ADVAN010 ADVANCED HORTICULTURAL SOLN						3305	
24-01309	1	ff-bio fert turf	2,605.00	01-454-003-450 Contracted Services	Expenditure			5	1

Check #	Check Date	Vendor / PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void	Ref Num	Ref Seq	Acct
		ADVANCED HORTICULTURAL SOLN Continued									
		24-01309	2	hp-bio fert and weed turf	3,294.00	01-454-002-450 Contracted Services	Expenditure			6	1
		24-01309	3	larkins-bio fert and weed turf	840.00	01-454-004-450 Contracted Services	Expenditure			7	1
					6,739.00						
	10/21/24	ALEXAFLE ALEXANDER FLEMING							3305		
		24-01310	1	[illegible] belt for art training	130.00	01-410-000-238 Clothing/Uniforms	Expenditure			8	1
	10/21/24	AQUAP010 AQUA PA							3305		
		24-01312	1	twp	117.05	01-409-003-360 Utilities	Expenditure			9	1
		24-01312	2	twp	200.31	01-409-003-360 Utilities	Expenditure			10	1
		24-01312	3	pw	167.81	01-409-001-360 Utilities	Expenditure			11	1
		24-01312	4	upland	257.83	01-454-005-360 Utilities	Expenditure			12	1
		24-01312	5	upland	184.06	01-454-005-360 Utilities	Expenditure			13	1
		24-01312	6	ff	103.93	01-454-003-360 Utilities	Expenditure			14	1
		24-01312	7	hp	169.09	01-454-002-360 Utilities	Expenditure			15	1
					1,200.08						
	10/21/24	ARDEXLAB ARDEX LABS							3305		
		24-01313	1	wax pad/acid wire wheel/polish	104.18	01-438-000-200 Supplies	Expenditure			16	1
	10/21/24	ASSOC010 ASSOCIATED TRUCK PARTS - WC							3305		
		24-01315	1	tail lamp/metric pigtail	65.49	01-438-000-200 Supplies	Expenditure			18	1
	10/21/24	ATTMOBIL AT&T MOBILITY							3305		
		24-01398	1	admin	68.46	01-400-000-320 Telephone	Expenditure			154	1
		24-01398	2	codes	68.46	01-413-000-320 Telephone	Expenditure			155	1
		24-01398	3	pw	124.94	01-438-000-320 Telephone	Expenditure			156	1
		24-01398	4	pw ipad	32.82	01-438-000-322 Ipad Expense	Expenditure			157	1
		24-01398	5	pd	484.64	01-410-000-320 Telephone	Expenditure			158	1
					779.32						
	10/21/24	BINAVITH BINA VITHLANI							3305		
		24-01314	1	custom cookies for 11/30	650.00	01-454-001-201 Park & Rec Special Events	Expenditure			17	1

Check #	Check Date	Vendor				Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
55[illegible]	10/21/24	BRANDWIN BRANDYWINE CONSERVANCY					3305	
24-01399	1	uut comp plan update 663.00.00	2,026.46	01-414-001-365 Comp Plan Update	Expenditure		159	1
24-01399	2	uut comp plan update 663.00.90	5,006.25	01-414-001-365 Comp Plan Update	Expenditure		160	1
24-01399	3	village concept plan 663.00.87	1,035.00	01-414-002-367 General Planning	Expenditure		161	1
24-01399	4	plan reviews 663-00-01	60.00	01-414-002-367 General Planning	Expenditure		162	1
24-01399	5	village concept plan 663.00.87	21.06	01-414-002-367 General Planning	Expenditure		163	1
24-01399	6	uut comp plan update 663.00.88	2,423.37	01-414-001-365 Comp Plan Update	Expenditure		164	1
24-01399	7	uut comp plan review 663.00.00	120.00	01-414-002-367 General Planning	Expenditure		165	1
24-01399	8	village concept plan 663.00.87	315.00	01-414-002-367 General Planning	Expenditure		166	1
24-01399	9	uut comp plan update 663.00.00	2,992.96	01-414-001-365 Comp Plan Update	Expenditure		167	1
			14,000.10					
55[illegible]	10/21/24	BUCKL010 BUCKLEY, BRION, MCGUIRE, MORRI					3305	
24-01359	1	twp-september monthly services	3,832.50	01-404-000-311 Non Reimbursable Legal	Expenditure		107	1
55[illegible]	10/21/24	CEDAR010 CEDAR HOLLOW RECYCLING					3305	
24-01319	1	oversized wire	315.90	01-438-000-245 Highway Supplies	Expenditure		19	1
55[illegible]	10/21/24	CHARLHIG CHARLES A HIGGINS & SONS					3305	
24-01400	1	rt 100/graphite - install sign	874.00	01-434-000-450 Contracted Services	Expenditure		168	1
24-01400	2	rt 100/ticond -lights flashing	1,330.50	01-434-000-450 Contracted Services	Expenditure		169	1
			2,204.50					
55[illegible]	10/21/24	COLLIFL COLLIFLOWER, INC					3305	
24-01320	1	hose assembly	103.11	01-438-000-200 Supplies	Expenditure		20	1
55[illegible]	10/21/24	COLON010 COLONIAL ELECTRIC SUPPLY CO.					3305	
24-01360	1	larkins-led flood light	183.76	01-454-004-250 Maintenance & Repairs	Expenditure		108	1
55[illegible]	10/21/24	COMCA010 COMCAST					3305	
24-01321	1	hp	324.32	01-454-002-450 Contracted Services	Expenditure		21	1
24-01321	2	pw	313.39	01-409-001-450 Contracted Services	Expenditure		22	1
24-01321	3	twp	675.54	01-409-003-450 Contracted Services	Expenditure		23	1

Check #	Check Date	Vendor					Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract		Ref Seq	Acct
COMCAST		Continued							
24-01321	4	upland	408.24	01-454-005-450 Contracted Services	Expenditure			24	1
			1,721.49						
10/21/24		CRYST010 CRYSTAL SPRINGS						3305	
24-01376	1	pw-kitchen supplies	69.33	01-409-001-200 Township properties - supplies	Expenditure			131	1
10/21/24		CUMMWAGN CUMMINS-WAGNER CO, INC						3305	
24-01322	1	pressure transducer/labor	1,700.80	01-409-001-450 Contracted Services	Expenditure			25	1
10/21/24		DELAW030 DELAWARE VALLEY HEALTH TRUST						3305	
24-01323	1	admin	4,940.04	01-401-000-156 Employee Benefit Expens	Expenditure			26	1
24-01323	2	pd	34,671.66	01-410-000-156 Employee Benefit Expense	Expenditure			27	1
24-01323	3	codes	3,806.89	01-413-000-156 Employee Benefit Expens	Expenditure			28	1
24-01323	4	public works	15,057.82	01-438-000-156 Employee Benefit Expense	Expenditure			29	1
24-01323	5	facilities	2,314.52	01-438-001-156 Employee Benefit Expense	Expenditure			30	1
			60,790.93						
10/21/24		DELTRUST DELAWARE VALLEY PROP&LIA TRST						3305	
24-01325	1	q4-twp bldg	9,559.06	01-409-003-351 Insurance Property	Expenditure			37	1
24-01325	2	q4-520 milford	1,365.58	01-409-004-351 Insurance - property	Expenditure			38	1
24-01325	3	q4-hp	2,731.16	01-454-002-351 Insurance-Property	Expenditure			39	1
24-01325	4	q4-upland	2,731.16	01-454-005-351 Insurance - Building	Expenditure			40	1
24-01325	5	q4-pw bldg	8,193.48	01-409-001-351 Insurance-Property	Expenditure			41	1
24-01325	6	q4-ff	2,731.16	01-454-003-351 Insurance Property	Expenditure			42	1
24-01325	7	q4-general gov't	5,349.20	01-400-000-352 Insurance-Liability	Expenditure			43	1
24-01325	8	q4-exec	63.62	01-401-000-352 Insurance - Liability	Expenditure			44	1
24-01325	9	q4-pd	3,385.50	01-410-000-352 Insurance - Liability	Expenditure			45	1
24-01325	10	q4-codes	63.63	01-413-000-352 Insurance - Liability	Expenditure			46	1
24-01325	11	q4-pw	364.00	01-438-000-352 Insurance - Liability	Expenditure			47	1
24-01325	12	q4-facilities	364.00	01-438-001-352 Insurance - Liability	Expenditure			48	1
24-01325	13	q4-exec	113.80	01-401-000-353 Insurance - Vehicle	Expenditure			49	1

Check #	Check Date	Vendor	PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void	Ref Num	Seq	Acct
1		DELAWARE VALLEY PROP&LIA TRST Continued										
			24-01325	14	q4-pd	402.00	01-410-000-353 Insurance - Vehicles	Expenditure		50		1
			24-01325	15	q4-codes	113.80	01-413-000-353 Insurance - Vehicle	Expenditure		51		1
			24-01325	16	q4-pw	455.20	01-438-000-353 Vehicle Insurance	Expenditure		52		1
			24-01325	17	q4-facilities	455.20	01-438-001-353 Vehicle Insurance	Expenditure		53		1
						38,441.55						
5511	10/21/24	DOWNTDEZ LINDA JACOBS DOWNTOWN DEZIGN								3305		
			24-01339	1	2024 fall newsletter & insert	1,220.00	01-400-000-342 Printing	Expenditure		71		1
5512	10/21/24	DVWCT DELAWARE VALLEY WORKERS COMP								3305		
			24-01324	1	q4 - admin	188.18	01-401-000-354 Insurance-Workers Comp	Expenditure		31		1
			24-01324	2	q4 - pd	11,855.81	01-410-000-354 Insurance - Workers Com	Expenditure		32		1
			24-01324	3	q4 - codes	188.19	01-413-000-354 Insurance - Workers Comp	Expenditure		33		1
			24-01324	4	q4 - pw	3,387.38	01-438-000-354 Insurance Workers Com	Expenditure		34		1
			24-01324	5	q4 - facilities	2,258.25	01-438-001-354 Insurance - Workers Comp - Facilities	Expenditure		35		1
			24-01324	6	q4 - parks	940.94	01-454-001-354 Insurance - Workers Com	Expenditure		36		1
			24-01373	1	admin	123.38	01-401-000-354 Insurance-Workers Comp	Expenditure		124		1
			24-01373	2	pd	7,772.94	01-410-000-354 Insurance - Workers Com	Expenditure		125		1
			24-01373	3	codes	123.38	01-413-000-354 Insurance - Workers Comp	Expenditure		126		1
			24-01373	4	pw	2,220.84	01-438-000-354 Insurance Workers Com	Expenditure		127		1
			24-01373	5	pw	1,480.56	01-438-001-354 Insurance - Workers Comp - Facilities	Expenditure		128		1
			24-01373	6	parks	616.90	01-454-001-354 Insurance - Workers Com	Expenditure		129		1
						31,156.75						
5513	10/21/24	DZMAUTO DZM AUTOMOTIVE								3305		
			24-01326	1	tire balance #3201	103.00	01-410-000-235 Vehicle Maintenance	Expenditure		54		1
5514	10/21/24	EAGLE130 EAGLE TERMITE & PEST CONTROL								3305		
			24-01390	1	upland-qtrly services	95.00	01-454-005-450 Contracted Services	Expenditure		138		1
5515	10/21/24	EAGLEPOW EAGLE POWER TURF AND TRACTOR								3305		
			24-01327	1	misc mower parts	91.25	01-438-001-235 Vehicle Maintenance - Facilities	Expenditure		55		1

Check #	Check Date	Vendor	PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void	Ref Num	Contract	Ref Seq	Acct
55???	10/21/24	EAGLHARD EAGLE HARDWARE								3305			
			24-01393	1	chalk refill	2.79	01-438-000-200 Supplies	Expenditure			139	1	
			24-01393	2	flashlight	19.99	01-413-000-200 Supplies	Expenditure			140	1	
			24-01393	3	switch locks	5.58	01-438-001-200 Supplies - Facilities	Expenditure			141	1	
			24-01393	4	mouse traps	6.99	01-409-003-200 Supplies	Expenditure			142	1	
			24-01393	5	hardware	8.50	01-438-000-200 Supplies	Expenditure			143	1	
			24-01393	6	2ltr hand sprayer	15.99	01-438-001-200 Supplies - Facilities	Expenditure			144	1	
			24-01393	7	toggle bolt/hardware	2.37	01-454-003-200 Supplies	Expenditure			145	1	
			24-01393	8	4" dmv mpt plug	14.98	01-438-000-200 Supplies	Expenditure			146	1	
			24-01393	9	hardware	8.88	01-410-000-200 Supplies	Expenditure			147	1	
						86.07							
55??	10/21/24	EAGPWASH EAGLE POWER WASH SERVICES,LLC								3305			
			24-01361	1	pressure wash pocket park	3,750.00	01-409-003-250 Maintenance & Repairs	Expenditure			109	1	
55??	10/21/24	EASTB020 EAST BRANDYWINE FIREMEN'S RELI								3305			
			24-01431	1	2024 fire relief contribution	5,517.37	01-411-002-530 Contributions-Fire Relief	Expenditure			182	1	
! 55??	10/21/24	ENNISPNT ENNIS-FLINT, INC.								3305			
			24-01367	1	16"& 4" white line paint	4,822.89	01-438-000-245 Highway Supplies	Expenditure			115	1	
55??	10/21/24	ESRI ESRI								3305			
			24-01362	1	arcGis license renewal 2024-25	538.00	01-407-000-220 Software	Expenditure			110	1	
55??	10/21/24	FLEXIBEN FLEXIBLE BENEFIT ADMINISTRATOR								3305			
			24-01328	1	pd-august services	56.00	01-410-000-450 Contracted Services	Expenditure			56	1	
55??	10/21/24	GENESIS GENESIS GREEN SUPPLY								3305			
			24-01329	1	ff-kbg blend	1,710.00	01-454-003-450 Contracted Services	Expenditure			57	1	
55??	10/21/24	GILMO020 GILMORE & ASSOCIATES, INC								3305			
			24-01389	1	ms4 permit	4,862.50	01-408-000-368 MS4 Expenses	Expenditure			133	1	
			24-01389	2	wertz farm-prj 2312021	167.50	01-408-000-313 Non Reimbursable	Expenditure			134	1	
			24-01389	3	monthly services ending 9/29	1,903.85	01-408-000-367 General Planning	Expenditure			135	1	

Check #	Check Date	Vendor	PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void	Ref Num	Contract	Ref Seq	Acct
		GILMORE & ASSOCIATES, INC Continued											
			24-01389	4	struble trail prj 1311046t	155.00	01-408-000-310 Reimbursable Engineer	Expenditure				136	1
			24-01389	5	iss - 720 penna ave-030987t7	193.75	01-408-000-310 Reimbursable Engineer	Expenditure				137	1
						7,282.60							
	10/21/24	GLENM020 GLENMOORE FIREMEN'S RELIEF FUN								3305			
			24-01432	1	2024 fire relief contribution	1,177.12	01-411-002-530 Contributions-Fire Relief	Expenditure				183	1
	10/21/24	GLSAYRE G. L. SAYRE								3305			
			24-01330	1	pump washer bottle	26.38	01-438-000-200 Supplies	Expenditure				58	1
			24-01330	2	puraguard cartridge	684.96	01-438-000-200 Supplies	Expenditure				59	1
						711.34							
	10/21/24	HELPNOW HELP-NOW,LLC								3305			
			24-01332	1	site wiring, tested and labled	600.00	01-407-000-450 Contracted Services	Expenditure				60	1
			24-01332	2	twp-service tickets	1,643.75	01-407-000-450 Contracted Services	Expenditure				61	1
			24-01332	3	twp-monthly guardian service	3,782.63	01-407-000-450 Contracted Services	Expenditure				62	1
						6,026.38							
	10/21/24	HIGHW010 HIGHWAY MATERIALS, INC.								3305			
			24-01333	1	park rd/lt conestoga	268.88	01-438-000-245 Highway Supplies	Expenditure				63	1
			24-01333	2	trail/twp bldg	553.71	01-438-000-245 Highway Supplies	Expenditure				64	1
						822.59							
	10/21/24	ICMA0010 ICMA								3305			
			24-01404	1	2025 dues - tony	1,130.00	01-401-000-420 Dues/Subscriptions/Mem	Expenditure				178	1
	10/21/24	INDEPGRA INDEPENDENT GRAPHICS								3305			
			24-01363	1	printing of fall newsletter	2,686.00	01-400-000-342 Printing	Expenditure				111	1
	10/21/24	IRONM010 IRON MOUNTAIN								3305			
			24-01364	1	storage period 10/04-12/31/24	862.62	01-401-000-450 Contracted Services	Expenditure				112	1
	10/21/24	JOHNEBLA JOHN EBLACKER								3305			
			24-01335	1	meeting supplies reimbursement	36.01	01-459-000-200 Supplies	Expenditure				65	1
	10/21/24	JUSTSMIT JUSTIN SMITH								3305			
			24-01336	1	refund cu app fee-batch #22154	869.00	01-495-000-000 Expense Reclass	Expenditure				66	1

Check #	Check Date	Vendor				Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
10/21/24	KEENC010	KEEN COMPRESSED GAS COMPANY					3305	
24-01337	1	regulator/o2, co2, acetylene	720.59	01-438-000-200 Supplies	Expenditure		67	1
24-01337	3	cylinder rental	52.20	01-438-000-200 Supplies	Expenditure		68	1
			772.79					
10/21/24	KENCOR	KENCOR, LLC					3305	
24-01365	1	twp-qtrly elevator maintenance	392.46	01-409-003-450 Contracted Services	Expenditure		113	1
10/21/24	LEVEN010	LEVENGOOD SEPTIC SERVICE					3305	
24-01338	1	hp-pumped holding tank	346.50	01-454-002-450 Contracted Services	Expenditure		69	1
24-01338	2	hp-pumped holding tank	301.50	01-454-002-450 Contracted Services	Expenditure		70	1
			648.00					
10/21/24	LIONV020	LIONVILLE FIREMEN'S RELIEF FUN					3305	
24-01429	1	2024 fire relief contribution	53,037.03	01-411-002-530 Contributions-Fire Relief	Expenditure		180	1
10/21/24	LUDWI040	LUDWIG'S CORNER FIREMEN RELIEF					3305	
24-01430	1	2024 fire relief contribution	57,701.71	01-411-002-530 Contributions-Fire Relief	Expenditure		181	1
10/21/24	LUDWI060	LUDWIG'S CORNER SUPPLY CO.					3305	
24-01340	1	propane tank refill/torch kit	152.99	01-438-000-200 Supplies	Expenditure		72	1
24-01340	2	fender washer	11.75	01-438-000-200 Supplies	Expenditure		73	1
24-01340	3	tape measurers (3)	89.97	01-438-000-200 Supplies	Expenditure		74	1
			254.71					
10/21/24	MCMAH010	BOWMAN CONSULTING GROUP, LTD					3305	
24-01358	1	village gateways/mobility plan	110.00	01-408-000-313 Non Reimbursable	Expenditure		102	1
24-01358	2	twp - sept monthly services	1,261.25	01-408-000-313 Non Reimbursable	Expenditure		103	1
24-01358	3	comp plan update 313914-01-001	165.00	01-414-001-365 Comp Plan Update	Expenditure		104	1
24-01358	4	traffic signal 310018-01-001	990.00	01-408-000-311 Traffic Engineering	Expenditure		105	1
24-01358	5	rt 100 ped tasa design	12,901.30	01-408-000-313 Non Reimbursable	Expenditure		106	1
			15,427.55					
10/21/24	METRO020	METROPOLITAN COMMUNICATIONS					3305	
24-01343	1	diagnostics pa system	363.00	01-410-000-327 Radio Equipment M & R	Expenditure		75	1
24-01343	2	diagnostics mic speaker	321.95	01-410-000-327 Radio Equipment M & R	Expenditure		76	1

Check #	Check Date	Vendor					Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract		Ref Seq	Acct
		METROPOLITAN COMMUNICATIONS Continued							
24-01343	3	diagnostics amp & phone line	242.00	01-410-000-327 Radio Equipment M & R	Expenditure			77	1
			926.95						
	10/21/24	MIDAT010 MID ATLANTIC CONNECTIONS, INC.						3305	
24-01366	1	larkins-replace spotlight	190.00	01-454-004-250 Maintenance & Repairs	Expenditure			114	1
	10/21/24	MONTE010 MONTESANO BROS.						3305	
24-01344	1	jr police academy	1,560.00	01-410-000-340 Public Relations	Expenditure			78	1
	10/21/24	NAPA0010 NAPA AUTO PARTS						3305	
24-01345	1	brushes	15.50	01-438-000-200 Supplies	Expenditure			79	1
24-01345	2	core depot refund (2)	27.00-	01-438-000-235 Vehicle Maintenance	Expenditure			80	1
24-01345	3	balance beads - T8	84.78	01-438-000-235 Vehicle Maintenance	Expenditure			81	1
24-01345	4	batteries (2) wheel loader	358.82	01-438-000-235 Vehicle Maintenance	Expenditure			82	1
24-01345	5	turn signal harness/grote lite	68.46	01-438-000-200 Supplies	Expenditure			83	1
24-01345	6	mudflaps	117.66	01-438-000-200 Supplies	Expenditure			84	1
24-01345	7	battery unit 3206	236.57	01-410-000-235 Vehicle Maintenance	Expenditure			85	1
24-01345	8	codes-oil filters (8)	66.80	01-413-000-235 Vehicle Maintenance	Expenditure			86	1
			921.59						
	10/21/24	NEWHO010 NEW HOLLAND AUTO GROUP						3305	
24-01347	1	returned parts - #3205	98.62-	01-410-000-235 Vehicle Maintenance	Expenditure			87	1
24-01347	2	arm/motor/blade - #3025	195.95	01-410-000-235 Vehicle Maintenance	Expenditure			88	1
24-01347	3	air bag - #3208	877.50	01-410-000-235 Vehicle Maintenance	Expenditure			89	1
24-01347	4	hego/exhaust sensors - #3202	313.22	01-410-000-235 Vehicle Maintenance	Expenditure			90	1
			1,288.05						
	10/21/24	NOVUS NOVUS MAINTENANCE, LLC						3305	
24-01397	1	twp	1,400.00	01-409-003-450 Contracted Services	Expenditure			151	1
24-01397	2	upland	740.00	01-454-005-450 Contracted Services	Expenditure			152	1
24-01397	3	pw	320.00	01-409-001-450 Contracted Services	Expenditure			153	1
			2,460.00						

Check #	Check Date	Vendor				Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
95567	10/21/24	PECO0010 PECO					3305	
24-01401	1	520 milford rd-pump hse	98.82	01-409-004-360 Utilities	Expenditure		170	1
24-01401	2	341 fellowship rd - sports ltg	1,534.46	01-454-003-360 Utilities	Expenditure		171	1
24-01401	3	301 pottstown-upland barn	380.00	01-454-005-360 Utilities	Expenditure		172	1
24-01401	4	140 pottstown-street lights	457.29	01-409-003-360 Utilities	Expenditure		173	1
24-01401	5	140 pottstown-traffic lights	42.24	01-409-003-360 Utilities	Expenditure		174	1
24-01401	6	132 oscar way-pw bldg	500.01	01-409-001-360 Utilities	Expenditure		175	1
24-01401	7	351 park rd-hickory park	56.01	01-454-002-360 Utilities	Expenditure		176	1
24-01401	8	140 pottstown-twp bldg	832.80	01-409-003-360 Utilities	Expenditure		177	1
			3,901.63					
95568	10/21/24	RADSOLUT RAD SOLUTIONS					3305	
24-01349	1	window tint - #3217	250.00	01-410-000-235 Vehicle Maintenance	Expenditure		91	1
95569	10/21/24	RGILLMER ROBERT K GILLMER LLC					3305	
24-01350	1	eldt training - craig	674.95	01-438-000-316 Training/Seminar	Expenditure		92	1
95570	10/21/24	SEMPERON SEMPERON					3305	
24-01351	1	twp	1,051.80	01-409-003-320 Telephone	Expenditure		93	1
24-01351	2	pw	105.02	01-409-001-320 Telephone	Expenditure		94	1
			1,156.82					
95571	10/21/24	SIGNALCO SIGNAL CONTROL PRODUCTS, LLC					3305	
24-01394	1	graphite/station fuse-repair	300.00	01-434-000-450 Contracted Services	Expenditure		148	1
95572	10/21/24	SKYSHOOT SKYSHOOTER DISPLAYS BY ZY PYRO					3305	
24-01377	1	balance for tree lighting	4,600.00	01-454-001-201 Park & Rec Special Events	Expenditure		132	1
95573	10/21/24	SNAPON01 SNAP-ON TOOLS					3305	
24-01352	1	21pc bit set	385.00	01-438-000-260 Small Tools & Equipment	Expenditure		95	1
24-01352	2	16pc chisel/1/2" ratchet dvr	379.00	01-438-000-260 Small Tools & Equipment	Expenditure		96	1
			764.00					
95574	10/21/24	SUSMCKEN SUSAN and PAUL MCKENNA					3305	
24-01353	1	tree lighting event	350.00	01-454-001-201 Park & Rec Special Events	Expenditure		97	1

Check #	Check Date	Vendor				Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
	10/21/24	SWEETWAT SWEETWATER NATURAL PRODUCTS LL					3305	
24-01354	1	ff-topsoil/compost mix - 8yds	256.00	01-454-003-250 Maintenance & Repairs	Expenditure		98	1
	10/21/24	TONYSCHE TONY SCHEIVERT					3305	
24-01355	1	telephone reimbursement	100.00	01-400-000-320 Telephone	Expenditure		99	1
24-01355	2	gasoline reimbursement	10.02	01-401-000-317 Parking/Travel	Expenditure		100	1
24-01355	3	icma conference reimbursement	37.31	01-401-000-317 Parking/Travel	Expenditure		101	1
			147.33					
	10/21/24	TREASCC1 TREASURER COUNTY OF CHESTER					3305	
24-01368	1	25 steps to leadership - david	100.00	01-410-000-316 Training/Seminar	Expenditure		116	1
24-01368	2	pist shooting - cara/lyndsay	200.00	01-410-000-316 Training/Seminar	Expenditure		117	1
			300.00					
	10/21/24	ULINE ULINE					3305	
24-01369	1	dog waste bags 2000 ct (6)	504.00	01-454-001-200 Supplies	Expenditure		118	1
24-01369	2	misc items	1,181.50	01-438-000-200 Supplies	Expenditure		119	1
			1,685.50					
	10/21/24	UPPER065 UPPER UWCHLAN MUNICIPAL AUTHOR					3305	
24-01427	1	sewer bill - qtr 3 2024	104.40	01-409-003-360 Utilities	Expenditure		179	1
	10/21/24	VERIZ010 VERIZON					3305	
24-01396	1	pw	155.29	01-409-001-320 Telephone	Expenditure		149	1
24-01396	2	milford	303.07	01-409-004-320 Telephone	Expenditure		150	1
			458.36					
	10/21/24	VERIZFIO VERIZON					3305	
24-01370	1	ff	124.99	01-454-003-320 Telephone	Expenditure		120	1
	10/21/24	VERIZOSP VERIZON - SPECIAL PROJECTS					3305	
24-01371	1	september services	217.14	01-434-000-450 Contracted Services	Expenditure		121	1
24-01371	3	october services	217.14	01-434-000-450 Contracted Services	Expenditure		122	1
			434.28					
	10/21/24	WALLA010 WALLACE TOWNSHIP					3305	
24-01372	1	2024 tax agreement	4,691.76	01-400-000-464 Wallace Twp. Tax Agreement	Expenditure		123	1

Check #	Check Date	Vendor				Reconciled/Void	Ref Num	
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
	10/21/24	WITME010 WITMER PUBLIC SAFETY GROUP,INC					3305	
24-01374	1	range training equipment	144.95	01-410-000-316 Training/Seminar	Expenditure		130	1
	10/21/24	UPPER030 UPPER UWCHLAN POLICE ASSOCIATO					3311	
24-01433	1	2024 Q2 & Q3 Dues	7,800.00	01-218-000-000 Police Association Dues (PAD)	Expenditure		1	1
	10/21/24	BOROPOTT BOROUGH OF POTTSTOWN					3312	
24-01435	1	holding cell fee 9/9/24	100.00	01-410-000-450 Contracted Services	Expenditure		1	1
	10/21/24	CORTESEC CARA CORTESE					3312	
24-01436	1	fall 2024 class reimbursement	2,104.00	01-410-000-174 Tuition Reimbursment	Expenditure		2	1
	10/21/24	INFLDRON INFLUENTIAL DRONES					3312	
24-01437	1	[illegible]	3,489.87	01-495-000-000 Expense Reclass	Expenditure		3	1
	10/21/24	JONESSTE STEVEN R. JONES					3312	
24-01440	1	psp seminar reimbursement	482.75	01-410-000-316 Training/Seminar	Expenditure		6	1
	10/21/24	MONTE010 MONTESANO BROS.					3312	
24-01438	1	meeting 10/01	630.00	01-410-000-316 Training/Seminar	Expenditure		4	1
	10/21/24	PETERDRI PETER DRINKWATER					3312	
24-01439	1	pd - chaplain shirt reimburse	28.98	01-410-000-238 Clothing/Uniforms	Expenditure		5	1
	10/21/24	SMALE010 MBR2 GRAPHIC SERVICES					3312	
24-01441	1	business cards - kyle/brian	287.50	01-410-000-200 Supplies	Expenditure		7	1
	10/21/24	THOMREUT THOMSON REUTERS-WEST PAYMENT					3312	
24-01442	1	online/software subscription	158.83	01-410-000-450 Contracted Services	Expenditure		8	1
	10/21/24	TRAISR TRAISR, LLC					3312	
24-01443	1	september services	2,699.25	01-407-000-220 Software	Expenditure		9	1
	10/21/24	TREASCC1 TREASURER COUNTY OF CHESTER					3312	
24-01444	1	50 yard range use 9/13 & 9/27	640.00	01-410-000-316 Training/Seminar	Expenditure		10	1
	10/21/24	UWCHL010 UWCHLAN AMBULANCE CORPS					3312	
24-01445	1	transport service 10/05/24	175.00	01-410-000-450 Contracted Services	Expenditure		11	1

Check #	Check Date	Vendor					Reconciled/Void	Ref Num
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
55597	10/21/24	WCPDASSO WESTCHESTER POLICE ASSOCIATION						3312
24-01446	1	crash reconstruction class	225.00	01-410-000-316 Training/Seminar	Expenditure		12	1
55598	10/21/24	YCG01 YCG, INC						3312
24-01447	1	robic stopwatch	75.95	01-410-000-450 Contracted Services	Expenditure		13	1

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	91	0	404,247.12	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	91	0	404,247.12	0.00

Range of Checking Accts: GENERAL EFTS to GENERAL EFTS Range of Check Ids:
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor	Amount Paid	Reconciled/Void	Ref Num
	10/01/24	STANDINS STANDARD INSURANCE COMPANY	3,712.80		3294
	10/18/24	LOWES020 LOWES BUSINESS ACCOUNT	181.92		3300
	10/07/24	WEXBANK WEX BANK	8,590.25		3303
	10/23/24	AQUAP010 AQUA PA	7,063.39		3304

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	4	0	19,548.36	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	4	0	19,548.36	0.00

Range of Checking Accts: GENERAL EFTS to GENERAL EFTS Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor	PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void	Ref Num	Contract	Ref Seq	Acct
	10/01/24	STANDINS STANDARD INSURANCE COMPANY								3294			
			24-01303	1	admin	526.15	01-401-000-156 Employee Benefit Expens	Expenditure				1	1
				2	pd	2,074.81	01-410-000-156 Employee Benefit Expense	Expenditure				2	1
				3	codes	279.68	01-413-000-156 Employee Benefit Expens	Expenditure				3	1
				4	pw	681.87	01-438-000-156 Employee Benefit Expense	Expenditure				4	1
				5	facilities	150.29	01-438-001-156 Employee Benefit Expense	Expenditure				5	1
						3,712.80							
	10/18/24	LOWES020 LOWES BUSINESS ACCOUNT								3300			
			24-01380	1	paint/stain	26.52	01-438-000-200 Supplies	Expenditure				1	1
				2	flat/hex hardware	22.00	01-438-000-200 Supplies	Expenditure				2	1
				3	gloss black & paint rollers	57.44	01-438-000-200 Supplies	Expenditure				3	1
				4	10 pc drill bit set	75.96	01-438-000-200 Supplies	Expenditure				4	1
						181.92							
	10/07/24	WEXBANK WEX BANK								3303			
			24-01383	1	admin	210.36	01-401-000-230 Gasoline & Oil	Expenditure				1	1
				2	pd	4,958.38	01-410-000-230 Gasoline & Oil	Expenditure				2	1
				3	codes	280.36	01-413-000-230 Gasoline & Oil	Expenditure				3	1
			24-01383	4	pw	2,341.04	01-438-000-230 Gasoline & Oil	Expenditure				4	1
				5	facilities	676.73	01-438-001-230 Gasoline & Oil - Facilities	Expenditure				5	1
				6	ma gasoline	123.38	01-495-000-000 Expense Reclass	Expenditure				6	1
						8,590.25							
	10/23/24	AQUAP010 AQUA PA								3304			
			24-01384	1	31 hydrants	882.92	01-411-000-451 Hydrant expenses-Aqua	Expenditure				1	1
				2	217 hydrants	6,180.47	01-411-000-451 Hydrant expenses-Aqua	Expenditure				2	1
						7,063.39							

Range of Checking Accts: LIQUID FUELS to LIQUID FUELS Range of Check Ids:
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor	Amount Paid	Reconciled/Void	Ref Num
	10/21/24	GLASG010 GLASGOW, INC.	469,210.19		3306

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	1	0	469,210.19	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	1	0	469,210.19	0.00

Range of Checking Accts: LIQUID FUELS to LIQUID FUELS Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor					Reconciled/Void	Ref Num
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
	10/21/24	GLASG010 GLASGOW, INC.						3306
24-01331	1	2024 milling and paving	469,210.19	04-439-001-250 Resurfacing	Expenditure		1	1

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	1	0	469,210.19	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	1	0	469,210.19	0.00

Range of Checking Accts: SOLID WASTE to SOLID WASTE Range of Check Ids:
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor		Amount Paid	Reconciled/Void	Ref Num
	10/21/24	AJBLO010	A.J. BLOSENSKI	84,378.60		3307
	10/21/24	CAPJUNK	CAPTAIN JUNK	100.00		3307
	10/21/24	CCSWA010	CCSWA	30,614.16		3307
	10/21/24	MARSH020	MARSH CREEK SIGNS	375.00		3307
	10/21/24	TOTALREC	TOTAL RECYCLE	2,946.34		3307
	10/21/24	U-000002	CAMPBELL-DROZD MICHAEL & SHARO	315.00		3307

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	6	0	118,729.10	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	6	0	118,729.10	0.00

Range of Checking Accts: SOLID WASTE to SOLID WASTE Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check # / PO #	Check Date / Item	Vendor / Description	Amount Paid	Charge Account	Account Type	Reconciled/Void / Contract	Ref Num / Ref	Seq	Acct
	10/21/24	AJBLO010 A.J. BLOSENSKI					3307		
24-01357	1	sw - october recycling service	27,198.60	05-427-000-460 Contracted Services - Recycling	Expenditure		9	1	
	2	sw - october trash service	57,060.00	05-427-000-450 Contracted Services	Expenditure		10	1	
	3	sw - reverse entry from 9/16	120.00	05-427-000-700 Tipping Fees	Expenditure		11	1	
			84,378.60						
	10/21/24	CAPJUNK CAPTAIN JUNK					3307		
24-01317	1	disposal of refridgerator (1)	100.00	05-427-000-450 Contracted Services	Expenditure		1	1	
	10/21/24	CCSWA010 CCSWA					3307		
24-01318	1	sw 9/09-9/12	5,123.20	05-427-000-700 Tipping Fees	Expenditure		2	1	
	2	sw 09/16-9/17	6,304.65	05-427-000-700 Tipping Fees	Expenditure		3	1	
	3	sw 09/23-9/30	7,289.25	05-427-000-700 Tipping Fees	Expenditure		4	1	
	4	sw 10/01-10/7	3,357.30	05-427-000-700 Tipping Fees	Expenditure		5	1	
	5	sw 10/8-10/15	8,539.76	05-427-000-700 Tipping Fees	Expenditure		6	1	
			30,614.16						
	10/21/24	MARSH020 MARSH CREEK SIGNS					3307		
24-01342	1	100 mattress disposal decals	375.00	05-427-000-200 Supplies	Expenditure		7	1	
	10/21/24	TOTALREC TOTAL RECYCLE					3307		
24-01356	1	september services	2,946.34	05-427-000-725 Tipping Fees - Recycling	Expenditure		8	1	
	10/21/24	U-000002 CAMPBELL-DROZD MICHAEL & SHARO					3307		
24-01388	1	refund for trash overpayment	315.00	05-495-000-000 Expense Reclass	Expenditure		12	1	

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	6	0	118,729.10	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	6	0	118,729.10	0.00

Range of Checking Accts: STORM WATER MGT to STORM WATER MGT Range of Check Ids:
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor		Amount Paid	Reconciled/Void	Ref Num
	10/18/24	LOWES020	LOWES BUSINESS ACCOUNT	395.99		3302
	10/21/24	HIGHW010	HIGHWAY MATERIALS, INC.	1,259.81		3308
	10/21/24	MAINL010	MAIN LINE CONCRETE & SUPPLY IN	719.00		3308
	10/21/24	NEWENT	NEW ENTERPRISE STONE & LIME CO	3,622.72		3308
	10/21/24	SWEETWAT	SWEETWATER NATURAL PRODUCTS LL	108.00		3308
	10/21/24	USMUN020	U.S. MUNICIPAL	1,433.63		3308

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	6	0	7,539.15	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	6	0	7,539.15	0.00

Range of Checking Accts: STORM WATER MGT to STORM WATER MGT Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check # / Check Date / Vendor PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void Ref Num Contract	Ref	Seq	Acct
10/18/24		LOWES020 LOWES BUSINESS ACCOUNT					3302		
24-01382	1	2x10x12 fir	384.72	08-446-000-250 Maintenance & repair	Expenditure		1	1	
	2	aluminum trim	11.27	08-446-000-250 Maintenance & repair	Expenditure		2	1	
			395.99						
10/21/24		HIGHW010 HIGHWAY MATERIALS, INC.					3308		
24-01402	1	6.02 ton	370.33	08-446-000-250 Maintenance & repair	Expenditure		5	1	
	2	14.52 ton	889.48	08-446-000-250 Maintenance & repair	Expenditure		6	1	
			1,259.81						
10/21/24		MAINL010 MAIN LINE CONCRETE & SUPPLY IN					3308		
24-01341	1	claremont curb	719.00	08-446-000-250 Maintenance & repair	Expenditure		1	1	
10/21/24		NEWENT NEW ENTERPRISE STONE & LIME CO					3308		
24-01346	1	71.92 ton aashto #57 stone	1,762.05	08-446-000-250 Maintenance & repair	Expenditure		2	1	
	2	96.91 ton stone 2a	1,860.67	08-446-000-250 Maintenance & repair	Expenditure		3	1	
			3,622.72						
10/21/24		SWEETWAT SWEETWATER NATURAL PRODUCTS LL					3308		
24-01395	1	topsoil - 4 yds	108.00	08-446-000-250 Maintenance & repair	Expenditure		4	1	
10/21/24		USMUN020 U.S. MUNICIPAL					3308		
24-01403	1	71 in nom length flex hose	1,433.63	08-446-000-250 Maintenance & repair	Expenditure		7	1	

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	6	0	7,539.15	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	6	0	7,539.15	0.00

Range of Checking Accts: CAPITAL to CAPITAL Range of Check Ids: :
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor		Amount Paid	Reconciled/Void Ref Num
	10/21/24	NOLTSW	NOLT'S WELDING	164.68	3309
	10/21/24	YSM	YSM	5,600.48	3309

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	2	0	5,765.16	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	2	0	5,765.16	0.00

Range of Checking Accts: CAPITAL to CAPITAL Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor					Reconciled/Void	Ref Num
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
	10/21/24	NOLTSW NOLT'S WELDING						3309
24-01348	1	custom electronics cover-#3208	164.68	30-410-000-700 Capital Purchases - Police	Expenditure		1	1
	10/21/24	YSM YSM						3309
24-01375	1	hp project - 21 uut-02	5,600.48	30-454-001-600 Capital Construction - Hickory	Expenditure		2	1

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	2	0	5,765.16	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	2	0	5,765.16	0.00

Range of Checking Accts: DEV ESCROW to DEV ESCROW Range of Check Ids:
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor		Amount Paid	Reconciled/Void	Ref Num
	10/21/24	ARROC010	ARRO CONSULTING, INC.	2,662.99		3310
	10/21/24	BUCKL010	BUCKLEY, BRION, MCGUIRE, MORRI	1,050.00		3310
	10/21/24	CHRISFRA	CHRISTOPHER FRANTZ	1,305.00		3310
	10/21/24	GILMO020	GILMORE & ASSOCIATES, INC	9,026.93		3310
	10/21/24	MCMAH010	BOWMAN CONSULTING GROUP, LTD	4,242.50		3310

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	5	0	18,287.42	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	5	0	18,287.42	0.00

Range of Checking Accts: DEV ESCROW to DEV ESCROW Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check # / Check Date / Vendor / PO #	Item	Description	Amount Paid	Charge Account	Account Type	Reconciled/Void / Contract	Ref Num / Ref Seq	Acct
10/21/24 ARROC010 ARRO CONSULTING, INC.							3310	
24-01391	1	prosperity 5c 2b	1,165.30	248-046 Prosperity Byers 5C 2B	Project		14	1
	2	preserve - mckee	1,497.69	248-035 THE PRESERVE @ MARSH CREEK SEW	Project		15	1
			2,662.99					
10/21/24 BUCKL010 BUCKLEY, BRION, MCGUIRE, MORRI							3310	
24-01385	1	preserve - fetters	125.50	248-1-035 THE PRESERVE @ MARSH CREEK CON	Project		1	1
	2	prosperity 5c 2b	21.50	248-046 Prosperity Byers 5C 2B	Project		2	1
	3	greenridge	150.50	248-052 100 GREENRIDGE ROAD	Project		3	1
	4	rockhill - 500 pottstown pk	21.50	248-051 ROCKHILL REAL ESTATE ENTERPRIS	Project		4	1
	5	eagle animal - 211 byers	322.50	248-050 EAGLE ANIMAL HOSPITAL	Project		5	1
	6	planebrook - 241 park rd	279.50	248-054 241 PARK ROAD	Project		6	1
	7	senn trust - 480 pottstown pk	43.00	248-056 OSCAR SENN IRREVOCABLE TRUST	Project		7	1
	9	rockhill - 500 pottstown pk	86.00	248-051 ROCKHILL REAL ESTATE ENTERPRIS	Project		8	1
			1,050.00					
10/21/24 CHRISFRA CHRISTOPHER FRANTZ							3310	
24-01386	1	preserve @ marsh creek-fetters	1,305.00	248-1-035 THE PRESERVE @ MARSH CREEK CON	Project		9	1
10/21/24 GILMO020 GILMORE & ASSOCIATES, INC							3310	
24-01392	1	preserve	292.50	248-1-035 THE PRESERVE @ MARSH CREEK CON	Project		16	1
	2	vantage 6c	42.60	248-017 Vantage Point at Chester Spr	Project		17	1
	3	enclave 5c 2a	127.80	248-1-038 ENCLAVE at CHESTER SPRINGS sit	Project		18	1
	4	eagleview lot 1a	193.75	248-049 EAGLEVIEW LOT 1A	Project		19	1
	5	eagleview lot 1c	77.50	248-025 Eagleview Lot 1C	Project		20	1
	6	preserve phase II toll	1,262.35	248-1-035 THE PRESERVE @ MARSH CREEK CON	Project		21	1
	7	preserve phase III toll	1,293.20	248-3-035 PMC CONSTRUCTION PHASE III	Project		22	1
	8	preserve	929.35	248-1-035 THE PRESERVE @ MARSH CREEK CON	Project		23	1
	9	eagle animal hospital	387.24	248-050 EAGLE ANIMAL HOSPITAL	Project		24	1

Check # / PO #	Check Date / Item	Vendor / Description	Amount Paid	Charge Account	Account Type	Reconciled/Void Ref Num Contract	Ref Seq	Acct
GILMORE & ASSOCIATES, INC Continued								
	10	planebrook / 241 park rd	2,334.85	248-054 241 PARK ROAD	Project		25	1
	11	senn / 480 pottstown pk	497.99	248-056 OSCAR SENN IRREVOCABLE TRUST	Project		26	1
	12	prosperity 5c 2b	1,587.80	248-046 Prosperity Byers 5C 2B	Project		27	1
			9,026.93					
10/21/24		MCMAH010 BOWMAN CONSULTING GROUP, LTD						3310
24-01387	1	enclave 5c 2a	825.00	248-1-038 ENCLAVE at CHESTER SPRINGS sit	Project		10	1
	2	eagleview lot 1a	1,312.50	248-049 EAGLEVIEW LOT 1A	Project		11	1
	3	senn - 480 pottstown pike	880.00	248-056 OSCAR SENN IRREVOCABLE TRUST	Project		12	1
	4	planebrook - 241 park road	1,225.00	248-054 241 PARK ROAD	Project		13	1
			4,242.50					

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	5	0	18,287.42	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	5	0	18,287.42	0.00

Range of Checking Accts: PAYROLL EFTS to PAYROLL EFTS Range of Check Ids:
Report Type: All Checks Report Format: Super Condensed Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor	Amount Paid	Reconciled/Void	Ref Num
	10/15/24	AFLAC010 AFLAC	978.51		3299

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	1	0	978.51	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	1	0	978.51	0.00

Range of Checking Accts: PAYROLL EFTS to PAYROLL EFTS Range of Check Ids:
Report Type: All Checks Report Format: Detail Check Type: Computer: Y Manual: Y Dir Deposit: Y

Check #	Check Date	Vendor					Reconciled/Void	Ref Num
PO #	Item	Description	Amount Paid	Charge Account	Account Type	Contract	Ref Seq	Acct
	10/15/24	AFLAC010 AFLAC						3299
24-01379	1	payroll benefit deduction	978.51	01-221-000-000 Benefit Deduction- Aflac (AFL)	Expenditure		1	1

Report Totals	Paid	Void	Amount Paid	Amount Void
Checks:	1	0	978.51	0.00
Direct Deposit:	0	0	0.00	0.00
Total:	1	0	978.51	0.00

UPPER UWCHLAN TOWNSHIP

MEMORANDUM

TO: BOARD OF SUPERVISORS

FROM: Jill Bukata, Township Treasurer

RE: Status Update

DATE: October 21, 2024

Finance has worked on the following items during the month

- Received and processed 563 trash and 900 sewer payments (9/12/2024 to 10/16/2024)
- Continued working on the 2025 Budget

Highlights of the September, 2024 financial statements

- The balance sheet remains strong with cash of over **$12.8 million** - of that amount **approximately $5.4** million is not available for the routine operations of the Township as it is reserved for specific purposes, ie. Liquid Fuels and Act 209 for highways, Turf Field for replacement of the Turf Field, Capital Projects for capital improvements etc.

- Combined revenue and expense status (General Fund & Solid Waste Fund):

o Percentage through the year		75%
o YTD revenues	$ 8,377,397	88.7%
o YTD expenses	$ 6,888,349	72.1%
o YTD net income	$ 1,489,048	(before transfers)
o YTD transfers out	$ (622,329)	
o **YTD net income (after transfers)**	**$ 866,718**	
o Budgeted 2024 net income/(loss)	$ (112,767)	(before transfers)
o Budgeted 2024 net income (after)	$ (562,767)	(after transfers)

- YTD EIT revenues as of September 30 are $35,000 less than at the end of September, 2023. As of October 17, EIT revenues received are 86.3% of the 2024 Budget. We expect to slightly exceed the Budget for 2024.

Upper Uwchlan Township
Treasurer's Report

Cash Balances
As of September 30, 2024

General Fund		
Meridian Bank	$ 5,443,361	
Meridian Bank - Payroll	54,197	
Meridian Bank - ARPA Funds	423,129	
Meridian Bank MMA - restricted	40,131	
Meridian Bank-restricted-Meadow Creek	8,160	
First Resource Bank	217,685	
Fulton Bank	(318)	
First Resource Bank - Turf Field	288,780	
Petty cash	300	
Total General Fund	6,475,425	
Certificate of Deposit - 1/2/2026 (First Resource)	280,570	
Certificate of Deposit - Fulton	266,452	
Certificate of Deposit - ARPA	264,625	
Certificate of Deposit - Meadow Creek	1,068,116	
	1,879,763	
Total General Fund		$ 8,355,188
Solid Waste Fund		
Meridian Bank - Solid Waste	223,709	
First Resource Bank	720,257	
Fulton Bank - Solid Waste	-	
Total Solid Waste Funds	943,966	
Total Solid Waste Fund		943,966
Liquid Fuels Fund		
First Resource Bank/Fulton	1,043,934	
Certificate of Deposit -	534,810	
	1,578,744	
Total Liquid Fuels Fund		1,578,744
Capital Projects Fund		
First Resource Bank	75,477	
PSDLAF	5,110	
Fulton Bank - 2019 Bond Proceeds, ICS Sweep	-	
	80,587	
Total Capital Projects Fund		80,587
Act 209 Impact Fund		
First Resource Bank	56,402	
Certificate of Deposit - First Resource	1,067,935	
	1,124,337	
Total Act 209 Impact Fund		1,124,337
Water Resource Protection Fund		
First Resource/Fulton	655,550	
	655,550	
Total Water Resource Protection Fund		655,550
Sewer Fund		
PSDLAF	84	
First Resource Bank/Fulton Bank	111,012	
	111,096	
Total Sewer Fund		111,096
Total - Upper Uwchlan Township		$ 12,849,468
Municipal Authority		$ 9,022,381
Developer's Escrow Fund		$ 252,867

Upper Uwchlan Township
Schedule of Investments

As of September 30, 2024

	Institution	Amount Invested	Type of Investment	Maturity Date	Interest Rate	Market Value
General Fund						
General Fund	First Resource Bank	250,000.00	Certificate of Deposit	1/2/2026	4.500%	250,000.00
		44,731.79	Interest accrued			44,731.79
	Accrued interest - YTD	-				-
		294,731.79				294,731.79
General Fund	Fulton Bank	250,000.00	Certificate of Deposit	5/19/2025	4.450%	250,000.00
		7,808.24				7,808.24
	Accrued interest - YTD	8,644.23	Interest accrued			8,644.23
		266,452.47				266,452.47
General Fund - ARPA	Presence Bank	250,000.00	Certificate of Deposit	4/18/2025	5.050%	250,000.00
		5,309.22				5,309.22
	Accrued interest - YTD	9,315.76	Interest accrued			9,315.76
		264,624.98				264,624.98
General Fund - Meadow Creek	First Resource Bank	1,047,633.90	Certificate of Deposit	10/28/2024	4.850%	1,047,633.90
		-				-
	Accrued interest - YTD	20,482.32	Interest accrued			20,482.32
		1,068,116.22				1,068,116.22
Liquid Fuels Fund						
Liquid Fuels	Presence Bank	500,000.00	Certificate of Deposit	4/18/2025	5.050%	500,000.00
		11,177.64				11,177.64
	Accrued interest - YTD	23,632.66	Interest accrued			23,632.66
		534,810.30				534,810.30
Act 209 Fund						
Act 209	First Resource Bank	1,047,633.90	Certificate of Deposit	10/28/2024	4.750%	1,047,633.90
		-				-
	Accrued interest - YTD	20,301.49	Interest accrued			20,301.49
		1,067,935.39				1,067,935.39
Sewer Fund - General Obligation Bonds (2014 Bonds)						
Sewer Fund	PSDLAF	83.59	MAX account (MMF)			83.59
	PSDLAF	-	MAX account (MMF)	-	0.02%	-
		83.59				83.59
Capital Fund						
Capital Fund	PSDLAF	5,109.71	Collateralized CD Pool		0.100%	5,109.71
		5,109.71				5,109.71
	Fulton Bank - 2019	0.55				0.55
		0.55				0.55
Total Capital Fund		5,110.26				5,110.26

Upper Uwchlan Township
Accounts Receivable
As of September 30, 2024

Engineering and Legal Receivables - 01-145-000-200 and 300
Reimbursable CU Fees - 01-145-000-021

	Total Amount Due 9/30/2024	Total Amount Due 8/31/2024	Less than 30 days	31 - 60	61 - 90	Over 90 days	Over 180 days	Total
Alpha Phylte Fitness	827.55	827.55	-	-	-	827.55	-	827.55
Chester Co./Struble	3,405.22	3,405.22	-	-	-	3,405.22		3,405.22
Hankin	3,102.50	3,102.50	-	-	-	3,102.50	-	3,102.50
Montesano	1,774.96	1,774.96	-	-	-	1,774.96	-	1,774.96
Keystone Outdoor Advertising	-	-	-	-	-	-	-	-
Toll Brothers - Greenbridge Rd	2,562.30	2,562.30	-	-	1,032.30	1,530.00	-	2,562.30
Natural Lands Trust	24,194.52	24,194.52	-	-	-	24,194.52	-	24,194.52
Wertz Farm	-	-	-	-	-	-	-	-
Moser	642.50	642.50	-	-	-	642.50		642.50
Charles Speakman	-	-	-	-				-
								-
Balance at September 30, 2024	**$ 36,509.55**	**$ 36,509.55**	**$ -**	**$ -**	**$ 1,032.30**	**$ 35,477.25**	**$ -**	**$ 36,509.55**

Upper Uwchlan Township
Accounts Receivable
As of September 30, 2024

Turf and Field Fees Receivable - Account 01-145-000-080 and 085

	Total Amount 9/30/2024	Total Amount 8/31/2024	Less than 30 days	31 - 60	61 - 90	Over 90 days	Over 180 days	Total
GEYA Soccer	-	-	-	-	-	-		-
Next Level Sports	40.00	40.00	-	-	-	40.00		40.00
Downingtown Dawgs Lacrose	220.00	220.00	-	-	-	220.00		220.00
LYA LAX	-	-	-	-				-
Freedom LAX	-	-	-	-				-
Downingtown Rugby	330.00	-	330.00					330.00
Balance at September 30, 2024	**$ 590.00**	**$ 260.00**	**$ 330.00**	**$ -**	**$ -**	**$ 260.00**	**$ -**	**$ 590.00**

Upper Uwchlan Township
Accounts Receivable
As of September 30, 2024

Misc Accounts Receivable - Account 01-145-000-095

	Amount 9/30/2024	Amount 8/31/2024	Aging: Less than 30 days	30 days	60 days	90 days	180 days & over	Total
Franchise fees	48,000.00	-	48,000.00	-	-			48,000.00
	-	-	-	-				-
	-	-	-					-
Balance at September 30, 2024	**$ 48,000.00**	**$ -**	**48,000.00**	**-**	**-**	**-**	**-**	**48,000.00**

Upper Uwchlan Township
General Fund
Balance Sheet
As of September 30, 2024

ASSETS			
Cash			
01-100-000-100	General Checking - Fulton Bank	$	(318.27)
01-100-000-150	General Checking - First Resource Bank		217,684.80
01-100-000-200	Meridian Bank		5,443,361.25
01-100-000-210	Meridian Bank - Payroll		54,197.35
01-100-000-220	Meridian Bank MMA - restricted		40,131.11
01-100-000-230	Meridian Bank - ARPA		423,128.62
01-100-000-250	Fulton Bank - Turf Field		-
01-100-000-255	First Resource Bank - Turf Field		288,779.58
01-100-000-260	Meridian Bank - Meadow Creek Lane		8,160.12
01-100-000-300	Petty Cash		300.00
	Total Cash		6,475,424.56
Investments			
01-120-000-100	Certificate of Deposit - First Resource		280,570.15
01-120-000-110	Certificate of Deposit - Fulton		266,452.47
01-120-000-120	Certificate of Deposit - Meadow Creek		1,068,116.22
01-120-000-130	Certificate of Deposit - ARPA		264,624.98
			1,879,763.82
Accounts Receivable			
01-145-000-020	Engineering Fees Receivable		8,154.02
01-145-000-021	Engineering Fees Receivable-CU		617.55
01-145-000-030	Legal Fees Receivable		27,737.98
01-145-000-040	R/E Taxes Receivable		-
01-145-000-050	Hydrant Tax Receivable		-
01-145-000-060	Domestic Relations Receivable		(42.46)
01-145-000-080	Field Fees Receivables		590.00
01-145-000-085	Turf Field Receivables		-
01-145-000-086	EIT Receivable		19,858.55
01-145-000-090	RE Transfer Tax Receivable		56,156.16
01-145-000-095	Misc accounts receivable		48,000.00
01-145-000-096	Traffic Signals Receivable		-
01-145-000-097	Advertising Fees Reimbursable		-
	Total Accounts Receivable		161,071.80
Other Current Assets			
01-130-000-001	Due From Municipal Authority		97,282.69
01-130-000-003	Due From Liquid Fuels		-
01-130-000-004	Due from ACT 209 Fund		-
01-130-000-005	Due From Capital Fund		7,250.00
01-130-000-006	Due from Solid Waste Fund		19,162.79
01-130-000-007	Due from Water Resource Protection Fund		327,502.37
01-130-000-008	Due from the Sewer Fund		-
01-130-000-009	Due from Developer's Escrow Fund		-
01-131-000-000	Suspense Account		-
	Total Other Current Assets		451,197.85
Prepaid Expense			
01-155-000-000	Prepaid expenses		-
	Total Prepaid Expense		-
	Total Assets	**$**	**8,967,458.03**

Upper Uwchlan Township
General Fund
Balance Sheet
As of September 30, 2024

LIABILITIES AND FUND BALANCE

Accounts Payable			
01-200-000-000	Accounts Payable		-
01-252-000-001	Deferred Revenues		871,813.62
	Total Accounts Payable		871,813.62
Other Current Liabilities			
01-199-000-000	Suspense Account		-
01-210-000-000	Payroll Liabilities		-
01-210-000-001	Federal Tax Withheld		-
01-211-000-000	FICA Tax Withheld		-
01-212-000-000	Earned Income Tax W/H		911.13
01-214-000-000	Non-Uniform Pension		-
01-214-000-100	NU Pension Plan #2		-
01-215-000-000	Police Pension Withheld		-
01-216-000-000	Domestic Relation W/H		(1,250.17)
01-217-000-000	State Tax Withheld		-
01-218-000-000	Police Association Dues		7,800.00
01-219-000-000	LST Tax Withheld		-
01-220-000-000	State Unemployement W/H		(66.56)
01-221-000-000	Benefit Deduction-Aflac		(643.74)
01-221-000-100	Benefit Deduction-Aflac After Tax		573.80
01-222-000-000	457 Contribution Deduction		-
01-223-000-000	Direct Deposit		-
01-224-000-000	Payroll Deduction Adjustments		-
01-239-000-001	Due to Municipal Authority		-
01-239-000-002	Due to MA Capital Fund		5,850.00
01-239-000-003	Due To Liquid Fuels		-
01-239-000-004	Due to Act 209 Fund		-
01-239-000-005	Due to Capital Fund		44,043.36
01-239-000-006	Due to Solid Waste Fund		2,559.16
01-239-000-007	Due to Water Resource Protection Fund		225,476.55
01-239-000-008	Due to Developer's Escrow Fund		-
01-258-000-000	Accrued Expenses		117,433.72
	Total Other Current Liabilities		402,687.25
	Total Liabilities	**$**	**1,274,500.87**
EQUITY			
01-272-000-000	Opening Balance Equity		812,921.60
01-272-000-001	Retained Earnings		6,313,454.21
	Current Period Net Income (Loss)		566,581.35
	Total Equity		7,692,957.16
	Total Fund Balance	**$**	**7,692,957.16**
	Total Liabilities & Fund Balance	**$**	**8,967,458.03**

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	REVENUES				
01-301-000-010	Current Real Estate Taxes	$ 1,085,935.53	$ 1,127,000.00	$ (41,064.47)	96.4%
01-301-000-013	Real Estate Tax Refunds	-	(3,000.00)	3,000.00	0.0%
01-301-000-030	Delinquent Real Estate Taxes	32,821.68	30,000.00	2,821.68	109.4%
01-301-000-071	Hydrant Tax	68,224.90	65,000.00	3,224.90	105.0%
01-301-000-072	Delinquent Hydrant Taxes	-	500.00	(500.00)	0.0%
01-310-000-010	Real Estate Transfer Taxes	527,674.29	675,000.00	(147,325.71)	78.2%
01-310-000-020	Earned Income Taxes	3,965,349.85	4,600,000.00	(634,650.15)	86.2%
01-310-000-021	EIT commissions paid	(48,327.23)	(62,560.00)	14,232.77	77.2%
01-320-000-010	Building Permits	309,420.64	535,000.00	(225,579.36)	57.8%
01-320-000-011	Building Permits - credit card fees	-	-	-	#DIV/0!
01-320-000-020	Use & Occupancy Permit	9,715.00	12,000.00	(2,285.00)	81.0%
01-320-000-030	Sign Permits	-	100.00	(100.00)	0.0%
01-320-000-040	Contractors Permit	1,675.00	2,000.00	(325.00)	83.8%
01-320-000-050	Refinance Certification Fees	1,450.00	3,000.00	(1,550.00)	48.3%
01-321-000-080	Cable TV Franchise Fees	141,311.99	192,000.00	(50,688.01)	73.6%
01-331-000-010	Vehicle Codes Violation	57,520.44	75,000.00	(17,479.56)	76.7%
01-331-000-011	Reports/Fingerprints	5,415.71	2,000.00	3,415.71	270.8%
01-331-000-012	Solicitation Permits	690.00	500.00	190.00	138.0%
01-331-000-013	Donations for Jr Police Academy	1,300.00	-	1,300.00	#DIV/0!
01-331-000-050	Reimbursable Police Wages	2,130.24	5,000.00	(2,869.76)	42.6%
01-341-000-001	Interest Earnings	140,492.17	90,000.00	50,492.17	156.1%
01-342-000-001	Rental Property Income	18,000.00	24,000.00	(6,000.00)	75.0%
01-354-000-010	County Grants	29,941.22		29,941.22	#DIV/0!
01-354-000-020	State Grants	-		-	#DIV/0!
01-354-000-030	Police Grants	-		-	#DIV/0!
01-354-000-035	Other Grants	6,000.00	-	6,000.00	#DIV/0!
01-355-000-001	PURTA	-	6,500.00	(6,500.00)	0.0%
01-355-000-004	Alcoholic Beverage Tax	1,800.00	800.00	1,000.00	225.0%
01-355-000-005	State Aid, Police Pension	235,182.18	122,000.00	113,182.18	192.8%
01-355-000-006	State Aid, Non-Uniform Pension	97,629.00	60,000.00	37,629.00	162.7%
01-355-000-007	Foreign Fire Insurance Tax	117,433.22	110,000.00	7,433.22	106.8%
01-360-000-010	Vehicle Storage Fees	-	1,000.00	(1,000.00)	0.0%
01-361-000-030	Zoning/SubDivision Land Development	6,059.00	6,000.00	59.00	101.0%
01-361-000-032	Fees from Engineering	3,713.00	40,000.00	(36,287.00)	9.3%
01-361-000-033	Admin Fees from Engineering	100.00	4,000.00	(3,900.00)	2.5%
01-361-000-035	Admin Fees from Legal	110.61	1,000.00	(889.39)	11.1%
01-361-000-036	Legal Services Fees	23,731.83	30,000.00	(6,268.17)	79.1%
01-361-000-038	Sale of Maps & Books	315.00	250.00	65.00	126.0%
01-361-000-039	Fire Inspection Fees	50.00	2,000.00	(1,950.00)	2.5%
01-361-000-040	Fees from Engineering - CU	-	5,000.00	(5,000.00)	0.0%
01-361-000-041	Property Inspection Fees	-	8,000.00	(8,000.00)	0.0%
01-361-000-042	Copies	48.16	100.00	(51.84)	48.2%
01-361-000-043	Fees from Traffic Signals Reimbursables	-	500.00	(500.00)	0.0%
01-361-000-044	Fees from Advertising Reimbursables	-	-	-	#DIV/0!
01-367-000-010	Recreation Donations	500.00	-	500.00	#DIV/0!
01-367-000-014	Pavillion Rental	-	500.00	(500.00)	0.0%
01-367-000-020	Tennis Fees	-	-	-	#DIV/0!
01-367-000-021	Field Programs	27,720.00	35,000.00	(7,280.00)	79.2%
01-367-000-025	Turf Field Fees	26,030.00	50,000.00	(23,970.00)	52.1%
01-367-000-030	Community Events Donations	14,200.00	20,000.00	(5,800.00)	71.0%
01-367-000-040	History Book Revenue	120.00	200.00	(80.00)	60.0%
01-367-000-045	Upland Farms Barn Rental Fees	28,990.00	35,000.00	(6,010.00)	82.8%
01-367-000-089	Donations for Park Equipment	-	-	-	#DIV/0!
01-380-000-001	Miscellaneous Revenue	1,981.65	20,000.00	(18,018.35)	9.9%
01-380-000-010	Insurance Reimbursement	20,799.25	10,000.00	10,799.25	208.0%

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
01-392-000-008	Municipal Authority Reimbursement	241,917.73	275,655.00	(33,737.27)	87.8%
01-392-000-020	Transfer from Capital Fund	-		-	#DIV/0!
01-392-000-030	Transfer from Solid Waste Fund	-		-	#DIV/0!
01-395-000-000	Refund of Prior Year Expenses	314.65		314.65	#DIV/0!
	Total Revenue	**$ 7,205,486.71**	**$ 8,216,045.00**	**$ (1,010,558.29)**	**87.7%**
	GENERAL GOVERNMENT				
01-400-000-113	Supervisors Wages	$ 7,312.50	$ 9,750.00	(2,437.50)	75.0%
01-400-000-150	Payroll Tax Expense	559.44	746.00	(186.56)	75.0%
01-400-000-320	Telephone	1,427.08	2,000.00	(572.92)	71.4%
01-400-000-340	Public Relations	2,770.00	2,000.00	770.00	138.5%
01-400-000-341	Advertising	1,389.86	7,500.00	(6,110.14)	18.5%
01-400-000-342	Printing	4,034.25	5,000.00	(965.75)	80.7%
01-400-000-344	Community Notice	-	2,000.00	(2,000.00)	0.0%
01-400-000-350	Insurance-Bonding	2,707.00	2,945.00	(238.00)	91.9%
01-400-000-352	Insurance-Liability	16,047.60	21,397.00	(5,349.40)	75.0%
01-400-000-420	Dues/Subscriptions/Memberships	3,501.89	4,375.00	(873.11)	80.0%
01-400-000-460	Meeting & Conferences	7,223.63	6,000.00	1,223.63	120.4%
01-400-000-461	Bank Fees	10,053.79	15,000.00	(4,946.21)	67.0%
01-400-000-463	Misc expenses	6,160.90	2,000.00	4,160.90	308.0%
01-400-000-464	Wallace Twp. Tax Agreement	-	6,280.00	(6,280.00)	0.0%
		63,187.94	86,993.00	(23,805.06)	72.6%
	EXECUTIVE				
01-401-000-100	Administration Wages	440,578.06	609,137.00	(168,558.94)	72.3%
01-401-000-150	Payroll Tax Expense	34,816.61	46,599.00	(11,782.39)	74.7%
01-401-000-151	PSATS Unemployment Compensation	2,670.77	2,695.00	(24.23)	99.1%
01-401-000-156	Employee Benefit Expense	49,174.54	80,612.00	(31,437.46)	61.0%
01-401-000-157	ACA Fees	299.46	240.00	59.46	124.8%
01-401-000-159	Employer HSA Contribution	11,200.00	11,200.00	-	100.0%
01-401-000-160	Non-Uniform Pension	58,081.88	58,088.00	(6.12)	100.0%
01-401-000-165	Employer 457 Match	-	12,000.00	(12,000.00)	0.0%
01-401-000-174	Tuition Reimbursements	693.35	5,000.00	(4,306.65)	13.9%
01-401-000-181	Longevity Pay	6,000.00	7,950.00	(1,950.00)	75.5%
01-401-000-183	Overtime Wages	4,916.74	5,000.00	(83.26)	98.3%
01-401-000-200	Supplies	12,446.39	15,000.00	(2,553.61)	83.0%
01-401-000-205	Meals & Meal Allowances	79.39	200.00	(120.61)	39.7%
01-401-000-215	Postage	4,667.41	4,500.00	167.41	103.7%
01-401-000-230	Gasoline & Oil	1,513.60	2,200.00	(686.40)	68.8%
01-401-000-235	Vehicle Maintenance	807.99	1,000.00	(192.01)	80.8%
01-401-000-252	Repair & Maintenance	-	2,000.00	(2,000.00)	0.0%
01-401-000-316	Training & Seminars	6,127.76	8,000.00	(1,872.24)	76.6%
01-401-000-317	Parking/Travel	191.82	1,200.00	(1,008.18)	16.0%
01-401-000-322	Ipad Expenses	-	600.00	(600.00)	0.0%
01-401-000-352	Insurance - Liability	190.86	255.00	(64.14)	74.8%
01-401-000-353	Insurance-Vehicle	341.40	455.00	(113.60)	75.0%
01-401-000-354	Insurance-Workers Compensation	564.54	753.00	(188.46)	75.0%
01-401-000-420	Dues/Subscriptions/Memberships	5,901.24	6,100.00	(198.76)	96.7%
01-401-000-450	Contracted Services	14,690.20	16,000.00	(1,309.80)	91.8%
		655,954.01	896,784.00	(240,829.99)	73.1%
	AUDIT				
01-402-000-450	Contracted Services	24,300.00	27,100.00	(2,800.00)	89.7%

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
		24,300.00	27,100.00	(2,800.00)	89.7%
	TAX COLLECTION				
01-403-000-110	Deputy Treasurer Expense	12,708.61	11,000.00	1,708.61	115.5%
01-403-000-200	Supplies	-	-	-	#DIV/0!
01-403-000-215	Postage	-	-	-	#DIV/0!
01-403-000-350	Insurance-Bonding	-	-	-	#DIV/0!
01-403-000-450	Contracted Services	-		-	#DIV/0!
		12,708.61	11,000.00	1,708.61	115.5%
	LEGAL				
01-404-000-305	Reimbursable Legal Fees - CU	340.50	500.00	(159.50)	68.1%
01-404-000-310	Reimbursable Legal Fees	5,599.50	9,500.00	(3,900.50)	58.9%
01-404-000-311	Non Reimbursable Legal	15,883.50	40,000.00	(24,116.50)	39.7%
01-404-000-450	Contracted Services	-	5,000.00	(5,000.00)	0.0%
		21,823.50	55,000.00	(33,176.50)	39.7%
	MUNICIPAL AUTHORITY ADMINISTRATOR				
01-406-000-100	Administrator Wages	63,555.00	86,400.00	(22,845.00)	73.6%
01-406-000-101	Employee Cost Transferred to MA	(64,861.94)	(93,395.00)	28,533.06	69.4%
01-406-000-150	Payroll Tax Expense	921.94	6,610.00	(5,688.06)	13.9%
01-406-000-151	PSATS Unemployment Compensation	385.00	385.00	-	100.0%
		(0.00)	-	(0.00)	#DIV/0!
	TECHNOLOGY				
01-407-000-200	Supplies	-	2,000.00	(2,000.00)	0.0%
01-407-000-220	Software	50,420.01	88,748.00	(38,327.99)	56.8%
01-407-000-222	Hardware	1,237.78	12,000.00	(10,762.22)	10.3%
01-407-000-240	Web Page	12,471.12	7,000.00	5,471.12	178.2%
01-407-000-450	Contracted Services	45,309.66	65,000.00	(19,690.34)	69.7%
		109,438.57	174,748.00	(65,309.43)	62.6%
	ENGINEERING				
01-408-000-305	Reimbursable Conditional Use	716.40	25,000.00	(24,283.60)	2.9%
01-408-000-310	Reimbursable Engineering	7,525.35	75,000.00	(67,474.65)	10.0%
01-408-000-311	Traffic Engineering	20,169.45	25,000.00	(4,830.55)	80.7%
01-408-000-313	Non Reimbursable Engineering	67,029.25	30,000.00	37,029.25	223.4%
01-408-000-365	Act 209	-			
01-408-000-366	Ordinance Update	-	4,500.00	(4,500.00)	0.0%
01-408-000-367	General Planning	19,375.44	10,000.00	9,375.44	193.8%
01-408-000-368	MS4 Expenses	3,120.05	-	3,120.05	#DIV/0!
01-408-000-369	Reimbursable Traffic Signals	-	-	-	#DIV/0!
01-408-000-370	Reimbursable Advertising	-	-	-	#DIV/0!
		117,935.94	169,500.00	(51,564.06)	69.6%
	TOWNSHIP PROPERTIES				
	Public Works Building				
01-409-001-200	Supplies	1,939.69	2,000.00	(60.31)	97.0%
01-409-001-231	Propane & heating - PW bldg	5,174.72	15,000.00	(9,825.28)	34.5%
01-409-001-250	Maint & Repair	2,989.41	20,500.00	(17,510.59)	14.6%
01-409-001-320	Telephone	2,342.29	4,000.00	(1,657.71)	58.6%
01-409-001-351	Insurance - property	24,580.44	32,774.00	(8,193.56)	75.0%
01-409-001-360	Utilities	6,940.42	10,000.00	(3,059.58)	69.4%
01-409-001-450	Contracted Services	6,198.78	12,000.00	(5,801.22)	51.7%

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	Township Building				
01-409-003-101	Employee Cost Allocated	-	-	-	#DIV/0!
01-409-003-200	Supplies	1,203.49	4,000.00	(2,796.51)	30.1%
01-409-003-231	Propane & Heating Oil	-	5,000.00	(5,000.00)	0.0%
01-409-003-250	Maintenance & Repairs	3,700.58	3,000.00	700.58	123.4%
01-409-003-320	Telephone	9,444.60	7,000.00	2,444.60	134.9%
01-409-003-351	Insurance Property	28,677.18	38,236.00	(9,558.82)	75.0%
01-409-003-360	Utilities	18,791.51	25,000.00	(6,208.49)	75.2%
01-409-003-450	Contracted Services	21,057.01	40,000.00	(18,942.99)	52.6%
	Milford Road			-	
01-409-004-200	Supplies	-	500.00	(500.00)	0.0%
01-409-004-231	Propane	1,020.57	2,000.00	(979.43)	51.0%
01-409-004-250	Maintenance & Repairs	349.09	5,000.00	(4,650.91)	7.0%
01-409-004-320	Telephone	2,694.82	3,000.00	(305.18)	89.8%
01-409-004-351	Insurance - property	4,096.74	5,462.00	(1,365.26)	75.0%
01-409-004-360	Utilities	1,008.66	2,000.00	(991.34)	50.4%
01-409-004-450	Contracted Services	-	5,000.00	(5,000.00)	0.0%
		142,210.00	241,472.00	(99,262.00)	58.9%
	POLICE EXPENSES				
01-410-000-100	Police Wages	1,376,020.89	1,925,485.00	(549,464.11)	71.5%
01-410-000-110	Police Wages - WC reimbursement	-	-	-	#DIV/0!
01-410-000-150	Payroll Tax Expense	117,859.62	147,300.00	(29,440.38)	80.0%
01-410-000-151	PSATS Unemployment Compensation	6,609.97	7,315.00	(705.03)	90.4%
01-410-000-156	Employee Benefit Expense	318,536.08	390,278.00	(71,741.92)	81.6%
01-410-000-158	Medical Expense Reimbursements	6,095.24	10,000.00	(3,904.76)	61.0%
01-410-000-159	Employer HSA Contribution	52,800.00	49,600.00	3,200.00	106.5%
01-410-000-160	Pension Expense	393,809.20	393,158.00	651.20	100.2%
01-410-000-161	Pension Expense - Non Uniform	1,952.98	2,605.00	(652.02)	75.0%
01-410-000-165	Employer 457 Match	-	36,000.00	(36,000.00)	0.0%
01-410-000-174	Tuition Reimbursment	10,608.00	12,000.00	(1,392.00)	88.4%
01-410-000-181	Longevity Pay	26,300.00	33,300.00	(7,000.00)	79.0%
01-410-000-182	Education incentive	6,000.00	4,250.00	1,750.00	141.2%
01-410-000-183	Overtime - Patrol Functions	37,955.11	45,000.00	(7,044.89)	84.3%
01-410-000-184	Overtime - Shift Coverage	33,087.14	38,000.00	(4,912.86)	87.1%
01-410-000-185	Overtime - Holiday Worked	21,995.98	35,236.00	(13,240.02)	62.4%
01-410-000-187	Courttime Wages	7,938.21	14,000.00	(6,061.79)	56.7%
01-410-000-190	ARPA - COVID Pay	12,975.00	-	12,975.00	#DIV/0!
01-410-000-191	Uniform/Boot Allowances	17,550.00	16,350.00	1,200.00	107.3%
01-410-000-200	Supplies	14,734.09	12,000.00	2,734.09	122.8%
01-410-000-215	Postage	10.40	750.00	(739.60)	1.4%
01-410-000-230	Gasoline & Oil	39,622.99	50,000.00	(10,377.01)	79.2%
01-410-000-235	Vehicle Maintenance	18,335.38	20,000.00	(1,664.62)	91.7%
01-410-000-238	Clothing/Uniforms	6,946.17	22,000.00	(15,053.83)	31.6%
01-410-000-250	Maintenance & Repairs	20,928.81	-	20,928.81	#DIV/0!
01-410-000-260	Small Tools & Equipment	22,223.13	20,000.00	2,223.13	111.1%
01-410-000-311	Non-Reimburseable-Legal	-	-	-	#DIV/0!
01-410-000-316	Training/Seminar	9,442.14	15,000.00	(5,557.86)	62.9%
01-410-000-317	Parking & travel	489.77	1,000.00	(510.23)	49.0%
01-410-000-320	Telephone	4,225.47	7,000.00	(2,774.53)	60.4%
01-410-000-322	Ipad Expense	-	-	-	#DIV/0!

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
01-410-000-327	Radio Equipment M & R	-	1,000.00	(1,000.00)	0.0%
01-410-000-340	Public Relations	8,269.99	10,000.00	(1,730.01)	82.7%
01-410-000-342	Police Accreditation	1,300.00	4,000.00	(2,700.00)	32.5%
01-410-000-352	Insurance - Liability	10,156.50	13,542.00	(3,385.50)	75.0%
01-410-000-353	Insurance - Vehicles	1,206.00	1,608.00	(402.00)	75.0%
01-410-000-354	Insurance - Workers Compensation	35,567.43	47,423.00	(11,855.57)	75.0%
01-410-000-420	Dues/Subscriptions/Memberships	683.91	1,000.00	(316.09)	68.4%
01-410-000-450	Contracted Services	40,288.19	59,224.00	(18,935.81)	68.0%
01-410-000-740	Computer/Furniture	6,355.83	8,000.00	(1,644.17)	79.4%
		2,688,879.62	3,453,424.00	(764,544.38)	77.9%
	FIRE/AMBULANCE				
01-411-000-354	Insurance - Workers Compensation	-	11,100.00	(11,100.00)	0.0%
01-411-000-420	Dues/Subscriptions/Memberships	-	-	-	#DIV/0!
01-411-000-450	Contracted Services	-	-	-	#DIV/0!
01-411-000-451	Hydrant expenses-Aqua	56,507.12	70,000.00	(13,492.88)	80.7%
01-411-001-001	Ludwigs	99,196.00	99,196.00	-	100.0%
01-411-001-002	Lionville	99,360.00	99,360.00	-	100.0%
01-411-001-003	Lionville Capital	-	-	-	100.0%
01-411-001-004	Glenmoore	11,435.00	11,435.00	-	100.0%
01-411-001-005	E. Brandywine	21,279.00	46,279.00	(25,000.00)	46.0%
01-411-001-006	Reimbursement - Uwchlan Township	7,105.62	2,300.00	4,805.62	308.9%
01-411-001-007	Reimbursement - East Brandywine Twp.	1,044.76	200.00	844.76	522.4%
01-411-002-530	Contributions-Fire Relief	117,433.72	110,000.00	7,433.72	106.8%
		413,361.22	449,870.00	(36,508.78)	91.9%
	AMBULANCE				
01-412-000-540	Uwchlan Ambulance	58,000.00	58,000.00	-	100.0%
01-412-000-544	Uwchlan Ambulance - Capital	26,000.00	-	26,000.00	#DIV/0!
		84,000.00	58,000.00	26,000.00	144.8%
	CODES ADMINISTRATION				
01-413-000-100	Code Adminstrator Wages	197,493.84	278,777.00	(81,283.16)	70.8%
01-413-000-150	Payroll Tax Expenses	15,959.12	21,326.00	(5,366.88)	74.8%
01-413-000-151	PSATS Unemployment Compensation	1,173.56	1,540.00	(366.44)	76.2%
01-413-000-156	Employee Benefit Expense	36,614.79	49,641.00	(13,026.21)	73.8%
01-413-000-159	Employer HSA Contribution	8,000.00	8,000.00	-	100.0%
01-413-000-160	Pension	31,803.54	31,805.00	(1.46)	100.0%
01-413-000-165	Employer 457 Match	-	6,000.00	(6,000.00)	0.0%
01-413-000-181	Longevity Pay	5,700.00	5,700.00	-	100.0%
01-413-000-183	Overtime	1,795.79	2,000.00	(204.21)	89.8%
01-413-000-200	Supplies	314.11	2,000.00	(1,685.89)	15.7%
01-413-000-230	Gasoline & Oil	2,444.36	3,400.00	(955.64)	71.9%
01-413-000-235	Vehicle Maintenance	203.23	1,500.00	(1,296.77)	13.5%
01-413-000-316	Training/Seminar	503.00	3,000.00	(2,497.00)	16.8%
01-413-000-317	Parking/Travel	91.92	250.00	(158.08)	36.8%
01-413-000-320	Telephone	527.08	3,000.00	(2,472.92)	17.6%
01-413-000-322	Ipad Expense	-	-	-	#DIV/0!
01-413-000-352	Insurance - Liability	190.89	255.00	(64.11)	74.9%
01-413-000-353	Insurance - Vehicle	341.40	455.00	(113.60)	75.0%
01-413-000-354	Insurance - Workers Compensation	564.57	753.00	(188.43)	75.0%
01-413-000-420	Dues/Subscriptions/Memberships	946.24	1,500.00	(553.76)	63.1%
01-413-000-450	Contracted Services	1,195.00	5,600.00	(4,405.00)	21.3%
01-413-000-460	Meetings & Conferences	40.25	1,000.00	(959.75)	4.0%
		305,902.69	427,502.00	(121,599.31)	71.6%

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	PLANNING & ZONING				
01-414-001-116	Compensation	-	-	-	#DIV/0!
01-414-001-200	Supplies	427.70	500.00	(72.30)	85.5%
01-414-001-301	Court Reporter	855.00	1,500.00	(645.00)	57.0%
01-414-001-315	Legal Fees	-	3,000.00	(3,000.00)	0.0%
01-414-001-365	Comp Plan Update	13,379.62	25,000.00	(11,620.38)	53.5%
01-414-001-366	Ordinance Update	-	20,000.00	(20,000.00)	0.0%
01-414-001-367	General Planning	-	3,000.00	(3,000.00)	0.0%
01-414-001-368	Advertising	2,334.04	500.00	1,834.04	466.8%
01-414-001-451	ACT 209	-	-	-	#DIV/0!
		16,996.36	53,500.00	(36,503.64)	31.8%
	VILLAGE CONCEPT				
01-414-002-367	General Planning	9,938.56	1,000.00	8,938.56	993.9%
		9,938.56	1,000.00	8,938.56	993.9%
	ZONING				
01-414-003-100	Compensation	-	800.00	(800.00)	0.0%
01-414-003-301	Court Reporter	569.75	2,000.00	(1,430.25)	28.5%
01-414-003-315	Legal Fees	-	6,000.00	(6,000.00)	0.0%
01-414-003-450	Contracted Services	-	1,000.00	(1,000.00)	0.0%
		569.75	9,800.00	(9,230.25)	5.8%
	EMERGENCY OPERATIONS				
01-415-000-200	Supplies	1,829.39	3,100.00	(1,270.61)	59.0%
01-415-000-260	Small Tools & Equipment	3,561.34	12,500.00	(8,938.66)	28.5%
01-415-000-316	Training/Seminar	325.50	1,250.00	(924.50)	26.0%
01-415-000-317	Parking/Travel	44.54	500.00	(455.46)	8.9%
01-415-000-320	Telephone	-	250.00	(250.00)	0.0%
01-415-000-330	Other Services/Charges	75.32	350.00	(274.68)	21.5%
01-415-000-420	Dues/subscriptions/memberships	-	250.00	(250.00)	0.0%
01-415-000-450	Contracted Services	-	500.00	(500.00)	0.0%
01-415-000-740	Computer/Office Equipment	-	250.00	(250.00)	0.0%
		5,836.09	18,950.00	(13,113.91)	30.8%
	ANIMAL CONTROL/OTHER				
01-422-000-530	Contributions - SPCA	8,065.00	9,200.00	(1,135.00)	87.7%
01-422-000-601	Contributions - DARC	24,189.00	25,398.00	(1,209.00)	95.2%
01-422-000-603	Downingtown Senior Center	-	2,000.00	(2,000.00)	0.0%
01-422-000-605	Natural Lands Trust	-	-	-	
		32,254.00	36,598.00	(4,344.00)	88.1%
	SIGNS				
01-433-000-200	Supplies	3,508.08	8,000.00	(4,491.92)	43.9%
01-433-000-450	Contracted Services	191.44	1,000.00	(808.56)	19.1%
		3,699.52	9,000.00	(5,300.48)	41.1%
	SIGNALS				
01-434-000-450	Contracted Services	4,576.20	35,200.00	(30,623.80)	13.0%
		4,576.20	35,200.00	(30,623.80)	13.0%
	PUBLIC WORKS				
01-438-000-100	Public Works Wages	381,321.50	528,236.00	(146,914.50)	72.2%
01-438-000-101	Employee Cost Allocated	(18,202.79)	(23,228.00)	5,025.21	78.4%

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
01-438-000-150	Payroll Tax Expense	31,830.86	40,410.00	(8,579.14)	78.8%
01-438-000-151	PSATS Unemployment Compensation	3,465.00	3,080.00	385.00	112.5%
01-438-000-156	Employee Benefit Expense	137,088.34	157,196.00	(20,107.66)	87.2%
01-438-000-159	Employer HSA Contribution	20,800.00	17,600.00	3,200.00	118.2%
01-438-000-160	Pension	39,477.82	39,471.00	6.82	100.0%
01-438-000-165	Employer 457 Match	-	14,000.00	(14,000.00)	0.0%
01-438-000-181	Longevity	5,850.00	6,750.00	(900.00)	86.7%
01-438-000-183	Overtime Wages	15,058.04	26,000.00	(10,941.96)	57.9%
01-438-000-200	Supplies	14,597.09	40,000.00	(25,402.91)	36.5%
01-438-000-205	Meals & Meal Allowances	93.07	600.00	(506.93)	15.5%
01-438-000-230	Gasoline & Oil	30,542.62	45,000.00	(14,457.38)	67.9%
01-438-000-235	Vehicle Maintenance	23,888.77	22,000.00	1,888.77	108.6%
01-438-000-238	Uniforms	5,569.20	6,000.00	(430.80)	92.8%
01-438-000-245	Highway Supplies	21,889.63	35,000.00	(13,110.37)	62.5%
01-438-000-260	Small Tools & Equipment	11,923.48	16,000.00	(4,076.52)	74.5%
01-438-000-316	Training/Seminar	3,758.72	7,500.00	(3,741.28)	50.1%
01-438-000-317	Parking & travel	238.37	800.00	(561.63)	29.8%
01-438-000-320	Telephone	1,644.90	4,300.00	(2,655.10)	38.3%
01-438-000-322	Ipad Expense	674.10	1,200.00	(525.90)	56.2%
01-438-000-341	Advertising	-	-	-	#DIV/0!
01-438-000-342	Accreditation	400.00	5,000.00	(4,600.00)	8.0%
01-438-000-352	Insurance - Liability	1,092.00	1,456.00	(364.00)	75.0%
01-438-000-353	Vehicle Insurance	1,365.60	1,821.00	(455.40)	75.0%
01-438-000-354	Insurance - Workers Compensation	10,162.14	13,550.00	(3,387.86)	75.0%
01-438-000-420	Dues and Subscriptions	600.88	400.00	200.88	150.2%
01-438-000-450	Contracted Services	3,750.46	98,600.00	(94,849.54)	3.8%
01-438-000-463	Miscellaneous	-	-	-	#DIV/0!
01-438-000-720	Road Resurfacing	-	-	-	#DIV/0!
		748,879.80	1,108,742.00	(359,862.20)	67.5%
	Public Works - Facilities Division				
01-438-001-100	Wages	184,714.76	256,815.00	(72,100.24)	71.9%
01-438-001-101	Employee Costs Allocated	(174,951.84)	(233,204.00)	58,252.16	75.0%
01-438-001-150	Payroll Tax Expense	15,429.84	19,646.00	(4,216.16)	78.5%
01-438-001-151	PSATS Unemployment Compensation	3,178.48	2,830.00	348.48	112.3%
01-438-001-156	Employee Benefit Expense	22,083.42	44,429.00	(22,345.58)	49.7%
01-438-001-159	Employer HSA Contribution	8,000.00	8,000.00	-	100.0%
01-438-001-160	Pension Expense	15,661.58	15,663.00	(1.42)	100.0%
01-438-001-165	Employer 457 Match	-	6,000.00	(6,000.00)	0.0%
01-438-001-174	Tuition Reimbursement	-	-	-	#DIV/0!
01-438-001-181	Longevity	3,750.00	3,450.00	300.00	108.7%
01-438-001-183	Overtime Wages	8,758.43	8,000.00	758.43	109.5%
01-438-001-200	Supplies	1,059.08	2,500.00	(1,440.92)	42.4%
01-438-001-230	Gasoline & Oil	9,516.35	18,000.00	(8,483.65)	52.9%
01-438-001-235	Vehicle Maintenance	12,608.23	8,500.00	4,108.23	148.3%
01-438-001-238	Uniforms	168.27	1,500.00	(1,331.73)	11.2%
01-438-001-260	Small Tools & Equipment	207.46	500.00	(292.54)	41.5%
01-438-001-316	Training & Seminars	-	1,600.00	(1,600.00)	0.0%
01-438-001-352	Insurance - Liability	1,092.00	1,456.00	(364.00)	75.0%
01-438-001-353	Insurance - Vehicles	1,365.60	1,821.00	(455.40)	75.0%
01-438-001-354	Insurance - Workers Compensation	6,774.75	9,033.00	(2,258.25)	75.0%
01-438-001-450	Contracted Services	240.00	-	240.00	#DIV/0!
		119,656.41	176,539.00	(56,882.59)	67.8%
	ROAD CONSTRUCTION				
01-439-000-752	East West Link	-	-	-	#DIV/0!

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	PARK & RECREATION				
	Parks - General				
01-454-000-150	Scholarships for Youth Groups	-	-	-	#DIV/0!
01-454-001-101	Park wages allocation	174,951.84	233,204.00	(58,252.16)	75.0%
01-454-001-200	Supplies	16,336.24	18,000.00	(1,663.76)	90.8%
01-454-001-201	Park & Rec Special Events	10,188.03	21,000.00	(10,811.97)	48.5%
01-454-001-202	Community Day	31,344.87	30,000.00	1,344.87	104.5%
01-454-001-230	Gasoline & Oil	-	-	-	#DIV/0!
01-454-001-235	Vehicle Maintenance	224.35	4,000.00	(3,775.65)	5.6%
01-454-001-250	Maintenance & Repairs	-	1,000.00	(1,000.00)	0.0%
01-454-001-260	Small Tools & Equipment	5,973.41	6,500.00	(526.59)	91.9%
01-454-001-316	Training/Seminars	-	1,000.00	(1,000.00)	0.0%
01-454-001-340	Public Relations	-	-	-	#DIV/0!
01-454-001-354	Insurance - Workers Compensation	2,822.82	3,764.00	(941.18)	75.0%
01-454-001-420	Dues/Subscriptions/Memberships	35.00	300.00	(265.00)	11.7%
01-454-001-427	Waste Disposal	-	1,500.00	(1,500.00)	0.0%
01-454-001-450	Contracted Services	630.00	-	630.00	#DIV/0!
		242,506.56	320,268.00	(77,761.44)	75.7%
	HICKORY PARK				
01-454-002-200	Supplies-Hickory	4,531.33	6,000.00	(1,468.67)	75.5%
01-454-002-231	Propane	218.96	3,000.00	(2,781.04)	7.3%
01-454-002-250	Maintenance & Repairs	6,020.60	8,000.00	(1,979.40)	75.3%
01-454-002-351	Insurance-Property	8,193.48	10,925.00	(2,731.52)	75.0%
01-454-002-360	Utilities	2,635.00	5,000.00	(2,365.00)	52.7%
01-454-002-450	Contracted Services	48,743.89	38,000.00	10,743.89	128.3%
		70,343.26	70,925.00	(581.74)	99.2%
	FELLOWSHIP FIELDS				
01-454-003-200	Supplies	1,210.99	3,000.00	(1,789.01)	40.4%
01-454-003-250	Maintenance & Repairs	9,553.51	10,000.00	(446.49)	95.5%
01-454-003-312	Engineering Fees	-	-	-	#DIV/0!
01-454-003-320	Telephone	1,124.91	2,500.00	(1,375.09)	45.0%
01-454-003-351	Insurance Property	8,193.48	10,925.00	(2,731.52)	75.0%
01-454-003-360	Utilities	6,589.63	12,000.00	(5,410.37)	54.9%
01-454-003-450	Contracted Services	12,971.75	20,000.00	(7,028.25)	64.9%
		39,644.27	58,425.00	(18,780.73)	67.9%
	LARKINS FIELD				
01-454-004-200	Supplies-Larkins	-	500.00	(500.00)	0.0%
01-454-004-250	Maintenance & Repair	112.00	500.00	(388.00)	22.4%
01-454-004-312	Engineering Fee-Larkins	-	-	-	#DIV/0!
01-454-004-450	Contracted Services	1,110.00	3,000.00	(1,890.00)	37.0%
		1,222.00	4,000.00	(2,778.00)	30.6%

Upper Uwchlan Township
General Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	UPLAND FARMS				
01-454-005-200	Supplies	6,317.65	7,500.00	(1,182.35)	84.2%
01-454-005-231	Propane & Heating Oil	2,206.29	5,000.00	(2,793.71)	44.1%
01-454-005-250	Repairs & Maintenance	11,423.22	30,000.00	(18,576.78)	38.1%
01-454-005-351	Insurance - Building	8,193.48	10,925.00	(2,731.52)	75.0%
01-454-005-360	Utilities	20,434.11	15,000.00	5,434.11	136.2%
01-454-005-450	Contracted Services	25,680.26	20,000.00	5,680.26	128.4%
01-454-005-513	Engineering Fees	-	-	-	#DIV/0!
		74,255.01	88,425.00	(14,169.99)	84.0%
	Total Parks and Recreation	**427,971.10**	**542,043.00**	**(114,071.90)**	**79.0%**
	LIBRARY and EAC				
01-455-000-450	EAC Contracted Services	4,842.44	10,000.00	(5,157.56)	48.4%
01-456-000-530	Library Contributions	-	5,000.00	(5,000.00)	0.0%
		4,842.44	15,000.00	(10,157.56)	32.3%
	HISTORICAL COMMISSIONS				
01-459-000-200	Supplies	1,503.66	2,500.00	(996.34)	60.1%
01-459-000-320	Telephone	-	1,000.00	(1,000.00)	0.0%
01-459-000-450	Contracted Services	150.00	1,500.00	(1,350.00)	10.0%
		1,653.66	5,000.00	(3,346.34)	33.1%
	Total Expenditures Before Operating Transfers	**6,016,575.99**	**8,062,765.00**	**(2,046,189.01)**	**74.6%**
	Excess of Revenues over Expenses Before Operating Transfers	**1,188,910.72**	**153,280.00**	**1,035,630.72**	**775.6%**
	OPERATING TRANSFERS				
	Transfer from Turf Field Cash account	-	-	-	#DIV/0!
01-492-000-030	Transfer to Capital Projects Fund	450,000.00	450,000.00	-	100.0%
01-492-000-031	Transfer to Solid Waste Fund	-		-	#DIV/0!
01-492-000-033	Transfer to Developer's Escrow Fund	-		-	#DIV/0!
01-492-000-034	Transfer to Act 209 Fund	-		-	#DIV/0!
01-492-000-035	Transfer to Municipal Authority	-		-	#DIV/0!
01-492-000-036	Transfer to Water Resource Protection Fund	172,329.37		172,329.37	#DIV/0!
		622,329.37	450,000.00	172,329.37	138.3%
	Total Expenditures after Operating Transfers	**6,638,905.36**	**8,512,765.00**	**(1,873,859.64)**	**78.0%**
	EXCESS OF REVENUES OVER EXPENSES	**$ 566,581.35**	**$ (296,720.00)**	**$ 863,301.35**	**-190.9%**

Upper Uwchlan Township
Liquid Fuels Fund
Balance Sheet
As of September 30, 2024

ASSETS

Cash			
04-100-000-000	Cash - Fulton Bank	$	(1.00)
04-100-000-100	Cash - First Resource Bank		1,043,934.91
	Total Cash		1,043,933.91
Investments			
04-120-000-100	Certificate of Deposit - Presence Bank		534,810.30
	Total Certificates of Deposit		534,810.30
Other Current Assets			
04-130-000-001	Due from General Fund		-
04-130-000-002	Due from Capital Fund		-
	Other Assets		-
	Total Other Current Assets		-
	Total Assets	**$**	**1,578,744.21**

LIABILITIES AND FUND BALANCE

Accounts Payable			
04-200-000-000	Accounts Payable		-
04-258-000-000	Accrued Expenses		469,210.20
	Total Accounts Payable		469,210.20
Other Current Liabilities			
	Other Liabilities		
04-230-000-010	Due To General Fund		-
04-252-000-000	Deferred Revenues		-
	Total Other Current Liabilities		-
	Total Liabilities		**469,210.20**
Equity			
04-272-000-001	Opening Balance Equity		192,790.66
04-272-000-002	Retained Earnings		1,017,302.35
04-272-000-003	Transfer from Other Funds		-
	Unrestricted Net Assets		-
	Current Period Net Income (Loss)		(100,559.00)
	Total Equity		1,109,534.01
	Total Fund Balance	**$**	**1,109,534.01**
	Total Liabilities & Fund Balance	**$**	**1,578,744.21**

-

Upper Uwchlan Township
Liquid Fuels Fund
Statement of Revenues and Expenditures
For the Period Ending September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	REVENUES				
04-341-000-000	Interest Earnings	$ 48,502.63	$ 7,000.00	41,502.63	693%
04-355-000-002	Motor Fuel Vehicle Taxes	396,257.05	394,802.00	1,455.05	100%
04-389-000-001	Winter Snow Agreement	795.00	600.00	195.00	133%
04-389-000-002	Turnback Maintenance	14,520.00	14,520.00	-	100%
	Total Revenues	**$ 460,074.68**	**$ 416,922.00**	**$ 43,152.68**	**1026%**
	EXPENDITURES				
	Equipment				
04-400-000-074	Equipment Purchases	-	-	-	#DIV/0!
	Total Equipment	-	-	-	#DIV/0!
	Snow				
04-432-000-239	Snow & Ice Supplies	75,235.58	75,000.00	235.58	100%
04-432-000-250	Vehicle Maintenance & Repair	2,395.39	4,000.00	(1,604.61)	60%
04-432-000-450	Snow & Ice Contracted Services	13,792.51	24,000.00	(10,207.49)	57%
	Total Snow	91,423.48	103,000.00	(11,576.52)	218%
	Road Projects				
04-438-000-239	Road Project Supplies	-	31,000.00	(31,000.00)	0%
04-438-000-450	Road Project Contracted Services	-	-	-	#DIV/0!
	Total Road Projects	-	31,000.00	(31,000.00)	#DIV/0!
	Highway Construction				
04-439-001-250	Resurfacing	469,210.20	549,333.00	(80,122.80)	85%
04-439-002-250	Base Repairs - Pa. Drive	-	6,000.00	(6,000.00)	0%
	Total Highway Construction	469,210.20	555,333.00	(86,122.80)	0.85
	Total Expenditures	**$ 560,633.68**	**$ 689,333.00**	**$ (128,699.32)**	**81%**
	Excess of Revenues over Expenditures	**$ (100,559.00)**	**$ (272,411.00)**	**$ 171,852.00**	**37%**

Upper Uwchlan Township
Solid Waste Fund
Balance Sheet
As of September 30, 2024

ASSETS			
Cash			
05-100-000-010	Meridian Bank	$	223,709.22
05-100-000-030	Cash - Fulton Bank		(0.13)
05-100-000-120	Cash - First Resources		720,256.64
	Total Cash		943,965.73
Accounts Receivable			
05-130-000-045	WIPP Receivable from MA		88,526.32
05-145-000-010	Solid Waste Receivable		97,528.03
05-145-000-095	Misc. Receivable		-
			186,054.35
Other Current Assets			
05-130-000-010	Due from General Fund		2,559.16
05-130-000-020	Due from Capital Fund		-
05-130-000-050	Due from Municipal Authority		980.51
05-155-000-010	Prepaid Attorney Fees		-
	Other Assets		-
	Total Other Current Assets		3,539.67
	Total Assets	**$**	**1,133,559.75**
LIABILITIES AND FUND BALANCE			
Accounts Payable			
05-200-000-020	Accounts Payable		-
05-258-000-000	Accrued Expenses		-
	Total Accounts Payable		-
Other Current Liabilities			
05-239-000-010	Due To General Fund		19,162.79
05-239-000-020	Due To Capital Fund		-
05-239-000-030	Due to Liquid Fuels Fund		-
05-239-000-040	Due to Act 209 Fund		-
05-239-000-050	Due to Municipal Authority		677.10
05-239-000-055	Due to Water Resource Protection Fund		279.86
05-252-000-010	Deferred Revenues		90,318.41
	Total Other Current Liabilities		110,438.16
	Total Liabilities		**110,438.16**
Equity			
05-272-000-001	Opening Balance Equity		984,603.98
05-272-000-004	Unrestricted Net Assets		(261,620.18)
	Current Period Net Income (Loss)		300,137.79
	Total Equity		1,023,121.59
	Total Fund Balance	**$**	**1,023,121.59**
	Total Liabilities & Fund Balance	**$**	**1,133,559.75**

Upper Uwchlan Township
Solid Waste Fund
Statement of Revenues and Expenditures
For the Period Ending September 30, 2024

GL Account #	Account Description	2024 YTD Actual	AMENDED 2024 Budget	Over (Under) Budget	Actual as % of Budget
	REVENUES				
05-341-000-000	Interest Earnings	$ 22,847.28	$ 25,000.00	(2,152.72)	91%
05-364-000-010	Solid Waste Income	1,118,243.88	1,171,800.00	(53,556.12)	95%
05-364-000-015	Resident Refunds	(938.70)	(2,000.00)	1,061.30	47%
05-364-000-020	Recycling Income	-	5,000.00	(5,000.00)	0%
05-364-000-025	Hazardous Waste Event	1,911.26	2,000.00	(88.74)	96%
05-364-000-030	Leaf Bags Sold	95.50	500.00	(404.50)	19%
05-364-000-035	Scrap Metal Sold	691.60	500.00	191.60	138%
	Equipment Purchase Grant (Pa.)	-	-	-	#DIV/0!
05-364-000-040	Performance Grant	25,442.71	25,000.00	442.71	102%
05-380-000-000	Misc Income	3,616.80	-	3,616.80	#DIV/0!
	Total Revenues	**$ 1,171,910.33**	**$ 1,227,800.00**	**$ (55,889.67)**	**#DIV/0!**
	EXPENDITURES				
	Operations				
05-427-000-101	Employee Cost Allocation	18,202.79	23,228.00	(5,025.21)	78%
05-427-000-150	Bank Fees	270.00	200.00	70.00	135%
05-427-000-200	Supplies	354.41	2,000.00	(1,645.59)	18%
05-427-000-210	Utility Billing Expenses	2,546.68	5,000.00	(2,453.32)	51%
05-427-000-220	Postage	2,674.17	2,300.00	374.17	116%
05-427-000-230	Toters	2,206.00	36,069.00	(33,863.00)	6%
05-427-000-314	Legal Fees	7,089.00	10,000.00	(2,911.00)	71%
05-427-000-316	Training & Seminars	-	500.00	(500.00)	0%
05-427-000-420	Dues/Subscriptions/Memberships	-	200.00	(200.00)	0%
05-427-000-450	Contracted Services - Solid Waste	420,349.44	575,250.00	(154,900.56)	73%
05-427-000-460	Contracted Services - Recycling	183,969.91	260,063.00	(76,093.09)	71%
05-427-000-700	Tipping Fees	204,174.74	317,550.00	(113,375.26)	64%
05-427-000-725	Tipping Fees - Recycling	28,048.57	67,500.00	(39,451.43)	42%
05-427-000-800	Recycling Disposal	-	9,000.00	(9,000.00)	0%
05-427-000-805	Electronic Waste Event	1,886.83	6,000.00	(4,113.17)	31%
05-427-000-810	Hazardous Waste Event	-	2,000.00	(2,000.00)	0%
	Total Operations	871,772.54	1,316,860.00	(445,087.46)	66%
	Operating Transfers				
05-492-000-030	Transfer to Capital Fund	-	50,000.00	(50,000.00)	0%
	Transfer to General Fund	-	-	-	#DIV/0!
	Total Operating Transfers	-	50,000.00	(50,000.00)	#DIV/0!
	Total Expenditures	**$ 871,772.54**	**$ 1,366,860.00**	**$ (495,087.46)**	**64%**
	Excess of Revenues over Expenditures	**$ 300,137.79**	**$ (139,060.00)**	**$ 439,197.79**	**-216%**

Upper Uwchlan Township
Water Resource Protection Fund
Balance Sheet
As of September 30, 2024

ASSETS			
Cash			
08-100-000-100	Cash - Fulton Bank	$	-
08-100-000-200	Cash - First Resources		655,550.33
	Total Cash		655,550.33
Other Current Assets			
08-130-000-010	Due from General Fund		225,476.55
08-130-000-020	Due from Municipal Authority		-
08-130-000-030	Due from Solid Waste Fund		279.86
08-145-000-095	Misc. Receivable		-
	Total Other Current Assets		225,756.41
	Total Assets	**$**	**881,306.74**
LIABILITIES AND FUND BALANCE			
Accounts Payable			
08-200-000-000	Accounts Payable		-
08-258-000-000	Accrued Expenses		-
	Total Accounts Payable		-
Other Current Liabilities			
08-230-000-010	Due To General Fund		327,502.37
08-230-000-020	Due to Municipal Authority		-
08-230-000-030	Due to Capital Fund		-
	Deferred Revenues		-
	Total Other Current Liabilities		327,502.37
	Total Liabilities		**327,502.37**
Equity			
08-272-000-100	Unrestricted Net Assets		677,739.14
08-272-000-200	Restricted Net Assets		-
	Current Period Net Income (Loss)		(123,934.85)
	Total Equity		553,804.29
	Total Fund Balance	**$**	**553,804.29**
	Total Liabilities & Fund Balance	**$**	**881,306.66**

Upper Uwchlan Township
Water Resource Protection Fund
Statement of Revenues and Expenditures
For the Period Ending September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	REVENUES				
08-341-000-010	Interest Earnings	$ 17,761.44	$ 12,500.00	5,261.44	142%
08-351-000-010	Federal Grants	-	-	-	#DIV/0!
08-354-000-010	County Grants	-	-	-	#DIV/0!
08-354-000-020	State Grants	225,476.55	275,000.00	(49,523.45)	82%
08-361-000-100	Water Resource Protection Fees	-	186,000.00	(186,000.00)	0%
08-392-000-010	Transfer from the General Fund	172,329.37	-	172,329.37	#DIV/0!
08-392-000-020	Transfer from Municipal Authority	-	-	-	#DIV/0!
08-395-000-000	Refund of Prior Year Expenditures	-	-	-	#DIV/0!
	Miscellaneous Revenue	-	-	-	#DIV/0!
	Total Revenues	**$ 415,567.36**	**$ 473,500.00**	**$ (57,932.64)**	88%
	EXPENDITURES				
	Operations				
08-404-000-310	Wage Allocation	-	-	-	#DIV/0!
08-404-000-311	Legal Fees	-	-	-	#DIV/0!
08-406-000-010	Grant Application Fees	-	-	-	#DIV/0!
08-406-000-340	Public Relations	-	-		
08-408-000-010	Engineering	-	5,000.00	(5,000.00)	0%
08-408-000-020	Feasibility Studies	-	-	-	#DIV/0!
08-420-000-035	Permits	2,500.00	-	2,500.00	#DIV/0!
08-420-000-260	Small Tools & Equipment	287.09	1,500.00	(1,212.91)	19%
08-446-000-101	Allocated Wages	-	-	-	#DIV/0!
08-446-000-200	Supplies	25,291.47	27,112.00	(1,820.53)	93%
08-446-000-230	Gasoline & Oil	-	2,400.00	(2,400.00)	0%
08-446-000-235	Vehicle maintenance	7,245.88	4,250.00	2,995.88	170%
08-446-000-250	Maintenance & Repair	2,830.03	25,600.00	(22,769.97)	11%
08-446-000-316	Training & Seminars	-	2,000.00	(2,000.00)	0%
08-446-000-450	Contracted Services	1,516.00	20,000.00	(18,484.00)	8%
08-446-000-600	Construction	-	-	-	#DIV/0!
08-446-004-600	Construction - Upland Farms	-	-	-	#DIV/0!
08-446-005-600	Construction - Marsh Creek	499,831.74	461,000.00	38,831.74	108%
08-446-001-250	Maintenance & Repair - MA	-	-	-	#DIV/0!
08-446-001-600	Construction - MA	-	-	-	#DIV/0!
	Total Operations	539,502.21	548,862.00	(9,359.79)	98%
	Operating Transfers				
	Transfer to General Fund	-	-	-	#DIV/0!
	Total Operating Transfers	-	-	-	#DIV/0!
	Total Expenditures	**$ 539,502.21**	**$ 548,862.00**	**$ (9,359.79)**	**98%**
	Excess of Revenues over Expenditures	**$ (123,934.85)**	**$ (75,362.00)**	**$ (48,572.85)**	**164%**

Upper Uwchlan Township
Act 209 Fund
Balance Sheet
As of August 31, 2024

ASSETS

Cash			
09-100-000-010	Cash - Fulton Bank	$	-
09-100-000-020	Cash - First Resources		56,401.92
	Total Cash		56,401.92
Investments			
09-120-000-100	Certificate of Deposit		1,067,935.39
	Total Certificates of Deposit		1,067,935.39
Other Current Assets			
09-130-000-000	Due from General Fund		-
09-130-000-001	Due from Capital Fund		-
09-191-000-000	Other Assets		-
	Reserve - Accounts Receivable		-
	Total Other Current Assets		-
	Total Assets	**$**	**1,124,337.31**

LIABILITIES AND FUND BALANCE

Accounts Payable			
09-200-000-000	Accounts Payable		-
09-258-000-000	Accrued Expenses		-
	Total Accounts Payable		-
Other Current Liabilities			
09-297-000-000	Other Liabilities		-
09-297-000-001	Due To General Fund		-
09-297-000-002	Due To Capital Fund		-
	Total Other Current Liabilities		-
	Total Liabilities	**$**	**-**
Equity			
09-272-000-001	Opening Balance Equity		299,600.19
09-272-000-002	Permanently Restricted Net Assets		-
09-272-000-003	Retained Earnings		538,479.32
09-272-000-004	Temorarily Restricted Net Assets		-
09-272-000-005	Unrestricted Net Assets		251,305.53
	Current Period Net Income (Loss)		34,952.27
	Total Equity		1,124,337.31
	Total Fund Balance	**$**	**1,124,337.31**
	Total Liabilities & Fund Balance	**$**	**1,124,337.31**

Upper Uwchlan Township
Act 209 Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
09-341-000-000	Interest Income	$ 38,212.83	$ 30,000.00	$ 8,212.83	127.4%
09-354-000-030	Grant Revenue - Federal	-	-	-	#DIV/0!
09-354-000-140	Grant Revenue - State (ARLE)	-	-	-	#DIV/0!
09-379-000-010	Transportation Impact Fees	-	-	-	#DIV/0!
09-379-000-020	Transportation Impact Fees - Reserve	-	-	-	#DIV/0!
09-380-000-000	Misc Revenue	-	-	-	#DIV/0!
09-395-000-100	Transfer from General Fund	-	-	-	#DIV/0!
09-395-000-200	Transfer from Capital Fund	-	-	-	#DIV/0!
	Total Revenue	**38,212.83**	**30,000.00**	**8,212.83**	**#DIV/0!**
09-427-000-150	Bank Fees	260.00	150.00		1.73
09-489-000-000	Arle Grant - Act 209	-	-	-	#DIV/0!
09-489-000-010	Engineering Fees	3,000.56	-	3,000.56	#DIV/0!
09-489-000-020	Construction	-	-	-	#DIV/0!
09-489-000-045	Contracted Services	-	-	-	#DIV/0!
09-489-000-600	Capital Construction	-	-	-	#DIV/0!
	Total Expenditures	**3,260.56**	**150.00**	**3,000.56**	**#DIV/0!**
	Excess of Revenues over Expenditures	**$ 34,952.27**	**$ 29,850.00**	**$ 5,212.27**	**#DIV/0!**

Upper Uwchlan Township
Sewer Fund
Balance Sheet
As of September 30, 2024

ASSETS			
Cash			
15-100-000-100	Cash - Fulton Bank	$	-
15-100-000-110	Cash - First Resource Bank		111,012.41
15-100-000-200	Cash - Construction Fund (PSDLAF)		83.59
	Total Cash		111,096.00
Other Current Assets			
15-130-000-001	Due from General Fund		-
15-130-000-002	Due from Municipal Authority		-
15-136-000-100	Interest Receivable		-
	Other Assets		-
	Total Other Current Assets		-
Long-Term Assets			
15-130-000-005	Due from Municipal Authority - 2019 Bonds		5,205,556.07
15-161-000-100	Sewer Easements		-
15-163-000-100	Capital Assets - Plant		26,377,547.00
15-163-000-110	Construction in Progress		74,706.00
15-163-000-200	Capital Assets - Expansion		116,592.00
15-163-000-500	Accumulated Depreciation		(5,953,761.08)
15-157-000-100	Discount on Bonds - Series of 2019		24,042.35
15-157-000-110	OID Amortization - Series of 2019		(3,989.55)
			25,840,692.79
	Total Assets	**$**	**25,951,788.79**
LIABILITIES AND FUND BALANCE			
Current Liabilities			
15-200-000-000	Accounts Payable		-
15-230-000-001	Due To General Fund		-
15-230-000-002	Due to Municipal Authority		-
15-258-000-000	Accrued Expenses		-
15-258-000-045	Retainage Payable		-
15-258-000-100	Interest Payable on Bonds - 2014		-
15-258-000-105	Interest Payable on Bonds - 2019		68,114.60
15-258-000-110	Interest Payable on Bonds - Series A of 2019		38,158.32
	Total Accounts Payable		106,272.92
Long Term Liabilities			
15-261-000-100	General Obligation Bonds- Series of 2014		-
15-261-000-105	General Obligation Bonds- Series of 2019		5,150,000.00
15-261-000-110	General Obligation Bonds- Series A of 2019		4,235,000.00
15-261-000-200	Premium on Bonds - Series of 2014		76,705.65
15-261-000-210	Premium on Bonds - Series A of 2019		139,547.90
15-261-000-250	Accrued Amortization on Bond Premium - 2014		-
15-261-000-260	Accrued Amortiz on Bond Premium - Series of 2019		(34,887.00)
			9,566,366.55
	Total Liabilities		**9,672,639.47**
Equity			
15-272-000-100	Unrestricted Net Assets		16,354,005.17
	Current Period Net Income (Loss)		(74,855.85)
	Total Equity		16,279,149.32
	Total Fund Balance	**$**	**16,279,149.32**
	Total Liabilities & Fund Balance	**$**	**25,951,788.79**

Upper Uwchlan Township
Sewer Fund
Statement of Revenues and Expenditures
For the Period Ending September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	REVENUES				
15-341-000-000	Interest Earnings	$ 3,004.95	$ 4,000.00	(995.05)	75%
15-342-000-100	Operations Mgmt Agreement Fees - 2014 bonds	-		-	#DIV/0!
15-342-000-200	Operations Mgmt Agreement Fees - 2019 bonds	102,108.86	239,344.00	(137,235.14)	43%
15-342-000-300	Operations Mgmt Agreement Fees - Series A of 2019 (MA)	57,199.16	334,475.00	(277,275.84)	17%
	Total Revenues	**$ 162,312.97**	**$ 577,819.00**	**$ (415,506.03)**	**#DIV/0!**
	EXPENDITURES				
	General				
15-400-000-461	Bank Fees	1,064.00	1,000.00	64.00	106%
15-400-000-463	Misc Expenses	-	1,000.00	(1,000.00)	0%
15-404-000-100	Legal Fees	-	-	-	#DIV/0!
		1,064.00	2,000.00	(936.00)	1.06
	Bond expenses				
15-472-000-100	Bond Interest Expense - Series of 2014	-	-	-	#DIV/0!
15-472-000-105	Bond Interest Expense - Series of 2019	153,194.81	204,344.00	(51,149.19)	75%
15-472-000-110	Bond Interest Expense - Series A of 2019	85,817.90	114,475.00	(28,657.10)	75%
15-472-000-200	Bond Issuance Costs	-	-	-	#DIV/0!
15-472-000-300	Bond Amortization Expense - 2014 Bonds	-	-	-	#DIV/0!
15-472-000-305	Bond Amortization Expense - 2019 Bonds	414.68	829.00	(414.32)	50%
15-472-000-310	Bond Amortization Expense - 2019A Bonds	(3,322.57)	(6,645.00)	3,322.43	50%
	Total Debt Expenses	236,104.82	313,003.00	(79,806.29)	#DIV/0!
	Other				
15-493-000-083	Depreciation	-	-	-	#DIV/0!
		-	-	-	#DIV/0!
	Total Expenditures before Transfers	**$ 237,168.82**	**$ 315,003.00**	**$ (80,742.29)**	**75%**
	Transfers				
15-492-000-010	Transfer to Municipal Authority	-	-	-	#DIV/0!
	Total Transfers	-	-	-	#DIV/0!
	Total Expenditures and Transfers	237,168.82	315,003.00	(80,742.29)	#DIV/0!
	Excess of Revenues over Expenditures	**$ (74,855.85)**	**$ 262,816.00**	**$ (334,763.74)**	**-28%**

Upper Uwchlan Township
Capital Projects Fund
Balance Sheet
As of September 30, 2024

ASSETS

Cash			
30-100-000-010	Cash - Fulton Bank	$	(0.02)
30-100-000-015	Cash - First Resource Bank		75,476.59
30-100-000-020	PSDLAF		5,109.71
30-110-000-100	Fulton Bank - 2019 Bond Proceeds		
30-110-000-200	Fulton Bank - 2019 Bond Proceeds - ICS		0.55
	Total Cash		80,586.83
Accounts Receivable			
30-130-000-001	Due from General Fund		44,043.36
30-130-000-002	Due From Municipal Authority		-
30-130-000-003	Due from Escrow Fund		-
30-130-000-004	Due from Solid Waste Fund		-
30-130-000-005	Due From Liquid Fuels Fund		-
30-130-000-006	Due from Act 209 Fund		-
30-130-000-007	Due from Water Resource Protection Fund		-
30-130-000-008	Due from MA Capital Fund		-
	Total Accounts Receivable		44,043.36
Other Current Asset			
30-155-000-000	Prepaid Expenses		17,500.00
30-191-000-000	Other Assets		-
	Total Other Current Asset		17,500.00
	Total Assets	**$**	**142,130.19**

LIABILITIES AND FUND BALANCE

Accounts Payable			
30-200-000-000	Accounts Payable		-
30-258-000-000	Accrued Expenses		-
30-258-000-100	Interest Payable - 2019 Bonds		59,416.60
30-261-000-100	General Obligation Bonds - Series of 2019		4,730,000.00
30-261-000-150	Premium on GO Bonds - Series of 2019		247,103.30
30-261-000-160	Accrued Amortization - Series of 2019		(61,775.81)
	Total Accounts Payable		4,974,744.09
Long Term Liabilities			
30-297-000-000	Other Liabilities		-
	Total Long Term Liabilities		-
Other Current Liabilities			
30-230-000-000	Due to General Fund		7,250.00
30-230-000-001	Due To Liquid Fuels		-
30-230-000-002	Due to Act 209		-
30-230-000-003	Due to Solid Waste Fund		-
30-230-000-004	Due to Municipal Authority		-
30-230-000-005	Due To Escrow Fund		-
	Total Other Current Liabilities		7,250.00
	Total Liabilities	**$**	**4,981,994.09**
Equity			
30-272-000-001	Opening Balance Equity		948,398.39
30-272-000-004	Unrestricted Net Assets		(5,684,769.61)
	Current Period Net Income (Loss)		(103,492.68)
	Total Equity		(4,839,863.90)
	Total Fund Balance	**$**	**(4,839,863.90)**
	Total Liabilities & Fund Balance	**$**	**142,130.19**

Upper Uwchlan Township
Capital Projects Fund
Statement of Revenues and Expenditures
For the Period Ending September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
	REVENUES				
30-341-000-000	Interest Earnings	$ 5,737.49	10,000.00	(4,262.51)	57%
30-354-000-010	Grant Revenue - County	11,050.36	-	11,050.36	#DIV/0!
30-354-000-020	Grant Revenue - State	-	100,000.00	(100,000.00)	0%
30-354-000-030	Grant Revenue - Federal	-	-	-	#DIV/0!
30-354-000-040	Grant Revenue - Other	-	5,800.00	(5,800.00)	0%
30-391-000-100	Sale of Fixed Assets	44,345.00	5,000.00	39,345.00	887%
30-392-000-001	Transfer from General Fund	450,000.00	450,000.00	-	100%
30-392-000-005	Transfer from Solid Waste Fund	-	-	-	#DIV/0!
30-392-000-020	Transfer from Act 209 Fund	-	-	-	#DIV/0!
30-392-000-030	Transfer from the Municipal Authority	-	-	-	#DIV/0!
30-393-000-000	Capital Income	-	-	-	#DIV/0!
30-393-000-020	Proceeds from Long Term Debt	-	-	-	#DIV/0!
30-393-000-400	Other financing sources	-	-	-	#DIV/0!
		511,132.85	570,800.00	(59,667.15)	90%
	Total Revenues	**$ 511,132.85**	**$ 570,800.00**	**$ (59,667.15)**	90%
	CAPITAL EXPENSES				
	Township Properties				
30-409-000-700	Capital Purchases-General	-	-	-	#DIV/0!
30-409-001-700	Capital Purchases-Executive	-	-	-	#DIV/0!
30-409-002-600	Capital Construction - Township Bldg	44,998.00	103,000.00	(58,002.00)	44%
30-409-002-610	Township Bldg Expansion 2018-2020	-	-	-	#DIV/0!
30-409-002-700	Capital Purchases - Twp Bldg	-	-	-	#DIV/0!
30-409-003-600	Capital Construction - PW Bldg	-	-	-	#DIV/0!
30-409-003-700	Capital Purchases - PW Bldg	19,392.00	-	19,392.00	#DIV/0!
30-409-004-600	Capital Construction - Milford Rd.	-	-	-	#DIV/0!
30-409-004-700	Capital Purchases - Milford Rd.	-	-	-	#DIV/0!
	Total Township	64,390.00	103,000.00	(38,610.00)	63%
	Police				
30-410-000-700	Capital Purchases- Police	133,921.70	120,525.00	13,396.70	111%
	Future Purchase	-	-	-	#DIV/0!
		133,921.70	120,525.00	13,396.70	111%
	Codes				
30-413-000-700	Capital Purchases	-	-	-	#DIV/0!
		-	-	-	#DIV/0!
	Emergency Management				
30-415-000-700	Capital Purchases	-	-	-	#DIV/0!
		-	-	-	#DIV/0!
	Public Works				
30-438-000-700	Capital Purchases-Vehicles	-	-	-	#DIV/0!
30-438-000-701	Capital Purchases - Equipment	223,028.78	223,382.00	(353.22)	100%
	Total Public Works	223,028.78	223,382.00	(353.22)	#DIV/0!
	Roads				
30-502-434-700	Traffic Signals	-	-	-	#DIV/0!
	Little Conestoga Road Crosswalk	-	-	-	#DIV/0!
	Lyndell Road Bridge	-	-	-	#DIV/0!
		-	-	-	#DIV/0!

Upper Uwchlan Township
Capital Projects Fund
Statement of Revenues and Expenditures
For the Period Ending September 30, 2024

	Parks				
	All Parks				
30-454-000-700	Capital Purchases - All Parks	13,850.20	14,069.00	(218.80)	98%
	Hickory Park				
30-454-001-600	Capital Construction - Hickory	7,250.00	-	7,250.00	#DIV/0!
30-454-001-700	Capital Purchases - Hickory	-		-	#DIV/0!
	Fellowship Fields				
30-454-002-600	Capital Construction - Fellowship	-		-	#DIV/0!
30-454-002-700	Capital Purchases - Fellowship	11,000.00		11,000.00	#DIV/0!
	Larkins Field				
30-454-003-600	Capital Construction - Larkins	-		-	#DIV/0!
30-454-003-700	Capital Purchases - Larkins	-		-	#DIV/0!
	Upland Farms				
30-454-004-600	Capital Construction - Upland	33,675.00	-	33,675.00	#DIV/0!
30-454-004-610	Fund Raising - Upland	-		-	#DIV/0!
30-454-004-700	Capital Purchases - Upland	-	-	-	#DIV/0!
	Village of Eagle Pocket Park				
30-506-000-100	Design	-	-		
30-506-000-600	Capital Construction	-	-	-	#DIV/0!
30-506-000-700	Capital Purchases	-	-	-	#DIV/0!
	Total Parks Capital	65,775.20	14,069.00	51,706.20	468%
	Trails				
30-455-000-650	Grant-Trails/Bridge - Struble Trail	-	-	-	#DIV/0!
30-455-000-651	Phase IV-Pk Rd Trail		125,000.00	(125,000.00)	0%
30-455-000-652	Side Path Project	-	-	-	#DIV/0!
	Total Trails	-	125,000.00	(125,000.00)	0%
	Debt Service				
30-472-000-100	Interest Expense - Series of 2019	133,687.43	185,000.00	(51,312.57)	72%
30-472-000-200	Cost of Issuance - Series of 2019	-		-	#DIV/0!
30-472-000-300	Bond Amortization Expense - Series of 2019	(6,177.58)	(12,355.00)	6,177.42	50%
30-500-471-003	Capital Lease - Principal	-	-	-	#DIV/0!
30-500-472-003	Capital Lease - Interest	-	-	-	#DIV/0!
	Total Debt Service	127,509.85	172,645.00	(45,135.15)	74%
	Village Concept				
30-506-000-100	Design - Village of Eagle	-	-	-	#DIV/0!
30-506-000-600	Construction - Village of Eagle	-	-	-	#DIV/0!
30-507-000-010	Misc Expenses	-	-	-	
		-	-	-	#DIV/0!
	Total Expenditures before Operating Transfers	**$ 614,625.53**	**$ 758,621.00**	**$ (143,995.47)**	**81%**
	Operating Transfers				
30-505-000-010	Transfers to the General Fund	-	-	-	#DIV/0!
30-505-000-020	Transfers to the Solid Waste Fund	-	-	-	#DIV/0!
30-505-000-030	Transfers to the Act 209 Fund	-	-	-	#DIV/0!
	Total Operating Transfers	-	-	-	#DIV/0!
	Excess of Revenues over Expenditures and Operating Transfers	**$ (103,492.68)**	**$ (187,821.00)**	**$ 84,328.32**	**55.10%**

Upper Uwchlan Township
Developers Escrow Fund
Balance Sheet
As of September 30, 2024

ASSETS

Cash			
40-100-000-100	Cash - Fulton Bank	$	-
40-100-000-200	Cash - First Resource Bank		252,867.08
	Total Cash		252,867.08
Other Current Assets			
40-130-000-010	Due from General Fund		(37.00)
40-130-000-020	Due from Solid Waste Fund		-
40-130-000-030	Due from Municipal Authority		-
	Total Other Current Assets		(37.00)
	Total Assets	**$**	**252,830.08**

LIABILITIES AND FUND BALANCE

Accounts Payable		
40-200-000-000	Accounts Payable	-
	Total Accounts Payable	-
Other Current Liabilities		
40-230-000-010	Due To General Fund	-
40-230-000-020	Due to Solid Waste Fund	-
40-230-000-030	Due to Municipal Authority	-
	Due to Developers:	
40-248-000-001	Toll Brothers	-
40-248-000-004	Columbia Gas Transmission LLC	8,150.24
40-248-000-005	Chester County - Radio Tower	-
40-248-000-006	Executive Land Holdings	-
40-248-000-007	Park Road Townhomes	-
40-248-000-009	Open Community Corp.	(20,197.91)
40-248-000-010	Sunoco Reed Road	4,147.14
40-248-000-011	McHugh	-
40-248-000-012	Marsh Lea	-
40-248-000-013	Eagle Pointe	-
40-248-000-014	Grashof	-
40-248-000-015	McKee Fetters	-
40-248-000-017	Vantage Point Retirement	(6,133.83)
40-248-000-018	CarSense	-
40-248-000-019	Village at Byers	-
40-248-000-020	Milford Rd. Associates	-
40-248-000-021	Townes at Chester Springs	-
40-248-000-022	Eagle Village Parking	-
40-248-000-023	Fish Eye	20,514.11
40-248-000-024	Jankowski	-
40-248-000-025	Eagleview Lot 1C	(2,105.23)
40-248-000-026	Lot 1B Maintenance Area	4,146.80
40-248-000-027	122 Oscar Way	-
40-248-000-028	Commercial 5C	-
40-248-000-030	Profound Technologies	-
40-248-000-031	Windsor Baptist Church	4,803.91
40-248-000-032	Eagle Village Parking Expansion	-
40-248-000-033	Chester Springs Crossing	8.81
40-248-000-034	Starbucks @ Eaglepoint Village	-
40-248-000-035	The Preserve at Marsh Creek SD	(23,741.69)
40-248-000-036	McKee Toll Traffic Impact Fee	63.75
40-248-000-500	Gunner Properties Performance	-
40-248-000-038	Enclave at Chester Springs	5,253.74

Upper Uwchlan Township
Developers Escrow Fund
Balance Sheet
As of September 30, 2024

40-248-000-039	164 Byers Rd QBD		904.09
40-248-000-040	Aurora Greenridge		-
40-248-000-041	Aurora Greenridge		-
40-248-000-042	DeWees 363 Byers Road		-
40-248-000-043	Black Horse Farm		-
40-248-000-044	Aecom Technology		-
40-248-000-045	11 Senn Drive Parking		406.80
40-248-000-046	Byers Station Parcel 5C Lot 2B		(5,797.57)
40-248-000-047	461 Font Road		-
40-248-000-048	301 Park Road		2,093.33
40-248-000-049	Eagleview Lot 1A		(1,305.34)
40-248-000-050	Eagle Animal Hospital		4,656.01
40-248-000-051	Rockhill Real Estate Enterprises		(6,126.89)
40-248-000-052	100 Greenridge Road		2,490.72
40-248-000-053	J Downend Landscaping		-
40-248-000-054	241 Park Road		(6,508.58)
40-248-000-055	Rotelle Development Co.		2,232.61
40-248-000-056	RDS Enterprises		5,141.48
40-248-001-019	Villages Dedication		24,518.53
40-248-001-032	Gunner Parking Exp Construction		-
40-248-001-033	Crossings Dedication		-
40-248-001-035	The Preserve at Marsh Creek Sewer		27,452.88
40-248-001-038	Enclave at Chester Springs site		50,762.50
40-248-002-035	PMC Sewer Phase III		(2,642.82)
40-248-002-038	Enclave Station Blvd Improvements		157,473.15
40-248-003-035	PMC Construction Phase III		2,169.34
			-
	Total Other Current Liabilities		252,830.08
40-258-000-000	Accrued Expenses		-
	Total Liabilities	**$**	**252,830.08**
Equity			
40-279-000-000	Opening Balance Equity		-
	Current Period Net Income (Loss)		(0.00)
	Total Equity		(0.00)
	Total Fund Balance	**$**	**(0.00)**
	Total Liabilities & Fund Balance	**$**	**252,830.08**

Upper Uwchlan Township
Developers Escrow Fund
Statement of Revenues and Expenditures
For the Period Ended September 30, 2024

GL Account #	Account Description	2024 YTD Actual	2024 Budget	Over (Under) Budget	Actual as % of Budget
40-341-000-000	Interest Income	$ 7,545.14	$ -	$ 7,545.14	-
40-341-000-010	Interest Income - allocated to Developers	(7,545.14)	-	(7,545.14)	-
40-392-000-100	Transfer from General Fund	-	-	-	-
		-	-	-	-
	Total Revenue	**(0.00)**	**-**	**(0.00)**	**-**
40-400-000-461	Bank Fees	-	-	-	-
		-	-	-	-
		-	-	-	-
		-	-	-	-
	Total Expenditures	**-**	**-**	**-**	**-**
	Excess of Revenues over Expenditures	**$ (0.00)**	**$ -**	**$ (0.00)**	**-**

Upper Uwchlan Township

Comprehensive Plan
2024 - SUMMARY









Prepared by

UPPER UWCHLAN
Established 1858

BRANDYWINE CONSERVANCY

Bowman

RGA RICHARD GRUBB & ASSOCIATES

Comprehensive Plan 2024
Sunmmary

Upper Uwchlan Township
140 Pottstown Pike
Chester Springs, PA 19425

Township Staff
Tony Scheivert, Township Manager
Gwen Jonik, Township Secretary

Board of Supervisors
Jenn Baxter – Chairperson
Andy Durkin – Vice Chairperson
Sandy D'Amico – Supervisor

Planning Commission
Sally Winterton – Chair
Joe Stoyack – Vice Chair
Chad Adams – Member
David Colajezzi – Member
Jim Dewees – Member
Stephen Fean – Member
Jeff Smith – Member

Comprehensive Plan Task Force Members
Jenn Baxter, Board of Supervisors
Jim Dewees, Planning Commission
Jim Greaney, Zoning Hearing Board
Steve Hirsh, Emerg. Management Planning Commission
Vivian McCardell, Historical Commission
Neil Phillips, Environmental Advisory Council
Joe Samarco, Municipal Authority
Patti Spackman, Environmental Advisory Council
Gerry Stein, Historical Commission
Joe Stoyack, Planning Commission
Sushila Subramanian, Park and Recreation
Sally Winterton, Planning Commission

Consultants
Brandywine Conservancy
1 Hoffman's Mill Road
P.O. Box 141
Chadds Ford, PA 19317
rdaniels@brandywine.org
(610) 388-2700

Bowman Consulting Group, Ltd.
835 Springdale Drive, Suite 200
Exton, PA 19341
(610) 594-9995

Richard Grubb & Associates, Inc.
1901 S. 19th St. Space 307
Philadelphia, PA 19148
(215) 486-2740

Adopted Month Day, 2024

Summary



Bloom Southern Kitchen (formerly Eagle Tavern)

Our Vision

Upper Uwchlan Township celebrates its history, cherishes its village community feel, supports its commercial centers, recognizes the importance of a welcoming and diverse community, and strives to protect, restore, and steward its environment for the benefit of all.

Key Values

Our vision is driven by the following set of five interrelated values:

History

Preserve and appreciate the rich history of Upper Uwchlan Township that its residents identify with and embrace.

Connectivity

Provide a safe local and regional trail network that connects Upper Uwchlan's neighborhoods, open spaces, parks, community institutions, businesses, and municipal neighbors that help promote social interaction, healthy lifestyles, vibrant communities, and a connection to and appreciation of nature.

Community

Welcome, embrace and support all residents of Upper Uwchlan Township through the offering of community services, programs, and events that celebrate the heritage, history, culture, and diverse backgrounds of the population.

Resilience

Ensure Upper Uwchlan's administrative and municipal services are adaptable, nimble, and prepared to react to both internal and external factors that may threaten the long-term health of its environment, economy, community, and infrastructure.

Stewardship

Carefully and responsibly manage Upper Uwchlan's natural and historic resources to ensure their continued benefit for future generations, while encouraging and promoting the wise stewardship of public and private lands and historic resources.

Introduction

The 2024 Upper Uwchlan Township Comprehensive Plan is an update of the 2014 Comprehensive Plan. While the 2024 Plan builds on many of the goals and recommendations of the 2014 Plan, it also establishes additional recommendations that focus on new challenges that the Township faces. Alongside the update to the Comprehensive Plan, the Township has undertaken several other planning initiatives that complement and are subsequently incorporated into this Plan. These include a Sustainable Community Assessment (see Appendix H), an Active Transportation Plan (see Chapter 5 and Appendix G), Historic Resources Protection Plan (see Chapter 4 and Appendix F), and a Village Concept Plan (see Chapter 3 and Appendix D) and associated Village Design Guidelines (see Appendix E). Together, these planning efforts represent a comprehensive and cohesive assessment of the Township and provide a robust framework for maintaining the character of Upper Uwchlan, improving the quality of life for residents, ensuring resiliency, and preparing for future challenges.

Upper Uwchlan is a Township of 11.7 square miles with an estimated population of 12,275 as of the 2020 Census (a full demographic profile can be found in Appendix A). As shown in Map 1.1, Regional Location map, the Township is located in the heart of Chester County, north of the Route 30 corridor and bisected by the Pennsylvania Turnpike (I-76) that runs approximately NW-SE through the Township – the Downingtown interchange lies just southeast of the Township in Uwchlan Township. The southwest corner of the Township is dominated by Marsh Creek State Park and its namesake reservoir, a popular regional recreational destination, especially during the warmer summer months. East and north of the Turnpike is characterized by primarily residential and commercial land uses with PA Route 100 acting as a primary north-south artery connecting the US Route 30 corridor with the more rural northern fringes of Chester County.

Upper Uwchlan's character is partially defined by its villages, most notably Eagle and Byers (see Chapter 3), as well as, its walkability with an extensive and growing network of trails (see Chapter 5). The village of Eagle is the commercial center of the Township with an array of restaurants, local service-oriented businesses, the local elementary school, the Township Offices, and Police Department. The village of Byers, which contains the federally recognized Byers Station Historic District, contains several notable buildings, including the Masonic lodge, and the former Byers Hotel. Byers village developed around the Byers railroad and station (which no longer exists) and the discovery of graphite in the area in the late 19th Century. Today, Byers is primarily residential with some small-scale commercial activity.

What is the Comprehensive Plan?

This 2024 Comprehensive Plan is intended to guide the development and preservation of Upper Uwchlan Township over the next 20 years. The Plan establishes recommendations for land use, natural resources and open space, parks and recreational resources, transportation, including trails, historic resources, community facilities and services, and for the villages of Eagle and Byers Station.

This Plan's recommendations have no legal effect on the actual use of land, Upper Uwchlan Township cannot mandate how land is used or developed by adopting this Comprehensive Plan. Rather, the Comprehensive Plan serves as a blueprint and aspirational document to guide Township officials and staff over the next 10-20 years in managing growth and the quality of life for residents. The Plan also serves as an important policy guide for Township officials and staff on a variety of municipally related topics, when establishing work programs for its various committees and commissions, and when seeking public funding for projects identified for implementation.

This Plan also provides guidelines and serves as a foundation for revisions to Upper Uwchlan's

primary land use regulations, the Zoning Ordinance (ZO) and the Subdivision and Land Development Ordinance (SALDO). The ZO primarily controls the types and intensities of the various land uses and design standards for their existing use and future development. The SALDO primarily establishes the procedures for approving new lots and other land developments, as well as establishing design standards for the construction of roads, stormwater management, and other improvements.

How Was this Plan Developed?

The 2024 Comprehensive Plan replaces Upper Uwchlan's 2014 Comprehensive Plan. An extensive public participation process was used to develop the 2024 Plan, specifically:

- Establishing the Comprehensive Plan Update Task Force
- Participating in the Township's Block Party event to solicit input
- Designing and analyzing of a Community Planning Survey
- Analyzing maps and data of existing conditions
- Establishing a Future Land Use Plan
- Developing Recommendations and Implementation Priorities

Summary of Public Participation Creating the 2024 Plan

The 2024 Plan was developed by a Task Force established by Upper Uwchlan's governing body. The task force included representatives from various Township boards and commissions. Township administrative staff were included in Task Force meetings and all correspondence. Opportunities for public input were solicited at various stages of the planning process. Several of those opportunities are described below.

Task Force

The Upper Uwchlan Board of Supervisors appointed a 13-member Task Force to work with its planning consultant, the Brandywine Conservancy. Task Force membership included representatives of the Township's Board of Supervisors, Planning Commission, Historical Commission, Environmental Advisory Council, Zoning Hearing Board, Municipal Authority, and the Parks and Recreation Board. In addition to the Brandywine Conservancy, Bowman Consulting Group completed the Active Transportation Plan (ATP) and developed the Transportation chapter; Richard Grubb & Associates developed the Village Design Guidelines (see Appendix E). The Conservancy planning team met with the Task Force approximately once each month from February 2023 to August 2024 to discuss the Township's vision, provide direction on the major Plan topics, and to assist in mobilizing other Township residents to participate in the Plan's formulation.

To that end, opportunities for public participation were maximized throughout the planning process. Public input opportunities included:

- Community Planning Survey
- Attendance at the Township's Block Party (June 2023)
- Planning Commission Public Meeting
- Public Hearing before Board of Supervisors

Additional public input was also solicited during the development of the Active Transportation Plan and is documented in Chapter 5 and Appendix G.

Community Planning Survey

Around the same time as the Township's Block Party, the Task Force and planning team prepared an online survey that was promoted through social media, public notices, and communication with municipal Homeowners'

Associations (HOAs). This survey asked questions related to municipal and regional planning issues. Survey responses were considered when developing the goals and recommendations of the Plan. The Township received 739 responses to the survey from mid-May – early August 2023. Of the respondents, almost 60% had lived in the township longer than 10 years, with 23% having lived in the township for more than 20 years.

Full survey results can be found in Appendix I, but a summary of general findings is presented below:

- The "preservation of open space", "preserving scenic areas and views", and "protecting natural resources" were the top three priorities for residents with respect to planning for the future.
- When asked what would make residents leave the township, the "area becoming too overdeveloped," "too much traffic", and "taxes too high" were the top three responses.
- When asked about recreational facilities residents would like to see considered in future planning, trails for walking and nature exploration were considered very important. Baseball and softball fields, and tennis courts were somewhat important, while a skatepark, disc golf course, and splash pad were not of interest to residents.
- When asked about township services and facilities, the vast majority felt police protection, trash collection and recycling, fire protection, and snow removal were adequate, while the maintenance of State roads, traffic calming measures, code enforcement, and maintenance of Township roads were inadequate.

Community Block Party

The Brandywine Conservancy participated in the 13th annual Block Party on June 17th in Upper Uwchlan Township. During the event visitors stopped by the booth to provide feedback for consideration in the planning process. Attendees were asked about "places I love", and "places that need improvement" in the township. In addition, they were encouraged to provide additional feedback for consideration. From these interactions, the planning team learned the residents:

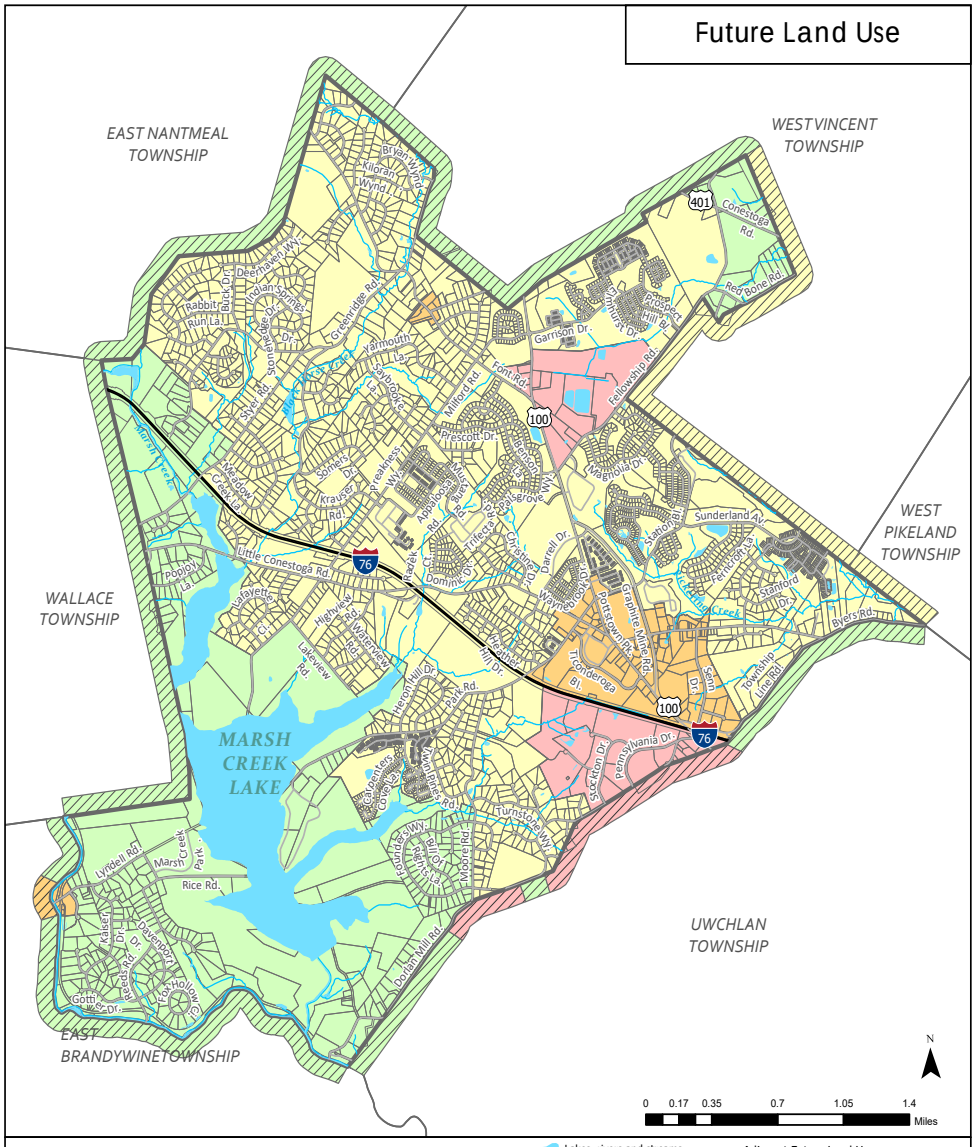
- Want to retain the village feel and see less development
- Would like to see more small boutique businesses attracted to the area and less big box stores and national chains.
- Want preservation of open space and incorporating wildflower gardens and native trees and plants into the Township. This is important to residents.

Plan Adoption

After a draft comprehensive plan was produced, a public meeting was held by the Upper Uwchlan Planning Commission on _____, 2024 to present the draft to the public and obtain any suggestions or other input. The final draft Plan was refined based on the public input and sent to the Upper Uwchlan Board of Supervisors for review and adoption. Upon completion of the State-required Act 247 review process and Public Hearing on _____, 2024, the Upper Uwchlan Township Board of Supervisors adopted the 2024 Comprehensive Plan on _____, 2024.

Chapter 2 Future Land Use

Provides a geographical depiction and vision for land use within the Township, including summary descriptions that outline the anticipated form and type of development, access to municipal amenities, infrastructure, and services, and the consideration of natural and historic resources.



Chapter 3 Village Concept Plan

Outlines a set of planning principles, guidelines, and recommendations that support the preservation of historic resources within the villages of Eagle and Byers Station, while ensuring a vibrant, connected, and welcoming environment for residents and visitors.

Goal 1: Evaluate the current ordinances to strengthen existing provisions to align with the historic character of the Historic Eagle Village, Byers Station Village and surrounding areas.

Goal 2: Evaluate existing conditions throughout the Historic Eagle Village, Byers Station Village and surrounding area to increase safety and accessibility, while maintaining the rural and historic character.

Goal 3: Work and coordinate with Township staff, elected officials, boards and local businesses to increase awareness and appreciation of the villages amongst residents and visitors.

Chapter 4 Historic Resource Protection Plan

Sets a vision for the protection of Upper Uwchlan's historic resources through a combination of regulatory measures, the work of the Historical Commission, and building community awareness and support with education and outreach efforts.

Goal 1: Protect Historic Resources and Landscapes by Strengthening Historic Resource Preservation Ordinances, Processes and Procedures.

Goal 2: Build Community Support and Awareness for Historic Preservation.

Chapter 5 Transportation

Plans for a safe and efficient multimodal network and facilities that support the circulation of both motorized and non-motorized forms of transportation, enhances the quality of life for residents, contributes to the vision for the villages of Eagle and Byers Station, and connects residents to the growing regional trail network.

Goal 1: Provide a safe and efficient multimodal transportation network that supports the movement of people and goods and reflects the character of Upper Uwchlan.

Goal 2: Enhance safety, local access, bicycle and pedestrian connectivity, and regional mobility to achieve the vision for the Village of Eagle.

Goal 3: Support safe conditions by reducing vehicle speeds (traffic calming) and examining potential improvements at locations with higher concentrations of crashes.

Goal 4: Support maintenance of township owned transportation infrastructure, including roadways, bridges, traffic signals, active transportation facilities (such as sidewalks, paths and trails), signage, and pavement markings.

Goal 5: Review and update township ordinances and policies to ensure roadway, sidewalk, and trail standards are current and aligned with the township's goals and objectives, as well as other standards. Below are specific areas that should be reviewed and considered for ordinance and policy updates.

Goal 6: Continue to coordinate with neighboring municipalities, Chester County, PennDOT, the PA Turnpike Commission, and DVRPC on regional transportation issues, particularly traffic circulation and trail connections.

Chapter 6 Community Facilities and Services

Prepares Upper Uwchlan Township to adapt and mitigate for future climate change through a series of planning efforts and community assessments, and to continue in providing dependable and cost-effective community services and facilities that make Upper Uwchlan so desirable.

Goal 1: Ensure Upper Uwchlan Township is prepared to both adapt to and mitigate future climate change.

Goal 2: Provide cost-effective, efficient, and dependable community services and facilities that support a high quality of life and make the Township a desirable place to live, work, and recreate.

Chapter 7 Natural Resources and Open Space

Recognizes the importance of open space and natural resources to the community's well-being and resiliency, and seeks ways to ensure their continued protection, restoration and stewardship, and where feasible, encourages the acquisition of additional open space and the implementation of Green Stormwater Infrastructure to enhance these benefits.

Goal 1: Protect, restore, and steward valuable remaining natural resources, recognizing the critical functions these resources provide in defining community character and enhancing resiliency against climate change.

Goal 2: Enhance Upper Uwchlan's natural and built environment through the implementation of Green Stormwater Infrastructure (GSI), and by encouraging homeowners, Homeowner Associations (HOAs), and institutional property owners to consider adopting and expanding native habitat plantings.

Goal 3: Expand upon the Township's network of Open Space to provide habitat connectivity, maintain community character, enhance climate resiliency, and provide opportunities for passive recreation.

Goal 4: Demonstrate and promote exemplary stewardship practices on municipally and community owned open space.

Chapter 8 Parks and Recreation

Envisions a diverse, accessible, and well-maintained set of recreational facilities, programs, and trail network that provides opportunities for all residents to be active, get outside, and connect with others.

Goal 1: Provide a variety (active and passive) of safe, well-maintained recreational facilities and programming so residents of all abilities, ages, and interests in Upper Uwchlan Township can enjoy nature and be active.

Goal 2: Expand a safe pedestrian and bicycle trail network to connect residents to nearby community facilities, parks, scenic viewsheds and the villages of Byers and Eagle.

Goal 3: Work and coordinate with Chester County, neighboring municipalities, non-profit organizations, and local schools on regional recreational and trail planning efforts.

Upper Uwchlan Township

Comprehensive Plan 2024









Prepared by

UPPER UWCHLAN Established 1858

BRANDYWINE CONSERVANCY

Bowman

RGA RICHARD GRUBB & ASSOCIATES

Comprehensive Plan 2024

Upper Uwchlan Township
140 Pottstown Pike
Chester Springs, PA 19425

Township Staff
Tony Scheivert, Township Manager
Gwen Jonik, Township Secretary

Board of Supervisors
Jenn Baxter – Chairperson
Andy Durkin – Vice Chairperson
Sandy D'Amico – Supervisor

Planning Commission
Sally Winterton – Chair
Joe Stoyack – Vice Chair
Chad Adams – Member
David Colajezzi – Member
Jim Dewees – Member
Stephen Fean – Member
Jeff Smith – Member

Comprehensive Plan Task Force Members
Jenn Baxter, Board of Supervisors
Jim Dewees, Planning Commission
Jim Greaney, Zoning Hearing Board
Steve Hirsh, Emerg. Management Planning Commission
Vivian McCardell, Historical Commission
Neil Phillips, Environmental Advisory Council
Joe Samarco, Municipal Authority
Patti Spackman, Environmental Advisory Council
Gerry Stein, Historical Commission
Joe Stoyack, Planning Commission
Sushila Subramanian, Park and Recreation
Sally Winterton, Planning Commission

Consultants
Brandywine Conservancy
1 Hoffman's Mill Road
P.O. Box 141
Chadds Ford, PA 19317
rdaniels@brandywine.org
(610) 388-2700

Bowman Consulting Group, Ltd.
835 Springdale Drive, Suite 200
Exton, PA 19341
(610) 594-9995

Richard Grubb & Associates, Inc.
1901 S. 19th St. Space 307
Philadelphia, PA 19148
(215) 486-2740

Adopted Month Day, 2024



Table of Contents*

Chapter 1 Introduction 04
Chapter 2 Future Land Use 10
Chapter 3 Village Concept Plan 16
Chapter 4 Historic Resources Protection Plan 20
Chapter 5 Transportation 28
Chapter 6 Community Facilities and Services 38
Chapter 7 Natural Resources and Open Space 42
Chapter 8 Parks and Recreation 48
Chapter 9 Implementation 54

**Chapter Summaries can be found on Page 9.*

Chapter 1 Introduction



Bloom Southern Kitchen (formerly Eagle Tavern)

Our Vision

Upper Uwchlan Township celebrates its history, cherishes its village community feel, supports its commercial centers, recognizes the importance of a welcoming and diverse community, and strives to protect, restore, and steward its environment for the benefit of all.

Key Values

Our vision is driven by the following set of five interrelated values:

History

Preserve and appreciate the rich history of Upper Uwchlan Township that its residents identify with and embrace.

Connectivity

Provide a safe local and regional trail network that connects Upper Uwchlan's neighborhoods, open spaces, parks, community institutions, businesses, and municipal neighbors that help promote social interaction, healthy lifestyles, vibrant communities, and a connection to and appreciation of nature.

Community

Welcome, embrace and support all residents of Upper Uwchlan Township through the offering of community services, programs, and events that celebrate the heritage, history, culture, and diverse backgrounds of the population.

Resilience

Ensure Upper Uwchlan's administrative and municipal services are adaptable, nimble, and prepared to react to both internal and external factors that may threaten the long-term health of its environment, economy, community, and infrastructure.

Stewardship

Carefully and responsibly manage Upper Uwchlan's natural and historic resources to ensure their continued benefit for future generations, while encouraging and promoting the wise stewardship of public and private lands and historic resources.

Introduction

The 2024 Upper Uwchlan Township Comprehensive Plan is an update of the 2014 Comprehensive Plan. While the 2024 Plan builds on many of the goals and recommendations of the 2014 Plan, it also establishes additional recommendations that focus on new challenges that the Township faces. Alongside the update to the Comprehensive Plan, the Township has undertaken several other planning initiatives that complement and are subsequently incorporated into this Plan. These include a Sustainable Community Assessment (see Appendix H), an Active Transportation Plan (see Chapter 5 and Appendix G), Historic Resources Protection Plan (see Chapter 4 and Appendix F), and a Village Concept Plan (see Chapter 3 and Appendix D) and associated Village Design Guidelines (see Appendix E). Together, these planning efforts represent a comprehensive and cohesive assessment of the Township and provide a robust framework for maintaining the character of Upper Uwchlan, improving the quality of life for residents, ensuring resiliency, and preparing for future challenges.

Upper Uwchlan is a Township of 11.7 square miles with an estimated population of 12,275 as of the 2020 Census (a full demographic profile can be found in Appendix A). As shown in Map 1.1, Regional Location map, the Township is located in the heart of Chester County, north of the Route 30 corridor and bisected by the Pennsylvania Turnpike (I-76) that runs approximately NW-SE through the Township – the Downingtown interchange lies just southeast of the Township in Uwchlan Township. The southwest corner of the Township is dominated by Marsh Creek State Park and its namesake reservoir, a popular regional recreational destination, especially during the warmer summer months. East and north of the Turnpike is characterized by primarily residential and commercial land uses with PA Route 100 acting as a primary north-south artery connecting the US Route 30 corridor with the more rural northern fringes of Chester County.

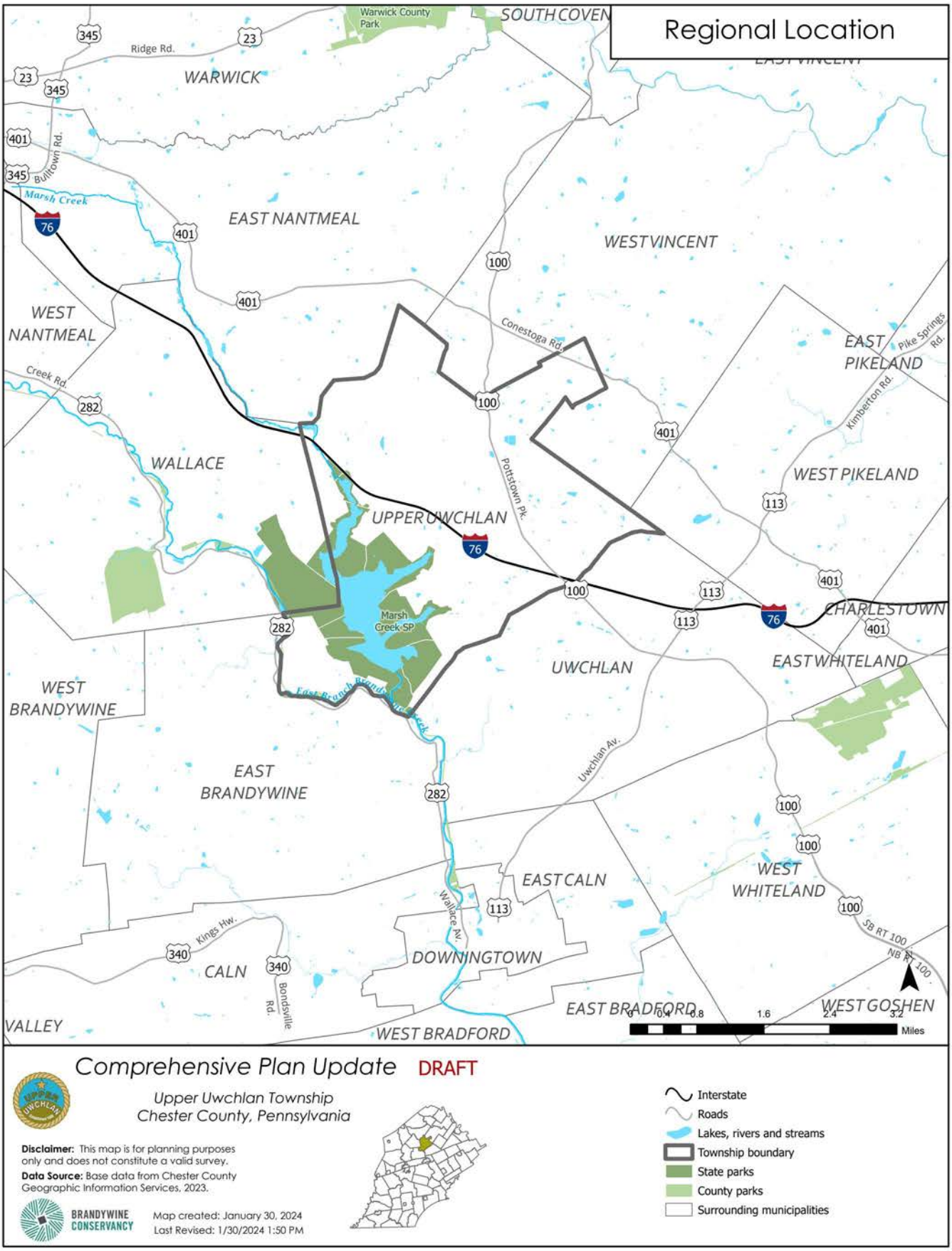
Upper Uwchlan's character is partially defined by its villages, most notably Eagle and Byers (see Chapter 3), as well as, its walkability with an extensive and growing network of trails (see Chapter 5). The village of Eagle is the commercial center of the Township with an array of restaurants, local service-oriented businesses, the local elementary school, the Township Offices, and Police Department. The village of Byers, which contains the federally recognized Byers Station Historic District, contains several notable buildings, including the Masonic lodge, and the former Byers Hotel. Byers village developed around the Byers railroad and station (which no longer exists) and the discovery of graphite in the area in the late 19th Century. Today, Byers is primarily residential with some small-scale commercial activity.

What is the Comprehensive Plan?

This 2024 Comprehensive Plan is intended to guide the development and preservation of Upper Uwchlan Township over the next 20 years. The Plan establishes recommendations for land use, natural resources and open space, parks and recreational resources, transportation, including trails, historic resources, community facilities and services, and for the villages of Eagle and Byers Station.

This Plan's recommendations have no legal effect on the actual use of land, Upper Uwchlan Township cannot mandate how land is used or developed by adopting this Comprehensive Plan. Rather, the Comprehensive Plan serves as a blueprint and aspirational document to guide Township officials and staff over the next 10-20 years in managing growth and the quality of life for residents. The Plan also serves as an important policy guide for Township officials and staff on a variety of municipally related topics, when establishing work programs for its various committees and commissions, and when seeking public funding for projects identified for implementation.

This Plan also provides guidelines and serves as a foundation for revisions to Upper Uwchlan's


Regional Location
Warwick County Park
SOUTH COVEN
WARWICK
Ridge Rd.
Bullitown Rd.
Marsh Creek
EAST NANTMEAL
WEST VINCENT
WEST NANTMEAL
Creek Rd.
Conestoga Rd.
EAST PIKELAND
Pike Springs Rd.
Kimberton Rd.
WALLACE
Pottstown Pk.
WEST PIKELAND
UPPER UWCHLAN
Marsh Creek SP
CHARLESTOWN
EAST WHITELAND
UWCHLAN
WEST BRANDYWINE
East Branch Brandywine Creek
Uwchlan Av.
EAST BRANDYWINE
EAST CALN
WEST WHITELAND
Wallace Av.
Kings Hw.
CALN
DOWNINGTOWN
Bondsville Rd.
EAST BRADFORD
WEST GOSHEN
SB RT 100
NB RT. 100
VALLEY
WEST BRADFORD
0 0.4 0.8 1.6 2.4 3.2
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: January 30, 2024
Last Revised: 1/30/2024 1:50 PM
Interstate
Roads
Lakes, rivers and streams
Township boundary
State parks
County parks
Surrounding municipalities

Map 1.1

primary land use regulations, the Zoning Ordinance (ZO) and the Subdivision and Land Development Ordinance (SALDO). The ZO primarily controls the types and intensities of the various land uses and design standards for their existing use and future development. The SALDO primarily establishes the procedures for approving new lots and other land developments, as well as establishing design standards for the construction of roads, stormwater management, and other improvements.

How Was this Plan Developed?

The 2024 Comprehensive Plan replaces Upper Uwchlan's 2014 Comprehensive Plan. An extensive public participation process was used to develop the 2024 Plan, specifically:

- Establishing the Comprehensive Plan Update Task Force
- Participating in the Township's Block Party event to solicit input
- Designing and analyzing of a Community Planning Survey
- Analyzing maps and data of existing conditions
- Establishing a Future Land Use Plan
- Developing Recommendations and Implementation Priorities

Summary of Public Participation Creating the 2024 Plan

The 2024 Plan was developed by a Task Force established by Upper Uwchlan's governing body. The task force included representatives from various Township boards and commissions. Township administrative staff were included in Task Force meetings and all correspondence. Opportunities for public input were solicited at various stages of the planning process. Several of those opportunities are described below.

Task Force

The Upper Uwchlan Board of Supervisors appointed a 13-member Task Force to work with its planning consultant, the Brandywine Conservancy. Task Force membership included representatives of the Township's Board of Supervisors, Planning Commission, Historical Commission, Environmental Advisory Council, Zoning Hearing Board, Municipal Authority, and the Parks and Recreation Board. In addition to the Brandywine Conservancy, Bowman Consulting Group completed the Active Transportation Plan (ATP) and developed the Transportation chapter; Richard Grubb & Associates developed the Village Design Guidelines (see Appendix E). The Conservancy planning team met with the Task Force approximately once each month from February 2023 to August 2024 to discuss the Township's vision, provide direction on the major Plan topics, and to assist in mobilizing other Township residents to participate in the Plan's formulation.

To that end, opportunities for public participation were maximized throughout the planning process. Public input opportunities included:

- Community Planning Survey
- Attendance at the Township's Block Party (June 2023)
- Planning Commission Public Meeting
- Public Hearing before Board of Supervisors

Additional public input was also solicited during the development of the Active Transportation Plan and is documented in Chapter 5 and Appendix G.

Community Planning Survey

Around the same time as the Township's Block Party, the Task Force and planning team prepared an online survey that was promoted through social media, public notices, and communication with municipal Homeowners'

Associations (HOAs). This survey asked questions related to municipal and regional planning issues. Survey responses were considered when developing the goals and recommendations of the Plan. The Township received 739 responses to the survey from mid-May – early August 2023. Of the respondents, almost 60% had lived in the township longer than 10 years, with 23% having lived in the township for more than 20 years.

Full survey results can be found in Appendix I, but a summary of general findings is presented below:

- The "preservation of open space", "preserving scenic areas and views", and "protecting natural resources" were the top three priorities for residents with respect to planning for the future.
- When asked what would make residents leave the township, the "area becoming too overdeveloped," "too much traffic", and "taxes too high" were the top three responses.
- When asked about recreational facilities residents would like to see considered in future planning, trails for walking and nature exploration were considered very important. Baseball and softball fields, and tennis courts were somewhat important, while a skatepark, disc golf course, and splash pad were not of interest to residents.
- When asked about township services and facilities, the vast majority felt police protection, trash collection and recycling, fire protection, and snow removal were adequate, while the maintenance of State roads, traffic calming measures, code enforcement, and maintenance of Township roads were inadequate.

Community Block Party

The Brandywine Conservancy participated in the 13th annual Block Party on June 17th in Upper Uwchlan Township. During the event visitors stopped by the booth to provide feedback for consideration in the planning process. Attendees were asked about "places I love", and "places that need improvement" in the township. In addition, they were encouraged to provide additional feedback for consideration. From these interactions, the planning team learned the residents:

- Want to retain the village feel and see less development
- Would like to see more small boutique businesses attracted to the area and less big box stores and national chains.
- Want preservation of open space and incorporating wildflower gardens and native trees and plants into the Township is important to residents.

Plan Adoption

After a draft comprehensive plan was produced, a public meeting was held by the Upper Uwchlan Planning Commission on _____, 2024 to present the draft to the public and obtain any suggestions or other input. The final draft Plan was refined based on the public input and sent to the Upper Uwchlan Board of Supervisors for review and adoption. Upon completion of the State-required Act 247 review process and Public Hearing on _____, 2024, the Upper Uwchlan Township Board of Supervisors adopted the 2024 Comprehensive Plan on _____, 2024.

Plan Components and Chapter Summaries

Chapter 1 – Introduction:

Introduces Upper Uwchlan Township, the Comprehensive Plan and its development, including elements of public input.

Chapter 2 – Future Land Use:

Provides a geographical depiction and vision for land use within the Township, including summary descriptions that outline the anticipated form and type of development, access to municipal amenities, infrastructure, and services, and the consideration of natural and historic resources.

Chapter 3 – Village Concept Plan:

Outlines a set of planning principles, guidelines, and recommendations that support the preservation of historic resources within the villages of Eagle and Byers Station, while ensuring a vibrant, connected, and welcoming environment for residents and visitors.

Chapter 4 – Historic Resource Protection Plan:

Sets a vision for the protection of Upper Uwchlan's historic resources through a combination of regulatory measures, the work of the Historical Commission, and building community awareness and support with education and outreach efforts.

Chapter 5 – Transportation:

Plans for a safe and efficient multimodal network and facilities that support the circulation of both motorized and non-motorized forms of transportation, enhances the quality of life for residents, contributes to the vision for the villages of Eagle and Byers Station, and connects residents to the growing regional trail network.

Chapter 6 – Community Facilities and Services:

Prepares Upper Uwchlan Township to adapt and mitigate for future climate change through a series of planning efforts and community assessments, and to continue in providing dependable and cost-effective community services and facilities that make Upper Uwchlan so desirable.

Chapter 7 – Natural Resources and Open Space:

Recognizes the importance of open space and natural resources to the community's well-being and resiliency, and seeks ways to ensure their continued protection, restoration and stewardship, and where feasible, encourages the acquisition of additional open space and the implementation of Green Stormwater Infrastructure to enhance these benefits.

Chapter 8 – Parks and Recreation:

Envisions a diverse, accessible, and well-maintained set of recreational facilities, programs, and trail network that provides opportunities for all residents to be active, get outside, and connect with others.

Chapter 9 – Implementation:

Brings together the goals and recommendations contained in the Comprehensive Plan and provides a suggested timeline and collaborators for implementation.

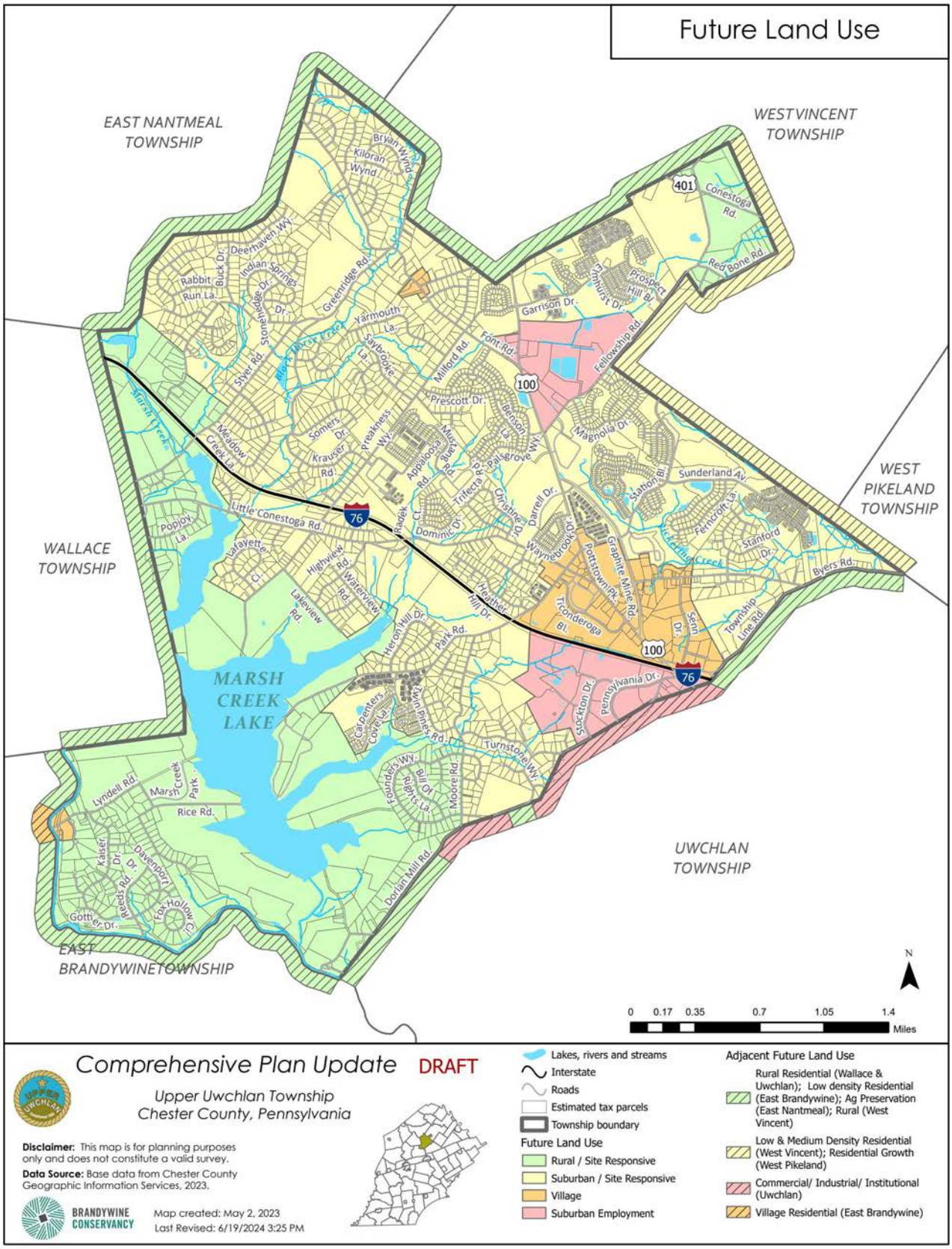
Chapter 2 Future Land Use



Introduction

The Future Land Use Map (see Map 2.1) establishes the general policy guide for land use in Upper Uwchlan Township over the next 10-20 years. It provides a graphic vision for municipal policy and action as it pertains to land use, development, and preservation, helping to guide and shape the regulatory provisions of Township Code. In addition, the future land use map assumes that most land currently developed with residential, public, or institutional uses will remain as such in the planning period for this comprehensive plan. Lands held by government entities, such as the Township or Commonwealth of Pennsylvania, or lands permanently protected through a conservation easement or other restrictive covenant, are also assumed to remain as such. The Land Status Map (Map 2.2) highlights the areas of the Township that are either developed (52%), permanently protected (37%), or undeveloped (11%). Developable lands generally include vacant lots and tracts of land in agriculture, woodland, or open space uses that are not permanently protected. Other opportunities for development include parcels with a single building or use that may be large enough to accommodate further development, and lands zoned and/or developed with commercial uses that could someday be developed or redeveloped.

Identified on the Future Land Use Map are four future land use categories or designations: Rural/Site Responsive; Suburban/Site Responsive; Suburban Employment; and Village. Each of these future land use categories, and what it means for lands located within, are explained below.


Future Land Use
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
UWCHLAN TOWNSHIP
EAST BRANDYWINE TOWNSHIP
MARSH CREEK LAKE
Bryan Wynd
Kiloran Wynd
Deerhaven Wy.
Buck Dr.
Rabbit Run La.
Indian Springs Dr.
Stonebridge Dr.
Greenridge Rd.
Styer Rd.
Yarmouth La.
Jaybrooke La.
Milford Rd.
Font Rd.
Prescott Dr.
Somers Dr.
Krauser Rd.
Preakness Wy.
Appaloosa Rd.
Secretariat Rd.
Trifecta Dr.
Palsgrove Wy.
Benson La.
Meadow Creek La.
Marsh Creek
Little Conestoga Rd.
Poplov La.
Lafayette Ct.
Highview Rd.
Waterview Rd.
Lakeview Rd.
Radek Ct.
Dominic Dr.
Christine Dr.
Darrell Dr.
Waynebrook Dr.
Heather Hill Dr.
Heron Hill Dr.
Park Rd.
Twin Pines Rd.
Carpenters Cove La.
Turnstone Wy.
Founders Wy.
Bill Of Rights La.
Moore Rd.
Dorlan Mill Rd.
Lyndell Rd.
Marsh Creek Park
Rice Rd.
Kaiser Dr.
Davenport Dr.
Reeds Rd.
Fox Hollow Ct.
Gottier Dr.
Garrison Dr.
Fellowship Rd.
Prospect Hill Bl.
Conestoga Rd.
Red Bone Rd.
Magnolia Dr.
Sunderland Av.
Station Bl.
Fernbrook La.
Stanford Dr.
Byers Rd.
Graphite Mine Rd.
Pottstown Pk.
Ticonderoga Bl.
Senn Dr.
Township Line Rd.
Pennsylvania Dr.
Stockton Dr.
401
100
76
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: May 2, 2023
Last Revised: 6/19/2024 3:25 PM
Lakes, rivers and streams
Interstate
Roads
Estimated tax parcels
Township boundary
Future Land Use
Rural / Site Responsive
Suburban / Site Responsive
Village
Suburban Employment
Adjacent Future Land Use
Rural Residential (Wallace & Uwchlan); Low density Residential (East Brandywine); Ag Preservation (East Nantmeal); Rural (West Vincent)
Low & Medium Density Residential (West Vincent); Residential Growth (West Pikeland)
Commercial/ Industrial/ Institutional (Uwchlan)
Village Residential (East Brandywine)

Map 2.1

Rural/Site Responsive

This future land use category applies to land on the western side of the township surrounding Marsh Creek Reservoir, and to a small area of land on the eastern edge of the township at the intersection of Fellowship Road and Route 401. This category envisions that permitted density and design criteria for residential development of remaining open/undeveloped and agricultural lands will be "site responsive".

This approach considers the site, based on its location relative to arterial roads, infrastructure capacity, and thorough site analysis, includes the consideration of natural and cultural resources, relationships to adjacent land uses, and the protection of neighboring property values and community character. Land uses in these areas are served, primarily, by on-lot sewer systems and well water, which is likely to remain the case for the foreseeable future. As such, where development does occur, these areas are envisioned to utilize larger lot residential development. Additionally, these areas are intended to prioritize natural resource protection, agricultural preservation, and scenic viewshed protection through the Township's regulatory ordinances and permanent land protection opportunities.

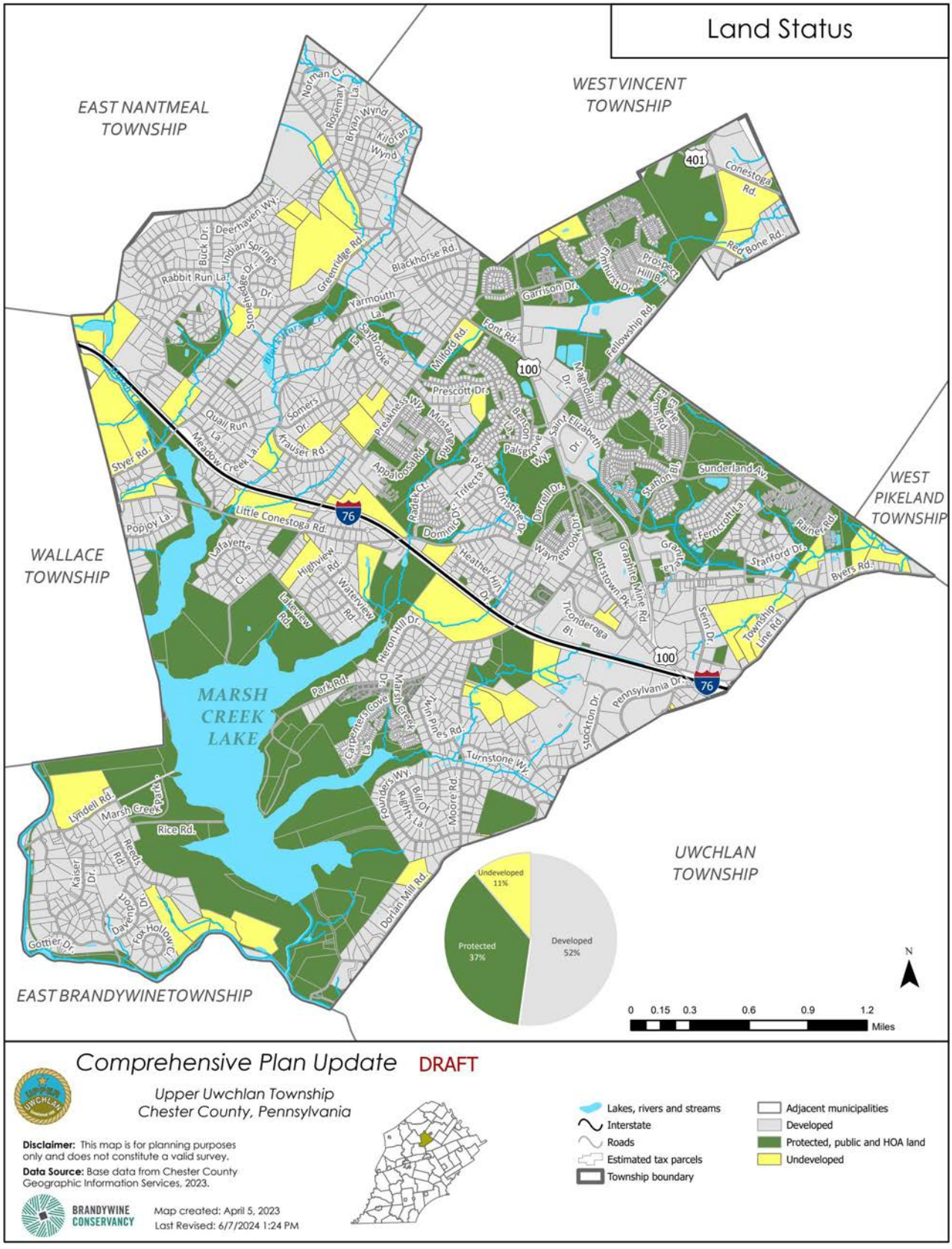
Suburban/Site Responsive

This future land use category applies to much of the township lying east of Marsh Creek State Park which is mostly now characterized by suburban residential land uses. Specifically, Suburban/Site Responsive land uses are typified by suburban-style residential development on small (approximately 1 acre +) lots with some limited non-residential uses. Much of this area is on public water, and public sewer serves most areas of this designation east of the Turnpike and southeast of Milford Road. Some developments to the west of the turnpike are either served by public sewer facilities or are in extension plans outlined in the Township's Act 537 Sewage Facilities Plan. Much of this designation north and west of Milford Road is currently not served by public sewer. Future land uses in this designation focus on providing a diversity of housing options, including the consideration of Accessory Dwelling Units (ADUs). Additionally, the protection and restoration of natural resources and greenways should be prioritized, while also providing for a network of parks and trails that encourage recreation and provide active transportation corridors to connect residents with local commercial centers, neighborhoods, and community facilities such as schools and other institutional land uses. The adaptive reuse and preservation of historic and cultural resources in this area should be encouraged through municipal regulatory ordinances and education.

Village

Three areas of the township are designated as the "Village" future land use category: the combined Eagle/Byers Villages area, the Village of Font in the northern part of the Township, and the Village of Lyndell in the west, adjacent to the East Branch of the Brandywine. The Village of Font is small in extent and is comprised entirely of residential uses. It serves as a historic rural hamlet where non-residential uses have dwindled away as the former rural surroundings were transformed into suburban development. Lyndell has seen a similar fate, though the village extends into East Brandywine Township where you'll find the local post office. The combined areas of Byers and Eagle represent a mix of land uses and, especially in the case of Eagle, contain a variety of commercial and light industrial land uses. In addition, this area serves as the "heart" of the broader Upper Uwchlan community.

Anticipated land uses in the villages of Font and Lyndell continue to be residential with a focus on historic resource preservation, appreciation, and interpretation. Within the combined villages of Eagle and Byers, future land use is anticipated to provide a diverse mix of residential and commercial land uses that are scale-suitable to the location (larger uses being permitted within the areas zoned as Limited Industrial). Uses


Land Status
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
UWCHLAN TOWNSHIP
EAST BRANDYWINE TOWNSHIP
MARSH CREEK LAKE
Undeveloped 11%
Protected 37%
Developed 52%
N
0 0.15 0.3 0.6 0.9 1.2
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 6/7/2024 1:24 PM
Lakes, rivers and streams
Interstate
Roads
Estimated tax parcels
Township boundary
Adjacent municipalities
Developed
Protected, public and HOA land
Undeveloped

Map 2.2

within the core of the village of Eagle should remain generally small scale with consideration for walkability, the provision of pocket parks and civic spaces for place-based community events paramount. Adaptive reuse and preservation of historic resources in these villages is important to maintain the character of these areas and to maintain a connection to the history of the area.

Chapter 3, the Village Concept Plan, and Appendices D (Village Concept Plan) and E (Village Design Guidelines) provide additional guidelines and recommendations for land use and design guidelines within the villages of Eagle and Byers.

Suburban Employment

This future land use category has been applied to those areas of the township that play a major economic role in Upper Uwchlan's future. Lands so designated house the township's employers or producers of significant goods and services and include vacant or underdeveloped lands determined to be appropriate for additional employment, institutional, and/or manufacturing uses. Two areas of the Township have been designated with this future land use. One is the portion of the Eagleview Corporate Park that is in the township while the other is an area northeast of the PA Route 100 and Fellowship Road intersection. The Eagleview Corporate Park is comprised of light industrial or office development, with some vacant land suitable for additional development. Lands in the northern part of the township in this designation contain a more loosely assembled collection of older service commercial and industrial uses. Most of this area is now built out, though there could be opportunities for redevelopment.

These two areas are to be served by public water and public or community sewage disposal Systems (a large portion of the Eagleview Corporate Park is serviced by the neighboring Uwchlan Township Municipal Authority) and are located near arterial and collector roads that can most immediately manage commuter and heavy truck shipping or delivery needs. Due to the site intensive development envisioned for these areas, innovative stormwater management measures are strongly encouraged to handle increased runoff, and adjoining properties with less intensive uses should be adequately buffered from new development. Given the proximity of these areas, especially the Eagleview Corporate Park, to the Township's commercial center (the village of Eagle), enabling walkable connections between the two will encourage and attract employees to utilize these facilities, ensuring the continued vibrancy of commercial establishments, and minimizing the impacts of additional traffic and parking needs in the village.

This page is intentionally left blank

Chapter 3 Village Concept Plan



Eagle Crossroads

Introduction

The Village Concept Plan (the full version can be found in Appendix D) is a guidance document that describes the features envisioned when new development, redevelopment, and infill occurs within the Village of Eagle, Byers Station Historic District, and the surrounding landscape.

The Village Concept Plan (VCP) intends to promote the creation of economically and socially integrated, coherent, functional, and vibrant places while preserving historic resources and the integrity of historic and cultural areas, maintaining historical aesthetics, encouraging open space preservation, and providing a wider range of recreational opportunities. This Plan develops recommendations for fulfilling a vision of maintaining the identity of Upper Uwchlan Township as a community of rural character, especially in the historic crossroads that is the Township's significant social and cultural center. Map 3.1 shows the geographic extent of the Village Planning Area (VPA) and six sub-areas addressed through the Village Concept Plan.

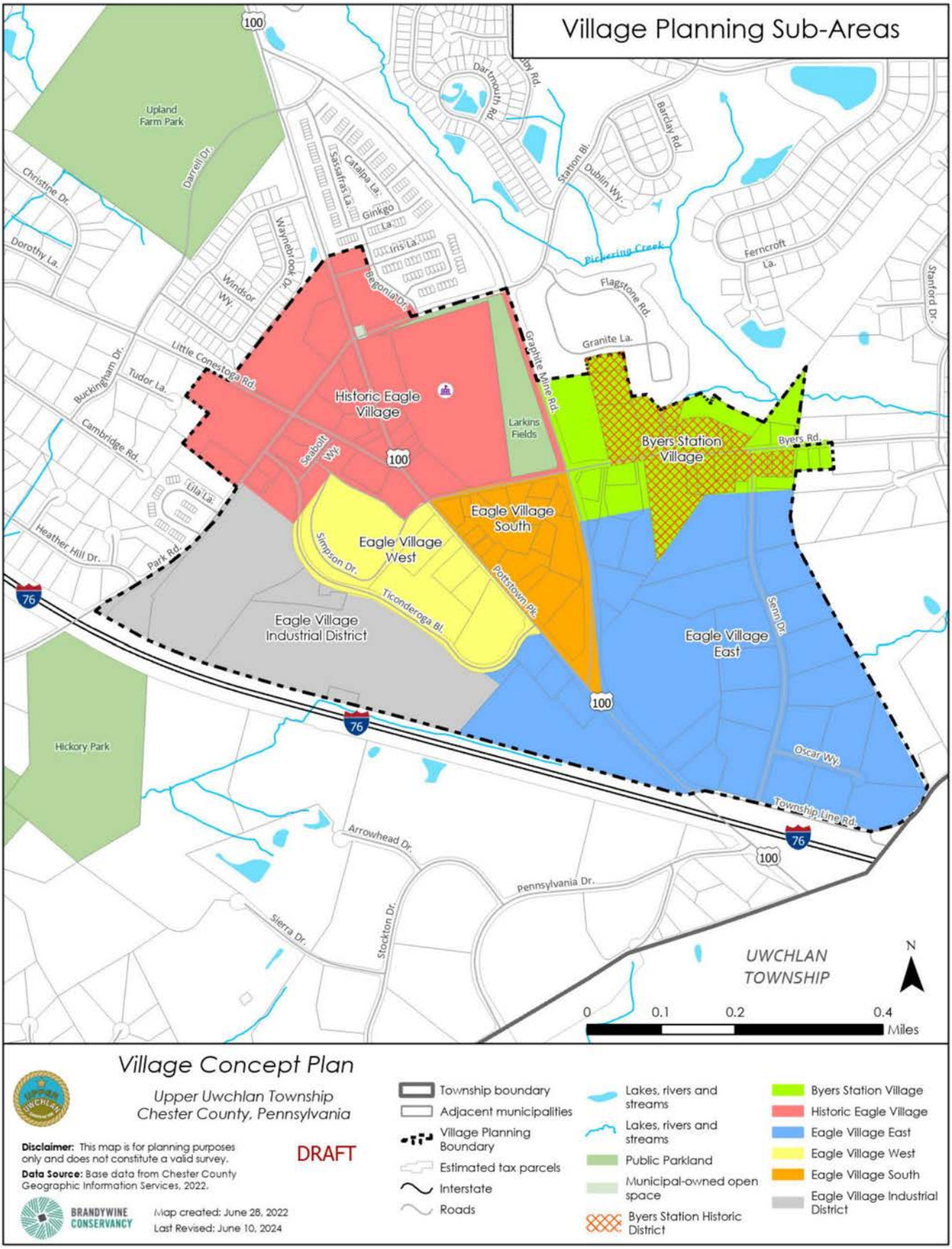
Plan Overview

In 2022, the Village Concept Plan Committee convened to review and revise the 2010 Concept Plan to reflect any changes within the Village, and build upon the previously completed efforts to preserve the character of its historic villages and surrounding landscapes. The update analyzes existing conditions (i.e., land use, zoning regulations, pedestrian and bicycle amenities, access management and circulation), defines visions for distinctive sub-areas, and provides specific recommendations. Such recommendations consider historic and open space preservation, active and passive recreation opportunities, responsible commercial zoning, and protection of environmental resources to continue maintaining a robust and vibrant community that attracts residents and visitors to this Village Planning Area, such as:

1. Improve and maintain the visual integrity of the historic areas by:

    a. Preserving Class I and Class II historic resources.

    b. Developing and/or revising existing


Village Planning Sub-Areas
Historic Eagle Village
Byers Station Village
Eagle Village South
Eagle Village West
Eagle Village Industrial District
Eagle Village East
Larkins Fields
Upland Farm Park
Hickory Park
Pickering Creek
Darrell Dr.
Christine Dr.
Dorothy La.
Windsor Wy.
Waynebrook Dr.
Sassafras La.
Catalpa La.
Ginkgo La.
Iris La.
Begonia Dr.
Little Conestoga Rd.
Buckingham Dr.
Tudor La.
Cambridge Rd.
Lila La.
Heather Hill Dr.
Park Rd.
Seabolt Wy.
Simpson Dr.
Ticonderoga Bl.
Pottstown Pk.
Graphite Mine Rd.
Granite La.
Flagstone Rd.
Byers Rd.
Dartmouth Rd.
Barclay Rd.
Station Bl.
Dublin Wy.
Ferncroft La.
Stanford Dr.
Senn Dr.
Oscar Wy.
Township Line Rd.
Arrowhead Dr.
Pennsylvania Dr.
Sierra Dr.
Stockton Dr.
100
76
UWCHLAN TOWNSHIP
N
0 0.1 0.2 0.4 Miles
Village Concept Plan
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2022.
DRAFT
BRANDYWINE CONSERVANCY
Map created: June 28, 2022
Last Revised: June 10, 2024
Township boundary
Adjacent municipalities
Village Planning Boundary
Estimated tax parcels
Interstate
Roads
Lakes, rivers and streams
Lakes, rivers and streams
Public Parkland
Municipal-owned open space
Byers Station Historic District
Byers Station Village
Historic Eagle Village
Eagle Village East
Eagle Village West
Eagle Village South
Eagle Village Industrial District

Map 3.1

standards for new construction and redevelopment (including but not limited to alterations to existing structures).

c. Amending, as needed, the uses permitted in each zoning district under existing Township ordinances, as well as adding and/or revising, as needed, existing architectural standards and guidelines.

d. Reducing and managing vehicular traffic.

e. Implementing consistent streetscapes.

2. Increase walkability for pedestrians and encourage bicycle use.

3. Offer opportunities, such as seasonal events, history walks, a weekly farmers market or restaurant week, to attract more people to the villages of Eagle and Byers Station Historic District.

4. Enhance the environmental resiliency of the village area with native plantings, green stormwater infrastructure, and shade trees.

5. Provide vibrant civic spaces that provide open-green space and preserve or enhance natural resources.

The Village Concept Plan is a foundation for the Village Design Guidelines, a separate companion document (see Appendix E) that provides detailed design guidance for all construction, development, and redevelopment in the identified area. The guidelines are intended to be used by Township staff, elected officials, landowners, developers, and others as an instructional document to balance growth with the preservation of historic resources, maintaining a village atmosphere and enhancing existing economic, social, and cultural assets.

The full Village Concept Plan, with recommendations for each sub-area, can be found in Appendix D.

Village Concept Plan Goals and Strategies

Goal 1: Evaluate the current ordinances to strengthen existing provisions to align with the historic character of the Historic Eagle Village, Byers Station Village and surrounding areas.

Strategies:

1.1 Obtain greater historic resource protection within the Village Planning Area per the Historic Resources Protection Plan found in Chapter 4.

1.2 Evaluate the adoption of Act 167 Historic District Ordinance (i.e., establishing a Historical & Architectural Review Board) for the Byers Station Historic District.

1.3 Review Township ordinances for the C-1 and C-3 Zoning Districts to align with the Township vision for development and design standards.

1.4 Review the parking ordinance to determine the need to adjust/reduce/increase the Township zoning ordinance's parking requirements in the VPA to encourage pedestrian movement in and around the Village Planning Area to attract visitors to the Historic Eagle Village and the Byers Station Village.

1.5 Incorporate by reference the Village Design Guidelines in the C-1 and C-3 Zoning Districts and the Township's Subdivision and Land Development Ordinance.

1.6 Review sign ordinances for their suitability in the C-1 and C-3 Zoning Districts.

1.7 Review the zoning and subdivision and land development (SALDO) lighting ordinance to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.

1.8 Review the zoning and SALDO street design ordinances (i.e., benches, trash receptacles) to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.

1.9 Review the zoning and SALDO signage

ordinance to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.

1.10 Consider adopting the Official Map to add planned (new) roads and trails. Showing these planned facilities does not mean that the Township can take the right-of-way when needed. However, showing them on the Official Map informs landowners of the Township's desired village street network and allows for appropriate Township/developer negotiations at the time of land development application.

1.11 Evaluate adopting a Complete Streets ordinance consistent with the Chester County Planning Commission model ordinance, after review and revisions to customize the model to reflect the VPA.

1.12 Consider adding a Village Overlay zoning district that helps implement the goals of the VCP and conforms to the C-1 and C-3 District Boundaries. This could provide greater flexibility when landowners/developers seek greater use options in the village. Codify the Village Design Guidelines in the Village Overlay to reflect village planning and aesthetic objectives.

Goal 2: Evaluate existing conditions throughout the Historic Eagle Village, Byers Station Village and surrounding area to increase safety and accessibility, while maintaining the rural and historic character.

Strategies:

2.1 Enhance the architectural design guidelines within the C-1 and C-3 Zoning Districts to address streetscape improvements, pedestrian facilities, civic spaces, and other appropriate features.

2.2 Evaluate options to install village gateways that enhance sense of place, reduce traffic speeds, and provide landscaping and green stormwater opportunities.

2.3 Along with PennDOT, evaluate the feasibility of redesignating Graphite Mine Road as State Route 100 to divert traffic from the Historic Eagle Village. Consider appropriate traffic studies to better understand existing traffic flows in and adjacent to the VPA.

2.4 Encourage alternative modes of travel to and from the Historic Eagle Village and Byers Station Village by requiring active transportation facilities.

2.5 Intersection improvements at the north and south of the Historic Eagle Village recommended in the Village Transportation Plan (2014) should be revisited and updated as necessary.

2.6 Consider opportunities to implement green stormwater infrastructure and improve landscaping to help provide visual separation between the VPA and surrounding landscapes.

2.7 Consider installing solar light structures along trails for increased accessibility and visibility at night.

2.8 Conduct parking study within the VPA to evaluate opportunities for additional parking and/or shared or open parking.

Goal 3: Work and coordinate with Township staff, elected officials, boards and local businesses to increase awareness and appreciation of the villages amongst residents and visitors.

Strategies:

3.1 Plan events to showcase the Historic Eagle Village and Byers Station Village's architecture and help promote the Historic Eagle Village by coordinating with residents, businesses, and service groups. Additionally, schedule events to attract visitors to the Historic Eagle Village, including but not limited to walking tours, fall and holiday festivals, July 4th parades and artist/craft fairs.

3.2 Evaluate ways to attract more businesses to the Historic Eagle Village that encourages more foot traffic.

Chapter 4 Historic Resource Protection Plan



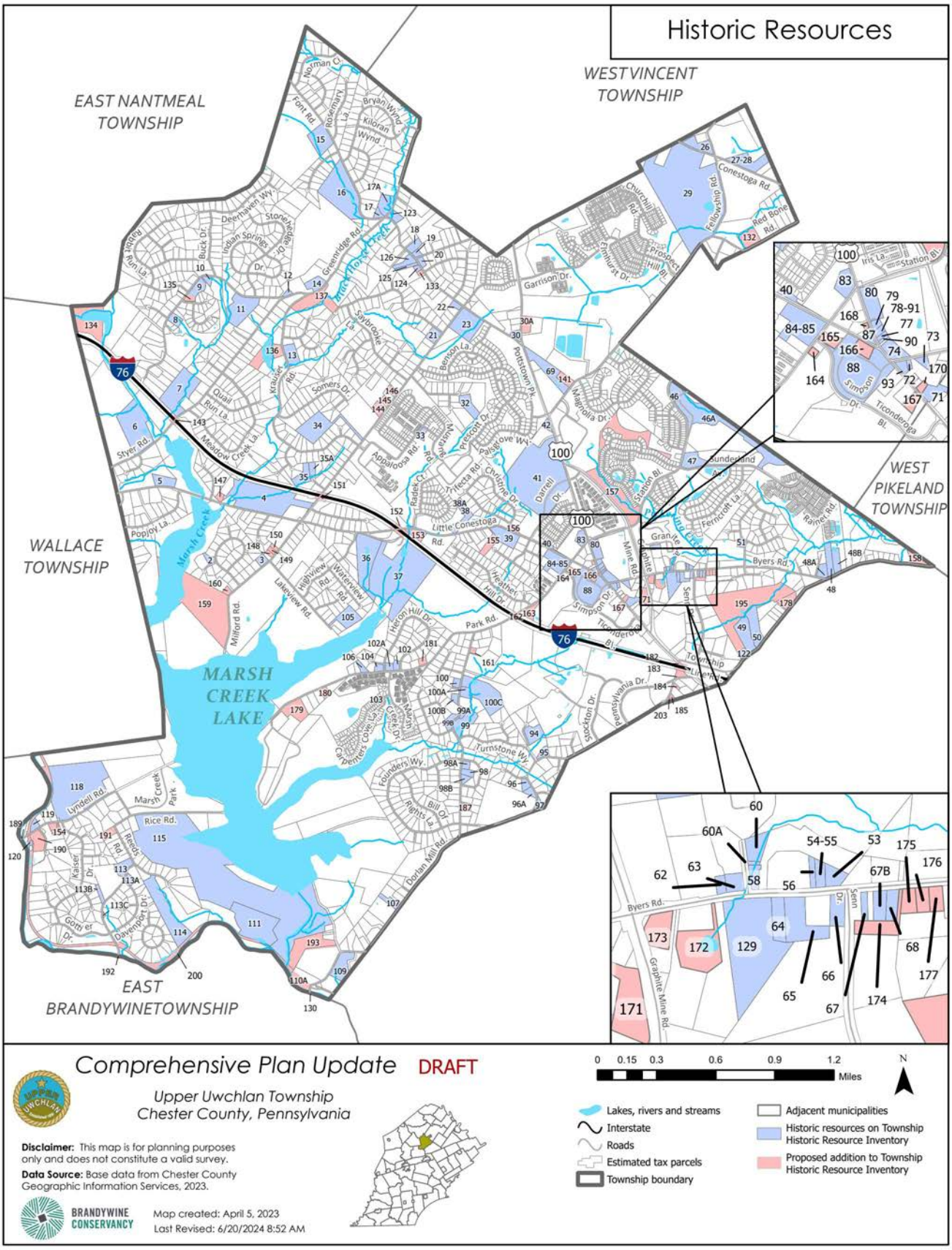
Todd House

Introduction

This Historic Resource Protection Plan (HRPP) provides a framework for Upper Uwchlan Township to use in its preservation and protection of the Township's historic resources. The HRPP also provides a context and summary of historic resources and offers goals, strategies and implementation steps to preserve and protect historic buildings, structures, sites and landscapes. The HRPP (completed in 2024) was completed by the Upper Uwchlan Township Historical Commission and is supported by data collected and analyzed during the Township's Historic Resource Survey and Inventory Update (completed in 2024) and the Village Concept Plan planning process (completed in 2024).

Upper Uwchlan Township has a rich and diverse heritage that is reflected in its many historic resources (See Map 4.1). Historic resources, not all of which are shown on Map 4.1, can include houses, barns, springhouses, corn cribs, ice houses, hotels, commercial buildings, bridges, roads, pathways, and more. Preserving our historic resources is vital for our community as they offer us many benefits, such as:

- Creating a sense of continuity and belonging for residents and visitors alike.
- Embodying our individual and collective identity at the local, state, and national levels.
- Providing us with a deeper understanding of history that goes beyond written documents.


Historic Resources
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
EAST BRANDYWINE TOWNSHIP
MARSH CREEK LAKE
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 6/20/2024 8:52 AM
0 0.15 0.3 0.6 0.9 1.2 Miles
N
Lakes, rivers and streams
Interstate
Roads
Estimated tax parcels
Township boundary
Adjacent municipalities
Historic resources on Township Historic Resource Inventory
Proposed addition to Township Historic Resource Inventory

Map 4.1

- Experiencing architecture and craftsmanship firsthand.
- Connecting us to our ancestors and their stories.
- Fostering community pride and cohesion.
- Supporting a sound, sustainable and vibrant economy.[1]

Preserving our historic resources allows us to acknowledge and celebrate events, people, places and ideas that shaped our past. Our past is not static, but dynamic, as it grows with each passing day and leads us to the present and the future. By preserving our past, we are leading the way for our future.

The Upper Uwchlan Township Historic Resource Inventory has 131 historic resources in the Township. The inventory was first prepared by Chester County in 1980 and updated by the Township in 2001 and 2023. There are [59] more historic resources that are pending approval to be added to the inventory. However, since 1980 [28] of the 131 historic resources have been lost due to demolition, which means the Township has lost [21%] of its historic heritage. The HRPP is a crucial and positive way to protect and preserve the remaining historic resources.

Vision

The Township's vision for historic resource protection is to have a tapestry of well-maintained and preserved historic resources, and associated historic landscapes whose protection is actively supported by the Township.

Purpose

The purpose of the HRPP is to provide a framework of goals, strategies, and implementation steps to protect historic resources that:

1. Preserve the architectural and structural integrity of historic resources.
2. Preserve historic landscapes and viewsheds, including historic districts.
3. Prevent demolition and demolition-by-neglect of historic resources.

Goals, Strategies and Implementation Steps

Goal 1: Protect Historic Resources and Landscapes by Strengthening Historic Resource Preservation Ordinances, Processes and Procedures

Strategy:

1.1 Adopt a comprehensive historic resource overlay article to strengthen and replace existing historic resource protection language in the Township Code

Implementation Steps:

1.1.1 Review existing Township ordinance provisions to determine which should stay and which should be moved into the new overlay ordinance. (HC in consultation w/ qualified outside consultant and other Township officials)

1.1.2 Review existing Township ordinance provisions to identify areas where protections need to be strengthened or to be added, including, but not limited to, strengthening the C-1/C-3 Village District design standards and guidelines, considering the addition of design standards and guidelines for historic resources located outside of the Village District, and strengthening the Historic Resource Impact Statement requirements. (HC in consultation w/ qualified outside consultant and other Township officials)

1.1.3 Ensure Historic Resource Protection

[1] *See Thompson M. Mayes, "Why Old Places Matter: How Historic Places Affect Our Identity and Well-Being," 2013, 2014, 2015, 2018, National Trust for Historic Preservation*



Byers Hotel

Overlay Article includes incentives for historic resource protection, including, but not limited to, restrictive covenants; conservation easements; adaptive reuse; and other incentives addressed through conditional use and SALDO ("Subdivision and Land Development Ordinance") processes, as well as other historic resource protections, including, but not limited to, provisions that cover additional protection for historic resources listed on, or determined to be eligible for, the National Register of Historic Places and others determined potentially eligible; denial of demolition requests for specified historic resources; demolition-by-neglect; in-fill development; area and bulk considerations; historic areas such as Byers Station Historic District and other designated areas; historic landscapes; historic cartways and scenic vistas; certain archeological resources; effective ordinance administration; timely ordinance compliance; ordinance enforcement; and encouragement for the Township to purchase historic resources as opportunities and needs are presented. (HC in consultations w/ qualified outside consultant and other Township officials)

1.1.4 Present the Overlay Article to Planning Commission for review and recommendation to Board of Supervisors for approval. (HC/PC)

1.1.5 Develop effective means of introducing Overlay Article to public, especially owners of historic properties. (HC/Admin)

1.1.6 Present Overlay Article to Board of Supervisors in public process for approval. (HC/PC)



Upland Farm Barn

Strategy:

1.2 Develop processes and procedures to maintain up-to-date information on historic resources

Implementation Steps:

1.2.1 Update historic resource inventory at least every 10 years in connection with new Township Comprehensive Plan in accordance with industry standards. (HC)

1.2.2 Conduct field survey of all properties containing historic resources at least 50 years old and/or are of historical and/or architectural significance. (HC)

1.2.3 Update historic resource survey forms, including, but not limited to, addresses, tax parcel numbers, owners, photographs, maps, changes to historic resources and landscapes, and demolitions. (HC)

1.2.4 Map, inventory, create new survey forms, and assign historic resource numbers to newly subdivided properties containing historic resources (e.g., house, summer kitchen, barn, springhouse, ice house, smoke house, mills, ruins, etc.). (HC)

1.2.5 Identify and list historic resources incurring demolition-by-neglect. (HC/Admin)

1.2.6 Use Township administrative resource to track sales of properties containing historic resources at least quarterly and provide report to Historical Commission. (Admin)

1.2.7 Update ordinance to include the information in 1.2.1-1.2.6 above. (HC/PC/BoS)

1.2.8 Continue research on Class I and Class II historic resources and surrounding landscapes, historic cartways and scenic vistas. (HC)

1.2.9 Consider developing new locally-designated historic areas, including, but not limited to, Font, Eagle, Lyndell, Milford remnants and Dorlan's Mill. (HC)

1.2.10 Explore expanding Historic Resource Inventory to include archeological resources. (HC)

Strategy:

1.3 Evaluate adoption of an Act 167 Historic District ordinance (i.e., establishment of a HARB) to protect historic resources within the Byers Station Historic District

Implementation Steps:

1.3.1 If appropriate, develop Act 167 Historic District, Board of Historic and Architectural Review (HARB) and ordinance language based on the history, architecture, and boundaries of the Byers Station Historic District. (HC/PC)

1.3.2 If appropriate, review existing Township ordinance provision, including a Historic Resource Protection Overlay Ordinance, if adopted, to determine if Act 167 is the best means of protecting the historic district, and feasible in terms of HARB membership, administrative support, and owners' consent, if appropriate. (HC)

1.3.3 If appropriate, adopt Act 167 ordinance. (BoS)

Strategy:

1.4 Develop workable administrative processes to ensure historic resource protection ordinance provisions are properly administered by Township officials

Implementation Steps:

1.4.1 Review current process and procedures for enforcement of historic resource protection ordinance provisions, whether current ordinance provisions or as proposed in this Historic Resource Protection Plan. (HC/PC/Admin)

1.4.2 Identify areas to strengthen processes, including, but not limited to, immediate notification of the Historical Commission regarding all applications, land development plans, etc. that may impact historic resources and landscapes. (HC/PC/Admin)

1.4.3 Improve initial and ongoing coordination and communication between Historical Commission and all Township officials and entities. (HC/PC/BoS/Admin)

1.4.4 Clarify criteria for action and improve Township monitoring processes for addressing threats to historic resources. (HC/ Admin)

1.4.5 Ensure Township monitoring processes properly carry out Township decisions regarding historic resources. (HC/PC/Admin)

Strategy:

1.5 Use tools to encourage the Township to allocate adequate funding for historic resource protection goals, ordinance provisions, and activities to encourage plans and designs favorable to historic preservation

Implementation Steps:

1.5.1 Ensure Township provides adequate and regular funding in its yearly budget for historic preservation activities by the Historical Commission. Actively pursue funding for historic resource restoration, conservation and easements. (HC/BoS/Admin)

1.5.2 Identify and coordinate with county, state and federal sources for funds that support restoration, rehabilitation and preservation of historic properties and resources. (HC/Admin)

1.5.3 Encourage Township to develop a funding stream for the purchase of historic properties where deemed appropriate by the Board of Supervisors (with the possible purposes of reselling them with restrictive covenants). (HC/Admin)

Goal 2: Build Community Support and Awareness for Historic Preservation

Strategy:

2.1 Develop an ongoing educational program for the Historical Commission and Township officials to educate them about the importance of historic resource protection and the tools and processes available to ensure historic resource protection is properly carried out in the Township

Implementation Steps:

2.1.1 Develop an ongoing educational program for the Historical Commission to improve its ability to process information, analyze applications, and make recommendations to the Township. (HC)

2.1.2 Become an active participant and educational recipient of the Chester County Historic Preservation Network. (HC)

2.1.3 Identify educational areas and prepare presentations for Historical Commission and Township officials. (HC)

2.1.4 Schedule educational programs a minimum of two times a year. (HC/PC/BoS/ Admin)

2.1.5 Encourage Township to place restrictive covenants or conservation easements on Township-owned historic resources. (HC)

2.1.6 Appoint Historical Commission members to serve as liaisons with the Board of Supervisors and Planning Commission. (HC)

2.1.7 Request the Board of Supervisors appoint a member to serve as a liaison to the Historical Commission and attend regular Historical Commission meetings. (HC/BoS)

Strategy:

2.2 Use various educational tools to continually educate Township citizens about Upper Uwchlan's history and historic resources

Implementation Steps:

2.2.1 Continue current opportunities for public education activities (e.g., Township Block Party, Chester County Summer Walking Tours, and Chester County Parks/Struble Trail). (HC/Admin)

2.2.2 Identify additional opportunities for public education activities (e.g., walk through Upland Farm Park and self-driving tour of Township's historic resources). (HC/ Admin)

2.2.3 Identify areas for interpretive signage (e.g., Byers Station Historic District, Eagle, Font, Dorlan's Mill and other historically significant properties, such as Windsor Schoolhouse and Upland Farm buildings.) (HC)

2.2.4 Educate Township citizens about Upper Uwchlan's history and its historic resources and promote historic preservation in Township buildings and on the Township website, including, but not limited to, the process and benefits of listing historic resources on the National Register of Historic Places. (HC/Admin)

2.2.5 Ensure Township information on its historic resources is properly stored and readily accessible. (HC/Admin)

2.2.6 Develop Upland Farm Park for educational purposes (e.g., creating a Township Historical Museum and lecture program in the farmhouse). (HC/ Admin)

2.2.7 Develop local educational and celebratory plans and products for USA's 250th anniversary. (HC/Admin)

Strategy:

2.3 Use various educational tools to continually educate owners of historic properties in the Township about the importance of historic resource protection and the tools and processes for historic resource protection in the Township

Implementation Steps:

2.3.1 Identify areas for education and coordination. (HC)

2.3.2 Schedule at least 2 meetings a year with historic resource owners. (HC)

2.3.3 Share information from Township archives on historic resources with owners. (HC)

2.3.4 Ask owners to share information on their historic resources. (HC)

2.3.5 Share with owners available information on incentives to maintain and preserve historic resources, including, but not limited to, tax breaks, adaptive reuse, and available grants from governments and non-profits. (HC)

2.3.6 Develop a process of notifying owners of newly purchased historic properties about the Township's historic resource protection and preservation programs and ordinances. (HC/Admin)

2.3.7 Inform purchasers of Class I and Class II historic resources of the importance of preserving original historic structures and surrounding landscapes to ensure sufficient landscape retained to preserve context of historic structure. (HC)

2.3.8 Encourage Township purchase of historic resources where protection and preservation is needed. (HC)

2.3.9 Facilitate process for individual property owners to voluntarily place restrictive covenants on historic resources. (HC/Admin)

Strategy:

2.4 Educate real estate developers on the importance of historic resource protection in the Township to ensure they are aware of the Township's historic resource protection goals, ordinance provisions and activities to encourage them to utilize plans and designs favorable to historic preservation

Implementation Step:

2.4.1 Use Township newsletter, Historic Resource Protection Overlay Article language, other provisions in the Township Zoning Ordinance and Subdivision and Land Development Ordinance, and other educational material on Township website to demonstrate the Township's strong commitment to, and history of historic resource protection. (HC/Admin)

More information about the Township's historic resources can be found in Appendix F.

Chapter 5 Transportation



Struble Trail *Credit: Chester County Planning Commission*

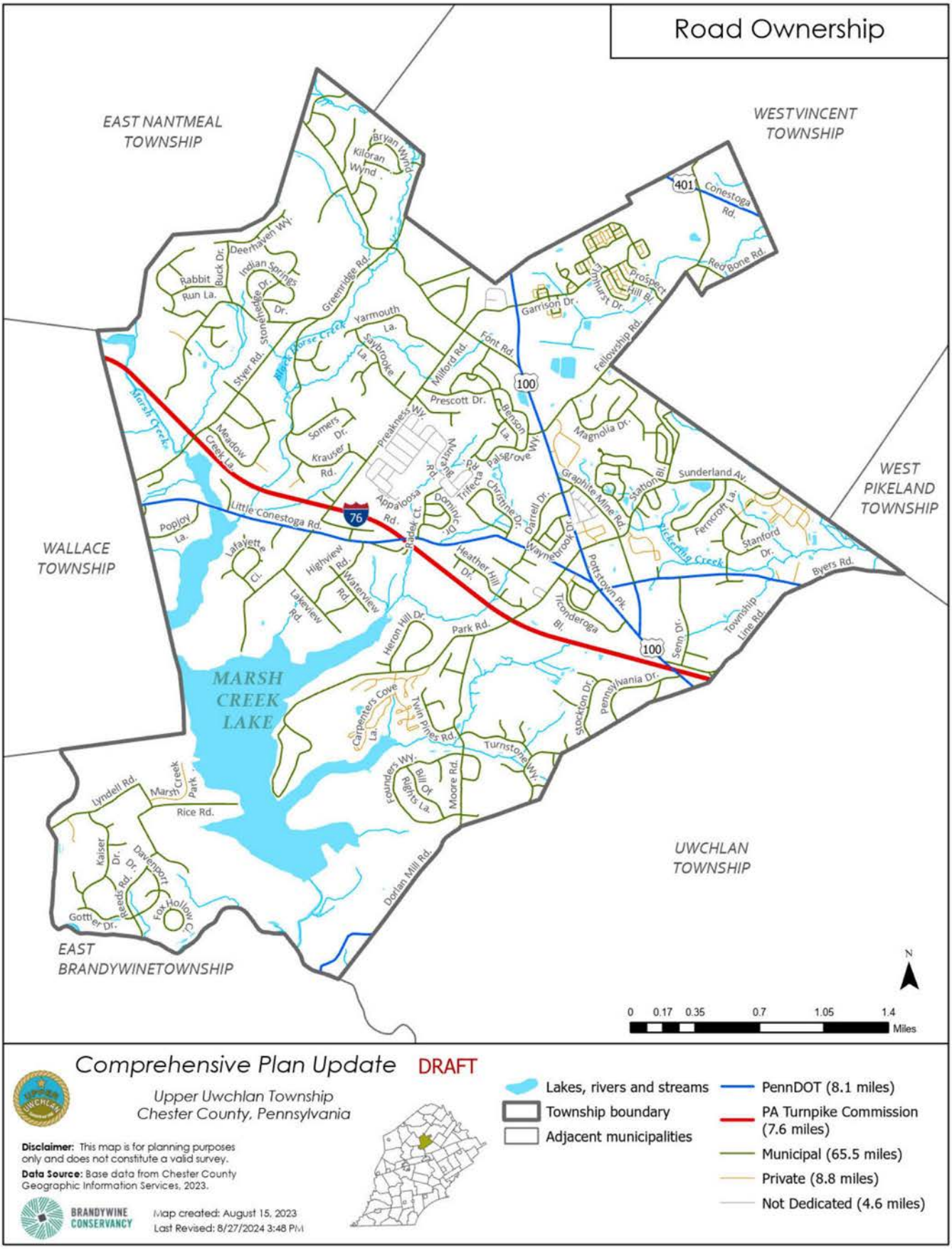
Introduction

Upper Uwchlan Township's transportation network supports the movement of people and goods and has significantly influenced growth and development in the township. Convenient access to the regional highway system makes the township a desirable place to live, work, visit, and shop. As the township continues to grow, a well-connected transportation network that supports all modes of travel is important to the quality of life and a strong business environment. The transportation network can be improved through capital projects, policy updates, maintenance activities, and partnerships. The need to strengthen, improve and maintain the effectiveness of the township's transportation network is an ongoing priority for Upper Uwchlan Township.

There are two key roadway corridors that support regional mobility and are defining features of the transportation system in the township (see Map 5.1 and 5.2). PA Route 100 is a major north-south principal arterial and provides access to the growth centers of West Chester and Exton to the south, and Pottstown to the north. High traffic volumes and high travel speeds on PA Route 100 create safety concerns for motorists, as well as bicyclists and pedestrians. Additionally, several intersections along PA Route 100 have been identified for improvements.

The Pennsylvania Turnpike, also known as I-76, is a limited access expressway that supports inter-state mobility. The closest interchange is located a half mile south of the township. The close proximity of access to the Pennsylvania Turnpike has attracted employers, commercial developments, and residential developments to the township. While the turnpike has supported growth, the roadway is a barrier for connectivity because it bisects the southern part of the township with limited crossings. Land development activity at the turnpike interchange in neighboring Uwchlan Township and the Pennsylvania Turnpike's plans to widen and reconstruct the mainline will influence both the transportation system and growth in Upper Uwchlan.

Aside from PA Route 100 and the Pennsylvania Turnpike, the majority of the township's roadways are more suburban or rural in nature and carry lower volumes of traffic. Key issues on the


Road Ownership
EAST NANTMEAL TOWNSHIP
WESTVINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
UWCHLAN TOWNSHIP
EAST BRANDYWINETOWNSHIP
MARSH CREEK LAKE
Bryan Wynd
Kiloran Wynd
Deerhaven Wy.
Rabbit Run La.
Buck Dr.
Indian Springs Dr.
Stonehedge Dr.
Greenridge Rd.
Yarmouth La.
Saybrooke La.
Styer Rd.
Black Horse Creek
Marsh Creek
Meadow Creek La.
Somers Dr.
Krauser Rd.
Milford Rd.
Font Rd.
Prescott Dr.
Preakness Wy.
Mustang Rd.
Palsgrave Wy.
Benson La.
Trifecta Rd.
Appaloosa Rd.
Saddle Ct.
Dominic Dr.
Christine Dr.
Darnell Dr.
Waynebrook Dr.
Little Conestoga Rd.
Poplar La.
Lafayette Cl.
Highview Rd.
Waterview Rd.
Lakeview Rd.
Heather Hill Dr.
Heron Hill Dr.
Park Rd.
Ticonderoga Bl.
Pottstown Pk.
Graphite Mine Rd.
Station Rd.
Magnolia Dr.
Sunderland Av.
Fencroft La.
Stanford Dr.
Pickering Creek
Byers Rd.
Township Line Rd.
Senn Dr.
Pennsylvania Dr.
Stockton Dr.
Turnstone Wy.
Twin Pines Rd.
Carpenters Cove La.
Founders Wy.
Bill Of Rights La.
Moore Rd.
Lyndell Rd.
Marsh Creek Park
Rice Rd.
Kaiser Dr.
Davenport Dr.
Reeds Rd.
Gottlieb Dr.
Fox Hollow Ct.
Dorlan Mill Rd.
Garrison Dr.
Fellowship Rd.
Prospect Hill Bl.
Conestoga Rd.
Red Bone Rd.
401
100
76
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: August 15, 2023
Last Revised: 8/27/2024 3:48 PM
Lakes, rivers and streams
Township boundary
Adjacent municipalities
PennDOT (8.1 miles)
PA Turnpike Commission (7.6 miles)
Municipal (65.5 miles)
Private (8.8 miles)
Not Dedicated (4.6 miles)

Map 5.1

township's roadway network include speeding, congestion, and missing bicycle and pedestrian connections. Select key intersections in the township hinder the flow of traffic, which is typically more heavily oriented southbound in the morning and northbound in the afternoon. Current traffic flow challenges include but are not limited to southbound PA Route 100 traffic backups primarily during the morning rush hour stemming from the intersections with Park Road/Station Boulevard and with Fellowship Road, as well as backups at the PA Route 100 southern intersection with Graphite Mine Road in the southbound and northbound directions during both the morning and afternoon rush hours, respectively.

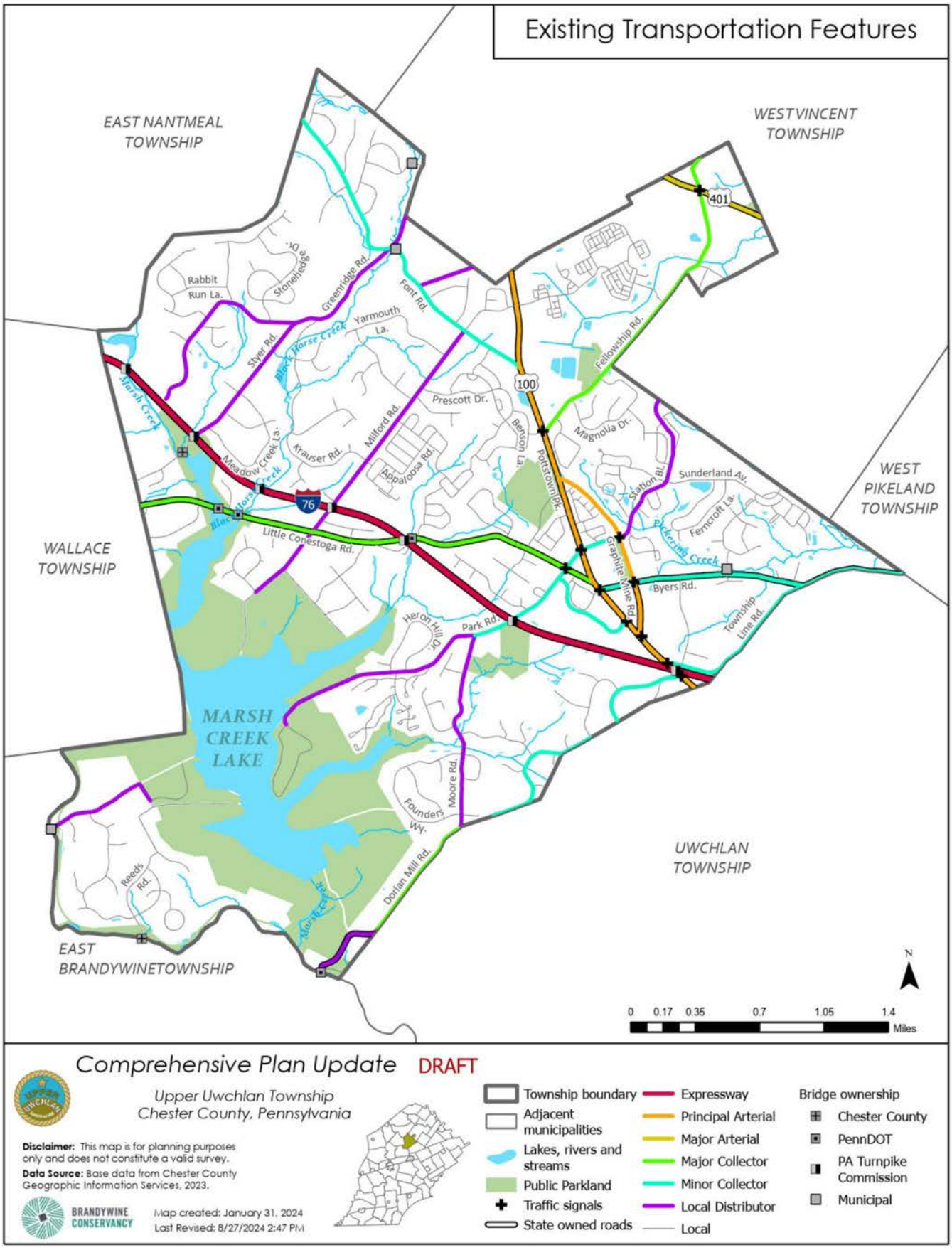
Improving and maintaining the township's transportation system is a key theme for future planning. As growth continues, and as traffic volumes increase, it is important for the township to continually assess its transportation network and make improvements where needed. This requires partnership with PennDOT on state-owned roads such as Pottstown Pike (PA Route 100), a portion of Graphite Mine Road, Conestoga Road (PA Route 401), Byers Road, and Little Conestoga Road. Furthermore, transportation improvement initiatives must be coordinated with the Chester County Planning Commission as part of the county's Transportation Improvement Inventory (TII), as well as with the Delaware Valley Planning Commission as part of the region's Long Range Plan and the Transportation Improvement Program. The township will pursue opportunities to develop a well-connected and safe transportation network, with capacity to accommodate future growth for all modes of travel (vehicular travel, walking and biking). This can be accomplished through road segment and key intersection improvements, as well as through enhancements and proper maintenance of the traffic signal system.

The Village of Eagle is the commercial center in the heart of the township. Over the past fifteen years, the township has developed a number of plans to improve walking and biking and support a mix of land uses with enhanced streetscapes and public spaces. Traffic congestion, high travel volumes (including regional through traffic), high travel speeds, gaps in the sidewalk network, and challenging roadway crossings for bicyclists and pedestrians are key transportation issues in the village. The township is continuing to advance plans to potentially redesignate PA Route 100 on Graphite Mine Road through the village and develop gateway enhancements at the northern and southern ends.

Upper Uwchlan Township is very focused on strengthening and creating new opportunities for active transportation, which is human-powered mobility, such as walking and biking. The township has an extensive system of active transportation facilities, which includes for example, sidewalks, paths, and trails; however, as documented in the Active Transportation Plan (See Appendix G), there are several gaps in the sidewalk and trail network and there are areas of the township that are disconnected. The Active Transportation Plan identifies catalyst capital improvement projects, (see Map 5.3) as well as policy updates to expand connectivity of the network over time. Key strategies from the Active Transportation Plan are incorporated into the strategies presented in this chapter.

Anticipated Changes

The township continues to be mindful of the many ways in which societal and technological changes could impact travel patterns, land use, and transportation infrastructure. For instance, coming out of the Covid-19 pandemic, the increase in work-from-home capability appears to have somewhat slowed the growth in traffic volumes that would be expected based on the township's continued population growth. However, it is anticipated that Upper Uwchlan's population will grow


Existing Transportation Features
EAST NANTMEAL TOWNSHIP
WESTVINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
UWCHLAN TOWNSHIP
EAST BRANDYWINETOWNSHIP
MARSH CREEK LAKE
401
100
76
Rabbit Run La.
Stonehedge Dr.
Greenridge Rd.
Font Rd.
Yarmouth La.
Styer Rd.
Black Horse Creek
Marsh Creek
Meadow Creek La.
Krauser Rd.
Milford Rd.
Prescott Dr.
Appaloosa Rd.
Berson La.
Pottstown Pk.
Fellowship Rd.
Magnolia Dr.
Station Bl.
Sunderland Av.
Ferncroft La.
Pickering Creek
Graphite Mine Rd.
Byers Rd.
Township Line Rd.
Little Conestoga Rd.
Heron Hill Dr.
Park Rd.
Moore Rd.
Founders Wy.
Dorlan Mill Rd.
Reeds Rd.
Marsh Creek
0 0.17 0.35 0.7 1.05 1.4
Miles
N
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: January 31, 2024
Last Revised: 8/27/2024 2:47 PM
Township boundary
Adjacent municipalities
Lakes, rivers and streams
Public Parkland
Traffic signals
State owned roads
Expressway
Principal Arterial
Major Arterial
Major Collector
Minor Collector
Local Distributor
Local
Bridge ownership
Chester County
PennDOT
PA Turnpike Commission
Municipal

Map 5.2

by an additional 14% by 2035 according to projections from DVRPC, which will result in increased traffic. Furthermore, as of late employees are returning to the office, as companies scale back their work-from-home policy and, as such, there is reason to believe that traffic volumes will continue to increase over the planning horizon of the comprehensive plan.

Other factors to consider related to future traffic growth include the potential for future land development in the township, as well as in adjacent municipalities. For example, there is a large warehouse development currently in construction on the south side of the PA Route 100 Turnpike interchange in Uwchlan Township, just south of Upper Uwchlan. Furthermore, there are several new residential developments proposed to the west in Wallace Township, and there is potential for future new developments to the north in the area of Ludwigs Corner in West Vincent Township. This potential for future development growth, as well as others in surrounding communities will undoubtedly result in an increase in traffic growth in Upper Uwchlan Township, and especially along the key arterial roads.

In the meantime, emerging technologies such as electric vehicles, connected and autonomous vehicles, and personal electric mobility devices, such as e-scooters and e-bikes, will likely play a bigger role in the overall transportation system. The new technologies could be felt in any number of ways, for instance through a proliferation of new charging stations along the roadways as well as in residents' homes, implementation of signal technology that enables connected vehicles to efficiently move traffic, and adoption of new approaches to land use and parking if models of vehicle ownership change and deployment of personal mobility devices increase. The township strives to be prepared for all such scenarios and to bring the benefits of new transportation technologies to the residents of Upper Uwchlan while always prioritizing the safety and efficiency of the transportation network.

Transportation Goals and Strategies

Goal 1: Provide a safe and efficient multimodal transportation network that supports the movement of people and goods and reflects the character of Upper Uwchlan.

Strategies:

1.1 Identify needed improvements at key intersections and develop priorities for advancement and implementation, which include, but are not limited to the following.

- Pottstown Pike (PA Route 100) and Milford Road/Garrison Drive

  Potential improvements include the addition of a traffic signal or other appropriate traffic control measures.

- Pottstown Pike (PA Route 100) and Font Road

  Potential improvements include the addition of a traffic signal or other appropriate traffic control measures.

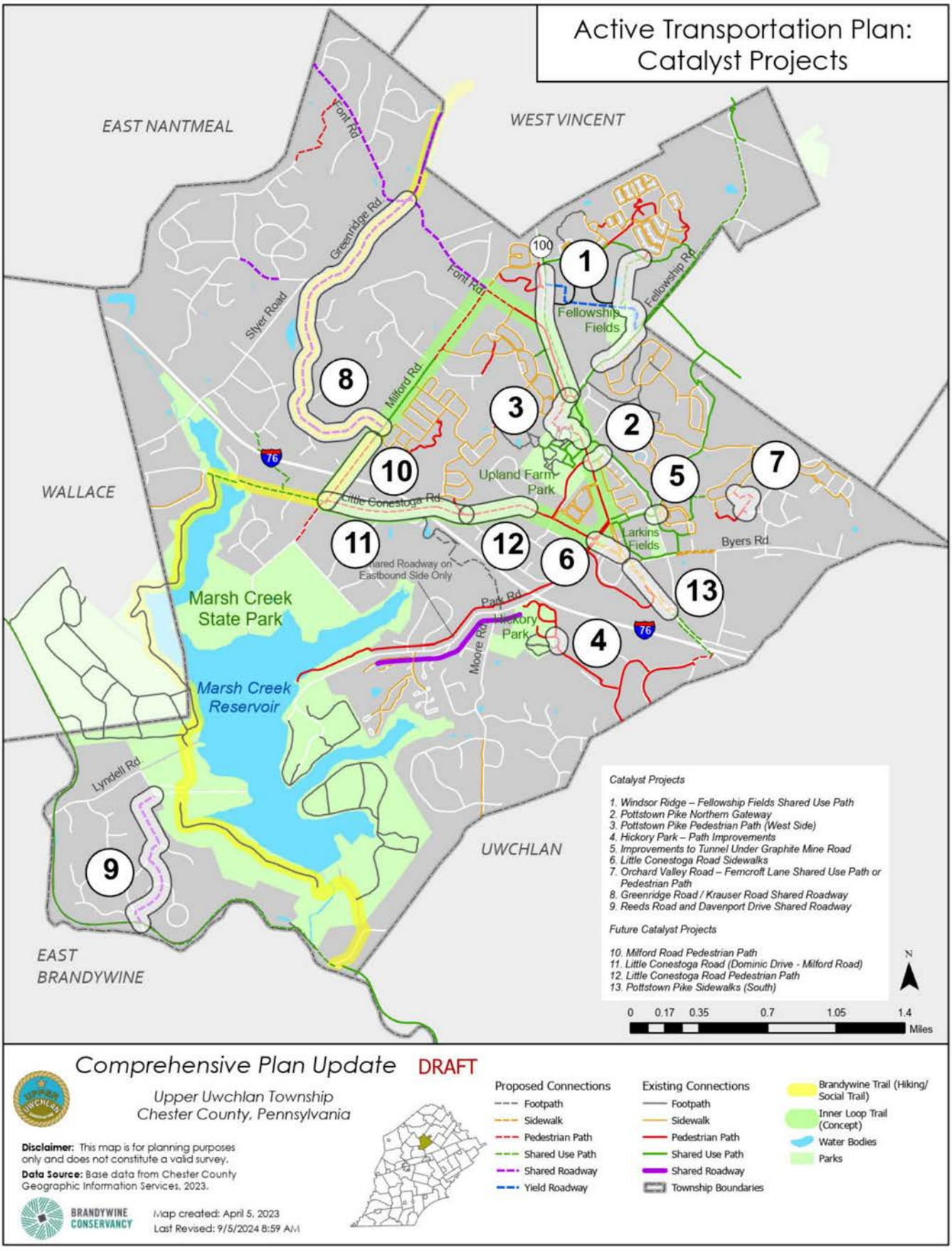
- Pottstown Pike (PA Route 100) and Little Conestoga Road

  Potential improvements include expanded pedestrian facilities, and the one-way conversion of Little Conestoga Road.

- Pottstown Pike (PA Route 100) and Graphite Mine Road/Darrell Drive (northern intersection)

  Potential improvements include reconfiguration of the intersection to facilitate traffic oriented between PA Route 100 to/from the north and Graphite Mine Road, traffic control improvements, such as a roundabout, expanded bike and pedestrian facilities, and Village of Eagle gateway improvements.

- Pottstown Pike (PA Route 100) and Graphite Mine Road (southern intersection)


Active Transportation Plan:
Catalyst Projects
EAST NANTMEAL
WEST VINCENT
WALLACE
UWCHLAN
EAST BRANDYWINE
Font Rd
Greenridge Rd
Font Rd
Slyer Road
Milford Rd
Fellowship Rd
Fellowship Fields
Upland Farm Park
Little Conestoga Rd
Larkins Fields
Byers Rd
Shared Roadway on Eastbound Side Only
Park Rd
Hickory Park
Moore Rd
Marsh Creek State Park
Marsh Creek Reservoir
Lyndell Rd
100
76
1
2
3
4
5
6
7
8
9
10
11
12
13
Catalyst Projects
1. Windsor Ridge – Fellowship Fields Shared Use Path
2. Pottstown Pike Northern Gateway
3. Pottstown Pike Pedestrian Path (West Side)
4. Hickory Park – Path Improvements
5. Improvements to Tunnel Under Graphite Mine Road
6. Little Conestoga Road Sidewalks
7. Orchard Valley Road – Femcroft Lane Shared Use Path or Pedestrian Path
8. Greenridge Road / Krauser Road Shared Roadway
9. Reeds Road and Davenport Drive Shared Roadway
Future Catalyst Projects
10. Milford Road Pedestrian Path
11. Little Conestoga Road (Dominic Drive - Milford Road)
12. Little Conestoga Road Pedestrian Path
13. Pottstown Pike Sidewalks (South)
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 9/5/2024 8:59 AM
Proposed Connections
Footpath
Sidewalk
Pedestrian Path
Shared Use Path
Shared Roadway
Yield Roadway
Existing Connections
Footpath
Sidewalk
Pedestrian Path
Shared Use Path
Shared Roadway
Township Boundaries
Brandywine Trail (Hiking/ Social Trail)
Inner Loop Trail (Concept)
Water Bodies
Parks

Map 5.3

Potential improvements include modifications for safety and capacity benefits to enhance traffic flow.

- Pottstown Pike (PA Route 100) and Ticonderoga Boulevard

  Potential improvements include traffic signal enhancements for improved traffic flow.

- Graphite Mine Road and Byers Road

  Potential improvements may include additional through lanes along Graphite Mine Road and traffic signal operational improvements.

- Little Conestoga Road and Milford Road

  Planned improvements include the realignment of Milford Road, installation of a traffic signal, and future improvements to add left-turn lanes along Little Conestoga Road.

- Greenridge Road and Styer Road

1.2 Implement catalyst improvement projects identified in the Active Transportation Plan and capital projects identified in the Transportation Capital Improvement Plan.

1.3 Maintain awareness of emerging transportation technologies, including traffic signal technologies, intelligent transportation systems (ITS), electric vehicles (EVs), and connected and autonomous vehicles (CAVs). Assess policy interventions and best practices that will maximize the benefits for township residents and mitigate unwanted impacts.

Goal 2: Enhance safety, local access, bicycle and pedestrian connectivity, and regional mobility to achieve the vision for the Village of Eagle.

Strategies:

2.1 Advance planning, design, and construction of intersection improvements and gateway enhancements at the southern (Pottstown Pike / Graphite Mine Road) and northern (Pottstown Pike / Graphite Mine Road / Darrell Drive) gateways.

2.2 Continue coordinating with PennDOT regarding potential improvements and next steps associated with redesignation of PA Route 100 to Graphite Mine Road.

2.3 Conduct outreach to property owners, business owners, and residents regarding the redesignation of PA Route 100 to Graphite Mine Road.

2.4 Close gaps in the sidewalk and path network, particularly along Pottstown Pike within the heart of the village.

Goal 3: Support safe conditions by reducing vehicle speeds (traffic calming) and examining potential improvements at locations with higher concentrations of crashes.

Strategies:

3.1 Update the township's traffic calming policy that outlines how requests for traffic calming measures are reviewed, evaluated, and recommended for implementation.

3.2 Adopt definitions for common traffic calming measures, such as speed humps, curb extensions, and medians/pedestrian refuge islands.

3.3 Require evaluation of traffic calming as part of the land development process, particularly for residential streets.

3.4 Employ targeted speed enforcement as well as tools such as driver feedback signs.

3.5 Investigate potential safety improvements, coordinating with PennDOT regarding any state roads, at locations with a higher frequency of crashes. According to the crash analysis, there are significant clusters of crashes along PA Route 100, specifically near its intersections with Pennsylvania Drive, Graphite Mine Road (southern intersection), and Fellowship Road.

Goal 4: Support maintenance of township owned transportation infrastructure, including roadways, bridges, traffic signals, active transportation facilities (such as sidewalks, paths and trails), signage, and pavement markings.

Strategies:

4.1 Budget and dedicate financial resources for the continued maintenance of township-owned infrastructure.

4.2 Maintain the township's adaptive signal system, including both fiber communication lines and video detection equipment.

4.3 Coordinate with PennDOT and other agencies, as appropriate, regarding maintenance of non-municipal roadways/facilities to ensure that maintenance issues are addressed in a manner consistent with Upper Uwchlan's vision and goals.

4.4 Monitor use of existing active transportation infrastructure and evaluate the need for widening or other improvements to support users.

4.5 Ensure that HOA management plans are comprehensive in their requirements for the maintenance of active transportation facilities, such as paths and sidewalks.

Goal 5: Review and update township ordinances and policies to ensure roadway, sidewalk, and trail standards are current and aligned with the township's goals and objectives, as well as other standards. Below are specific areas that should be reviewed and considered for ordinance and policy updates.

Strategies:

5.1 Update the township's Act 209 Transportation Impact Fee Study, to refine the scope of transportation improvements at key intersections and road segments to plan for future growth.

5.2 Review and update Township ordinances that are based on roadway functional classification.

5.3 Adopt an Official Map to identify the desired locations of roadway and trail improvements, as well as open space and other public improvements.

5.4 Adopt more explicit requirements related to transportation impact statements for new developments, including requiring evaluation for bicycle and pedestrian access as part of the study.

5.5 Update the Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO) to define and address topics and issues identified in the Active Transportation Plan related to sidewalks, shared use paths, pedestrian paths, foot paths, on-road bicycle facilities, trail crossings, and traffic calming measures.

5.6 Adopt more explicit sidewalk requirements and/or delineate a more formal process for the waiver of sidewalk requirements.

5.7 Adopt definitions for common traffic calming measures, such as speed humps, curb extensions, and medians/pedestrian refuge islands.

5.8 Require evaluation of traffic calming as part of the land development process, particularly for residential streets.

5.9 Update the township's traffic calming policy, consulting references including PennDOT's Traffic Calming Handbook (Publication 383). Potentially expand the policy's reach to cover the different types of traffic calming measures and their applicability to various roadway contexts.

5.10 Develop policies regarding the installation of electric vehicle charging stations as part of new development where appropriate.

5.11 Develop policies or ordinances to regulate the use of various personal electric mobility devices on township facilities, including parks and roadways.

Goal 6: Continue to coordinate with neighboring municipalities, Chester County, PennDOT, the PA Turnpike Commission, and DVRPC on regional transportation issues, particularly traffic circulation and trail connections.

Strategies:

6.1 Update the list of projects to be submitted to the Chester County Planning Commission for the biennial Transportation Improvements Inventory (TII). New projects should include the Windsor Ridge – Fellowship Fields shared use path and others included in the Active Transportation Plan.

6.2 Coordinate with neighboring municipalities and Chester County to implement various connections beyond the township's border, including a pedestrian path from Shamona Creek Elementary School to the Uwchlan Trail; a shared roadway treatment on St. Andrews Lane from Font Road to Ludwig's Corner; shared use paths and crossing improvements on Fellowship Road; and the planned extension to the Struble Trail.

6.3 Coordinate with the Pennsylvania Turnpike Commission regarding the schedule and design of the mainline reconstruction and widening project within the township. Coordinate with the Turnpike to facilitate pedestrian and bicycle improvements for crossings of the turnpike or trail connections on Turnpike property. After the reconstruction and widening project is complete, continually assess the potential need to increase vehicle capacity on PA Route 100 under the Turnpike bridge.

6.4 Coordinate with Marsh Creek State Park regarding transportation access and circulation, including trail connections within the park.

6.5 Coordinate with Uwchlan Township regarding planned development in the vicinity of the PA Turnpike Interchange and potential mitigation for regional traffic impacts.

6.6 Coordinate with neighboring municipalities, Chester County and PennDOT for regional solutions to improve traffic flow using emerging transportation technologies, including traffic signal technologies, intelligent transportation systems (ITS), electric vehicles (EVs), and connected and autonomous vehicles (CAVs).

This page is intentionally left blank

Chapter 6 Community Facilities and Services



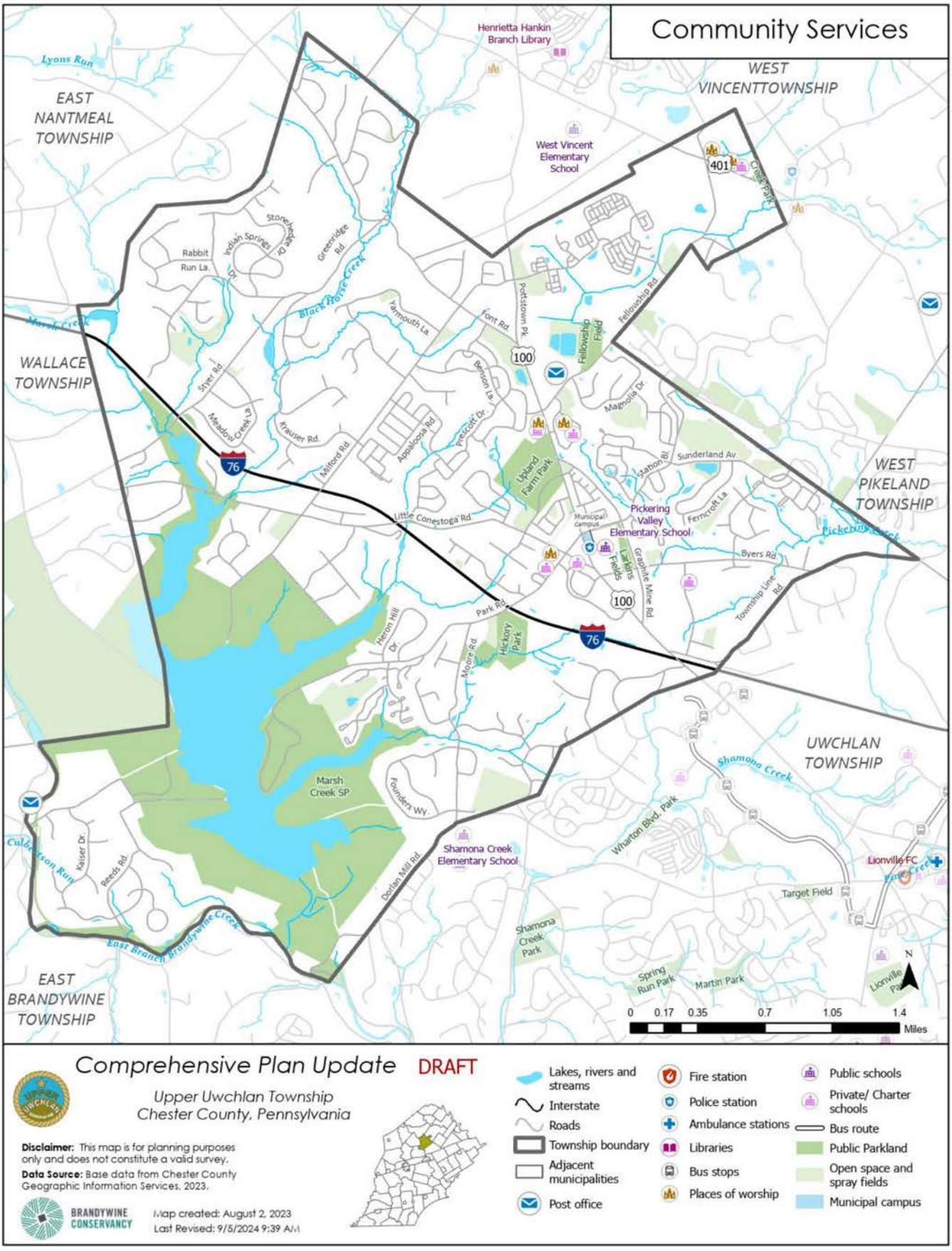
Introduction

Community facilities and services are programs, facilities, departments, and services, such as emergency services, wastewater facilities, stormwater management, solid waste collection and disposal, pipelines, educational institutions and libraries, and code enforcement provided to Township residents by either Township staff or by third parties. These services are supported by the tax revenue generated in the Township, and guided by the Township's elected officials, staff, volunteer boards, and commissions. Some forms of community services are highly visible to residents, such as emergency services or Township-owned parks (see Chapter 8), whereas pipelines and stormwater management are less visible, though equally important. A full review of services offered by the Township to its residents can be found in Appendix C.

For the well-being and safety of residents, the Township must ensure all community services run efficiently and effectively for Upper Uwchlan residents. The Township has extensive emergency services to ensure the protection and welfare of all residents before, during, and after an emergency. Additional physical health measures include the adopted Stormwater Management ordinance for the protection of water quality in the watershed. Upper Uwchlan is home to several different private educational institutions, along with Pickering Valley Elementary School, which is part of the public Downingtown Area School District. Though there are no libraries in the Township, Henrietta Hankin Library in Ludwigs Corner is a short drive for most Upper Uwchlan residents. Together, all these services enhance the quality of life for Upper Uwchlan residents.

Based upon the results of the Community Values Survey, more than half of respondents stated that Township government and facilities were adequate overall. Respondents highlighted police protection, trash removal and recycling as the services meeting residents' needs most sufficiently. Those needs "lacking" or "in need of attention," according to the respondents, include code enforcement and historic resource protection.

Map 6.1 shows the geographic locations of community facilities accessible to Upper Uwchlan residents.


Community Services
Comprehensive Plan Update
DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: August 2, 2023
Last Revised: 9/5/2024 9:39 AM
Lakes, rivers and streams
Interstate
Roads
Township boundary
Adjacent municipalities
Post office
Fire station
Police station
Ambulance stations
Libraries
Bus stops
Places of worship
Public schools
Private/ Charter schools
Bus route
Public Parkland
Open space and spray fields
Municipal campus
0 0.17 0.35 0.7 1.05 1.4
Miles
N
EAST NANTMEAL TOWNSHIP
WEST VINCENTTOWNSHIP
WALLACE TOWNSHIP
WEST PIKELAND TOWNSHIP
UWCHLAN TOWNSHIP
EAST BRANDYWINE TOWNSHIP
Henrietta Hankin Branch Library
West Vincent Elementary School
Pickering Valley Elementary School
Shamona Creek Elementary School
Lionville FC
Target Field
Marsh Creek SP
Upland Farm Park
Hickory Park
Shamona Creek Park
Spring Run Park
Martin Park
Lyons Run
Rabbit Run La.
Indian Springs Dr.
Stonehedge Dr.
Greenridge Rd.
Black Horse Creek
Yarmouth La.
Font Rd.
Potstown Pk.
Fellowship Rd.
Fellowship Field
Magnolia Dr.
Benson La.
Prescott Dr.
Appaloosa Rd.
Sunderland Av.
Station Rd.
Ferncroft La.
Byers Rd.
Graphite Mine Rd.
Township Line Rd.
Park Rd.
Heron Hill Dr.
Moore Rd.
Little Conestoga Rd.
Trauser Rd.
Milford Rd.
Meadow Creek La.
Stier Rd.
Marsh Creek
Shamona Creek
Wharton Blvd.
Dorlan Mill Rd.
Founders Wy.
Kaiser Dr.
Reeds Rd.
Culbertson Run
East Branch Brandywine Creek
Pickering Creek
Lionville Park
76
100
401

Map 6.1

Community Facilities and Services Goals and Strategies

Goal 1: Ensure Upper Uwchlan Township is prepared to both adapt to and mitigate future climate change.

Strategies:

1.1 Consider the development and adoption of a Climate Action Plan for Upper Uwchlan Township.

1.2 Implement the recommendations of the Sustainable Community Assessment (See Appendix H)

1.3 Evaluate existing public and private spaces that may offer opportunities as spaces where at-risk residents can seek refuge from extended periods of extreme heat, flooding, or other natural or man-made disasters.

1.4 Identify and map critical stormwater and flooding issues, seek solutions (including Green Stormwater Infrastructure and regulatory measures), and funding to minimize or mitigate their impact upon municipal facilities, operations, and the natural environment.

1.5 Evaluate all municipal operations, facilities, and the regulatory framework to help reduce greenhouse gas emissions, improve energy efficiency, and reduce impervious surfaces.

1.6 Seek Sustainable Pennsylvania Certification through the Pennsylvania Municipal League.[1]

1.7 Conduct a township-wide assessment of Green Stormwater Infrastructure opportunities on municipal and institutional (including HOA) lands and seek capital funding to implement high priority projects.

1.8 Update municipal code to require native shade trees in all future developments, and that a diverse mix of trees (to limit the impacts of specific species loss) are sited for optimized shading on adjacent sidewalks and public spaces.

1.9 Re-evaluate parking standards to reduce impervious surfaces and encourage shared parking solutions where appropriate.

1.10 Working with private and public partners, evaluate opportunities to provide for Electric Vehicle (EV) charging stations within the Township and ensure Township ordinances promote and permit their installation at appropriate locations.

1.11 Evaluate opportunities to install solar canopies and associated EV charging stations at public parking locations.

1.12 Promote the use of energy efficient fixtures and the electrification of residential mechanical systems and landscaping equipment.

1.13 Promote and provide resources to residents and businesses on weatherization improvements and programs that can assist with off-setting costs.

1.14 Promote sustainable waste management practices, including reduction, reuse, recycling, and home composting through education and outreach.

Goal 2: Provide cost-effective, efficient, and dependable community services and facilities that support a high quality of life and make the Township a desirable place to live, work, and recreate.

Strategies:

2.1 Continue to follow the guidelines and identify alternatives of the Township's Act 537 Plan to ensure that facilities meet future public sanitary sewer service needs for the Township.

2.2 Continue to enforce the Septage Management Ordinance and provide, where possible, support to the Municipal

[1] The Sustainable Pennsylvania certification program provides strategies, resources, and recognition to municipalities for improving quality of life and expanding opportunities for everyone. Sustainable Pennsylvania, a joint project of the Pennsylvania Municipal League and Sustainable Pittsburgh, is a voluntary performance recognition program designed to help municipalities set and achieve sustainability goals, save money, conserve resources, and foster a vibrant community. More information can be obtained from their website at: https://sustainablepa.org/

Authority to provide education and outreach to those residents served by on-lot septic systems.

2.3 Work with the Municipal Authority to explore options for providing natural surface (mowed) trails on lands utilized by the Municipal Authority.

2.4 Seek technical assistance from The Water Center at the University of Pennsylvania to explore opportunities to access federal and state funding to address water infrastructure needs that may be funded through the Infrastructure Investment and Jobs Act (IIJA).

2.5 Evaluate municipally managed/owned grey stormwater infrastructure for potential retrofit or conversion to natural, green systems that can provide additional benefits to the community.

2.6 Consider adopting low-mow practices or lawn to meadow conversions on areas of turf grass currently managed by the Township.

2.7 Regularly evaluate Township staffing needs to ensure the administrative and critical functions of the Township are met.

2.8 Evaluate the hiring or contracting of a Main Street Manager that could assist in the implementation of the Village Concept Plan and engage with local businesses and developers to ensure the continued vibrancy of the Village of Eagle.

2.9 Evaluate the feasibility of hiring or contracting with a grants coordinator to competitively position the Township for receiving county, state, and Federal grants that may help in implementing recommendations within the Comprehensive Plan, the Active Transportation Plan, Village Concept Plan, and the Historic Resources Protection Plan.

2.10 Encourage civic involvement in local government and municipal boards and commissions by actively recruiting new volunteers with diverse backgrounds that reflect the demographics of the Township.

2.11 Continue to leverage the Township's existing social media channels, website, and newsletter, while exploring new communication technologies, to provide pertinent and timely education and outreach to the Township's residents, especially in the case of emergency management and preparedness.

2.12 Continue to have Municipal administration and the Police Department be engaged with the Downingtown Area School District, Pickering Valley Elementary School, and private schools in the Township to assist in the safety of students and seek opportunities to partner in ways (for example, recreational programming and facilities) that may benefit Township residents.

2.13 Continue to coordinate with regional municipalities (including Chester County), non-profit organizations, State agencies, and local Chambers of Commerce to identify and address issues important to the region.

Chapter 7 Natural Resources and Open Space

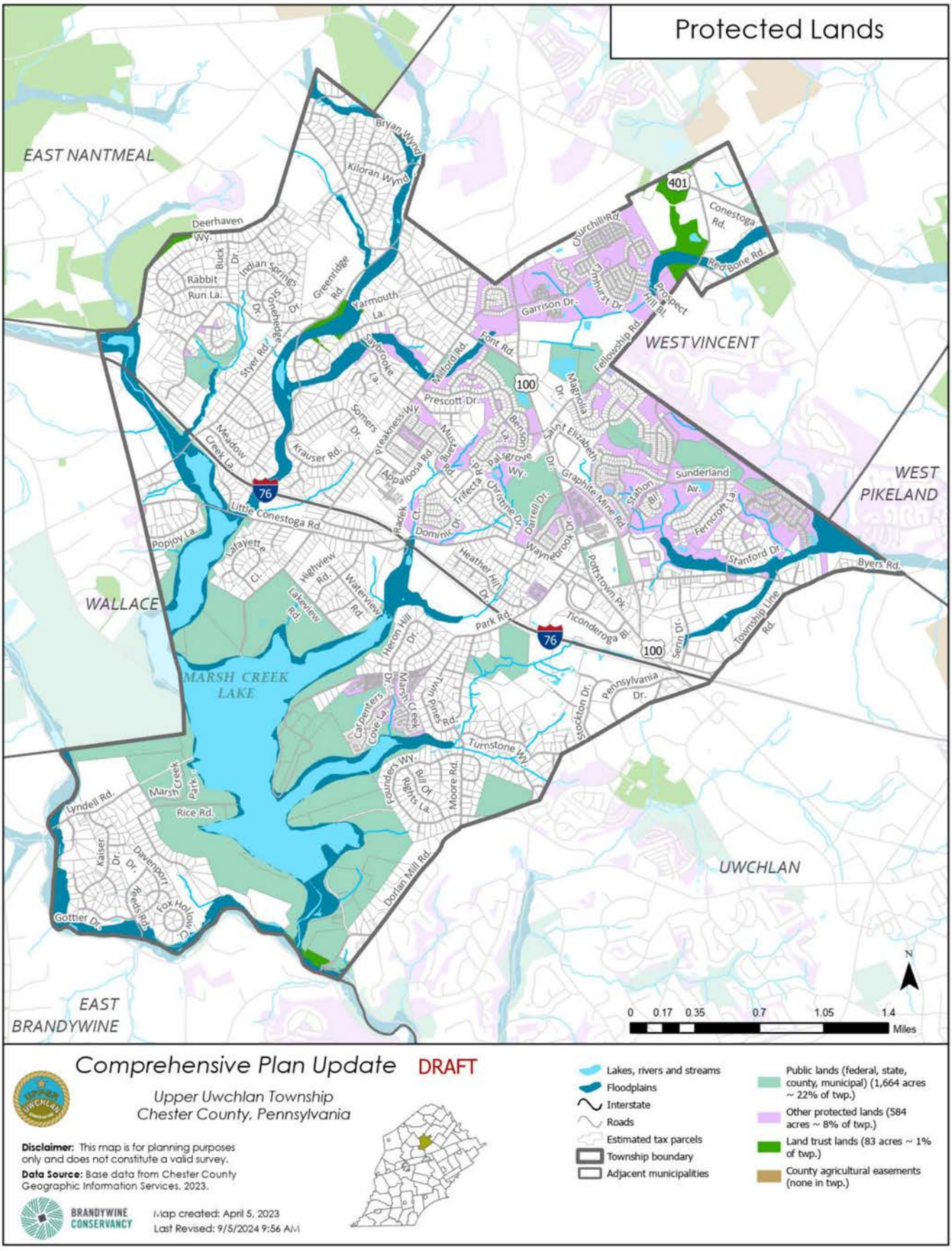


Introduction

Natural Resources and Open Space (see Maps 7.1 and 7.2) provide a variety of societal benefits to the residents of Upper Uwchlan Township and can also contribute significantly to the character of the community. Indeed, in the Community Survey, scenic beauty and attractiveness was rated the highest amongst the reasons people chose to live in the Township, while the preservation of open space, the preservation of scenic areas and views, and the protection of natural resources ranked the highest amongst the most important things to consider when planning the Township's future.

Natural resources and open space not only contribute to community character, but also provide for passive recreation and respite from our busy lives, help mitigate the impacts of climate change, provide important habitat and greenways for native wildlife and flora, including important pollinator species, regulate our local climates, slow down and provide storage areas for stormwater that, in-turn, helps recharge groundwater supplies, filter harmful pollutants from water and air, and minimize erosion on steep slopes. In addition, the restoration of natural systems and the incorporation of natural elements into our built environment through Green Stormwater Infrastructure (GSI) and other landscaping and streetscaping practices can bring additional benefits to residents and businesses alike.

However, challenges exist. Natural resource processes transcend political and ownership boundaries and are often impacted by activities beyond jurisdictional control. In addition, resources are threatened by land development, fragmentation, climate change, invasive plants, pests (such as the Emerald Ash Borer and Lanternfly), diseases, and by a growing population of deer that favor native plants over invasives.


Protected Lands
EAST NANTMEAL
WESTVINCENT
WEST PIKELAND
WALLACE
UWCHLAN
EAST BRANDYWINE
MARSH CREEK LAKE
Comprehensive Plan Update
DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 9/5/2024 9:56 AM
Lakes, rivers and streams
Floodplains
Interstate
Roads
Estimated tax parcels
Township boundary
Adjacent municipalities
Public lands (federal, state, county, municipal) (1,664 acres ~ 22% of twp.)
Other protected lands (584 acres ~ 8% of twp.)
Land trust lands (83 acres ~ 1% of twp.)
County agricultural easements (none in twp.)
0 0.17 0.35 0.7 1.05 1.4
Miles
N

Map 7.1

Given the critical functions that natural resources and open spaces provide, comprehensive policies, strong local, state, and federal regulations, and sound stewardship practices are essential to maximize the potential, enhance their protection and/or restoration, and appropriately steward the resources so the same benefits can sustain future generations in the same manner.

A full suite of natural resource maps and inventory can be found in Appendix C. Additional recommendations can be found in the Township's Sustainable Communities Assessment, found in Appendix H.

Natural Resources and Open Space Goals and Strategies

Goal 1: Protect, restore, and steward valuable remaining natural resources, recognizing the critical functions these resources provide in defining community character and enhancing resiliency against climate change.

Strategies:

1.1 Ensure the regulatory functions of the Township continues to focus development away from remaining critical natural and agricultural resources.

1.2 Periodically review Township Codes to ensure natural resource protection provisions reflect current best practices.

1.3 Consider enhancing the riparian buffer provisions to reflect a 100' (and 150' for High Quality streams in the Township), 2-tiered riparian buffer for streams and a 50' buffer for wetlands, and a requirement to restore riparian areas devoid of trees or native vegetation.

1.4 Consider amending the Township's Zoning Ordinance to further protect woodlands and lower the permissible disturbance of woodlands where replacement would be required, and to set up a municipal tree bank to receive funds in lieu when Code required tree replacements cannot be met. These funds can then be used to plant additional trees on municipal property or in areas that will benefit the community and the Township's natural resources.

1.5 Seek opportunities and areas to reestablish missing riparian buffers, where reforestation would connect fragmented woodlands, and where tree plantings on municipally owned lands can provide an enhanced user experience or increase habitat benefits.

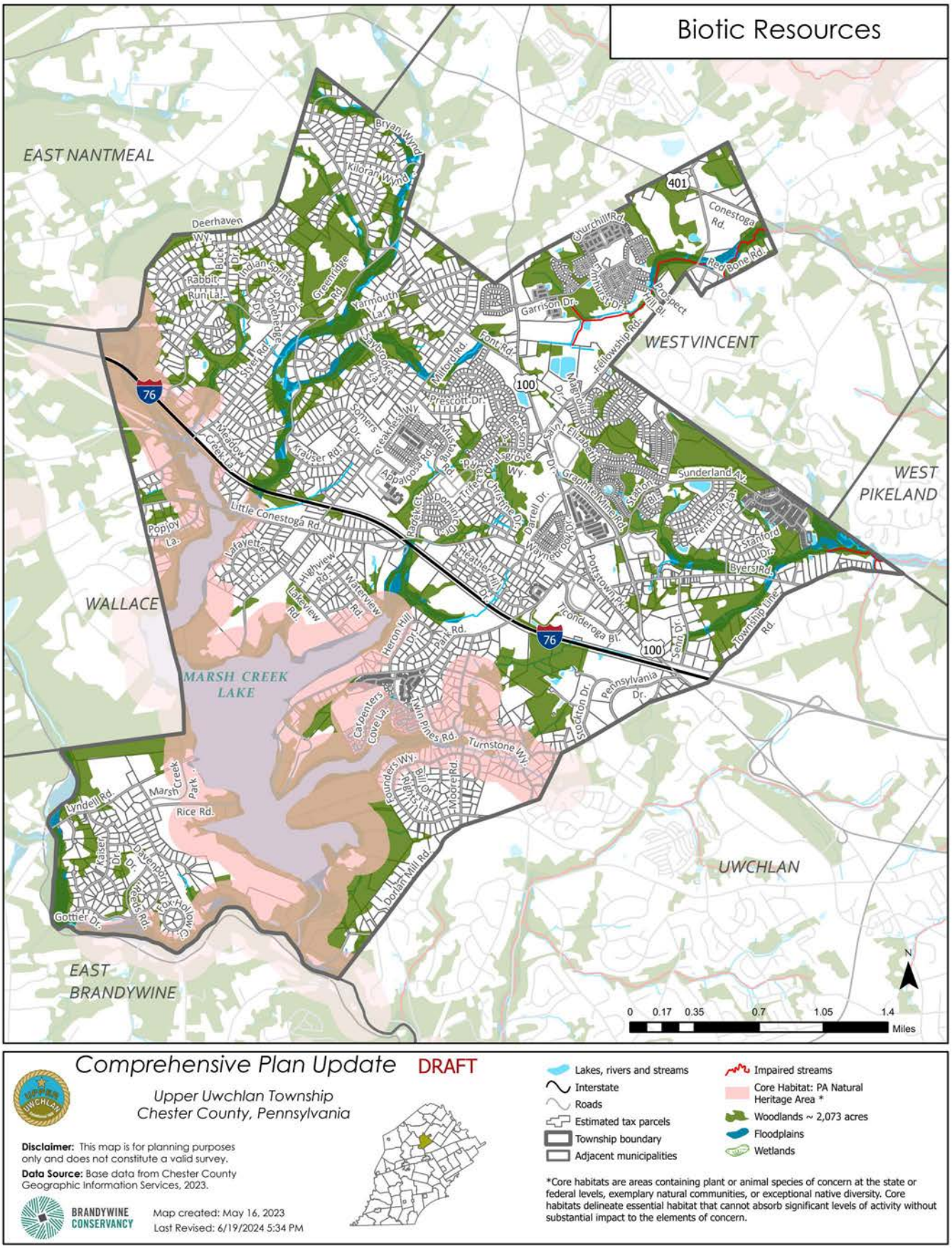
1.6 Ensure any tree replacement or landscape provisions in the municipality's Code prohibits the use of invasive species and prioritizes the use of native, climate resilient species, and that planting a random distribution of diverse plant material is encouraged.

1.7 Consider an inventory of existing street trees in the Township and develop a management plan to assist in identifying the need for future replacement based upon existing tree health and the impacts of climate change, pests, and diseases.

1.8 Continue to require and periodically revisit the open space management plans developed in accordance with land development to ensure the provisions for natural resource management and stewardship are being enacted and followed, and where possible, seek partnerships and funding to assist HOAs in the active and appropriate stewardship of these lands.

1.9 While limited, seek opportunities and partnerships to protect the remaining farmland in the Township through the County's Farmland Preservation Program.

1.10 Promote residential best management practices associated with activities such as lawn and landscape care, vehicle maintenance and cleaning, pet waste disposal, snow and ice melting, the use, storage, disposal of yard and household chemicals and other hazardous materials.


Biotic Resources
EAST NANTMEAL
WESTVINCENT
WEST PIKELAND
WALLACE
MARSH CREEK LAKE
UWCHLAN
EAST BRANDYWINE
Bryan Wynd
Kilorain Wynd
Deerhaven Wy.
Buck Dr.
Rabbit Run La.
Indian Springs Dr.
Greenridge Rd.
Yarmouth Ln.
Sawbrooke La.
Font Rd.
Millford Rd.
Garrison Dr.
Churchill Rd.
Johnnies Dr.
Prospect Hill Bl.
Fellowship Rd.
Conestoga Rd.
Red Bone Rd.
401
100
76
Prescott Dr.
Meadow Creek Ln.
Kreuser Rd.
Somers Dr.
Appaloosa Rd.
Mare Rd.
Pony Gal Grove Wy.
Trifles Ct.
Christine Dr.
Darrell Dr.
Graphite Mine Rd.
Stanton Bl.
Sunderland Av.
Fencroft La.
Stanford Dr.
Byers Rd.
Little Conestoga Rd.
Poplop La.
Lafayette Ct.
Highview Rd.
Waterview Rd.
Lakeview Rd.
Heather Hill Dr.
Ticonderoga Bl.
Pottstown Pk.
Township Line Rd.
Seth Dr.
Heron Hill Dr.
Park Rd.
Pennsylvania Dr.
Stockton Dr.
Carpenters Cove La.
Twin Pines Rd.
Turnstone Wy.
Founders Wy.
Bill Of Rights La.
Moore Rd.
Dorlan Mill Rd.
Marsh Creek Park
Lyndell Rd.
Rice Rd.
Kaiser Dr.
Davenport Dr.
Reeds Rd.
Fox Hollow Ct.
Gottier Dr.
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: May 16, 2023
Last Revised: 6/19/2024 5:34 PM
Lakes, rivers and streams
Interstate
Roads
Estimated tax parcels
Township boundary
Adjacent municipalities
Impaired streams
Core Habitat: PA Natural Heritage Area *
Woodlands ~ 2,073 acres
Floodplains
Wetlands
*Core habitats are areas containing plant or animal species of concern at the state or federal levels, exemplary natural communities, or exceptional native diversity. Core habitats delineate essential habitat that cannot absorb significant levels of activity without substantial impact to the elements of concern.

Map 7.2

Goal 2: Enhance Upper Uwchlan's natural and built environment through the implementation of Green Stormwater Infrastructure (GSI), and by encouraging homeowners, Homeowner Associations (HOAs), and institutional property owners to consider adopting and expanding native habitat plantings.

Strategies:

2.1 Conduct a township wide assessment of GSI opportunities on municipal, institutional, and HOA lands.

2.2 Consider pilot GSI projects (including the conversion of traditional structural facilities) on highly visible municipally owned property, or as part of other township improvements. Use these projects to educate the public on green stormwater infrastructure projects that can be implemented on their own properties, such as rain gardens, bioswales, and pervious paving.

2.3 Work with agency and non-profit partners to encourage and promote "catch the rain" and other small-scale Best Management Practices (BMPs) to minimize stormwater and runoff and enhance native habitat.

2.4 Ensure Township Code actively encourages the use of non-structural Green Stormwater Infrastructure options in development and redevelopment scenarios.

2.5 Develop an ongoing instructional program for appropriate municipal staff on maintenance practices for both grey and green stormwater infrastructure.

2.6 Consider updating the Township's Subdivision and Land Development Ordinance to require the use of green mulching with native live plant material (as opposed to wood mulch) in landscape beds and encourage meadow seeding (as opposed to turf grass) in areas held in common or associated with commercial or institutional development.

2.7 Limit to the fullest extent possible the addition of impervious surfaces (including examining the current parking requirements in Township Code) and seek opportunities to replace existing impervious surfaces with green infrastructure to better manage the impacts of stormwater on municipal facilities and the natural environment.

2.8 Promote certification programs, such as the PA Watershed Stewards Watershed Friendly Certification Program, the National Wildlife Federation's Certified Wildlife Habitat program, and the Audubon's Bird-Friendly Habitat Recognition Program.

2.9 Consider the adoption of a future lawn to meadow ordinance that allows residents to install alternatives to lawn turf.

2.10 Consider seeking Tree City USA designation through the Arbor Foundation.

Goal 3: Expand upon the Township's network of Open Space to provide habitat connectivity, maintain community character, enhance climate resiliency, and provide opportunities for passive recreation.

Strategies:

3.1 Update the Township's 2009 Open Space, Recreation, and Environmental Resources Plan.

3.2 Working with local land trusts, educate landowners on the benefits of open space and opportunities to protect their land.

3.3 Adopt an Official Map and Ordinance that reflects the open space and trail connectivity goals of the Township.

3.4 Consider the implementation of an Earned Income Tax (EIT) to support the acquisition of important remaining open space in the Township.

3.5 Seek opportunities to enhance equitable access to open space throughout

the Township, paying special attention to geographic areas or residents that are currently underserved.

3.6 Explore opportunities to expand the network of open space with the addition of pocket parks, community gardens, or green infrastructure in existing developments, development applications, and redevelopment scenarios.

3.7 Develop a Land Preservation Plan to identify and prioritize opportunities for open space protection.

Goal 4: Demonstrate and promote exemplary stewardship practices on municipally and community owned open space.

Strategies:

4.1 Seek opportunities and funding to enhance or restore natural resources on municipally owned property or in partnership with Homeowners Associations on their preserved open space. These may include lawn to meadow conversions, the installation of rain gardens and/or bioswales, reforestation, and tree planting activities.

4.2 Ensure adequate municipal funding and staff resources exist for the proper stewardship and care of municipally owned parkland and open space, including evaluating whether there is a need to create a new municipal department charged with the upkeep.

4.3 Partner with local agencies, non-profits, and environmentally focused landscape contractors to promote public informational programs and resources that highlight the economic and social benefits derived from natural resource focused stewardship projects at the household level, and their role in combating and mitigating the impacts of climate change.

Chapter 8 Parks and Recreation



Introduction

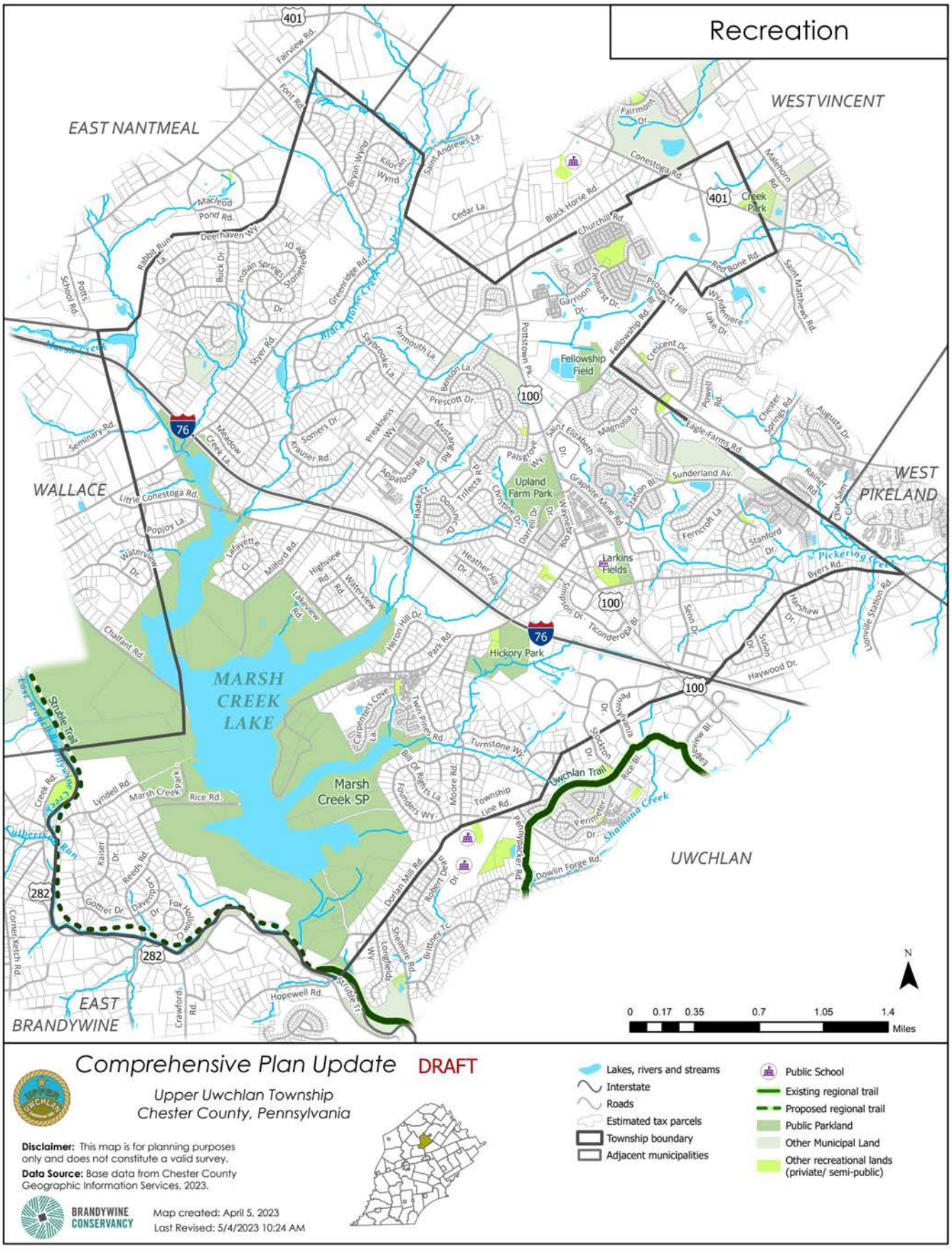
Recreation includes parks, trails and recreational programs. Active and passive recreation provide Township residents with opportunities to exercise, recreate, gather with friends and family, interact with their neighbors, and enjoy nature in an area convenient to their homes.

Ideally, municipalities provide both passive and active recreation opportunities for their residents. Active recreation refers to structured activities that require facilities for leisure activities—pickleball, basketball, or playgrounds for children. Passive recreation refers to less structured activities that do not warrant constructed facilities; this can include trails for walking, jogging, and bicycling, wildlife viewing areas, and fishing opportunities. Both passive and active recreation, including any related programing, should provide opportunities for residents of all ages and abilities to participate. Recreational activity through trails, parks, and programming can create a sense of community, provide social connectivity, and enhance the physical and social wellbeing of residents.

A comprehensive plan for active transportation (the Township's trail network) was undertaken at the same time as this Comprehensive Plan Update. The full Active Transportation Plan (ATP) can be found in Appendix G. Implementing the Active Transportation Plan is a critical component to providing for non-vehicular connectivity and passive recreation (walking, biking, running) within the Township.

With access to one state park, four municipally owned parks with a variety of facilities, a pocket park (See Map 8.1 and Table 8.1), and several regional and local trail networks (see Map 8.2), Upper Uwchlan residents have a wide variety of opportunities to get outdoors and recreate. Recreational facilities provide an outlet for health and social well-being. These facilities also provide a space for important youth leagues, such as the Glenmoore Eagle Youth Association, that provide structured opportunities for school-aged children to participate in competitive and recreational sports.

When asked about recreational planning and facilities in the Community Values Survey, respondents overwhelmingly thought that trails were "very important," while more than half felt baseball and softball fields, tennis and basketball courts, and indoor recreational facilities were "somewhat important." Facilities that respondents "don't want to see" included a skateboard park, disc golf course, and a splash/spray park. Individual responses in the survey noted that playgrounds were "lacking" or "scarce."


Recreation
EAST NANTMEAL
WEST VINCENT
WALLACE
WEST PIKELAND
UWCHLAN
EAST BRANDYWINE
MARSH CREEK LAKE
Marsh Creek SP
Upland Farm Park
Hickory Park
Larkins Fields
Fellowship Field
Creek Park
Uwchlan Trail
Struble Trail
Pickering Creek
Shamona Creek
Black Horse Rd.
Churchill Rd.
Conestoga Rd.
Fellowship Rd.
Pottstown Pk.
Prescott Dr.
Benson La.
Yarmouth La.
Saybrooke La.
Greenridge Rd.
Seminary Rd.
Meadow Creek La.
Somers Dr.
Frauser Rd.
Preakness Wy.
Mustang Rd.
Appaloosa Rd.
Palsgrove Wy.
Saint Elizabeth Dr.
Magnolia Dr.
Eagle Farms Rd.
Sunderland Av.
Graphite Mine Rd.
Station Bl.
Ferncroft La.
Stanford Dr.
Byers Rd.
Harshaw Dr.
Lionville Station Rd.
Senn Dr.
Susan Dr.
Haywood Dr.
Pennsylvania Dr.
Stockton Dr.
Rice Bl.
Eagleview Bl.
Perimeter Dr.
Pennypacker Rd.
Dowlin Forge Rd.
Township Line Rd.
Turnstone Wy.
Twin Pines Rd.
Carpenters Cove La.
Heron Hill Dr.
Park Rd.
Moore Rd.
Bill Of Rights La.
Founders Wy.
Dorlan Mill Rd.
Robert Dees Dr.
Brittney Tr.
Shelmire Rd.
Longfields Wy.
Hopewell Rd.
Crawford Rd.
Corner Ketch Rd.
Gotter Dr.
Davenport Dr.
Fox Hollow Dr.
Reeds Rd.
Kaiser Dr.
Gilberts Run
Lyndell Rd.
Marsh Creek Park
Rice Rd.
Creek Rd.
Chalfant Rd.
Lakeview Rd.
Waterview Rd.
Highview Rd.
Milford Rd.
Lafayette Ct.
Waterview Dr.
Poplov La.
Little Conestoga Rd.
Rabbit Run Ln.
Deerhaven Wy.
Macleod Pond Rd.
Buck Dr.
Indian Springs Dr.
Stonehedge Dr.
Ports School Rd.
Styer Rd.
Fairview Rd.
Font Rd.
Bryan Wynd
Kilbirnie Wynd
Saint Andrews La.
Cedar La.
Fairmont Dr.
Malehorn Rd.
Redbone Rd.
Saint Matthews Rd.
Wyndemere Lake Dr.
Garrison Dr.
Pioneer Hill
Crescent Dr.
Powell Rd.
Chester Springs Rd.
Augusta Dr.
Rainer Rd.
Clair Sam Ct.
Radek Ct.
Trifecta Rd.
Christine Dr.
Darnell Dr.
Wayne Dr.
Heather Hill Dr.
Tri Conderoga Bl.
Lafayette Ct.
Miller Rd.
Pottstown Pk.
Route 401
Route 100
Route 76
Route 282
0 0.17 0.35 0.7 1.05 1.4 Miles
N
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 5/4/2023 10:24 AM
Lakes, rivers and streams
Interstate
Roads
Estimated tax parcels
Township boundary
Adjacent municipalities
Public School
Existing regional trail
Proposed regional trail
Public Parkland
Other Municipal Land
Other recreational lands (priviate/ semi-public)

Map 8.1

Park	Size (in Acres)	Facilities
Fellowship Fields	18	Football fields, lacrosse fields, soccer fields, pavilion
Hickory Park	26	Baseball fields, basketball courts, football fields, hiking trails, paved walking trails, sand volleyball, soccer field, tennis court
Larkins Field	7.25	Soccer fields
Eagle Crossroads	~1	Benches, bike racks, chess tables, trailhead, water, ADA-accessible
Upland Farm Park	56	Paved trails, natural trails, historic farmhouse, event space

Table 8.1 Upper Uwchlan Township-owned parks and facilities

Parks and Recreation Goals and Strategies

Goal 1: Provide a variety (active and passive) of safe, well-maintained recreational facilities and programming so residents of all abilities, ages, and interests in Upper Uwchlan Township can enjoy nature and be active.

Strategies:

1.1 Update the existing 2009 Open Space, Recreation & Environmental Resources Plan.

1.2 Adopt a municipal Official Map that reflects the recreational goals of this Plan and the community.

1.3 Evaluate opportunities to expand the existing parkland and recreational facilities by acquiring adjacent properties, new properties, and trail easements, specifically in areas of the Township that are currently underserved.

1.4 Strengthen ordinances to provide incentives to developers for helping to establish village greens, pocket parks, and other public spaces during redevelopment in the Township's densely settled areas.

1.5 Follow changing recreational trends and evaluate the needs of residents when expanding and developing recreational facilities (i.e., pickleball, cricket fields, nature-based playgrounds, or aquatic facilities).

1.6 Consider the creation of a new Municipal Department charged with the maintenance and improvement of municipal park facilities and recreational programming that encourages healthy lifestyles for municipal residents.

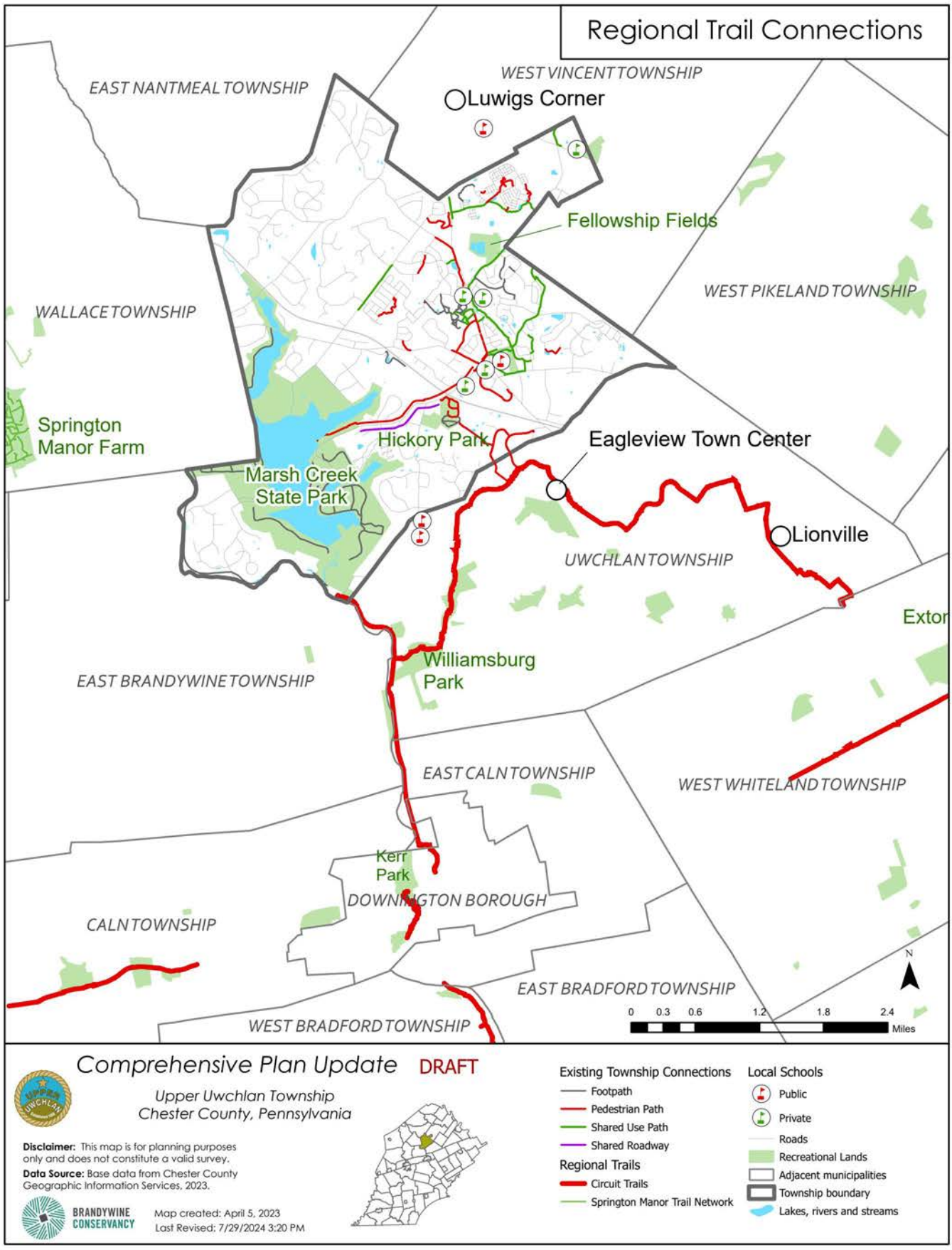
1.7 Continue to work with the Parks and Recreation Board on recreation and environmental programming for community residents.

1.8 Ensure adequate municipal funds are allocated to provide for the appropriate maintenance of existing recreational facilities.

1.9 Periodically review user fees of Township recreation facilities to ensure they return funds without discouraging use.

1.10 Consider Stipulated Use Agreements with area recreational groups, such as the Glenmoore Eagle Youth Association, to better outline the responsibilities of each party with respect to recreational facilities and maintenance.

1.11 Define and consistently use the terms, active recreation, passive recreation, open space, and trails and greenways in planning documents, ordinances and


Regional Trail Connections
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
Luwigs Corner
Fellowship Fields
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
Springton Manor Farm
Hickory Park
Eagleview Town Center
Marsh Creek State Park
Lionville
UWCHLAN TOWNSHIP
Extor
Williamsburg Park
EAST BRANDYWINE TOWNSHIP
EAST CALN TOWNSHIP
WEST WHITELAND TOWNSHIP
Kerr Park
DOWNINGTON BOROUGH
CALN TOWNSHIP
EAST BRADFORD TOWNSHIP
WEST BRADFORD TOWNSHIP
N
0 0.3 0.6 1.2 1.8 2.4
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 7/29/2024 3:20 PM
Existing Township Connections
Footpath
Pedestrian Path
Shared Use Path
Shared Roadway
Regional Trails
Circuit Trails
Springton Manor Trail Network
Local Schools
Public
Private
Roads
Recreational Lands
Adjacent municipalities
Township boundary
Lakes, rivers and streams

Map 8.2

other Township materials.

1.12 Ensure continued security, safety, and appropriate liability within and near public recreation facilities.

1.13 As part of an annual review process, continue to evaluate and explore new and creative funding opportunities that may help in fulfilling the goals of this chapter.

Goal 2: Expand a safe pedestrian and bicycle trail network to connect residents to nearby community facilities, parks, scenic viewsheds and the villages of Byers and Eagle.

Strategies:

2.1 Seek funding, partnerships, and community support to implement the goals and objectives of the Active Transportation Plan.

2.2 Implement the Active Transportation Plan's "Catalyst Projects" (see Chapter 5, Map 5.3) to increase pedestrian and bicycle connections for residents, specifically to connect residents to the commercial areas within the Township.

2.3 Implement near-term improvements recommended within the Active Transportation Plan for the immediate increased safety of pedestrians and bicyclists, including identified intersection crossing enhancements.

2.4 Continue discussions with landowners to acquire trail easements to connect the Windsor Ridge development to the Village of Eagle and complete the "Inner Loop," as described in the Active Transportation Plan.

2.5 Ensure municipal codes contain provisions that enhance trail connectivity of existing, new or redevelopment projects wherever possible.

2.6 Encourage the inclusion of bicycle parking for all new and expanded non-residential development.

2.7 Consider updating the Township Code to allow for and regulate the use of e-bikes on municipal trails.

Goal 3: Work and coordinate with Chester County, neighboring municipalities, non-profit organizations, and local schools on regional recreational and trail planning efforts.

Strategies:

3.1 Continue to be engaged with neighboring municipalities and efforts that further the regional trail connections in the area (Struble and Uwchlan Trails).

3.2 Partner with Marsh Creek State Park in offering and promoting educational programming that helps get residents active and engaged outside.

3.3 Coordinate and support outreach opportunities and facilities that encourage and promote the health benefits of walking or biking to school, work, or commercial centers.

3.4 Provide links to local recreational programming and education opportunities on the Township website and social media channels to inform residents of other local offerings.

3.5 Coordinate with neighboring municipalities and partners (Marsh Creek State Park being one) to expand regional recreational programming and ensure that any future recreational facility expansion compliments existing facilities elsewhere and limits unnecessary duplication.

This page is intentionally left blank

Chapter 9 Implementation



The Comprehensive Plan Task Force distilled the Recommendations from each of the preceding Chapters and assigned priorities and lead parties for implementation of each strategy. The priority timelines reflect both the time to begin a strategy, as well as the expected time that implementing a particular strategy make take. This chapter can and should be utilized to develop annual work plans for Township staff and committees, as well as to develop annual budgets and develop strategic funding opportunities to assist in implementation.

Note: Some Goals and Strategies have been paraphrased/ shortened for formatting purposes. Full Goals and Stratgey descriptions can be found in the corresponding chapters.

Implementation Priority			
ST	Short term: one to three years	**LT**	Long term: seven to ten years
MT	Medium term: four to six years	**O**	Ongoing
Lead Party Abbreviation			
BoS	Board of Supervisors	**LT**	Land Trusts
CCPC	Chester County Planning Commission	**MA**	Municipal Authority
CCWRA	Chester County Water Resources Authority	**PRB**	Park and Recreation Board
EMPC	Emergency Management Planning Commission	**PC**	Planning Commission
EAC	Environmental Advisory Council	**PD**	Police Department
HC	Historical Commission	**TS**	Township Staff (Including Consultants)

Implementation Recommendations Matrix			
Strategy	Recommended Action	Priority	Collaborators*
Village Concept Plan			
Goal 1 - Evaluate the current ordinances to strengthen existing provisions to align with the historic character of the Historic Eagle Village, Byers Station Village and surrounding areas.			
1	Obtain greater historic resource protection within the Village Planning Area per the Historic Resources Protection Plan found in Chapter 4.	ST	PC HC BoS
2	Evaluate the adoption of Act 167 Historic District Ordinance (i.e., establishing a HARB) for the Byers Station Historic District.	MT	PC HC BoS
3	Review Township ordinances for the C-1 and C-3 Zoning Districts to align with the Township vision for development and design standards.	ST	PC HC
4	Review the parking ordinance to determine the need to adjust/reduce/increase the Township zoning ordinance's parking requirements in the Village Planning Area (VPA) to encourage pedestrian movement in and around the Village Planning Area to attract visitors to the Historic Eagle Village and the Byers Station Village.	MT	PC TS EAC
5	Incorporate by reference the Village Design Guidelines in the C-1 and C-3 Zoning Districts and the Township's Subdivision and Land Development Ordinance (SALDO).	ST	PC HC TS
6	Review the sign ordinance for its suitability in the C-1 and C-3 Zoning Districts.	ST	PC HC
7	Review the zoning and SALDO lighting ordinance to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.	ST	PC HC
8	Review the zoning and SALDO street design ordinance (i.e., benches, trash receptacles) to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.	ST	PC HC
9	Review the zoning and SALDO signage ordinance to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.	ST	PC HC
10	Consider adopting the Official Map to add planned (new) roads and trails. Showing these planned facilities does not mean that the Township can take the right-of-way when needed. However, showing them on the Official Map informs landowners of the Township's desired village street network and allows for appropriate Township/developer negotiations at the time of land development application.	ST	PC EAC BoS

**Lead is the first collaborator identified.*

11	Evaluate adopting a Complete Streets ordinance consistent with the Chester County Planning Commission model ordinance, after review and revisions to customize the model to reflect the VPA.	MT	PC HC BoS
12	Consider adding a Village Overlay zoning district that conforms to the C-1 and C-3 District boundaries that could be applied when landowners/developers seek greater use options and development flexibility. Village Design Guidelines are codified in the Village Overlay to reflect village planning objectives.	ST	PC HC BoS TS
Goal 2 - Evaluate existing conditions throughout the Historic Eagle Village, Byers Station Village and surrounding area to increase safety and accessibility, while maintaining the rural and historic character.			
1	Enhance the architectural design guidelines within the C-1 and C-3 Zoning Districts to address streetscape improvements, pedestrian facilities, civic spaces, and other appropriate features.	ST	PC HC
2	Evaluate options to install village gateways that enhance sense of place, reduce traffic speeds, and provide landscaping and green stormwater opportunities.	ST	PC EAC BoS
3	Along with PennDOT, evaluate the feasibility of redesignating Graphite Mine Road as State Route 100 to divert traffic from the Historic Eagle Village. Consider appropriate traffic studies to better understand existing traffic flows in and adjacent to the VPA.	O	TS BoS
4	Encourage alternative modes of travel to and from the Historic Eagle Village and Byers Station Village by requiring active transportation facilities.	ST	EAC TS
5	Intersection improvements at the north and south of the Historic Eagle Village recommended in the Village Transportation Plan (2014) should be revisited and updated as necessary.	ST	TS BoS
6	Consider opportunities to implement green stormwater infrastructure and improve landscaping to help provide visual separation between the VPA and surrounding landscapes.	MT	EAC TS
7	Consider installing solar light structures along trails for increased accessibility and visibility at night.	MT	TS EAC
8	Conduct parking study within the VPA to evaluate opportunities for additional parking and/or shared or open parking.	MT	TS
Goal 3 - Work and coordinate with Township staff, elected officials, boards and local businesses to increase awareness and appreciation of the villages amongst residents and visitors.			
1	Plan events to showcase the Historic Eagle Village and Byers Station Village's architecture and help promote the Historic Eagle Village by coordinating with residents, businesses, and service groups, such as the Lions. Additionally, schedule events to attract visitors to the Historic Eagle Village, including but not limited to walking tours, fall and holiday festivals, July 4th parades and artist/craft fairs.	O	TS HC BoS PRB

2	Evaluate ways to attract more businesses to the Historic Eagle Village that encourages more foot traffic.	MT	TS
Historic Resources Protection Plan			
Goal 1 - Protect Historic Resources and Landscapes by Stengthening Historic Resource Preservation Ordinances, Processes and Procedures.			
1	Adopt a comprehensive historic resource overlay article to strengthen and replace existing historic resource protection language in the Township Code.	ST	HC PC BoS TS
2	Develop processes and procedures to maintain up-to-date information on historic resources.	ST	HC TS
3	Evaluate adoption of an Act 167 Historic District ordinance (i.e., establishment of a HARB) to protect historic resources within the Byers Station Historic District.	MT	HC PC BoS
4	Develop workable administrative processes to ensure historic resource protection ordinance provisions are properly administered by Township officials.	ST	HC TS PC BoS
5	Use tools to encourage the Township to allocate adequate funding for historic resource protection goals, ordinance provisions, and activities to encourage plans and designs favorable to historic preservation.	O	TS HC BoS
Goal 2 - Build Community Support and Awareness for Historic Preservation			
1	Develop an ongoing educational program for the Historical Commission and Township officials to educate them about the importance of historic resource protection and the tools and processes available to ensure historic resource protection is properly carried out in the Township.	ST	HC TS CCPC
2	Use various educational tools to continually educate Township citizens about Upper Uwchlan's history and historic resources.	O	HC CCPC TS
3	Use various educational tools to continually educate owners of historic properties in the Township about the importance of historic resource protection and the tools and processes for historic resource protection in the Township.	ST	HC TS CCPC
4	Educate real estate developers on the importance of historic resource protection in the Township to ensure they are aware of the Township's historic resource protection goals, ordinance provisions and activities to encourage them to utilize plans and designs favorable to historic preservation.	O	TS HC

Transportation			
Goal 1 - Provide a safe and efficient multimodal transportation network that supports the movement of people and goods and reflects the character of Upper Uwchlan.			
1	Identify needed improvements at key intersections and develop priorities for advancement and implementation: • Pottstown Pike (Route 100) & Milford Rd/Garrison Dr • Pottstown Pike (Route 100) & Font Rd • Pottstown Pike (Route 100) & Little Conestoga Rd • Pottstown Pike (Route 100) & Graphite Mine Rd/Darrell Dr • Pottstown Pike (Route 100) & Graphite Mine Road • Pottstown Pike (Route 100) & Ticonderoga Blvd • Graphite Mine Rd & Byers Rd • Little Conestoga Rd & Milford Rd • Greenridge Rd & Styer Rd	MT	TS BoS EMPC
2	Implement catalyst capital improvement projects identified in the Active Transportation Plan.	LT	TS BoS
Goal 2 - Enhance safety, local access, bicycle and pedestrian connectivity, and regional mobility to achieve the vision for the Village of Eagle.			
1	Advance planning, design, and construction of intersection improvements and gateway enhancements at the southern (Pottstown Pike / Graphite Mine Road) and northern (Pottstown Pike / Graphite Mine Road / Darrell Drive).	ST	TS BoS
2	Continue coordinating with PennDOT regarding potential improvements and next steps associated with redesignation of Route 100 to Graphite Mine Road.	O	TS
3	Conduct outreach to property owners, business owners, and residents regarding the re-designation of Route 100 to Graphite Mine Road.	O	TS
4	Close gaps in the sidewalk and path network, particularly along Pottstown Pike within the heart of the village.	ST	TS
Goal 3 - Support safe conditions by reducing vehicle speeds (traffic calming) and examining potential improvements at locations with higher concentrations of crashes.			
1	Update the township's traffic calming policy that outlines how requests for traffic calming measures are reviewed, evaluated, and recommended for implementation.	MT	TS BoS
2	Adopt definitions for common traffic calming measures, such as speed humps, curb extensions, and medians/pedestrian refuge islands.	ST	TS PC
3	Require evaluation of traffic calming as part of the land development process, particularly for residential streets.	ST	TS PC
4	Employ targeted speed enforcement as well as tools such as driver feedback signs.	ST	TS PC

5	Investigate potential safety improvements, coordinating with PennDOT regarding any state roads, at locations with a higher frequency of crashes. According to the crash analysis, there are significant clusters of crashes along Route 100, specifically near its intersections with Pennsylvania Drive, Graphite Mine Road, and Fellowship Road.	MT	TS PD EMPC
Goal 4 - Support maintenance of township owned transportation infrastructure, including roadways, bridges, traffic signals, active transportation facilities (such as sidewalks, paths and trails), signage, and pavement markings.			
1	Budget and dedicate financial resources for the continued maintenance of township owned infrastructure.	O	BoS
2	Maintain the township's adaptive signal system, including both fiber communication lines and video detection equipment.	O	TS
3	Coordinate with PennDOT and other agencies, as appropriate, regarding maintenance of non-municipal roadways/facilities to ensure that maintenance issues are addressed in a manner consistent with Upper Uwchlan's vision and goals.	O	TS
4	Monitor use of existing active transportation infrastructure and evaluate the need for widening or other improvements to support users.	ST	TS EAC
5	Ensure that HOA management plans are comprehensive in their requirements for the maintenance of active transportation facilities, such as paths and sidewalks.	MT	TS EAC PRB
Goal 5 - Review and update township ordinances and policies to ensure roadway, sidewalk, and trail standards are current and aligned with the township's goals and objectives, as well as other standards. Below are specific areas that should be reviewed and considered for ordinance and policy updates.			
1	Update the township's Act 209 Transportation Impact Fee Study to refine the scope of transportation improvements at key intersections and road segments to plan for future growth.	ST	TS PC BoS
2	Review and update Township ordinances that are based on roadway functional classification.	MT	PC
3	Adopt an Official Map to identify the desired locations of roadway and trail improvements, as well as open space and other public improvements.	ST	PC BoS TS EAC
4	Adopt more explicit requirements related to transportation impact statements for new developments, including requiring evaluation for bicycle and pedestrian access as part of the study.	MT	PC EAC

5	Update the Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO) to define and address topics and issues identified in the Active Transportation Plan related to sidewalks, shared use paths, pedestrian paths, foot paths, on-road bicycle facilities, trail crossings, and traffic calming measures.	MT	PC TS EAC PRB
6	Adopt more explicit sidewalk requirements and/or delineate a more formal process for the waiver of sidewalk requirements.	MT	TS PC BoS
7	Adopt definitions for common traffic calming measures, such as speed humps, curb extensions, and medians/pedestrian refuge islands.	ST	PC TS
8	Require evaluation of traffic calming as part of the land development process, particularly for residential streets.	O	PC TS
9	Update the township's traffic calming policy, consulting references including PennDOT's Traffic Calming Handbook (Publication 383). Potentially expand the policy's reach to cover the different types of traffic calming measures and their applicability to various roadway contexts.	MT	PC TS
10	Develop policies or ordinances to regulate the use of various Personal Electric Mobility Devices (PEMDs) on township facilities, including parks and roadways.	MT	PC TS EAC PRB
Goal 6 - Continue to coordinate with neighboring municipalities, Chester County, PennDOT, the PA Turnpike Commission, and Delaware Valley Regional Planning Commission (DVRPC) on regional transportation issues, particularly traffic circulation and trail connections.			
1	Update the list of projects to be submitted to the Chester County Planning Commission for the biennial Transportation Improvements Inventory (TII). New projects should include the Windsor Ridge – Fellowship Fields shared use path and others included in the Active Transportation Plan.	ST	TS
2	Coordinate with neighboring municipalities and Chester County to implement various connections beyond the township's border, including a pedestrian path from Shamona Creek Elementary School to the Uwchlan Trail; a shared roadway treatment on St. Andrews Lane from Font Road to Ludwig's Corner; shared use paths and crossing improvements on Fellowship Road; and the planned extension to the Struble Trail.	MT	TS EAC PRB
3	Coordinate with the Pennsylvania Turnpike Commission regarding the schedule and design of the mainline reconstruction and widening project within the township. Coordinate with the Turnpike to facilitate pedestrian and bicycle improvements for crossings of the turnpike or trail connections on Turnpike property.	O	TS BoS
4	Coordinate with Marsh Creek State Park regarding transportation access and circulation, including trail connections within the park.	ST	TS PRB EAC

5	Coordinate with Uwchlan Township regarding planned development in the vicinity of the PA Turnpike Interchange and potential mitigation for regional traffic impacts.	O	TS BoS
Community Facilities and Services			
Goal 1 - Ensure Upper Uwchlan Township is prepared to both adapt to and mitigate future climate change.			
1	Consider the development and adoption of a Climate Action Plan for Upper Uwchlan Township.	ST	TS EAC BoS
2	Implement the recommendations of the Sustainable Community Assessment (See Appendix H).	O	BoS PC EAC PRB
3	Evaluate existing public and private spaces that may offer opportunities as spaces where at-risk residents can seek refuge from extended periods of extreme heat.	MT	TS
4	Identify and map critical stormwater and flooding issues and seek solutions (including Green Stormwater Infrastructure and regulatory measures) and funding to minimize or mitigate their impact upon municipal facilities, operations, and the natural environment.	MT	TS EAC LT
5	Evaluate all municipal operations, facilities, and the regulatory framework to help reduce greenhouse gas emissions, improve energy efficiency, and reduce impervious surfaces.	MT	TS BoS EAC
6	Seek Sustainable Pennsylvania Certification through the Pennsylvania Municipal League.	MT	TS BoS EAC
7	Conduct a township-wide assessment of Green Stormwater Infrastructure opportunities on municipal and institutional (including HOA) lands and seek capital funding to implement high priority projects.	MT	TS EAC LT
8	Update municipal code to require native shade trees in all future developments, and that a diverse mix of trees (to limit the impacts of specific species loss) are sited for optimized shading on adjacent sidewalks and public spaces.	ST	PC EAC
9	Re-evaluate parking standards to reduce impervious surfaces and encourage shared parking solutions where appropriate.	MT	PC TS
10	Working with private and public partners, evaluate opportunities to provide for Electric Vehicle (EV) charging stations within the Township and ensure Township ordinances promote and permit their installation at appropriate locations.	MT	TS PC
11	Evaluate opportunities to install solar canopies and associated EV charging stations at public parking locations.	MT	TS CCPC

12	Promote the use of energy efficient fixtures and the electrification of residential mechanical systems and landscaping equipment.	MT	TS EAC
13	Promote and provide resources to residents and businesses on weatherization improvements and programs that can assist with offsetting costs.	MT	TS EAC CCPC
14	Promote sustainable waste management practices, including reduction, reuse, recycling and home composting through education and outreach.	MT	TS EAC CCPC
Goal 2 - Provide cost-effective, efficient, and dependable community services and facilities that support a high quality of life and make the Township a desirable place to live, work, and recreate.			
1	Continue to follow the guidelines and identify alternatives of the Township's Act 537 Plan to ensure that facilities meet future public sanitary sewer service needs for the Township.	O	MA TS
2	Continue to enforce the Septage Management Ordinance and provide, where possible, support to the Municipal Authority to provide education and outreach to those residents served by on-lot septic systems.	O	MA TS
3	Work with the Municipal Authority to explore options for providing natural surface (mowed) trails on lands utilized by the Municipal Authority.	ST	MA TS EAC PRB
4	Seek technical assistance from The Water Center at the University of Pennsylvania to explore opportunities to access federal and state funding to address water infrastructure needs that may be funded through the Infrastructure Investment and Jobs Act (IIJA).	ST	TS BoS
5	Evaluate municipally managed/owned grey stormwater infrastructure for potential retrofit or conversion to natural, green systems that can provide additional benefits to the community.	MT	TS
6	Consider adopting low-mow practices or lawn to meadow conversions on areas of turf grass currently managed by the Township.	ST	TS EAC
7	Regularly evaluate Township staffing needs to ensure the administrative and critical functions of the Township are met.	O	BoS TS
8	Evaluate the hiring or contracting of a Main Street Manager that could assist in the implementation of the Village Concept Plan and engage with local businesses and developers to ensure the continued vibrancy of the Village of Eagle.	MT	BoS TS

9	Evaluate the feasibility of hiring or contracting with a grants coordinator to competitively position the Township for receiving County, State, and Federal grants that may help in implementing recommendations within the Comprehensive Plan, the Active Transportation Plan, and Village Concept Plan.	MT	BoS TS
10	Encourage civic involvement in local government and municipal boards and commissions by actively recruiting new volunteers with diverse backgrounds that reflect the demographics of the Township.	O	TS BoS
11	Continue to leverage the Township's existing social media channels, website, and newsletter, while exploring new communication technologies, to provide pertinent and timely education and outreach to the Townships residents, especially in the case of emergency management and preparedness.	O	TS EMPC
12	Continue to have Municipal Administration and the Police Department be engaged with the Downingtown Area School District, Pickering Valley Elementary School, and private schools in the Township to assist in the safety of students and seek opportunities to partner in ways (for example, recreational programming and facilities) that may benefit Township residents.	O	PD
13	Continue to coordinate with regional municipalities (including Chester County), non-profit organizations, State agencies, and local Chambers of Commerce to identify and address issues important to the region.	O	TS BoS
Natural Resources and Open Space			
Goal 1 - Protect, restore, and steward valuable remaining natural resources, recognizing the critical functions these resources provide in defining community character and enhancing resiliency against climate change.			
1	Ensure the regulatory functions of the Township continues to focus development away from remaining critical natural and agricultural resources.	O	PC BoS
2	Periodically review Township Code to ensure natural resource protection provisions reflect current best practices.	O	PC EAC
3	Consider enhancing the riparian buffer provisions to reflect a 100' (and 150' for High Quality streams in the Township), 2-tiered riparian buffer for streams and a 50' buffer for wetlands, and a requirement to restore riparian areas devoid of trees or native vegetation.	ST	PC EAC BoS
4	Consider amending the Township's Zoning Ordinance to further protect woodlands and lower the permissible disturbance of woodlands where replacement would be required, and to set up a municipal tree bank to receive funds in lieu when Code required tree replacements cannot be met. These funds can then be used to plant additional trees on municipal property or in areas that will benefit the community and the Township's natural resources.	ST	PC EAC BoS

5	Seek opportunities and areas to reestablish missing riparian buffers, where reforestation would connect fragmented woodlands, and where tree plantings on municipally owned lands can provide an enhanced user experience or increase habitat benefits.	MT	EAC TS
6	Ensure any tree replacement or landscape provisions in the municipality's Code prohibits the use of invasive species and prioritizes the use of native, climate resilient species, and that planting a random distribution of diverse plant material is encouraged.	ST	PC EAC TS
7	Consider an inventory of existing street trees in the Township and develop a management plan to assist in identifying the need for future replacement based upon existing tree health and the impacts of climate change, pests, and diseases.	MT	EAC TS
8	Continue to require and periodically revisit the open space management plans developed in accordance with land development to ensure the provisions for natural resource management and stewardship are being enacted and followed, and where possible, seek partnerships and funding to assist HOAs in the active and appropriate stewardship of these lands.	O	TS
9	While limited, seek opportunities and partnerships to protect the remaining farmland in the Township through the County's Farmland Preservation Program.	ST	TS BoS LT
10	Promote residential best management practices associated with activities such as lawn and landscape care, vehicle maintenance and cleaning, the disposal of pet waste, snow and ice melting, and the use, storage and disposal of yard and household chemicals and other hazardous materials.	O	TS EAC
Goal 2 - Enhance Upper Uwchlan's natural and built environment through the implementation of Green Stormwater Infrastructure (GSI), and by encouraging homeowners, Homeowner Associations (HOAs), and institutional property owners to consider adopting and expanding native habitat plantings.			
1	Conduct a township wide assessment of GSI opportunities on municipal, institutional, and HOA lands.	MT	TS EAC LT
2	Consider pilot GSI projects (including the conversion of traditional structural facilities) on highly visible municipally owned property, or as part of other township improvements. Use these projects to educate the public on green stormwater infrastructure projects that can be implemented on their own properties, such as rain gardens, bioswales, and pervious paving.	MT	TS EAC PRB
3	Work with agency and non-profit partners to encourage and promote "catch the rain" and other small-scale Best Management Practices (BMPs) to minimize stormwater and runoff and enhance native habitat.	MT	TS EAC LT CCWRA
4	Ensure Township Code actively encourages the use of non-structural Green Stormwater Infrastructure options in development and re-development scenarios.	MT	PC TS

5	Develop an ongoing training program for appropriate municipal staff on maintenance practices for both grey and green stormwater infrastructure.	MT	TS BoS
6	Consider updating the Township's Subdivision and Land Development Ordinance to require the use of green mulching with native live plant material (as opposed to wood mulch) in landscape beds and encourage meadow seeding (as opposed to turf grass) in areas held in common or associated with commercial or institutional development.	MT	PC EAC TS
7	Limit to the fullest extent possible the addition of impervious surfaces (including examining the current parking requirements in Township Code) and seek opportunities to replace existing impervious surfaces with green infrastructure to better manage the impacts of stormwater on municipal facilities and the natural environment.	MT	PC TS BoS
8	Promote certification programs, such as the PA Watershed Stewards Watershed Friendly Certification Program, the National Wildlife Federation's Certified Wildlife Habitat program, and the Audubon's Bird-Friendly Habitat Recognition Program.	MT	TS EAC LT
9	Consider the adoption of a future lawn to meadow ordinance that allows residents to install alternatives to lawn turf.	MT	PC
10	Consider seeking Tree City USA designation through the Arbor Foundation.	MT	TS EAC
Goal 3 - Expand upon the Township's network of Open Space to provide habitat connectivity, maintain community character, enhance climate resiliency, and provide opportunities for passive recreation.			
1	Update the Township's 2009 Open Space, Recreation, and Environmental Resources Plan.	MT	PC EAC BoS PRB
2	Working with local land trusts, evaluate remaining available lands in the Township and educate the owners on the benefits of open space and opportunities to protect their land.	ST	TS LT BoS EAC
3	Adopt an Official Map and Ordinance that reflects the open space and trail connectivity goals of the Township.	ST	PC EAC PRB BoS
4	Consider the implementation of an Earned Income Tax (EIT) to support the acquisition of important remaining open space in the Township.	ST	BoS TS LT
5	Seek opportunities to enhance equitable access to open space throughout the Township, paying special attention to geographic areas or residents that are currently underserved.	ST	BoS TS

6	Explore opportunities to expand the network of open space with the addition of pocket parks, community gardens, or green infrastructure in existing developments, development applications, and redevelopment scenarios.	MT	TS BoS EAC
Goal 4 - Demonstrate and promote exemplary stewardship practices on municipally and community owned open space.			
1	Seek opportunities and funding to enhance or restore natural resources on municipally owned property or in partnership with Homeowners Associations on their preserved open space. These may include lawn to meadow conversions, the installation of rain gardens and/or bioswales, and reforestation and tree planting activities.	MT	EAC TS CCPC
2	Ensure adequate municipal funding and staff resources exist for the proper stewardship and care of municipally owned parkland and open space, including evaluating whether there is a need to create a new municipal department charged with their upkeep.	O	BoS TS
3	Partner with local agencies, non-profits, and environmentally focused landscape contractors to promote public informational programs and resources that highlight the economic and social benefits derived from natural resource focused stewardship projects at the household level, and their role in combating and mitigating the impacts of climate change.	MT	TS EAC LT
Parks and Recreation			
Goal 1 - Provide a variety (active and passive) of safe, well-maintained recreational facilities and programming so residents of all abilities, ages, and interests in Upper Uwchlan Township can enjoy nature and be active.			
1	Update the existing 2009 Open Space, Recreation & Environmental Resources Plan.	MT	PC EAC BoS PRB
2	Adopt a municipal Official Map that reflects the recreational goals of this Plan and the community.	ST	PC EAC PRB BoS
3	Evaluate opportunities to expand the existing parkland and recreational facilities by acquiring adjacent properties, new properties, and trail easements, specifically in areas of the Township that are currently underserved.	O	TS PRB EAC BoS
4	Strengthen ordinances to provide incentives to developers for helping to establish village greens, pocket parks, and other public spaces during redevelopment in the Township's densely settled areas.	MT	PC TS BoS

5	Follow changing recreational trends and evaluate the needs of residents when expanding and developing recreational facilities (i.e., pickleball, cricket fields, nature-based playgrounds, or aquatic facilities).	O	TS PRB
6	Consider the creation of a new Municipal Department charged with the maintenance and improvement of municipal park facilities and recreational programming that encourages healthy lifestyles for municipal residents.	MT	TS BoS
7	Continue to work with the Parks and Recreation Board on recreation and environmental programming for community residents.	O	TS PRB
8	Ensure adequate municipal funds are allocated to provide for the appropriate maintenance of existing recreational facilities.	O	TS BoS
9	Periodically review user fees at Township recreation facilities to ensure they return funds without discouraging use.	O	TS PRB
10	Consider Stipulated Use Agreements with area recreational groups, such as the Glenmoore Eagle Youth Association, to better outline the responsibilities of each party with respect to recreational facilities and their maintenance.	O	TS BoS
11	Define and consistently use the terms, active recreation, passive recreation, open space, and trails and greenways in planning documents, ordinances and other Township materials.	ST	PC TS
12	Ensure continued security, safety and appropriate liability within and near public recreation facilities.	O	PD TS
13	As part of an annual review process, continue to evaluate and explore new and creative funding opportunities that may help in fulfilling the goals of this chapter.	O	TS BoS
Goal 2 - Expand a safe pedestrian and bicycle trail network to connect residents to nearby community facilities, parks, scenic viewsheds and the villages of Byers and Eagle.			
1	Seek funding, partnerships, and community support to implement the goals and objectives of the Active Transportation Plan.	ST	TS BoS
2	Implement the Active Transportation Plan's "Capital Projects" to increase pedestrian and bicycle connections for residents, specifically to connect residents to the commercial areas within the Township.	MT	TS BoS
3	Assess near-term improvements recommended within the Active Transportation Plan for the immediate increased safety of pedestrians and bicyclists, including identified intersection crossing enhancements.	ST	TS BoS PD
4	Continue discussions with landowners to acquire trail easements to connect the Windsor Ridge development to the Village of Eagle and complete the "Inner Loop," as described in the Active Transportation Plan.	O	TS BoS
5	Ensure municipal codes contain provisions that enhance trail connectivity of existing, new or redevelopment projects wherever possible.	MT	PC BoS

6	Encourage the inclusion of bicycle parking for all new and expanded non-residential development.	ST	TS PC BoS
7	Consider updating the Township Code to allow for and regulate the use of e-bikes on municipal trails.	MT	PC TS EAC PRB
Goal 3 - Work and coordinate with Chester County, neighboring municipalities, non-profit organizations, and local schools on regional recreational and trail planning efforts.			
1	Continue to be engaged with neighboring municipalities and efforts that further the regional trail connections in the area (Struble and Uwchlan Trails).	O	TS BoS
2	Partner with Marsh Creek State Park in offering and promoting educational programming that helps get residents active and engaged outside.	ST	TS PRB
3	Coordinate and support outreach opportunities and facilities that encourage and promote the health benefits of walking or biking to school, work, or commercial centers.	MT	TS EAC PRB
4	Provide links to local recreational programming and education opportunities on the Township website and social media channels to inform residents of other local offerings.	O	TS
5	Coordinate with neighboring municipalities and partners (Marsh Creek State Park being one) to expand regional recreational programming and ensure that any future recreational facility expansion compliments existing facilities elsewhere and limits unnecessary duplication.	O	TS PRB

Upper Uwchlan Township

Comprehensive Plan Update 2024
Appendices



Table of Contents

Appendix A Demographics Analysis 03
Appendix B Surrounding Municipal Review 24
Appendix C Existing Conditions 33
Appendix D Village Concept Plan 73
Appendix E Village Design Guidelines 114
Appendix F Historic Resources - Supplemental Information 217
Appendix G Active Transportation Plan 225
Appendix H Sustainable Communities Assessment 312
Appendix I Community Values Survey 379
Appendix J Maps 443

Appendix A
Demographics Analysis



Upper Uwchlan Township
Assessment of Community Demographics

Research and analysis conducted by the
Brandywine Conservancy
June 2022

Introduction

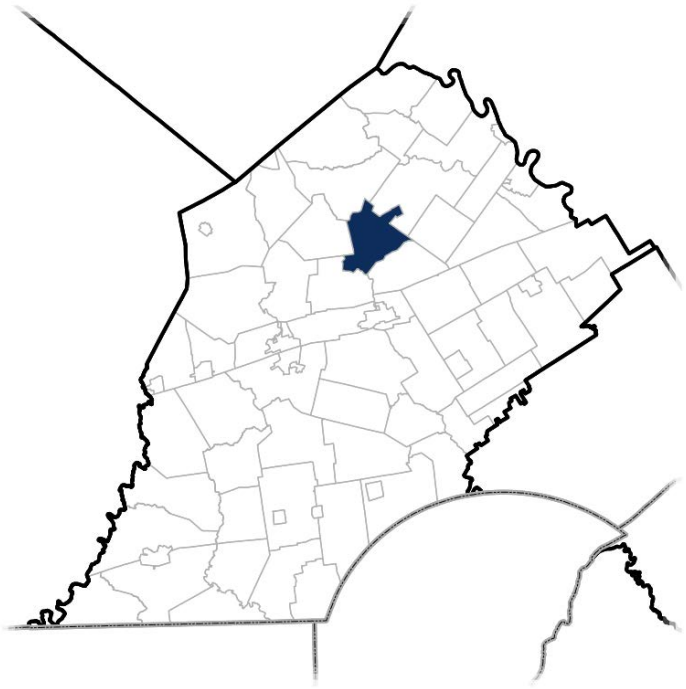
Conducted as part of the 2024 Upper Uwchlan Township Comprehensive Plan update, this report aims to provide a summary of past, current and projected demographic characteristics for Upper Uwchlan Township. An understanding of these demographic characteristics and patterns can help the community plan for future changes in population. Changes in the demographics of a community can impact demands of municipal services, land use, housing and transportation and are important to consider when planning.

This report summarizes available demographics from 2021, combining data collected from the 2020 Decennial Census, the 2019 American Community Survey (ACS), an estimate that is compiled by the US Census Bureau at more frequent intervals and estimates of demographic data for 2021 compiled by ESRI's Community Analyst tool, using past census data as well as private demographic sources. While the ACS is generally a reliable source of data, in smaller communities like Upper Uwchlan Township, smaller sample sizes can result in slightly larger margins of error. Although data from the 2020 Decennial Census is available, the 2020 census was not as detailed as previous census years.

The following section of this report graphically portrays a variety of demographic trends for Upper Uwchlan Township, including comparisons with the surrounding municipalities and Chester County as a whole.

At the end of the following section, a written summary of the data presented in the graphic charts, graphs, and tables is provided. Following that is a list of sources used to prepare this study.

Upper Uwchlan Township:
Data Analysis, Trends & Forecasts



Overview

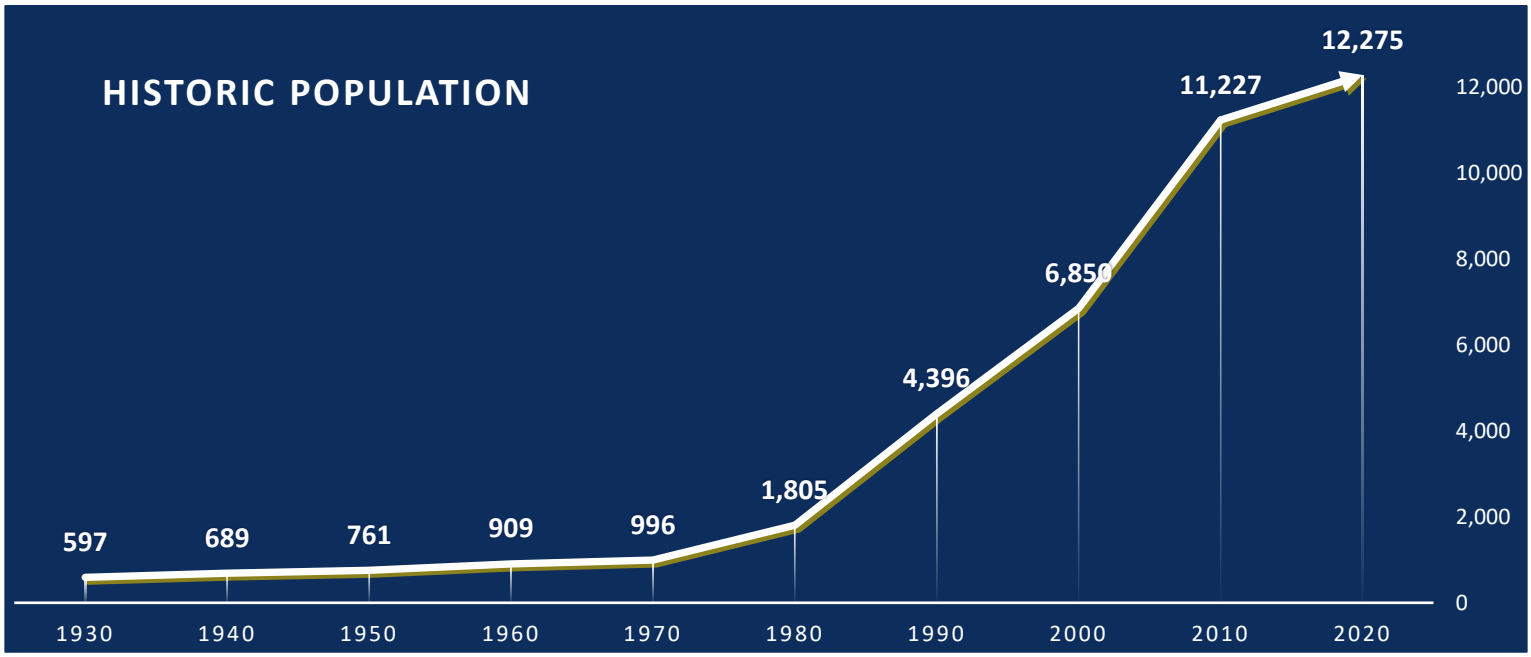
Population: 12,275

Area: 11.72 square miles

Households: 3,848

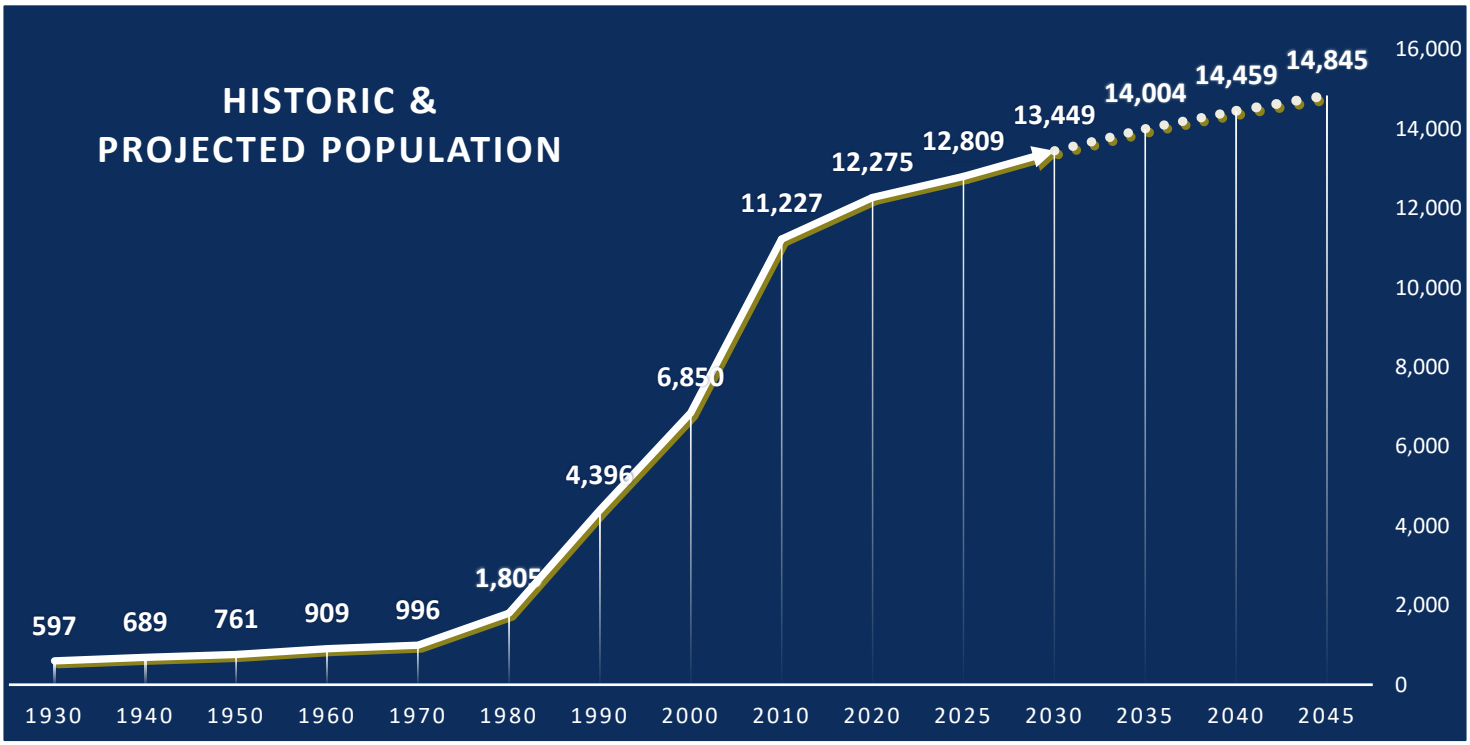
Median
Household Income: $188,964

Historic Population Trends, 1930 to 2020



Population

Historic & Projections, 2020 to 2045



Delaware Valley Regional Planning Commission (DVRPC) population projections estimate Upper Uwchlan Township may reach a population of 14,845 residents by 2045. DVRPC projects there to be 12,809 residents in the community in 2025. Based on historic population trends and estimated future populations, the rate of population change has begun to slow over time, from 64% between 2000 and 2010 to 9% between 2010 and 2020.

Population Change, 200 to 2020

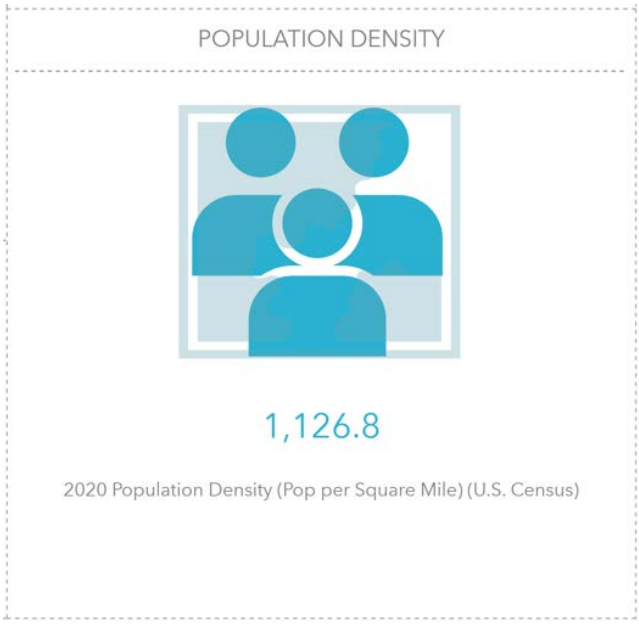
	Population Total			2000 - 2010 Change		2010-2020 Change		2000-2020 Change	
	2000	2010	2020	#	%	#	%	#	%
Upper Uwchlan Township	6,850	11,227	12,275	4,377	64%	1,048	9%	5,425	44%
East Brandywine Township	5,822	6,742	9,746	920	16%	3,004	45%	3,924	40%
East Nantmeal Township	1,787	1,803	1,832	16	1%	29	2%	45	2%
Uwchlan Township	16,576	18,088	19,161	1,512	9%	1,073	6%	2,585	13%
Wallace Township	3,240	3,458	3,711	218	7%	253	7%	471	13%
West Pikeland Township	3,551	4,024	4,024	473	13%	0	0%	473	12%
West Vincent Township	3,170	4,567	6,668	1,397	44%	2,101	46%	3,498	52%
Chester County	433,501	498,886	543,702	65,385	15%	44,816	9%	110,201	20%

Population Density

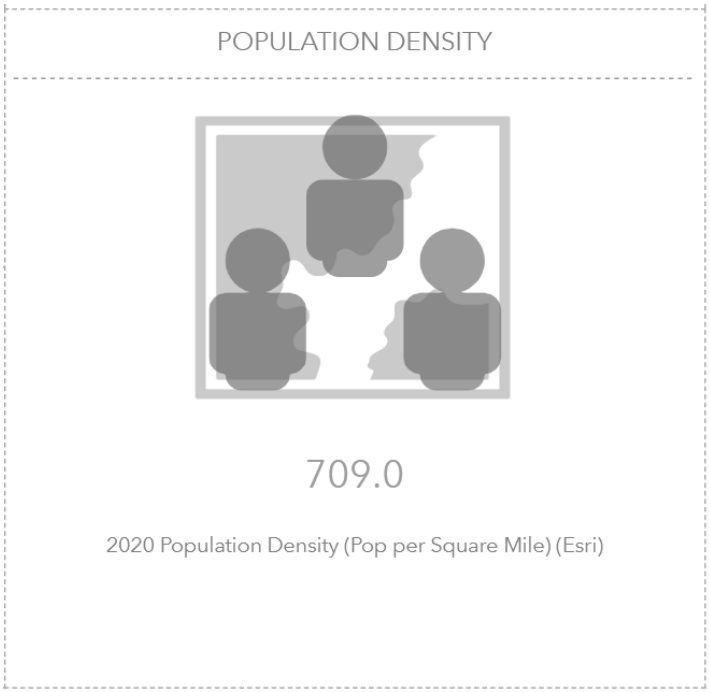
Population Density, Upper Uwchlan Township, 2021



Upper Uwchlan Township was classified as both suburban and a suburban center by Landscapes3.



Population Density, Chester County, 2020



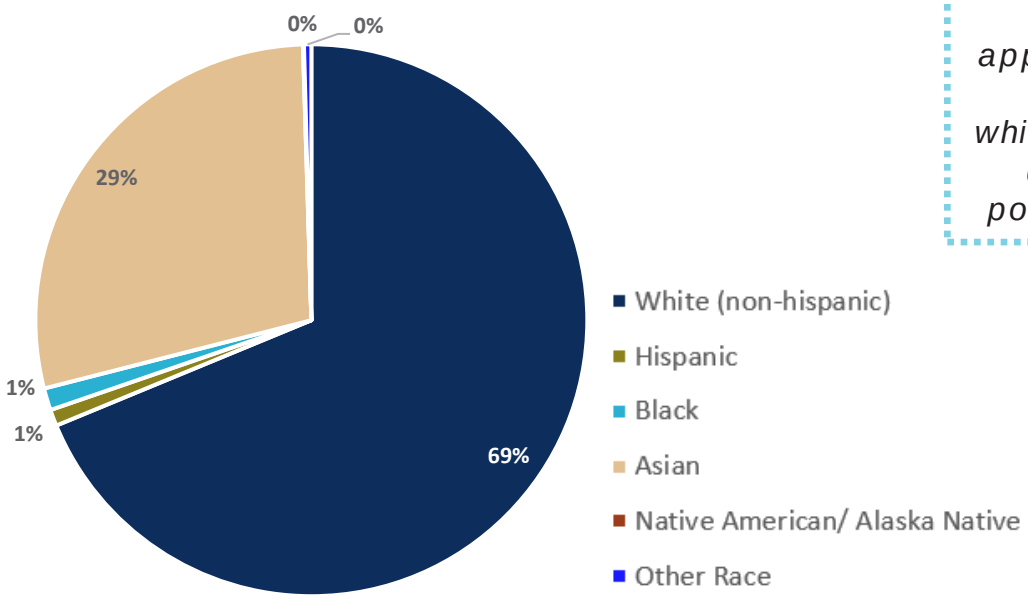
Surrounding Townships	Density
East Brandywine Township	873
East Nantmeal Township	113
Uwchlan Township	1,842.6
Wallace Township	310.2
West Pikeland Township	407.8
West Vincent Township	377.2

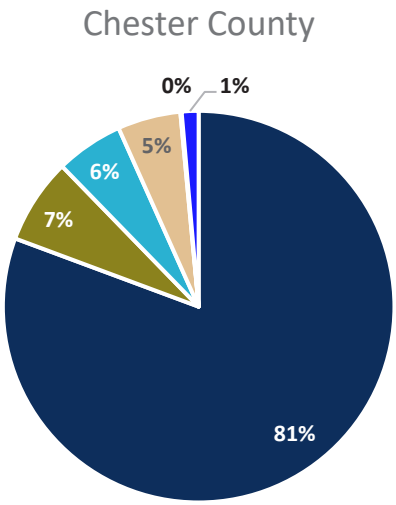


Population Diversity

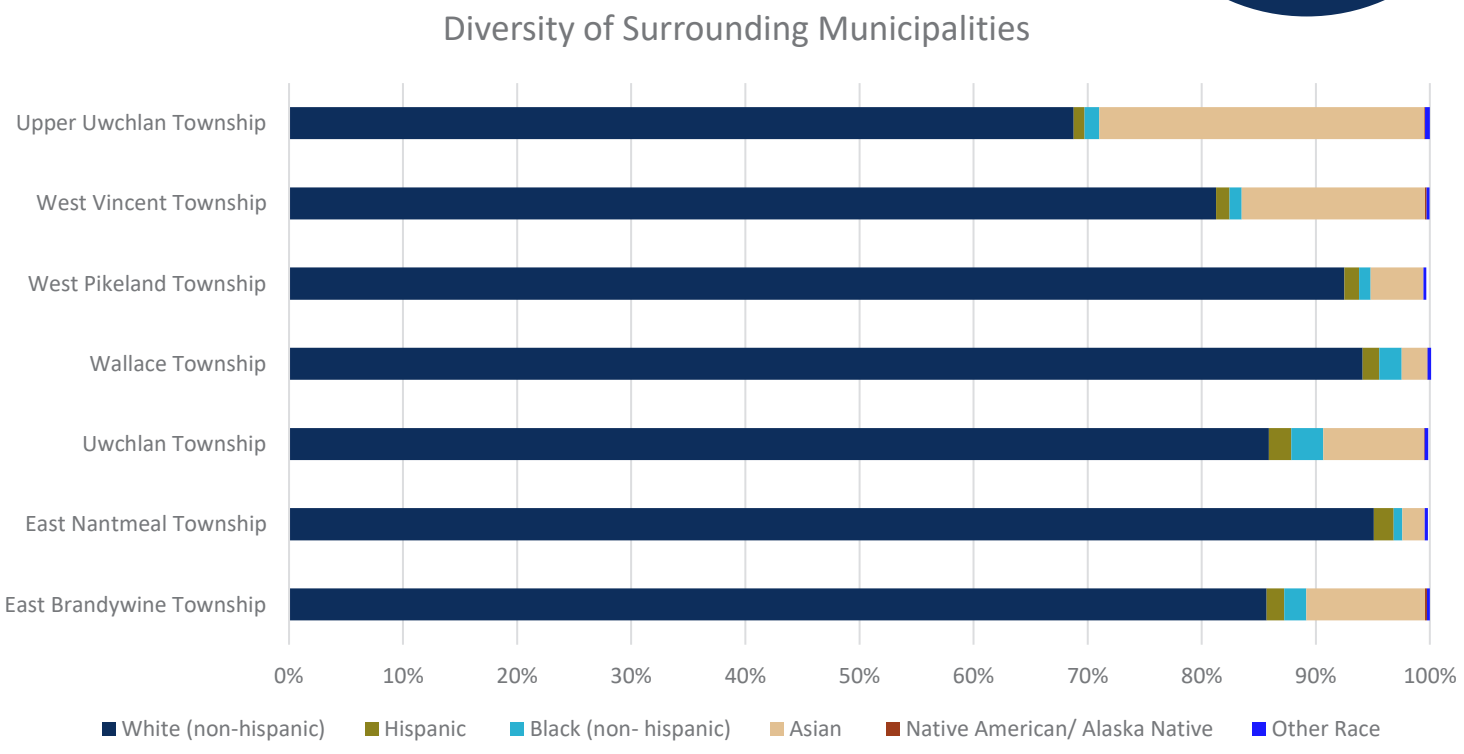
Population Diversity, Upper Uwchlan Township, 2020

The population of Upper Uwchlan Township is relatively diverse when compared with Chester County. When compared to neighboring townships, Upper Uwchlan appears to be more diverse with only 69% of the population white, while East Nantmeal is less diverse with about 95% of the population identifying as white.



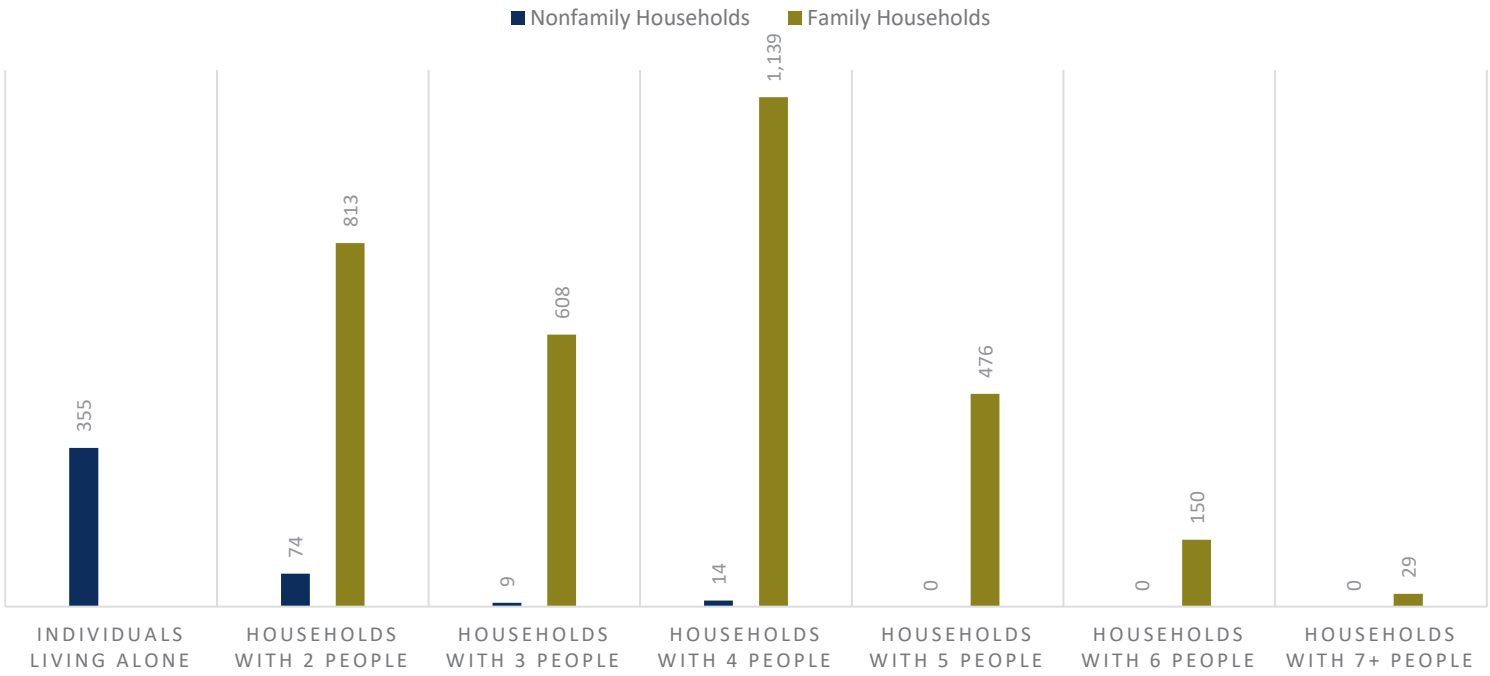


Population Diversity, Surrounding Municipalities, 2020

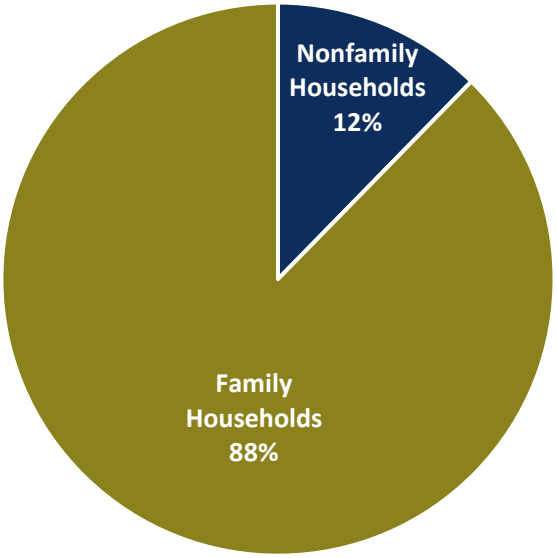


Population & Households

Population per Household 2019



Family vs. Nonfamily Households



Average Household Size

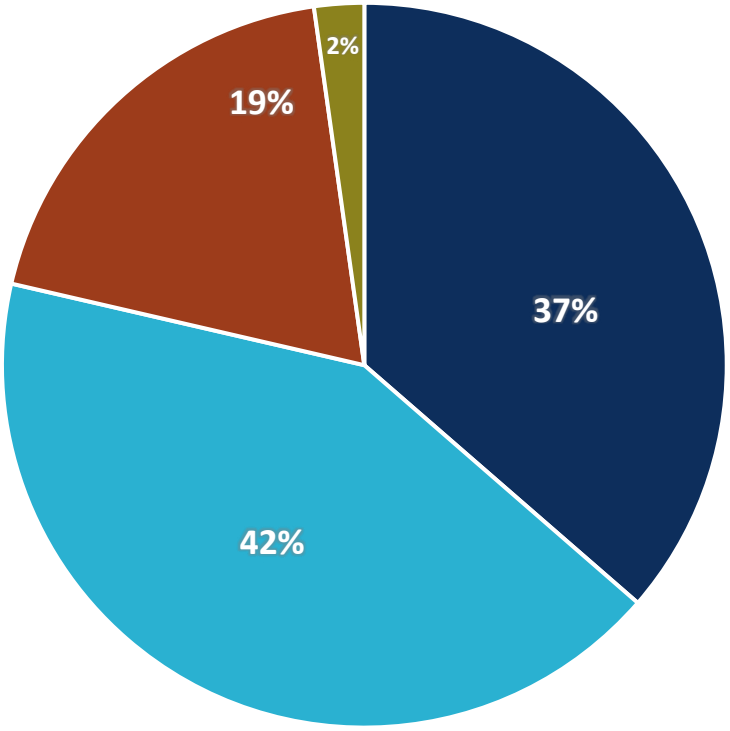
3.19

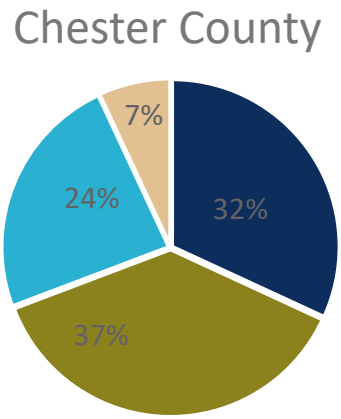
2020 Average Household Size (U.S. Census)

Average Household Size		
Municipality	2010	2021
Upper Uwchlan Township	*3.14*	*3.19*
East Brandywine Township	*2.84*	*2.98*
East Nantmeal Township	*2.63*	*2.62*
Uwchlan Township	*2.74*	*2.70*
Wallace Township	*2.95*	*2.97*
West Pikeland Township	*2.92*	*2.86*
West Vincent Township	*2.71*	*2.77*
Chester County	*2.65*	*2.64*

Age

Population by Age Group, 2020





0 to 24 25 to 54 55 to 74 75+

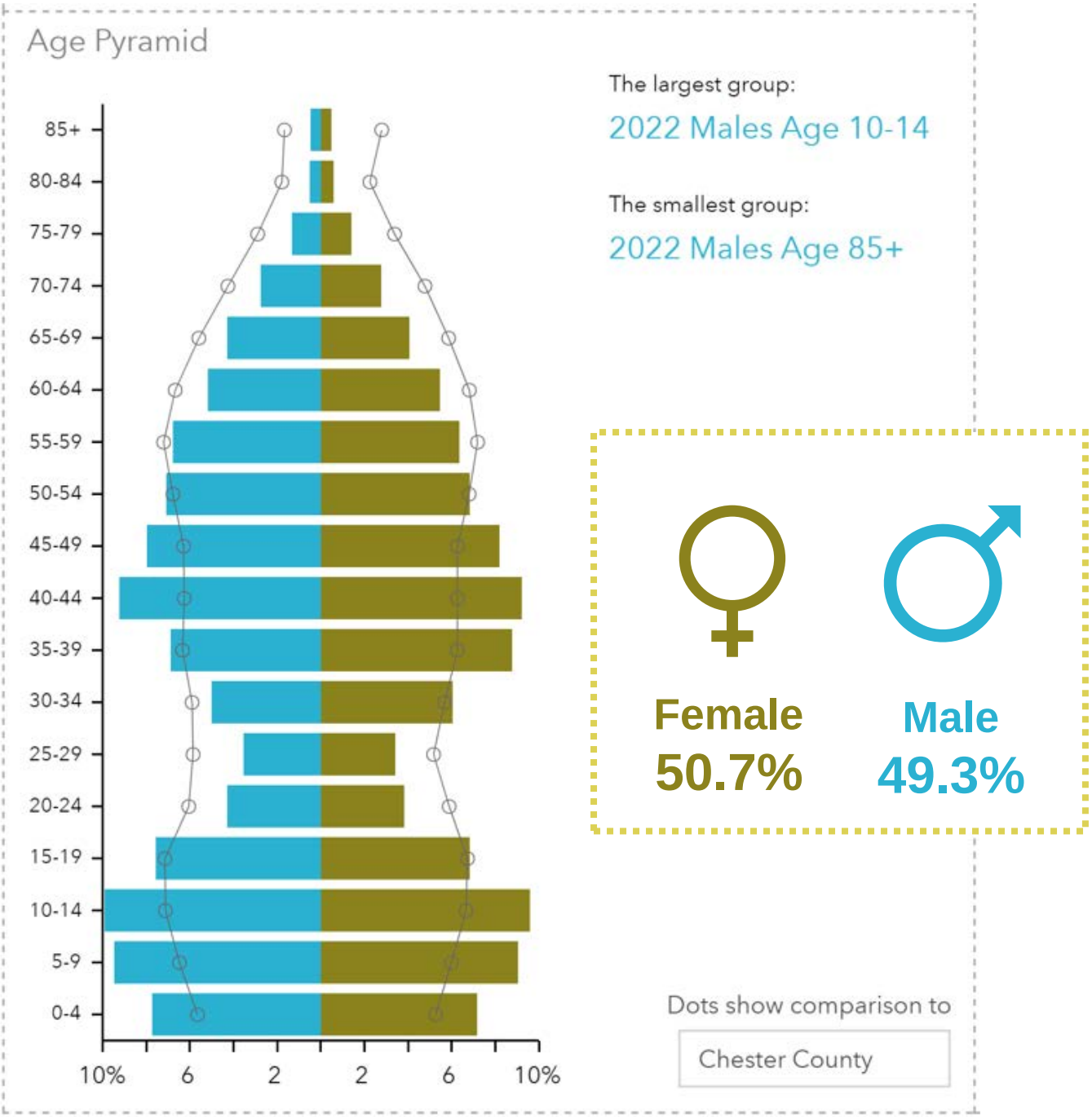
*The **median age** in Upper Uwchlan Township is **37.1** Age groups are divided into groups **children to college aged** (0-24), **economically active** (post college- early retirement, 25 to 54) and **eligible for retirement** (55 to 74 and 75+). These categories are relatively even with a slightly larger portion of the population above the age of 75+. These age distributions are generally consistent with Chester County.*

Median Age & Age Groups

Age

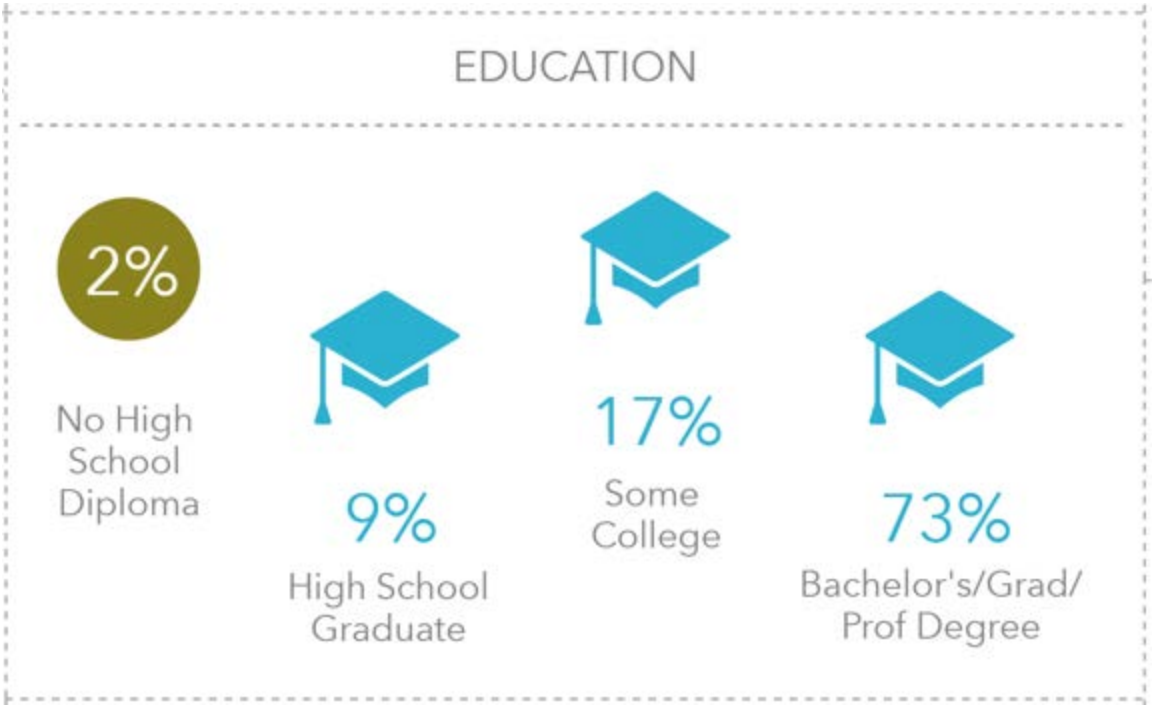
Population by Age & Sex, 2021

This age Pyramid shows that there is a large population under the age of 19 and between the ages of 35 and 65. This indicates that Upper Uwchlan may have a larger population of families with school aged children. This population pyramid is generally consistent with Chester County as a whole, however there may be slightly more families and few young adults between the ages of 20 and 34.

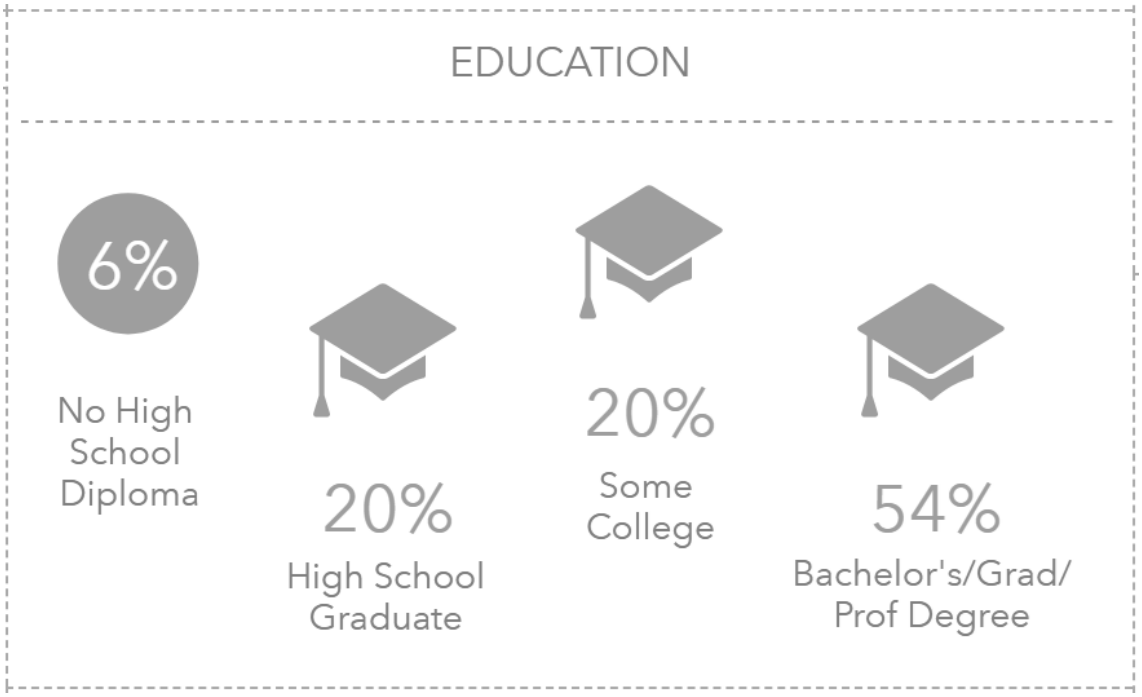


Education

Educational Attainment, Upper Uwchlan Township, 2020



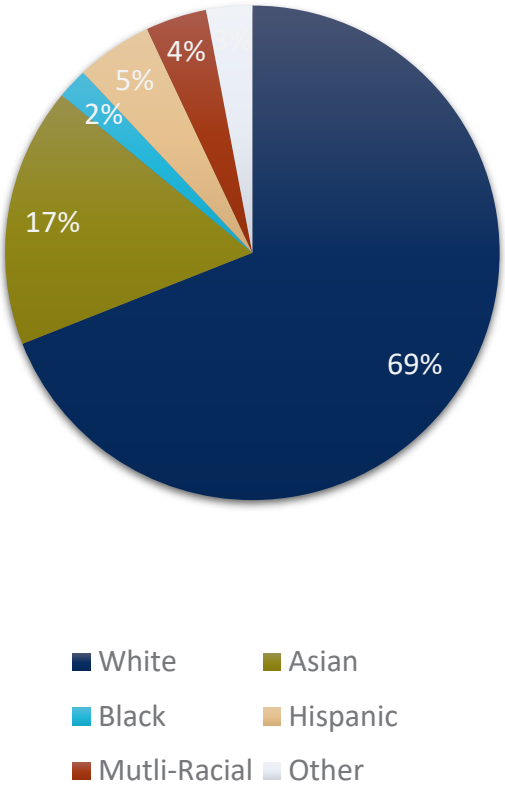
Educational Attainment, County Comparison, 2020



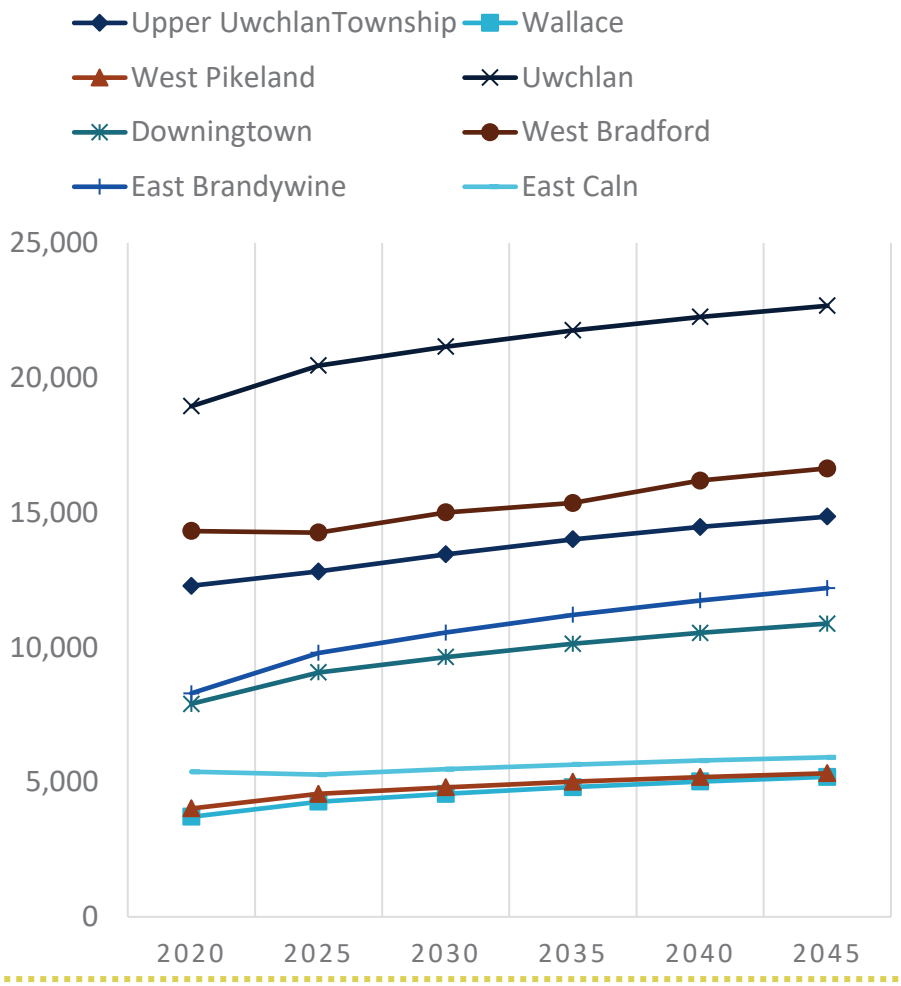
Education

DOWNINGTOWN AREA SCHOOL DISTRICT

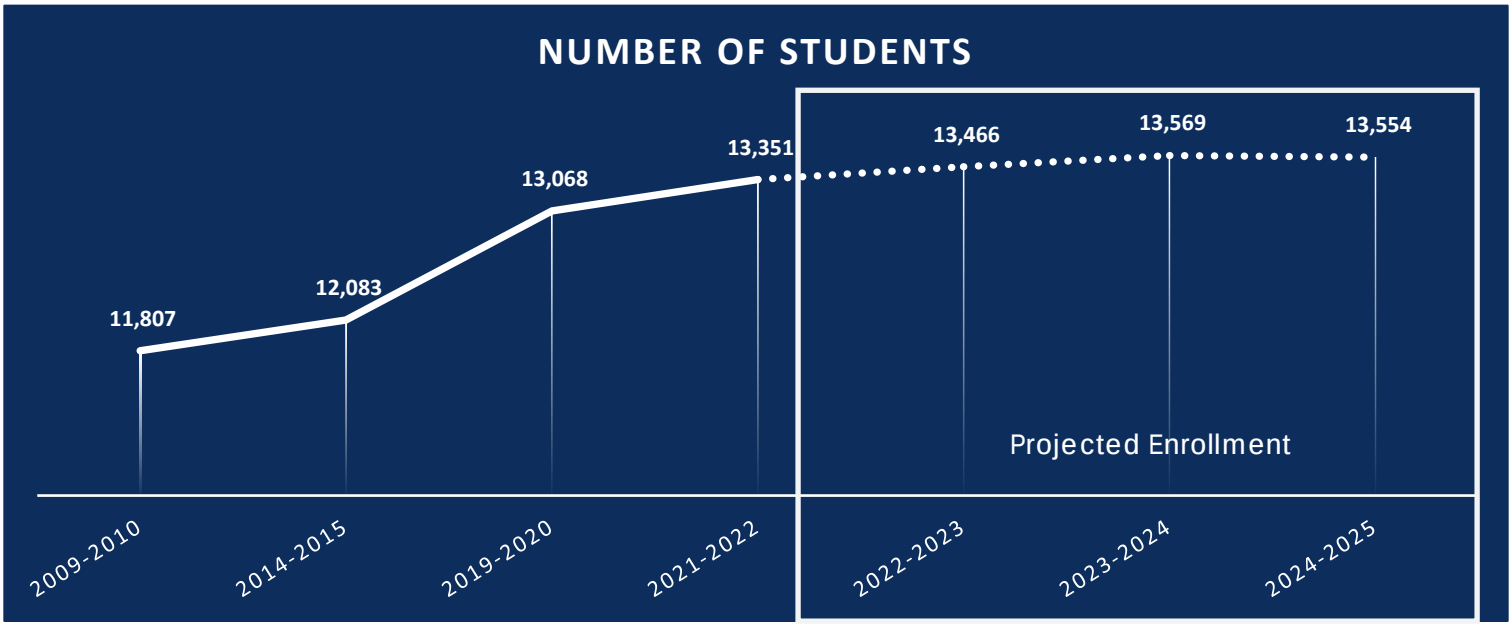
School Diversity



Population Projections



Public School Enrollment, 2020-2021

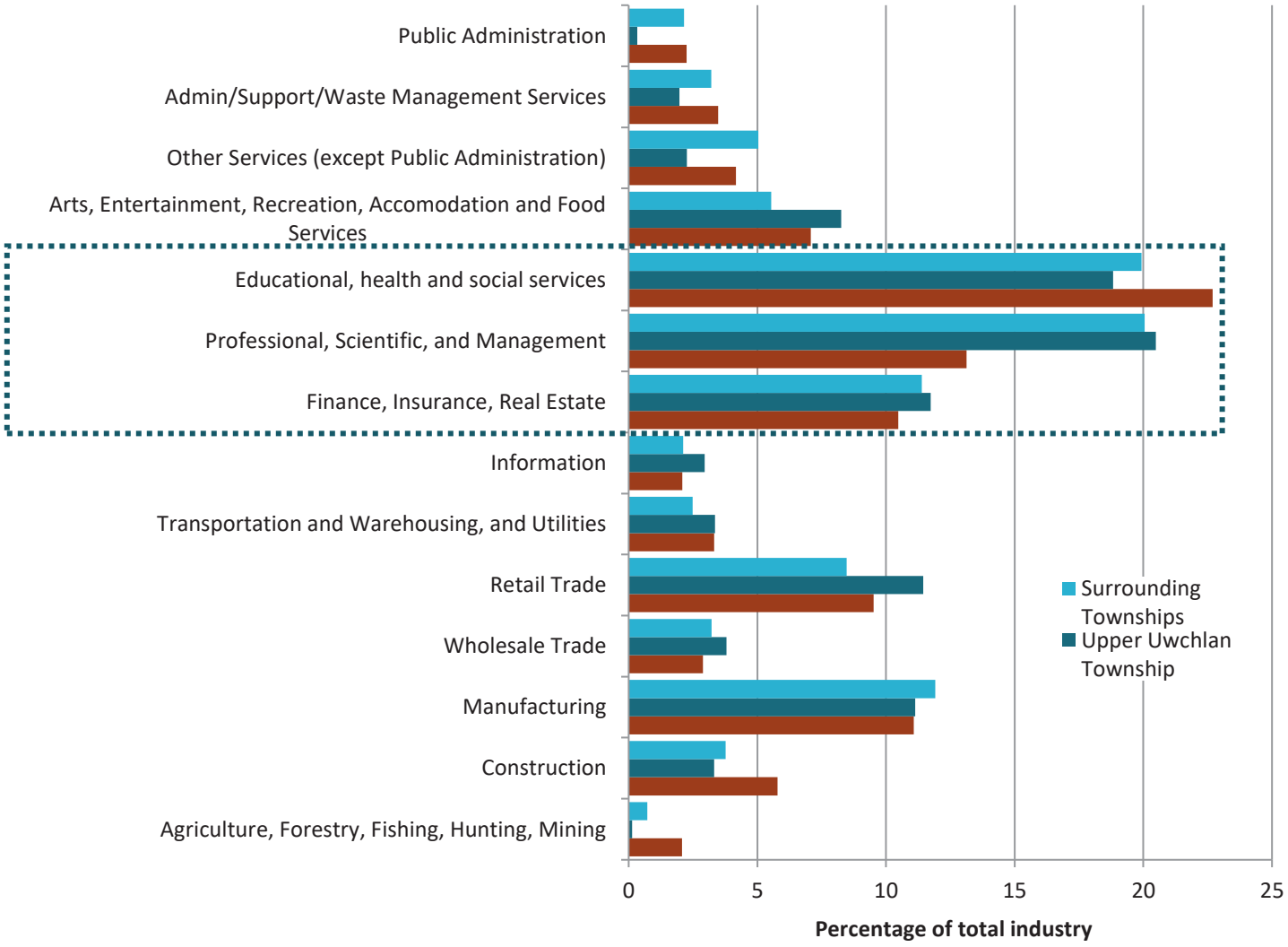


Workforce

Employment, 2020



Employment by Industry, 2018



Note: "Surrounding municipalities" includes East Brandywine, East Nantmeal, Uwchlan, Wallace, West Pikeland, and West Vincent.

Income

Upper Uwchlan Township Income, 2020

INCOME



$187,857

Median Household Income



$71,328

Per Capita Income



$1,011,055

Median Net Worth



1.9%

2019 Households Below the Poverty Level (ACS 5-Yr)

Chester County Income, 2020

CHESTER COUNTY



$101,310

Median Household Income



$50,411

Per Capita Income



$302,876

Median Net Worth



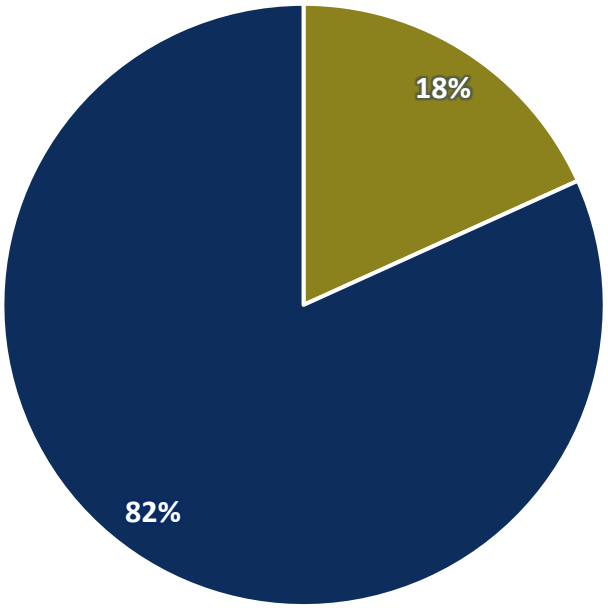
6.2%

2018 Households Below the Poverty Level (ACS 5-Yr)

$$ Housing Affordability

Homeowner Housing Affordability, Upper Uwchlan Township, 2020

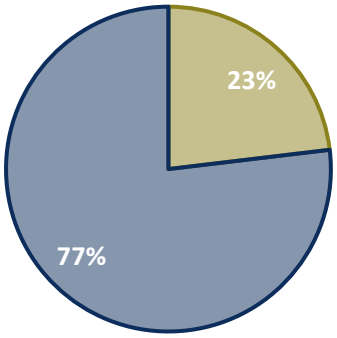
Upper Uwchlan Township



Total Spending over 30% of income on housing

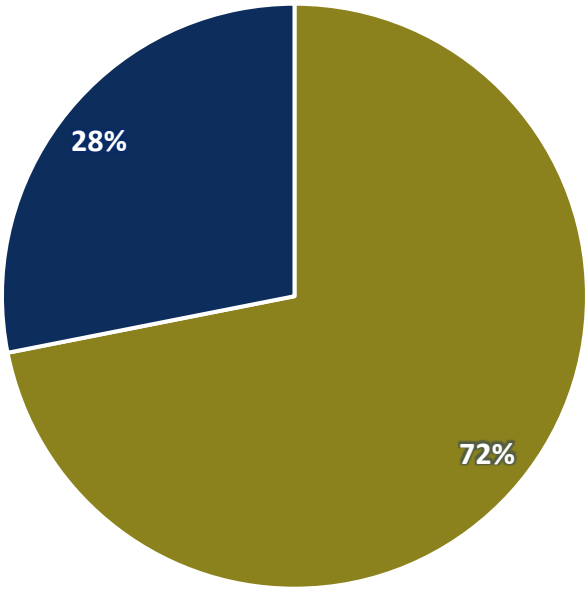
Total not spending over 30% of Income on housing

Chester County



Rental Housing Affordability, Upper Uwchlan Township, 2020

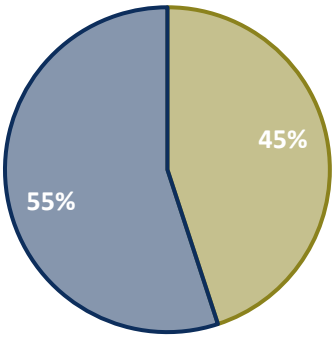
Upper Uwchlan Township



Total Spending over 30% of income on housing

Total not spending over 30% of Income on housing

Chester County



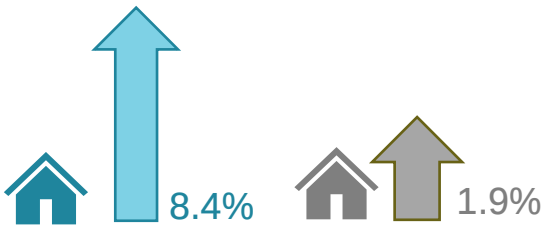
Housing

*Upper Uwchlan Township saw an increase of **307 total housing units** between **2010 and 2021**. In 2020, there were 3,980 housing units in the Township.*

Rate of Change of Housing Units

Upper Uwchlan Chester County

2010 to 2019



Median Rent Contract

Upper Uwchlan Chester County



$2,000
Median Contract Rent

$1,139
Median Contract Rent

Median Value of Owner-Occupied Housing, 2020

Upper Uwchlan



$475,868
Median Home Value

$30,043
Average Spent on Mortgage & Basics

Chester County

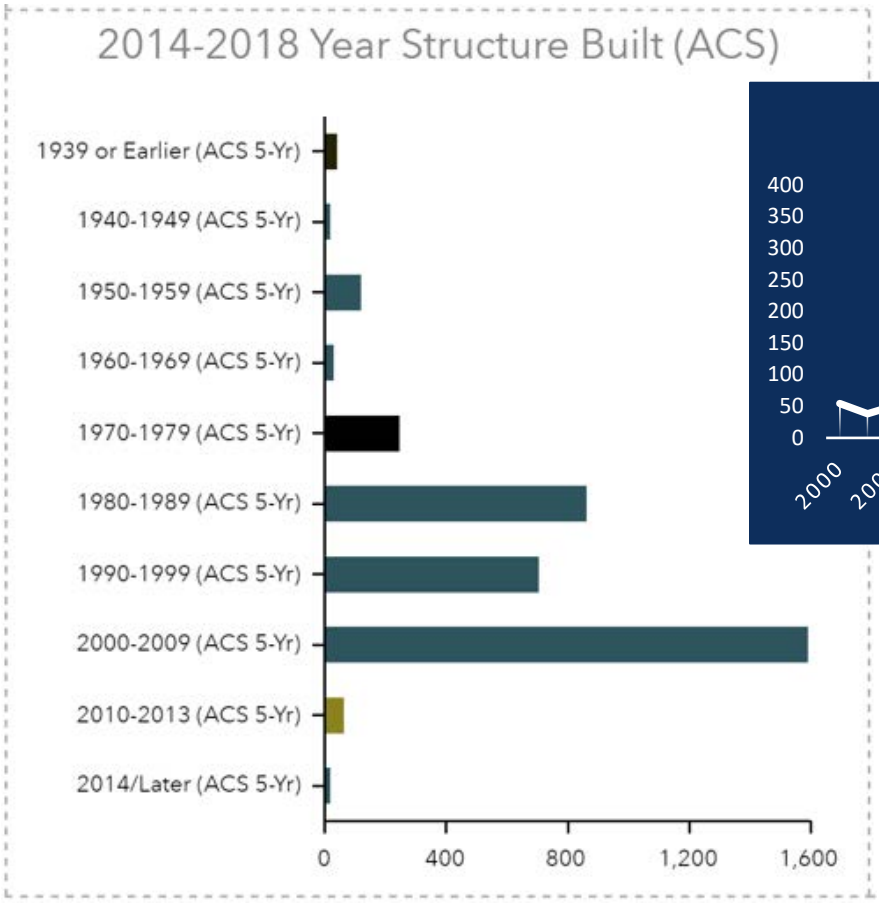


$363,744
Median Home Value

$16,904
Average Spent on Mortgage & Basics

Housing

Age of Housing Stock 2014-2018





*There was no data available for 2011 and data track for 2013 and 2014 is new housing units sold.

The median house age in Upper Uwchlan Township is 24 years with a large portion of the structures built between 2000-2009.



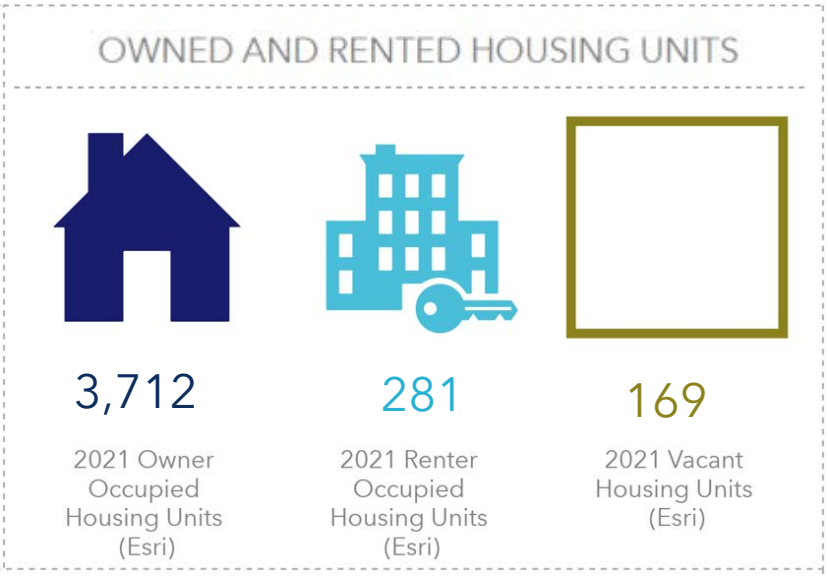
MEDIAN HOUSE AGE

1998

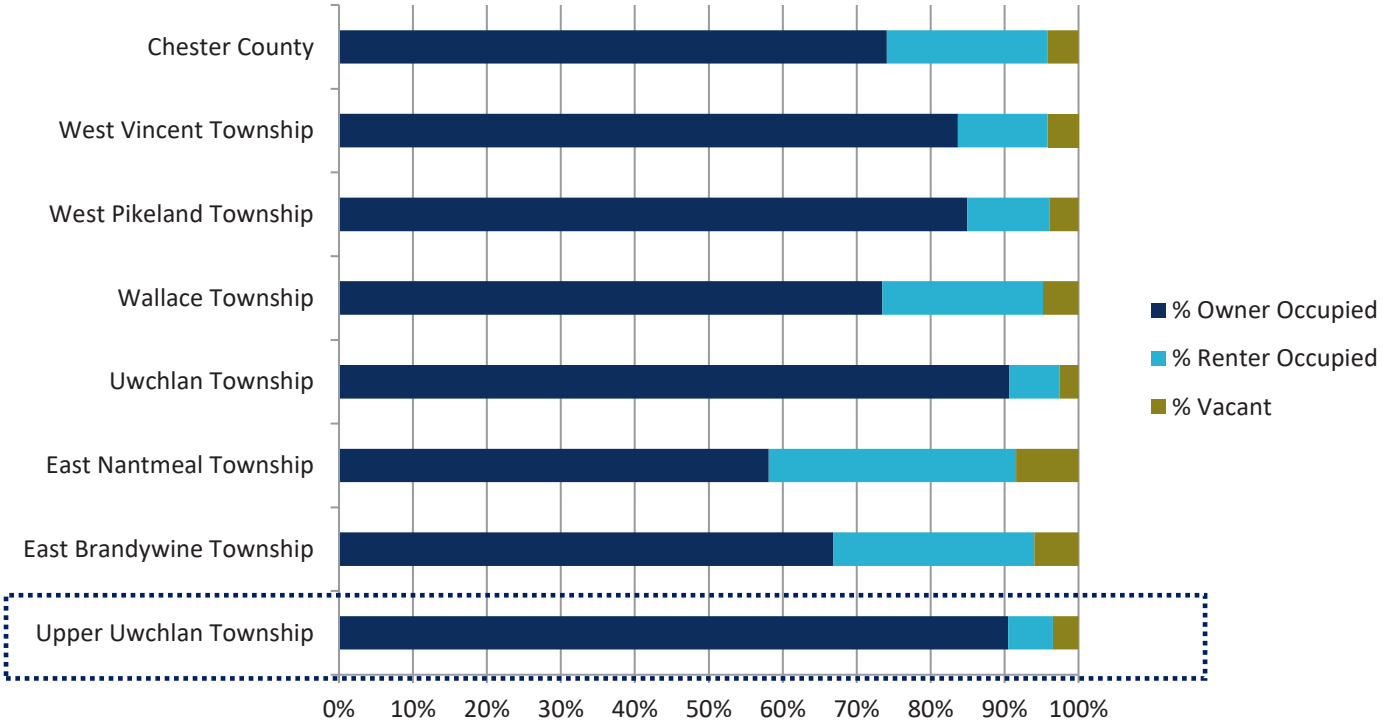
2019 Median Year Structure Built (Total Housing Units) (ACS 5-Yr)

Housing

Housing Unit Characteristics, 2020



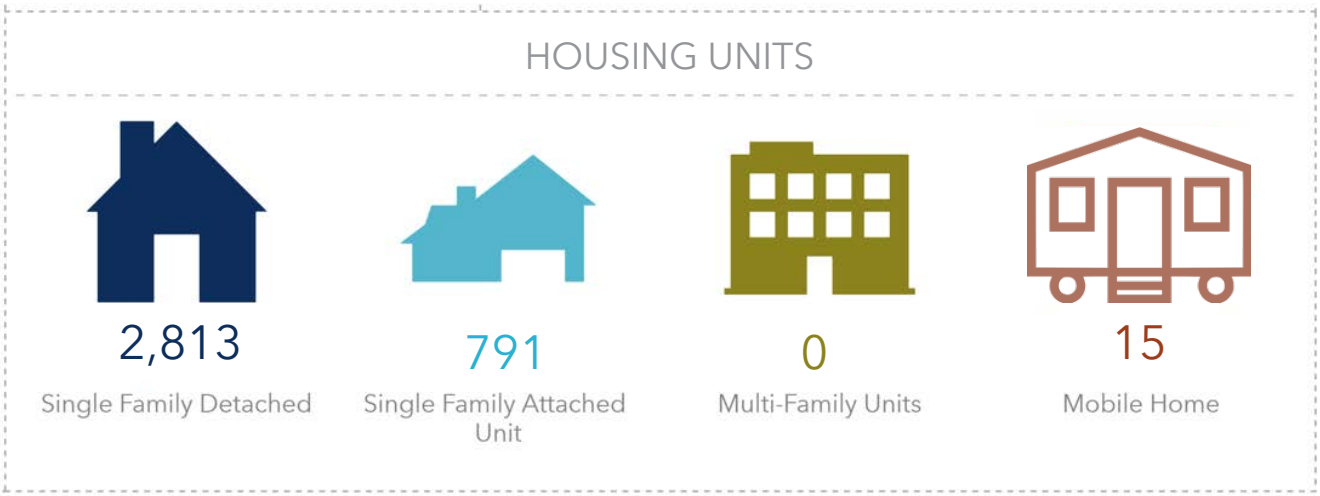
Housing Unit Characteristics v. Surrounding Municipalities, 2020



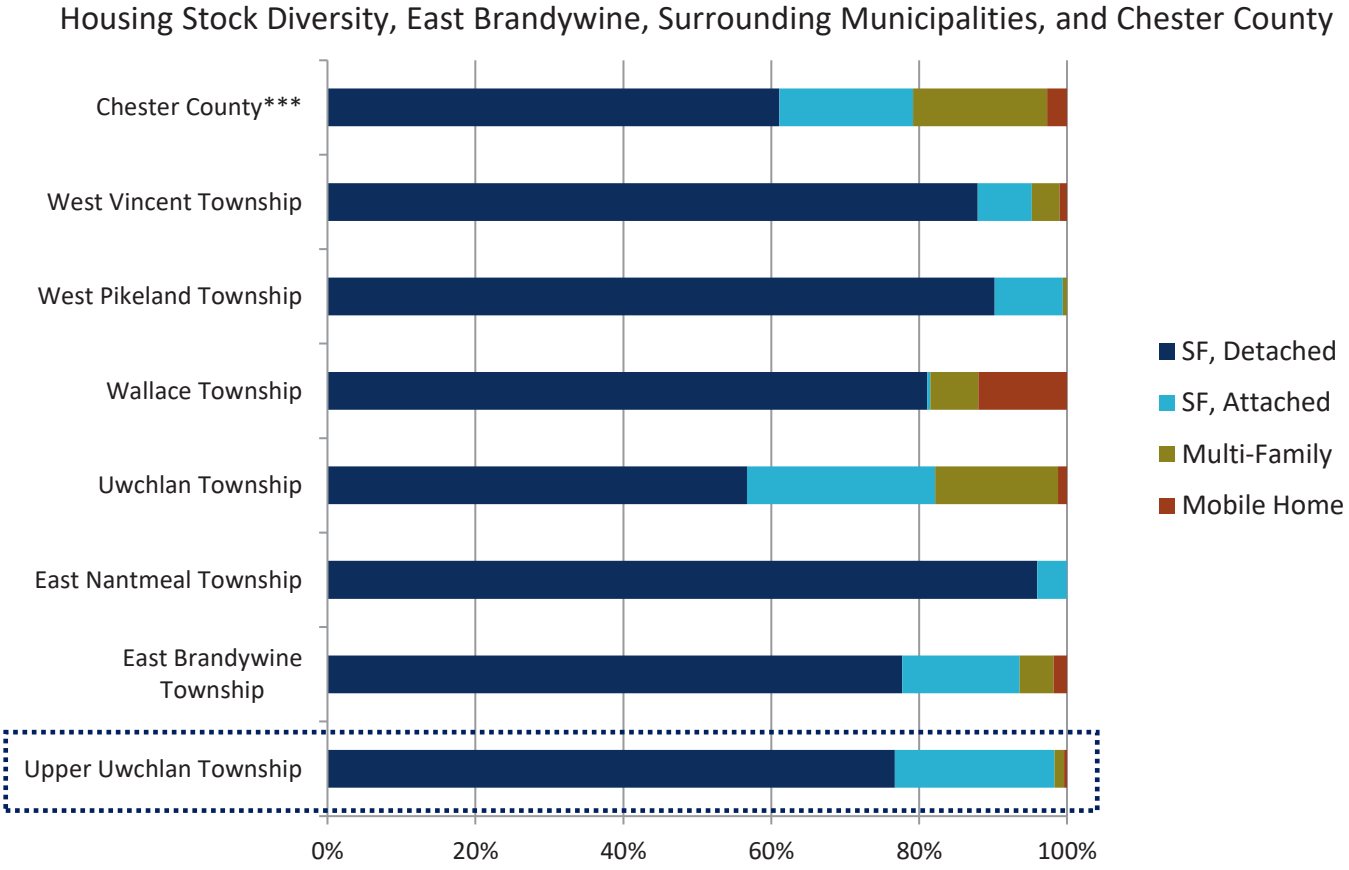
Upper Uwchlan Township has slightly more owner-occupied housing units compared to neighboring townships and Chester County as a whole.

Housing

Housing Units, 2021



Housing Stock Diversity, 2020



Written Summary of Graphic Data

Upper Uwchlan Township's population increased by about 1,048 people from 2010 to 2020 and is estimated (by DVRPC) to increase by another 1,174 people by 2030. Population projections for Upper Uwchlan Township estimate continued growth over the next 20 years with an additional 2,570 people projected to move into the Township by 2045.

A large portion of the Township's population is comprised of residents who are 25-54 or economically-active (post-college-early retirement), followed closely by children to college aged individuals, 0-24. Compared with Chester County as a whole, Upper Uwchlan Township has slightly fewer retirement age residents (19%), where the County estimates 24%.

The average household size in Upper Uwchlan is 3.19 which is larger than the surrounding municipalities and the County at 2.64. There are more family households in Upper Uwchlan Township when compared with households comprised of nonfamily members. Of those family households, most have 4 individuals living in the home (1,139). Of the non-family households, only 9.6% compromise of individuals living alone.

Housing in Upper Uwchlan Township is more affordable when compared to Chester County and most of the housing is owner occupied. But when renting in Upper Uwchlan, 72% of the renter population is spending over 30% of their income on housing, compared to Chester County's 45%. The housing stock is akin to surrounding communities with a heavy density of single-family detached and single-family attached. Upper Uwchlan does not have multi-family units.

Educational attainment rates in Upper Uwchlan Township are comparable to Chester County, however the Township sees a higher number of residents with Bachelor's, Graduate or Professional Degrees at 73%, compared to Chester County at 54%.

Much like the surrounding municipalities and Chester County as a whole, a large portion of Upper Uwchlan residents work in professional/scientific and management, followed by education/ health or social services fields. Finance, insurance and real estate is third highest industry of residents in Upper Uwchlan. Upper Uwchlan does have many residents in the manufacturing and retail trade fields as well.

The median household income in Upper Uwchlan Township ($187,857) is higher than Chester County of $101,310. The per capita income is higher in the Township as well, by approximately $20,000. The median net worth in Upper Uwchlan is $1,011,055, significantly higher than Chester County's median net worth of $302,876.

Data Sources

Data sources used in this report include the following:

1. *ESRI Community Analyst**
2. *US Census and American Community Survey*
3. *Downingtown Area School District Annual Report 2020-2021*
4. *Delaware Valley Regional Planning Commission (DVRPC), 2016 Population Projections*
5. *Brandywine Conservancy GIS, 2020*

**ESRI, the leader of Geographic information system (GIS) software and has developed a tool that combines GIS capabilities with Demographic information called Community Analyst. This tool uses US Census data layered with American Community Survey information as well as private demographic sources to provide more up to date demographic estimates for a location.*

Appendix B
Surrounding Municipal Review

Township Context

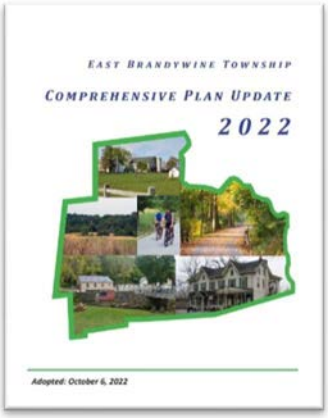
Regional Setting and Influences

Upper Uwchlan is located in the northern portion of Chester County, in proximity to recreational, educational and community services or facilities. Where the Township is primarily suburban residential, the immediate areas surrounding the Township to the northeast and northwest are rural or agricultural landscapes, contrasting to a transition of increased residential development, a suburban and suburban center landscape towards the south. Upper Uwchlan lies within a transitional area within the County, as the remaining northern municipalities remain rural and agricultural in land use. Due to increased development over the last decade in Upper Uwchlan Township, it is pivotal to consider protection of remaining historic, natural and cultural resources, while preserving the outstanding open space. In addition to the state park located in the Township, residents have the luxury of reaching recreational destinations, like the Struble-Uwchlan Trail, Springton Manor or French Creek State Park. With access to Route 100 and 401 within the Township or 113 and 282 on the perimeter, residents can easily reach these recreational facilities throughout the County. Additionally, Interstate 76 runs through the Township for residents to get to King of Prussia or to the western part of the state. I95 serves as a conduit for increased commercialism within Chester County. For higher education, Upper Uwchlan residents are in close proximity to West Chester University, Harcum College, Immaculata University and Delaware County Community College – Brandywine Center.

Compatibility with Neighboring Municipalities

Upper Uwchlan is surrounded by six Chester County municipalities. For the quality of life and impact on Township residents, it is imperative to review planning and development occurring in neighboring communities that may impact Upper Uwchlan. This plan will evaluate land use policies and future planning efforts of surrounding municipalities.

East Brandywine Township Comprehensive Plan



Prepared by: Thomas Comitta Associates
Date: 2022
The East Brandywine Comprehensive Plan highlights open space preservation, Guthriesville village enhancement and expansion of community character-related objectives as put forth in the 2009 Comprehensive Plan. With rapid development over the last 10 years and an increased earned income tax to support open space acquisition, the Township has set goals to provide residents with a high quality of life.

Land Use

- Emphasize Guthriesville as the traditional town center with mixed-use and walkability
- Increase varied housing types in vicinity to community services
- Protect remaining historic and cultural landscapes, high quality agricultural soils and undeveloped parcels through the open space fund
- East Brandywine identifies the residential land use category, with several parcels for protected lands as the future land use along the shared border with Upper Uwchlan Township

Trails

- Establish a consistent network to increase accessibility through pedestrian or bicycle connections

Natural Resources

- Assess the opportunities for natural resource restoration, enhancement and stormwater management on municipal or HOA properties

Parks and Recreation

- Increase the availability of parkland or recreational facilities to residents of all ages and abilities

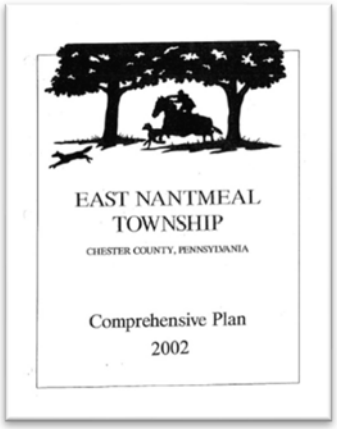
Adjacent Zoning

R-1 Residential

Purpose. Intended to maintain areas of low population density, compatible with the existing rural character and pattern of single-family residential land use, the significant constraints imposed by the natural environment (particularly steep slopes) and groundwater limitations), the lack of existing or planned community sewage facilities, the limited capacity of the road network, and the policy of the Township to limit the use of central water supply systems within the district in order to provide for orderly growth and utilization of natural resources in accordance with the Township Comprehensive Plan. Residential densities and dwelling types are established as means to achieve this land conservation objective and as appropriate components of the overall pattern of land use that is provided throughout the Township. Clustering of single-family dwellings is offered and encouraged as a site design mechanism to further the resource conservation objective

R-2 Residential

Purpose. Intended to enable the development of stable, well-designed residential neighborhoods with single-family detached dwellings. Allowable densities are considered appropriate to assure compatibility with the existing pattern of development, the limitations on sewage facilities and water supply, and the limited capacity of the road network. Residential densities, dwelling types, policies regarding sewage facilities, and policies limiting the use of central water supply are established in this district as means to achieve this objective and as appropriate components of the overall pattern of land use that is provided throughout the Township; they are intended to provide for orderly growth and utilization of natural resources in accordance with the Township Comprehensive Plan. Clustering of single-family dwellings is offered and encouraged as a site design mechanism to further the resource conservation objective



East Nantmeal Township Comprehensive Plan:

Prepared by: The Grafton Association
Date: 2002
The East Nantmeal Township 2002 Comprehensive Plan establishes goals for growth management anticipated by future demographic trends. The 2002 Plan highlights the importance of open space preservation to East Nantmeal residents, as seen from results in the 1993 Comprehensive Plan survey.

Natural Resources

- Regulate land uses in floodplains for protection of stream bank stability and water quality
- To minimize erosion, instability and subsidence, regulate construction on slopes of greater than 15%

Land Use

- Concentrate growth in areas of existing development and infrastructure
- Preserve agricultural soils

ADJACENT ZONING

AP- Agricultural Preservation

Purpose. The use of land in, and the economy of East Nantmeal Township are primarily oriented toward agricultural activity, and it is, therefore, the intent of the Township to preserve farming as an important economic feature and to maintain, within constitutional limits, viable farmland as an irreplaceable asset. Because conflicts can occur when residential uses are permitted in predominantly agricultural areas, it is further the intent of the Township to remove development pressures in such agricultural areas and to minimize residential intrusion in the Agricultural Preservation District. It is further the intent to permit within the AP District certain compatible farm service uses and to permit dwellings accessory to farm operations. It is also the intent to permit the subdivision of land according to predetermined formulae so that viable farmland will not be reduced in area below minimum size requirements for effective farming operations.



Uwchlan Township Comprehensive Plan

Prepared by: Chester County Planning Commission
Date: 2020
The Uwchlan Township 2020 Comprehensive Plan Update establishes goals and objectives regarding planning policies as significant growth of housing, parks and economic development occurred following the adoption of the 2010 Comprehensive Plan.

Land Use

- Preserve key natural resources—floodplain, wetlands, riparian buffers and steep slopes, while conserving areas with woodlands and open space

- Consider “placemaking” when conducting development plans to enhance the culture of the Township
- Uwchlan identifies the Uwchlan Township identifies the region as Commerical/Industrial, Low Density Residential and Institutional as the land use categories for the future land use along the shared border with Upper Uwchlan Township

Trails

- Require DASD to implement trails on the tract to the community park and along the adjacent roads
- Expanding the 9 miles of trails in Township parks and the 59 miles of sidewalks running throughout the Township

Parks and Recreation

- Complete a parks and recreation survey
- Update the Township’s Parks and Recreation Plan
- Update the inventory of parks and recreational facilities

Adjacent Zoning

R-A Rural Agricultural

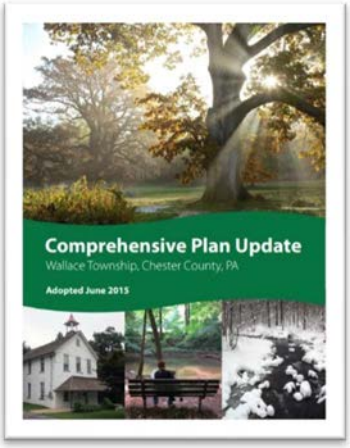
Purpose. The purpose of the R-A Rural Agricultural District is to reserve for future development, through the continuance of predominantly agricultural uses

R-R Rural Residential

Purpose. The purpose of the Rural Residential District is to provide areas within the Township which can accommodate residents wishing to reside on large lot, low density development maintaining rural characteristics

PCID Planned Commerical Industrial Development

Purpose. The purpose of the PCID District is to provide for unified and flexible development of a large area of land with a mixture of uses.



Wallace Township Comprehensive Plan

Prepared by: Castle Valley Consultants
Date: 2015
The Wallace Township 2015 Comprehensive Plan updates the 1986 Comprehensive Plan, which emphasized the need for residents to access natural, scenic and historic resources through preservation while having access to clean water and air.

Land Use

- Create a balance of growth and preservation to protect the Township’s natural, historic and cultural resources

Natural Resources

- Preserve water quality and quantity through protection and enhancement of groundwater recharge areas, streams, wetlands and riparian areas

Cultural Resources

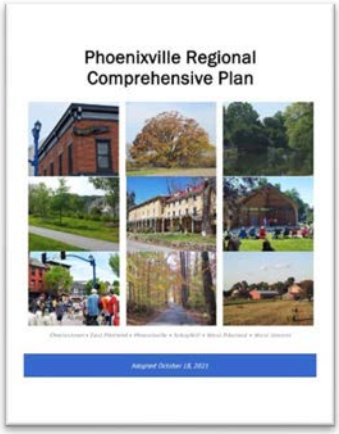
- Educate residents on the importance of preservation—specifically the Township's culture

Trails

- Provide passive and active recreation facilities for residents to utilize for health and enjoyment while connecting to school, community uses or other municipal facilities
- Connect green space with recreation facilities throughout the Township

ADJACENT ZONING

FRR – Flex Rural Residential



Phoenixville Regional Comprehensive Plan

Prepared by:
Date: 2021
Area: Charlestown Township, Est Pikeland Township, Schuylkill Township, **West Vincent and West Pikeland Township**
The Phoenixville Regional Comprehensive Plan (2021) revisits the 2008 Plan to address the rapid growth and unprotected lands in the Phoenixville region and establish goals and policies for future land use and growth management. This multi-municipal plan was developed to collaboratively protect the region's historical, cultural, agricultural and natural resources, while fostering economic vitality.

Land Use: West Vincent

- West Pikeland identifies the low-density residential, medium-density residential and rural land use categories as the future land use along the shared border with Upper Uwchlan Township

Land Use: West Pikeland

- West Pikeland identifies the low-density residential land use category as the future land use along the shared border with Upper Uwchlan Township

ADJACENT ZONING

West Vincent

R-2 Residential

Purpose. 1. To provide for a diversity of lot sizes, building densities and housing choices to accommodate a variety of age and income groups and residential preferences, so that the community's population diversity may be maintained; 2. To implement adopted Township land use, transportation and community policies, as identified in the Township's Comprehensive Plan; 3. To implement adopted Township policies to conserve a variety of irreplaceable and environmentally sensitive resource lands as set forth in the West Vincent Township Open Space and Recreation Plan, including provisions for reasonable incentives to create a greenway system for the benefit of present and future residents; and 4. To provide standards reflecting the varying circumstances and interests of individual landowners and the individual characteristics of their properties.

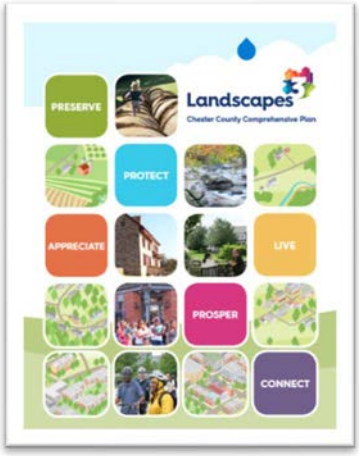
R-3 Residential

Purpose. 1. To promote continued agricultural, greenway land, and conservation uses while also permitting additional residential development at an overall low density that will help to maintain the rural character of the district; 2. To provide for a choice of lot sizes and a range of net building densities to accommodate a variety of age and income groups and residential preferences so that the community's population diversity may be maintained; 3. To implement adopted Township policies to conserve a variety of irreplaceable and environmentally sensitive resource lands as set forth in the West Vincent Township Open Space and Recreation Plan, including provisions for reasonable incentives to create a greenway system for the benefit of present and future residents; 4. To provide standards reflecting the varying circumstances and interests of individual landowners and the individual characteristics of their properties; and 5. To implement adopted Township land use, transportation and community policies, as identified in the Township's Comprehensive Plan.

West Pikeland

RD Residential Development

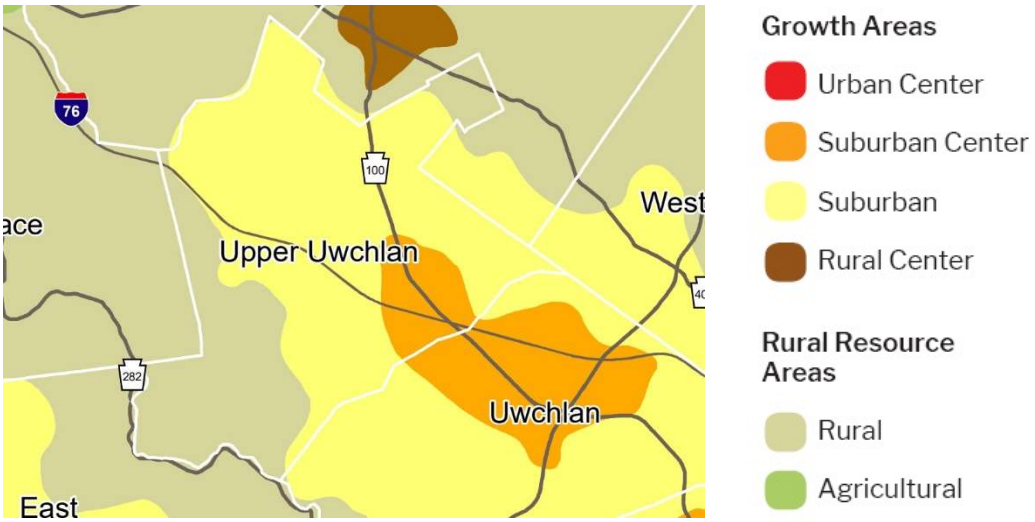
Purpose. A. Provide for new residential development in attractive subdivisions designed to conserve land and respect the natural, historic, and scenic qualities of the parcel. B. Discourage conventional, sprawling subdivisions that consume land, create artificial views, and require high amounts of impervious surface. C. Serve as the Township's primary growth area and accommodate the projected population in a location that facilitates access by public/community water and sewer, is adjacent to major roadways leading to outlying commercial and employment centers and is in proximity to other residential areas. D. Allow for new residential development that is designed to blend with the environment and units clustered within the development to preserve open space, protect fragile lands, reduce impervious surfaces, and minimize impact on scenic vistas. E. Allow for flexibility in unit design to accommodate a range of housing types, from larger detached homes with yards to well-designed townhomes with lower maintenance requirements.



Landscapes 3

Prepared by: Chester County Planning Commission
Date: 2018

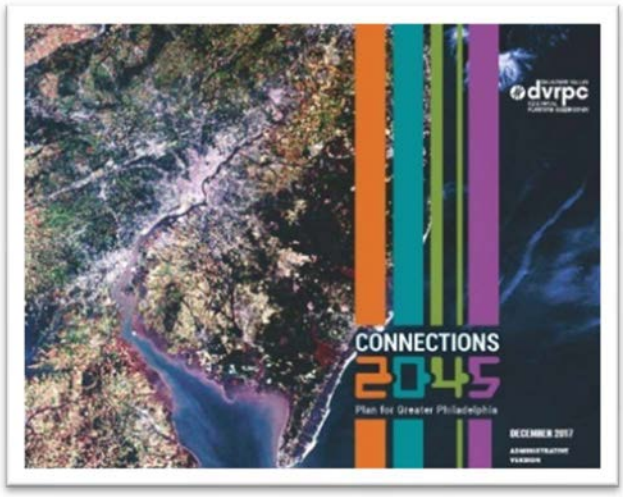
Landscapes 3 is the comprehensive plan for Chester County. The plan has four major purposes, including establishing a vision for preservation and growth across the county and in its municipalities; guiding country government decision-making; guiding municipal planning and implementation; and providing a framework for intermunicipal collaboration. Landscapes3 identifies recommendations across six goal areas: Preserve, Protect, Appreciate, Live, Prosper, and Connect. The plan's Landscapes Map is a guide for growth and rural resource protection across Chester County.



Key Considerations:

The northeastern portion of Upper Uwchlan Township falls within the Suburban Resource Area classification, with a Suburban Center found inbetween the interconnection of Pottstown Pike and Graphite Mine Road. Suburban areas are appropriate for natural progression of development, with a focus on natural, historic and cultural resource protection. Ideally, this is also an area for increased accessibility through sidewalks and bike lanes. With a small portion of the Township located in a suburban center classification, specifically within the Village of Eagle, future land use patterns include mixed-use development, with greater community services for residents. The southern portion of the Township is designated as a Rural Resource Area, not appropriate for significant growth, but a focus for preservation and rural character of the county.

APPRECIATE – "Preserve the historic resources and landscapes that define our cultural heritage to inspire the future through tangible connections to our shared past." The Appreciate chapter identifies promoting adaptive reuse and expanding historic interpretation and education, which is critical as a National Register Historic District can be found in the Township, as identified on the Landscapes overlay map. This district is surrounded by other historic properties not identified on the register, but hold significant value to the Township, for either educational use or heritage tourism.

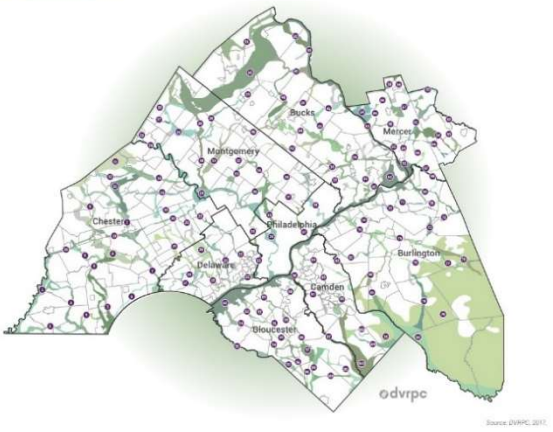


Connections 2045

Prepared by: DVRPC
Date: 2017
Area: Nine-county Greater Philadelphia Region

DVRPC's Connections 2045 is a long-range plan for the nine-county, two-state, Greater Philadelphia region, with the goal of establishing a vision for development and growth in the region, while prioritizing transportation funding over a 28-year time horizon. The plan is structures around five core principles, including: sustain the environment; develop livable communities; expand the economy; advance equity and foster diversity; and create an integrated, multimodal transportation network.

FIGURE 22: GREENSPACE NETWORK



Key Considerations:

The southern portion of Upper Uwchlan Township, by Marsh Creek State Park, falls within the greenspace network. The land use vision for the greenspace network is to link or expand existing protected natural areas (i.e., parks, stream corridors, floodplains). Upper Uwchlan falls within the Marsh Creek-Beaver Run network. The greenspace network goal is to connect the urban landscapes to open space to create more recreational opportunities for a "live, work, play" environment for residents.

The southern portion of Upper Uwchlan is designated as a conservation focus area, an area where new development considers the existing natural resources.

Population – Upper Uwchlan has an estimated 28.4% change in population from 2015-2045. Considerations must include more infrastructure, housing, transportation and amenities for residents to accommodate this significant population increase.

Appendix C
Existing Conditions

Land Use and Zoning Summary

Current Land Use

Upper Uwchlan Township, based upon data from Chester County Planning Department in 2023 is one that is characterized by residential land uses, primarily of single-family homes, that cover approximately 40% of the Township. Supporting these residential uses are public and private recreational (18.3%) uses (such as Marsh Creek State Park), open space (8.1%), and municipal land (6.3%). Together, these represent almost an additional 33% of township land uses (see Map B1 and Table B1). Of the remaining land uses, commercial land uses represent an additional 5%, while agricultural activities account for an additional 4%.

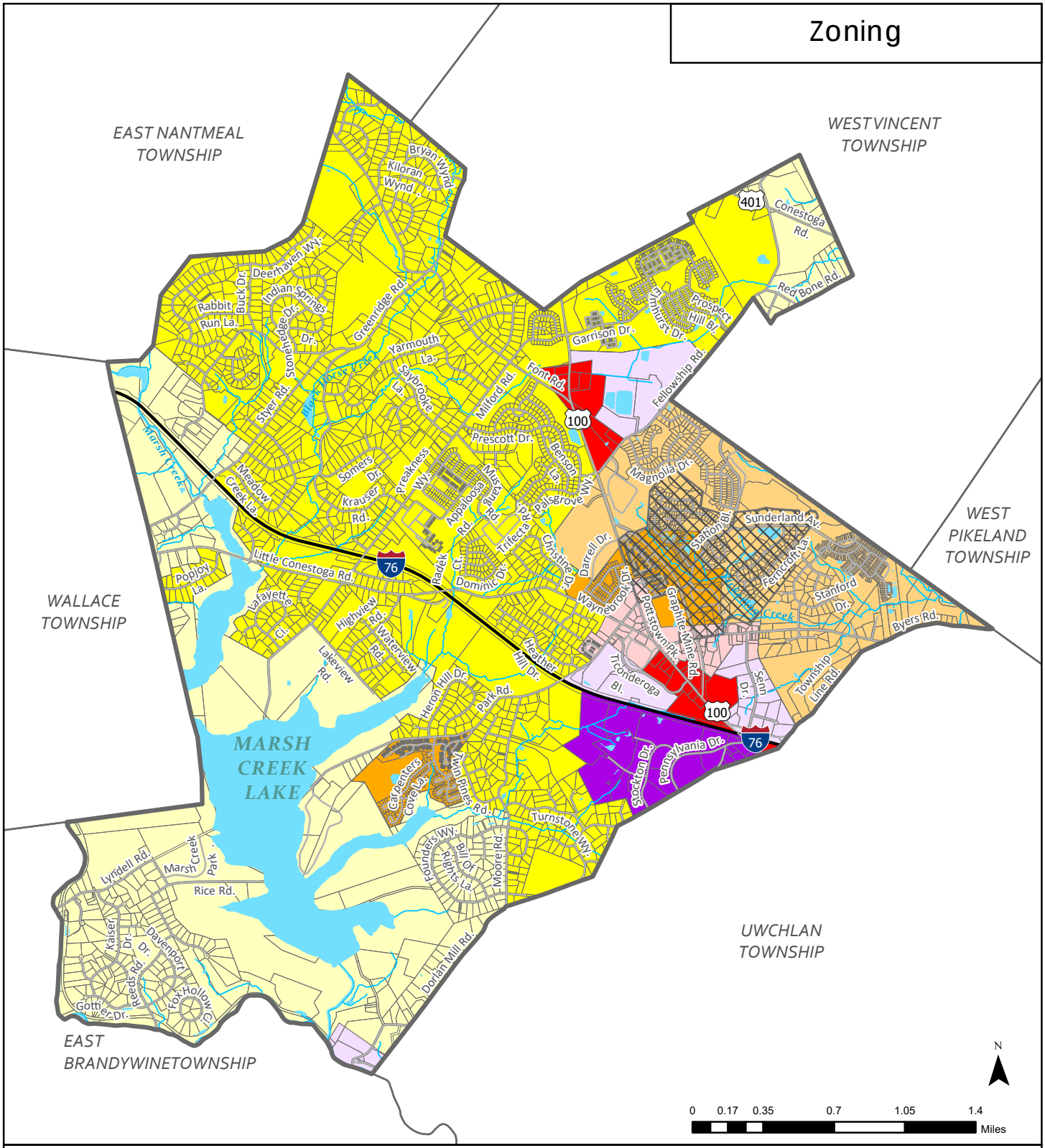
Land Use	Percent of Township
Commercial	5.3%
Industrial	0.1%
Institutional	1.9%
Agriculture	4.2%
Public and Private Recreation	18.3%
Municipal	6.3%
Open Space	8.1%
Residential	40.3%
Multi family	0.8%
Mixed Use	0.1%
Utilities	1.0%
Vacant	5.1%
ROW	0.5%
Total	

Table B1. Land Use, Upper Uwchlan Township, 2023
Source: Chester County Planning Commission

Zoning

Upper Uwhclan's Zoning Ordinance provides guidance and regulatory requirements for land use and development within the Township. Most of the Township is zoned for several types of residential development at varying densities (R-1, R-2, R-3, and R-4), while areas along US Route 100 and in the vicinity of its intersection with Fellowship Road are zoned for Commercial (C1 and C3) and Limited Industrial (LI) uses. Lands located within the greater Eagleview Corporate Park south of the Pennsylvania Turnpike (I-76) are zoned for Planned Industrial/Office development (see Map B2). A summary of the purposes of these zoning districts is provided below:

R-1 Residential District: The R-1 District provides for low density residential uses and promotes the conservation of surface water and groundwater supplies, soils for on-lot sewage systems, and the control of soil erosion and flooding.



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: January 30, 2024
Last Revised: 1/30/2024 1:01 PM



- Interstate
- Roads
- Lakes, rivers and streams
- Estimated tax parcels
- Township boundary
- Adjacent municipalities

Overlay Districts
- PRD - Planned Residential Development

Zoning
- R1 - Residential District (1 dwelling unit/2 acres)
- R2 - Residential District (1 dwelling unit/acre)
- R3 - Residential District (1.5 dwelling units/acre)
- R4 - Residential District (2-4 dwelling units/acre)
- C1 - Village Commercial District
- C3 - Highway Commercial District
- LI - Limited Industrial District
- PI - Planned Industrial/Office District

R-2 Residential District: The R-2 District provides for low to moderate density residential development in areas suitable for on-lot sewage disposal and groundwater supplies for household water, while also encouraging continued agricultural, open space and conservation uses.

R-3 Residential District: The R-3 District provides for medium to high density residential development moderate to high density residential development which is compatible with established use patterns; located in areas of the Township which contain environmental features generally suitable for such development; and accessible to transportation systems and community facilities appropriate for such development.

R-4 Residential District: The R-4 District is intended to provide for high density residential development in areas which are compatible with established use patterns and are accessible to transportation systems and community facilities appropriate for such development.

C-1 Village District: The C-1 District is to preserve the historical development patterns of the villages of Eagle and Byers, and establish standards for new development and coordinated street and landscape improvements and pedestrian amenities, so as to complement the village setting and provide for safe and convenient access. Uses should be of a type that facilitates and promotes pedestrian travel.

C3 Highway Commercial District: The C-3 District's intent is to provide for retail and service uses in an area of the Township accessible to a regional highway system.

LI Limited Industrial District: The LI District is to provide for limited industrial and other related intensive activities in areas within close proximity to major roads, and to encourage the establishment of industrial uses which will offer additional employment opportunities and an increased tax base for the Township.

PI Planned Industrial/Office District: The PI District is to provide and require a unified and organized arrangement of buildings, service and parking areas, together with adequate circulation and designated open space, all planned and designed as integrate units, in a manner as to provide and constitute efficient, safe, convenient and attractive planned campus-like office park, corporate center, hotels/conference center and other appropriate uses, which should have direct access on a major highway.

Natural Resources Inventory

Introduction

This section inventories and analyzes Upper Uwchlan Township's natural resources. It also identifies constraints and opportunities for natural resource protection and provides the foundation for discussion of recommendations with the Task Force. Protecting sensitive resources such as open space and recreation areas is crucial as there are only few undeveloped lands that remain in the Township.

This section also presents a variety of maps depicting the various natural resources within the Township and provides a descriptive analysis of their extent, conditions, and importance. The inventory addresses each natural resource element in a separate section; however, some may appear on the same map due to their dynamic interrelation.

Land Resources

This section describes the bedrock geology and the unconsolidated (or non-bedrock) geology that underlies Upper Uwchlan Township (see Map 1, Land Resources). These geologic formations are major determinants of:

- Slope of the land surface.
- Soils that form at the surface.
- Quality and quantity of groundwater supplies.
- Suitability of certain types of on-lot sewage disposal systems.
- Ease of excavation and soundness of foundations.
- Suitability and prioritization for open space protection and/or recreation opportunities.

If the Township pursues land for open space conservation and/or for constructing recreational facilities, geology, extent and suitability of soils, and slopes should be an important consideration in whether a site is appropriate for the Township to acquire.

Geology

Upper Uwchlan Township's softly rolling landscape can be attributed to its geologic formation. The Township lies entirely within the Piedmont Province, a physiological province of the larger Appalachian division stretching from the Hudson River to Georgia, between the Atlantic Coastal Plain and the Blue Ridge, and consisting of the Gettysburg-Newark Lowlands, the Piedmont Uplands, and the Piedmont Lowlands. Entire Upper Uwchlan Township (and over 80 percent of Chester County) lies within the Piedmont Uplands section, which is characterized by a gentle rolling landscape of low ridges and narrow valleys formed by the variable resistance to weathering and erosion of the underlying geology. Variations in geological formations create such diverse topography, forest cover, fertile soils, and diverse habitat. However, due to its ample characteristics, much of the land in the Piedmont Uplands has been claimed for agricultural purposes and/or urban development.

The Land Resources Map depicts the variation of the geological formation of the Township. The Township is primarily underlain by moderately hard, crystalline bedrock of the metamorphic type which lacks the necessary network of fissures and faults to result in significant water-bearing capabilities.

However, the water that does collect within these formations can be utilized for drinking water supply. Upper Uwchlan Township's metamorphic rocks consist of marble, several types of gneiss, the Chickies formation, and a small area of ultramafic rocks or serpentinite. Several areas of banded mafic gneiss are scattered throughout the Township. Mafic Gneiss is characterized by forming hills of medium to high relief with steep and stable slopes with a metamorphosed rock that is moderate to highly resistant to weathering. The Township is also underlain by a narrow band of metadiabase, an igneous rock formation. Overall, the geologic formations of the Township provide good quality foundations for development, and so most of the land in the Township has favorable potential for development.

Dikes are a geologic body that cuts discordantly into a more extensive geologic formation, a form of intrusion. In Upper Uwchlan Township, the dikes are of Precambrian, Jurassic and lower Paleozoic periods and consist of diabase, pegmatite and metadiabase. Dikes within the Township are also depicted on the Land Resources Map.

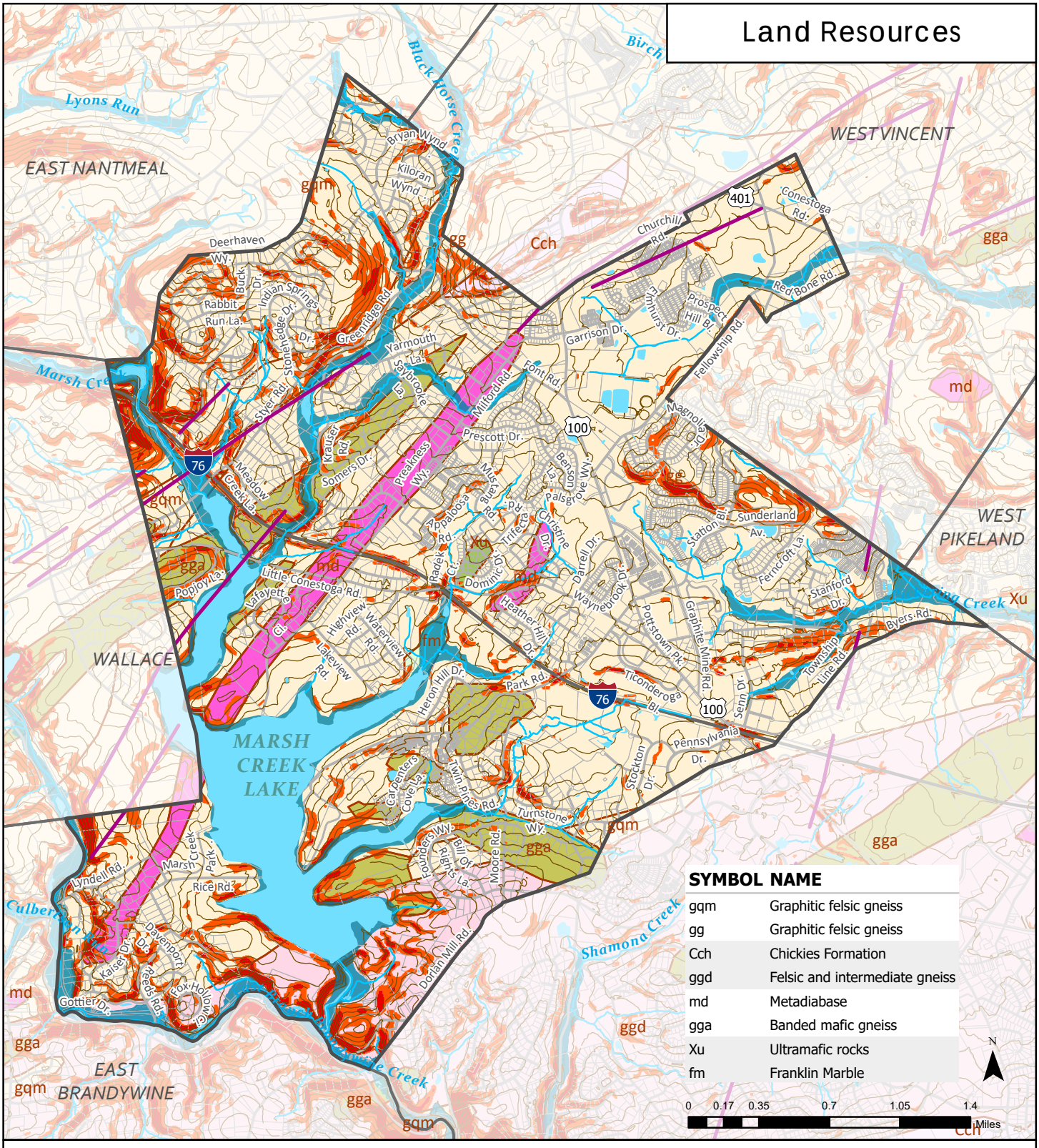
Slopes

The slope of the land is largely determined by both underlying geologies, and the weathering processes leading to soil formation at the land's surface. Steeply sloping lands are sensitive to ground disturbance and the removal of vegetative cover that could result in problems with stormwater runoff, erosion, and uncontrolled sedimentation. The installation of impervious surfaces on sloped areas carries the prospect of diminished groundwater recharge. The potential for erosion from earthmoving is heightened on steep slopes, both during and subsequent to the activity, unless erosion control measures are undertaken. Depending on the soil characteristics at the land surface, the suitability for construction on steep slopes and the suitability of such areas for on-site sewage disposal are questionable. In most cases, steeply sloped land is suitable for conservation and is unsuitable for active recreation, since large level playing fields and parking areas typically require significant site grading. Similarly, trails in sloped areas may not be feasible, due to potential for erosion, and suitability should be determined on a site-by-site basis.

The Land Resources Map shows Upper Uwchlan Township's Precautionary (15-25 percent) and Prohibitive (> 25 percent) slopes as regulated by the Township Zoning ordinance within the Steep Slope Conservation District. Limited grading is permitted within the district, while land disturbance is not permitted on precautionary and prohibitive slopes, except for parks and outdoor passive recreational uses, logging and woodcutting, emergency access roads, and tree farming.

The map shows areas where precautionary and prohibitive slopes occur and displays the contrast between the Township's broad uplands and steeply walled valleys. Major concentrations of steep slope occur north of Greenridge Road, along the eastern boundary of the Township with West Vincent Township, and the southwestern portion of the Township between Marsh Creek Reservoir and the East Branch of Brandywine Creek. The remaining portions of the Township exhibit a gently rolling landscape with very few occurrences of severe slopes. Several areas of precautionary and prohibitive slopes within the Township are covered by woodlands, which prevents soil erosion. The total acreage of precautionary and prohibitive slopes is 1,105 acres (843 acres of precautionary and 234 acres of prohibitive), approximately 15 percent of the Township total.

Land Resources



SYMBOL	NAME
gqm	Graphitic felsic gneiss
gg	Graphitic felsic gneiss
Cch	Chickies Formation
ggd	Felsic and intermediate gneiss
md	Metadiabase
gga	Banded mafic gneiss
Xu	Ultramafic rocks
fm	Franklin Marble

N

0 0.17 0.35 0.7 1.05 1.4 Miles

Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania



- Lakes, rivers and streams
- Interstate
- Roads
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Dikes
- Floodplains
- 25ft Contours
- Geological Units
- Precautionary slopes (15-25%)
- Prohibitive slopes (>25%)

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: April 5, 2023
Last Revised: 5/3/2023 2:16 PM

Soil Resources

The characteristics of a soil are important in determining the location of most land uses. Map 2, Soil Resources, displays soils having potential for high agricultural value which renders them valuable for many other land uses, including development or recreation. The map also displays hydric and alluvial soils which have limited agricultural value. Development potential on hydric and alluvial soils is not as promising, whereas passive and active recreational uses may be appropriate.

Upper Uwchlan Township's soils include soils with a seasonally high-water table, alluvial soils that are subject to stream flooding, soils with shallow depth to bedrock or underlain by soft rock, and soils susceptible to erosion. Another important characteristic is the ability of a soil type to support on-site sewage facilities. The thickness of the soil (depth to bedrock), drainage characteristics, erosion potential, and slope all combine to determine the soil limitations on septic systems. Where limitations do exist, it is important that they are identified and documented. The ability of the land to accommodate on-site sewage facilities is a central element of the planning process.

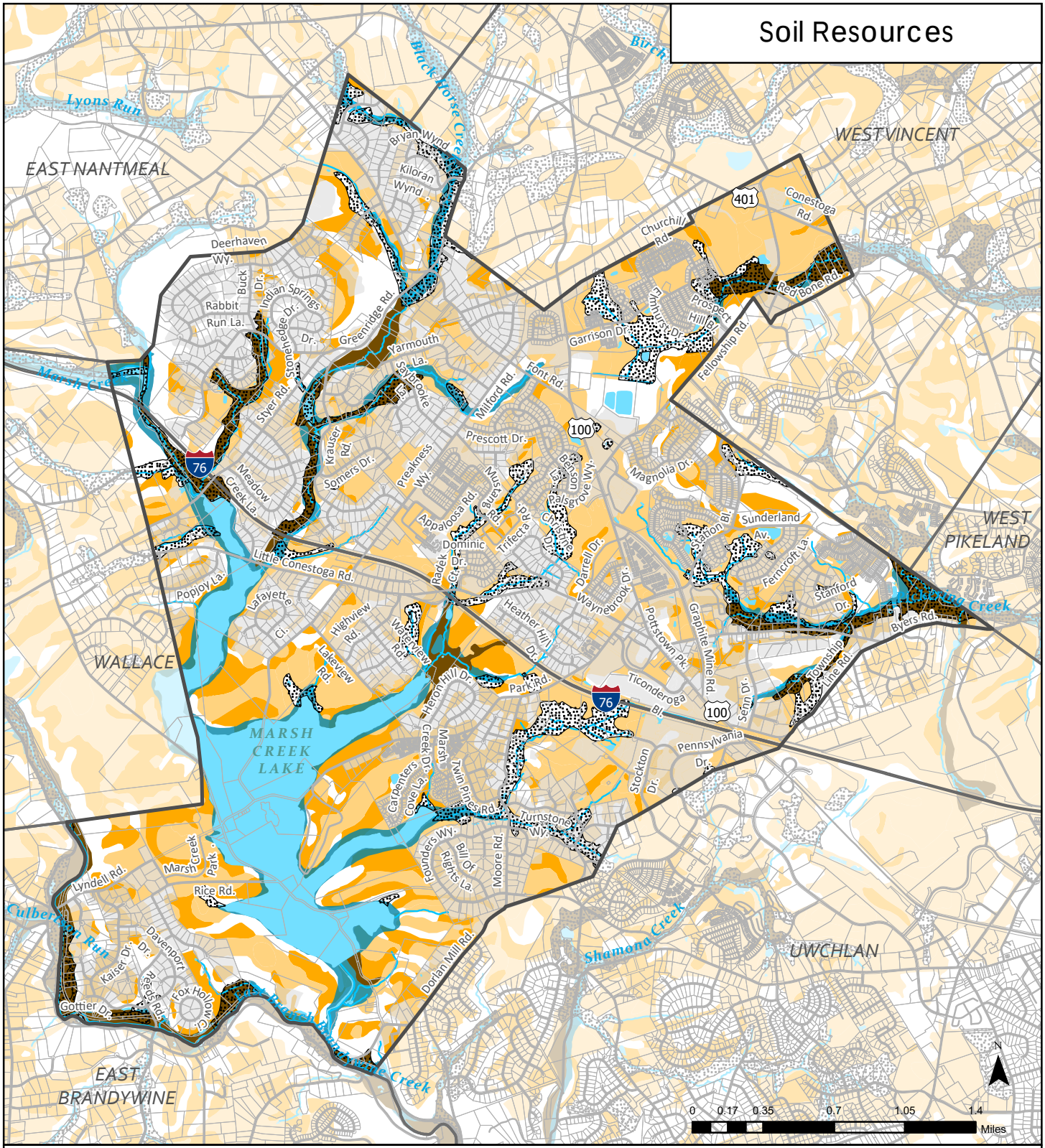
With respect to actual soil type, 95 percent of the Township is overlain by soils of the Glenelg-Manor-Chester Association, the most common soil types being the Manor loam and the Glenelg silt loam. The Glenelg soils are moderately deep, well drained, have moderate moisture capacity, are moderately fertile, and hence, productive for agriculture. The Manor soils are also well drained but shallower, have lower moisture capacity, and are somewhat less productive for agriculture. Both soil types display fair resistance to frost action, but they are prone to erosion and require use of conservation practices. Maintenance of vegetative cover is particularly important on Manor soils.

Agricultural Soils

Most of the Township, approximately 59 percent (4,364 acres), is underlain by agricultural soil that, for this Plan, includes Prime Farmland and Farmland of Statewide Importance. Prime Farmland is areas of soil where the combination of physical and chemical characteristics is suitable for producing food, feed, forage, fiber, and oilseed crops. These characteristics include soil quality, length of the growing season, and moisture supply needed for the soil to produce sustained heigh yields of crops economically. Farmland of Statewide Importance generally includes areas of soil that nearly meet the requirements for Prime Farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. As depicted on Soil Resources Map, except for stream valleys and areas of precautionary and prohibitive slopes, most of Upper Uwchlan Township is considered Prime Farmlands, a reflection of the soil quality across the Township. When considering farmland and conservation opportunities, evaluating soils' characteristics and extent is critical.

However, the favorable soil conditions for agricultural uses are also suitable for development. Since 1992, Upper Uwchlan Township's agriculture suitable soil has been taken up by a variety of other land uses, primarily residential. The Soil Resources Map shows a significant portion of the soil areas within the Township designated land farmland has already been developed with intensive land uses. Intensive land use includes residential, commercial, and industrial land development and associated facilities (parking, open space within subdivisions)*.

**Note: Intensive land use layer is based on the data provided by the DVRPC land use database (2015) and most recent aerials. This layer is subject to change based on the Township and Task Force feedback.*


Soil Resources
EAST NANTMEAL
WEST VINCENT
WEST PIKELAND
WALLACE
EAST BRANDYWINE
UWCHLAN
MARSH CREEK LAKE
Lyons Run
Black Horse Creek
Marsh Creek
Culbertson Run
Shamona Creek
Broad Run
Beaver Creek
Deerhaven Wy.
Bryan Wynd
Kiloran Wynd
Rabbit Run La.
Buck Dr.
Indian Springs Dr.
Stonehedge Dr.
Greenridge Rd.
Yarmouth La.
Seybrooke Rd.
Styer Rd.
Meadow Creek La.
Kraeuter Rd.
Somers Dr.
Preakness Wy.
Prescott Dr.
Milford Rd.
Font Rd.
Garrison Dr.
Churchill Rd.
Conestoga Rd.
Red Bone Rd.
Prospect Hill Dr.
Fellowship Rd.
Magnolia Dr.
Sunderland Av.
Station Bl.
Ferncroft La.
Stanford Dr.
Byers Rd.
Township Line Rd.
Graphite Mine Rd.
Pottstown Pk.
Waynebrook Dr.
Darrell Dr.
Trifecta Dr.
Appaloosa Rd.
Dominic Ct.
Radek Dr.
Little Conestoga Rd.
Popjoy La.
Lafayette Ct.
Highview Rd.
Waterview Rd.
Lakeview Rd.
Heather Hill Dr.
Heron Hill Dr.
Park Rd.
Ticonderoga Bl.
Senn Dr.
Pennsylvania Dr.
Stockton Dr.
Twin Pines Rd.
Turnstone Wy.
Carpenters Cove La.
Marsh Creek Park
Lyndell Rd.
Rice Rd.
Davenport Dr.
Kaiser Dr.
Reeds Rd.
Fox Hollow Ct.
Gottier Dr.
Founders Wy.
Bill Of Rights La.
Moore Rd.
Dorlan Mill Rd.
76
100
401
0 0.17 0.35 0.7 1.05 1.4
Miles
N
Comprehensive Plan Update
DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: April 5, 2023
Last Revised: 5/3/2023 2:45 PM
Lakes, rivers and streams
Interstate
Roads
Estimated tax parcels
Township boundary
Adjacent municipalities
Hydric Soils
Alluvial soils
Floodplains
Intensive land use (2022)
Prime agricultural soils
Agricultural soils of statewide importance

Hydric Soils

Hydric soils are constrained soil due to their characteristics as it relates to suitability for development. Hydric soils are generally found in upland depressions and along the fringes of floodplains. These soils are shown on Map 3, Soil Resources, and exhibit shallow depth to water table and, occasionally, display standing water. Hydric soils are a reasonable indicator of wetland conditions and are generally found within or adjacent to wetlands. Developing within areas of hydric soils creates multiple setbacks associated with such soils, including failed on-lot sewage facilities, flooded below-ground level house areas, poor foundation stability, disturbance of natural drainage and groundwater recharge areas, and the risk of surface and groundwater contamination. The majority of the hydric soils in Upper Uwchlan Township are located in the first order watersheds of the Black Horse Creek, Pickering Creek, and tributaries of Marsh Creek. Included in riparian buffer areas, hydric soil would be inappropriate for active recreation but may be suitable for passive recreation where minimal disturbance is proposed.

Alluvial Soils

Another constrained soil is alluvial soil that is found along many of Upper Uwchlan Township's stream valleys and includes Chewacla silt loam and Wehadkee silt loam. These are soils that have been eroded, transported, and deposited by floodwaters over time. They generally indicate potential for flooding, and therefore, areas that are inappropriate for any development, including active recreation. The Soil Resources Map depicts an extent of alluvial soils that closely correspond to the 100-year floodplain areas. Floodplains and areas of alluvial soils should remain undeveloped to the greatest extent possible to minimize risk and preserve other functions these areas provide, including filtration for water quality and wildlife habitat.

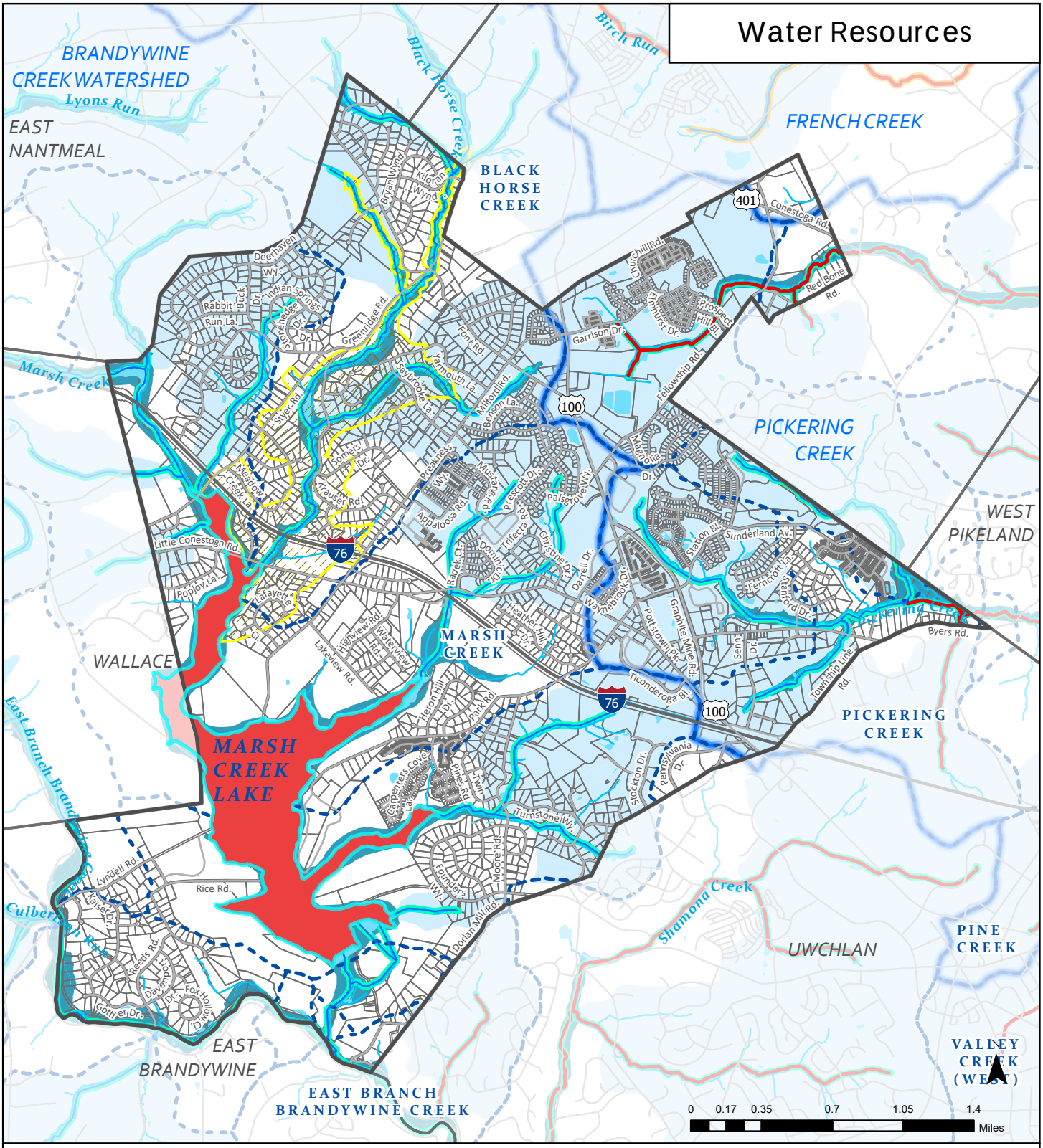
Water Resources

Water resources are a primary consideration for open space conservation as well as for recreational opportunities. Creeks, streams, and lakes offer a range of recreational opportunities including boating and fishing. However, there are other competing interests for the same resource. Surface water and groundwater are needed to satisfy domestic, commercial, and industrial uses, and aquatic life depends on clean water for its survival. Water-centered parks, such as Marsh Creek State Park, can serve as valuable destination that benefit the local economy but are also important habitats for animals and plants. To sustain all of these demands, it is important to protect water resources through conservation and to manage land uses that can have an impact on them.

Upper Uwchlan Township's water bodies, streams, watersheds, wetlands, floodplains, and riparian buffer areas collectively have significant values that influence water supply, water quality attenuation, flood control, and wildlife/fisheries habitat. When properly protected and managed, these interrelated systems of land and water can: filter and otherwise bind up pollutants, slow flood flows so as not to contribute to greater downstream flood volumes, and provide food, cover, and shade for a wide range of wildlife and fish species.

Groundwater

Upper Uwchlan Township's groundwater resources are closely related to both surface water resources and the underlying geology. Groundwater is a limited water resource that exists beneath the earth's surface in underground streams and aquifers. An aquifer is an underground area where groundwater is



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: April 5, 2023
Last Revised: 5/17/2023 11:00 AM



- Interstate
- Roads
- Lakes, rivers and streams
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Marsh Creek Reservoir (some impairments)
- Impaired
- Supporting
- Major watersheds
- Subwatersheds
- Aquifer recharge area
- Exceptional Value (EV)
- High Quality (HQ)
- Floodplains
- Headwaters ~ 3,555 acres
- Wetlands

stored in voids within soil and rock and the cracks, fractures, and solution channels in bedrock. The water-producing capability of an aquifer is largely determined by the geology and precipitation of an area. Geologic characteristics are the principal determinants for the quantity, quality, and the potential contamination of groundwater. The capacity of aquifers to transmit and store water varies directly with the physical and chemical properties of the geologic formations.

Aquifer Recharge Areas

Aquifer recharge areas are zones of an aquifer where precipitation and surface water are absorbed and added to the groundwater table, either directly into the geologic formation or indirectly by way of another formation. The zone of saturation is that area of a consolidated or unconsolidated aquifer where the water table occurs. Aquifer recharge areas occur whenever formations intersect the surface, such as stream channels, or between formations below the surface. One recharge area within the Township is along the Black Horse and Marsh Creeks in the area adjacent to Green Ridge and Styer Roads (see Map 3, Water Resources). Up to 2/3 of stream flow, County-wide, is derived from aquifer discharge.

Aqua America Pennsylvania draws water for its customers, including much of the Township, from a number of regional sources that include wells in Upper Uwchlan Township. Also, individual home site wells supply water to residents in those parts of the Township not served by a public utility such as Stonehedge, Milford Farms, and Sayebrooke Estates. Due to the relatively impervious nature of the geologic formations in the Township, most of the water tapped by these wells is stored in weathered or faulted rock and originates as rainfall. Extreme care must be exercised in locating on-site sewage disposal systems relative to water supply wells since the limited water table is lowered by pumping water and pollution may be drawn from some distance away.

Surface Water Resources

Map 3, Water Resources, illustrates the Township's reservoirs, ponds, streams, wetlands, floodplains, and the land that contributes runoff to these areas (also known as a "watershed"). The most significant overall feature in this category is the Marsh Creek Reservoir which was built for water supply and stormwater management by the Commonwealth in 1974. The 535-acre Reservoir with 492 acres in Upper Uwchlan Township provides area residents with opportunities for water and land recreation activities, and it is also a rest stop for migrating waterfowl.

Upper Uwchlan Township's watersheds contribute to five distinct stream systems. On the western side of Route 100, surface waters of Marsh Creek and Shamona Creek flow southwest into the East Branch of Brandywine Creek. The Brandywine Creek reaches the Delaware River after flowing into the mouth of the Christiana River in Wilmington, Delaware. On the eastern side of Route 100, the land drains east toward either Pickering Creek or Birch Run, a tributary of French Creek. Both Pickering and French Creeks are tributaries of the Schuylkill River. The Schuylkill River flows into the Delaware River in Philadelphia. The Marsh Creek Reservoir, as well as the Brandywine Creek, Pickering Creek, and the Schuylkill River, all downstream of Upper Uwchlan Township, are used for water supply purposes (currently or on an emergency basis). Therefore, it is critical that the surface water quality in each of the watersheds is protected.

Chester County Watersheds Plan (2001) has identified Brandywine Creek watershed as a high priority for restoring stream water quality (conditions and sensitive resources) and reducing stormwater runoff and flooding. The plan also identified both Brandywine Creek and Pickering Creek watersheds as a high

priority for protecting stream resources. The plan also identified priority management objectives for 21 watersheds, including Brandywine Creek and Pickering Creek watersheds:

Brandywine Creek watershed

- Reduce stormwater runoff.
- Restore water quality of "impaired" streams.
- Protect vegetated riparian corridors.
- Increase public access to streams.
- Undertake integrated water resources planning for growth areas.
- Implement other source water protection measures for water supply intakes, reservoirs and wells.
- Protect/enhance water-based cultural, historic and recreational resources.

Pickering Creek watershed

- Implement comprehensive stormwater management.
- Protect vegetated riparian corridors.
- Protect first order streams.
- Increase public access to and recreational use of streams.
- Undertake integrated water resources planning for growth areas.
- Implement other source water protection measures for water supply intakes and reservoirs.
- Protect/enhance water-based cultural, historic resources.

Stream Designations

The Federal Environmental Protection Agency (EPA) and State Department of Environmental Protection (DEP) have developed water quality regulations designed to protect the integrity of streams in the U.S. and Pennsylvania. Specifically, DEP has established a classification system for protected water uses or types. "Exceptional Value" (EV) and "High Quality" (HQ) streams are given high priority when considering watershed protection measures. HQ waters are streams or watersheds that have excellent quality waters and environmental or other features that require special water quality protection. EV also incorporates these standards. The water quality in an HQ stream can be lowered only if a discharge is the result of necessary social or economic development; the water quality criteria are met; and all existing uses of the stream are protected. EV waters are to be protected at their existing quality and their water quality cannot be lowered.

The East Branch of the Brandywine Creek, and its two tributaries in Upper Uwchlan Township (Marsh and Shamona Creeks), have all been designated as HQ streams. This HQ classification also applies to the Pickering and French Creeks. Unnamed tributary of Birch Run begins in Upper Uwchlan Township, which is a tributary of French Creek that is designated as an EV stream.

Impaired Waters

Of the 2,348 miles of streams in Chester County, DEP periodically assesses 1,394 stream miles using a USEPA-approved assessment methodology to determine if a stream is meeting water quality standards. In the 2020 report, DEP listed 961 miles of streams in Chester County as impaired, which means they do not meet water quality standards. Common impairments in Chester County include "siltation due to urban runoff/storm sewers" and "nutrients due to agriculture." In total, there are over two dozen unique impairment categories listed in Chester County. Stream can be listed by DEP as impaired for two or more reasons if there are multiple impacts that result in the stream not attaining their designated use.

Map 3, Water Resources, displays the most up-to-date information on impairments within the Upper Uwchlan Township as per the "2020 Pennsylvania Integrated Water Quality Monitoring and Assessment Report" prepared by DEP. Marsh Creek Reservoir is currently impaired by agriculture related nutrients and urban runoff. Furthermore, in 2020, Sunoco spilled approximately 8,000 gallons of drilling fluid that impacted a wetland, two tributaries, and Marsh Creek Lake. Sunoco also experienced a subsidence at this same location. These two incidents resulted in the DEP, as well as other state and local agencies who responded to the incident, taking compliance and enforcement actions, and requiring Sunoco to mitigate, remediate, and restore the area. In 2022, as required by a permit approval process, DEP, DCNR, and Sunoco have entered into an agreement, which specified that Sunoco is required to dredge portions of the lake to remove drilling mud and sediment present as a result of the spill. DEP approved that work in April 2022, which is currently ongoing.

Pickering Creek is also impaired; however, the cause is unknown.

Headwaters

All surface waters in Upper Uwchlan Township have been classified as important resources from a water quality perspective. Land uses in these watersheds can directly impact these surface waters, especially near first order streams or headwaters areas. A first order stream is that channel where water flow is first defined as a result of runoff, melting, springs, or ponding. These streams are important since they carry most of the system's water flows before reaching downstream waterways, maintaining both water quality and quantity. The lack of vegetative cover only exacerbates harmful impacts on water quality. Therefore, it is highly important to maintain or restore wooded areas adjacent to headwater areas to properly control erosion and sedimentation, shade and water temperature regulation, and supply food and cover for wildlife. The areas of Upper Uwchlan Township that contain first order stream watersheds are shown on Map 3, Water Resources, and comprise approximately 3,555 acres, or 48 percent, of the Township's land area.

Wetlands

Wetlands provide significant wildlife habitat. They are also important storage areas for both surface and groundwater resources, filtering pollutants, and releasing water to maintain critical flows for fisheries and water supply wells. Given these ecological values, wetlands are regulated by DEP, the U.S. Fish and Wildlife Service, and the U.S. Army Corps of Engineers. In essence, no development activity may occur within a wetland area without a permit. The permitting process requires investigation of alternatives and may require mitigative action.

Unfortunately, there is no comprehensive inventory of wetlands due to their dynamic nature and correlation with other natural resources. The National Wetlands Inventory (NWI) and Wetlands Mapper

interactive tool, managed by the U.S. Fish and Wildlife Service, delineates wetland areas using a biological definition of wetlands and the analysis of high-altitude imagery in conjunction with collateral data sources and field work. However, site-specific wetland delineations are the only method to determine the extent of wetlands accurately. In Upper Uwchlan Township, wetlands are found in conjunction with many of its streams, as well as Marsh Creek Reservoir and other water bodies.

Floodplains

Floodplains, land areas susceptible to being inundated by floodwaters from any source resulting from a storm event occurring with a frequency of once every 100 years, are delineated by the Federal Emergency Management Agency (FEMA). Extensive areas within the Township along the East Branch of the Brandywine Creek, Black Horse Creek, Marsh Creek, and Pickering Creek are subject to periodic flooding or wet conditions. During these events, these areas serve to absorb and slow flood waters and take up water-borne pollutants. When these areas are naturally vegetated, they also limit the potential for erosion and provide for a valuable wildlife habitat. Since land disturbance and development of floodplains creates a high potential for threats to life, property, wildlife habitat, and water quality, protecting these areas are critical. Communities also started to recognize floodplains' potential value as greenway corridors and passive recreational areas.

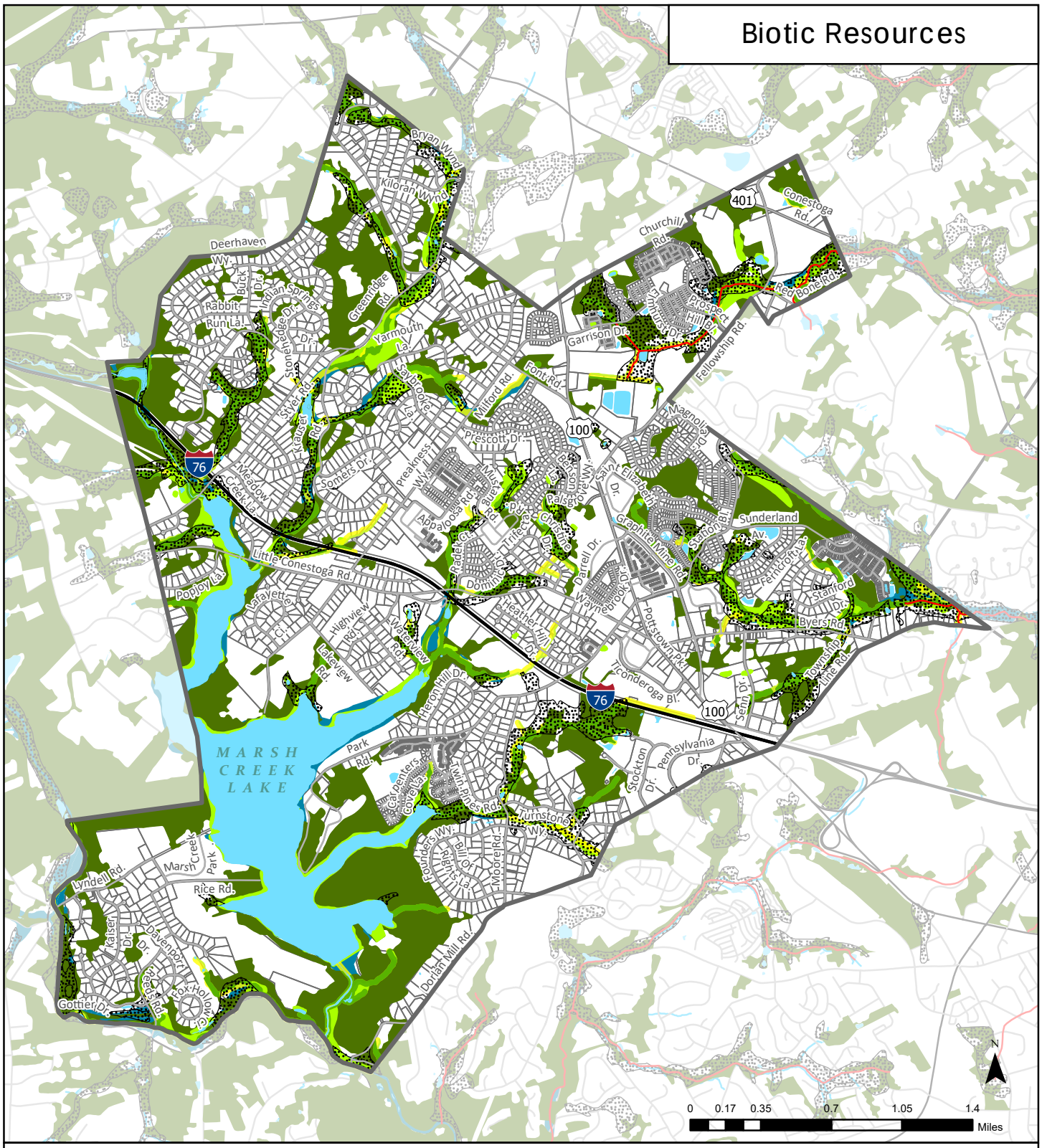
Upper Uwchlan Township's floodplains are protected through the applicable provisions of the Flood Hazard District in the Township's Zoning Ordinance.

Riparian Buffers

Riparian buffer areas are the lands adjacent to water bodies that serve as a transition between aquatic and terrestrial environments and directly affect or are affected by that body of water. A riparian area that consists of mature vegetation, preferably including forest cover, can create an effective buffer between upland land uses and the receiving water body. A forested riparian buffer can provide multiple functions, reducing the impact of upland sources of pollution by trapping, filtering, and converting sediments, nutrients, and other chemicals; and supplying food, cover, and thermal protection to fish and other wildlife. Buffers can also serve to slow stormwater runoff, improving flood control.

A riparian buffer area is defined in the Upper Uwchlan Subdivision and Land Development Ordinance as being comprised of one or more of the following: any area within 75 feet of the bank of any stream; any wetlands and any area within 25 feet of any wetland; and any area of hydric soil (see Map 4, Riparian Buffers). Hydric soils and soils with hydric inclusions are identified by the USDA Natural Resources Conservation Service and include, but are not limited to, the following: Glenville silt loams (Gn); Watchung silt loam (WaB2); Worsham silt loams (Wo); and Worsham very stony silt loam (WsB).

Map 4, Riparian Buffers, illustrates those existing riparian buffers that are vegetated with woodlands. Where woodland vegetation is absent from the riparian buffer zone, these areas are shown in yellow and identified as riparian buffer restoration zones. Many areas in the riparian buffer zone that contain hydric soils are not currently in woodlands and would also be considered restoration zones. Riparian buffer restoration zones refer to areas where there are opportunities to restore woodland vegetation within a 75-foot-wide area from the bank of a stream, within 25 feet of a wetland, or in an area of hydric soils. Woodland restoration projects could involve a range of approaches such as



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: April 5, 2023
Last Revised: 5/17/2023 10:05 AM



- Interstate
- Roads
- Lakes, rivers and streams
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Impaired streams
- Wooded stream buffer area (75 feet)
- Wooded stream buffer restoration area (75 feet)
- Hydric Soils
- Woodlands ~ 2,073 acres
- Floodplains
- Wetlands
- Wetland buffer area (25 feet)

native tree and shrub plantings or simply allowing natural succession to occur, turning meadows/lawns back into woodlands over time. Riparian buffer restoration zones occur on several private properties, as well as on municipally owned lands including Hickory Park and Upland Farm.

Biotic Resources

This section provides information on biotic resources and critical habitat areas in Upper Uwchlan Township. Protection of biotic resources is critical, as they ensure a diverse community of species and habitats can continue to exist, despite development pressure and resulting habitat fragmentation. To continue the sustainability of a healthy and diverse landscape, it is especially critical to reserve sufficient areas of each of these habitats as interconnected habitat networks.

Woodlands

Woodland areas are significant for their environmental, social, and economic values. Stands of trees provide natural erosion and flood control by decreasing the speed and amount of storm runoff. Woodlands also reduce temperature extremes and are beneficial on steep slopes and other areas where erosion potential is high. Trees function as natural barriers by reducing the impact of noise, buffering strong winds and capturing wind-borne sediment, and screening unsightly areas. Woodlands serve as habitats for beneficial species such as insect pollinators, soil organisms, and natural predators and are an essential element in riparian buffers. Woodlands enhance and may help to define recreation and scenic areas and often increase property values. Recreation activities, such as hiking or horseback riding, are enhanced when directed through forested areas.

Woodlands that remain in the Township today consist primarily of second- and third-growth stands, approximately 40 to 60 years in age. The principal types of trees that comprise these woodlands are deciduous hardwoods such as red oak, white oak, black oak, chestnut oak, beech, hickory, walnut, and tulip poplar. Wetter areas are vegetated by red maple, elm, ash, and sycamore. The majority of remaining woodlands are located around Marsh Creek Reservoir, in hedgerows, and along portions of the Township's northern and eastern borders. Threats to woodlands include over-browsing by white-tail deer, poor management, and invasive species that can destroy trees such as the gypsy moth and hemlock wooly adelgid.

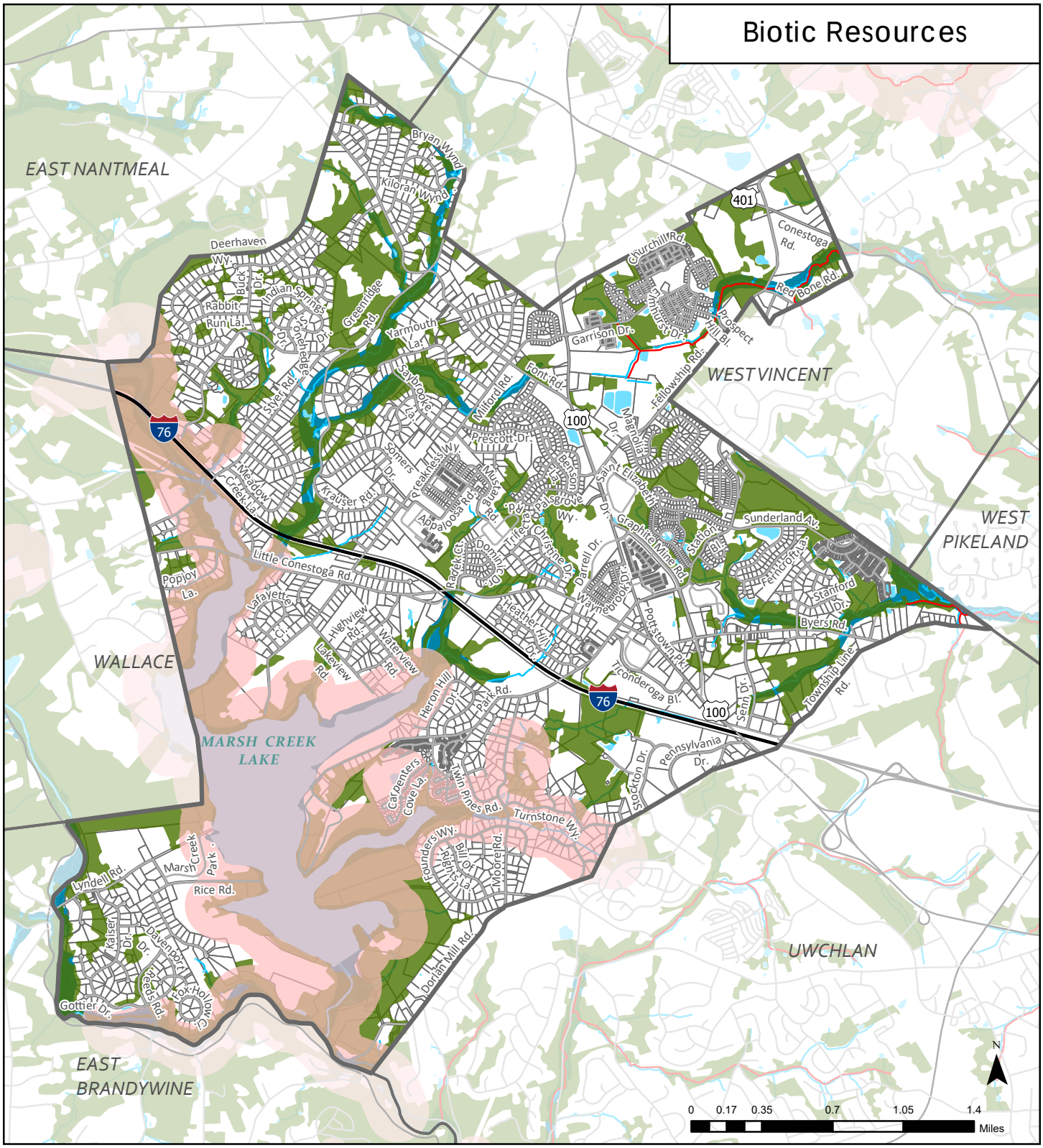
Upper Uwchlan Township contains approximately 2,073 acres of woodlands, or 28 percent of the Township's land area. Woodlands primarily exist along the streams and Marsh Creek Reservoir as depicted on the Biotic Resources Map.

Forested Wetland

Forested wetlands consist of broad-leaved deciduous plant species in areas that are inundated with water on a temporary or seasonal basis. These wetlands are of especially high value when they occur in first order watersheds, since they are rich in organic matter, releasing nutrients through decomposition of forest material into first order streams. These nutrients become part of the food chain necessary for maintaining native trout and migratory fish populations. When the nutrient cycle is disrupted, these fisheries can suffer significant losses.

The Township's major areas of forested wetlands are found along Black Horse Creek and its tributaries, along the East Branch of the Brandywine, and along Pickering Creek and its first order streams.

Biotic Resources



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: May 16, 2023
Last Revised: 6/19/2024 5:34 PM



- Lakes, rivers and streams
- Interstate
- Roads
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Impaired streams
- Core Habitat: PA Natural Heritage Area *
- Woodlands ~ 2,073 acres
- Floodplains
- Wetlands

*Core habitats are areas containing plant or animal species of concern at the state or federal levels, exemplary natural communities, or exceptional native diversity. Core habitats delineate essential habitat that cannot absorb significant levels of activity without substantial impact to the elements of concern.

Wildlife and Rare Species

Understanding the extent and composition of wildlife and rare species within the community is highly significant from the planning perspective to provide for environmentally sensitive decision-making while balancing economic growth and conservation of natural resources. There are two central natural heritage inventories: the Pennsylvania Natural Diversity Inventory (PNDI) by the Pennsylvania Natural Heritage Program, describing significant natural resources of the Commonwealth, and The Chester County Natural Heritage Inventory, which details resources by county.

The Pennsylvania Natural Heritage Program (PHNP) is a partnership between the Pennsylvania Department of Conservation and Natural Resources (DCNR), the Pennsylvania Fish and Boat Commission (PFBC), the Pennsylvania Game Commission (PGC), and the Western Pennsylvania Conservancy (WPC) in cooperation with the U.S. Fish and Wildlife Service that provides information on the location and status of important ecological resources (plants, vertebrates, invertebrates, ecological communities and geologic features). There are no PNDI classified sites rated as sites of Local Significance within Upper Uwchlan Township.

The Chester County Natural Heritage Inventory (update 2015) identifies Core Habitats and Supporting Landscapes, which are areas containing plant or animal species of concern at the state or federal level, exemplary natural communities, or exceptional native diversity. Core habitats delineate essential habitats that cannot absorb significant levels of activity without substantially impacting species of concern. Surrounding each core habitat are Supporting Landscapes, which are defined as areas surrounding or contiguous to core habitats that maintain vital ecological processes or secondary habitat for sensitive species that may be able to accommodate some types of low-impact activities. The Core Habitat and the Supporting Landscape together make up a Natural Heritage Area. One area within Upper Uwchlan Township is designated as Natural Heritage Area:

1) Marsh Creek Lake - aquatic and wetland habitats support two butterfly species of concern, mulberry wing and black dash, a plant species of concern, Nuttall's tick trefoil, and a sensitive species of concern.

Map 5, Biotic Resources, depicts the extent of the Marsh Creek Natural Heritage Area.

Threatened and Endangered Species

Upper Uwchlan Township is home to bog turtles, a Pennsylvania endangered species and a threatened species under the federal Endangered Species Act. Bog turtles have been protected by the PA Fish and Boat Commission since 1974. In November 1997, the US Fish and Wildlife Service added bog turtles to its threatened list.

The preferred habitat for bog turtles is wet meadows, shallow water marshes, spring seeps, flood plain wetlands, bogs and fens. They prefer a combination of both wet and dry areas, but they must have access to soft, mucky soil to avoid predators and to temper extremes in temperature. Wetland plants most often associated with this type of habitat in the Township include cattails, skunk cabbage, and sedges or grasses with tussocks. An open canopy is essential, as it allows the turtle to spend its time basking in the sun. This type of habitat can be described as “early successional,” where areas of an open marshy field or meadow has been allowed to convert back into shrub and tree growth.

Bog turtles have suffered from problems associated with habitat loss as rural meadows areas have been developed. Habitat fragmentation is one of the leading causes of the bog turtle’s demise. Waterways

and wetland complexes that were once connected have been fragmented or degraded by road construction, draining and filling of wetlands, pollution, erosion, and poor land management practices. Opportunities for protection and conservation of this state-endangered species include cooperation with agencies such as non-profit land trusts and university researchers.

Pennsylvania's iMapInvasives, administered by the PHNP, is a program crucial to protecting rare, threatened, and endangered species in Pennsylvania. This interactive mapping provides information on invasive species that threaten the Commonwealth including high priority species and those species not yet found in Pennsylvania, but which are expected to arrive. This key insight furthers collaboration with local entities and ensures that new invasive species findings are directed to the appropriate individual or agency in a timely manner. Localized data map shows a variety of endangered species within the Township, predominantly within the Marsh Creek Natural Heritage area.

Invasive Species

Invasive species are organisms that had been introduced into specific geographic area where it becomes overpopulated spreading throughout the area and harming native natural resources. In much of Chester County, invasive species are present in woodlands and wetlands. Characteristics of invasive species include an ability to grow in many conditions, rapid growth rate, adaptability, high reproduction rate, ability to thrive in high nutrient conditions (i.e., excess fertilizers), lack of natural predators and pathogens, and a lack of control mechanisms in the local environment. Invasive species displace native vegetation, typically offer reduced food and cover benefits to native wildlife, reduce plant and wildlife diversity, and impede the ability of woodlands to regenerate. Within woodlands, riparian areas, meadows, hedgerows, and roadways, invasive species such as Norway Maple, Multiflora Rose, Autumn Olive, Oriental Bittersweet, Japanese Honeysuckle, Japanese Knotweed, and Mile-a-Minute Weed are overrunning the existing native species and becoming the dominant species in the area. Within wetlands, invasive species such as Common Reed, Purple Loosestrife, and Reed Canary Grass can dominate the landscape, impairing the wildlife and filtration functions of the wetland.

The most recent high profile invasive for the area has been the Spotted Lanternfly, which is planthopper that has been originally discovered in southeastern Pennsylvania. It is native to China, India, Vietnam, and has been introduced to Korea where it has become a major pest. This insect attacks many hosts including grapes, apples, stone fruits, and tree of heaven and has the potential to greatly impact the grape, fruit tree, and logging industries. Early detection is vital for the protection of Pennsylvania businesses and agriculture. Penn State Extension has been proactively involved in locating the species, educating the public on ways to eradicate it. The entire Chester County, including Upper Uwchlan Township, is identified as a quarantine area to stop the movement of the spotted lanternfly to new areas within or out of the current quarantine zone and to slow its spread within the quarantine.

Transportation Inventory

Introduction

Upper Uwchlan Township's transportation network encompasses several different modes. Its roadways include relatively high-volume regional corridors, such as the PA Turnpike and PA Route 100 (Pottstown Pike), as well as local connectors and low volume residential streets. Through township investment and the land development process, sidewalks and paths abound, though there are key gaps in the overall network. The Village of Eagle is where most commercial activity centers and, accordingly, where much of the township's major transportation infrastructure is sited. Regional destinations, such as Marsh Creek State Park, also bring visitors to the township's roads and paths.

In early 2024, Upper Uwchlan Township completed, and the Board of Supervisors accepted, a township-wide *Active Transportation Plan*. While focused on active transportation elements for human-powered mobility, such as walking and biking, the plan covers a broad range of transportation issues and includes potential improvements that impact all modes of transportation. The plan is included as Appendix G. Some of the elements included in this Transportation Inventory are explored in greater detail in Chapter 2: Existing Conditions of the *Active Transportation Plan*.

Transportation Features

Roadways

State-owned

The state owns and maintains just over eight miles of roads in the township, including PA Route 100 (Pottstown Pike), a section of Graphite Mine Road, Little Conestoga Road, Byers Road, and PA Route 401 (Conestoga Road). These roadways carry much of the township's traffic volume, providing both regional and local connections.

PA Turnpike

The Pennsylvania Turnpike's mainline crosses the center of the township in an east-west orientation, spanning a little less than four miles. This roughly corresponds to the mainline's milepost 308 to 312 segment. While there are no PA Turnpike on- or off-ramps within Upper Uwchlan's borders, the nearest entrance and exit ramps are located just to the south in the adjacent Uwchlan Township.

Township-owned

The township owns and maintains about 59 miles of roadway within its borders. The more heavily traveled township owned roadways include most of Graphite Mine Road, Park Road, Pennsylvania Drive, and Moore Road.

Bridges

State-owned

There are four state-owned bridges in Upper Uwchlan Township. This includes three bridges on

Little Conestoga Road: one crosses a branch of Marsh Creek near the PA Turnpike and the remaining two cross over the Marsh Creek reservoir between Popjoy Lane and Cheryl Drive. In addition, the Dorlan Mill Road bridge crosses the East Branch Brandywine Creek at the township's southern border.

County-owned

There are two bridges owned and maintained by Chester County. These include Styer Road over Marsh Creek and North Reeds Road over East Branch Brandywine Creek at the township's border with East Brandywine Township.

Township-owned

Upper Uwchlan Township owns and maintains four bridges that are included in PennDOT's Bridge Management System. These include Font Road over Black Horse Creek; Kiloran Wynd Road over Black Horse Creek; Stanford Drive over Pickering Creek; and Lyndell Road over East Branch Brandywine Creek, which is owned jointly with East Brandywine Township. The township also owns and maintains other smaller structures and culverts along township-owned roadways.

Traffic Signals

The township owns and maintains traffic signals at eleven intersections, primarily located along PA Route 100. A new traffic signal is planned to be installed at the intersection of Little Conestoga Road and Milford Road as part of a nearby land development project. In addition, there are flashing beacon signals, which establish reduced speed school zones in three areas, including along Byers Road in front of Pickering Valley Elementary School and along Park Road and Little Conestoga Road in front of the Windsor Christian Academy.

Pedestrian and Bicycle Facilities

As noted above, Upper Uwchlan recently completed, and its Board of Supervisors accepted, an *Active Transportation Plan*. In Chapter 2: Existing Conditions, the plan provides a detailed inventory of existing pedestrian and bicycle facilities in and around the township.

In addition, the plan identifies key issues and considerations that were developed through the existing conditions analysis as well as guidance provided during the stakeholder input process. For instance, while the township is home to a fairly robust network of active transportation facilities, key gaps remain as many sidewalks and paths end abruptly, leaving connections to essential destinations incomplete. Some neighborhoods in the township are disconnected entirely from the existing pedestrian and bicycle network. Other key issues and considerations identified by residents include the desire to create connections to nearby regional trails and to slow traffic speeds. The *Active Transportation Plan* identifies a proposed active transportation network that would address these and other concerns. It includes strategies to achieve this vision. including specific prioritized near-term and long-term capital improvements, policy updates, and programs to encourage and raise awareness about walking and biking.

The table below presents the existing linear mileage of each type of active transportation facility in the township. It also includes the linear mileage of new active transportation facilities as proposed in the *Active Transportation* Plan and, finally, the length of the network if all proposed improvements

were to be implemented.

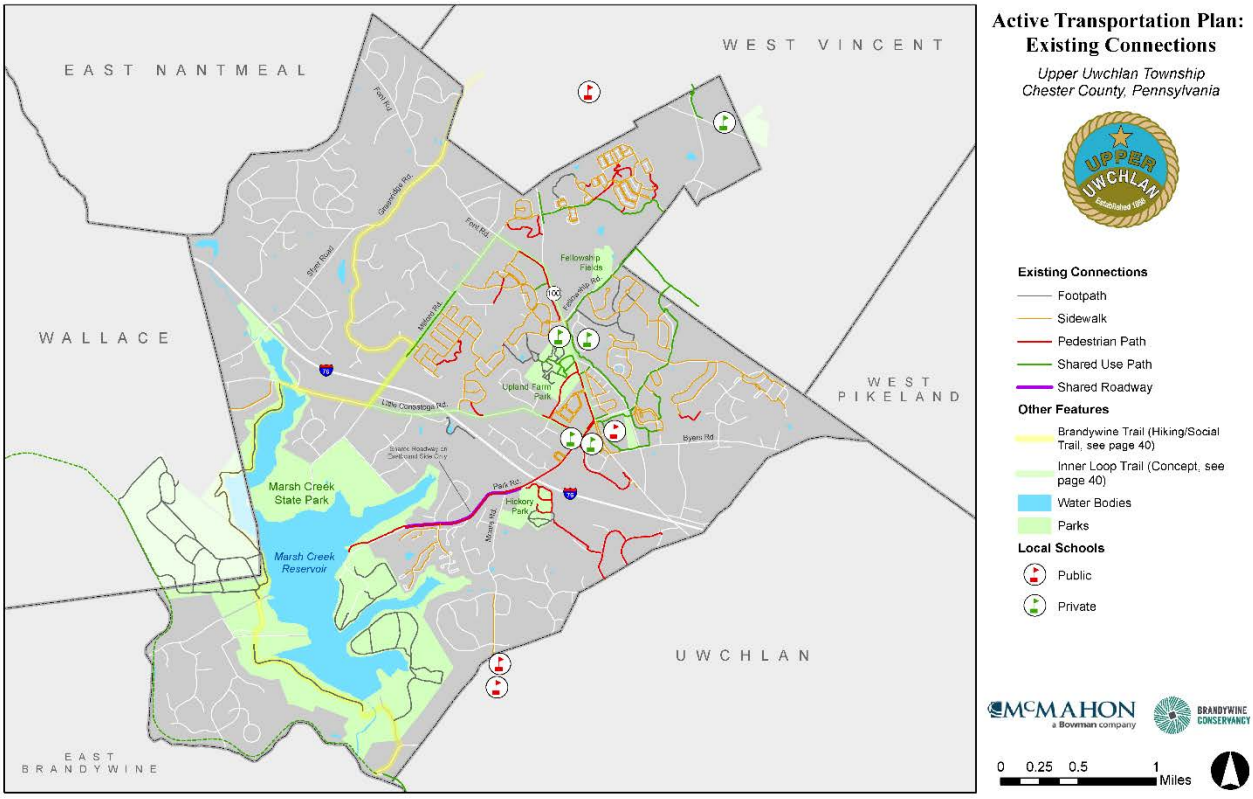
Facility Type	Existing	Potential	Total
Sidewalk	23.6 mi	1.14 mi	24.74 mi
Footpath	9.3 mi	0.68 mi	9.98 mi
Pedestrian Path	8.1 mi	3.19 mi	11.29 mi
Shared Use Path	7.9 mi	4.96 mi	12.86 mi
Shared Roadway	0.81 mi	0.0 mi	0.81 mi
Total	49.7 mi	9.97 mi	59.68 mi

Relative to the existing active transportation network, sidewalks are primarily concentrated in the Village of Eagle and within most of the township's newer residential developments. Even in the Eagle Village area, however, there are significant stretches of roadway that do not have sidewalks (or any other pedestrian facility type), including along parts of Little Conestoga Road and PA Route 100.

Pedestrian paths and shared use paths are present in some areas, linking residential neighborhoods to the township's key destinations. These facilities offer connections to and between essential destinations while also providing recreational opportunities for residents and visitors alike. Township residents can access the Struble Trail, owned and maintained by Chester County, at a trailhead located just outside of Upper Uwchlan on Dorlan Mill Road. Marsh Creek State Park, Upland Farm Park, and Hickory Park also have path networks within them. Some of Upper Uwchlan's existing paths are owned and maintained by the township or state, while others belong to the homeowner association (HOA) of the development in which they are situated.

There are several small footpaths in the township, some of which are located within parks while others are owned and maintained by HOAs. A network of wooded footpaths connects residential developments to Upland Farm Park. Footpaths within Hickory Park provide a direct connection to the Uwchlan Trail, which in turn connects to Eagleview Town Center and the Struble Trail.

There are minimal dedicated on-road bicycle facilities in Upper Uwchlan. There is a shared roadway treatment (sharrows and signage) on eastbound Park Road from the Marsh Creek State Park gateway area to Hickory Park. Bicyclists are legally entitled to ride any roadway that is not a limited access highway. Experienced cyclists, often in groups, can be seen using the township's lower-volume roadways as part of a long-distance ride, primarily for exercise or recreational purposes.



Public Transportation

Bus

The township does not currently have any fixed route public transportation service operating within its borders. The SEPTA Route 204 bus serves Eagleview and Lionville in Uwchlan Township, as well as the Route 30 corridor and the Paoli Amtrak/SEPTA station. However, SEPTA is nearing completion and implementation of Bus Revolution, a comprehensive redesign of its bus network. The final proposed bus network would eliminate the Route 204 and specifically the service along the PA Route 100 corridor between Exton and Eagleview. If, as is expected, the proposed bus network is approved by SEPTA, the new bus network would be implemented over the summer and fall of 2025.

Passenger rail

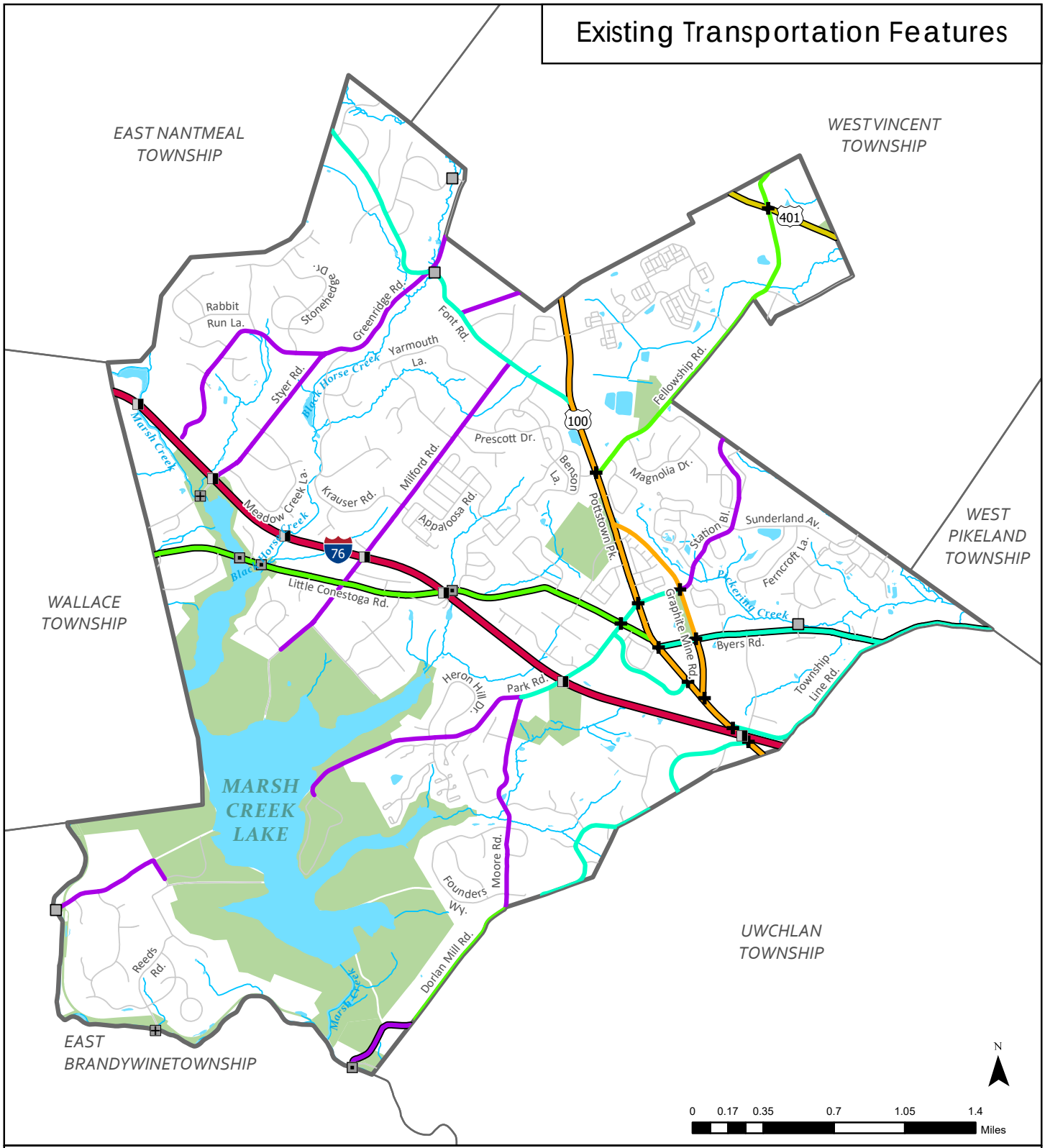
Apart from bus service, Upper Uwchlan residents can access the SEPTA Paoli/Thorndale regional rail line (traveling to and from Philadelphia) at the nearby Downingtown, Whitford, Exton, Malvern, and Paoli stations. Amtrak's Keystone line, which serves destinations between Harrisburg and New York City, can be accessed at the Coatesville, Downingtown, Exton, and Paoli stations.

Paratransit

Finally, Upper Uwchlan residents are eligible to use Chesco Connect, a community transit service provided by Chester County. Residents can schedule door-to-door trips, which are completed on a small bus shared with other passengers. Fares are determined by the distance of the trip. Any resident of Chester County may use the service and some riders, including seniors, persons with disabilities, and medical assistance recipients, can travel at a reduced rate.

Roadway Functional Classification and Context

Functional classification refers to the categorization of roadways according to the function they serve. Different roadways serve varying traffic volumes and trip lengths while accommodating different travel speeds. Functional classification can be used as a starting point to establish roadway design guidelines, access management policies, and to prioritize improvements. In addition to functional classification, roadway design criteria should reflect the land use context. The Existing Transportation Features Map presents the township's roadway functional classification, which can be referenced in township ordinances and policies.


Existing Transportation Features
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
EAST BRANDYWINE TOWNSHIP
UWCHLAN TOWNSHIP
MARSH CREEK LAKE
Rabbit Run La.
Stonehenge Dr.
Greenridge Rd.
Font Rd.
Yarmouth La.
Styer Rd.
Black Horse Creek
Marsh Creek
Meadow Creek La.
Krauser Rd.
Milford Rd.
Prescott Dr.
Benson La.
Appaloosa Rd.
Fellowship Rd.
Magnolia Dr.
Potstown Pk.
Station Bl.
Sunderland Av.
Ferncroft La.
Pickering Creek
Graphite Mine Rd.
Byers Rd.
Township Line Rd.
Little Conestoga Rd.
Heron Hill Dr.
Park Rd.
Moore Rd.
Founders Wy.
Dorlan Mill Rd.
Reeds Rd.
Marsh Creek
401
100
76
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: January 31, 2024
Last Revised: 8/5/2024 11:19 AM
Township boundary
Adjacent municipalities
Lakes, rivers and streams
Public Parkland
Traffic signals
State owned roads
Expressway
Principal Arterial
Major Arterial
Major Collector
Minor Collector
Local Distributor
Local
Bridge ownership
Chester County
PennDOT
PA Turnpike Commission
Municipal

Transportation Related Demographic Highlights

Approximately 12,275 people live in Upper Uwchlan, as per the 2020 Census. This summary identifies some of the key demographics that impact how people move in and around the township.

Commute Mode

Many factors influence an individual's transportation decisions. These factors include the physical constraints of their surroundings, how far they need to travel, and their access to reliable transportation. In Upper Uwchlan, about 64% of the working population commute to work by driving alone, while over 27% work from home. Notably, before the COVID-19 pandemic, 12% of township workers worked from home per the 2015-19 American Community Survey.

About 2.5% of the working population (or 162 individuals) walks, bikes, or uses public transit to commute to work. As noted above, Upper Uwchlan does not have bus or rail service within its borders. Those residents who are using public transit to get to work are likely driving or being driven to a SEPTA and/or Amtrak station.

Income and Access to Transportation Options



Income and vehicle access are also major factors influencing transportation decisions. Upper Uwchlan Township is a wealthy community in comparison to Chester County and the state of Pennsylvania as a whole. According to data from the Census, the median household income in Upper Uwchlan Township is $187,857. For comparison, the Chester County median is $101,310. It is therefore not surprising that the percentage of households without access to a vehicle is very low.



Vulnerable Populations

An Equity Analysis performed by the Delaware Valley Regional Planning Commission (DVRPC) looks at demographics at the Census tract level and identifies the proportion of the tract's population that could potentially be disadvantaged according to nine indicators. These percentages are then compared to the nine county greater Philadelphia region. Upper Uwchlan contains Census tracts with well above average and above average concentrations of potentially disadvantaged individuals. Relative to the region, the Census tract encompassing the Village of Eagle has well above average Youth and Foreign-Born populations. The remaining two Census tracts in Upper Uwchlan also

contain above average Youth populations. The township otherwise has average or below average concentrations of potentially disadvantaged individuals according to indicators including Older Adults, Female, Racial Minority, Ethnic Minority, Limited English Proficiency, Disabled, and Low-Income. The percentages below refer to the population of the township as a whole.



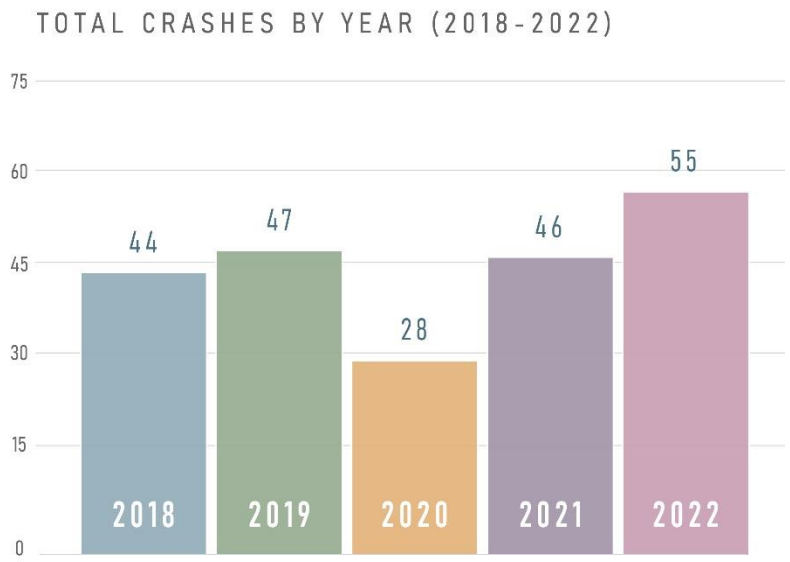
Traffic Volumes

Upper Uwchlan experiences substantial traffic volume traveling to and through the community. The segment of the PA Turnpike that crosses through the township carries about 44,000 vehicles per day. There are full-movement on- and off- ramps for the Turnpike just outside of the township, meaning that Upper Uwchlan's roadways are impacted by Turnpike traffic. According to data from PennDOT's One Map application, the segments of PA Route 100 near the township's southeastern border carry around 30,000 vehicles per day, while the segment north of Little Conestoga Road to Ludwigs Corner in West Vincent Township carries about 13,000 vehicles per day. Other roads carrying comparatively high traffic volumes in the township include parts of Graphite Mine Road (12,000), PA Route 401 (6,600), Little Conestoga Road (6,800), and Park Road/ Moore Road (4,300).

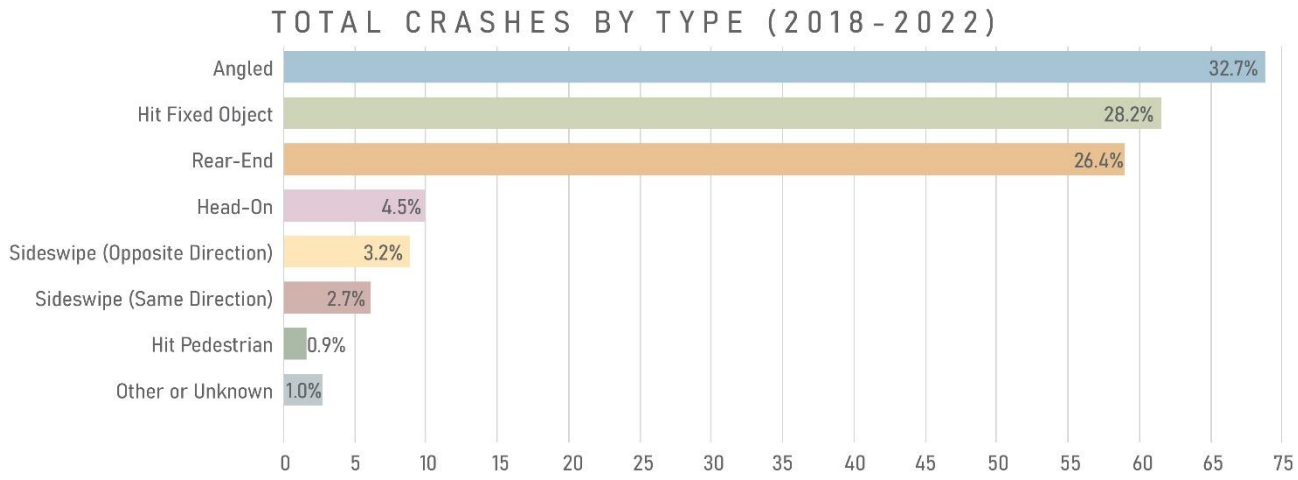
Safety Data and Analysis

Data regarding reportable crashes in Upper Uwchlan for the five-year period between 2018 and 2022 was obtained and analyzed. Reportable crashes are crashes resulting in at least one injury or requiring that a vehicle be towed from the scene. Crashes taking place on the PA Turnpike were excluded.

There are significant clusters of crashes along PA Route 100, specifically near the intersections with Pennsylvania Drive, Graphite Mine Road (southern intersection), and Fellowship Road. Overall, there was a total of 220 reportable crashes that occurred within the township in the 2018 to 2022 period. In terms of crashes by year, after a decline in 2020 (potentially attributable to a decline in overall driving due to Covid-19 related shutdowns) there was a sharp increase in crashes in 2021 with a total of 46 for the year (including all three of the fatal crashes that occurred in the five-year period). This upward trend continued in 2022 with an additional 55 crashes and is consistent with increases in crash rates across the state and country for the same period.



In terms of crash types, crashes were generally clustered around three main types: Angled (32.7%), Hit Fixed Object (28.2%), and Rear-End (26.4%).



Ongoing or Planned Transportation Improvement Projects

Several impactful transportation projects are either in progress or scheduled to be completed over the coming years. In addition to the projects listed, some smaller scale transportation improvements are being implemented through the land development process.

PA Turnpike Reconstruction and Widening

The Pennsylvania Turnpike Commission (PTC) is in the midst of a long-running reconstruction initiative, which involves roadway widening in some locations of the Turnpike mainline, including the section in Upper Uwchlan Township. The PTC has divided the overall effort into segments, which are then treated as discrete projects. The segment that traverses nearly all of the township is milepost 308 to 312 of the mainline, which extends from just west of Styer Road in Upper Uwchlan to just east of PA Route 100 in Uwchlan Township. This section will be reconstructed and widened from four to six lanes.

In anticipation of this project, the Milford Road and Park Road bridges were recently replaced to accommodate the turnpike widening. Engineering design began in 2013 and the PTC has engaged township officials and members of the public in the development of its plans, including at an open house event in 2015. Township officials have expressed to the PTC that they would like to see more space provided to allow for pedestrian and bicycle facilities along roadways that pass under the Turnpike, including PA Route 100, Little Conestoga Road, and Styer Road. The township has also worked with the PTC to ensure that the Turnpike bridge over PA Route 100 provides enough space to increase vehicle capacity if it is needed, which would be in addition to the space for pedestrian and bicycle facilities. These improvements are reflected in the PTC's most recent plans.

PA Route 100 Improvement and Potential Redesignation

Through planning efforts including the *Village Transportation Plan*, Upper Uwchlan has established a vision of the Pottstown Pike corridor (currently designated PA Route 100) as a key component to a

Village of Eagle that is walkable, bikeable, and offers a strong sense of place. Several projects have been implemented that advance this vision while others remain to be completed. In addition to full sidewalk connectivity on Pottstown Pike in the village area, the township is also looking to advance plans to implement gateway treatments at the northern and southern intersections of Pottstown Pike and Graphite Mine Road. As explored further in the *Village Transportation Plan*, options include roundabout treatments that would serve to slow traffic and improve safety. Signage and streetscape elements could be used to reinforce a sense of place.

As part of this vision, Upper Uwchlan Township has initiated preliminary discussions with PennDOT about the possibility of redesignating this section of PA Route 100 in the township from its current designation on Pottstown Pike onto Graphite Mine Road. The change in designation could result in a change in roadway ownership and/or maintenance responsibilities for segments of Pottstown Pike and Graphite Mine Road. Implementing this change could serve to encourage more regional traffic to use Graphite Mine Road and relieve congestion on Pottstown Pike within the Village of Eagle and help make the village more walkable.

DVRPC Transportation Improvement Projects (TIP)

The Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) for the nine-county Greater Philadelphia region, which includes Chester County and Upper Uwchlan Township. DVRPC is responsible for producing the region's Long Range Plan and Transportation Improvement Program (TIP). The TIP document contains a multimodal list of all projects in the region that intend to use federal funds (as well as any non-federally funded projects that are regionally significant) with estimated costs and schedules. There are no projects in Upper Uwchlan listed on the current TIP. As the township continues to engage with Chester County on transportation projects (see below), it can prioritize and try to advance projects by advocating for their inclusion on future TIP updates.

2023 Chester County Transportation Improvement Inventory (TII)

Chester County's Transportation Improvement Inventory (TII) is a comprehensive record of known transportation needs and projects within the county. It is updated biennially and contains projects that have been recommended to the county Planning Commission by municipalities and stakeholders over time. Projects on this list do not necessarily have funding or plans for implementation. Listed below are the 2023 TII projects in Upper Uwchlan Township and their status. During the next TII update process, the township should delete completed projects and add new projects to the list that it submits to the county. New projects should include the Windsor Ridge – Fellowship Fields shared use path and others specified in the *Active Transportation Plan*.

Figure 5: Chester County Transportation Improvement Inventory (TII) - Projects in Upper Uwchlan Township

TII ID	Project	Project Type	Status and Notes
BP 4	Struble Trail Extension	Multiuse Trail	Property owner coordination
BP 27	Eagle Village: Pottstown Pike / Park Road / Little Conestoga Road / Byers Road	Calming/Bike/Ped	Various: this entry encompasses several projects in Eagle Village
CB 47	Styer Road Over Marsh Creek	Bridge Rehabilitation	Inactive
NC 7	Milford Road Extension: Font Road to PA Route 100	New Collector Road	Complete
NC 8	East/West Link: Little Conestoga Road to PA Route 100	New Collector Road	Complete (project refers to what is now Darrell Drive)
RW 46	Little Conestoga Road Near Christine Drive	Safety Improvements	This project involves potential lane and shoulder widening through the curve and additional signing/warning devices/pavement markings.
RW 51	Eagle Loop Road – PA Route 100 Designation	Widening / Add Turn Lanes	This entry refers to Graphite Mine Road, which has been built. The roadway has not yet been designated as PA Route 100, though this is under discussion.
RW 67	Dorlan Mill Road: PA Route 282 to Longfields Way	Shoulder Widening	Complete
INT 85	Little Conestoga Road at Milford Road	Add Turn Lanes / Safety	Improvements anticipated in 2024 through land development

Transportation Impact Fee Ordinance

Act 209 of the Pennsylvania Municipalities Planning Code (MPC) enables a municipality to impose a transportation impact fee on new developments or changes in use provided that the municipality takes certain specified steps. Such fees can then be collected by the municipality and used to fund offsite transportation capital improvement projects. In 2016, Upper Uwchlan Township amended its Transportation Impact Fee Ordinance following the MPC requirements.

The Transportation Capital Improvement Plan identifies a range of improvements needed to support future growth and development at the following intersections:

- Pottstown Pike (PA Route 100) and Pennsylvania Drive
- Pottstown Pike (PA Route 100) and East Township Line Road
- Pottstown Pike (PA Route 100) and Graphite Mine Road (South)
- Pottstown Pike (PA Route 100) and Ticonderoga Boulevard
- Pottstown Pike (PA Route 100) and Park Road / Station Boulevard
- Pottstown Pike (PA Route 100) and Darrell Drive
- Pottstown Pike (PA Route 100) and Graphite Mine Road (North)
- Pottstown Pike (PA Route 100) and Fellowship Road / Reserve Drive
- Graphite Mine Road and Byers Road
- Graphite Mine Road and Station Boulevard
- Graphite Mine and Darrell Drive
- Little Conestoga Road and Darrell Drive / Buckingham Drive
- Little Conestoga Road and Milford Road
- Ticonderoga Boulevard and Park Road

Community Facilities and Services Inventory

Introduction

This document provides background information on community facilities and services available for Upper Uwchlan Township residents, including Township-operated and those provided by other organizations to address needs within Upper Uwchlan Township. It summarizes an inventory of Township administration, Township services, emergency services, water and sewage facilities, stormwater management, solid waste collection and disposal, pipelines, educational institutions and libraries. This document also includes a Community Facilities and Service Map (Map 6-1) that depicts the location and extent of those facilities within the Township.

Township Administration: Municipal Staff, Boards and Commissions

Upper Uwchlan Township employs a Township Manager, Assistant Township Manager and Township Secretary in the municipal administrative department. The Township government is established under the Pennsylvania Second Class Township Code. The Upper Uwchlan Township Board of Supervisors, which consists of three members, serves as the governing body with the authority to appoint volunteer representatives to the various commissions and boards and advise municipal functions. The Board of Supervisors can appoint temporary committees or Task Forces to oversee and support specific projects for the Township. Upper Uwchlan Township residents are actively involved in community efforts. The following is the current list of active Township volunteer boards and commissions established by the Board of Supervisors: Emergency Management Planning Commission, Environmental Advisory Council, Historical Commission, Municipal Authority, Park and Recreation Board, Planning Commission, Technology Advisory Board, and the Zoning Hearing Board.

Upper Uwchlan staff maintains the Township website with information regarding the scheduling of Township meetings, information about the various Boards, Commissions and departments, and other links for valuable community resources. Additionally, the Township updates its Facebook page and email database [insert which one] to disseminate information quickly to residents. The information displayed in emails and Facebook includes promoting community events and volunteer opportunities.

Twice per year, the Township publishes a newsletter for residents, including information on committee meeting schedules, programming activities, community updates and upcoming events. Past newsletters are uploaded to the Township website. Recurrent contact through different media outlets allows continued education and action throughout the Township.

Upper Uwchlan Township owns and maintains fifty-seven (57) parcels, seven (7) of which are located in West Vincent Township. These parcels include, but are not limited to, the Township Building, the Public Works Building, Upland Farm Barn, Fellowship Field, and numerous others that provide functions for public sewer including spray fields.

Consultants

Upper Uwchlan Township utilizes professional consultants for various purposes. The Township contracts for the services of the township engineer, traffic engineer, land planner, and wastewater

consultant. In addition, as amended, the Township and Zoning Hearing Board, in compliance with the Municipalities Planning Code (MPC), Act 247, each retains a solicitor to provide legal counsel. The Township hires consultants as needed to assist with planning and ordinance work and other planning initiatives, including historical resource protection.

Roadways

The Upper Uwchlan Township Public Works Department is responsible for concerns related to parks, roadways, signage, traffic signals, sanitary sewers, snow and ice removal, solid waste and recycling, and stormwater problems. The Township includes approximately sixty (60) miles of Township-maintained roads maintained by the Public Works Department. The Pennsylvania Department of Transportation (PennDOT) maintains the following roads: Byers Road, Conestoga Road (Route 401), Dorlan Mill Road, Graphite Mine Road (from Byer Road south to Route 100), Little Conestoga Road, and Pottstown Pike (Route 100). The Public Works staff includes a director, an administrative assistant, seven (7) operational-level personnel and supplemental seasonal employees.

Emergency Services

Upper Uwchlan Township sends text messages and email notifications to township residents regarding public safety information for safety.

Police

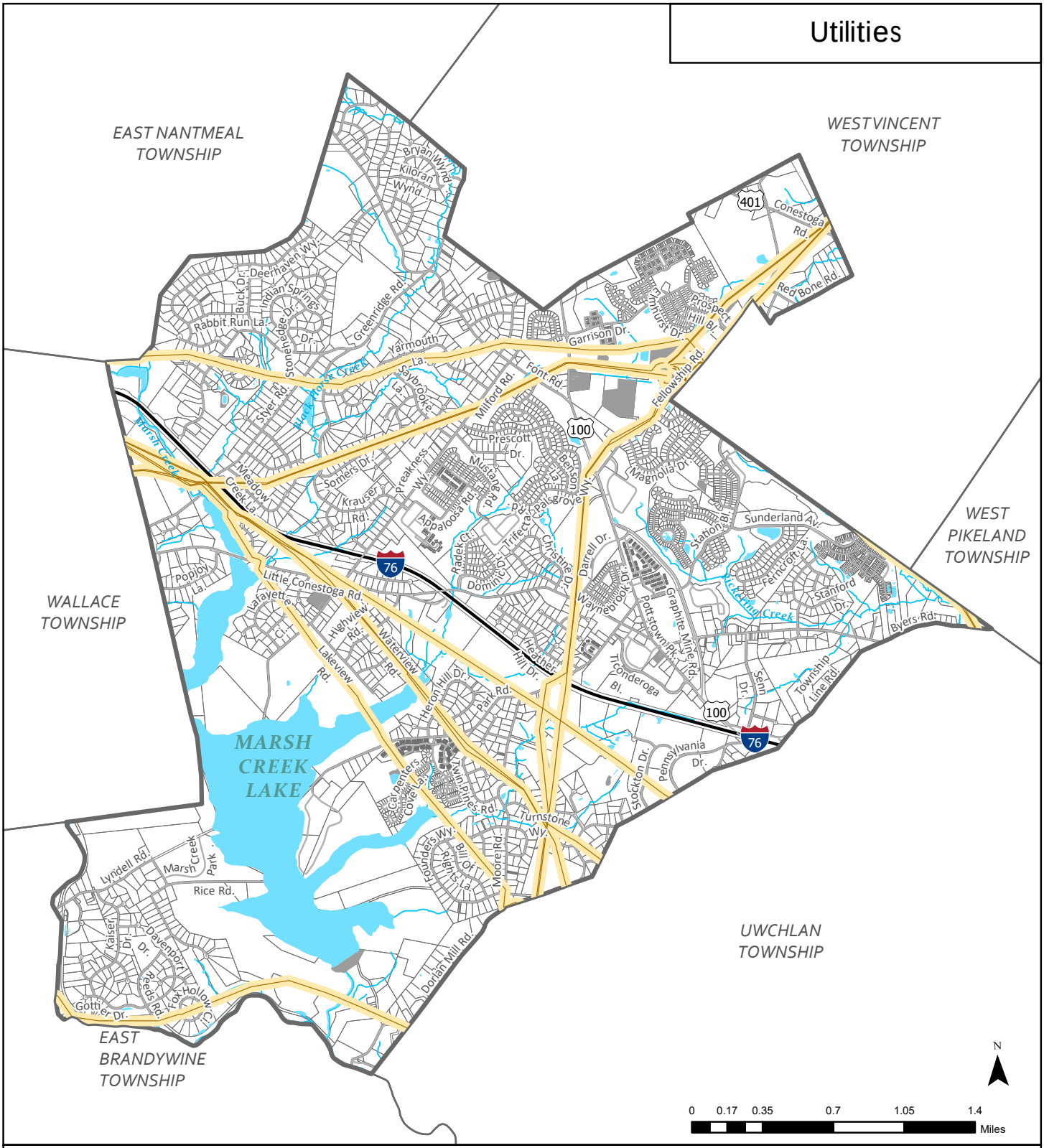
Upper Uwchlan Township Police Department provides service twenty-four (24) hours a day, seven (7) days a week to Township residents. The Township Police Department is staffed by a Chief, one (1) Lieutenant, a Detective Corporal, a Detective, several Corporals, an administrative assistant and nine (9) police officers. The police station is located at the Township Building (140 Pottstown Pike). The Police Department's mission statement is to "work in a true partnership with our fellow citizens to enhance the quality of life in our community."

Fire Protection

Upper Uwchlan Township includes four (4) local fire companies that serve the Township. The four (4) local companies include East Brandywine Fire Company (49), Glen Moore Fire Company (48), Lionville Fire Company (47) and Ludwigs Corner Fire Company (73). Figure X depicts the service areas for the Township. East Brandywine Fire Company operates four (4) firefighting apparatus and six (6) emergency service apparatus. Glen Moore Fire Company operates seven (7) firefighting apparatus and six (6) emergency service apparatus. Lionville Fire Company operates four (4) pieces of firefighting apparatus and two (2) emergency service apparatus. Ludwigs Corner Fire Company operates three (3) firefighting apparatus and three (3) emergency service apparatus.

East Brandywine Fire Company reported approximately 420 fire incidents in 2022 and 286 emergency service incidents. Lionville Fire Company reported 644 fire or emergency service incidents in 2022. Ludwigs Corner reported approximately 280 fire-related incidents and 370 emergency-related incidents in 2022.

The Chester County Fire Services Division includes county fire marshals and training for fire services. Services provided include fire prevention education, county building inspections; investigation of suspicious fires; and promoting fire prevention.



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Lakes, rivers and streams
Interstate
Roads
Township boundary
Estimated tax parcels
Adjacent municipalities
Pipelines
Utility

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: May 2, 2023
Last Revised: 8/9/2023 4:52 PM

Emergency Medical Services

Upper Uwchlan Township provides two (2) emergency medical services through Minquas Ambulance and Uwchlan Ambulance.

Minquas Ambulance serves Downingtown and East Caln, Pennsylvania, through Station #46. Minquas includes four (4) ambulances for emergency service-related incidents. In 2022, they reported 3867 emergency service calls. Uwchlan Ambulance serves Uwchlan Township, West Whiteland Township, West Vincent Township, West Pikeland Township, Charlestown Township, Wallace Township, and East Nantmeal Township, in addition to Upper Uwchlan Township. Uwchlan Ambulance includes six (6) ambulances and two (2) additional apparatus for emergency services. In 2022, Uwchlan Ambulance documented 5,073 emergency service calls.

Water and Sewer

Aqua America, a privately owned water supply company, provides Upper Uwchlan's residential and commercial water supply.

Upper Uwchlan has a Sewer and water service ordinance, § 200-35, that public sewer and water are required for any use permitted in the C-1 Village District and C-3 Highway Commercial District, if

available. If public sewer is unavailable, any lot containing or proposed to contain individual an on-site sewage disposal system shall include the minimum area to accommodate the disposal of all sewage generated on-site, including provision for a backup disposal system (in no case shall this be less than 10,000 square feet).

In 2015, the Route 100 Regional Wastewater Treatment Plant (WWTP) Phase II was completed, increasing capacity from 300,000 to 600,000 gallons per day. Phase III of the WWTP is currently underway and will increase capacity to 800,000 gallons per day. The WWPT serves the new residential subdivisions along the Route 100 corridor, along with sewer to existing residences and business in the villages of Byers and Eagle. A sewer extension was expanded into the residential developments of Eagle Manor, Heather Hill and Windsor Place in 2017. In 2019, the Township's Municipal Authority began plans to expand sewer service to Milford Farms and the residences or businesses along Byers Road (between Route 100/Pottstown Pike to Eagle Farms Road).

Stormwater Management

Stormwater – excessive runoff from rain events or snow melt – is a leading cause of water pollution. Degradation of surface and groundwater can occur because of stormwater runoff that carries oil, grease, pesticides, fertilizers, sediment, and trash picked up by the stormwater. Stormwater management, if done correctly, is the safe and effective collection, control, infiltration, and treatment of the stormwater that flows directly into streams after a rain event or snow melt, minimizes intermittent flooding, reduces erosion and sedimentation of streams, and reduces the contamination of groundwater, surface water, the natural ecosystem, and drinking water sources.

Stormwater management has become an increasingly complex and expensive responsibility of municipalities across Pennsylvania. In past decades, the attention focused on controlling the rate of stormwater runoff from developed (as opposed to undeveloped) lands. However, in the early 2000s, the U.S. Environmental Protection Agency (EPA) increased its focus on water quality and moved forward with requiring states to address the quantity and quality of stormwater runoff to minimize adverse impacts on natural resources, especially bodies of water. The Federal government and the

Pennsylvania Department of Environmental Protection mandate that Upper Uwchlan Township must align with the National Pollution Discharge Elimination System (NPDES) and its Municipal Separate Storm Sewer System (MS4) permit program, including the development of a Pollution Reduction Plan (PRP). The MS4 permit and PRP identifies Best Management Practices (BMPs) and projects that the municipality can implement to improve water quality, including efforts to educate residents on minimizing pollutants reaching waterways during storm events.

Upper Uwchlan Township adopted a Stormwater Management ordinance to manage stormwater and runoff resulting in land disturbance from new development and redevelopment. This includes protecting public health, safety and general welfare, property and water quality of the watershed, natural resources and hydrologic features.

In 2018, Upper Uwchlan Township was awarded grant funding from the Department of Environmental Protection (DEP) for a stormwater management project. The project was for the restoration of the Marsh Creek Watershed, approximately 700 linear feet of streambank to a tributary of the creek. This included the construction of a naturalized detention basin at the Upland Farms property and another off of Heather Hill Drive.

Solid Waste Collection and Disposal

Upper Uwchlan Township provides trash disposal for residents. The contractor, A.J. Blosenski collects recyclables, whereas contractor Waste Management, collects solid and yard waste. Solid waste is collected once per week. All residents are limited to one 96-gallon trash Toter for solid waste collection. Residents can use a 96-gallon Toter for recycling. There is no limit on the amount of recyclable material residents can dispose of weekly. Cardboard boxes should be flattened before being left out for recycling. Any recyclables that do not fit in the Toter can be placed in paper bags.

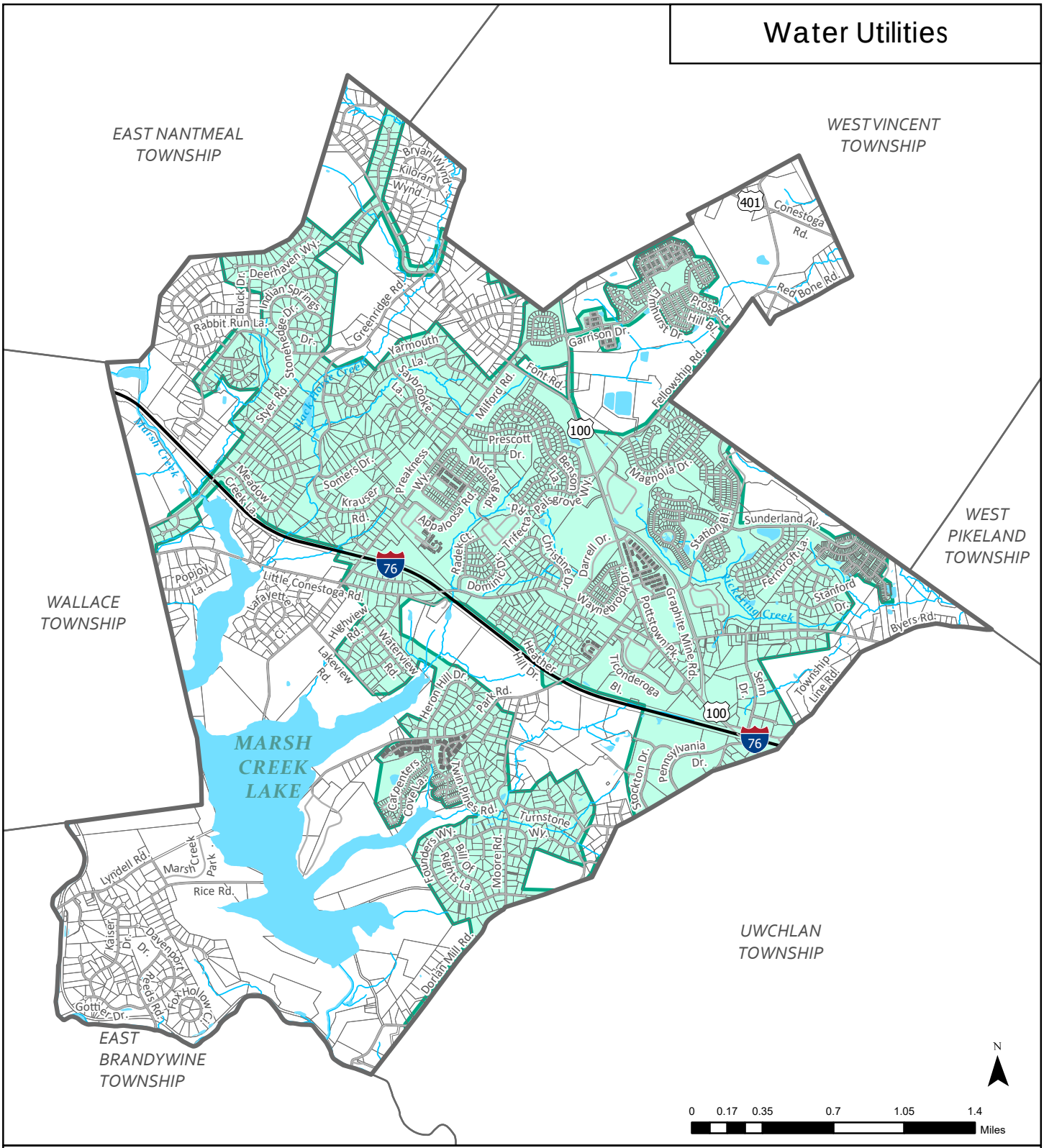
Upper Uwchlan has thirty-six (36) curbside yard waste and leaf collections annually. The collections occur on Wednesdays. All collections must be placed in biodegradable bags.

Pipelines

Twelve (12) pipelines span Upper Uwchlan Township, as of July 2018. The pipelines are operated by five (5) various companies, transporting gas and hazardous waste. The operators include TransCanada, Enbridge, Energy Transfer and Buckeye Partners. Upper Uwchlan Township does not have a regulatory authority overseeing the underground transmission pipelines, instead the pipelines are regulated by the Federal Energy Regulatory Commission (FERC), the US DOT Pipeline & Hazardous Materials Safety Administration (PHMSA), the Pennsylvania Utility Commission (PUC) and the Pennsylvania Department of Environmental Protection (DEP). In the case of an emergency, Upper Uwchlan Township has the Emergency Management Planning Commission (EMPC) to address all hazardous crises. Additionally, both regional and Township services will respond to natural and man-made emergencies.

Educational Institutions and Libraries

Upper Uwchlan Township is within the Downingtown Area School District (DASD). The school district also serves Downingtown Borough, East Brandywine Township, East Caln Township, Uwchlan Township, Wallace Township, West Bradford Township and West Pikeland Township. Downingtown Area School District includes ten (10) elementary schools, three (3) middle schools, three (3) high


Water Utilities
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
EAST BRANDYWINE TOWNSHIP
UWCHLAN TOWNSHIP
MARSH CREEK LAKE
Bryan Wynd
Kiloran Wynd
Deerhaven Wy.
Buck Dr.
Indian Springs Dr.
Rabbit Run La.
Stonehedge Dr.
Greenridge Rd.
Yarmouth La.
Stover Rd.
Buck Run Creek
Marsh Creek
Meadow Creek La.
Saybrooke La.
Somers Dr.
Krauser Rd.
Preakness Wy.
Mustang Rd.
Appaloosa Rd.
Milford Rd.
Font Rd.
Prescott Dr.
Bensons La.
Palsgrove Rd.
Trifecta Rd.
Radek Ct.
Dominic Ct.
Christine Dr.
Darrell Dr.
Waynebrook Dr.
Garrison Dr.
Ilmurst Dr.
Prospect Hill Bl.
Fellowship Rd.
Conestoga Rd.
Red Bone Rd.
401
100
76
Magnolia Dr.
Stanton Bl.
Sunderland Av.
Fernicroft La.
Stanford Dr.
Byers Rd.
Township Line Rd.
Senn Dr.
Pottstown Pk.
Graphite Mine Rd.
Ticonderoga Bl.
Heather Hill Dr.
Pennsylvania Dr.
Stockton Dr.
Twin Pines Rd.
Turnstone Wy.
Bill Of Rights La.
Moore Rd.
Founders Wy.
Carpenters Cove La.
Park Rd.
Heron Hill Dr.
Waterview Rd.
Lakeview Rd.
Highview Rd.
Lafayette Ct.
Little Conestoga Rd.
Poplar La.
Lyndell Rd.
Marsh Creek Park
Rice Rd.
Kaiser Dr.
Davenport Dr.
Reeds Rd.
Fox Hollow Ct.
Gotti Dr.
Dorlan Mill Rd.
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update
DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: May 2, 2023
Last Revised: 8/15/2023 3:10 PM
Lakes, rivers and streams
Interstate
Roads
Township boundary
Estimated tax parcels
Adjacent municipalities
Public water service areas

schools and a K-12 Cyber School. Currently, there are 13,466 students enrolled in the school district for 2022-2023. The DASD Annual Report estimates a projected enrollment of 13,862 students for the 2029-2030 school year. As a result of enrollment and projected growth within the school district, Downingtown Area School District is undergoing new buildings and expansion projects to accommodate students. This includes renovations within two (2) of the high schools, two (2) of the elementary schools, and adding a district-wide full-day kindergarten.

In addition to the public school, Upper Uwchlan Township educates students through private institutions. Saint Elizabeth Parish School offers education for pre-kindergarten through 8th-grade. Beth Israel Preschool offers pre-kindergarten through kindergarten education. Windsor Christian Academy offers kindergarten through 8th-grade education.

Upper Uwchlan Township does not include any libraries within the municipal boundaries, but within surrounding Townships, residents can be served by the Downingtown Area Library, Chester County Library and the Henrietta Hankin Library (part of the Chester County Library System). The Henrietta Hankin Branch Library serves the northern region of Chester County, specifically Upper Uwchlan and West Vincent Townships. The library is located in West Vincent Township. Open since July 2003, the library provides over 93,000 items within its collection to residents. In addition to books and audiobooks, Henrietta Hankin includes community centers for workspace or meeting space to continue the collaboration of education and cultural programs. If you are a part of the Chester County Library System, patrons can access the full catalog of the County's items, including books, DVDs, newspapers and eBooks. Additional items not available in the County system can be requested through the inter-library loan program, which offers access to libraries across the Commonwealth.

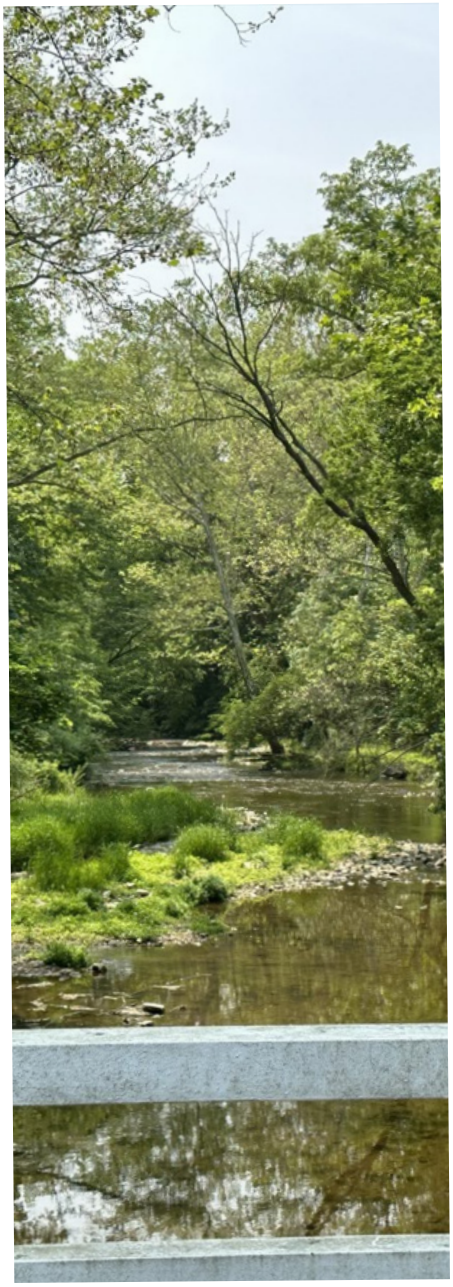
Appendix D
Village Concept Plan

Upper Uwchlan Township

Village Concept Plan 2024







Prepared by

BRANDYWINE CONSERVANCY

RICHARD GRUBB & ASSOCIATES

Upper Uwchlan Township
Village Concept Plan
Update 2024

Upper Uwchlan Township
140 Pottstown Pike, Chester Springs, PA 19425

Township Staff
Tony Scheivert, Township Manager
Gwen Jonik, Township Secretary

Board of Supervisors
Jenn Baxter – Chairperson
Andy Durkin – Vice Chairperson
Sandy D'Amico – Supervisor

Planning Commission
Sally Winterton – Chair
Joe Stoyack – Vice Chair
Chad Adams – Member
David Colajezzi – Member
Jim Dewees – Member
Stephen Fean – Member
Jeff Smith – Member

Concept Plan Task Force
Sandy D'Amico, Township Supervisor
Jim Greaney, Zoning Hearing Board
Vivian McCardell, Historical Commission
Byron Nickerson, Emergency Management
Neil Phillips, Environmental Advisory Council
Gerry Stein, Historical Commission
Joe Stoyack, Planning Commission
Sushila Subramanian, Park and Recreation
Sally Winterton, Planning Commission

Consultants
Brandywine Conservancy
1 Hoffman's Mill Road
P.O. Box 141
Chadds Ford, PA 19317
rdaniels@brandywine.org
(610) 388-2700

Richard Grubb & Associates, Inc.
1901 S. 19th St. Space 307
Philadelphia, PA 19148
rwise@rgaincorporated.com
(215) 486-2740

Adopted Month Day, 2024

Table of Contents

Chapter 1 Executive Summary XX
Chapter 2 Mission Statement XX
Chapter 3 Village Planning Area XX
Chapter 4 Village Sub-Areas XX
Chapter 5 Recommendations XX
Chapter 6 Reference Documents XX

Maps and Tables

Map 3.1 Village Planning Area XX
Map 3.2 Historic Resources XX
Map 3.3 Land Use XX
Map 3.4 Zoning XX
Map 4.1 Sub-Areas XX
Table 3.1 Land Use Categories XX

Chapter 1 Executive Summary



Introduction

The Village Concept Plan is a narrative and guidance document that describes the features envisioned by the Upper Uwchlan Township boards and commissions when new development, redevelopment and infill occurs within the Historic Eagle Village, Byers Station Village, and the identified surrounding landscape. This Plan is not intended to prescribe specific development of properties. It intends to promote the creation of economically and socially integrated, coherent, functional, and vibrant places while preserving historic resources and the integrity of historic and cultural areas, maintaining historical aesthetics, encouraging open space preservation, and providing a wider range of recreational opportunities. This Plan also serves as a steppingstone in developing recommendations for fulfilling the Village Concept Plan vision: maintaining the identity of Upper Uwchlan Township as a community of rural character, especially within the historic crossroads that is the significant social and cultural center of the Township today. That can be accomplished by analyzing the existing features, identifying challenges, recognizing opportunities, and formulating implementation strategies for the future.

According to the Merriam-Webster dictionary, "village" has several meanings, including a settlement usually larger than a hamlet and smaller than a town or an incorporated minor municipality. The term generally describes a small assemblage of houses in the countryside or a predominantly residential district within more densely developed areas. The "Village" has been a well-recognized land use pattern in Chester County for as long as people settled and inhabited the region. Originally developed to be vital for central places with services and amenities to support rural communities, the village became a part of residential settings with a unique, distinctive characteristic that continues to play a role in our heritage. Villages provide residents and visitors with opportunities for social interaction, education, employment, cultural events and activities, access to transportation and other functions that were also essential to the rural residents of the past. Chester County has long recognized the importance of preserving such heritage and developed the Rural Center Design Guide in December 2022 to provide information on planning a community for purpose with a sense of unity around its diverse characteristics. Modern demands on services, population growth and the attractiveness of historically significant places propel municipalities to devise creative ways to preserve these places of local, regional and/or national historic significance while accommodating the needs of their residents and planning for future growth.

Upper Uwchlan Township has identified the future of the Historic Eagle Village, Byers Station Village, and the surrounding landscape as a high planning priority. In 2010, the Committee was appointed to develop the Concept Plan and the conceptual sketch plan specific to the Village of Eagle/Byers Station (2010). The completed Concept Plan was incorporated within the 2014 Comprehensive Plan Update. The 2010 Plan's purpose was to develop a framework to:

1. Protect and enhance the visual and compositional integrity of the Village of Eagle and Byers (Station Historic District), including other historical assets that lie outside.

2. Determine any additional infrastructure required due to the construction of Graphite Mine Road.

3. Develop access management standards.

4. Recommend architectural standards for new construction and redevelopment in the overlay district and village.

5. Assess existing zoning districts, and evaluate permitted uses based on zoning to determine if adopting additional ordinances supports the goals and vision of the Township.

As a result, several recommendations of that Concept Plan were implemented, including:

1. Successful implementation of a mixed-use development within the Village of Eagle.

2. Adaptive reuse of historic resources throughout the Township.

3. Implementation of an Access Management Ordinance to provide vehicular access to developments in a manner that preserves the safety and efficiency of the transportation system.

4. Development of Village Design Guidelines to encourage a historically sensitive and consistent design within the Village areas.

Since the development of the original Concept Plan, additional challenges have been identified, including the need for developing amendments to existing municipal ordinances to implement the Plan's Village Design Guidelines, the unwillingness of applicants and/or developers to follow the design guidelines due to their branding or other circumstances and a lack of incentives to promote the use of Village Design Guidelines to property owners and developers.

In 2022, the new Village Concept Plan Committee convened to review and revise the 2010 Concept Plan to reflect any changes within the Township and build upon the previously completed efforts to preserve the character of its historic villages and surrounding landscapes.

This Village Concept Plan update is a foundation for updating the Village Design Guidelines developed in 2010. The guidelines are a separate companion document that provides detailed design guidance for all construction, development, and redevelopment in the identified area. The Village Design Guidelines are intended to be used by Township officials, boards and commissions, landowners, developers, and others as an instruction document to balance growth with the preservation of historic resources, maintain a village atmosphere, and to enhance existing economic, social, and cultural assets.

The Plan includes a glossary, mission statement and goals, background information, and Village Concept guiding principles. It also analyzes existing conditions (i.e., land use, zoning regulations, pedestrian and bicycle amenities, access management and circulation), defines visions for distinctive sub-areas and provides recommendations for fulfilling the goals and visions identified in the Plan.

Glossary

For the purposes of this Plan, the following terms are used as follows:

Adaptive Reuse: The process of repurposing existing structures, including historic buildings and structures, for new purposes, consistent with the Township zoning, SLDO and Village Design Guidelines.

Byers Station Historic District: a collection of historic resources centered around the Byers railroad station, with several historic resources nationally designated.

Civic Spaces: Publicly accessible open spaces in the form of parks, courtyards, forecourts, plazas, greens, pocket parks, playgrounds, etc. They may be privately or publicly owned.

Class I Historic Resource: A resource that is either listed in the National register of Historic Places or has received a Determination of Eligibility from the Pennsylvania Historical and Museum Commission (PHMC)

Class II Historic Resource: A resource that is deemed historically or architecturally significant at the local level.

Clean Energy: Energy that comes from renewable, zero-emission sources that do not pollute the atmosphere when used, as well as energy saved by energy efficiency measures.

Committee: The selected Village Concept Plan Committee responsible for developing this Plan Update.

Compatible Land Uses: Single or combination of uses of land adjacent to a different type of land use that does not create concerns of public safety, health and welfare or aesthetic consistency between sub area [see definitions] for community.

Climate Resilience: Capacity of a system to maintain function in the face of stresses imposed by climate change and to adapt to be better prepared for future climate impacts.

Concept Plan: A written guidance document that outlines the vision for future development of the specific area and proposes implementation strategies to fulfill that vision. The Concept Plan usually addresses future land use, transportation, and zoning, illustrating improvements including but not limited to historic preservation, recreation, and redevelopment.

Development: Any man-made change to improved or unimproved real estate, including but not limited to the construction, reconstruction, renovation, repair, expansion, or alteration of buildings or other structures; the placement of manufactured homes; streets, and other paving; utilities, filling, grading and excavation; mining; dredging; drilling operations; storage of equipment or materials; and the subdivision of land.

Eagle Village Historic Area: An area designated by the Township that includes a concentration of historic resources within the village of Eagle adjacent to Pottstown Pike (PA Route 100) between Park Road and Byers Road.

Green Stormwater Infrastructure: Range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspiration stormwater and reduce flows to sewer systems or to surface waters.

Historic District: One or more structures, properties or sites making up a historic district that is listed in or determined eligible for the National Register of Historic Places (a list maintained by the U.S. Department of the Interior, or in the case of a determination of eligibility of the Department or the Pennsylvania Historical and Museum Commission).

Historic Resources: All buildings, sites, structures, objects and districts identified by

the Upper Uwchlan Historical Commission and approved by the Board of Supervisors.

Human-Scale Architecture: Proportion of space in relation to human dimension. It is also known as the natural design scale.

Infill Development: New buildings constructed in the space available between existing structures.

Mixed -Use: a land development containing two or more types of uses (typically a mix of residential, commercial, office, and/or institutional).

Multi-Modal Transportation: Transportation involving several modes of transportation, including vehicular, pedestrian, bicyclist, public transit, and ride sharing services.

Pedestrian-Oriented: An area of a community with an interconnected network of sidewalks, crosswalks, and walkways both within the community and to existing pedestrian thoroughfares and/or parks.

Rural Character: A community's identity with the history of the original village, surrounding countryside, while appealing to many rural, rural conveys natural or limited alteration and the Park and Lake are significant alternations. This identity is made of a combination of rolling and wooded hills, farmland landscapes, historic resources and historic district, parks and recreational areas, small shops, and both a strong sense of home and place, and a community spirit of belonging.

Redevelopment: The action or process of developing something again or differently.

Sense of Place: Feeling of emotional connection to a place and/or attachment people develop and/or experience in specific location.

Smart Growth: Range of development and conservation strategies to help protect our health and natural environment and make our communities more attractive, economically stronger and more socially diverse.

Streetscape: Space along a road corridor between the front facades of opposing structures that includes the street, any parking or shoulder area, pedestrian facilities (i.e., trash receptacles, benches, light fixtures), front yards, building facades, porches, landscaping, and all other features in accordance with Township standards.

Sub-Areas: Specific breakdowns of the Village Planning Area based on unique characteristics, including location, existing land use, zoning conditions, building patterns and architecture, the extent of historic resources and degree of development potential.

Village: A unique land use pattern developed in forming settlements that is organized by an intersection of two main streets to create a consolidated community with unique characteristics surrounded by a rural landscape (i.e., village fringe)

Village Planning Area (VPA): The specific geographic area within the Upper Uwchlan Township identified as appropriate for implementation of the planning and design principles set forth in the Plan; in this Plan, the VPA encompasses an area made up of Byers Station Village, the Historic Eagle Village, and other geographically defined areas surrounding them (see map #5 and description on page 10).

Chapter 2 Mission Statement

Introduction

The mission statement incorporates priorities identified by the Board of Supervisors for the entire Township and the Village Concept Plan Committee's mission for the future of the Village Planning Area.

The purpose of the Village Concept Plan is:

To identify recommendations for accomplishing defined goals while providing considerations for historic and open space preservation, active and passive recreation opportunities, responsible commercial zoning, and protection of environmental resources to continue maintaining a robust and vibrant community that attracts residents and visitors to this Village Planning Area



Goals

The following goals have been identified by the Board of Supervisors, Village Concept Plan Committee, and other stakeholders involved in the Plan update process:

1. Improve and maintain the visual integrity of the historic areas by:
    a. Preserving Class I and Class II historic resources.
    b. Developing and/or revising existing standards for new construction and redevelopment (including but not limited to alterations to existing structures).
    c. Amending, as needed, the uses permitted in each zoning district under existing Township ordinances, as well as adding and/or revising, as needed, existing architectural standards and guidelines.
    d. Reducing and managing vehicular traffic.
    e. Implementing consistent streetscapes.
2. Improve walkability for pedestrians and encourage bicycle use.
3. Offer opportunities, such as seasonal events, history walks, a weekly farmers market or restaurant week, to attract more people to the villages of Eagle and Byers.
4. Improve the environmental resiliency of the village area with native plantings, green stormwater infrastructure, and shade trees.
5. Offer vibrant civic spaces that can also provide open green space and preserve or enhance natural resources.

Chapter 3 Village Planning Area



Introduction

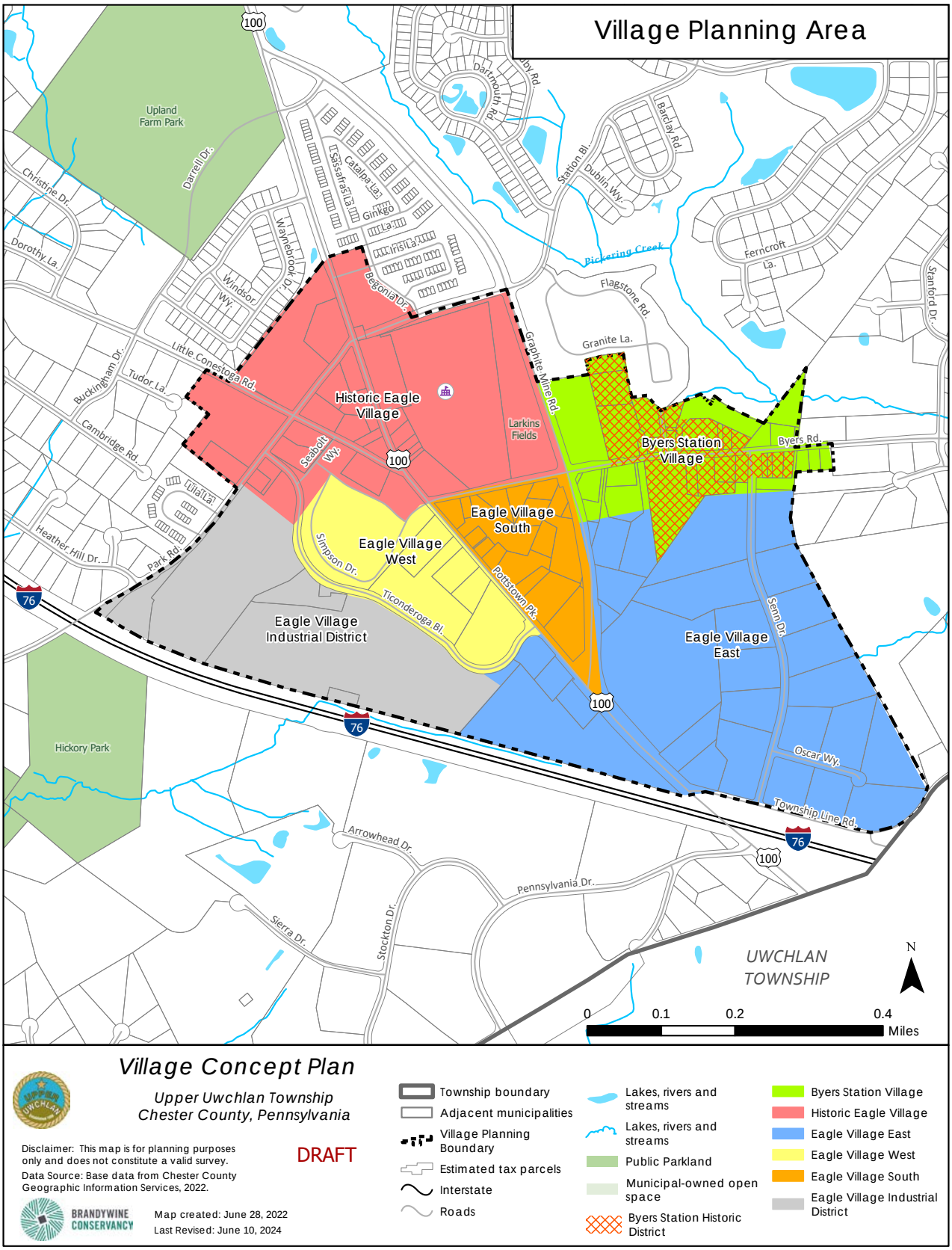
The Village Planning Area (VPA) spans approximately 315 acres from the north of the Pennsylvania Turnpike on its southern side to the intersection of Station Road and Graphite Mine Road on the northern side and from past Park Road on the western side to Township Line Road on the eastern side (See Map 3.1). It is predominantly designated based on the Township's main historic, cultural, social, and business core location, and historically significant resources and their connections with surrounding landscapes, natural features and the built environment.

In terms of general planning area designations, the VPA includes the following Sub-Areas (See Map 3.1):

1. Historic Eagle Village– an area centered around Eagle Village and the Township designated cluster of historic resources known as the Eagle Village Historic Area
2. Byers Station Village– a collection of historic resources centered around the Byers railroad station. This Sub-Area of the VPA includes the nationally designated Historic District of Byers Station, as well as several adjacent properties that either contain historic resources or small commercial enterprises.
3. Supporting Landscapes– designated by the Committee (Eagle Village East, Eagle Village West, Eagle Village South and the Eagle Village Industrial District) to be included in the Concept Plan due to each of the area's proximity to historic resources and opportunities to implement the Village Design Guidelines.

Map 3.1 shows the extent of the VPA boundary and designations within the community.

The Historic Eagle Village has a linear form roughly organized along both sides of Pottstown Pike and Byers Road. The core of the Historic



Village Concept Plan

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2022.

DRAFT

BRANDYWINE CONSERVANCY

Map created: June 28, 2022
Last Revised: June 10, 2024

- Township boundary
- Adjacent municipalities
- Village Planning Boundary
- Estimated tax parcels
- Interstate
- Roads
- Lakes, rivers and streams
- Lakes, rivers and streams
- Public Parkland
- Municipal-owned open space
- Byers Station Historic District
- Byers Station Village
- Historic Eagle Village
- Eagle Village East
- Eagle Village West
- Eagle Village South
- Eagle Village Industrial District

Map 3-1

Eagle Village has traditionally centered around the cluster of buildings at the intersection of Pottstown Pike and Little Conestoga Road, including the Township Building.

The core of the Byers Station Village is centered at the intersection of Byers Road and old Eagle Farms Road, now terminated at the Byers Station housing community. The Historic Eagle Village and Byers Station Village are perceived as separate entities because there are few historic resources in the intervening parcels and although public roads connect them, there are gaps in the sidewalks in the Historic Eagle Village that discourage pedestrian connections between the two cores. Significant areas of open space or underdeveloped parcels are found between the Historic Eagle Village and Byers Station Village (such as Larkin's Field, Pickering Valley Elementary School campus, and small residential parcels along Byers Road) that also contribute to the separation of the Historic Eagle Village and Byers Station Village.

Map 3.2 depicts the location and extent of the Historic Eagle Village and Byers Station Historic District and the Township's historic resources from the "Historic Resources Inventory: Upper Uwchlan Township, Chester County, Pennsylvania (Wise Preservation Planning, 2001)" and the Historic Resources Map Update (Richard Grubb and Associates, 2007) that are located within the VPA.

Byers Station Historic District

The Byers Station Historic District is listed on the National Register of Historic Places and consists of twenty-six contributing historic resources at the time of its listing in 2002. The community grew around the Byers railroad station after its opening in 1871 to support the Township residents' rail shipment of agricultural products via Phoenixville to Philadelphia, and the community continued to grow after plumbago (graphite) was discovered in 1875. Byers Station Historic District includes several Italianate and Greek Revival buildings, including the former Byers Hotel (c. 1874), the John Todd House (c. 1875) and a Masonic Hall (1894). With the exception of one reconstructed residence (#67b), all contributing historic resources are Class I historic resources.

Historic Eagle Village

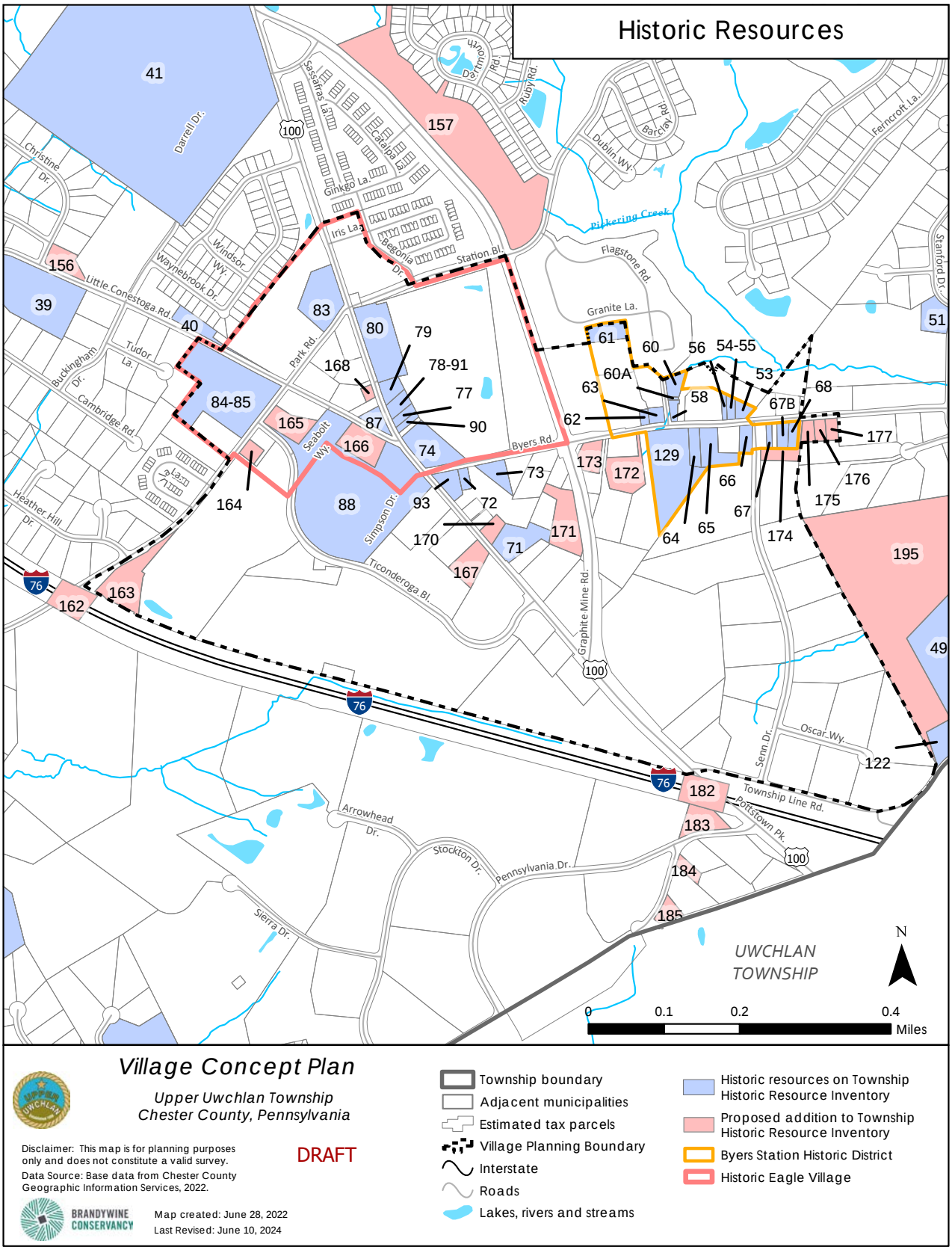
The Eagle Village Historic Area includes eleven historic resources. These historic resources generally date to the 18th or 19th century. Notable buildings include a variety of residences (c. 1750 to c. 1875), a one-room schoolhouse (1858) and a tavern (c. 1858). The Eagle Village Historic Area grew around the tavern located at the crossroads of Pottstown Pike and Little Conestoga Road.

All the historic resources in the Eagle Village Historic Area are generally classified as Class II, recommended to Class I. The exceptions to this are historic resources #74 (Class I) and #168 (Class II).

Supporting Landscape/Village Growth Area

The VPA includes additional areas surrounding the Eagle Village Historic and Byers Station Village. The main rationale for including the supporting landscape in the VPA includes but is not limited to:

1. Guide preservation and any development adjacent to the Historic Eagle Village and Byers Station Village to protect both areas and their village settings.
2. Promote residential use of all historic resources that are former residences within the VPA, including the upper floors of the historic resources being used for commercial purposes.
3. Create a transitional buffer area between both the Historic Eagle Village and Byers Station Village and adjacent land uses.
4. Allow for consistency in landscaping, streetscaping and architectural aesthetics with the Historic Eagle Village and Byers Station Village.
5. Provide opportunities for potential redevelopment and infill that maintain the historic character of the Historic Eagle Village, Byers Station Village and adjacent areas, per guiding principles described in the Plan.
6. Integrate and recognize all the historic


Historic Resources
UWCHLAN TOWNSHIP
N
0
0.1
0.2
0.4
Miles
Village Concept Plan
Upper Uwchlan Township
Chester County, Pennsylvania
DRAFT
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2022.
BRANDYWINE CONSERVANCY
Map created: June 28, 2022
Last Revised: June 10, 2024
Township boundary
Adjacent municipalities
Estimated tax parcels
Village Planning Boundary
Interstate
Roads
Lakes, rivers and streams
Historic resources on Township Historic Resource Inventory
Proposed addition to Township Historic Resource Inventory
Byers Station Historic District
Historic Eagle Village

Map 3-2

resources within the VPA (not just those within the Historic Eagle Village or Byers Station Village).

7. Highlight opportunities for bicycle and pedestrian connections beyond the Historic Eagle Village and Byers Station Village.

8. Explore potential for civic spaces within walkable distance to the Historic Eagle Village and Byers Station Village.

Additional historic resources are found throughout the VPA's C-1 and C-3 zoning districts. These additional historic resources are classified as Class II resources. There are no historic resources in the LI zoning district.

Village Guiding Principles

Although many residents recognize the Historic Eagle Village and the Byers Station Village as traditional "Village" centers, 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. Therefore, the Committee has developed specific guiding principles for the entire VPA to maintain the community's sense of place and belonging while supporting continuing growth.

The Village guiding principles incorporate standards of best planning practices relevant to the Plan's goals noted above, the Committee's feedback and consultants' recommendations to define the planning framework for the future vision of the VPA. The best planning practices consist of planning elements that influence the future look, feel, character and quality of life depending on how they are integrated into the community. They also provide ideas for specific recommendations and implementation strategies to fulfill the Village Concept Plan vision.

Smart Growth

"We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient."

SmartGrowthAmerica.org

Smart Growth Principles are design principles developed by the Smart Growth Network and are widely recognized and accepted in the planning community. The main idea behind smart growth is to encourage development that supports strong communities, environmental health, and economic growth. That can be achieved by implementing creative strategies to preserve natural lands and critical environmental areas, protect water and air quality and reuse already-developed land. Based on the experience of communities across the U.S., the following main Smart Growth Principles are generally utilized in drafting future planning policies and programs:

1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place, including but not limited to communities that pre serve historic resources.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development toward existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair and cost-effective.
10. Encourage community and stakeholder collaboration in development decisions.

Additionally, Smart Growth principles recognize that the renovation of any historic property, structure or site is frequently a starting point and anchor for the redevelopment of a street, neighborhood or district. Rehabilitating and repurposing historic properties and old buildings promotes energy efficiency, reduces the need

for new buildings, promotes open space preservation and sustainable use of existing resources and maintains the sense of place and a desired character of the community.

Several areas within the VPA, including the Byers Station Village and the Historic Eagle Village, already meet or exceed many elements of smart growth, such as encouraging a mixture of land uses, providing a range of housing options, pedestrian connections, and the protection and adaptive reuse of historic resources. An element that may need additional planning and careful consideration is preservation of remaining open space, or redevelopment of remaining open space for opportunities to create civic spaces for recreation and community gatherings.

Village Planning Guide

"A successful village is one in which many needs are satisfied within the community without detracting from its residential character or degrading its natural resources."

Chester County Planning Commission

The Village Planning Handbook: Guide for Community Planning developed by the Chester County Planning Commission (1993) provides background information on the history of the development of villages in Chester County and outlines specific characteristics that are typical of village use patterns, including:

1. Central clustered arrangement of structures and buildings sur rounded by a relatively rural landscape.
2. Distinctive mix of land use types, including residential and non-res idential uses compatible and mu tually supportive of each other.
3. The mix of housing types in various configurations, including detached, semi-detached, at tached or individual units in a complex.
4. The presence of open space sustains the village's rural char acter, including a surrounding buffer ("village fringe") of open land which separates the com pact built environment from adjacent land areas and within the core of the village.
5. Balance of residential and non-residential use to ensure that community functions are maintained.
6. Pedestrian-oriented streets and pedestrian amenities.
7. Retention of specimen trees, tree lines and woodlands to retain the sense of association with the village feel.

Considering the history of how the area has developed, many characteristics typical of the Villages are still visible today in the Byers Station Village and the Historic Eagle Village. These characteristics are clustering of buildings and structures at the main core, compatibility of distinctive mix of land uses and housing types, and pedestrian oriented streets and amenities. The Township has also been very proactive with implementing regulations aiming to retain specimen trees and healthy woodlands during the land development process. One area of improvement is to potentially invest in green infrastructure and planting of trees to create a visual separation between the VPA and surrounding landscapes.

Landscapes Designations

The Chester County Comprehensive Plan, Landscapes 3 (2018), and the associated "Livable Landscapes" map provided guidance for accommodating expected future growth while maintaining the quality of life in the County. Livable Landscapes recognized the unique character of each community and provided recommendations to maintain that character based on the mix and intensity of land use. The Livable Landscapes map was divided into two core areas — growth areas and rural resource areas, as prescribed by the Pennsylvania Municipalities Planning Code (MPC). Growth Areas consisted of the urban landscape and suburban landscapes and suburban centers meant to accommodate future growth. Rural Resource Areas consisted of the rural landscape, the agri-

cultural landscape, and rural centers and were least appropriate for additional growth. Since 2020, the County has been developing design guides pertaining to each Landscapes category to provide examples and sample ordinance language for creating developments and zoning consistent with the Livable Landscapes map.

It is important to note that the position of Upper Uwchlan Township is unique with its geographic location between very different areas: Exton (West Whiteland Township), designated as a suburban center, to the south, the rural center at Ludwigs Corner (West Vincent Township) to the northeast, and the rural designations in West Vincent, East Nantmeal, and Wallace to its east north and west. Exton has emerged as a desirable hub of activity and social life, surrounded by suburban landscapes, and includes Main Street with restaurants, shopping centers, higher density residential, pedestrian amenities, and connections, and convenient access to major transportation networks running east to west and north to south. On the other hand, Ludwigs Corner is a quaint place at the intersection of Conestoga Road and Pottstown Pike, surrounded by rural landscapes, including small businesses and shops, low-density residential and recently developed apartment complexes, and Class II historic resources.

As with Ludwigs Corner, the VPA is organized at historic crossroads of Byers Road and Pottstown Pike and Little Conestoga Road and Pottstown Pike; it has small-scale businesses, pedestrian amenities, a mixture of low-density residential and commercial structures and clusters of historic resources. Like Exton, the area provides quick access to major regional transportation routes and is surrounded by higher density residential neighborhoods, which have developed at a higher density over the past decade. However, the desired future is to maintain the existing sense of place and strong community bonds by limiting growth and focusing on improvements meant to support the dynamic of modern village life while preserving historic resources and providing opportunities for walkable recreational access.

Rural Center Design Guide

The Chester County Rural Center Landscapes Design Guide (December 2022) provides recommendations for implementing planning activities in designated rural centers (i.e., Ludwigs Corner) to foster new development that is compatible with the community and historic character, protect residential neighborhoods from adverse impacts, encourage walkability and alternative modes of transportation, protect and restore the environment and guide appropriate development. The guide's purpose and recommendations are more consistent with the vision for the future of the VPA and its sub-areas than the design guide for suburban center landscapes, although the latter does include helpful planning principles and design elements that are applicable for this Village Concept Plan, including stormwater management through green infrastructure, limited parking in front of buildings and interconnected open space systems to encourage recreation. The following are the key planning principles introduced in the Rural Center Landscapes Design Guide:

Growth Outlook

- Limited future growth that contains a mix of housing, commercial, and institutional uses at a village scale and is highly walkable at its core.
- Maintains economic viability that supports local employment and meets fair share housing requirements (the need to provide its fair share of all housing types, including multi-family).
- Serves surrounding rural and agricultural landscapes by creating an economic strategy that enhances the viability of surrounding agricultural lands and conserves natural landscapes and scenic vistas to preserve the sense of place.

Preservation Focus

- Preservation of historic buildings to connect with a community's past, provide a sense of continuity and permanence, and maintain character.
- Reuse of historic buildings to support sustainability.

Land Use Patterns

- Encouraging a variety of housing types

to provide affordable opportunities for diverse populations and local workforce.

- Encouraging a variety in commercial buildings to boost employment opportunities and potential for adaptive reuse of historic buildings.
- Concentrating a mix of uses within the core of rural centers to strengthen community walkability, interaction, and viability.
- Compatibility of institutional (i.e., schools, municipal buildings, and places of worship) in scale and form with existing settings.
- Encouraging farmers' markets and other appropriate agricultral activities.

Infrastructure

- Developing small parks or town squares for community gatherings to facilitate community identity and support civic bonds.
- Creating bicycle and pedestrian facility connections between residential areas and core areas of communities with multiple activities.
- Encouraging infill and development in areas planned for village center growth before extending sewer and water infrastructure.
- Encouraging appropriately scaled road ways that are context sensitive and provide for non-vehicular travel.
- Incorporating modern high quality communication infrastructure (wireless networks, fiber optics, and broadband communications) to support residents and businesses and local economy.

Several areas of the VPA are historically organized and developed as per rural center design elements, including emphasis on walkability in the VPA core, mix and compatibility of land uses and encouraging local business vitality, preservation, and reuse of historic buildings, and focus on multi-modal improvements. The Township can continue sustaining that rural character and sense of place by moving forward with implementation strategies proposed in this Plan.

Guiding Principles for the VPA

The Committee has developed the following guiding principles that align with the Plan's mission and goals and serve as a foundation for recommendations on implementing the Village Concept Plan in the future. The principles also include recommendations on how each of these principles can be achieved.

Distinctive Sense of Place.

- Implement the Village Design Guidelines to ensure that the rural village feel remains in the community.
- Provide public open spaces, pocket parks and other opportunities for out door community gatherings where appropriate.
- Install interpretive signage highlighting the village's history and culture, as well as in the historic district.
- Promote effective emergency management that blends with the community's character while providing a sense of safety.

Mix of Compatible Land Uses.

- Encourage clustering of buildings to preserve unique historic, cultural, and environmental resources.
- Provide opportunities for mixed uses such as shops, offices, services, recreation, apartments, live/work units.
- Encourage a mixture of housing choices to foster housing affordability.

Flexibility in Site and Building Design.

- Incentivize creative parking solutions, including shared parking, where appropriate.
- Maintain setback requirements for principal buildings (where appropriate) to maintain the rural character and historic village feel.
- Foster pedestrian connections to near

by areas where opportunities exist to expand walking connectivity network.

- Encourage the use of green infrastructure and innovative stormwater man agement.

Managed Vehicular Access.

- Promote interconnected village streets to disperse traffic.
- Provide design standards for village parking areas.

More Walking and Biking, Less Driving.

- Develop streetscape design standards to include street trees, sidewalks, cross walks, and village light standards to facilitate walking among businesses, shops and restaurants where opportunity exists.
- Provide civic space for outdoor leisure and interpretation of historic resources.
- Provide seating and bicycle racks to promote active transportation and reduce vehicular traffic.
- Facilitate various non-motorized transportation choices.
- Consider bicycle and/or scooter-sharing programs.
- Promote parking facilities for bikes, scooters, compact cars, etc.
- Encourage shared parking among compatible land uses to reduce the amount of required parking.

Quality Architecture and Site Design.

- Promote human-scale (the proportion of space in relation to the human body), architecture.
- Promote the local architectural vernacular.
- Regulate signage.
- Encourage extensive landscaping in parking lots.

Inclusion and Accessibility.

- Provide opportunities for accessibility within the village and connected shopping areas.
- Encourage addressing accessibility issues during the redevelopment process and/or new construction.

Environmental Resiliency.

- Promote the use of clean energy where appropriate within the village planning area while retaining the historic character.
- Promote electric vehicle (EV) charging stations.

Area Analysis

The analysis includes an assessment of existing land use, relevant zoning regulations, building patterns, circulation and assessment management, pedestrian and bicycle amenities, opportunities for clean energy systems and potential future developments expected within the VPA.

Existing Land Use

The Village Planning Area is characterized by a variety of land uses. Map 3.3, Village Planning Area Land Use, displays the extent of a variety of land uses, including commercial, residential, industrial and others within the VPA. The map is based on the existing tax assessment records of the Chester County Office of Tax Assessment, supplemented by aerial analysis and confirmation by the Concept Plan Committee and the Township staff to confirm the current classification of uses according to the current use of the property. The land use categories are summarized below in the table with acreage with most dominant at the top.

Land Use Category	% of Total	Total Acres
Commercial	44%	172
Residential	5%	21
Vacant	15%	59
Municipal-owned	5%	19
Mixed-use residential	1%	5
Open space	15%	60
Institutional	7%	29
Utilities	1%	5
Multi-family	6%	23
Public/Private recreation	<1%	0.4
Total	100%	393

Table 3.1. Land Use categories with percent of total VPA (2022).

There are approximately 393 acres of total developed and undeveloped land within the VPA. The predominant land use is commercial (43%), followed by open space (15%) and vacant (14%). There are several vacant parcels with a total of approximately 68 acres: an area at the intersection of Byers Road and Graphite Mine Road (currently in the development phase), an area off Darrell Drive, an area at the corner of Station Blvd and Pottstown Pike, areas along PA Turnpike and the area between E. Township Line Road and PA Turnpike. Vacant lands provide great opportunities for open space preservation and/or creating civic spaces for passive recreation and community gatherings.

There is also a sizeable commercial property located in the core of the VPA, surrounded by existing commercial development. If redeveloped as per the vision identified in the Plan in the future, there might be an opportunity to create much-needed public civic space while preserving additional open space near the main VPA core that is currently primarily commercial.

It is important to note that several vacant properties are located along the boundary of the VPA, in some instances adjacent to recreational areas. The future preservation of these properties and/or appropriate landscaping will create a village fringe, one of the unique characteristics of rural village character.

Overall, several areas have the potential for new development, redevelopment, or infill development, including:

- Park Road, Little Conestoga Road, and Pottstown Pike core
- West of Pottstown Pike and east of Ticonderoga Boulevard
- Both sides of Byers Road
- Along both sides of Pottstown Pike south of Graphite Mine Road
- Along portions of Graphite Mine Road
- Along both sides of Ticonderoga Road
- Along both sides of Township Line Road

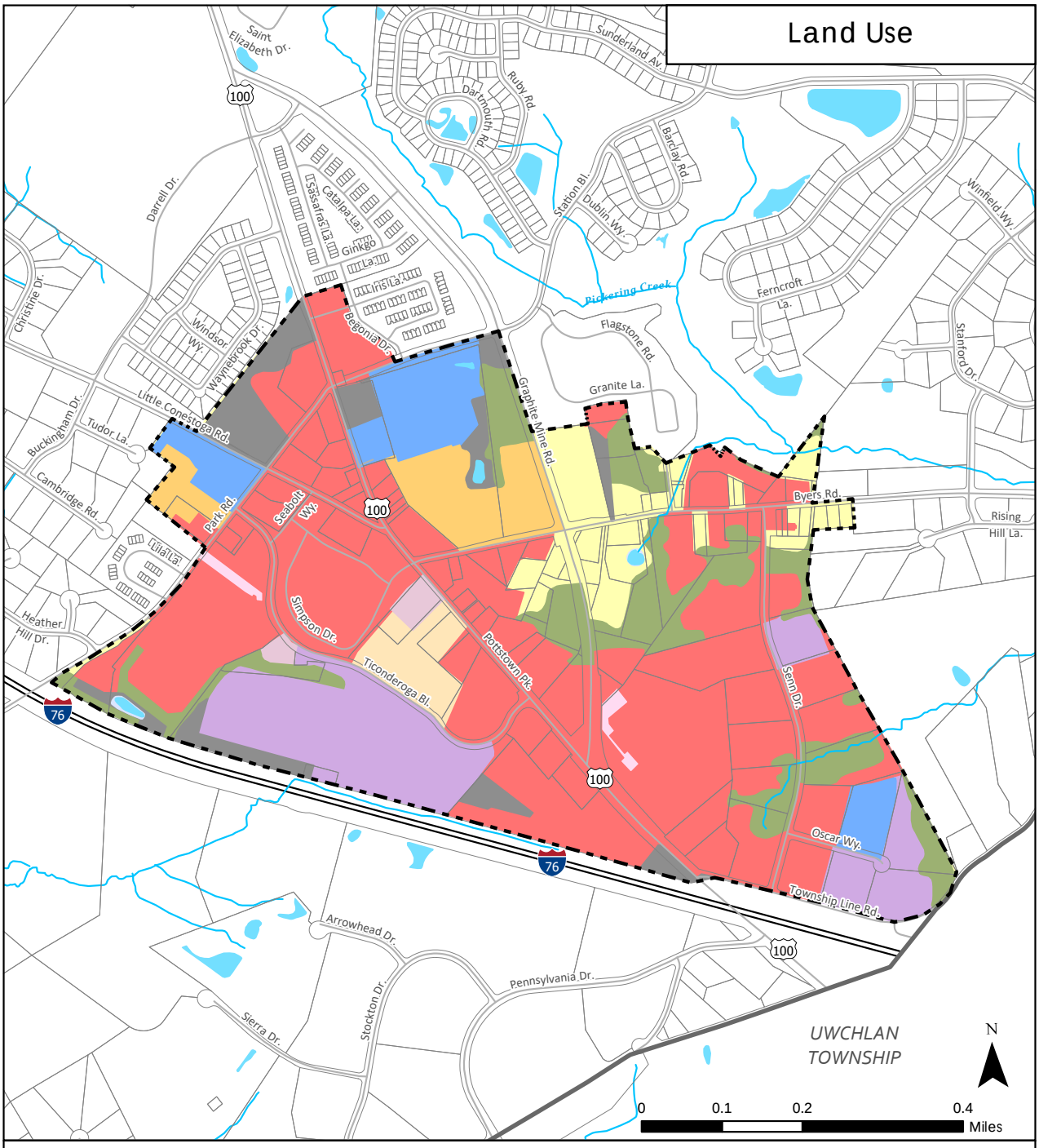
Township Regulations

The Village Planning Area includes the following municipal zoning districts: C-1, C-3, R-2, R-3, R-4, R-2 and LI, as shown on Map 3.4, Existing Zoning Districts . A summary of regulations pertaining to each zoning district, including provisions for historic preservation and adaptive reuse and their relevance to the VPA is described in this section.

Historic Resources Protection Standards

Currently, there are provisions in the Zoning Ordinance and Subdivision and Land Development Ordinance, which are intended to help preserve and protect the Township's historic features.

The subdivision and land development design standards encourage maintenance and preservation of historic resources (i.e., historically, culturally, or architecturally significant buildings, monuments, sites or potential archaeological sites, unique historic landscapes). That includes requirements to consider all available adaptive reuse options that may keep the historic resource viable, as well as tax and other



Village Concept Plan

Upper Uwchlan Township
Chester County, Pennsylvania

DRAFT

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2022.

BRANDYWINE CONSERVANCY

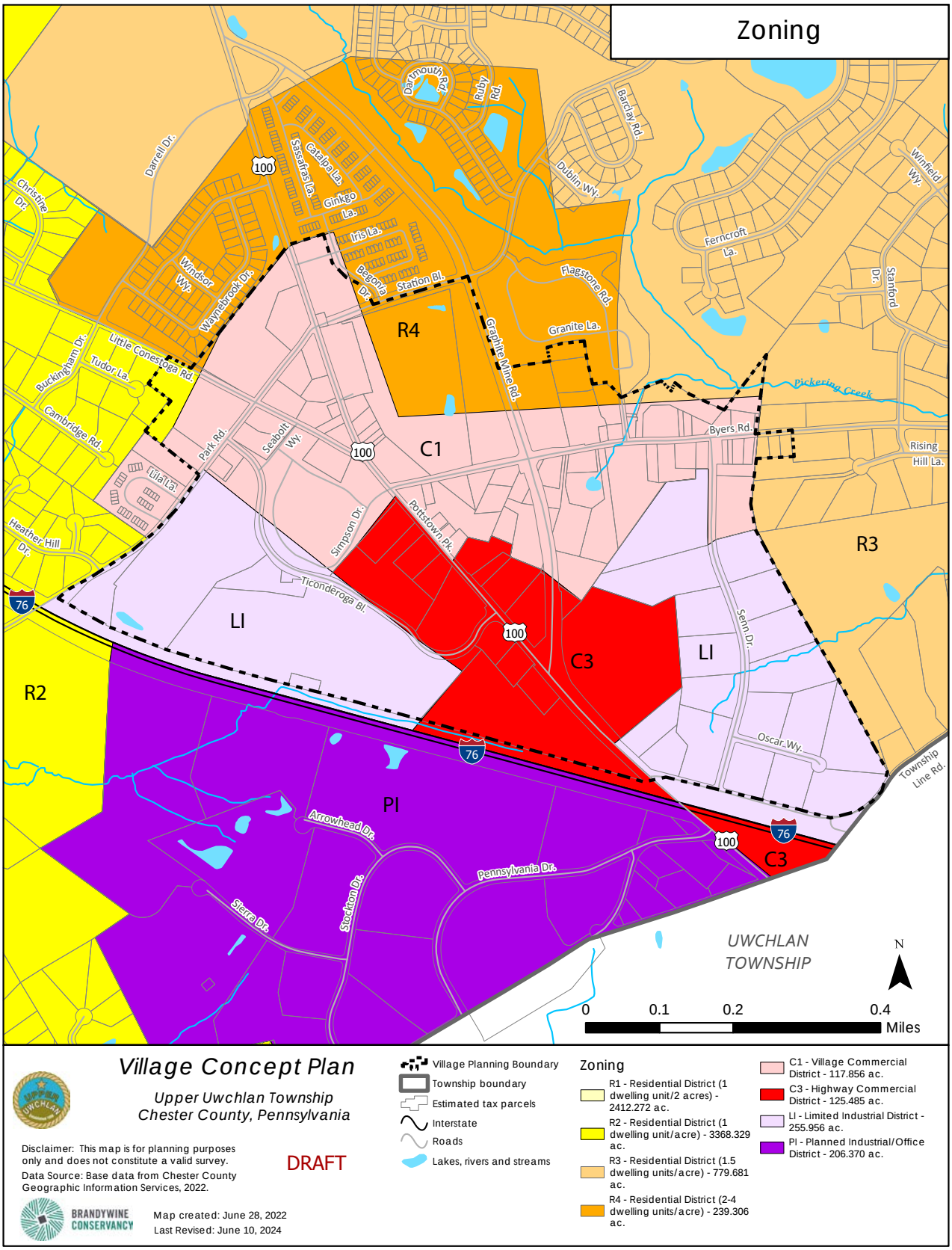
Map created: June 28, 2022
Last Revised: June 10, 2024

- Village Planning Boundary
- Township boundary
- Estimated tax parcels
- Lakes, rivers and streams
- Lakes, rivers and streams

Existing Land Use

- Agriculture
- Commercial
- Industrial
- Institutional
- Recreation
- Residential
- Transportation
- Undeveloped
- Utility
- Water
- Wooded

Map 3-3


Zoning
R4
C1
R3
LI
C3
LI
R2
PI
C3
Darrell Dr.
Christine Dr.
Sassafras La.
Catalpa La.
Ginkgo La.
Iris La.
Begonia Dr.
Station Bl.
Windsor Wy.
Waynebrook Dr.
Darmouth Rd.
Ruby Rd.
Barclay Rd.
Dublin Wy.
Winfield Wy.
Ferncroft La.
Stanford Dr.
Flagstone Rd.
Granite La.
Graphite Mine Rd.
Pickering Creek
Byers Rd.
Rising Hill La.
Buckingham Dr.
Tudor La.
Little Conestoga Rd.
Cambridge Rd.
Park Rd.
Seabolt Wy.
Lilia La.
Heather Hill Dr.
Simpson Dr.
Pottstown Pk.
Ticonderoga Bl.
Senn Dr.
Oscar Wy.
Township Line Rd.
Arrowhead Dr.
Pennsylvania Dr.
Stockton Dr.
Sierra Dr.
100
76
UWCHLAN TOWNSHIP
N
0
0.1
0.2
0.4
Miles
Village Concept Plan
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2022.
DRAFT
BRANDYWINE CONSERVANCY
Map created: June 28, 2022
Last Revised: June 10, 2024
Village Planning Boundary
Township boundary
Estimated tax parcels
Interstate
Roads
Lakes, rivers and streams
Zoning
R1 - Residential District (1 dwelling unit/2 acres) - 2412.272 ac.
R2 - Residential District (1 dwelling unit/acre) - 3368.329 ac.
R3 - Residential District (1.5 dwelling units/acre) - 779.681 ac.
R4 - Residential District (2-4 dwelling units/acre) - 239.306 ac.
C1 - Village Commercial District - 117.856 ac.
C3 - Highway Commercial District - 125.485 ac.
LI - Limited Industrial District - 255.956 ac.
PI - Planned Industrial/Office District - 206.370 ac.

Map 3-4

incentives available to preserve the historic resource, limiting opportunities for relocating historic resources, and requirements for interpretive signage, easement, and maintenance responsibilities.

Adaptive reuse of historic preservation regulations encourages reuse of any identified historic structures located on a tract listed in the Historic Resources Inventory of Upper Uwchlan Township. Home occupation, professional or business office, cultural studio, day-care center, bed-and-breakfast, and other uses of a similar nature and similar community impact are permitted by right in the C-1, C-3, LI, and PI Zoning Districts. Home occupation and no-impact home-based businesses are permitted by right in the residential zoning districts. Adaptive reuse of any structure as an additional principal use on the same lot is permitted via conditional use process in any zoning district. Professional or business office, cultural studio, day-care center, bed-and-breakfast, and other uses of a similar nature and similar community impact, and multiple-family dwelling are permitted via conditional use process in residential districts. Adaptive reuse provisions also include specific modifications to area and bulk regulations and specific requirements for adaptive reuse for multiple-family dwellings.

Specific design standards for the preservation of historic resources are included in the C-1 Village District and applicable to C-3 Highway Commercial District and R-2, R3, and R-4 Districts as described below (see the Township's Ordinances for any updates since the adoption of this Plan).

C-1 Village

The purpose of the C-1 Village District is to preserve the historical development patterns of the Village of Eagle and the Byers Station Historic District and establish standards for new development and coordinate street and landscape improvements and pedestrian amenities to complement the village setting and provide safe and convenient access and provide for a variety of uses in a manner which facilitates and promotes pedestrian travel within the village setting and preserves historical resources.

Business or professional offices, financial institutions, individual retail stores, shops, grocery stores, bakeries, personal service establishments and medical marijuana facilities are allowed by right. Educational, cultural studios or facilities, day-care centers, financial institutions with drive-throughs, individual retail stores, mixed-use dwellings, bed-and-breakfast inns, restaurants, and adaptive reuse for historic preservation are allowed via the conditional use process.

The C-1 district regulations include design standards for preserving historic resources, architectural design, pedestrian and vehicular access, streetscape design, and stormwater management, and reference to supplemental land use regulations pertaining to a specific use (i.e., adaptive reuse for historic preservation, shopping center standards), common regulations about specific development features (i.e., parking, landscaping, screening) and signage. These design standards apply to all uses by right and/or conditional use approval and include (as described in the current Zoning Ordinance):

- Preservation of historic structures and historic resources, including historic landscapes, to the greatest degree practicable.
- Required Township's approval for the removal of historic resources.
- Standards for certain modifications of historic resources in compliance with the Secretary of the Interior's Standards for Rehabilitation.
- Requirements for the use of authentic period materials and colors for historic resources visible from any existing or proposed right-of-way.
- New construction is to be designed with either traditional village architectural character or a contemporary expres sion of traditional styles and forms, re specting scale, proportion, roof pitch, character, and materials of historic examples in Byers Station Historic District, Village of Eagle, and the sur rounding area.
- Pedestrian access to be designed to provide convenient, safe, and direct

access between various uses and other nearby concentrations of development.

- Vehicular access is designed to limit the number of new access points to public roads.
- Parking areas are to be landscaped and appropriately screened and not be provided in the front yard.
- Streetscape landscaping and pedestrian amenities to be provided to meet overall village planning objectives, including potential requirements for trash receptacles, public benches, bike racks, planting strips and pedestrian paving materials.
- Additionally, there are architectural design guidelines for new construction in the C-1 district. These guidelines include maximum façade length, desired materials, color, and aesthetics for pitched roofs, types of exterior wall materials and specific structural elements, and a building size restriction of 6,000 square feet.

C-3 Highway Commercial

The purpose of the C-3 Highway Commercial District is to provide retail and service uses in an area of the Township accessible to a regional highway system. The C-3 District establishes standards for a unified and organized arrangement of buildings, service, and parking areas, to facilitate access management and provide for safe, convenient, and attractive commercial activity in the Township.

Business or professional offices, financial institutions, passenger station for public transportation, individual retail stores, restaurants, personal service establishments (i.e., beauty salons, tailor, barbershop), retail or wholesale establishments, educational or religious and medical marijuana dispensaries are allowed by right. Day-care center, hotel or motel, bed-and-breakfast inn, indoor amusement center, gas stations, auto sales establishments and car wash, mixed-use dwelling, and adaptive reuse for historic preservation are allowed via conditional use process. Additionally, uses permitted in the C-1 Village District whether by right, conditional use process or special exception are permitted in the C-3 district.

The C-3 District regulations also provide a reference to supplemental land use regulations pertaining to a specific use (i.e., adaptive reuse for historic preservation, shopping center standards) and common regulations on specific development features (i.e., parking, landscaping, screening). The design standards specified in the C-1 Village District that are described previously are also applicable within the C-3 District under certain circumstances.

R-2 Residential

The purpose of the R-2 Residential District is to provide for low to moderate density residential development in areas of the Township which are not generally characterized by steep slopes or floodplains, but which nevertheless contain soils conditional for on-lot sewage disposal systems and variable groundwater yields; to encourage continued agricultural, open space and conservation uses in the R-2 District while also permitting low to moderate density residential development compatible with established use patterns; and to encourage and promote phased development throughout the Township by permitting low to moderate density residential uses in the R-2 District until other areas of the Township more accessible to adequate services and transportation are fully developed in medium and high density residential uses. The R-2 District establishes maximum density standards which provide the conservation of surface water and groundwater supplies, soils for on-lot sewage disposal systems, and the control of soil erosion and flooding.

Any uses permitted by right in the R-1 Residential District, including single-family detached and semi-detached (twin) and two-family detached dwellings (duplex), group homes and agriculture, are allowed by right. Educational or religious use, cemeteries and adaptive reuse for historic preservation are allowed via conditional use.

The specific design standards are not included but provide a reference to supplemental land use regulations pertaining to a specific use (i.e., adaptive reuse for historic preservation, shopping center standards), common regulations

pertaining to specific development features (i.e., parking, landscaping, screening) and signage.

R-4 Residential

The purpose of the R-4 Residential District is to provide the opportunity for high-density residential development to occur in areas that are compatible with established use patterns, located in areas of the Township which contain environmental features generally suitable for such development and accessible to transportation systems and community facilities appropriate for such development. The R-4 District is designed to provide the opportunity for accommodating multifamily units at a density consistent with the character of the Township.

Any uses permitted by right in R-1 and R-3 Residential Districts, including single-family detached and semi-detached dwellings (twin) and two-family detached dwellings (duplex), group homes and agriculture, are allowed by right. Multi-family dwellings and adaptive reuse for historic preservation are allowed via conditional use.

The specific design standards are not included but provide a reference to supplemental land use regulations pertaining to a specific use (i.e., adaptive reuse for historic preservation, shopping center standards), common regulations pertaining to specific development features (i.e., parking, landscaping, screening) and signage.

LI Limited Industrial

The purpose of the LI Limited Industrial District is to provide for limited industrial and other related intensive activities in the Township, to encourage the establishment of industrial uses which will offer additional employment opportunities and an increased tax base for the Township; to establish reasonable standards governing industrial development to ensure its compatibility with the character of the area and adjacent land uses, and to locate industrial uses within proximity to major roads to provide safe and efficient access by industrial-related traffic.

Light manufacturing, medical marijuana grower/processor, laboratories, public utility operating facilities, printing or publishing establishments, office buildings, wholesale warehouse and distribution, churches and other religious uses are allowed by right. Surface mining operations, sanitary landfills, junkyards, recycling collection centers, auto body repair, indoor health spas, tower-based communication facilities, adult-oriented uses, and municipal or public uses are allowed via the conditional use process. Additionally, bakeries, retail sales, restaurants and adaptive reuse of historic preservation are allowed via conditional use approval when those uses are established on a property designated by the Township as a Class I or Class II Historic Resource where historic buildings shall be adaptively reused.

Similar to R-4 District regulations, specific design standards are not included but provide a reference to supplemental land use regulations pertaining to a specific use (i.e., adaptive reuse for historic preservation, shopping center standards) and common regulations pertaining to specific development features (i.e., parking, landscaping, screening).

In summary, in both the C-1 and C-3 Districts, mixed-use developments via provisions for any two or more principal uses and mixed-use dwellings are permitted when approved by the Board of Supervisors as a conditional use. Also, opportunities for twins, duplexes, group homes and multifamily dwellings exist within the R-4 district. There is a 35-foot height limitation on structures in all zoning districts. Additionally, all districts within the Village Planning Area highly encourage adaptive reuse for historic preservation. However, only the C-1 Village District and C-3 Highway Commercial District provide specific design guidelines for historic preservation.

Building Patterns

A mixture of historic and modern, residential, and commercial structures is currently located in the Village Planning Area. The historic building patterns are erratic, with various street setbacks, building footprints, and building materials. Historically, building footprints had been small, ranging from 600 to 1,200 square feet. 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. Several new structures and uses have been added to His-

toric Eagle Village and surrounding areas since 2010 that have influenced the village dynamic:

- Expansion of municipal building and pocket park on Pottstown Pike south of Park Road
- Expansion of Profound Technologies building on Little Conestoga Road
- Construction of daycare on Little Conestoga Road
- Introduction of Starbucks drive-through on Pottstown Pike north of Byers Road
- Introduction of municipal playing fields north of Byers Road at Graphite Mine Road
- New commercial offices on Little Conestoga Road south of Park Road
- A new multi-use trail connects [Village of] Eagle with neighborhoods west of Hickory Park and Marsh Creek State Park
- New sidewalks and trails connect surrounding neighborhoods to the Village Planning Area
- New Upland Farm Park and refurbished barn on Darrell Drive west of Pottstown Pike

Within the Historic Eagle Village and Byers Station Village, historic residential structures along Pottstown Pike and Byers Road continue to be successfully adapted to commercial or office uses and, in some instances, offer residential apartments on upper floors.

Circulation and Access Management

The VPA includes parcels bordering Park Road, Little Conestoga Road, Pottstown Pike, and Graphite Mine Road, as depicted on the Village Planning Area map. The most heavily traveled road within the Historic Eagle Village is Pottstown Pike (PA Route 100). Graphite Mine Road was constructed to alleviate congestion along Pottstown Pike through the Historic Eagle Village. However, since its completion in 2009, Graphite Mine Road has yet to successfully divert through traffic around the Village. The Township is currently in discussions with the Pennsylvania Department of Transportation (PennDOT) to realign the designated route for PA Route 100 to Graphite Mine Road to help alleviate traffic through the Village's core.



In 2010, the Township implemented the Access Management Ordinance to provide vehicular access to land development that preserves the transportation system's safety and efficiency. The provisions apply to C-1, C-3, and LI districts and include limitations on the number of driveways, driveway location and spacing, restriction to one roadway access, and specific requirements for driveway design. The regulations apply to new land development and applications for building permits. They are beneficial in limiting direct lot access to main roadways within the VPA, facilitating traffic flow and diverting traffic from the main core.

The Township identified two village streetscape projects in 2014: along Byers Road and a portion of Pottstown Pike. The Pottstown Pike streetscape redesign was completed with street light installation, sidewalk improvements and tree plantings. However, the existing streetscape treatments are not consistent throughout the VPA. There is no clear theme of the appearance or view of streets for the Village beyond that established along Pottstown Pike in the Eagle Village core.

Pedestrian and Bicycle Amenities

The VPA includes a multi-use Township trail, side paths and neighborhood trails that connect the Eagle Village Historic Area and Byers Station Village with nearby residential communities, the Pickering Valley Elementary School, Larkin's Field, Upland Farm Park with a restored barn, Hickory Park and other trail systems. The sidewalks in the Village are currently fragmented (i.e., disconnected from each other), which prevents many residents and visitors from walking throughout the Village. Several marked crosswalks along Pottstown Pike have a button crosswalk system to provide safe crossings to Pottstown Pike. However, those are primarily within the Eagle Village core. Opportunities for safe biking within the VPA are minimal, and bike-supporting amenities are lacking, such as defined bike lanes, signage, and bike racks.

The Township recently completed the Active Transportation Plan that illustrates a network of facilities that allow residents and visitors in the Township to access a broad range of destinations and uses without needing to use an automobile. Furthermore, the study aims to increase the sense of community and recreation opportunities in Upper Uwchlan Township while increasing overall health benefits for its residents.

Clean Energy Systems

The Committee recognizes the potential for future installation of alternative energy systems within the VPA, including rooftop or ground-mounted solar systems, solar part components and/or electric vehicle (Evs) charging stations. Alternative energy systems, including solar, wind and geothermal, are allowed as an accessory use in all districts, including those parts of the VPA with several limitations, including:

- Solar and wind energy systems are prohibited in all public open spaces, within wastewater reclamation areas, greenways, and riparian buffer areas.
- Wind energy and geothermal systems are prohibited in the C-1 Village District and designated historic districts.
- Wind energy systems are permitted in the LI Limited Industrial District as an accessory use via conditional use approval.

Currently, no regulations address the installation of rooftop solar systems on historic resources. And there are no regulations for installing Electric Vehicle charging stations in the Township, and none exist within the VPA. Considerations shall be given on encouraging the use of alternative energy systems while retaining the VPA's sense of place and rural character.

Future Development

Several new/pending developments will also influence the Village dynamic:

- Ongoing construction of continuing care facility on Graphite Mine Road north of Byers Road.
- Once entirely constructed, Byers Station Parcel 5C (the commercial uses of which are located within the VPA) will include 172 townhomes, a daycare facility, a drive-through restaurant, and 13,200 square feet of retail space.
- Pending development of 301 Park Rd.
- Pending development on the south side of Byers (164 Byers).

Chapter 4 Village Sub-Areas

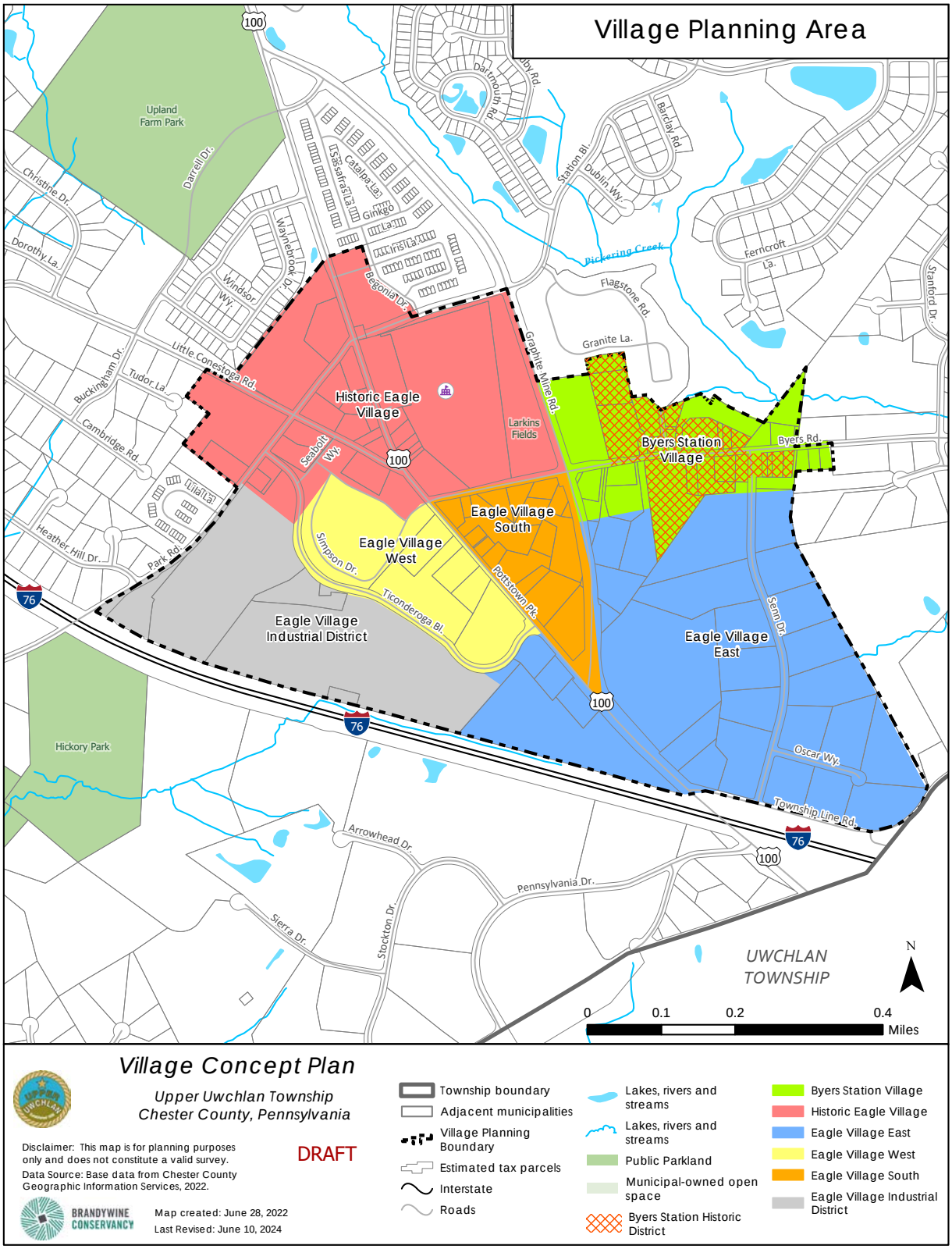


Introduction

Due to the extent and unique characteristics of different geographic areas within the VPA, the Committee identified six sub-areas (see Map 4-1) to evaluate conditions for future growth and/or redevelopment and develop a vision. Each sub-area has distinctive features of how it was developed in the past, including physical location, existing land use, zoning conditions, building patterns and architecture, the extent of historic resources and degree of development potential. The map below represents the six sub-areas:

Main Core Sub-Areas

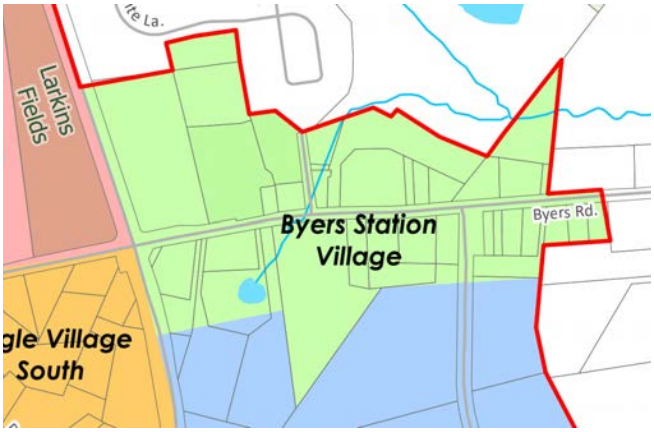
1. Byers Station Village
2. Historic Eagle Village (includes the Eagle Village Historic Area)
3. Eagle Village South
4. Eagle Village East
5. Eagle Village West
6. Eagle Village Industrial District


Village Planning Area
Upland Farm Park
Darrell Dr.
Christine Dr.
Dorothy La.
Waynebrook Dr.
Windsor Wy.
Sassafras La.
Catalpa La.
Ginkgo La.
Iris La.
Begonia Dr.
Dartmouth Rd.
Station Bl.
Dublin Wy.
Barclay Rd.
Pickering Creek
Flagstone Rd.
Granite La.
Graphite Mine Rd.
Ferncroft La.
Stanford Dr.
Little Conestoga Rd.
Buckingham Dr.
Tudor La.
Cambridge Rd.
Lilah La.
Heather Hill Dr.
Park Rd.
Historic Eagle Village
Seabolt Wy.
Larkins Fields
Byers Station Village
Byers Rd.
Eagle Village South
Eagle Village West
Simpson Dr.
Ticonderoga Bl.
Pottstown Pk.
Eagle Village Industrial District
Eagle Village East
Senn Dr.
Oscar Wy.
Township Line Rd.
Hickory Park
Arrowhead Dr.
Pennsylvania Dr.
Sierra Dr.
Stockton Dr.
100
76
UWCHLAN TOWNSHIP
N
0
0.1
0.2
0.4
Miles
Village Concept Plan
Upper Uwchlan Township
Chester County, Pennsylvania
DRAFT
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2022.
BRANDYWINE CONSERVANCY
Map created: June 28, 2022
Last Revised: June 10, 2024
Township boundary
Adjacent municipalities
Village Planning Boundary
Estimated tax parcels
Interstate
Roads
Lakes, rivers and streams
Lakes, rivers and streams
Public Parkland
Municipal-owned open space
Byers Station Historic District
Byers Station Village
Historic Eagle Village
Eagle Village East
Eagle Village West
Eagle Village South
Eagle Village Industrial District

Map 4-1

Byers Station Village

This sub-area is defined predominantly by the officially designated Byers Station Village on Byers Road that is listed on the National Register of Historic Places, and other areas near Byers Road zoned C-1 Village District. There is a low density of buildings and structures within the area, with most classified as historic resources. This sub-area primarily consists of single-family houses and individual medical, professional services, and small-scale retail offices.



The following is envisioned in the Byers Station Village (including the C-1 Village Commercial areas):

1. A small village of single-family and multi-family residences with small-scale office/retail use.
2. Historic resources are preserved, main tained and used to the extent practicable or through adaptive reuse for apart ments, offices, services, or retail.
3. Limited light redevelopment and limited infill development, as well as additions or modifications to existing structures, are consistent with and maintain the historic architecture and character of the Byers Station Village (i.e., Victorian façade).
4. Enhanced streetscape along Byers Road, including, but not limited to, street trees, lights, and sidewalks.
5. Signage unique to the Byers Station Village, including interpretive signage.
6. A replica of the now demolished, c. 1870s train station located north of Byers Road, known as Byers Station.
7. Pedestrian-oriented streets encourage walking and bicycle use.
8. Walking connection between Byers Station Village and the Eagle Village.

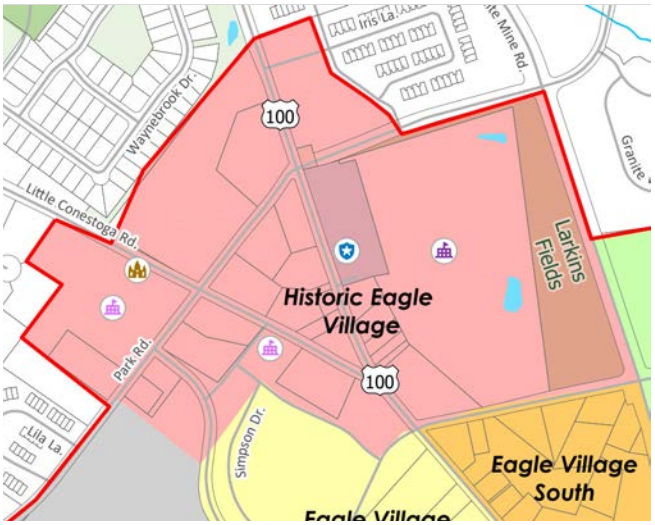


Historic Eagle Village

This sub-area, the core of the Historic Eagle Village, is defined by a cluster of retail uses centered within the boundaries of Park Road, Little Conestoga Road, Byers Road, Pottstown Pike and adjacent areas. There is a high concentration of existing structures in this area that consists of historic resources and contemporary structures. Pedestrian connections have been improved, but sidewalk gaps still exist.

The following is envisioned in the Historic Eagle Village:

1. A walkable village that also encourages bicycle and e-bike use.
2. Historic resources that are preserved, maintained, and used as originally intended or through adaptive reuse.
3. Small-scale businesses that attract and encourage visitors to walk and stay in the Eagle Village, including, but not limited to, restaurants, ice cream parlors, spas, antique stores, hardware stores, bookstores, artists and crafts people.
4. Enhanced streetscape along Pottstown Pike, Little Conestoga Boulevard, Byers Road and Park Road, including street trees, lights, sidewalks, site furniture, signage, banners and seasonal planters.
5. A completed sidewalk connection be tween the Wawa and Starbucks.
6. Limited light redevelopment and limit ed light infill development, as well as additions to existing structures, which are consistent with and maintain the historic architecture and character of the Historic Eagle Village.
7. Civic space creation–critical to establishing a village core into which all other sub-areas are connected, becomes a central gathering place where Township activity is centered.



8. Coordinated vehicular access points to limit pedestrian crossings of driveways.
9. Adequate parking at the rear of the buildings and shared or open parking where applicable.

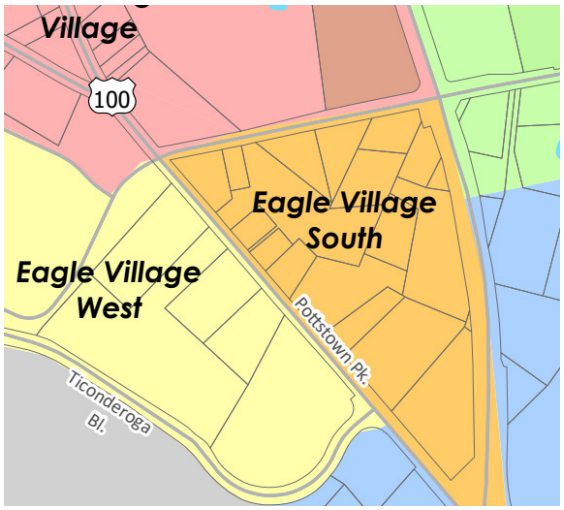


Eagle Village South

This sub-area is bordered by Pottstown Pike to the west, Byers Road to the north and Graphite Mine Road to the east. There is a high concentration of existing structures in this area along Pottstown Pike and Byers Road, consisting of six historic resources and more contemporary structures.

The following is envisioned in the Eagle Village South sub-area:

1. Function as a gateway to the Historic Eagle Village and continuation of the Historic Eagle Village that is walkable and encourages bicycle use, consistent with the view of Pottstown Pike as a small town "Main Street."
2. Historic resources that are preserved, maintained, and used as originally intended or through adaptive reuse.
3. Small-scale office and retail businesses that attract and encourage visitors to walk and spend time in Historic Eagle Village.
4. Limited light development, redevelopment and infill, as well as additions and modifications to existing structures that are consistent with and maintain the historic architecture and character of the Historic Eagle Village.
5. Larger building footprints potentially along Graphite Mine Road.
6. Controlled access to Graphite Mine Road.
7. Residential uses above commercial/retail; shared parking only.
8. Coordinated access among uses.
9. Parking at the rear of the building.
10. Rear alley for coordinated access.



11. Consistent streetscape treatment along Pottstown Pike, Byers Road, and Graphite Mine Road to strengthen the view of the area as a gateway to and continuation of Historic Eagle Village.



Eagle Village East

This sub-area is defined by the Pennsylvania Turnpike to the south of Ticonderoga Boulevard, north across Pottstown Pike to the east side of Graphite Mine Road. There is a low concentration of existing structures in this area. Two existing structures are historic resources, and the others are more contemporary.



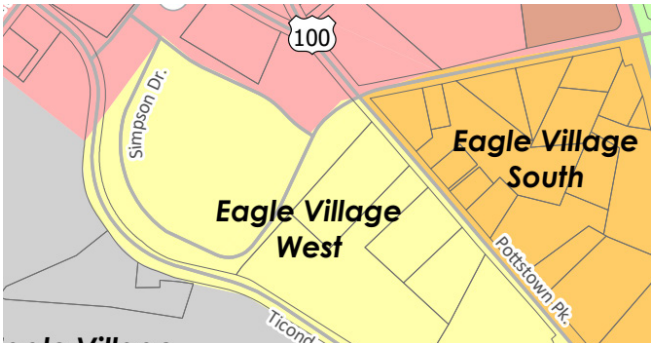
The following is envisioned in the Eagle Village East:

1. Single-story office park or commercial/ retail space includes residences.
2. Capitalize on scenic views to the north overlooking the Historic Eagle Village without damaging views, the historic contexts and/or historic resources with in the Historic Eagle Village, Byers Station Village and supporting landscapes.
3. Centralized parking plazas or parking structures consistent with and maintain the historic architecture and character of the Historic Eagle Village.
4. Pedestrian-oriented buildings with interconnected sidewalks, public plazas, and pocket parks.
5. Pedestrian connections to Byers Station Village and the Historic Eagle Village shops, restaurants, and services.
6. Landscape buffer along Graphite Mine Road.
7. Landscape screening to buffer Byers Station Village.
8. Coordinated access among uses; rear parking areas; rear alleys.
9. Strong pedestrian orientation around the perimeter and into Eagle Village South and Byers Station Village.
10. Consistent streetscape treatment along Pottstown Pike and Graphite Mine Road.



Eagle Village West

This sub-area includes lands east of Ticonderoga Boulevard, south to the Wawa and east to Pottstown Pike. There is a relatively low density of existing structures in this area, and they are primarily contemporary commercial structures with one historic structure, #167.



The following is envisioned in Eagle Village West:

1. The part of this sub-area along Pottstown Pike serves as a gateway to the Historic Eagle Village and a continuation of the His toric Eagle Village, which is walkable and encourages bicycle use.
2. Other parts of this sub-area are walkable areas that encourage bicycle use within easy walking distance to shops, restaurants, groceries, trails, Hickory Park, and Marsh Creek State Park.
3. Limited light infill development, redevelopment and development, as well as additions and modifications to existing structures that are consistent with and maintain the historic architecture and character of the Historic Eagle Village.
4. Small shops, live/work units and retail businesses attract and encourage visitors to walk and spend time in Eagle Village West and Historic Eagle Village.
5. Residential uses above commercial/retail.
6. Civic and open spaces that are accessible from Pottstown Pike.
7. Enhanced streetscape, street trees, lighting, and sidewalks along Pottstown Pike, all consistent with streetscape in Historic Eagle Village.
8. Integrated vehicular and pedestrian access between the Eaglepointe Village shopping center and future infill uses to reduce local traffic on Pottstown Pike and Ticonderoga Boulevard.



Eagle Village Industrial District

This sub-area north of the PA Turnpike is bordered by Ticonderoga Boulevard to the north.

The following is envisioned in the Eagle Village Industrial District sub-area:

1. To reduce industrial and residential traffic through the Historic Eagle Village, consider through development or redevelopment scenario an extension of Township Line Road north to Park Road (would parallel the Turnpike and provide a second means of access to industrial sites).
2. Two new connector roads between Ticonderoga Boulevard and the Township Line Road extension.
3. Community/active recreation center with multi-use outdoor public space.
4. Some commercial with office buildings, limited light industrial that are com - patible and complementarily to existing land uses and character of surrounding sub-areas.
5. High visibility from the Turnpike, the orientation of buildings towards the Turnpike.
6. Landscape screening/buffer between LI District and other Eagle Village sub-areas.





Chapter 5 Recommendations



To achieve the visions identified for the Historic Eagle Village and Byers Station Village, the following are primary recommendations:

- Obtain greater historic resource protection within the Village Planning Area by implementing the recommendations within the Historic Resource Protection Plan contained in the Township's Comprehensive Plan (2024).
- Evaluate the adoption of Act 167 Historic District Ordinance (i.e., establishing a HARB) for the Byers Station Village.
- Plan events to showcase the Historic Eagle Village and Byers Station Village's architecture and help promote the Historic Eagle Village by coordinating with residents, businesses, and service groups, such as the Lions. Additionally, schedule events to attract visitors to the Historic Eagle Village, including but not limited limited to walking tours, fall and holiday festivals, July 4th parades and artist/craft fairs.
- Evaluate ways to attract more businesses to the Historic Eagle Village that encourages more foot traffic.
- Review the parking ordinance to determine the need to adjust/reduce/increase the Township zoning ordinance's parking requirements in the VPA to encourage pedestrian movement in and around the Village Planning Area to attract visitors to the Historic Eagle Village and the

Byers Station Village. This may include evaluating shared parking opportunities within the Village Planning Area or its immediate surrroundings.

- Enhance the architectural design guide lines within the C-1 and C-3 Zoning Districts to address streetscape improvements, pedestrian facilities, civic spaces and other appropriate features.
- Incorporate by reference the Village Design Guidelines in the C-1 and C-3 Zoning Districts and the Township's Subdivision and Land Development Ordinance.
- Review the sign ordinance for its suitability in the C-1 and C-3 Zoning Districts.
- Review the zoning and SLDO lighting ordinance to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.
- Review the zoning and SLDO street design ordinance (i.e., benches, trash receptacles) to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.
- Review the zoning and SLDO signage ordinance to ensure consistency with the goals of the Village Concept Plan and Village Design Guidelines.
- Evaluate options to install village gate ways that enhance sense of place, reduce traffic speeds, and provide landscaping and green stormwater opportunities.
- Along with PennDOT, evaluate the feasibility of redesignating Graphite Mine Road as State Route 100 to divert traffic from the Historic Eagle Village. Consider appropriate traffic studies to better understand existing traffic flows in and adjacent to the VPA. This recommendation must be implemented to make the vision for the Historic Eagle Village possible. Without this change, the vision for the Historic Eagle Village is severely limited.
- Consider adopting the Official Map to add planned (new) roads and trails. Showing these planned facilities does not mean that the Township can take the right-of-way when needed. However, showing them on the Official Map informs landowners of the Township's desired village street network and allows for appropriate Township/developer negotiations at the time of land development application.
- Adopt a Complete Streets ordinance consistent with the Chester County Planning Commission model ordinance, after review and revisions to customize the model to reflect the VPA.
- Consider updating the C-1 and C-3 Districts to provide incentives for applicants to construct residential dwellings above commercial/retail/office space or establish free-standing residential dwellings.
- Consider adding a Village Overlay zoning district that conforms to the C-1 and C-3 District boundaries that could be applied when landowners/developers seek greater use options and development flexibility. Village Design Guidelines are codified in the Village Overlay to reflect village plan ning objectives.
- Encourage alternative modes of travel to and from the Historic Eagle Village and Byers Station Village by requiring active transportation facilities.
- Intersection improvements at the north and south of the Historic Eagle Village recommended in the Village Transportation Plan should be revisited and up dated as necessary.
- Consider opportunities to implement green stormwater infrastructure and improve landscaping to help provide visual separation between the VPA and surrounding landscapes.
- Consider installing solar light structures along trails for increased accessibility and visibility at night.

- Conduct parking study within the VPA to evaluate opportunities for additional parking and/or shared or open parking.

Implementation Strategies

The Village Concept Plan attempts to unify how the Eagle Village Historic Area and Byers Station Village can develop without detracting from or diminishing the area's visual and historic integrity and continue to meet other planning objectives. Supportive participation by both public and private sectors will be essential to realizing many implementation strategies described below.

Village Concept Plan Implementation Task Force

To ensure that recommendations developed in this Plan are being implemented, the development of a dedicated Task Force to oversee the progress is recommended. Said Task Force can be appointed to meet on an as-needed basis to discuss the next steps and identify specific priorities to move forward. In addition, providing feedback on pending subdivision and land developments and any proposals within the VPA can be a dedicated task for that committee.

Official Map

An Official Map is a "land use ordinance" with the map as a primary component of an official map ordinance that provides for planned future public lands and facilities, including streets, trails, parks and open spaces where there is a municipal interest in acquiring lands for public purposes sometime in the future. An Official Map is a legal document adopted in accordance with the Pennsylvania Municipalities Planning Code.

An Official Map can be used to provide for future pedestrian expansions, designate bikeway routes and multi-use trails, reserve land for pocket parks and civic spaces and historical and archaeologically significant areas. Identifying these planned facilities on the map does not mean that the Township can take the right-of-way when needed. However, it informs landowners of the Township's desired village layout and allows for appropriate Township/developer negotiations at the time of land development application. Landowners should be incentivized to comply with the Official Map so that the Township's infrastructure needs can be satisfied without burdening existing Township residents and businesses. That can be achieved by the following:

1. Adopt an Official Map and ordinance to include planned roads, pedestrian ex tensions, trails and bike routes and oth er civic spaces recommended in the Upper Uwchlan Township Comprehensive Plan (2024), Active Transportation Plan (2023), Village Transportation Plan (2015), and other relevant plans.

Village Overlay Zoning District

New zoning tools may be appropriate to help realize the Village's vision, such as creating a Village Overlay zoning district applicable to areas that do not include designated historic buildings or structures which fall under the historic preservation provisions in the Township code. This will allow for an aesthetic transition between historic structures and buildings that are not designated historic by Upper Uwchlan Township.

An overlay is an effective regulatory tool that creates a particular zoning district with unique area and bulk regulations, design guidelines and provisions supportive of the identified vision for the area. The extent of the overlay district can be pre-mapped to a specific geographic area, for example, the Historic Eagle Village and the Byers Station Village or the entire Village Planning Area.

A Village Overlay can forward historic preservation efforts by providing additional provisions of the lot and bulk regulations and additional uses, protecting remaining open space, enhancing provisions for screening, landscaping, and lighting, signage, implementing traffic calming and encouraging consistent signage along the streetscape and throughout the village area. This can be achieved by the following:

1. Designate the Village Overlay District to provide consistency among zoning regulations within the Village Planning Area.

Historic Resources Protection Standards

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 the adaptive reuse of historic buildings and prevent historic resource demolition. Historic resources protection standards can be applied in two ways: through changes to the existing historic preservation regulations in zoning and subdivision and land development provisions (Act 247) and/or by designating a local historic district (Act 167). A historic district is certified by the Pennsylvania Historical and Museum Commission with standards administered by the Township with the assistance and review of a local Historical Architectural Review Board (HARB). While historic preservation regulations in zoning are used to limit alterations and demolition of historic resources, provisions of historic districts allow for the preservation of character and architecture of historic areas for existing structures and new construction. Variations of these standards can be used to ensure the continuous distinctive character of both the Historic Eagle Village and Byers Station Village while allowing for the reuse of historic resources to fit the needs of the existing population. That can be achieved by the following:

1. Establish the designated historic district, for example, the existing Byers Station Village boundary, with specific standards to be administered by the appointed HARB.
2. Strengthen historic resource provisions that apply to all historic resources with in the Township, including those in the Village Planning Area.

Zoning and Subdivision and Land Development Ordinance Provisions

The current provisions of the C-1 Village District allow for mixed-use when approved as conditional use. However, there may not be sufficient incentives to encourage new residential units in the village. A balance of residential and non-residential uses will enhance the vitality of the Village, as Village residents will bring activity to the village's businesses, sidewalks, and civic spaces, enhancing the sense of place and village community. Additionally, the architectural design guidelines are only included in zoning provisions within the C-1 District and the C-3 District (in more limited circumstances), which limits the extent of potential improvements to align with the historic character of the entire Historic Eagle Village and the Byers Station Village.

That can be achieved by the following:

1. Update underlying zoning language within the Village Planning Area to codify the Village Design Guidelines, in cluding streetscape improvements, pedestrian facilities and civic spaces, and provide incentives to use design guide lines.
2. Evaluate the existing street lighting requirements for opportunities for improvements to encourage more walk ing and use of civic spaces.
3. Consider updating landscape require ments and tree planting regulations to encourage landscape buffers and land scaping of parking areas.
4. Include by reference the Village Design Guidelines in the C-1 and C-3 Zoning Districts and in the Township's Subdivision and Land Development Ordinance.
5. Consider provisions for the installation of electric vehicle charging stations in designated parking areas.
6. Evaluate regulations as they pertain to rooftop solar for historic buildings and structures and adjust accordingly.

Village Design Guidelines

The Village Design Guidelines (Guidelines) have been developed to help property owners and Upper Uwchlan Township preserve the historic character of the Township's Village Planning Area (VPA). The Guidelines are designed for use within the VPA as may be required by Township Ordinances, however, property owners are encouraged to use the Guidelines voluntarily throughout the Township.

The Guidelines are intended to provide proper-

ty owners and Township officials with a "go to" illustrated manual for preserving, rehabilitating, and enlarging historic resources, designing new buildings, and making changes to streetscapes and historic settings within the VPA. Their purpose is to help ensure changes in the VPA will be compatible with and sensitive to the VPA's historic resources and settings, particularly in the villages of Eagle and Byers. The Village Design Guidelines can be viewed at the Township Offices or on the Township's website.

Incentives for Landowners and Developers

The Township's C-1 and C-3 zoning districts include several commercial, institutional, and residential use options for landowners and developers 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 applies those standards for uses subject to conditional use approval.

Sufficient incentives must be offered in the C-1 and C-3 Districts to gain landowner participation in realizing the Township's vision for the Historic Eagle Village and Byers Station Village. For example, obtaining landowner/developer cooperation in a public street extension or new street construction may require providing additional incentives within the Zoning Code.

Pedestrian and Bicycle Accessibility Improvements

The Village's success will depend upon a safe network of supporting roads and pedestrian facilities. Using green infrastructure (i.e., street trees, green streets) is important for aesthetics and the comfort of pedestrians, as trees provide shade and visual relief from hard surfaces. Good pedestrian connectivity would include a civic space network to invite public use and informal gathering areas outside shops and businesses. Visitors from nearby residential developments will be encouraged to walk to the village and leave their cars at home. In the future, using structured parking for village use 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 revisions to the Township's parking requirements.

That can be achieved by the following:

1. Adopt a Complete Streets ordinance consistent with the Chester County Planning Commission model ordinance, after review and revisions to customize the model to reflect the VPA.

2. Complete village streetscape improve ment projects to encourage walking, reduce localized traffic, support the Village's character and feel, and provide additional recreational benefits for the community. Consider installing pedestrian amenities, such as benches, trash and pet waste receptacles, street lighting and additional landscaping along the side walks and trails.

3. Consider the location for installing Emergency Call Box systems within the village planning area for safety.

4. Consider various lighting options for pedestrian safety along sidewalks and/ or trails.

5. Consider the installation of trail mark ers and wayfinding signage within the village planning area to guide residents and visitors in the right direction.

Circulation Improvements

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

The Township is interested in limiting direct lot access to Graphite Mine Road to facilitate traffic flow and divert traffic from the Historic Eagle Village. A goal of the Township is to have Graphite Mine Road formally designated by PennDOT as Pottstown Pike to reduce traffic through the

Historic Eagle Village further. Reduced traffic volumes would allow the former Pottstown Pike to again function as the Historic Eagle Village's traditional "main street."

1. Work with PennDOT to formally redesignate Graphite Mine Road as State Route 100 to divert traffic away from the Historic Eagle Village's "main street."
2. Review the parking ordinance to determine the need to adjust/reduce/increase the Township zoning ordinance's parking require ments in the Village and to encourage greater pedestrian movement in and around the Village.
3. Ensure that the zoning ordinance allows structured parking in select areas.
4. Encourage alternative modes of travel to and from the Village by requiring active transportation facilities.
5. Revisit the need for intersection im - provements at the north and south of the Historic Eagle Village recommended in the Village Transportation Plan. Consider village gateway treatments at key village entry points.

Heritage Interpretation Plan

Considering the abundance and variety of historic resources within the Village Planning Area, it is beneficial to provide consistency when interpreting local history and community culture for residents and visitors. The development of the Heritage Interpretation Plan for the Village Planning Area is beneficial to educate residents, attract visitors and encourage walking. The Plan generally includes locations of significant historic and cultural sites, potential improvements (i.e., interpretive signage, public amenities), potential physical connections to other sites and points of interest and steps to develop and implement a walking/biking tour within the area.

Environmental Resilience Planning Initiatives

Climate resilience is the ability to adapt to and withstand the impacts of climate change. For a successful future into 2035 and beyond, the Village Planning Area recommendations consider clean energy initiatives and implementation of green infrastructure. Regarding redevelopment in the Villages, the recommendations suggest implementing alternate energy solutions for new buildings or additions to include solar or LED lighting. This can be expanded to the Village Planning Area sidewalks and crosswalks with lighting, stoplights and charging stations within parking lots for electric vehicles. As this technology continues to develop, climate-related recommendations could expand, requiring further action from the Township. These climate resilient recommendations can be achieved by the following.

1. Complete a Local Climate Action Plan (LCAP) to inventory greenhouse gas emissions while assessing response to climate-related events or vulnerabilities.
2. Promote alternative energy solutions in new and redevelopment projects (I.e., solar panels).
3. Incentives for businesses/landlords to install solar.
4. Installation of EV charging stations.
5. Implementation of Green Stormwater Infrastructure (GSI) practices through out the Villages.
6. Installation of solar light structures along trails for increased accessibility and visibility at night.
7. Installation of recycling stations within the Village Districts.

Chapter 6 Reference Documents



Reference Documents

Chester County Comprehensive Plan, Landscapes3 (2018)

Chester County Planning Commission

Rural Center Landscape Design Guide (2022)

Chester County Planning Commission

Village Planning Handbook (1993)

Chester County Planning Commission

Smart Growth Online

Smart Growth Network

Upper Uwchlan Township Comprehensive Plan (2024)

Upper Uwchlan Township

Village Design Guidelines

Upper Uwchlan Township

Village of Eagle and Byers Station Concept Plan (2010)

Upper Uwchlan Township

Upper Uwchlan Zoning Ordinance

Appendix E
Village Design Guidelines



VILLAGE DESIGN GUIDELINES

VILLAGE PLANNING AREA, INCLUDING
VILLAGES OF EAGLE & BYERS

Upper Uwchlan Township, Chester County, Pennsylvania

Commissioned by

Board of Supervisors

Upper Uwchlan Township

Prepared by

Richard Grubb & Associates, Inc.

The Brandywine Conservancy, Inc.

Draft: May 30, 2024

TABLE OF CONTENTS

ACKNOWLEDGEMENTS..... V

CHAPTER 1 ▪ INTRODUCTION ..... PAGE 1

Purpose 2
Village Concept Plan Committee 2
Village Planning Area..... 2
Consistency with Village Concept Plan Goals 3
Preserving Historic Resources..... 3
Consistency with Township Ordinances 3
Architectural Considerations..... 3
Principles and Standards..... 4
Baseline Information 4

Figure 1. Village Planning Area 5
Figure 2. Village of Eagle..... 6
Figure 3. Village of Byers and Byers Station Historic District. 7

CHAPTER 2 ▪ HISTORICAL & ARCHITECTURAL SIGNIFICANCE . PAGE 8

Brief Village Histories..... 9

Village Architecture..... 10
Eagle..... 10
Byers..... 11

Architectural Styles..... 12
Colonial..... 12
Federal..... 13
Greek Revival 13
Italianate 14
Gothic Revival..... 14
Second Empire 15
Victorian / Queen Anne..... 15
American Foursquare 16
Colonial Revival 16
Craftsman / Bungalows..... 17
Cape Cod..... 17

Figure 4. Historic map of Eagle (then called Windsor) in Breou's Atlas of 1883..... 10
Figure 5. Historic map of Byers in Breou's Atlas of 1883..... 11

CHAPTER 3 ▪ GENERAL DESIGN GUIDELINES ..... PAGE 18

Secretary of the Interior's Standards..... 19

CHAPTER 4 ▪ DESIGN GUIDELINES FOR HISTORIC RESOURCES & SETTINGS ..... PAGE 21

Overview..... 22

Roofs and Related Features..... 22
- Roof Design and Configuration..... 23
- Roof Maintenance and Repair 23
- Roofing Replacement 24
- Roof Reconstruction 24
- Dormers..... 25
- Gutters and Downspouts 25
- Skylights 26
- Mechanical Elements..... 26
- Chimneys..... 26

Wood Siding, Details, and Trim 28
- Historic Wood Siding and Trim 29
- Covering Wood Siding 30
- Replacement Synthetic Materials 30
- Synthetic Materials for New Additions..... 30

Entrances and Doorways..... 30
- Historic Entrances..... 31
- Historic Doorways and Detailing 32
- Storm and Screen Doors 32

Windows and Window Treatments 33
- Historic Windows - Preservation, Repair, Replacement.... 34
- Storm Windows..... 35
- Replacement Windows 36
- Shutters 37
- New Windows Openings in an Existing Historic Facade... 39

Historic Porches..... 39
- Porch Flooring 41
- Porch Steps 42
- Porch Enclosure 43

Accessibility 43

Site Features 44

Streetscape 44
Walkways 44
Fencing 45
Lighting 45

Solar Panels 46

CHAPTER 5 ▪ DESIGN GUIDELINES FOR NEW ADDITIONS & CONSTRUCTION ..... PAGE 48

Overview 49
Guiding Principles for New Design 50
Site Layout and Orientation 50
Architectural Expression 51
Scale, Massing, and Form 53
Materials 54

Building Features 56
Roof Forms 56
Skylights 56
Entrances 56
Windows 57
Porches 57

Garages and Outbuildings 58

Mechanical Equipment 59

Site Features 59
General Guidelines 59
Walkways 60
Lighting 60
Driveways and Parking 60
Decks and Patios 61
Fencing 61
Landscaping 61

CHAPTER 6 ▪ SIGNS ..... PAGE 62

Village Signage 63

CHAPTER 7 ▪ DESIGN GUIDELINES FOR PUBLIC SPACES & FEATURES PAGE 65

Parking and Public Spaces 66

Lighting Standards 66
Outdoor Furniture Standards 66
Rural Center Design Guide Link 66

APPENDICES ..... PAGE 67

A - HISTORIES OF THE VILLAGES OF EAGLE & BYERS..... PAGE 68

Historic Overview 68
Village of Eagle 68
Village of Byers 70

B - HISTORIC BUILDING MATERIALS & TREATMENTS ..... PAGE 74

Overview 74

Wood 74
Condition and Causes of Wood Deterioration 75
Wood Treatment 76

Brick Masonry 77
Condition and Causes of Brick Masonry Deterioration 77
Brick Masonry Treatment and Repair 79
Pointing and Mortar 80

Stone Masonry 82
Condition and Causes of Stone Masonry Deterioration 82
Stone Masonry Treatment and Repair 83

Stucco 84
Condition and Causes of Stucco Deterioration 85
Stucco Treatment and Repair 85

Metals 86
Condition and Causes of Metal Deterioration 86
Metal Treatment and Repair 87

C - ARCHITECTURAL GLOSSARY ..... Page 89

D - STREET LIGHTING..... Page 91

E - STREET FURNITURE..... Page 95

Acknowledgements

Board of Supervisors

Jenn Baxter
Sandy D'Amico
Andy Durkin

Planning Commission

Chad Adams
David Colajezzi
Jim Dewees
Stephen Fean
Ravi Mayreddy
Jeff Smith
Joe Stoyack
Sally Winterton

Historical Commission

Nancy Copp
John Eblacker
Tom Kalucki
Vivian McCardell
Corinne Murphy
Gerry Stein
Rina Vachhani

Village Concept Plan Committee

Jim Greaney, Zoning Hearing Board Chair
Gwen Jonik, Township Secretary
Vivian McCardell, Historical Commission Chair
Byron Nickerson, Emergency Management Planning Commission Chair
Neil Phillips, Environmental Advisory Council Chair
Sushila Subramanian, Park & Recreation Board Chair
Joe Stoyack, Planning Commission Vice-Chair
Sally Winterton, Planning Commission Chair

Consultants

Robert Wise; Seth Hinshaw, Richard Grubb & Associates, Inc.
Rob Daniels; Olivia Falcone, Brandywine Conservancy, Inc.

Special Acknowledgement

Peter Benton, Heritage Strategies, LLC.



Isaac D. Frame House, 124 Pottstown Pike

CHAPTER 1
INTRODUCTION

PURPOSE

These *Village Design Guidelines* have been developed to help property owners and Upper Uwchlan Township preserve the historic character of the Township's Village Planning Area (VPA). The VPA includes, but is not limited to, the distinctive historic resources and settings of the villages of Eagle and Byers. (See Figure 1. Village Planning Area Boundary, below.)

The *Village Design Guidelines* (*Guidelines*) are designed for use within the VPA as may be required by Township Ordinances. Property owners are encouraged to use the *Guidelines* voluntarily throughout the Township.

The *Guidelines* are intended to provide property owners and Township officials with a "go to" illustrated manual for preserving, rehabilitating and enlarging historic resources, designing new buildings, and making changes to streetscapes and historic settings within the VPA. The *Guidelines'* purpose is to help ensure changes in the VPA will be compatible with and sensitive to the VPA's historic resources and settings, particularly in the villages of Eagle and Byers.

The *Guidelines* and associated Township Ordinances are also intended to help preserve the VPA's historic architecture and settings for the use, enjoyment, convenience, and economic vitality of all citizens of Upper Uwchlan Township.

The *Guidelines* are a resource to help property owners and applicants make appropriate design decisions for their historic resources and settings. Rather than addressing every situation, the *Guidelines* outline important concepts and principles to protect the character-defining features of historic resources within the VPA, focusing on Eagle and Byers.

Beyond the VPA, the *Guidelines* can be useful to property owners in the appropriate maintenance and treatment of their residences and other buildings. It will assist property owners in making desired alterations and changes to their historic residences in ways that preserve the character of the buildings as well as of their neighborhoods as a whole.

Finally, the *Guidelines* are intended to inspire creative and sensitive solutions to issues that may not be originally envisioned in a project. The Township believes the best outcomes meet the needs of residents and property owners while preserving the architectural features that define a historic building, as well as its historic landscape.

VILLAGE CONCEPT PLAN COMMITTEE

The *Guidelines* were prepared by the Village Concept Plan Committee (Committee). The Committee first convened in 2010 to guide planning for the future of the VPA, Eagle and Byers. The Committee included Township officials, members of commissions and other Township entities, planning consultants, and the public. In 2022, the Committee reconvened to update the Village Concept Plan and the original *Village Design Guidelines* (2011), resulting in these *Guidelines*.

VILLAGE PLANNING AREA

The Village Planning Area (VPA) spans approximately 315 acres on either side of Route 100 north of the Pennsylvania Turnpike. Its boundary is based on the location of the Township's principal historic, cultural, social, and business core, and historically significant resources and their connections with surrounding

landscapes, natural features, and the built environment.

The VPA includes the village of Eagle, the village of Byers (most of which is within the Byers Station National Register Historic District), and surrounding areas. (See Figure 1. Village Planning Area Boundary, as well as other figures showing the VPA, below.)

CONSISTENCY WITH VILLAGE CONCEPT PLAN GOALS

The Village Concept Plan established the following goals:

1. Improve and maintain the visual integrity of the VPA by:
    a. Preserving Class I and Class II historic resources.
    b. Developing and/or revising existing standards for new construction and redevelopment (including but not limited to external alterations to existing structures).
    c. Amending, as needed, the uses permitted in each zoning district under existing Township ordinances, as well as adding and/or revising, as needed, existing architectural standards and guidelines.
    d. Implementing consistent streetscapes.
2. Offer opportunities to attract more people to the villages.

The *Guidelines* are designed to help protect historic resources and their settings throughout the VPA, enabling a robust business environment and comfortable place to live, work, shop, and be entertained.

PRESERVING HISTORIC RESOURCES

Among other things, the *Guidelines* are designed to help property owners make appropriate decisions regarding changes to historic resources within the VPA. The Township has surveyed, inventoried, and mapped properties containing historic resources throughout Upper Uwchlan. Each property has been classified for its architectural and/or historical significance. Inventoried historic resources are indicated here by their historic name, address, and/or historic resource number.

CONSISTENCY WITH TOWNSHIP ORDINANCES

The *Guidelines* may augment various provisions in the Upper Uwchlan Township Zoning Code. Within the VPA, the *Guidelines* augment the architectural design standards within the C-1 Village Zoning District (Ordinance §200-36). (See Figure 1, below, showing the C-1 Zoning District boundary within the VPA.) They may be used with other zoning districts within the VPA, if required. Like the architectural design standards (Ordinance §200-36, C-1 Zoning District provisions), the *Guidelines* encourage consistency with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (see Chapter 3).

ARCHITECTURAL CONSIDERATIONS

When considering changes to historic resources or new construction within the VPA, the *Guidelines* help address the following questions:

1. Are the height and width and overall size of the proposed work or structure visually compatible with the existing historic resource and/or nearby historic resources?

2. Is the proposed roof shape visually compatible with the existing historic resource and/or nearby historic resources?
3. Is the siting, setback(s), and orientation of the proposed work or structure compatible with the existing historic resource and/or nearby historic resources?
4. Is the relationship of solids to voids in the front façade of the proposed work or structure visually related?
5. Is the relationship of solids to voids in the front façade of the proposed work or structure visually compatible with the existing historic resource and/or nearby historic resources?
6. Is the massing of the proposed work or structure visually compatible with the existing historic resource and/or nearby historic resources?
7. Is the relationship of entrances and porches visually compatible with the existing historic resource and/or nearby historic resources?
8. Is the relationship of materials of the façade and roof of proposed work or structure visually compatible with the existing historic resource and/or nearby historic resources?
9. Are the height and width of windows on the proposed work or structure visually compatible with the existing historic resource and/or nearby historic resources?
10. Are the proposed landscaping infrastructure improvements visually compatible with the existing historic resource and/or nearby historic resources, as well as the historic landscape and streetscape?
11. Does the proposed work or structure preserve the defining historic architectural characteristics of the existing historic resource and/or nearby historic resources?

PRINCIPLES AND STANDARDS

The *Guidelines* closely follow the *Principles and Standards for Design Guidelines in Pennsylvania Communities*, as established by the Pennsylvania State Historic Preservation Office (PA SHPO), April 2020. The *Principles and Standards* is intended to provide local governments, community organizations, and consultants with guidance on how to develop effective and useful design guidelines for older and historic communities in Pennsylvania.

BASELINE INFORMATION

The *Guidelines* are based on the *Historic Preservation Design Guidelines*, Town of Wellesley, Massachusetts, due to similarities with various architectural features found in Eagle and Byers. The Wellesley guidelines were developed by Peter Benton, Heritage Strategies, LLC, 2021, and are used with his permission. The *Guidelines* also utilize design guidelines found in *Landscapes3*, Chester County's Comprehensive Plan (2018), as well as the original VPA *Village Design Guidelines* (2010).

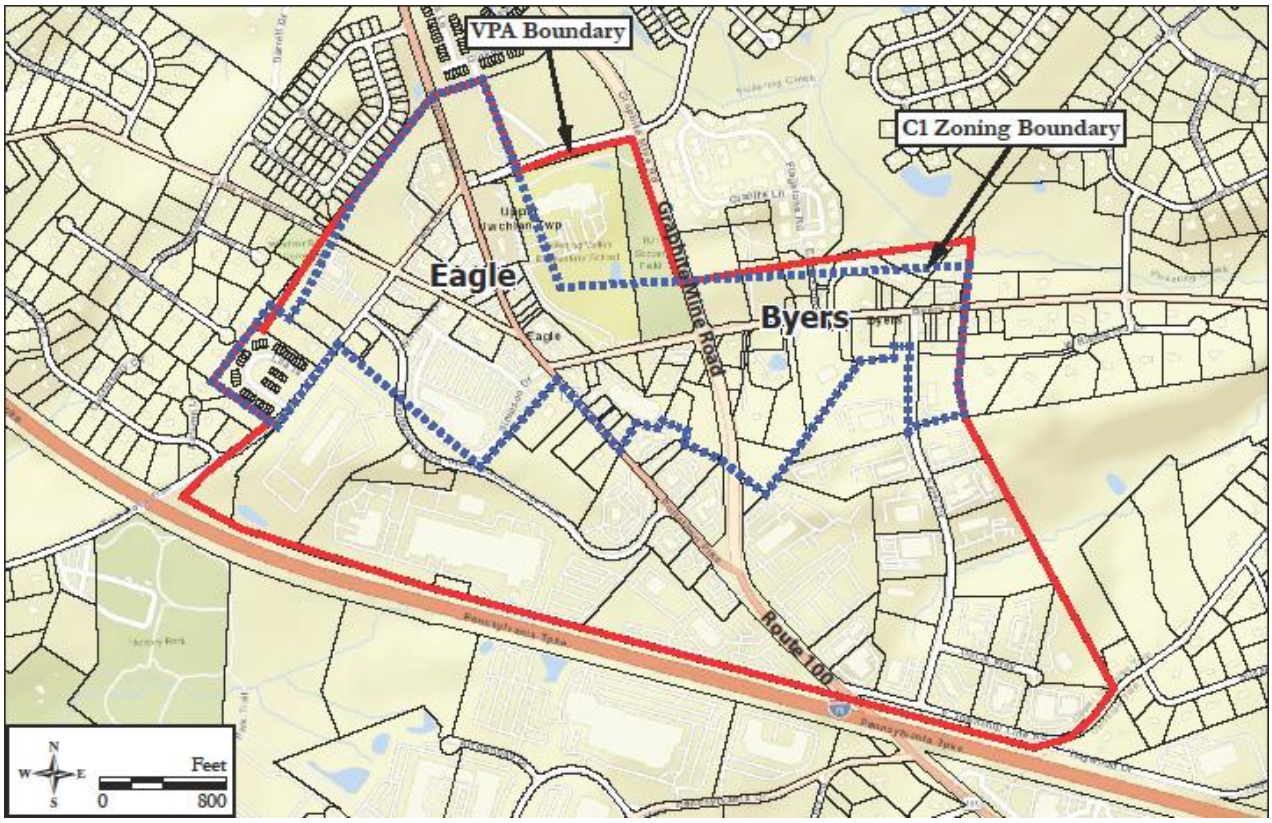


Figure 1. Village Planning Area Boundary (2022) (red line) showing Eagle and Byers, as well as the C-1 Village Zoning Boundary (blue dotted line).

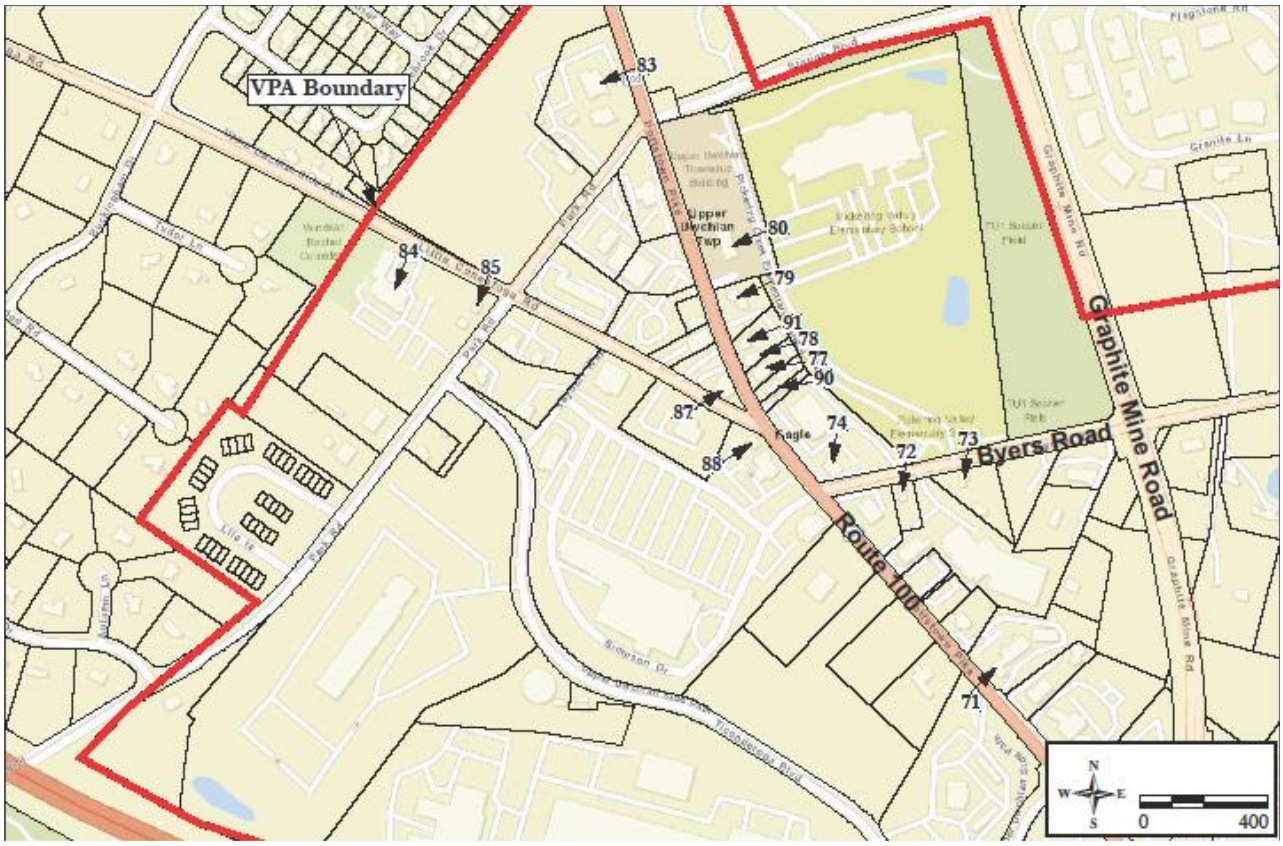


Figure 2. Village of Eagle with Historic Resources Identified.

Historic Resources (as shown indicated by Historic Resource Number on map):

#71: 70-74 Pottstown Pike (Elizabeth Todd House);
#72: 108 Byers Road;
#73: 124 Byers Road;
#74: 102 Pottstown Pike (John Todd House);
#77: 120 Pottstown Pike (Butler House);
#78: 124 Pottstown Pike (Isaac D. Frame House);
#79: 134 Pottstown Pike (Huxley Blacksmith Shop);
#80: 140 Pottstown Pike (Windsor School House);
#83: 160 Park Road (Funderwhite Farm);
#84: 213 Little Conestoga Road;
#85: 213 Little Conestoga Road;
#87: 123 Pottstown Pike (Former Eagle Hotel);
#88: 350 Simpson Drive (Beerbower/Pugh House);
#90: 114 Pottstown Pike (Frank and Hannah Pearson);
#91: 130 Pottstown Pike (Beerbower Duplex).

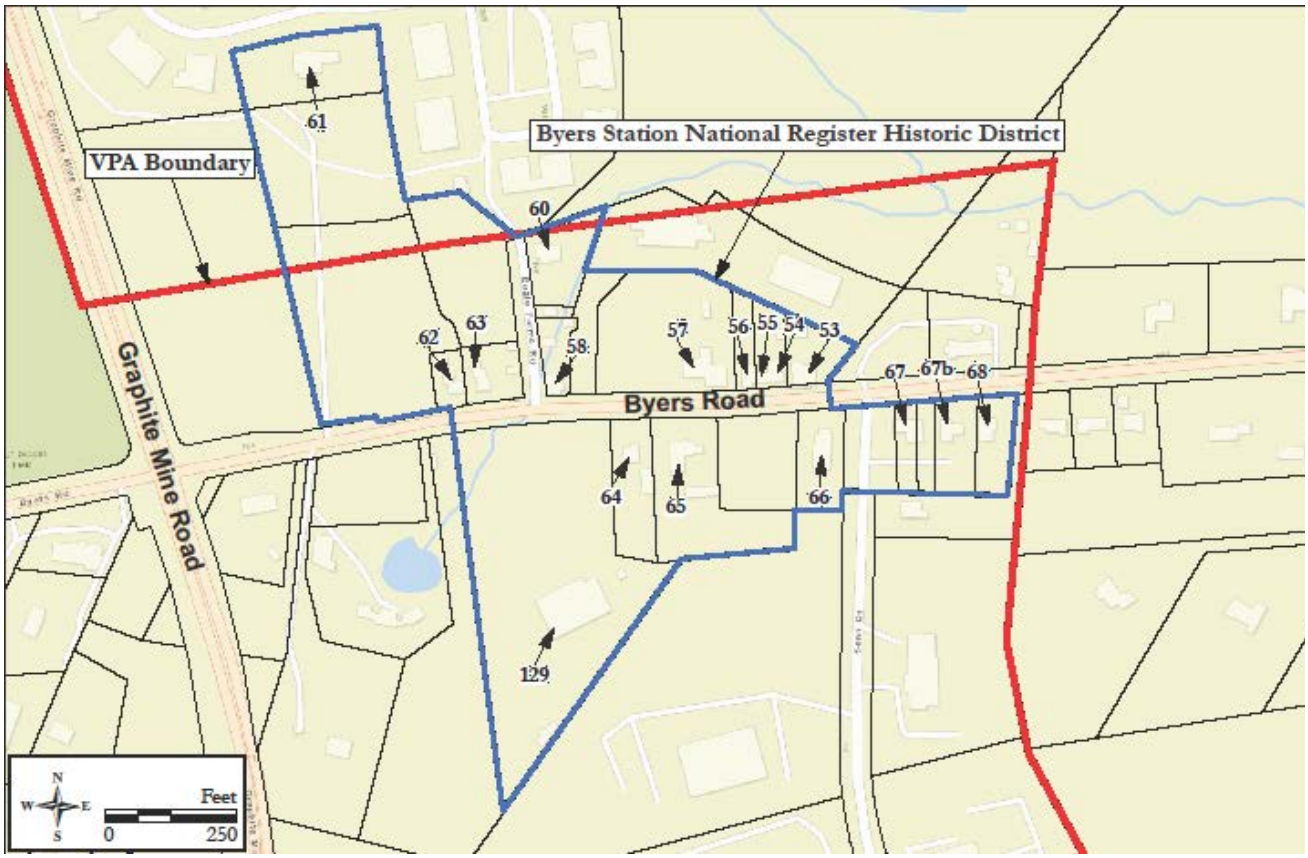


Figure 3. Village of Byers, showing the Byers Station Historic District (blue border), with Historic Resources Identified.

Historic Resources (as shown indicated by Historic Resource Number on map):
#53: 225 Byers Road (Byers Hotel);
#54: 219 Byers Road (Emeretta C. Green House);
#55: 219 Byers Road (Farmers Bank of Uwchlan);
#56: 215 Byers Road (Emeretta C. Green House);
#57: 211 Byers Road (A. M. F. Stiteler House) (*Historic Resource Demolished);
#58: 201 Byers Road (Isaac B. Lewis House);
#60: 119 Eagle Farm Road (Joseph Butler House);
#61: 161 Byers Road (Joseph Butler Farmstead);
#62: 181 Byers Road (Eliza March House);
#63: 191 Byers Road (Frank March House);
#64: 204 Byers Road (Woodland House);
#65: 210 Byers Road (J.H. Todd House);
#66: 218 Byers Road (Mount Pickering Masonic Hall);
#67: 226 Byers Road (Elizabeth Todd House);
#67b: 230 Byers Road (Joseph Grow House);
#68: 236 Byers Road (S.W. Todd House);
#129: 190 Byers Road (Pennsylvania Graphic Processing Plant).



Village of Byers /Byers Station Historic District

CHAPTER 2
HISTORICAL & ARCHITECTURAL SIGNIFICANCE

BRIEF VILLAGE HISTORIES

The historic villages of Eagle and Byers are significant in the areas of commerce, transportation, mining/processing, and agriculture throughout much of the eighteenth, nineteenth, and early twentieth centuries. Appendix A provides a more extensive history. Please see Figures 2 and 3, above, showing the villages of Eagle and Byers, with historic properties identified.

Eagle, the older village, began in the eighteenth century at the intersection of two heavily traveled roads. The village emerged around an inn / tavern that opened around 1727 to serve travelers and drovers. The village and its road system provided a market and transportation hub for the surrounding farms. Today, many of Eagle's older residential, commercial, and educational buildings remain, and the Eagle Tavern continues to serve customers at the intersection of Pottstown Pike and Little Conestoga Road, though in a newer building (built in 1859) and with a new business name. Some historic buildings in Eagle were moved across Pottstown Pike in the early 2000s.

Byers, meanwhile, began nearly 150 years after Eagle. In the 1870s, a group of businesspersons from Eagle helped finance the construction of a railroad, bringing passenger and freight service to within a quarter mile of Eagle. The resulting terminus was named Byers Station. A village (Byers) developed adjacent to the station, its growth augmented by the discovery and subsequent mining and processing of plumbago (graphite) a few years after the station opened. Byers became a thriving village clustered along its main street (Byers Road). With the closing of the final graphite operation in 1910, the railroad eventually ceased operating in 1947. Most businesses closed in Byers, leaving behind the quiet, mainly residential community there today.

Although close in proximity, the villages of Byers and Eagle remain physically separated and differ in architectural appearance. They developed at different times for different purposes. Yet, Byers would have not existed without Eagle, and the residents and businesses in Eagle depended on Byers as their lifeline to the larger markets and institutions of Phoenixville and Philadelphia. Though changing economic and transportation forces have altered their historic functions, these villages are an important part of Chester County's history. The village of Byers was listed in the National Register of Historic Places in 2002 as the Byers Station Historic District.

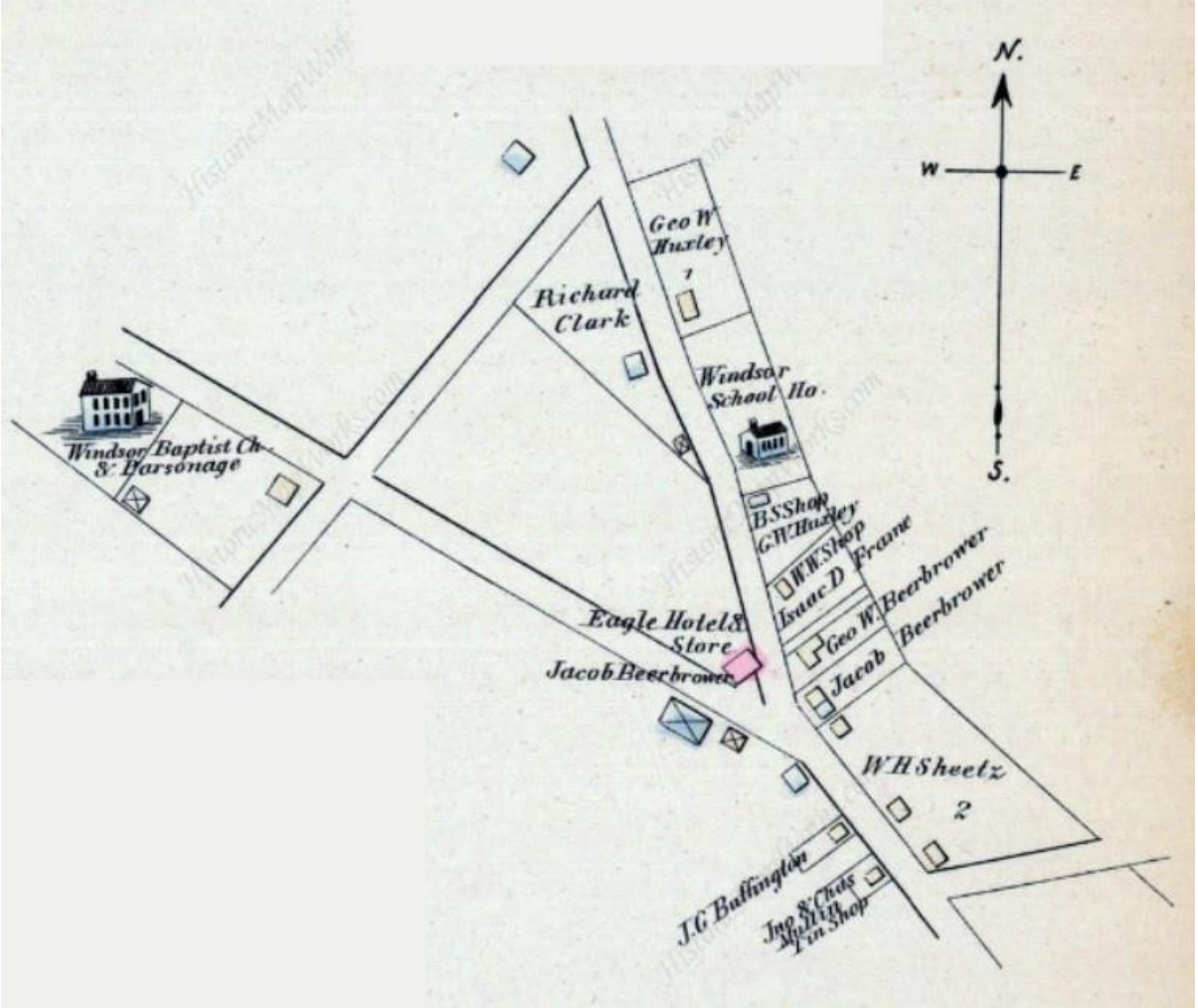


Figure 4. Historic map of Eagle (then called Windsor) in Breou's Atlas of 1883.

VILLAGE ARCHITECTURE

The Villages of Eagle and Byers emerged at different times and for different reasons. Transportation was the big factor in shaping these villages, resulting in their respective historic landscapes.

EAGLE

The historic core of Eagle includes approximately 15 properties containing historic resources. These historic resources generally date to the eighteenth or nineteenth century. Notable buildings include a variety of residences (c. 1750 to c. 1875), a one-room schoolhouse (1858), and a tavern (1727, rebuilt in 1859).

Historic buildings in Eagle, representing the portion of the VPA located west of Graphite Mine Road, reflect a greater range of style and details than those in Byers. The village emerged at the intersection of Pottstown Pike and Little Conestoga Road, with most buildings oriented towards Pottstown Pike. The buildings, most of which were constructed as residences but are now used mainly for commercial purposes, are not densely grouped as in Byers, yet their proximity and orientation towards the Pike easily

identifies Eagle as a village. Architectural styles include Federal, Greek Revival, Italianate, and Second Empire. Roof types include end-gabled and mansard, with small cornices. Front porches vary widely, including porticoes, full-length porches, and wrap-around porches. Historic windows and shutters survive on about half of the buildings in Eagle.

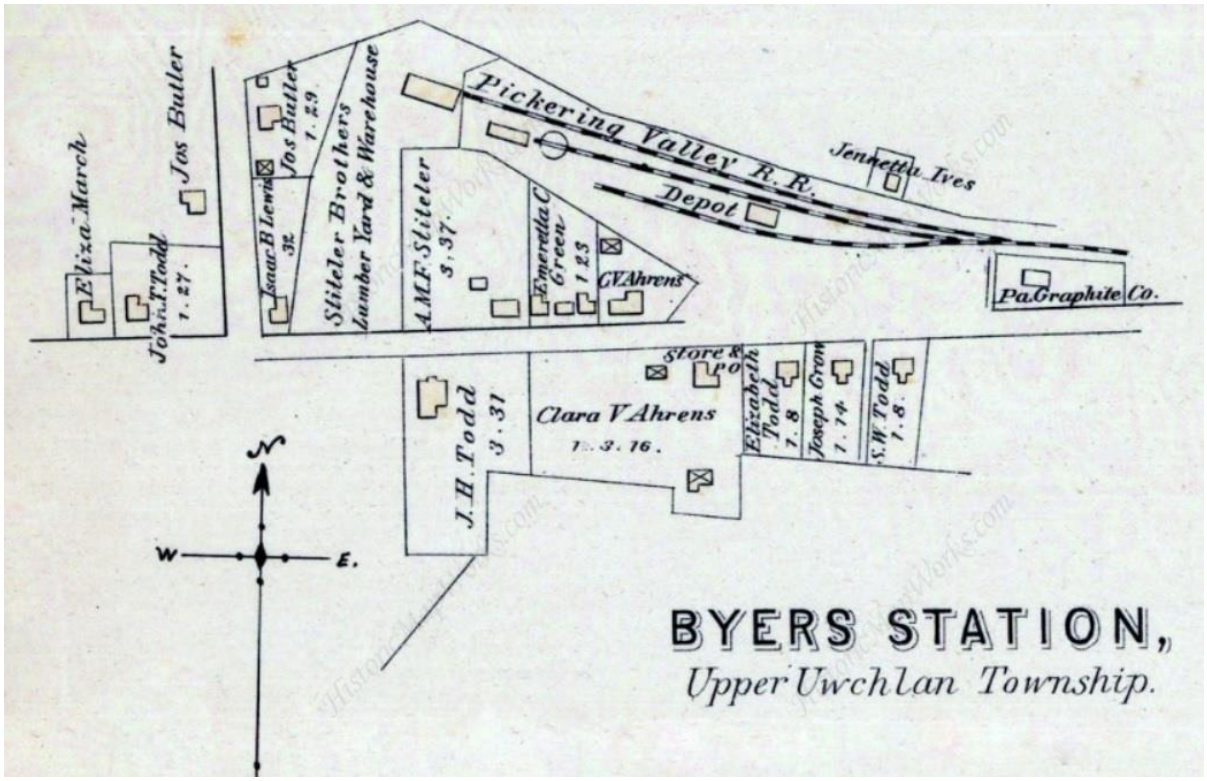


Figure 5. Historic map of Byers in Breou's Atlas of 1883.

BYERS

The Byers Station Historic District is listed in the National Register of Historic Places and consists of 17 properties containing contributing historic resources. The community grew around the Byers railroad station after its opening in 1871 and continued growing after plumbago (graphite) was discovered nearby in 1875. The village is historically significant for mining and processing, transportation, and commerce. The Byers Station Historic District contains several Italianate and Greek Revival buildings, including the former Byers Hotel (c. 1874), the John Todd House (c. 1875), and a Masonic Hall (1894).

Historic buildings in Byers are located east of Graphite Mine Road. They have a greater degree of cohesion than those in Eagle both in terms of style and building details. Most buildings here are located in a dense concentration along the north side of Byers Road. Their location reflects the former location of the railroad station and associated line terminus activities. Byers's buildings are either two-story or three-story and were mostly constructed in the late nineteenth century. Roof types are either end-gabled or pyramidal,

several featuring pronounced cornices. The walls are mostly frame, many with decorative wood quoins at the corners and a front porch or pent roof. Several buildings retain either original or historic windows. Few buildings retain their historic shutters. Most buildings in Byers are now residential even if they were built as commercial properties.

ARCHITECTURAL STYLES

The historic architecture of Upper Uwchlan runs the gamut of styles through time, from the earliest styles (Colonial) to mid-twentieth-century styles (Split Level). Architectural styles changed through time due to changes in building technology, changes in the use of interior spaces, and currents of exterior aesthetic. These styles are scattered throughout Upper Uwchlan, although several important examples are found in the VPA.

Byers exhibits more architectural continuity than Eagle, as the Italianate and Greek Revival styles influenced the majority of its architecture. Eagle exhibits a more eclectic architectural vocabulary, with a wider range of building styles and vernacular buildings.

The VPA includes additional historic buildings, including some suburban type housing from the mid- to late twentieth century. A brief overview of the most prevalent styles within the VPA and throughout Upper Uwchlan is provided below.

Note: the dates assigned to each style below do not necessarily correspond to architecture in Upper Uwchlan.



Whelen House, 2602 Conestoga Road

COLONIAL STYLE (1600–1780)

Colonial style houses represent the earliest buildings in the Township. They are often small buildings that today sometimes appear as additions. Colonial houses are sometimes identified by their building plans.

The earliest examples reflect the Hall Plan; these buildings, which include log houses from the eighteenth century, have a single room on the first and second floors, sometimes with a second-floor loft. Two-room plan houses come in two varieties. Houses with two rooms placed side by side on each floor are called the Hall and Parlor Plan, and houses with front and back rooms are called Penn Plan. Houses built before the American Revolution with a center hall or side hall plan are usually considered to be Georgian, a somewhat rare architectural style in northern Chester County. Common features of Colonial style houses include asymmetry, pent roofs, and small windows.



Beerbower/Pugh House, 350 Pottstown Pike

FEDERAL STYLE (1780–1825)

The Federal Style emerged after the American Revolution as a refinement of the Georgian style of the eighteenth century. An important example in Eagle is the Beerbower/Pugh House (Historic Resource #88, pictured above). This two-story house is an example of the Side Hall Plan; it retains its original fanlight with intersecting tracery and has an Italianate-style wrap-around porch (added later). Differences between Federal Style houses and their Georgian predecessors include increasingly flat walls, occasional use of curved elements, and increasing symmetry. Louvered shutters were also introduced during the Federal period.

On the interior, frame architectural elements during the Federal period exhibit a more delicate molding profile than the Colonial or Georgian styles, including doorframes, window muntins, and wall moldings. The Funderwhite House, Historic Resource #83, located at 160 Park Road at the north end of Eagle, is a Federal style house built in 1823 with a full center hall plan. Other common Federal style elements include large chimneys, windows usually with six lights per sash, shutters, paneled exterior doors, pent roofs, and a heavy timber framing system.



Conrad Keeley House, 395 Font Road

GREEK REVIVAL STYLE (1825–1860)

The Greek Revival style was introduced in the 1820s. The high-style Greek Revival style buildings replicate a classical Greek temple using front end gables, porches with thick entablatures, frieze band windows, and hipped roofs. These high-style Greek Revival residences are less prevalent in Southeast Pennsylvania. Here the more common type of Greek Revival style is usually a Federal style building with Greek Revival features. These houses often have a more traditional farmhouse appearance with frieze band windows on the upper floor, such as the Conrad Keely House (Historic Resource #23, pictured above).

The more conservative Greek Revival style residences are sometimes called Late Federal or in some cases early Italianate. Common features include frieze band windows on the third floor (usually three-over-three sash units), smaller chimneys than found on Federal style houses (due to changes in heating and stove technology), a smooth wall surface that may have been originally stucco clad, larger windows, and shutters and doors with recessed panels.



John Todd House, 210 Byers Road



Robert Phipps House, 500 Park Road

ITALIANATE STYLE (1840–1885)

In the 1840s, the Picturesque movement began to supplant the Federal and Greek Revival styles. The Italianate style was one of two prevalent streams of the Picturesque movement.

The John Todd House in Byers (Historic Resource #65) is an important local example. The house has a two-and-a-half-story, three-bay main elevation facing the road. It features a gabled roof with overhanging eaves supported by brackets and a projecting center bay. The corners of the house use large wooden blocks that imitate stone corner blocks called “quoins.” (Wooden quoins are common on several buildings in Byers.) Other key features of the house include windows that are larger than those found in earlier architectural styles and a full-length front porch (“piazza”) with decorative brackets.

Another major building with Italianate features in Byers is the former Byers Hotel (Historic Resource #53, 225 Byers Road). Like the Todd House, it exhibits a large porch with decorative supports and quoins, and two-over-two sash windows, among other stylistic features of the time.

GOTHIC REVIVAL STYLE (1840–1880)

The Gothic Revival style ran concurrently with the Italianate style as part of the Picturesque movement, which occurred in the mid- to late nineteenth century. One of the more important examples in Upper Uwchlan Township is the William Denny Farmhouse (Historic Resource #005, 720 Little Conestoga Road). The Denny house was first built in 1803. It was enlarged upwards in the mid-nineteenth century with a Gothic Revival style third floor. The key Gothic Revival elements are its steeply pitched, centered cross gable with pointed arched window, overhanging cornice supported by decorative brackets, and Y-tracery.

The Robert Phipps House (Historic Resource #102, pictured above), is an example of the most common type of Gothic Revival houses in Chester County. It is a two-and-a-half story, three-bay building with a centered cross-gable. Pure Gothic Revival style houses have rather simple porches, often with light spandrel elements, but it is also common to see a Gothic Revival style house with a porch featuring heavy Italianate brackets.



William Sheetz House, 102 Pottstown Pike

SECOND EMPIRE STYLE (1865–1885)

Around the time of the Civil War, the Second Empire Style became a prevalent style for upscale architecture. The key feature of the style is the Mansard roof. Developed in medieval France, it provides a more usable upper floor (than a typical gabled roof) while creating a completely different appearance. Mansard designs could utilize a convex, concave, or bell-shaped roof profile, often clad with hexagonal slate shingles that included polychromatic floral patterns in the slate.

Second Empire style houses often added decorative ironwork called cresting at the top of the Mansard. The style was in many ways an elaboration of the Italianate style, as it used many Italianate characteristics: a heavy molded cornice supported by thick brackets, large windows, doors with thick molding profiles, symmetry, and a nearly flat outer wall surface with a wrap-around porch. The key example in Eagle is the William Sheetz House (Historic Resource #74, pictured above),) at the northeast corner of Pottstown Pike and Byers Road.



395 Pottstown Pike

VICTORIAN / QUEEN ANNE (1880–1910)

In the final quarter of the nineteenth century, residential architecture became more complicated and ornate, with various types of applied wooden features, multiple gables, twisted chimneys, and other ornamentation not usually found on earlier buildings. These architectural elements were mostly mass-produced by companies in the Northwest and shipped by rail, then incorporated into construction projects. Subsets of Victorian architecture include the Stick style, the Queen Anne style, and the Shingle style. Many of these houses were made possible by federal pensions that supplemented the income of Civil War veterans.

Few Victorian residences were constructed in the Township. The three styles in the Victorian movement shared some architectural features as mentioned above. Roofs became much more complicated, with multiple gables and turrets, often using slate as a roof cladding material. The walls of houses were also complicated; they often used different cladding material for each floor level, such as a stone first floor and wood-shingled second floor. Windows often had decorative upper sashes, and the general appearance of the building became more complicated with features such as ornate wrap-around porches and/or bay windows. Finally, the symmetry of the center hall plan found on earlier architectural styles gave way to a more complicated interior floor plan.



Woodland House, 204 Byers Road

AMERICAN FOURSQUARE (1900–1930)

The American Foursquare form is a transitional approach to building that was used with several architectural styles, including the Queen Anne, Prairie, and Colonial Revival styles. As it appeared in the first three decades of the twentieth century, the American Foursquare was a two-and-a-half-story building with a pyramidal roof featuring at least one dormer, a two- or three-bay main elevation, and a front porch.

The house at 204 Byers Road (Historic Resource #64, pictured above) is a Byers example. It has Prairie windows with the muntins offset from the center, paired windows in the west bay, and a typical hipped porch of the era with short columns standing on stone piers. American Foursquare houses usually feature four rooms on the two main floor levels, with one room opening into its two adjacent rooms rather than using a hallway to connect the rooms. Side entrances were often located between the first-floor level and the basement level, with interior stairs required at that entrance to enter the building. Although 204 Byers Road has stone walls, most Foursquare houses had wood cladding.

Many American Foursquare houses were sold through catalogs, such as Montgomery Ward, Radford, or Sears and Roebuck.



A. M. F. Stiteler House, 211 Byers Road (prior to late 2023 fire and demolition)

COLONIAL REVIVAL STYLE (1880–1955)

The Colonial Revival style represented a rejection of the complicated architecture of the late nineteenth century. It looked back to Colonial and Federal architecture. In the Colonial Revival style, the roof was a simple gable, sometimes with dormers. Chimneys were often attached onto the exterior of the main building envelope, which had not been a practice in Chester County earlier and helped to distinguish Colonial Revival houses from the style's antecedents. Wall surfaces were also simplified, rarely incorporating bay windows or wrap-around porches.

Some features found on Colonial Revival style houses but not generally found on Colonial/Federal style houses include through-the-cornice wall dormers, a wider center bay to accommodate a more formal entrance with a fanlight and sidelights, and windows with eight lights in a sash. Colonial Revival style houses rarely feature a pent roof. In many cases, Colonial Revival style houses were designed to make it difficult to distinguish from a Colonial/Federal style house.

Note: The A. M. F. Stiteler House (Historic Resource #57, shown above [*Historic Resource Demolished]) was heavily damaged by fire in late 2023, resulting in its demolition.



521 Font Road

CRAFTSMAN STYLE / BUNGALOWS (1905–1930)

New types of small-scale residential architecture were introduced in the early twentieth century, including the Craftsman and Bungalows. These two building types were often sold as “kit houses” from mail order companies that shipped crates containing the disassembled house by railroad to the purchaser. Kit houses came with a detailed instruction booklet outlining how to assemble the house (part numbers were embossed after World War I for easier identification). After the house was built, the owner could take the booklet to a hardware store, buy the required items, and build an identical house using the same plans, especially after 1925 when new standardized sizes for building materials were adopted.

Craftsman houses were usually front gabled, while Bungalows were generally end gabled; stylistic differences between the two in other parts of the nation were not generally observed here. In Chester County, the two architectural types shared many common features such as widely overhanging eaves, small chimneys, deep front porches (sometimes incised) with columns standing on elevated stone piers, windows with multi-light upper sashes, and decorative cast stone (concrete) foundation blocks.



207 Park Road

CAPE COD (1930–1960)

One of the most common small-scale house types of the mid-twentieth century was the Cape Cod, one of several types of mid-century tract housing. This building type was based on a traditional New England house, and some architectural historians consider it to be part of the Colonial Revival movement. In its mid-twentieth-century form, the Cape Cod was a one-and-a-half-story house with three symmetrical bays. The main elevation usually features two gabled dormers on the main elevation and a wide dormer on the rear slope. The door was usually centered on the front, opening under a gabled porch between paired windows.

The house at 207 Park Road (Historic Resource #165, pictured above) is a typical example of the type.



Byers Hotel, 225 Byers Road, village of Byers/Byers Station Historic Districft

CHAPTER 3

GENERAL DESIGN GUIDELINES: *The Secretary of the Interior's Standards for the Treatment of Historic Properties*

SECRETARY OF THE INTERIOR'S STANDARDS

The philosophy that guides *the Village Design Guidelines* is *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, commonly called the "*Standards*." The *Standards* is also the basis for design guidance in the Township's C-1 zoning district (§200-36 Design Standards).

The *Standards* were established by the federal government in 1966 as guidance for the appropriate treatment of historic buildings impacted by federal projects. Their usefulness has led to their adoption throughout the field of historic preservation.

The *Standards* are a list of "best practices" for historic preservation. They are a touchstone for all activities affecting historic buildings and landscapes, and they help ensure that proper care is part of the decision making process. The *Standards* also guide the appearance of new construction to reduce potential impact on existing historic resources nearby.

When the *Standards* are used in the context of a construction project involving an historic building, they are a starting point to discuss proposed changes to the building's historic character and fabric.

STANDARD 1. ***A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.***

Standard 1 recommends compatible use in the context of adaptive reuse and changes to historic buildings and landscapes. It encourages property owners to find uses that retain and enhance historic character, not detract from it. The work involved in reuse projects should be carefully planned to minimize impacts on historic features, materials, and spaces.

STANDARD 2. ***The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.***

Standard 2 recommends the retention and preservation of character-defining features. It emphasizes the importance of preserving integrity and as much existing historic fabric as possible. Alterations that repair or modify existing historic fabric are preferable to those that remove it.

STANDARD 3. ***Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.***

Standard 3 focuses on authenticity and discourages the conjectural restoration of a property, feature, or design. It also discourages combining and/or grafting historic features and elements from different properties and constructing new buildings that appear to be historic Reconstruction should not be attempted without adequate documentation.

STANDARD 4. ***Changes to a property that have acquired historic significance in their own right will be retained and preserved.***

Standard 4 recognizes that buildings change, and that many of these changes contribute to a building's historic significance. Understanding a building's history and development is as important as understanding its original design, appearance, and function. Most historic buildings contain a visual record of their own evolution. Changes that are significant to the history of the building should be retained.

STANDARD 5. ***Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.***

Standard 5 recommends preserving the distinctive historic components of a building or landscape that represent its historic character. Workmanship, materials, construction methods, floor plans, and architectural details should be identified prior to undertaking work.

STANDARD 6. ***Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.***

Standard 6 encourages property owners to repair historic features instead of replacing them. In cases where deterioration makes replacement necessary, new features should closely match historic features being replaced.

STANDARD 7. ***Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.***

Standard 7 warns against using chemical and physical treatments that can permanently damage historic features. Sandblasting and harsh chemical cleaning are extremely harmful to wood and masonry surfaces because they can destroy the material's physical properties and speed deterioration.

STANDARD 8. ***Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.***

Standard 8 addresses the importance of below ground prehistoric and historic features. This is important when a construction project involves excavation. An assessment of a site's archeological potential prior to work is recommended. If archeological resources are present, some type of mitigation should be considered.

STANDARD 9. ***New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.***

STANDARD 10. ***New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.***

Standards 9 and 10 are linked by issues of the compatibility and reversibility of additions, alterations, and new construction. Both standards are intended to minimize the damage to historic fabric caused by building additions, and ensure that new work will be different from, but compatible with, existing historic conditions.



William Sheetz House, 102 Pottstown Pike, Eagle Village

CHAPTER 4

DESIGN GUIDELINES FOR HISTORIC RESOURCES & SETTINGS

OVERVIEW

The historic buildings in the VPA were constructed between the late eighteenth and early twentieth centuries. They include a variety of architectural styles prevalent during that time. Individual building features associated with those styles are essential to the character and significance of each building. Preserving these features, as well as guiding the design of new construction and landscape changes within the VPA, are the central themes of these *Guidelines*.

Preservation of historic buildings within Eagle and Byers will help preserve their respective historic settings. In many buildings, features added over time might be historically significant to the building, and help to document the villages' different periods of development.

The *Guidelines* are appropriate for both Eagle and Byers. Each village is unique, and the proper use of the *Guidelines* should help preserve their respective design characteristics and settings. Byers, for example, is more compact and residential; Eagle is more spread out (mainly along Pottstown Pike) and commercial. The *Guidelines* are adaptable to both settings and uses.

This chapter addresses the treatment of historic building features, including roofs, siding, entrances and doorways, windows, and porches – the key character defining features of a building's exterior. Preservation and appropriate maintenance of historic features and authentic building fabric are strongly encouraged. The first step is understanding the feature's relationship to the building in terms of time period and historical significance, as well as the design characteristics that are significant to the feature itself.

Repair of historic features is always preferred over replacement – significant features should rarely, if ever, be removed. Replacement is recommended only when existing features are deteriorated beyond repair. Existing features can be modified and new features can be added, when necessary, to accommodate contemporary needs. Significant changes should be limited to the side or rear facades of buildings.

The *Guidelines* also apply to design changes and new construction. The recommendations are intended to encourage the compatible design of buildings and additions and the application of materials.



Gabled roofs are the most common roof type in the VPA (Isaac D. Frame House, 124 Pottstown Pike, Eagle).

ROOFS AND RELATED FEATURES

The roof is among the most critical features of any building. Roofs are not only important character defining features, their function and physical integrity are critical to a building's preservation.

Roofs are composed of a variety of building elements that together function as a system. Roof elements include various structural elements (framing, sheathing, roofing materials, and flashing) as well as the drainage system. The drainage system includes drains, gutters, scuppers, downspouts, and splash blocks or piping that convey water away from the building. Together they serve a critical functional purpose and important design features. Providing a weather-tight roof and

properly functioning drainage system should be addressed before any other concern.

Gable roofs are the most common roof type within the VPA. Historically, most roofs were likely covered with wood or slate shingles. Today, most roofs have been covered with contemporary asphalt shingles. However, the Todd or Sheetz house at the corner of Byers Road and Pottstown Pike in Eagle has a fine example of a slate roof. Many roofs have design features such as dormers (various configurations) as well as complicated ridge, valley, and flashing arrangements. Chimneys are present on most historic buildings, though they tend to be simple and utilitarian.

It is of primary importance that roofing systems be properly maintained. If not, damage that occurs to concealed roof and wall structures due to water penetration may go unnoticed for years. Wood members will rot (especially at bearing points), metal elements will rust and expand, and masonry will deteriorate and crack. By the time these conditions become apparent, the required repairs will be much more costly than had the roof been properly maintained. Regular and ongoing roof maintenance is critical to the preservation of historic buildings.

Roof Design and Configuration

a. **Preservation:** Preserve roofs and roof elements that are significant to a building's historic character, including form, shape, pitch, materials, and decorative features such as gables, dormers, turrets, and chimneys.
b. **Gable and Eave Details:** Preserve historic detailing at gable ends, cornices, barge boards, and eaves. Leave historically-exposed rafter ends and eaves open and uncovered.
c. **Removals:** Only roof elements that are not historic or heavily deteriorated should be removed.
d. **Deteriorated Features:** Deteriorated roof features and detailing that require replacement should be replaced with features that match the material, form, shape, function, historic polychromatic features (specifically slate roofs) and size of the original.
e. **Roof-top Additions;** Roof-top additions or decks, other than appropriately scaled dormers, discussed below, are not appropriate on existing historic buildings within the VPA.

Roof Maintenance and Repair

a. **Annual Inspection:** Inspect roofs on an annual basis to ensure all roof surfaces, flashing, gutters, and downspouts are watertight and draining properly. Clean gutters, downspouts, and areas with flashing every spring and fall at minimum to remove leaves and debris. Check that flashing is intact at dormers, chimneys, parapets, and projections as well as along valleys created by intersecting slopes.
b. **Timely Repair:** Repair leaking roofs as soon as possible. If repairs are not made quickly, adjacent building materials will rapidly deteriorate.
c. **Temporary Coverings:** When faced with a leaking roof, protect materials with temporary coverings, such as tarps or roll roofing, until permanent repairs can be made. Temporary coverings will help slow deterioration of surrounding building materials.
d. **Selective Repair:** Whenever possible, selectively repair deteriorated sections of historic roofing material rather than completely replacing the roof.



A properly maintained roof and drainage system will help protect fine historic detailing, such as the molded cornice and eave pictured here. (Pearson House, 114 Pottstown Pike).

Roofing Replacement

a. **Historic Roofing:** Whenever possible, replace historic roofing materials such as slate or metal with new materials that match the existing.
b. **Slate Roofs:** Slate roofs are present on at least one building in the VPA and should be preserved whenever possible. Slate roofs were installed historically for their visual appeal and longevity. Slate varies in color, shape, pattern, and detailing, and should be replaced in-kind, from the same quarry or geologic formation, if possible. Generally, replacement of individual slates should be undertaken before replacement of the entire roof.
c. **Substitute Materials:** When in-kind replacement of historic roofing materials is not feasible, install substitute materials that are visually, physically, and chemically compatible with the historic roof materials. New materials should match historic materials in color, texture, size, shape, profile, and general appearance. For example, synthetic slate may be appropriate provided the visual characteristics of the replacement are similar to the historic roof.
d. **Metal Replacement:** Replacement metal roofing should match the original metal roof in layout, configuration, and appearance of the seams and trim.
e. **Metal Replacement of Shingle Roofs:** Replacement of conventional shingle roofs with new metal roofing may be appropriate provided that the new metal roofing approximates the appearance of historic standing seam metal roofs and that roof colors are restrained and compatible with the character of the building and/or the VPA.
f. **Wood Shingles:** Though few in number in the VPA, wood shingles should be replaced in-kind. Replacing asphalt roofs with wood shingles is generally acceptable.
g. **Asphalt Shingles:** Contemporary asphalt shingles are an appropriate roofing material for pitched roofs throughout the VPA. In general, shingle colors should be dark grey, brown, or black. Light-colored shingles are not appropriate.



Few wood shingle roofs remain in the VPA.

h. **Flat Roofs:** Flat or gently sloping roofs not visible from the ground may be replaced with appropriate contemporary roofing systems such as EPDM/rubber membrane roofing.
i. **Removals and Substrates:** When replacing roofing, remove all existing roofing material and inspect and repair roofing substrates, such as wood and waterproof underlayment. New roofing should never be applied over old roofing.
j. **Protection:** During roof replacement, protect adjacent historic features such as dormers, cornices, eaves, trim, windows, and chimneys from possible construction damage.

Roof Reconstruction

a. **Reconstruction:** When historic roof features are to be replaced or when missing features are to be reconstructed, use physical and/or historical documentation to accurately ascertain their materials, form, and detailing. When sufficient evidence is not available, design new roofs and roof features to be compatible with the architectural character of the building.

b. **Documentation:** Document any existing historic roof feature that is to be removed, replaced, or reconstructed with photographs prior to the removal.



Cross-gabled roofs, as pictured, are not common on historic buildings within the VPA. Note the shed dormer at the rear of the building. (Joseph Grow House, 230 Byers Road).

Dormers

a. **New Dormers:** Gable and shed roofed dormers of various types are common throughout the VPA. Some are original, but some may have been added to create usable space at the attic level. The addition of new dormers to existing roofs may thus be appropriate.

b. **Primary Facades:** Dormers should not be installed on primary facades if they were not historically present on the facade.

c. **Secondary Facades:** New dormers may be constructed on secondary or rear facades provided they are appropriately sized and located and do not dramatically alter the character of the roof and the building.

d. **Dormer Design:** New dormers should be appropriately scaled and located to maintain the dominant roof form. Locate dormers away from top, side, and eave lines so that the overall roof form is visually apparent. Use matching or complementary materials, forms, and detailing to those of other portions of the building. New dormers should limit the removal of historic material and should not damage or visually obscure other historic building fabric.

e. **Windows:** Windows in new dormers should complement the character of historic windows in the building, though they need not precisely replicate them.

f. **Maintenance:** Maintain dormers in good condition for appearance and to prevent water infiltration. Pay special attention to flashing locations where the dormer meets the roof.

g. **Synthetic Materials:** Synthetic siding and trim materials such as cement fiber board and polymers may be used for new or existing dormers that are difficult to access, inspect, and maintain. Vinyl and aluminum siding are not recommended. See the section on Wood Siding, Details, and Trim, below, for appropriate use.



Contemporary K-style (molding shaped) gutter was installed on these buildings.

Gutters and Downspouts

a. **Preserve and Maintain:** Preserve and maintain historic gutters, downspouts, and related features on buildings where they are character defining features.

b. **Replacement:** Where historic gutters or downspouts are missing or must be replaced, the new gutters and downspouts should match the historic ones in type,

material, profile, color, and finish.

c. **Missing Downspouts:** Replace missing or damaged downspouts as quickly as possible to prevent damage to walls, trim, foundations, and interiors.

d. **Historic Detailing:** Preserve and retain historic building details at eaves, walls, and other locations when installing new or replacement gutters. Do not remove, alter, damage, or obscure historic detailing.

e. **New Gutters:** New gutters and downspouts can be installed on historic buildings where they have not existed before when the gutters and downspouts are needed to prevent damage to other historic building features such as wood or masonry walls and trim, or for safety reasons.

f. **Design:** The style and material of new gutters and downspouts should be sensitive to the historic roof characteristics, including roof edge, cornice, and trim. Half-round gutters and round downspouts are preferred. Contemporary K-style gutters may be appropriate in some locations.

g. **Built-in Gutters:** Preserve built-in gutters whenever possible. Where built-in gutters are poorly designed and causing damage to the eave, cornice, or wall, replacement may be considered.

h. **Replacing Built-in Gutters:** Where built-in gutters are to be replaced by hanging gutters, the built-in gutters should be roofed over and the hanging gutters attached to the fascia board at the eaves of the roof.

i. **Materials:** Various metals are available for gutters and downspouts, including copper, terne, aluminum, and galvanized metal. Metal painted or baked finishes should complement the color of the historic building. Vinyl gutters and downspouts are not recommended.

j. **Ground Level:** Direct downspouts to convey water away from the building foundation at ground level. Grade soil to slope away from the building and use splash blocks, extenders, underground piping, or other means as necessary.

Skylights

a. **Skylight Location:** Skylights may be installed preferably located facing the rear of the building. Skylights may be installed on side-facing roof planes provided they are limited in size and number and do not adversely affect the character and appearance of the building. Skylights should not be installed on primary facades facing the street.

b. **Skylight Type:** Skylights should be flat, low, and flush with the roof plane (not “domed” type). Skylight frames should be similar in color to that of the roofing material.

Mechanical Elements

a. **Equipment:** Modern rooftop elements, such as mechanical units, vents, ducts, solar panels, antennae, and satellite dishes, when necessary, should be located at the rear of the building such that they are not visible from the street. Where prominently visible and where and if architecturally appropriate, install a visual buffer.

b. **Bathroom Vents:** Bathroom vents may be installed where needed on any roof surface but should be of material and color to minimize their appearance.

Chimneys

a. **Inspection:** Chimneys should be inspected annually. Ideally, inspections should be conducted from the roof during dry weather. Preliminary inspections can take place from the ground.

b. **Condition:** Evidence of movement, leaning, or cracking should be addressed immediately. These issues can lead to other material and architectural problems. If a chimney appears unstable, a structural engineer should be consulted to determine an appropriate treatment.

c. **Chimney Repair:** Chimney repairs and

replacement should always be undertaken by a professional experienced in historic masonry. Retain masonry coursing (patterns in rows of laid brick), ornamental brickwork, corbelling (projecting courses of brick) and any decorative features during chimney repair. See the Masonry section of these guidelines.

d. **Missing Materials:** Missing chimney materials should be replaced and matched in-kind.

e. **Stucco:** Stucco veneers can show cracks and holes over time. These should be patched immediately as they can quickly lead to larger cracks where moisture can accumulate.

f. **Reconstruction:** Where severe structural issues cause a safety concern or building issue, the chimney should be documented, dismantled and reconstructed to match the original. Existing materials should be salvaged when possible for reuse.

g. **Cap Unused Chimneys:** Cap unused historic chimneys with an appropriate material, such as flagstone or thin concrete slab, to keep water out. Contemporary metal cap flashing may be appropriate as long as it does not adversely affect the historic appearance of the building.

h. **Decorative Chimney Caps:** Where chimney caps are a visible design detail, replace the historic materials to match existing.



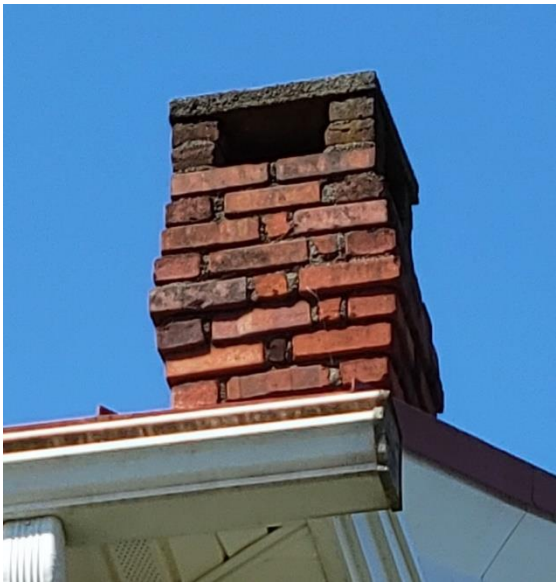
Open mortar joints may allow water to penetrate and deteriorate the brickwork.



Common utilitarian chimney with original brick and terra cotta chimney pot.



A variety of metal cap types have been installed on chimneys, not historic but acceptable for fire safety. This metal vent system is part of a rebuilt chimney with brick reasonably similar to the appearance of historic brick.



A masonry plate was added to the top of this corbelled brick chimney to retard downdrafts and repel water. Although altering the historic appearance of the chimney, the design treatment is appropriate.

WOOD SIDING, DETAILS, AND TRIM

Wood was one of the predominant material used in the construction and exterior detailing of residences within the VPA, however much of it is now covered with synthetic siding. Wood siding was mainly horizontal clapboard, which as noted, is often covered by aluminum or vinyl siding replicating the wood clapboard beneath. Wood was and still is commonly used for trim, eaves, bargeboards, gable elements, moldings, columns, and other exterior features.

Wood siding conveys the texture and feel of the building's exterior particularly when augmented by fine wood detailing. The first goal regarding the treatment of exterior woodwork is the preservation of authentic historic building fabric.



Many types of wood elements are found throughout the VPA. This house has wooden eaves, brackets, siding, and shutters.

Wood siding protects a building's underlying structural framing and interior materials from weather, primarily by shedding rain and wind-blown water, but also by withstanding the effects of intense sunlight. Siding must be permeable to water vapor, allowing the vapor to pass from the interior of the building to the exterior. Siding that fails to allow the passage of water vapor will be susceptible to condensation within the wall with resulting deterioration, rot, and peeling paint.

Historically, wood siding was installed over wood board sheathing. By the early twentieth century, the sheathing was usually covered with building paper that was resistant to water penetrating from the exterior but permeable to the passage of water vapor from the interior. Today, this function is performed by synthetic materials such as Tyvek. The wood siding serves as the first line of defense against rain water while the building sheathing is the final line of defense. The overlapping joints of wood siding should never be caulked or have sealant installed. The open joints allow the passage of the interior water vapor. If they are sealed, the water will pass through the wood causing the delamination of its painted coating.

Wood siding and detailing should be protected from deterioration by water with properly applied paint. When thus protected and properly maintained, wood siding is durable, serviceable, and can last indefinitely.

Historic Wood Siding and Trim

a. **Preservation:** Retain, repair, and maintain authentic wood siding, trim, and detailing that is significant to the historic character of a building.
b. **Repair:** When wood siding or trim experiences deterioration, it is preferable to repair the element in place by removal of the deteriorated portion only and patching with new wood to match or an epoxy consolidant. Retain historic materials to the greatest extent possible.

c. **Replacement:** When wood siding or trim is deteriorated beyond repair, replacement wood should match the original the same type or species (if possible), width, profile, shape, and appearance. Deterioration is evident when the surface of the wood is soft, rotted, and unstable.



Decorative wood quoins at corners are commonly found in Byers. This Italianate feature should be maintained as much as possible, and if elements of the original wood must be replaced, it is recommended to have replacement wood of the same shape and character.

d. **Substitute Materials:** If substitute materials are necessary, they should convey the same visual appearance of the original feature, including size, shape and texture. Cement fiber products, such as Hardie Plank, is an appropriate substitute, as is Diamond Kote, an engineered wood product. Vinyl and aluminum are generally not recommended, but may be a reasonable alternative in certain circumstances.

e. **Flashing Repairs:** Repair flashing, gutters and cracks in siding to reduce deterioration of historic wood siding and other elements due to water penetration.

f. **Missing Features:** If a wood feature is missing, replace it with a new feature based on accurate documentation of the original, or a new design compatible in style, scale, size, material, and texture with the historic building and neighboring area of the VPA.

g. **Authenticity:** Do not introduce new wood features or details that create a false historical appearance.

h. **Painted Coatings:** Protect historic exterior woodwork from weathering due to rain or sun with a properly applied painted coating. Maintain painted wood surfaces in good condition. Remove peeling paint and repaint when necessary. Insure the overlapping siding boards are not sealed with paint (or caulked), to allow water vapor to escape from the interior.

i. **Paint Removal:** Removal of older layers of intact paint is not recommended but if undertaken, carefully remove older paint by thermal means or a mild chemical stripper.

j. **Power Washing:** Power washing of exterior wood walls or detailing is not recommended. Power washing causes exposed wood to absorb significant amounts of moisture. The absorbed moisture will cause paint failure, especially if it is applied while the wood is still damp. Power washing raises wood grain and drives water into the building's frame.

k. **Paint Application:** Apply paint with a brush; do not spray. Brushing results in a thicker coat with better adhesion than spraying or rolling.

l. **Natural Finishes:** Do not strip paint from existing features to bare wood for application of clear stains or natural finishes.

m. **Sealant:** Sealant should be installed at vertical joints where wood meets a dissimilar material. Do not apply sealant or caulk to the horizontal joints in wood siding.

Covering Wood Siding

Synthetic sidings such as vinyl and aluminum are not recommended for use on historic buildings, especially as a covering over authentic wood elements. Over time, synthetic coverings degrade, require replacement, and could be more expensive than proper maintenance of wood siding. Synthetic coverings may prevent proper ventilation of the wall, causing water to condense and build up on the interior. Because they do not show deterioration, synthetic sidings can mask deterioration that may be occurring to materials underneath.

a. **Preservation:** Retention and exposure of authentic wood siding and detailing is always preferred over the installation of synthetic coverings.

b. **Coverings:** Artificial stone, stucco, asphalt shingles, and vertical plywood siding are also not appropriate materials to cover wood siding or other features on historic buildings.

c. **Removal of Coverings:** When authentic siding and detailing have previously been covered with other materials, consider exposing and restoring the authentic wood elements beneath.

d. **Existing Synthetic Siding:** Existing synthetic siding, such as aluminum, vinyl or fiber cement can be repaired in-kind.

Replacement Synthetic Materials

a. **Preservation:** Synthetic materials such as cement fiber siding can be used as replacement for wood siding, if repair or replacement of the historic wood siding is not feasible.

b. **Complex Details:** Glass fiber reinforced concrete is an appropriate material for the replication of complex detailed elements of a historic building when the authentic elements are deteriorated or missing and must be replaced.

c. **Vulnerable Locations:** In rare and specific circumstances, the use of cement board, polymers, or fly ash composites or other materials as a replacement for deteriorated or vulnerable wood may be appropriate where conditions are unusually susceptible to damage or deterioration and difficult to properly maintain.

Synthetic Materials for New Additions

a. **Synthetic Materials:** Synthetic materials such as cement board, polymers, or fly ash composites may be used to simulate wood siding and details in new additions.

b. **Aluminum and Vinyl Siding:** Aluminum siding or vinyl siding may be appropriate for new construction in locations remote from the main views of a historic building, such as the rear of a building or on new dormers on the side or rear of a building's roof. Aluminum and vinyl siding are generally not recommended elsewhere, aside from in-kind repair and replacement.

ENTRANCES AND DOORWAYS

Entrances and doorways are among the most visible and character defining features of a historic building. Within the VPA, most principal entrances face the street and are prominent due to the close proximity of buildings to the public way. They often include walks, steps, small porches or sheltering hoods, doorways, sidelights, and other features. Historic entrances should never be abandoned or filled in even when rarely used.



Historic entrances of the Byers Hotel.

Doorways are comprised of frames, sills, doors, hardware, sidelights, and other features and can become worn through constant use. Over time, small problems such as sticking doors, missing fasteners, broken glass, or worn finishes can make historic doors seem unattractive, sometimes leading to more serious deterioration. However, historic doors and doorways are usually better built than contemporary products and should be preserved and maintained. Historic wood doors are typically built of harder and heavier wood than commonly in use today and are thicker and more substantial. Regular maintenance can be as simple as cleaning, caring of hardware, limited paint removal, and application of protective coatings. Repair of an existing historic door is often more cost effective than replacing it with a new one.

Historic Entrances

a. **Preservation:** Preserve, repair, and maintain historic entrances that are significant to the building and contribute to the building's architectural character.

b. **Entrance Components:** Preserve and retain the components of historic entrances such as walks, steps, railings, porches, hoods, posts, columns, doorways, and detailing, if historic.

c. **Primary Entrances:** Preserve and retain the primary entrances of buildings in their historic configurations. Later changes to entrances that have become significant to the building should be retained.



Entrances play a strong role in the visual character of historic buildings (Eliza March House, 181 Byers Road).

d. **Secondary Entrances:** Preserve and retain secondary entrances on the side and rear of buildings to the maximum extent possible. Alterations to secondary entrances should be compatible with the character of the entrance and the building, as with any addition or alteration to a historic building.

e. **Closing Historic Entrances:** Removing, closing or filling-in historic entrances is not recommended. Preserve historic entrances and their contributing features even when no longer in use to preserve character and significance of the facade.

f. **New Entrances:** Do not create new entrances on primary facades. If needed, locate new entrances on side or rear facades in locations that will result in a minimal loss of historic materials and features. Design new entrances to be compatible in size, scale, shape, proportion, material, and massing with the existing building features.

g. **Enclosure:** Do not add enclosed exterior vestibules to primary entrances. Enclosed vestibules may be added to secondary entrances but should be compatible with the character of the building.

Historic Doorways and Detailing

a. **Preservation:** Preserve, repair, and maintain historic doorways and doorway components such as doorframes, sills, doors, hardware, sidelights, fanlights, and other features.

b. **Retain Historic Doors:** Retain historic doors whenever possible. Do not replace a historic door if repair and maintenance can improve its performance and preserve its physical and historical integrity.

c. **Replacement Doors:** Historic doors that are deteriorated beyond repair and non-historic doors should be replaced with new doors that are architecturally appropriate to the character and period of the building.



Wood basement door.

d. **Replication:** When possible, where existing doors are to be replaced and historical evidence is available, install new doors that replicate the design, detailing, arrangement of paneling, and glazing of the historic doors.

e. **Inappropriate Doors:** When replacing non-original, non-historic doors, select new doors whose designs are compatible with the building's style and architectural features.

f. **Doorway Configuration:** Maintain the original size, shape, and configuration of the historic doorway.

g. **Doorway Alterations:** Where doorways are to be altered for functional or other purposes, such as to add a vestibule to a secondary entrance, retain as much original historic fabric and detailing as possible. Design alterations to include and respect historic elements, materials, and configurations.

h. **Missing Features:** Use historical documentation when reconstructing a missing doorway feature. If no sufficient evidence available, a contemporary design should be installed that is compatible with the architectural character of the building.



Historic wood doorway with solid paneled Italianate style door on the Todd House, displaying divided sidelights, transom, wood trim and wooden quoins.

i. **Historic Hardware:** Retain and maintain historic door hardware to the maximum extent possible.

j. Weather Stripping: When needed, install weather stripping around door frames to increase energy efficiency and help protect a door's historic features. New weather stripping should not alter the character or appearance of the doorway.

Storm and Screen Doors

a. **Storm Doors:** Storm or screen doors may be installed at historic doorways to improve

thermal performance and/or ventilation.

b. **Wood Storm Doors:** Wood storm or screen doors custom fabricated to fit the historic door frame are preferred, especially for primary entrances. Determine whether the doorway was originally designed to accommodate storm or screen doors and work with the designed configuration.

d. **Matching Existing Doorways:** New storm and screen doors should match the size and shape of the door opening, use a narrow-frame design with clear glass (and/or screen) that enables the inner door to be mostly visible and a finish that matches or complements the inner door.

WINDOWS AND WINDOW TREATMENTS

Windows are among the most significant and character defining features of a building. Their preservation and treatment should be a high priority. The arrangement of windows on a building's facade is a key aspect of its architectural design. The manner in which individual windows are composed - their type, organization, function, operation, and internal division - are distinguishing elements of the building's architectural expression and are often specifically characteristic of the style and era of its construction.

The preservation of historic windows should be a priority. Historic windows should not be replaced unless they are deteriorated to such an extent that reasonable repair and rehabilitation are not possible or economically feasible. The most common type of window within the VPA is the wood double hung sash window, common to residential construction since 1725.



Typical Italianate style, two-over-two sash window with arched head, authentic flanking shutters shaped to fit, and decorative cap trim and surround.

When properly maintained, historic wood double hung windows can last indefinitely. Historic wood windows are usually built better than new replacement windows and can often be repaired to working order. Because they are better constructed, they may be more cost effective over the long run. Historic windows can also be made as energy efficient as new windows through the installation of weather stripping and, if desired, storm windows.

Options for window repair should be assessed before replacement windows are considered. Repair is preferable over replacement. Often, windows that look like they are in poor condition are in fact repairable. Consulting with a historic preservation professional is recommended. If replacement windows are necessary, the new windows should match the type, size, and appearance of the historic windows.

Historic Windows – Preservation, Repair, Replacement

a. **Preservation:** As a high priority and when possible, retain, preserve, and maintain authentic original or historic windows.

b. **Later Windows:** Retain later replacement windows from the various periods within the VPA unless the windows negatively impact the character and use of the building.

c. **Window Elements:** Retain the elements of preserved windows that contribute to a building's architectural character. These may include frames, sash, muntins, glazing, hardware, sills, lintels, and other features. Alteration or removal of such features diminishes a building's architectural integrity.



Windows are among the most visible and significant character defining features of a building (A. M. F. Stiteler House, 211 Byers Road, prior to a fire and subsequent demolition in 2024).

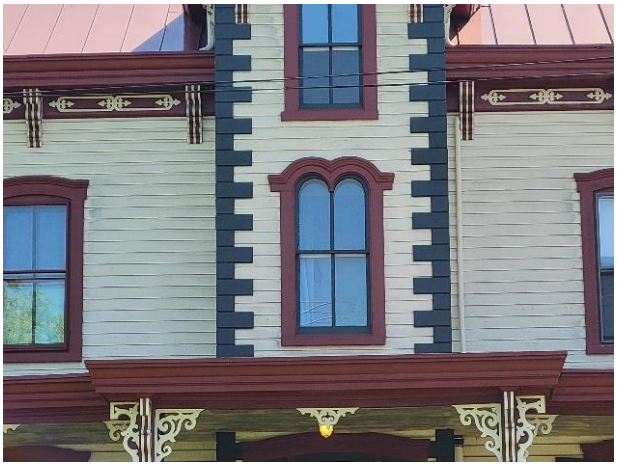
d. **Window Deterioration:** Windows significant to the historic development of a building should not be replaced unless they are missing or deteriorated beyond feasible repair. Peeling paint, broken glass, stuck sash, and high air infiltration are all problems that can be remedied and do not constitute valid reasons for replacement.

e. **Window Repair:** Repair historic windows, retaining original materials and fabrication techniques. Replace missing or broken pieces in-kind. Epoxy consolidates may be used to strengthen and save deteriorated wood at frames and sills.



Period windows such as this Prairie window in Byers contribute to the historic appearance of many historic houses. These windows should be retained as much as possible, particularly on the main elevation of the house (Woodland House).

f. **Limited Replacement:** Avoid replacing an entire window if limited replacement of deteriorated parts is possible. Many elements that are particularly susceptible to weathering, such as muntins, can be replaced without replacing the whole window. Use surviving prototypes to reconstruct missing window elements. Replacement elements should be visually, chemically, and physically compatible with the remaining portions of the window.



Some buildings within the VPA appear to retain authentic historic windows and detailing dating to the period of their construction (Todd House, Byers Station Historic District

g. **Window Hardware:** Window hardware and operating mechanisms should be retained but are often in need of repair. Elements such as the sash locks, cords, and weights of historic wood double hung windows can be repaired and, if necessary, replaced in-kind.

h. **Window Openings:** Enlarging, reducing, or filling in historic window openings is not appropriate on the main facades of historic buildings, and should be avoided on all facades if possible.

Storm Windows

a. **Storm Window Types:** Exterior and interior storm windows are appropriate for installation on historic buildings should they be desired to increase thermal performance.

b. **Exterior Storm Windows:** Conventional exterior metal storm windows are acceptable for application to historic windows because they not only provide thermal insulation, but also help protect and preserve the historic windows, even though they may somewhat alter exterior appearance.

c. **Storm Window Design:** Exterior storm windows should match the full size and the shape of the historic window. The size and locations of storm windows and screen rails should match those of the historic window sash behind. Storm window finishes should be selected to match the color of the historic window frame.

d. **Interior Storm Windows:** Various types of interior storm windows may be considered and generally do not affect the exterior appearance of the building. Fixed and removable magnetic storm windows are inexpensive, fully reversible, and may be removed during seasons when windows should be operable.



This exterior metal storm window is discretely mounted on the historic window frame, matching its size, and is barely visible.

Replacement Windows

a. **Replacement:** Replace historic windows that are severely deteriorated and cannot be repaired; or that are missing; or that have already been replaced with windows that are not historically significant to the building and are inappropriate to its character. Replacement windows should closely match the historic windows being replaced.

b. **Reproduction Windows:** Whenever possible, replacement windows should closely match the appearance of the historic windows that were present. It is preferable that replacement windows be accurate reproductions of historic windows using historical, pictorial, and physical documentation in their design.

c. **Manufactured Windows:** When the installation of accurate reproduction windows is not the selected option, a new similar and compatible manufactured window may be installed provided that the new replacement window is consistent with the historic character of the building.

d. **Research:** Where historic windows are not present to provide a model, undertake research to determine the most historically appropriate configuration and profile of the replacement window.

e. **Replacement Sash:** When possible, replace only the sash of the window, leaving the historic frame and windowsill intact. Install weather stripping between the new sash and the historic frame to enhance thermal performance. In many cases, thin insulating glass can be installed in the sash while retaining accurate historic muntin profiles.

f. **Window Size:** New windows should be custom fabricated to match the full size of the historic window openings. Do not install new windows that are smaller than the full size of the historic window opening.



Replacement windows should match the full size of the historic window opening.

g. **Frame, Sill, and Trim:** When installing replacement window units, modify or remove the existing frame to allow the new frame to match the existing size and location. Remove and reinstall interior and exterior trim to allow for placement of the new window. Retain existing sills or match existing sill detailing.

h. **Window Material and Finish:** It is preferable that historic wood windows be replaced with new wood windows with a painted finish. However, certain types of manufactured windows with metal-clad sash or factory-coated wood may also be appropriate.

i. **Vinyl:** Vinyl replacement windows are generally not appropriate as replacements for historic windows because they are generally incompatible in appearance with historic buildings in the VPA.

j. **Simulated Divided Lights:** Simulated divided lights, whether “pop-in” or permanent, located on the inside of the sash, are not appropriate for houses older than 1955.

k. **Window Type and Configuration:** Installation of replacement windows of the same type, sash configuration, and operation as the historic windows is generally appropriate. Historic double hung windows should be replaced with new double hung windows; historic casement windows should be replaced with new casement windows; historic awning windows should be replaced with new awning windows; historic fixed windows should be replaced with new fixed windows.

l. **Insulating Glass:** The use of insulating glass to increase the thermal performance of windows may be appropriate. Minimize glass thickness to approximate the appearance of historic panes.



Authentic wood reproduction windows are preferred, although manufactured wood windows with finished metal cladding or factory-coatings may be appropriate.



Historic muntin (divider) configurations should be used in the replacement windows, with profiles and details that replicate the historic appearance as closely as possible.

m. **Muntins:** Match the muntin (divider) configuration of the historic windows being replaced or what is appropriate for the style of the building. The use of true divided lights is preferred. However, certain types of false muntins simulating divided lights may be appropriate provided they are integral to the sash design and located, at a minimum, on the exterior of the sash. They should not easily be identified as a false or simulated feature.

n. **Inappropriate Window Types:** Installing new contemporary windows that do not match the character of the historic building, such as stock residential windows, bay or picture windows, glass block, Jalousie windows are generally not appropriate.

Shutters

a. **Preservation:** Retain, preserve, and maintain historic shutters and shutter hardware when they are present. Retain shutter hardware even when shutters are missing.

b. **Shutter Installation:** The installation of historically appropriate shutters on historic windows is encouraged. In general, install shutters only where they existed historically

and where appropriate to the architectural style of the house.

c. **Shutter Size and Configuration:** New shutters should match the height and width of the window opening where they are being installed. Shutters should be mounted to be operational or appear to be operational.

d. **Shutter Materials and Design:** Shutters should be of wood construction, but high-end composites closely simulating wood may be appropriate, and either one should be protected with a painted coating. Shutter form and design should be similar to what existed historically, if known. Panels on historic shutters relate to the sizes of panels on the front door.



Shutters should match the height and width of the window opening and be operable or at least appear to be operable.



Historic shutter hardware such as this metal pintle should be preserved even when not used.



Faux shutters are not recommended.

When information is not available, design shutters to be appropriate to the period and style of the historic building.

e. **Inappropriate Locations:** Do not install shutters on windows that would not have had them, such as bay windows, casement windows, or fixed windows.

f. **Inappropriate Sizes:** Do not install shutters that do not match the size and shape of the window on which they are installed.

g. **Shutter Mounting:** Install shutters with shutter hardware typical of the period of the building. Do not screw, bolt, or attach shutters directly onto building walls without appropriate hardware. Shutters should stand slightly off the wall and window frame surfaces.

New Window Openings in an Existing Historic Facade

a. **New Window Openings**: New window openings should not be added to the primary facades. If necessary, new windows should only be added to side or rear facades that are not readily visible from the street.

b. **New Window Design:** If new window openings are added to a side or rear facade, the type, size, placement, and detailing of the windows should be complementary with the design and detailing of the existing facade.



In this example, despite the presence of authentic shutter hardware on the frame, shutters are mounted flat on the walls adjacent to the window, which could have been avoided.

HISTORIC PORCHES

Porches are a significant character defining feature of buildings within the VPA and are present on both primary and secondary facades. Their preservation helps maintain the character of the building and streetscape. In some cases, they were added to earlier buildings but remain significant to the building's historical development. They were common to buildings in the nineteenth and early twentieth centuries, before the introduction of air conditioning.

Typically, porches feature common architectural elements, such as a sheltering roof structure, brackets os spandrels, posts, railings, floor assemblies, and steps. The design and detailing of the porch usually reflect the architectural style and treatment prevalent elsewhere on the building. Porches contribute to the architectural integrity of a building and should be preserved. Generally constructed of wood, porches can deteriorate quickly due to exposure to the elements. Regular maintenance and upkeep is necessary to address deterioration before it escalates to a large-scale issue.



This fine porch is a major expressive detail of the Italianate style (Emeretta Green House, 219 Byers Road).

a. **Preservation:** Preserve, repair, and maintain historic porches associated with buildings within the VPA.

b. **Repair:** Repair damaged or deteriorated elements of historic porches. Repair is always preferred over replacement, and limited replacement of deteriorated elements is always preferred over complete replacement of an entire porch.

c. **Replacement:** When deteriorated beyond repair, individual porch elements should be replaced in-kind, where feasible, to match original visual and physical properties, including materials, design, and scale.

d. **Posts and Railings:** Porch posts, railings, balusters, and handrails are functional and decorative and should be preserved and maintained. Damaged or deteriorated porch posts and railings should be repaired, when possible, rather than replaced.



Interesting historic porch details like this starburst should be carefully maintained and preserved.



Historic porch details often disappear when a porch is rebuilt because the various elements are no longer in production or expensive to replicate.



Wood porches are prominent features of many houses within the VPA. Exposed to the weather, their wood features require ongoing maintenance and occasional repair and replacement (Woodland House, 204 Byers Road, Byers Station Historic District).

e. **Porch Ceilings:** Repair and replacement of porch ceilings should be based on their historic prototypes and should be undertaken in-kind. Sections of damaged or deteriorated ceilings should be completely removed prior to installation of the new material. New work should never be installed over damaged material or obscure historic features that contribute to the building's character.

f. **Replacement Materials:** Cedar, which is highly weather resistant, is an appropriate replacement material for posts, railings, and decorative woodwork for porches. When used, it or any wood or other material should be painted. Unpainted wood, even pressure treated wood, is not appropriate.



An appropriate example of a rebuilt porch.

g. **Contemporary Materials:** Replacing historic wood posts or railings with incompatible contemporary plastic or metal columns, posts, railings, or balusters, is not recommended.

h. **Conjectural Features:** Conjectural features should not be added to a historic porch unless there is evidence that they were originally present.

i. **Replacement in Entirety:** If a historic porch is severely deteriorated or structurally unsound, when feasible the entire porch may be removed and replaced in-kind. New work should closely match historic conditions. Replacement posts, railings and balusters should match in material, profile, and configuration.

j. **Porch Additions:** New porches may be added to side or rear facades but should be designed to complement the historic building with similar configurations and detailing. Porches should not be added to a primary facade if the building did not historically have a porch.



Historic front porch on the Greek Revival-style Butler House (122 Pottstown Pike, Eagle).



This porch has two-dimensional balusters, which were popular during the 1870s and 1880s. These balusters are character-defining elements of the porch and contribute to the building's original appearance. Also note the skirt enclosing the crawlspace beneath the porch (Sheetz House, 102 Pottstown Pike, Eagle).

Porch Flooring

a. **Porch Flooring:** Wood porch floors can wear and weather quickly, depending on use and exposure. Replacing limited sections of deteriorated flooring is preferable to total replacement. Replacement floorboards should closely match the dimensions of historic wood floorboards, which were typically between ¾- and 1-inch thick.

b. **Replacement Floor Materials:** Mahogany,

which is very hard, is a good material for replacing wood porch flooring and may be stained or painted. Synthetic flooring materials such as polymers are not encouraged. Treated lumber may be used for structural elements and elements in contact with masonry in the reconstruction of porches; though if exposed to view, it should be painted.

c. **Floor Installation:** Wood porch flooring should be laid perpendicular to the building wall and extend to the drip edge of the porch. A minimal slope away from the building to facilitate drainage is needed. A maximum gap of 1/16-inch should be left between boards to allow for expansion. Boards should be fastened with screws, not nails, to prevent cupping and bouncing. Wood edging should be applied to the exposed ends of floorboards to prevent moisture from entering the end grain. Surface coatings such as paint and stains that help prolong the color and condition of the wood are appropriate.

d. **Crawlspace Enclosure (Skirt):** The use of semi-open materials such as wood lattice and grills to enclose the space between a porch floor and the ground, providing adequate ventilation, is appropriate. Enclosures should be designed to be visually appropriate to existing porch detailing. Avoid direct contact between wood members and the ground.



Porch with a lattice skirt.

Porch Steps

a. **Wood Steps:** Wood steps on nineteenth century buildings may have been replaced a number of times over the building's lifetime due to wear and exposure. The replacement of wood steps should be based on physical evidence and historic documentation if available, and not necessarily the current steps, which may not be an accurate copy of the original.

b. **Stone Base:** To control the deterioration of wood steps, installation of a stone or concrete plinth (base) underneath the steps structure is recommended. Not only does it support the bottom of the steps, but prevents the wood from resting on the soil.

c. **Masonry Steps:** Masonry steps may be found in the VPA. Treatment and repair should follow the recommendations contained in the masonry section of these guidelines.



These brick steps have a railing that is consistent with the porch balustrade

Porch Enclosure

a. **Interior Spaces:** Historic porches should not be enclosed with walls and windows to create or expand interior living space.

b. **Limited Enclosure:** Generally, historic porches on the primary facade of a historic building should not be enclosed. On secondary or rear elevations, porch enclosures may be appropriate. Limited enclosures involve installation of glass partitions inside of retained posts and railings, minimizing necessary wood structure. The installation should retain the visibility of historic details and maintain the original transparent and open appearance of the porch. It should be fully reversible.

Accessibility

Property owners may need to alter buildings to accommodate people with disabilities, whether voluntarily or to meet requirements of the Americans with Disabilities Act (ADA). The principles of these *Guidelines* should be used, where possible, to appropriately locate and design ADA structure(s) to minimize impact on the historic resource and its historic setting. In considering such alterations, ask if a ramp, for example, can be located on the side or rear of a building, where it will usually be less visible or not impact character-defining architectural characteristics of the building? Can the material used, such as railings, be consistent with the appearance of similar features on the building? Can the structure include landscaping to help minimize its appearance?

SITE FEATURES

Landscape context is central to the character of any historic neighborhood. Overall, spatial parameters of the landscape are established through the layout of the street, configurations of lots and lot lines, and the setbacks and forms of buildings, all of which may vary by neighborhood. Vegetation softens the landscape, modulates spatial character, and provides visual interest and shade.

Other features include retaining walls, steps, curbing, paving, fences, railings, lamps, and other permanent small-scaled structures. A considerable number of these features are not original historic fabric but have been added to the landscape over time, many of them in recent decades. This section addresses the importance of the overall streetscape and the shared public realm.

Streetscape

The streetscape is within the public domain and includes the street, curbs, sidewalks, utilities, trees, and grass areas within the right of way.

Stewardship of the public streetscape is important. Changes adverse to the character of the historic neighborhood should be avoided. When changes are to be considered within the VPA by a public agency, utility, or other entity, the Historical Commission should be consulted.



Streetscape on the east side of Pottstown Pike (PA Route 100) in Eagle.



Streetscape on the north side of Byers Road in Byers.

a. **Identification and Assessment:** When public improvements are proposed within the VPA, historic landscape characteristics and features should be identified and the impact of proposed changes should be assessed.

b. **Street Construction:** Assess the potential impact of street construction projects on adjacent historic landscapes and structures. Take steps to eliminate or reduce adverse impacts.

c. **Historic Streetscape Elements:** Within the VPA, and particularly Byers, the scale of the road system is an important historic feature. Preserve major streetscape elements and characteristics, including street width and setbacks.

d. **Circulation:** Retain historic pedestrian and vehicular circulation patterns.

e. **Historic Character:** Avoid changes that might negatively impact the historic physical and spatial character of the streetscape and the neighborhood.

Walkways

Walkways connect the house to the street and / or driveway. Though not necessary historically significant, they are a visible part of the landscape.

a. **Preservation:** Identify, retain, and

preserve historic walkways, paving materials, and circulation patterns where they are present.

b. **Pattern and Alignment:** If possible, retain the alignment, widths, and configurations of historic pedestrian walkways where they have become accepted features in the VPA.

c. **Repair and Replacement:** When repair or replacement of materials is necessary, replace in-kind if feasible, utilizing paving materials that are similar in type, appearance, and composition.

d. **New Walkways:** The addition of new sidewalks or walkways within a historic neighborhood may be desirable and necessary to enhance pedestrian access and connectivity. New or expanded pedestrian routes should be compatible in size, placement and materials with the existing pedestrian circulation patterns.

e. **Concrete:** The use of concrete for new or existing walkways is appropriate. Concrete can be colored to match the muted hues of existing older concrete. Concrete using a natural sand finish for coloring is preferred.

f. **Cast Pavers:** The use of cast pavers for new or existing walks is appropriate. Pavers should have exposed grains and be of natural colors similar to the grey of natural stone.

Fencing

Fences are not prevalent in the VPA. Should a property owner wish to erect fencing, the placement, type, size and materials should be compatible with the historic settings of Eagle and Byers, or any historic property within the VPA.

a. **Preservation:** Identify, retain, and preserve historic fencing.

b. **Repair and Replacement:** Repair deteriorated portions of historic fencing in-kind. Where replacement is necessary due to deterioration or other damage, replace historic fencing by matching the original in material, design, and installation.

c. **New Fencing:** New fencing similar to existing design, size, materials and configurations is usually appropriate. Fencing in front yards along the sidewalk and streetscape should be of low height (approximately three feet).

d. **Metal Fencing:** Metal fencing with narrow pickets similar to historic cast iron fencing may be appropriate.

e. **Side and Rear Fencing:** Taller fencing may be appropriate along side and rear property lines for privacy. Vertical wood board fencing is preferred. The use of lattice tops installations is desirable.

f. **Tall Front Fencing:** Taller fencing facing the street intended to protect rear yard areas may be appropriate but must be located in side yards beside the primary building. Tall fencing should be set back from the front façade of the residence. Tall fencing facing the street is not appropriate in front yards. Trellis style wood fencing is preferred.

g. **Non-historic Materials:** Plastic fencing, chain link fencing, and other non-historic materials are not appropriate within Eagle or Byers.

Lighting

Exterior site (property) lighting was not common in residential neighborhoods during the late nineteenth and early twentieth centuries. Exterior lighting in the VPA should be limited and discreet.

a. **Flood Lighting:** The lighting of building facades and yard areas with flood lights is not recommended.

b. **Building Features:** The limited facade lighting of individual building features such as entrances may be appropriate but should be discrete and of low intensity.

c. **Ground Lighting:** The installation of low, ground level light fixtures at steps and along walkways may be appropriate but should be limited in extent. Fixtures should illuminate the ground, and bulbs should not be visible to pedestrians.

d. **Fixture Style:** Metal lantern style fixtures mounted on poles or on buildings are a common form of exterior lighting within historic neighborhoods. Where lighting sources are visible, they should be of warm hue and limited strength. Many metal fixtures in use have a black finish.

SOLAR PANELS

Sustainability is welcomed in Upper Uwchlan Township, including solar panels. Whether on roofs or ground mounted systems, solar panels are generally appropriate where they cannot be seen from the public right-of-way. (See Upper Uwchlan Zoning Code §77-6, Solar Energy Systems, for specific requirements regarding rooftop systems, ground arrays.)

a. Types of Systems:

1. **Photovoltaic**. A photovoltaic system (PV system) uses one or more solar panels to convert sunlight into electricity. It consists of multiple components, including the photovoltaic modules, mechanical and electrical connections and mountings and means of regulating and/or modifying the electrical output.

2. **Solar Shingles**. Solar shingles, also called photovoltaic shingles, are designed to look like conventional asphalt shingles. There are several varieties, including shingle-sized solid panels that take the place of a number of conventional shingles in a strip, semi-rigid designs containing several silicon solar cells that are sized more like conventional shingles, and newer systems using various thin film solar cell technologies that match conventional shingles both in size and flexibility.

3. **Freestanding**. Freestanding PV panels or freestanding arrays allow the benefits of renewable solar power without disrupting the roofline or altering the building. They are placed away from the building and connected through an underground wiring.

When planning the installation of solar panels, the overall objective is to preserve character-defining features and historic fabric of the building and setting while accommodating the need for solar access to the greatest extent possible. All solar panel installations must be considered on a case-by-case basis recognizing that the best option will depend on the characteristics of the property under consideration. The following guidelines apply to virtually all installation options.

b. Primary Elevations

1. For most properties, locating solar panels on the primary facade is not recommended because it will have the greatest adverse effect on the property's character defining features and historic setting of the area. All other options should be thoroughly explored.

2. Utilization of low-profile solar panels is recommended. Solar shingles laminates, glazing, or similar materials should not replace original or historic materials. Use of solar systems in windows or on walls, siding, and shutters is not appropriate.

3. Panels should be installed flat and not alter the slope of the roof. Installation of panels must be reversible and not damage the historic integrity of the resource and VPA.

4. Position solar panels behind existing architectural features such as parapets, dormers, and chimneys to limit their visibility.

5. Use solar panels and mounting systems that are compatible in color to established roof materials. Mechanical equipment associated with the photovoltaic system should be treated to be as unobtrusive as possible.

c. Secondary Elevations

1. Solar panels should be installed on rear slopes or other locations not easily visible from the public right-of-way. Panels should be installed flat and not alter the slope of the roof. Installation of panels should be reversible and not damage the historic integrity of the resource.

2. Flat roof structures should have solar panels set back from the roof edge to minimize visibility. Pitch and elevation should be adjusted to reduce visibility from the public right-of-way.

3. Solar panels should be positioned behind existing architectural features such as parapets, dormers, and chimneys to limit their visibility.

4. Utilization of low-profile solar panels is recommended. Solar shingles laminates, glazing, or similar materials should not replace original or historic materials.

5. Solar panels should be positioned behind existing architectural features such as parapets, dormers, and chimneys to limit their visibility.

6. Use solar panels and mounting systems that are compatible in color to established roof materials. Mechanical equipment associated with the photovoltaic system should be treated to be as unobtrusive as possible.

d. Freestanding or Detached

1. When designing the solar system, consider its visibility from the historic building on the property, neighboring historic buildings and properties (particularly within the historic villages of Eagle and Byers) or throughout the VPA.

2. Freestanding or detached on-site solar panels should be installed in locations that minimize visibility from the public right of way. Screen solar systems from the public right of way with existing buildings and vegetation (preferably), or fencing or vegetation of suitable scale to the adjacent historic resource and/or the historic setting within the VPA.

3. Placement and design should not detract from the historic character of the site or destroy historic landscape materials.

e. New Construction On-Site

Solar panels should be integrated into the initial design of new construction or infill projects, when possible, to assure cohesion of design within a historic context, in this case the villages of Eagle or Byers or with regard to historic resources and historic landscape settings throughout the VPA.

f. Actions Not Recommended

1. Removal of historic roofing materials during the installation of solar systems.

2. Removing or otherwise altering historic roof configuration – dormers, chimneys, or other features – to add solar systems.

3. Installation that will cause irreversible changes to historic features or materials.



Elizabeth Todd House with rear additions (70-74 Pottstown Pike)

CHAPTER 5

DESIGN GUIDELINES FOR NEW ADDITIONS & CONSTRUCTION

OVERVIEW

Additions and new construction can make interesting and meaningful contributions to a building and a historic area by adding creative visual elements that respond to and reinforce established patterns and context. As lifestyles change, buildings often need to adapt and evolve to accommodate new situations and needs. The challenge in historic preservation is to accommodate desired change in a way that reinforces rather than diminishes historic character.

The design of new construction should be compatible and sympathetic to the character of Byers and Eagles or to individual historic buildings throughout the VPA, especially buildings that are immediately adjacent, ensuring that the character and integrity of surrounding historic resources are preserved. New buildings should be consistent with the site layout, orientation, scale, form, materials, features, and detailing established by surrounding historic structures.

The design of new additions to existing historic buildings should follow the same guidance as outlined for new construction. The design of additions should be sensitive to and compatible with the building to which they are attached. Incompatible additions and alterations can diminish the integrity of a historic building.

New additions should be inspired by and designed to reflect the character of the building to which they are attached but should have a subsidiary visual role and may be expressive of their own use and purpose.

The character of the VPA's historic Villages and streetscapes relies upon the visual continuity and interplay of their historic resources and layout. The design of new construction – whether the expansion of an historic resource or a completely new building – should reflect the time in which it was designed while respecting its historic surroundings. New construction may also replicate historic buildings or styles, but should not create a false sense of history. Styles may differ between Byers and Eagle. Thus, while contemporary to their time and place, additions and new buildings should fit in and contribute positively to the overall character of the respective village. Designs for new construction adjacent to the villages may consider a transitional design aspect between the historic landscape of the villages and the more contemporary landscape surrounding them.



Eastern addition onto the John Todd House in Byers is somewhat compatible with the original design and in fact re-uses the original windows from the openings it covers.



Additions onto the Butler House (122 Pottstown Pike) have enabled the building to expand while retaining the prominent original form of the main façade.

GUIDING PRINCIPLES FOR NEW DESIGN

a. **Design Context:** Identify the character defining features of the existing building and or the surrounding historic buildings and streetscape. Design additions and new buildings to visually relate to the immediate historic context. Respect established design precedents in the immediate area, in Eagle or Byers, for example.

b. **Demolition and Removals:** Additions and new buildings should minimize the removal of authentic historic building features and fabric.



This mid-19th century historic residence (the Elizabeth Todd House on Pottstown Pike in Eagle) was converted to commercial office use with a large but compatible addition to the rear. The addition modulates reasonably in form in relation to the historic residence and does not interfere with the principle façade. It uses matching materials and colors but has creative contemporary elements.

SITE LAYOUT & ORIENTATION

a. **General Layout:** Retain established property line patterns, street relationships, setbacks, primary and secondary building orientation, circulation patterns, and landscape elements.

b. **Location of Additions:** Additions should be located on secondary side or rear elevations. Additions to the primary, front facade of a historic building are generally not appropriate.

c. **Size of Additions:** The total square footage of an addition should be limited to no more than 30 percent of the square footage of the primary historic building.

d. **Setback:** In areas where there is an established consistent setback, mainly in Eagle and Byers, the setback of new construction should match that of neighboring properties.

e. **Varied Setbacks:** In Eagle and Byers, where there are areas with varied setbacks, or adjacent to historic resources elsewhere in the VPA, the setback for new construction should be within ten percent (10%) of those of neighboring properties.

f. **Corner Lots:** New construction on corner lots should continue the established setback along both street frontages.

g. **Variations:** Variations to these setback guidelines may be warranted in some cases, but decisions should be carefully considered with respect to their impact on the overall streetscape.

h. **Lot Coverage:** New construction should be consistent with adjacent historic buildings in terms of lot coverage and building-to-lot ratio.

i. **Spacing of Buildings:** Within Eagle and Byers, design new construction to follow the existing pattern of building widths and spacing between buildings. The spaces between buildings help define the spatial character of these areas.

j. **Building Orientation:** Primary buildings should have a similar orientation and relationship to the street as the existing buildings in the vicinity.

k. **Orientation and Additions:** The original orientation of a building should not be altered by an addition. For example, the addition should not result in a secondary facade becoming the primary facade.

l. **Existing Entrances:** Additions and alterations should not obscure, obstruct, alter, or remove an existing building's primary entrance or other key features of the primary elevation.

m. **Circulation Patterns:** Create pedestrian and vehicular circulation patterns that connect with and reflect the patterns along the streetscape and within the vicinity.

n. **Yard Areas:** Establish yard areas and outdoor spaces that are consistent with and complementary to those of the streetscape and properties within the vicinity.

o. **Secondary Structures:** Locate secondary structures, such as garages and sheds, in a manner consistent with existing secondary structures, generally to the rear and side of the primary building.



Existing additions located on the rear of the primary historic buildings within the VPA (S.W. Todd House, 236 Byers Road). The addition is in an appropriate location, although its height has altered the historic roofline and is not an appropriate treatment.

ARCHITECTURAL EXPRESSION

a. **Complementary Expression:** New construction in the VPA should be sympathetic and complementary to the existing architectural vocabulary of historic buildings within the vicinity.

b. **Complementary Additions:** Design additions and alterations to be sympathetic and complementary to the character of the historic building to which they are attached.

c. **Character Defining Features:** Identify and retain historic character defining features when planning additions and alterations to a historic building.

d. **Contemporary Design:** New buildings may be of contemporary design that reflects the historic building's style and historic use while being respectful of and compatible with the character of the VPA; the historic character of Eagle and Byers should not be adversely affected by the design.

e. **Contemporary Additions:** New additions may be contemporary in design, or may replicate the historic character of the main building. Where an addition replicates the historic character of the main building, use subtle differences in the design to clearly distinguish it as a later structure.

f. **Inspiration:** New architectural designs are encouraged to take inspiration from and make visual references to the historic character of historic building and those in the vicinity.

g. **Compatibility in Contemporary Design:** In general, compatibility in contemporary design is achieved by reflecting some design characteristics of historic buildings in the vicinity (as outlined in these *Guidelines*) while varying from others and creating new elements expressing a level of individuality.

h. **Contemporary Interpretation:** Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings that are similar to but do not exactly replicate historic details, for example, can provide

visual compatibility while conveying that the building is new.



This building, which replaced an earlier house of a similar design, is generally compatible with the architectural character of the Byers Station Historic District enclosed porch notwithstanding (Joseph Grow House, 230 Byers Road).

i. **Architectural Patterns:** The rhythm of the facade of new buildings should reflect the characteristic rhythm of surrounding buildings, including basic form, heights, massing, rooflines, fenestration, and floor-to-ceiling ratios.

j. **Architectural Detailing:** Incorporate architectural detailing that is visually similar to the character and styles of detailing in neighboring buildings within the VPA. Detailing should be simple in design and should complement, but not visually compete with, the character of the neighboring historic buildings. Architectural detailing that is more ornate or elaborate than historically found within Eagles or Byers is not appropriate.

k. Historic Similarity: While compatible contemporary design is encouraged, new buildings that are similar to existing historic buildings in materials, form, massing, and architectural features may be appropriate.

l. **Dramatic Contrast:** Radically contrasting designs for additions or new buildings is not appropriate.

m. **Documentation:** Document existing historic conditions in drawings and photographs before beginning any alterations or additions to an existing historic building.

n. **Building Relocation:** Relocating a historic building that would otherwise be demolished is an appropriate means of preserving it, particularly if the building can be used for its original appearance and the new setting is similar to its historic setting.



The Frank and Hannah Pearson House (114 Pottstown Pike, Eagle) is an example of historic preservation in action! The house was moved from the west side of Pottstown Pike circa 2003 and appropriately rehabilitated. It is one of several buildings forming Eagle's historic core.

SCALE, MASSING & FORM

a. **General Characteristics:** New buildings should be designed to complement the form and massing of neighboring historic buildings and should generally be of the same average height, width, and volume as buildings in the vicinity.

b. **Subordinate Additions:** Additions should be subordinate to the primary historic structure. They should not overwhelm the original structure. Additions should be designed in such a way that they minimize their visual impact on the building.

c. **Additions Near the Primary Facade:** Additions located near the primary facade should adhere more closely to historic character, while additions that are less visible from the front may be more adventurous.

d. **Distinguishing Characteristics:** Design additions so there are subtle, distinguishing characteristics between the historic portion and new addition. This may include simplifying details, changing materials, or modifying proportions.

e. **Building Scale:** The scale of a new construction is determined by the relative size and height of the construction in relationship to the existing building and/or its neighbors. Design additions to be compatible with the existing building in scale, massing, height, and form. The overall scale of a new building and building components should be compatible with those of neighboring buildings within the VPA, and particularly in Eagle and Byers.

f. **Human Scale:** New construction should have a human scale. In general, the size of major architectural features in relation to the human body helps determine whether a building has human scale. Key features include building forms and shapes, windows, doorways, porches, steps, and other elements.



Additions on the side or rear of historic buildings may be designed to significantly expand the useable space while retaining the character of the primary structures (Sheetz House, 102 Pottstown Pike, Eagle). The additions are also set back from the primary façade of the building.

g. **Building Mass:** Building mass should have a similar sense of weightiness or lightness as that of surrounding historic buildings, as determined by the proportion of solid surfaces (walls) to voids (windows, doors, porches).

h. **Building Form:** Form in new construction is determined by the shape, volume, and size of the overall building envelope and its major components. The form of a new addition should reflect but be subsidiary to the form and shape of the existing building. The form(s) of new buildings should be complementary with and reflective of those of neighboring buildings, particularly in Eagle and Byers.

i. **Proportion:** Design additions with similar proportions as those of the existing building. Design new buildings to be proportional to surrounding buildings. Consider important building proportions such as heights and widths, roof pitch, floor-to-floor heights, the size and placement of windows and doors, and the scale of articulated elements such as porches and bays.

j. **Rhythm:** Respect the characteristic rhythms established by the forms, rooflines,

window and door placement, and other architectural features of the existing or neighboring buildings.

k. **Floor-to-Floor Heights:** Foundation and floor-to-floor heights in new construction should be within ten percent (10%) of the floor-to-floor heights of existing or neighboring historic buildings.

l. **Height Variations:** Where there is variation of building height within the immediate neighborhood, a new building should generally relate to the predominant pattern.



Although varying slightly in height, buildings along the north side of the road in Byers exhibit a consistent architectural rhythm.



Buildings in Eagle have some variation in height but present a generally consistent pattern along Pottstown Pike.

MATERIALS

a. **Compatibility:** Exterior building materials for new buildings should be complementary to and compatible with the materials used on the primary building for additions and on neighboring historic buildings. Materials should be of a complementary type, material, size, texture, color, and level of craftsmanship to promote continuity within the historic areas.

b. **Quality:** Cover and finish exterior walls with quality materials that are compatible with those of the existing or surrounding buildings.

c. **Traditional Materials:** The continued use of traditional materials such as wood, stone, stucco and brick is preferred; cement fiber siding such as Hardie Plank may be appropriate. Synthetic material such as vinyl may be appropriate for less visible elements when viewed from the public right-of-way or street.

d. **Visual Compatibility:** Materials need not be exactly the same as those of the primary building or of adjacent historic buildings but should at minimum be visually complementary. The use of materials that are visually similar to the materials of the primary building or neighboring historic buildings is an important way of achieving a level of compatibility within the VPA.





Wood is the predominant material of primary historic buildings within the VPA and is easily adaptable to the expression of additions and new construction (Byers Hotel and Todd House, Byers Station Historic District).

e. **Roof Materials:** Authentic historic roof materials such as wood shingles and slate are encouraged for both new and replacement construction. However, high quality asphalt shingles and synthetic slate shingles are appropriate. For additions, match or complement the roofing materials of the primary building if feasible. For new buildings, select roof materials that are similar in type, pattern, form, texture, and color to those traditionally used within the vicinity.

f. **Metal Roofs:** Custom and prefinished metal roofs may be appropriate for new or replacement construction. Install new metal roofs in a similar manner and appearance as historic metal roofs.

g. **Incompatible Materials and Treatments:** The use of synthetic materials that dramatically contrast with the character or quality of historic materials should be avoided. Such materials include vinyl and aluminum siding, unpainted or naturally finished wood, exterior plywood systems, fiberboard, simulated or veneer stone, and glass block. These are usually incompatible with the visual character of the VPA.

h. **Synthetic Materials:** As discussed under the topic of Wood Siding, quality synthetic materials such as cement board and some polymer materials that visually replicate the appearance of wood may be appropriate in new construction, especially in locations subject to extreme weathering or that are difficult to maintain.

i. **Stucco:** Where stucco is appropriate as an exterior finish material, Exterior Insulation Finishing Systems (EIFS) is not appropriate as a substitute for actual stucco.



Stucco-clad Butler House (122 Pottstown Pike)



Stucco is a common exterior material of prominent historic buildings within the VPA (Sheetz House, 102 Pottstown Pike, Eagle).

BUILDING FEATURES

Individual building features such as roofs, entrances, windows, bays, and porches add visual interest to a facade and break up the building mass, helping to establish a human scale. The location, size, placement, and style of these building features contribute to the character of the surrounding neighborhood. New construction that respects and replicates the types of prevailing architectural features of the primary building for additions or of neighboring buildings for new buildings reinforces compatibility and consistency within the historic areas and throughout the VPA.

Roof Forms

a. **Primary Roof Form:** Design new buildings so that the orientation of the primary roof form is parallel or aligned with the majority of other roofs on the street where roof forms are relatively consistent and a character defining feature. The roofs of new additions are often perpendicular to those of the primary building.

b. **Form and Appearance:** Roofs of new construction should visually relate to those of the primary building for additions or of neighboring historic buildings for new buildings in pitch, size, scale, complexity, color, and material. End-gable roofs are the most common roof types within the VPA.

c. **Ridge Heights:** The ridgelines of roofs with multiple gables should generally be uniform in height. Cross gables should intersect at the primary ridgeline unless established as a uniform secondary roof form. The ridgelines of additions should generally be lower than that of the primary building, reflecting its smaller form and subsidiary visual role.

d. **Low Pitched Roofs:** Nearly flat roofs are sometimes used in historic buildings for entrance porches, side porches, and shed additions and may be appropriate as a secondary roof form in new construction. Generally, they are constructed using flat seamed metal, but other materials such as rubber roofing may be considered for roofs that are not visible. Generally, these roof types are not appropriate in the VPA for new buildings or additions.

e. **Cornice Detailing:** Cornices, bargeboards, and edge treatments of new roofs should be designed to have a similar size, scale, and configuration as historic detailing though need not replicate historic detailing.

Skylights

Where needed, install skylights on side or rear-facing planes of roofs minimizing their visibility from the street. Do not install skylights on the roof of the principal facade facing the street. Minimize the frame size and profile of the skylight, and use frame colors that blend with the color of the roofing.

Entrances

a. **Orientation:** As discussed under Entrances and Doorways, the orientation of the primary entrance of a new building should be similar to the orientation of other neighboring buildings, most commonly on the principal facade and related directly to the street.

b. **New Entrances in Additions:** In some cases, it may be desirable to create a new entrance in an addition or alteration which will be in primary use, such as an entrance adjacent to a driveway or parking area. In such cases, the primary entrance of the original historic building should not be altered or removed, even though it will have limited use.

c. **Design:** The size, scale, organization, and presentation of the primary entrance of a new building should be similar to those of neighboring buildings (particularly in Eagles and Byers) and should evoke a human scale. The primary entrance should

enhance the connection between the street and the building.

d. **Doorways:** Doorways in new construction should relate to the character of those of the primary building for additions and to neighboring historic buildings for new buildings. Frame dimensions, proportions, and configurations should be comparable though need not precisely replicate historic configurations. The use of comparable panel and light configurations, including the presence of sidelights and transoms, is recommended.

e. **Entrance Porches:** Entrance porches of various sizes and configurations are present within the VPA and are appropriate for new construction. In general, most entrances are simple and modest in size but adequate to protect those using the doorway from the weather.

f. **Entrance Steps:** Simple wood and stone steps are common for entrance porches within the VPA, though brick and concrete are present as well. All are appropriate and can add visual quality to the entrance.

Windows

a. **Window Design and Placement:** Design windows in new construction to be compatible with the type, size, proportions, operation, arrangement, and placement of the windows of the primary building for additions and of neighboring historic. Windows in new construction need not precisely replicate historic design and placement, but they should generally be of compatible character.

b. **Expression:** Design windows to be expressive of the architectural character of the new facade while generally sympathetic with the character of the primary building for additions or of neighboring buildings for new construction. Creative but sympathetic variation is appropriate. Be cognizant of the use of windows to achieve a sense of human scale in the facade.

c. **Bay Windows:** The installation of new bay windows in areas where they are inappropriate to historic architectural styles and for which there is no historic precedent is not appropriate. Bay windows are appropriate to some late nineteenth and early twentieth century styles. If and where appropriate, design new bay windows to be compatible with the width, height, projection, and general style of historic bay windows of buildings in the vicinity and of appropriate scale to the facade in which it is placed.

d. **Picture and Jalousie Windows, etc.:** Picture windows, jalousie windows, and other types of contemporary windows are generally not a historic treatment in the VPA and are not compatible.

Porches

a. **New Porches:** The incorporation of porches into new construction in a manner, location, and use characteristic of neighboring historic buildings is encouraged. The use of porches that relate to the pedestrian character of the streetscape is encouraged.

b. **Porch Design:** Design of new porches should be compatible with the layout, form, scale, building relationships, and detailing of those of the primary building for additions and of neighboring historic buildings for new buildings.

C. Historic Prototypes: In locations where traditional historic porch columns, posts, railings, and steps are prevalent, design new elements to be compatible with the historic porch types, they do not need to be an exact copy of the historic design.



This porch was added onto this former residence to accommodate business customers. It is not of the same style as the house but has a historic design that is compatible with the residence and historic landscape (Pearson House, 114 Pottstown Pike, Eagle)

GARAGES & OUTBUILDINGS

a. **Secondary Structures:** New secondary structures such as detached residential garages, sheds, and outbuildings should have a similar layout, orientation, setback, scale, form, roof type, and materials as those of existing secondary buildings within the historic areas.

b. **Attached Garages:** Attaching garages (or sheds) to historic buildings is generally not appropriate.

c. **Relationship to the Primary Building:** New secondary structures, such as detached residential garages, sheds, and outbuildings should complement the layout, setback, scale, form, roof type, and materials of the primary building.

d. **Subordinate Relationship:** Design new garages and outbuildings to be visually subordinate to the principal historic or new building in terms of their height, massing, form, and location.

e. **Building Size:** New outbuildings should be no larger in plan than 40 percent of the principal historic building footprint.

f. **Character:** Relate new garages and outbuildings to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details.

g. **Windows and Doors:** Design window and door openings to be similar to those found on historic garages or outbuildings in the VPA or on the principal building in terms of spacing and proportions.

h. **Garage Doors:** Design and place garage doors of secondary structures in a manner characteristic of historic garages of properties within the VPA. New garage doors should have similar proportions and materials as those traditionally found within the VPA.

i. **Garage Doors on Additions:** Do not place garage doors on the front, street facades of additions to the primary building where there is no historic precedent.



Built as a garage in Byers (115 Eagle Farms Road, Byers Station Historic District), this outbuilding is appropriately scaled and designed to be compatible with the historic district.

MECHANICAL EQUIPMENT

a. **Visibility:** When possible, do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way. Carefully screen mechanical equipment where needed to retain architectural integrity of the historic resource and landscape.

b. **Building-mounted Equipment:** Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary building or screen them with landscaping.

c. **Freestanding Equipment:** Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, plantings, or other enclosure.

d. **Roof-mounted Features:** Locate and screen equipment and features mounted on the roof to avoid view from public right-of-way. Where needed, install roof mounted features only on side and rear-facing roofs. Installing equipment or features on the roofs of primary facades facing the street is generally not appropriate. Standard flashed pipe roof vents for bathrooms within the building are an exception.





Mechanical installations such as electrical boxes and dryer vents should be located on side and rear facades and be minimally visible from the street.

SITE FEATURES

The character and appeal of historic neighborhoods are enhanced by the layout and design of site features and landscaping in yards visible to the public.

General Guidelines

a. **Site Features:** Design and install new site features that are consistent with the historic character of the building, property, and adjacent properties or historic setting. In

general, simplicity and restraint are preferred.

b. **Visibility:** Site features, fencing, gardens, and landscaping are appropriate in front yards for utility and to enhance privacy and safety but should not visually isolate the historic residence from view.

Walkways

a. **Historic Walkways:** Where possible, retain historic walkways and circulation patterns. Preserve alignment, widths, and configurations of historic walkways where they are a character defining feature of the landscape.

b. **Historic Materials:** Preserve historic paving materials of walkways where they still exist. When limited replacement of materials is necessary, replace in-kind utilizing materials that are similar in appearance and composition.

c. **New Walkways:** The addition of new walkways may be desirable and necessary to enhance pedestrian access and connectivity. When possible, new pedestrian routes should be compatible with the existing pedestrian circulation patterns.

d. **New Materials:** Traditional paving materials such as stone and brick are preferred for new and existing walkways. Contemporary materials such as pre-cast concrete pavers may be appropriate. Material and texture should be compatible with the character of traditional materials.

Lighting

a. **Site Lighting:** Lighting of exterior spaces visible from the street should be minimized and limited to locations necessary for safety and visibility, such as gateways, steps, and building entrances.

b. **Fixtures:** New light fixtures should be pedestrian scaled or ground level and should direct light to the ground and away from surrounding properties. It is preferable that lamps be shielded from direct view. Fixtures and posts should be restrained in design and compatible with the character of the building.

c. **Building Mounted:** In general, installing site lighting on historic buildings is not recommended. If installation on buildings is necessary, minimize damage to the historic building fabric.

d. **Building Lighting:** Flood or spot lighting of building exteriors is not recommended.

Driveways and Parking

a. **Historic Driveways:** Retain historic driveway configurations where possible.

b. **New Driveways:** Minimize the area and width of new driveways, which should typically be no wider than 10 feet for residential buildings.

c. **Parking Areas:** Design new parking areas to be as unobtrusive as possible. Parking should be located to the side or rear of properties. Do not pave or use front yards as parking areas except where already existing.

d. **Materials:** Traditional paving materials for driveways include asphalt, paving stones, brick, and gravel.



Contemporary brick pavers within the VPA (Isaac D. Frame House, 124 Pottstown Pike, Eagle).

Decks and Patios

a. **Location:** Outdoor decks and patios should be located to the side and rear of buildings and should be minimally visible from the street. Ground level paving for patios in front yards may be appropriate as part of garden and landscape design but should not be visually dominant.

b. Upper Decks: Decks on the upper levels of new or existing buildings are not compatible or appropriate. Exceptions include decks or sleeping porches on rear facades, out of the public viewshed, and not overlooking adjacent historic resources.

c. **Design and Materials:** The design and materials for decks should take inspiration from the existing building and be a compatible extension of and addition to the building. Traditional paving materials such as stone or brick are encouraged for patios.

Fencing

Fencing is generally not a common feature within the VPA, and particularly within Eagle and Byers. While erecting a fence in the rear of a property may be appropriate, erecting fences in the front yard areas of buildings within the VPA, and particularly within the villages of Eagle and Byers is generally not appropriate.

Landscaping

The proper use of landscaping should be used to buffer new additions, buildings, and infrastructure improvements which may adversely impact adjacent historic resources or the historic landscapes of Eagle and Byers.



East side of Pottstown Pike in the Village of Eagle

CHAPTER 6: SIGNS

VILLAGE SIGNAGE

The Historical Commission currently reviews applications for signs in the Byers Station Historic District only (Township Ordinance §200-98). The Township reserves the right to require changes to a proposed sign design, based on the Historical Commission's input.

Signs should be compatible with the scale, proportion, form, and architectural detailing of the associated building. A traditional sign type such as wood with either carved or painted lettering is recommended. For any sign, creative graphic solutions, in which the corporate logo or corporate lettering style is a secondary element, are recommended. Signs should not obscure a historic building's architectural details. Three types of signs are the most suitable:

a. **Projecting Signs:** these signs are hung perpendicular to the building. A decorative bracket attached to the building usually supports the sign. The sign in front of the Byers Hotel is an example. This type of sign is a recommended type.

b. **Wall-mounted Signs:** these signs may be recommended when appropriately-sized and unlit. These signs may be rectangular, square, or oval. They are particularly suited for historic buildings where the setback is limited.

c. **Free-standing Signs:** free-standing signs are appropriate for buildings that are set back from the front lot line and fronted by landscape. Several of these types of signs are found on the east side of Pottstown Pike in Eagle. The design and placement of these signs should be carefully selected to minimize its effect on the streetscape. Their near uniform appearance, size, and materials appear appropriate for the village.

Appropriate colors for signs were traditionally intense versions of building colors – high-gloss bottle greens, olives, golds, and burgundies on a neutral background. Modern florescent colors are not appropriate.

On commercial-style buildings with a storefront, signs should be placed in the signboard area (frieze) located above the storefront windows and below the upper-story windows. No building of this type exists in the VPA.

Where lighted signs are necessary, gooseneck or hidden lights are recommended. Internally illuminated signs are generally not appropriate.



This projecting sign on the former Byers Hotel in the Byers Station Historic District is appropriate in size, design, location and materials. It is appropriate for the building type, the dense layout of Byers, and the proximity to Byers Road.



Commercial signs in Eagle. The permanent sign is appropriately scaled for the village and the building; similar signs are found throughout the village along Pottstown Pike. The smaller temporary signs are not recommended. (Isaac D. Frame House, 124 Pottstown Pike).



Appropriately sized sign in Eagle (Butler House, 122 Pottstown Pike)



Mount Pickering Masonic Hall, 218 Byers Road

CHAPTER 7: DESIGN GUIDELINES FOR PUBLIC SPACES & FEATURES

Design Guidelines for Parking and Public Spaces

Public spaces and associated amenities are social gathering areas that foster a feeling of neighborliness in a community. A given public space might be used for different purposes, even on the on the same day. People may gather there in the morning for outdoor activities, it may be used for outdoor lunches, for youths playing games after school, or a family picnic in the evening.

New public spaces may be designed in a variety of ways. Passive recreational spaces include greens, plazas, and parks, where people can gather on their breaks or to eat a snack. Active recreational areas include tot lots and ball fields that offer spontaneous activities or organized sports by groups of people.

Locations for new public spaces should be carefully chosen. Sites near existing buildings have the advantage of requiring fewer parking spaces, as they may be reached by walking or biking. Sites on the outskirts of a village can provide an opportunity to create an inviting transitional space between a village and the surrounding landscape.

Optimally, public spaces should serve as flexible spaces, offering avenues for gatherings or special events. Appropriately placed trees, shrubs, and other vegetation enhance these outdoor areas by creating cool spaces in the summer.

Lighting Standards

The Township has selected lighting fixtures for public spaces in Eagle. These fixtures may be used throughout the VPA; however, they may not necessarily be suitable for all places, such as the Byers Station Historic District. (See the lighting design standards in Appendix D.)

Outdoor Furniture Standards

Outdoor furniture complements public spaces and promotes the use of the space for daily use as well as for public events. (See Appendix E.)

Rural Center Design Guide Link

These Guidelines utilize the Landscapes3 Design Guide Series produced by the Chester County Planning Commission. The county-produced guidelines are recommended because they may be appropriate for the VPA. The types of historic landscapes in Eagle and Byers are covered in the county's *Rural Center Landscapes Design Guide*, which can be found at:

https://www.chescoplanning.org/MuniCorner/pdf/RuralCenterDesignGuide.pdf .



Former Eagle Hotel, 123 Pottstown Pike

APPENDICES

APPENDIX A: HISTORIES OF THE VILLAGES OF EAGLE AND BYERS

Historic Overview

The historic Villages of Byers and Eagle were significant in the areas of commerce, transportation, mining/processing, and agriculture throughout the much of the eighteenth, nineteenth, and early twentieth centuries. Eagle, the older Village, began in the eighteenth century at the intersection of two heavily traveled roads. Around 1727, an inn was constructed to serve travelers; the Village grew around it. The Village and its road system provided a market for the surrounding farms. Today, many of Eagle's older residential, commercial, and educational buildings remain, and the Eagle Tavern continues to serve customers, though now under a different name, at the intersection of Pottstown Pike and Little Conestoga Road.

Byers, meanwhile, began nearly 150 years after Eagle. In the late nineteenth century, a group of businessmen from Eagle helped finance the construction of a railroad, bringing regular passenger and freight service to within a quarter mile of Eagle. The resulting terminus was named Byers Station. A village (Byers) quickly developed adjacent to the station, its growth augmented by the discovery of plumbago (graphite) a few years later. Byers quickly became a thriving village clustered along its main street (Byers Road). The view of the village along Byers Road remains largely unchanged.

Throughout much of the nineteenth century, the Butler, Todd, and Beerbower families controlled much of Eagle's business and real estate activities, and by extension, Byers. Other prominent families included the Sheetz, Stiteler (in Byers), Phipps, and Frame. These names keep reappearing in Boyd's Directory of Chester County businesses from 1870 through 1900. The Villages of Eagle and Byers were listed as one entity. In any event, with a population of just 160 in 1884 (Body's Chester County Directory, 1884–85), businesses within the Villages included general stores, hotels, a tanner, wagonmaster, two blacksmiths, restaurant, flour mill, post offices, harnessmaker, lumber yard, livestock enterprises, saddler, wheelwright, and a tinsmith. The 1900–01 directory lists several manufacturing businesses, including Byers Lead Mines, Crown Extract Company, and Riddle Chemical Company.

Although close in proximity, the Villages of Byers and Eagle remain physically separated and differ in architectural appearance. They developed at different times for different purposes. Yet, Byers would have not existed without Eagle, and the residents and businesses in Eagle depended on Byers as their lifeline to the larger markets and institutions of Phoenixville and Philadelphia. Though changing economic and transportation forces have altered their historic functions, these Villages are an important part of Chester County's history.

The Village of Eagle

Eagle lies at the fork of two main Native American paths, now Upper Uwchlan's principal roads. The Allegheny Path ran from the Delaware River at Philadelphia to Paxtang (Harrisburg) and west. The path entered Eagle from the south on what is now Pottstown Pike (Route 100), and turned northwest, along what is now Little Conestoga Road. A major branch path also continued north at this turn and connected with a Native American portage near French Creek. In 1726, this road, now called Pottstown Pike or Route 100, was surveyed and laid out from the Uwchlan Meeting near Lionville, through Eagle, and north towards what became Pottstown. The Little Conestoga Road was recorded in 1738. To capitalize on the traffic on these pathways, a tavern license was granted to an inn operator on August 12, 1727. Situated on the intersection of these busy roads, the Eagle Tavern (now under different name) was and is the center of the community.

During the 1720s, inns and taverns operated throughout Chester County. Taverns often became the social mecca of a community. Also called the John Adams, Presidential Arms, and

Spread Eagle Tavern, the Eagle Tavern also became the social and political center of the Village that grew around it. It was rebuilt between 1859 and 1860 to its present appearance. A newspaper reported that the tavern (then owned by Jacob Beerbower) also contained a general store and post office.

The Village grew around the tavern and became a thriving crossroads serving the agricultural community around it. Building lots were gradually sold along Pottstown Pike by two families. The Nobel Butler family owned the land mainly on the east side of the pike in Eagle from 1737 until 1805. The John Pugh family (John applied for the first tavern license) owned land on the west side. Meanwhile businesses opened to serve farmers and travelers on the busy roads. Early businesses included a general store, a wheelwright shop, and a blacksmith shop. In 1858, Upper Uwchlan Township formed out of the northern part of Uwchlan Township. Eagle, now fully established, became the seat of the new township. In 1859, the one-room Windsor School opened and now serves as the township office. Eagle continued to grow through the nineteenth century.

“Windsor” was also the name of the Village at that time. It was taken from the nearby Windsor Baptist Church. The name was eventually dropped in favor of “Eagle” after the now very prominent Eagle Tavern, which as noted, also contained the post office.

Jacob Beerbower was an influential businessman in Eagle. He was born in 1809 in Vincent Township, Chester County. In 1850, Beerbower purchased the Eagle Tavern and other buildings on 40 acres of land from George Downing, J. C. Strickland, Benjamin Harley, and others. He applied for a tavern license in 1851. For the next 44 years, Beerbower, along with his wife Lidia, operated the Eagle Tavern and the inn. The tavern hosted many notable local events, including the 1858 elections to divide Uwchlan Township. As part of the tavern deal, Beerbower owned several buildings in Eagle through the latter part of the nineteenth century, and thus was influential in both nineteenth-century economics and the visual appearance of Eagle. In addition, Beerbower also operated the Byers Hotel at the end of the nineteenth century.

After the Civil War ended in 1865, it became evident to Eagle business leaders that a railroad would be necessary to ensure its continued prosperity. Agriculture was booming on the surrounding farms (many of which were owned by these and other business leaders), as were the iron mine operations in nearby Warwick Township. An investment group was formed to raise the necessary capital to finance the construction of the line. Citing the need to bring freight and passenger service to Eagle, Milford, and north to Warwick, in 1869, Jacob Beerbower, Joseph Butler, John Todd (Butler and Todd were on the Board of Directors), and other investors established the Pickering Valley Railroad Company.

With a construction mortgage guaranteed by the Philadelphia and Reading Railroad, the 11.3-mile line from Phoenixville to what became Byers Station was completed in 1871. The Pickering Valley Rail Road began operating in 1875. Service from Phoenixville to the south came within a quarter mile of Eagle. The location of the station had a major effect on Eagle. Eagle now had access to Philadelphia markets for agricultural products and passenger service. Around the station, however, a new village (Byers) emerged. Many decisions affecting Byers were made by the business establishment in Eagle, often at the Eagle Tavern. The Villages relied on one another for employment, transportation, and education, religion, and social opportunities. Eagle was now a railroad town; however, its appearance remained that of a crossroads Village, since the line stopped well short of the Village.

The randomness of Eagle’s architecture makes evident the Village’s growth as a commercial and residential center throughout the mid-1700s to the mid-1900s. Its location at the intersection of Pottstown Pike and Little Conestoga Road ensured its utility long after the railroad ceased running in 1947 (in contrast to Byers, where businesses ceased operating).

The eighteenth-century Eagle Tavern and John Pugh House (1781), the Mansard-roofed John Todd/William Sheetz House (c. 1860), and architectural details of the Pearson House (c. 1875) demonstrate Eagle's growth and stylistic tastes through time. The vernacular is in evidence, as is stylized architecture as demonstrated by the John Todd/William Sheetz House (Second Empire style) and the Pugh/Pearson House (Greek Revival style influences). Several other historic buildings line Pottstown Pike.

Eagle's concentration of buildings mainly oriented to and constructed near Pottstown Pike constitute a well-preserved historic landscape—changes notwithstanding—contrasting sharply with the twentieth- and early twenty-first-century suburban landscape surrounding it. Fortunately, several historic resources remain within the Village Planning Area (VPA) to augment Eagle's historic landscape. Examples include the Windsor Baptist Church and the Funderwhite Farm.

The Village was threatened with major development in the late 1990s by the large shopping center planned for the west side of Pottstown Pike and the CVS store project on the east side. Careful planning and preservation retained or relocated some buildings that were threatened (some were also lost), created new sidewalks, plantings and lighting, opened a bypass around the Village, and developed efficient parking and access on the east side of Pottstown Pike. The improved parking was located behind existing historic buildings to maintain and reinforce Eagle's historic character while improving access to business within the buildings. The latter strengthened the viability of commercial buildings that began as residences. The Village changed as a result, but ultimately retained and even strengthened its historic Village character.

Village of Byers

Byers Station, aka Byers, was listed in the National Register of Historic Places in 2002. Much of the architecture here incorporates Italianate and Greek Revival stylistic influences. Perhaps it was a deliberate attempt by the Todd family, who constructed many of the Village's buildings, and/or their builder, B. H. Downing, to develop a distinctly more modem community—which it was—than Eagle. The railroad buildings and graphite factories (except one) are gone; however, Byers retains its intact nucleus of domestic or former commercial buildings. Most of these buildings were constructed within 10 years of the railroad's opening in 1871, and the discovery of plumbago four years later.



John Todd, a driving force behind the development of Byers.

The history of Byers is closely linked to the Village of Eagle, which is located approximately one-quarter mile west of Byers. Eagle had been in existence for well over 100 years when, soon after the Civil War, several local businessmen formed an enterprise to establish rail service to Eagle. Agriculture was booming in the surrounding farms (much of which was owned by Eagle's business leaders), as were the iron mine operations in nearby Warwick Township. An investment group formed to raise the necessary

capital to finance the construction of the line. Jacob Beerbower, Joseph Butler, John Todd, and other investors established the Pickering Valley Railroad Company. Mr. Charles E. Byers was named chief engineer. With a construction mortgage guaranteed by the Philadelphia and Reading Railroad, the 11.3-mile line from Phoenixville to what became Byers Station was completed in 1871.

As was sometimes the practice, the station constructed for the Village of Eagle was not located within the Village core. This line stopped at the eastern border of Joseph Butler's farm, located a full quarter mile east of Eagle. The terminus was located on land owned by local farmer and businessperson John Todd. Trains began running in September 1871. At its height, a passenger station, engine shed, and turntable were located at the station, just north of Byers Road. Several trains made the run each day, while the Village grew up around the station. The station was named in honor of Chief Engineer Byers, who died just prior to completion of the line.

The railroad fostered the economic prosperity of the last quarter of the nineteenth century in Upper Uwchlan Township. During this time, Eagle and Byers relied on one another for employment, transportation (freight and passenger), education, religion, social opportunities, and other activities. Byers had a major influence on Eagle, providing passenger service and access to the Philadelphia markets for its agricultural products. Based on railroad technology, Byers became a major economic driving force for Eagle.

The railroad was a direct benefit to the agricultural community around Eagle. It transported fresh produce to markets in Philadelphia far quicker than overland roads. By the late 1800s, silage enabled farmers to feed their livestock stored-grain all year long, enabling cows to produce a tremendous amount of milk for dairy products. This development nearly coincided with the construction of the Pickering Valley Railroad. By 1872, the railroad shipped 900 gallons of milk daily from Byers Station. The "milk run" was the first run of the day, leaving the station around 5:30 am. The Fairmont Creamery Association was established soon after the railroad opened to coordinate the shipment and production of dairy products.

The Pickering Valley Line also provided passenger service. Area residents who worked at the Phoenix Iron Works commuted daily from Byers Station to the plant in Phoenixville. Railroad employee Isaiah March, who lost an arm working on the line, sounded the engine whistle at 5:00 a.m. to wake up the railroad workers who resided in the Village.

For all this activity, one of the most compelling reasons for the continued development and prosperity of Byers was the discovery of plumbago (graphite) under the farm fields that surrounded the Village. In 1875, graphite, or as it was commonly known then, plumbago or black lead, was discovered in the farm fields around Byers. Graphite was the main ingredient in stove polish, farm equipment lubricators, and lead pencils. The discovery attracted additional businesses and people to Byers to extract and process the material. Major graphite companies such as the Penn Graphite Works, Cambria Mining, and the American Graphite Company quickly began operations around the Village.

In a span of 10 years, the opening of the railroad station and mining activities turned what once was John Todd's farm into a thriving Village that rivaled Eagle. Within two years of the opening of the Pickering Valley Railroad, there were several new businesses located in Byers: two lumber and coal yards, two grain

lots supplied by local farmers, a store, and stock yards. Byers Station became a transportation hub for lumber, farm products, cement, chemicals, and piping. People located their businesses and residences there to take advantage of the station.

By the 1890s, the Village had a butcher shop, a post office (transferred from Eagle in 1885), a restaurant, a hotel, a bank, and several houses. The Mt. Pickering Masonic Hall was constructed in 1894 on the south side of Byers Road. The latter hosted a variety of lectures and plays in the summer, functioning much like a lyceum. *Boyd's Chester County Directory, 1884–85* lists the following businesses in Byers: general stores, hotels, a tanner, wagon master, restaurant, post office, lumberyard, livestock enterprises, and saddler. The graphite operations located their administrative offices here and visitors ate and slept at the Byers Hotel. The 1900–01 Directory lists several manufacturing businesses, including Byers Lead Mines, Crown Extract Company, and Riddle Chemical Company**.** The mining and processing plants were mainly located just outside the Village, by the mines.

The plumbago business was short lived, however. Flooding in the shafts caused the mines to shut down after about 10 years. The Penn Graphite Works and the Cambria Mining operation closed in 1886. The American Graphite Company, which had experienced strikes, riots, and lawsuits, temporarily shut down in 1890. The company resumed production in 1900 but was forced to close for good in 1907 when several company officers were arrested for fraud. Today, just one industrial building, once owned by the United States Graphite Company, remains in the Village. A direct link to Byers's industrial past, the building once processed the black lead mined near Byers. Pharmaceutical products were also manufactured in the building.

The demise of mining hampered economic conditions in Byers. The Farmers' Bank of Uwchlan closed in 1923. The post office, operating out of the former A. M. F. Stiteler Lumber Yard and Warehouse (a general store), relocated to Eagle in 1937. The hotel, built by Stiteler, closed in 1946. Competition from automobiles forced passenger service to end in 1934; fortunately, the station was saved and relocated west of Eagle off Little Conestoga Road (now heavily modified for residential use). The Reading Railroad Company ended freight service in 1946. Some of its last major freight shipments were cement to construct the present Pottstown Pike.

Despite the mining, farming, and passenger traffic, the railroad was never profitable. The Reading Railroad took over the line in 1896. In the first decade of the twentieth century, graphite mining all but ceased, forcing the railroad to rely mainly on agricultural freight and passenger service for revenue. The closing of the mines signaled an end to Byers's growth; the closure of the railroad determined its eventual fate: from a thriving commercial Village and transportation hub to the small residential Village of today. The heyday of the Village's commercial activity occurred during World War I, when the demand for the region's agricultural and mining products peaked. After the war, freight and passenger service declined sharply. Passenger service ended by 1934 and the tracks were abandoned in 1948. Today Byers is a bedroom community, having lost its transportation-related buildings and almost all of its commercial and industrial buildings. Yet all of its residential buildings and some other buildings remain.

Over the years, the remaining business in Byers closed. The dense collection of formerly nonresidential buildings on the north side of Byers Road, including the former hotel and bank, converted into residences. Byers's architecture demonstrates a cohesive attempt to create a residential Village amidst what was once farm fields, and later, with the advent of the railroad, mines, and factories. Most of the buildings were constructed during the years 1870–1885 and were primarily designed and built by B. H. Downing for the Todd family. The houses and most other buildings along the north side of Byers Road all sit on roughly the same sized Village lot, have approximately the same setback from Byers Road, and exhibit similar architectural details. The design theme

is the Greek Revival style. Most buildings have end-gabled roofs with raking cornices, pedimented gables, and partial roof returns. Clapboard (or German siding) clad the frame walls. Some of the taller buildings contain frieze-band windows, symbolic of the rectangular eyebrow dormers found on the upper floor of many Greek Revival style buildings. Virtually all houses in Byers exhibit a combination of paneled and louvered shutters, and several houses have entablatures over the windows. The Village is depicted in the 1883 *Breou's Atlas of Chester County*. Today's Village remains remarkably close to this depiction, the loss of the train station and tracks notwithstanding.

APPENDIX B: HISTORIC BUILDING MATERIALS AND TREATMENTS

OVERVIEW

This chapter augments the *Guidelines* and provides recommended treatments for rehabilitation and maintenance. The treatment of historic building materials is an important part of any maintenance, rehabilitation, or restoration project and may be reviewed in the same way as the design of a new building feature for historic properties throughout the VPA. Exterior building materials used in architecture include wood, stone, brick, stucco, and metals, each of which is discussed below.

The quality of different building materials varied over time as the methods used in their production improved. In the eighteenth and early nineteenth centuries, building materials tended to be locally produced. Wood was cut from local forests and shaped into building materials at saw mills and by hand onsite. Wood was not always properly cured and dried as it is today, and the assorted wood species and quality of lumber varied by project. Bricks were molded and baked using clays from local clay pits, and the use of field stone was common in wall construction. Stones were gathered from nearby fields or quarries. Lime and sand for mortar was locally obtained and varied in quality; cement was not available.

It is important that the quality and condition of materials and systems be evaluated on a case by case basis. Appropriate treatments must be determined based upon the specific conditions observed. General guidelines for the treatment of historic building materials are outlined below.

WOOD

Wood is the material used in the construction of several buildings in the VPA. Many of the historic residences are built with wood structural systems; wood exterior coverings; wood detailing; and wood features such as doors, windows, porches, railings, and steps. Wood is also present in historic masonry buildings for interior structural framing as well as doors, windows, flooring, and architectural detailing. Since most buildings contain a significant amount of wood, it is important to understand the general characteristics of wood as a building material.

When used as an exterior building material, wood is vulnerable to weathering and deterioration, and thus most wood-clad buildings in the VPA are additionally clad in vinyl or aluminum siding. The ongoing condition of a wood building and its elements is highly dependent upon the extent and quality of regular maintenance. As versatile as it is, wood can only perform satisfactorily when it is protected from the natural forces that weaken and deteriorate it: weathering, sunlight, rot, animals, and insects. The capacity of wood to resist these forces depends on periodic inspection and immediate response to warning signs. Without routine inspection and prompt remedial action, wood deterioration will accelerate rapidly on a building's interior and exterior. Early detection and repair avoids more extensive and costly repair later.

Rehabilitation projects need to anticipate the need for ongoing maintenance, address vulnerable situations, and avoid creating conditions that will be susceptible to deterioration.

Historically, wood was used extensively for its structural and aesthetic value. In particular, historic wood siding and wood details are highly visible and significant features of a building's exterior. In the VPA, these wood features may include clapboard, shingles, porches, columns, balustrades, shutters, cornices, window and door trim, and doors. Wood was a major building material used during successive historic periods here and is characteristic of many late-nineteenth century vernacular Victorian and early-twentieth century revival styles.

Condition and Causes of Wood Deterioration

As stated, much of the wood cladding on historic buildings in the VPA is now hidden under manmade siding. For those buildings that exhibit wood cladding, problems such as wood deterioration, water penetration, peeling paint, and weathered surfaces are common in buildings where preventative maintenance is not routine.



Wood is the predominant material used in the construction of residences in the VPA (Joseph Butler House, 119 Eagle Farms Road).

Wood buildings of all eras were historically painted – wood finishes exposed to the exterior should be protected from the weather with paint. When properly maintained, wood can be durable and serviceable for many years. Painted surfaces that are damaged or deteriorating may be cause for concern.

The most prevalent problem affecting architectural wood is water penetration from poorly maintained roof drainage systems. Conditions in roof valleys and around chimneys can be difficult to see and monitor. Clogged gutters overflowing with debris, sagging and loose gutters, inadequate downspouts, and damaged eaves, soffits, and fascias can rot wood and cause interior water damage. Large shrubs and trees in close proximity to buildings contribute to wood deterioration and failure by trapping moisture and slowing the evaporative process.

a. **Decay and Rot:** Peeling paint can be an early sign of high moisture content in the underlying wood. Rot is caused by water penetration that softens and breaks down the fibrous structure of wood and supports the growth of various types of fungi. In the forest, rotting is a natural, healthy process, but it can be fatal to buildings. The growth of fungi is a clear sign that rot is occurring. To survive, fungi usually require wood to have a moisture content of at least twenty percent as well as the correct temperature range.

Keeping wood dry is the best way to prevent rot. Fungi can substantially weaken the structural integrity of wood, diminishing its capacity to carry loads or its ability to withstand crushing. Without these capabilities, a building's wooden frame can be rendered useless.

The presence of rot indicates that moisture is present. Simply attending to the rotted wood is inadequate unless it also addresses the source of the moisture. If this source is not discovered and eliminated, rot will recur and spread.

Moisture penetration most often occurs for one of the reasons listed below:

- Leaking roof or gutters;
- Inadequate or deteriorated flashing;
- Peeling paint;
- Unventilated spaces;
- Improper insulation or lack of a vapor barrier;
- Poor drainage or rainwater removal around the foundation;
- High water table or rising damp; or
- Plumbing leaks.



This siding shows indication of peeling paint. The small metal vent allows interior moisture to escape; retained moisture can eventually lead to interior rot and peeling paint, which can cause the wood siding to also rot.



The fascia and soffit boards of this cornice have rot due to moisture drawn from contact with the roofing. The resulting hole in the soffit on the underside of the cornice could serve as an entranceway for squirrels, causing additional damage to the building.

b. Animals: A common problem associated with wood buildings is their attractiveness to animals. Birds, squirrels, mice, and rats are of particular concern, though other species can also be a problem. Birds and squirrels frequently enter a building through small holes in eaves and gables and at other locations where materials come together. The holes are generally visible from the exterior. Older mid-nineteenth century buildings constructed close to the ground over crawl spaces are particularly susceptible to mice and rat infestation.

c. Insects: Some types of insects are natural enemies of wood and can quietly but dramatically destroy the structural stability of woodwork in a short period of time. These insects include termites, powder post beetles, and carpenter ants.



This hole, now sealed with mesh screening, in historic wood siding may have been created by woodpeckers and perhaps widened by chewing animals; nesting material can be seen inside.

Wood Treatment

Rehabilitation projects should address issues of water penetration, decay, and rot when they are present. The sections on roofs and wood siding address many of the issues related generally to wood, but for every proposed project:

a. **Building Assessment:** In conjunction with any new project, undertake an assessment of the building to assess signs of water penetration and decay. Repair any conditions that are identified.

b. **Causes of Deterioration:** Where deterioration, decay, or rot are observed, determine and address the source and cause of the condition – do not simply repair the deteriorated wood without addressing its cause. Monitor the condition after repairs to assure that the right cause was identified.

c. **Selective Repair:** In general, rotted wood should be removed and replaced, particularly if it is structural. It is usually not necessary, however, to remove an entire wood element but only the rotted portion.

d. **Use of Consolidants:** Where limited rot has occurred, commercially available epoxy consolidants can be used to give strength to the existing wood and no removal is necessary.

e. **Dutchmen:** For more extensive repairs, the deteriorated portion of the wood element can be removed and a small piece of new wood (called a *dutchman*) can be installed as a patch in the original woodwork, limiting the amount of authentic fabric needing to be removed.

f. **Structural Assessment:** For wood structural elements, a structural engineer should be consulted for the nature and extent of the repair required.

g. **Painting:** Wood finish material exposed to the exterior should be protected with properly applied paint. Properly applied with high quality paint on a properly prepared surface, painted material can last twelve to fifteen years. Basic guidelines for painting are included in the discussion of wood siding, details, and trim.

h. **Bird and Squirrel Holes:** Once identified, birds and squirrels should be chased out and the holes repaired. Extensive damage and sanitary problems can be caused by the animals inside the structure, and the holes allow moisture inside the walls causing rot.

i. **Mice and Rats:** Mice and rats generally enter through holes at grade level and live in basements, crawlspaces, and floor structure. They nest in hidden locations, chewing wood and wiring. Mice and rats should be controlled through periodic inspections by professional pest treatment services.

j. **Insects:** It is recommended that a professionally qualified firm be retained to inspect and treat vulnerable buildings.

BRICK MASONRY

Brick is primarily found as a chimney material on buildings within the VPA. Although brick is a material of substantial longevity, it is still vulnerable to deterioration. To remain in good condition, brick must maintain its structural stability and its ability to deal with moisture. Bricks are baked. Like a loaf of bread, they are comprised of an outer crust and a softer inner core. Without the outer crust, the inner core of the brick is vulnerable to rapid deterioration. Bricks are also porous. Like a sponge, they absorb moisture. Brick walls must be allowed to dry out if they are to remain in good condition.

The quality of the bricks used in historic buildings varies considerably depending upon the quality of the materials being used and the quality of manufacture. Mid-nineteenth century bricks were often produced locally without suitable technological expertise or supervision.

Different quality brick was used for different purposes. Often the interior portions of a wall were laid with inexpensive, poor quality brick. Higher quality brick was reserved for the exterior surface. When stressed or exposed to weathering or deterioration, the poor quality brick on the interior can be a threat to the structural integrity of the wall and the building.

By the early twentieth century, manufacturing standards and techniques had improved, and brick was being produced in large volume by competent manufacturers and shipped long distances by railroad. Issues of poor quality were less common. When undertaking rehabilitation projects, brick walls should be carefully inspected for signs of deterioration. Bricks perform best when they are laid with bricks of a similar type, and when the mortar recipe is carefully matched to the appropriate type of brick.

Condition and Causes of Brick Masonry Deterioration

Moisture penetration and improper maintenance are the most common causes of the deterioration of brick masonry. When water gets into a wall it can freeze, causing cracking in the wall and spalling of the face of the brick. Moisture penetration can be caused by leaking roofs, flashing, and gutters; deteriorated window sills; wall cracks; missing mortar; and rising damp. Improper maintenance can also damage brick and can include sandblasting or the use of hard pointing and bedding mortars. These conditions are discussed further below.

The treatment and repair of deteriorated brick masonry is an important part of any rehabilitation project involving a brick building or brick feature, such as a chimney, in a wood framed building.



House in Eagle with a brick chimney (Isaac D. Frame House, 124 Pottstown Pike). The chimney was probably added in the twentieth century for an oil furnace.

1. Rising Damp: Rising damp is a common and serious problem in humid environments and where there is poor drainage. Dampness in the soil or on paving is absorbed by a wall and drawn upwards by capillary action. Since a brick wall "breathes," moisture within the wall gravitates to the exposed surface, resulting in a moist, clammy feeling near the base of a wall.

2. Open Joints: Open masonry joints are among the most common problems observed in historic buildings, particularly older buildings with soft mortar that are not being well maintained. Open joints are particularly dangerous because they allow water to enter the wall or chimney and then freeze in cold weather. When water freezes, it expands causing cracking of the masonry and providing more ways for water to enter.

3. Cracks: Cracks are worrisome for two reasons: one, they indicate that a building's walls or foundations are moving and two, they provide opportunities for moisture penetration and further deterioration. Cracking may be caused by settlement, structural failure, freezing of moisture within the wall, or the rusting of metal within the wall.

4. Spalling*:* Spalling of the surface of a brick can be caused by absorption of water in the brick which then freezes and spalls off the face of the brick. Spalling causes the soft inner core of the brick to be exposed to the weather, continue to absorb water, and rapidly deteriorate within the wall.

5. Steel Lintels: In masonry buildings constructed during the twentieth century, it has been common practice to install steel lintels above door and window openings. Frequently, these lintels rust over time. The rusted steel expands, causing cracking and the jacking of the masonry above the opening.

6. Efflorescence: Efflorescence is a whitish stain that is prevalent in newly laid brick walls and sometimes occurs on older walls. It results from water-soluble salts that have crystallized and risen to the surface of bricks and mortar. Extensive appearance of this stain may signal a moisture problem in the wall.



Within the VPA, brick is most often found as the construction material for chimneys, rather than walls. Difficult to access, this brick chimney has open joints which will absorb water.



The bricks in this chimney show their age – some are chipped and slightly spalled. They need not be repaired or replaced if they do not threaten the masonry as a whole.



The surfaces of these bricks have spalled, but the joints appear to be in good condition.



Jacking of a steel lintel at the window to the right has caused cracking of the brick masonry at left.

Brick Masonry Treatment and Repair

a. **Sandblasting**: Brick walls should never be sandblasted. Sandblasting removes the protective outer crust of the brick and exposes the softer inner core. This inner core was not meant to be exposed directly to the weather and will deteriorate rapidly. Sandblasting can also break mortar joints, which can lead to moisture penetration.

b. **Cleaning**: Cleaning should use only the gentlest means necessary, such as a low pressure water and natural bristle brushes. Soap may be used if necessary. Use water pressure at no more than 300 pounds per square inch (psi). High pressure water spray can have similar damaging effects to those of sandblasting.

c. **Chemicals:** If chemical treatments must be used for cleaning, obtain the advice of a building materials conservator or historic preservation professional on appropriate products, means, and methods. Consult with the manufacturer's representative for any products under consideration for use. Prepare a test panel before treating the whole wall.

d. **Crack Diagnosis:** Cracks in brick masonry should be properly diagnosed before undertaking repair work. Cracks caused by structural stresses should be investigated by a structural engineer to

determine their cause and appropriate remedial repairs. Any underlying structural problems must be addressed before performing repairs.

e. **Crack Repair:** Cracking through masonry joints should be repaired by repointing the affected joints. Cracking through brick units may require the replacement of the cracked units with new brick to match that existing. Use mortar and masonry techniques outlined below in the discussion of pointing and mortar.

f. **Spall Repair:** Remove spalled brick units and replace with new brick to match the existing in size, color, texture, and strength. Use mortar and masonry techniques outlined below in the discussion of pointing and mortar.

g. **Steel Lintel Repair:** The long-term solution to the jacking of masonry over a window or door by a seriously rusting lintel is to remove the rusting lintel in its entirety. A new lintel should be installed, properly flashed, and where possible the removed brick should be used to reconstruct the masonry facing over the window or door to match its previous appearance.

h. **Extent of Replacement:** When replacement is necessary, one, replace only individual bricks and small areas of brick masonry that are deteriorated through cracking or spalling, or two, areas that are structurally unsound as determined by a structural engineer. Do not replace wall areas that are not unsound.

i. **Painted Coatings**: In general, do not paint brick walls that have never been painted. However, a painted coating may be an appropriate treatment where excessive spalling of brick is occurring due to the poor quality of the brick. Use a breathable masonry paint that will not trap moisture within the wall.

j. **Efflorescence**: When efflorescence appears on an old wall, the source of the moisture should be identified and repaired. Remaining deposits can then be removed with a natural bristle brush or with a solution that neutralizes the salt.

k. **Sealant**: Waterproof building sealants should only be applied to joints in horizontal wash surfaces such as at sills, water tables, projecting cornices, and steps. These joints are particularly prone to water penetration. Do not use sealant in joints on vertical wall surfaces because it will trap moisture within the wall and lead to deterioration.

Pointing and Mortar

Mortar mix is extremely important to the functional needs and aesthetics of a brick or stone wall. Pointing mortar for an historic building should closely match the historic mortar in strength, color, texture, and finish.

In historic masonry walls, the mortar joints were soft, absorbing the seasonal thermal expansion and contraction of the wall and allowing moisture within the wall to escape through the joints.

Today's commercial mortars are hard – harder than historic brick. When used in historic brick walls, today's hard mortars force the softer historic brick to absorb the thermal movement causing cracking of the brick wall, and can also force moisture to escape from the wall through the brick causing cracking and spalling of brick units.

a. **Repointing:** Repoint open or unsound mortar joints. Match historic mortar joints in color, texture, strength, joint size, and tooling. Work to achieve visual continuity between surviving historic material and new patches. Do not repoint sound historic mortar joints.

b. **Unsound Mortar:** Remove unsound mortar to a depth of two-and-one-half times the width of the joint or to sound mortar, whichever is greater. Remove unsound mortar joints with hand tools that are narrower than the mortar joint. Do not use power tools, because they can scar adjacent masonry.

c. **Saw Cut:** Under special circumstances and careful supervision, a thin saw cut may be run down the center of a horizontal joint with the remainder being removed by hand. However, masonry saws should never be used on vertical joints.

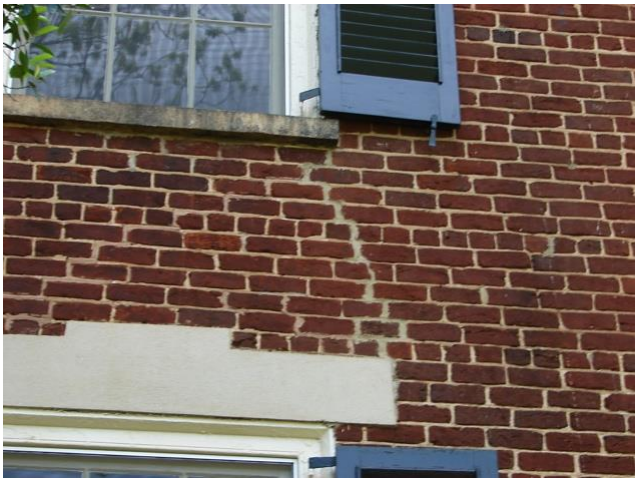
d. **Mortar Strength:** Match repointing mortar to the strength of the existing mortar of the historic building.



The repointing below the window in this historic wall does not match the color, texture, or tooling of the historic mortar to the right and left.



Detail of repointed joints showing modern grey mortar to the right that does not match the rich brown color and texture of the historic sand mortar to the left.



Repair of a structural crack caused by building settlement between the lintel of the window below and the sill of the window above.

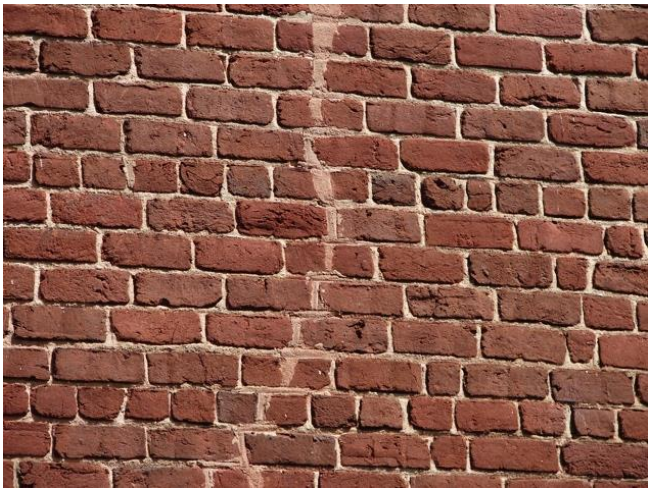
e. **Mortar Analysis:** If possible, have a mortar analysis undertaken of a sample of the historic mortar to determine its composition and strength. Such an analysis can be performed by a building conservator for a modest cost. Use the mortar analysis to prepare a custom specification for the new mortar matching the materials and mix proportions of the historic mortar.

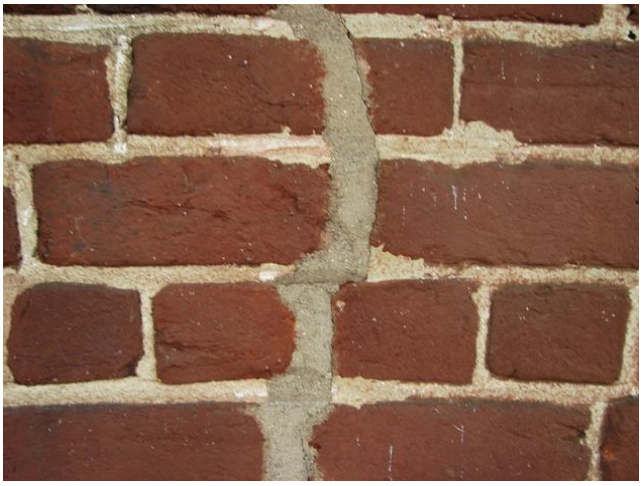
f. **Commercial Option:** If matching the historic mortar mix is not feasible, a commercially available “Class N” cement mortar may be used. Type N mortar mix is an industry standard general purpose mortar mix preferred for soft brick or stone masonry. A type N mix is composed of one-part Portland cement, one-part lime, and six-part sand, and has a medium compressive strength.

g. **Color and Texture:** Pointing mortar for a historic building should match the historic mortar in color and texture. Sand should be used as the coloring agent wherever possible, as opposed to commercially available tints. Standard grey colored mortars are generally not appropriate.

h. **Test Panels:** Matching the color, texture, and appearance of the historic mortar should be achieved through trial and error using test panels. Multiple test panels are usually needed to achieve the right color and texture match.

i. **Mask Grouting:** Mask grouting is the practice of applying a skim topcoat of mortar over existing joints and is essentially a cosmetic fix. Not only does it hide any underlying existing mortar problems, it alters the appearance of the entire building. This practice is not recommended and should be avoided.





The crack repairs in the two photos above use mortar that differs in color and texture, not matching adjacent historic mortar. Additionally, cracked brick units were not removed and replaced before their cracks were repointed. Though not preferred, this treatment may be appropriate when matching bricks cannot be obtained, such as in the extremely old wall at top; but in general is not recommended.

STONE MASONRY

Stone is one of the strongest and most enduring building materials. The abundance of fieldstone in and near the VPA made it easy to acquire and its properties made it an excellent building material. Stone was used for the construction of building foundations and sometimes also for the walls of houses.

Condition and Causes of Stone Masonry Deterioration

The issues and recommended treatments for stone are similar to those that are recommended for brick masonry. Both stone and brick are resilient when properly maintained, but can quickly succumb to water damage when mortar joints deteriorate.

Joints, however, are not the only locations where water can enter a masonry wall. Although stone is often thought to be impermeable, many types of stone are actually porous and can absorb water through their face. Like brick, stone must be allowed to breathe or water vapor can become trapped inside the wall, causing weathering and deterioration of the body of the stone and causing cracking when it freezes.



Stone foundation of a wood framed vernacular building (219 Byers Road, Byers Station Historic District). Note: the building is clad in pressed tin.

1. Open Joints; When mortar joints fail in a stone wall, they allow water to flow into the wall, creating a chain of events that can weaken the entire wall. Variations in pressure caused by water and ice can cause individual stones to move. Cracking along the

mortar joints is one indication that the stones are in motion.

2. Cracks: Cracks in masonry should be properly diagnosed before undertaking any maintenance or repair work. Cracks caused by structural stresses should be investigated by a structural engineer to determine the cause and appropriate remedial repairs. Any underlying structural problems must be addressed before performing repairs.

Masonry joints on the wash surfaces of sills are exposed to weathering, and the mortar often deteriorates leaving open joints. Water enters the wall though the open joints causing movement and cracking when it freezes.

Not all cracks in stone masonry require repair. Cracks may simply be a part of the natural weathering process for some stone masonry. Small, hairline cracks on vertical surfaces of stone masonry should not be repaired unless they are deep enough to allow water to infiltrate into the masonry wall. However, such cracking on horizontal wash surfaces should be patched with a knife-grade patching compound

Delamination – Surface deterioration and delamination through the body of stones are problems caused by water infiltration into masonry. Saturation of porous limestone or sandstone caused by water infiltration from above or from the ground can result in surface deterioration in which layers of stone flake away.

Sodium, calcium, and magnesium chloride based de-icing salts can damage foundation masonry as well. The salts are absorbed into the masonry with the water. As the masonry dries, the salt residue forms deep within or on the surface of the masonry causing internal stresses and damage.



A stone foundation wall within the VPA (218 Byers Road, Byers Station Historic District).

Stone Masonry Treatment and Repair

In general, for treatment of stone masonry, follow the recommendations outlined above for brick treatment and repair.

a. **Resetting and Replacement:** Minimize the removal and replacement of historic stone masonry. Only remove or rebuild substantial portions of stone masonry walls when such rebuilding is crucial to maintaining a building's structural integrity. When resetting or replacing a stone wall, replicate the existing pattern of stone. Rubble stone is laid randomly, and ashlar (rectangular) stone is laid in neat rows.

b. **Repointing:** Cracks and deteriorated mortar in joints should be filled with new mortar that matches the color and texture of existing historic mortar joints. The width and profile of existing mortar joints should be replicated as closely as possible. Work to achieve visual continuity between surviving historic material and new mortar.

c. **Unsound Mortar:** Remove unsound mortar to a depth of two-and-one-half times the width of the joint, or to sound mortar, whichever is greater. Use hand tools that are narrower than the mortar joint. Avoid the use of power tools, which can scar adjacent stones. Repoint only those joints that are no longer sound; do not remove sound mortar from existing joints.

d. **Patching:** Where appropriate, patch small pieces of lost masonry with cementitious patches. Commercially available patching compounds can be either Portland cement-based or natural hydraulic lime-based. It is important to choose a patching compound that is compatible with the compressive and flexural strengths and permeability characteristics of the masonry to be repaired. The use of overly hard material – such as Portland cement - can result in further damage to the stone.



This chimney has a custom stone cap with a terra cotta flue cap.



Stone or masonry exterior steps are compatible with the character of the VPA.

e. **Dutchman:** Damaged areas of stone that are too large to patch may be repaired by installation of a **"**dutchman." The deteriorated portion of the stone is cut away and a new piece of stone or dutchman is installed matching the existing stone. Dutchman repair is a much more durable repair than a cementitious patch repair and should last as long as the masonry itself. Dutchman repairs require skill to install correctly and should only be undertaken by experienced masons.

f. **Limited Repairs:** Fine masonry details exposed to the weather at some locations have experienced some chipping and spalling of their corners and edges. While visually detracting, such conditions may not threaten surrounding masonry. It may be advisable to leave such details as is. Repairs may not hold up to the severe conditions that caused the chipping in the first place.

g. **Consolidation:** Consolidation is a common remedy for surface disintegration in silicate-based masonry such as sandstone. Consolidation material is penetrated into the stone to strengthen cohesion between grains at a microscopic level. Consolidation should only be considered in situations where the masonry is friable (prone to crumbling) and exhibits surface disintegration and should only be undertaken by qualified professionals.

h. **Sealant:** Sealant should be installed in the horizontal wash surfaces of stone masonry such as sills, water tables, parapets, and steps. Sealant should never be installed on vertical wall surfaces, as it will trap water within the masonry wall, forcing the water back into the masonry units.

i. **Coatings:** Do not apply waterproof coatings, paint, or stucco as a substitute for repointing and general maintenance. Such coatings will trap moisture within the wall and cause deterioration.

STUCCO

Stucco is a plaster-like substance used to give walls a smooth, finished appearance and protect them from deterioration caused by exposure. Historic stucco walls can be found on buildings throughout Upper Uwchlan Township. Stucco was traditionally applied in two or three coats directly to the underlying substrate, usually masonry. Buildings that have historically been covered with stucco should remain so. The underlying masonry, including stone walls, may have been of inferior quality and not meant to be exposed to the elements. In the twentieth century, stucco began to be installed over metal lath nailed to the substrate for better adherence.

Stucco should not be installed on buildings that were never historically stuccoed and should never be used as a substitute for maintenance of the masonry substrate. Masking problems with a surface coating solves nothing. In some rare cases, however, stucco may be an appropriate protective surface treatment for masonry buildings where the building's underlying

brick or stone material is of poor quality and is severely deteriorating.

Stucco requires cyclical maintenance and reapplication. Stucco is composed of a binder of mortar or cement, sand and often a reinforcing fiber. It is applied in two to three coats. The first coat is called the brown coat, the second is the scratch coat, and the final coat is the finish coat. Stucco was traditionally composed of lime-based binder materials. Modern stuccoes are usually composed of Portland-cement and hydrated lime.

Condition and Causes of Stucco Deterioration

Moisture and water infiltration is the main cause of stucco deterioration and failure. Problems with roof drainage systems can accelerate stucco deterioration. Excessive water runoff over a stucco surface will lead to disintegration of the stucco. Water splashing up from the foundation, or moisture penetration through rising damp, can cause the stucco to lose its bond to the substrate.

Wet stucco is vulnerable to freeze/thaw deterioration in cold weather. Water moving through the stucco leaches out carbonate material which builds up in areas where the water evaporates on the surface. Salts from the ground may accelerate stucco deterioration through salt crystallization.

1. Cracking*:* Several mechanisms cause cracking in stucco. Shrinkage cracks can form if the stucco has dried too quickly during installation. Building settlement can cause cracking in the stucco finish. Metal elements, such as metal lath or metal corner beads, expand at different rates than the stucco, causing cracking. A major cause is water infiltration beneath the stucco, which can crack and/or spall the material.

2. Stucco On Lath*:* Later stucco applications that have been applied over metal lath is particularly vulnerable over time. Often, the metal lath or lath nails have been inadequately sized and are not strong enough to hold the applied stucco.

The stucco on metal lath may have no expansion joints, which are required to absorb the movement of the lath during thermal expansion. Water infiltration into the stucco and metal lath system will cause the lath to corrode and fail.

Finally, the metal substrate can rust and thus expand, possibly cracking the attached stucco as it expands.

Stucco Treatment and Repair

a. **Preservation:** Retain, repair, and maintain stucco surfaces that are historically significant to an existing building.

b. **Extent of Repair:** Where existing stucco is deteriorated, it should be repaired to match adjacent surfaces. Remove only the deteriorated stucco.

c. **Stucco Hardness:** It is important to repair existing stucco with similar materials. Dissimilar materials will have problems bonding to the existing material. Portland cement-based stucco mixes are too hard and dense for soft, permeable historic masonry.

d. **Compatible Stucco:** Natural hydraulic lime-based stucco mixes will require more care during installation, but provide a flexible breathable coating that is compatible with historical masonry.

e. **Test Panel:** Before applying the replacement material to a large wall area, use a test panel to determine if the color and finish are appropriate. Once a proper recipe has been determined, it should be recorded for any future repairs to the building.

f. **Match Existing:** When repairing stucco, make sure that areas of patched stucco match the strength, composition, color, and texture of the original to the greatest degree possible.



Details of stucco walls (Sheetz House, 102 Pottstown Pike, Eagle).

g. **Tinting:** Stucco patch recipes should be tinted to match the weathered appearance of the existing material.

h. **Stucco Repair:** In stucco repair, remove all of the loose or severely cracked stucco to expose the masonry substrate. The area to be patched should be cleaned of all debris. Masonry joints may need to be raked out 5/8-1 inch to ensure good bond between the substrate and the new stucco. Stucco should be applied directly to masonry whenever possible.

i. **Application:** In applying stucco, begin from the top of the wall. Application should be smooth. Surplus stucco should be washed off with a light stream of water. Allow the stucco to set for 30 to 60 minutes. Using a fine spray of water, etch the surface to match the texture of the earlier stucco.

j. **Thickness:** Carry out stucco repairs so that the surface thickness of the repaired stucco matches that of adjacent historic stucco.

k. **Crack Repair:** Cracks in stucco should be repaired with cementitious materials similar to those found in the original mix. Hairline cracks can be filled with a slurry made of the finish coat mix. Larger cracks must first be cut to provide a groove or "key" for receiving the new work. A groove can be cut by using a knife to open up an existing crack. The edges should then be undercut with a hammer and chisel. After applying stucco, it should be kept moist for three to four days to allow curing.

l. **Sealant:** Sealant should never be used to repair cracks in stucco.





Stucco has been used as a protective coating over vulnerable masonry foundation walls

METALS

Metals were in limited use as original historic materials and are found on the exterior of buildings today most frequently in hardware, flashing, roofing, railings, and decorative features. Where original historic doors, windows, and shutters are present, their historic metal hardware is usually present as well. Metal was often used as a roofing material for shallow pitched roofs, such as for entrance porches, but most original metal roofing has been replaced over time due to weathering.

The metals most commonly used in architecture are alloys containing lead, tin, zinc, copper, nickel, aluminum, and iron. Iron and its alloys, including steel, are particularly prevalent in buildings because of the increase in quality and lowering of production costs brought about by technological breakthroughs in manufacturing in the late nineteenth century. Metal elements are inherently durable if properly maintained.

Condition and Causes of Metal Deterioration

Corrosion is the major cause of deterioration of architectural metalwork and is exacerbated by. Corrosion can be caused by structural stress, electrochemical reaction with dissimilar metals, or corrosive environments, such as salt-laden water. It is accelerated wherever water collects against metal elements, such as at the base of metal posts.

Corroding metals are slowly reverting to their natural ores, such as iron oxide. This process involves significant expansion of the corroding metal, which can cause extensive cracking when the metal is embedded in masonry or concrete. (See the discussion of steel lintels under Brick Masonry, above.)

Architectural metals can also deteriorate from mechanical failures, such as overloading or fatigue. For example, operable metal hardware installed with doors and windows can deteriorate over time due to metal fatigue. The constant use of metal handrails can result in sections working loose at their anchors, causing damage to the wood or masonry to which they are connected.



Vestigial historic metal features such as this pintle from a late nineteenth century shutter hinge point to the building's appearance in earlier years.

Metal Treatment and Repair

The architectural metalwork of historic buildings can be maintained through proper surface preparation and application of protective coatings where appropriate. Some metals must be painted for protection while others should be left unpainted

a. **Iron and Steel:** Cast iron, steel, and tin should be painted to protect them from corrosion.

b. **Other Metals:** Copper, bronze, aluminum, and stainless steel should be left exposed. Historic copper and bronze are present to a limited extent. Aluminum and stainless steel are modern materials used for new, non-historic features. Modern aluminum often has a baked factory finish that should not be painted.

c. **Maintenance:** Ongoing maintenance can help prevent weathering and deterioration and the need for replacement of metal features.

d. **Paint Deterioration:** Deteriorated paint on painted metal surfaces should be removed using appropriate methods, including wire brushing for non-decorative elements exhibiting light rust, or chemical paint removal for heavier built-up paint.

e. **Removal for Repair:** Severe corrosion of historic metal features may require that entire sections or features of metalwork be removed and carefully repaired in a shop before reinstallation.



When installing metal handrails within the VPA, be mindful that their posts are susceptible to deterioration where they anchor into concrete or masonry. This can in-turn damage the surrounding concrete or masonry.

f. **New Paint:** Newly cleaned metal should be immediately protected with a rust-inhibiting primer. Alkyl-based enamel paints are recommended for finishing iron alloys. Latex and other water-based paints are not recommended.

g. **Replacement:** Replacement of historical metal elements should be undertaken as a last resort, when the element is deteriorated beyond repair. Most original metal elements in historic buildings may be character defining features, and replacement in-kind could be expensive.

h. **New Metal Features:** Where new or replacement metal features are required, their design should be sympathetic to the historic character of the building. Most modern stock handrails, for instance, are not appropriate for historic buildings. Sympathetic modern profiles should be found. Usually, simplicity is preferred over new metal features that are highly decorative, especially for vernacular residential buildings.



Decorative metal features such as this light and house numbers are generally modern installations within the VPA (Byers Hotel, Byers Station Historic District).

APPENDIX C: ARCHITECTURAL GLOSSARY

Awning window: A window in which the opening sash is hinged at the top; when the window is open, the bottom of the sash projects out at an angle.

Baluster: One of several small columns or rods that support a railing or balustrade.

Balustrade: A railing with upper and lower rails, balusters, and pedestals.

Bracket: A projecting and sometimes decorative supporting element found below the eaves of a roof.

Casement window: A window with one or more sashes that are hinged on one side so that the sash opens by swinging in or out; the most common type of window in North America until the early eighteenth century.

Character-defining Feature: A prominent or distinctive aspect, quality, or physical component of a property that contributes significantly to its historic character.

Cornice: The projecting moldings forming the top band of an entablature, wall, or other element. The architectural details that decorate a roofline.

Cresting: Decoration in the form of a series of ornate pointed shapes located at the top of a parapet or roof ridge.

Cupola: A small structure projecting above a roof that provides ventilation or is used as a lookout, especially with a hemispherical roof on a circular or polygonal drum.

Dormer: A small structure that projects from a sloping roof with a window in the down slope end; used to light an attic space and to provide headroom; may have a gabled, shed, or other shaped roof.

Double-hung window: A window with two sashes that slide past each other vertically; typically hung with cord, pulley, and counterweights on each side.

Eave: The projection of a roof beyond the wall; most often used to refer to the edge and underside of a roof.

Entablature: In classical architecture, the entire band of horizontal elements above the column capitals; from bottom to top, the entablature is composed of the architrave, frieze, and cornice. Locally this area is usually above a main or formal entrance.

Fanlight: A window in the arched opening over an entry door.

Fascia: A flat, wide, horizontal band on a wall surface, especially the bands of an architrave, cornice, or above an eave.

Fenestration: The arrangement of windows in a building façade.

Finial: A pointed ornament typically used at the peak of a roof.

Fixed window: Any type of window held in a frame or sash that does not open.

Flashing: Sheet metal or other flexible material formed to prevent water from entering a building or structure at joints or intersections, such as where a roof intersects a wall or chimney.

Gable Roof: A pitched roof with two inclined planes that meet at a peak in the center and terminate at a vertical grade.

Glazing: The clear or translucent material, usually glass, through which light passes into a building.

Low Pressure Wash: A cleaning method using water that does not damage historic material, typically defined as ranging from 100 to 400 psi as registered on cleaning equipment fitted with an adjustable pressure gauge.

Mansard: A two-pitched roof with a steep lower slope that rises from all of the formal facades of a building, hipped when used on a detached building.

Massing: The overall composition of the exterior of the major volumes of a building.

Proportion: The relationship of the size, shape, and location of one building element to all the other elements; each architectural style typically has its own rules of proportion.

Reflective Glazing: Window glass which has been coated on the outside with a transparent metallic coating to reflect a significant fraction of the light and radiant heat which strikes it.

Sash: The part of a window frame that holds the glazing (glass), especially when movable.

Sidelight: A narrow window adjacent to a door or wider window that is the same height as the door or window; most often one of a pair flanking an entrance door.

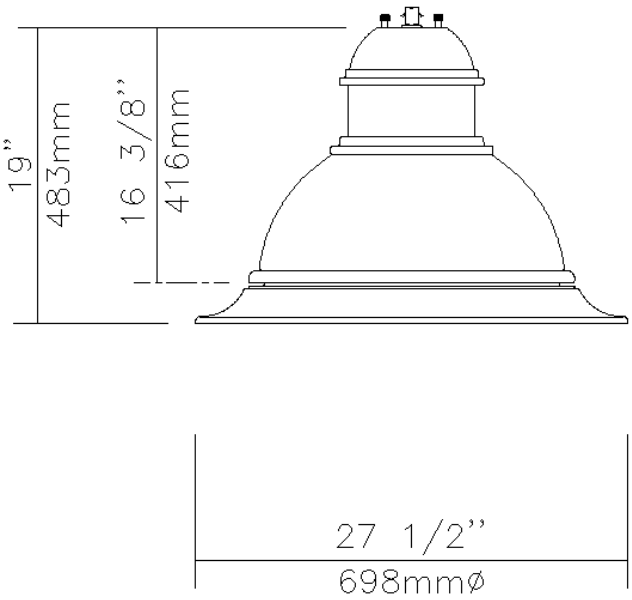
Streetscape: The distinguishing character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, and forms of surrounding buildings.

Turret: A small, projecting tower at the corner of a building, or above the roof; typically circular or octagonal in plan.

Vertical Circulation: Term used to describe any method of moving from one floor to another within a building, such as stairs, elevators, or escalators.

Appendix D: Street Lighting (2011 Village Design Guidelines)

Note: The following is the street lighting that currently exists in Eagle. If this specific make and model is not available in the future, the design and style should be replicated via a Township-approved equivalent. The lighting type used in Eagle may not be appropriate for use in Byers.





EPA: 1.42 sq ft / weight: 42 lb (19.1 kg)

Note: 3D image may not represent color or option selected.

Qty	1	Luminaire	**DMS50-55W32LED3K-T-LE3F-120-DMG-RD2TX**

Description of Components:

Hood: A die cast A360.1 aluminum dome complete with a cast-in technical ring with latch and hinge. The mechanism shall offer tool-free 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.

Light Engine: LEDgine composed of 5 main components: **Heat Sink / Lens / LED Module / Optical System / Driver** Electrical components are RoHS compliant.

Heat Sink: Heat Sink: Made of die cast A360 aluminum optimising the LEDs efficiency and life, complete with a cast in skirt and technical ring. Product does not use any cooling device with moving parts (only passive cooling device)

Lens: Made of soda-lime clear tempered flat glass lens, mechanically assembled and sealed onto the lower part of the heat sink.

LED Module: LED type Philips Lumileds LUXEON T. Composed of 32 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Warm White, 3000 Kelvin nominal (3045K +/- 175K or 2870K to 3220K), CRI 70 Min. 75 Typical.

Optical System: (LE3F), IES type III (asymmetrical). Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Optical system is rated IP66. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.0% uplight and U0 per IESNA TM-15.

Driver: High power factor of 90% minimum. Electronic driver, operating range 50/60 Hz. **Auto-adjusting universal voltage input from 120 to 277 VAC rated for both application line to line or line to neutral, Class 1**, THD of 20% max. Maximum ambient operating temperature from -40F(-40C) to 130F(55C) degrees. **Driver comes with dimming compatible 0-10 volts.**

The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built-in driver surge protection of 2.5kV (min).

Driver Options: (DMG), Dimming compatible 0-10 volts. For applicable warranty, certification and operation guide see Lumec dimmable luminaire specification document for unapproved device installed by other. To get document, click on this link: Specification document or go on web site on this address: https://www.signify.com/b-dam/signify/en-us/brands/lumec/Lumec-un-approved-control-device-installed-by-others-7_d.pdf

Surge Protector: Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid-State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.

Luminaire Note: Please note this pendant fixtures is made to be used with the appropriate Lumec adaptor. For other applications please contact your sales rep.

Miscellaneous

Description of Components:

Wiring: Gauge (#14) TEW/AWM 1015 or 1230 wires, 6" (152mm) minimum exceeding from luminaire.

Hardware: All exposed screws shall be complete with Ceramic primer-seal basecoat to reduce seizing of the parts and offers a high resistance to corrosion. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

Finish: Color to be **burgundy textured (RD2TX)** and in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with ± 1 mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard.

The surface treatment achieves a minimum of 2000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard.

LED products manufacturing standard: The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

Quality Control: The manufacturer must provide a written confirmation of its ISO 9001-2008 and ISO 14001-2004 International Quality Standards Certification.

Vibration Resistance: The DMS50 meets the **ANSI C136.31, 2010**, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100 000 cycles)

Web site information details: / cULus Certification

LED Wattage and Lumen Values: 4000K Domus luminaire

Flat lens

Ordering Code	Total LEDs	LED Current (mA)	Average System Watts[1]	Color Temp.	Type LE2F			Type LE3F			Type LE4F			Type LE5F		
					Delivered Lumens[2]	Efficacy (LPW)	BUG Rating	Delivered Lumens[2]	Efficacy (LPW)	BUG Rating	Delivered Lumens[2]	Efficacy (LPW)	BUG Rating	Delivered Lumens[2]	Efficacy (LPW)	BUG Rating
35W32LED4K-T	32	350	37	4000K	4,039	109	B1-U0-G1	3,934	106	B1-U0-G1	3,895	105	B1-U0-G1	3,925	106	B3-U0-G1
55W32LED4K-T	32	530	55	4000K	5,808	106	B1-U0-G1	5,657	103	B1-U0-G1	5,602	102	B1-U0-G2	5,644	103	B3-U0-G1
72W32LED4K-T	32	700	73	4000K	7,312	101	B2-U0-G1	7,122	98	B1-U0-G2	7,052	97	B1-U0-G2	7,105	98	B3-U0-G2
55W48LED4K-T	48	350	54	4000K	6,041	113	B1-U0-G1	5,883	110	B1-U0-G1	5,826	109	B1-U0-G2	5,870	110	B3-U0-G1
80W48LED4K-T	48	530	80	4000K	8,641	108	B2-U0-G2	8,417	105	B2-U0-G2	8,335	104	B2-U0-G2	8,398	105	B3-U0-G2
108W48LED4K-T	48	700	106	4000K	10,852	103	B2-U0-G2	10,570	100	B2-U0-G2	10,467	99	B2-U0-G2	10,546	100	B4-U0-G2
70W64LED4K-T	64	350	69	4000K	7,856	113	B2-U0-G1	7,709	111	B1-U0-G2	7,697	111	B1-U0-G2	7,643	110	B3-U0-G2
110W64LED4K-T	64	530	105	4000K	11,261	107	B2-U0-G2	11,050	105	B2-U0-G2	11,034	105	B2-U0-G2	10,955	104	B4-U0-G2
145W64LED4K-T	64	700	141	4000K	14,148	101	B3-U0-G2	13,883	99	B2-U0-G2	13,862	99	B2-U0-G2	13,763	98	B4-U0-G2
90W80LED4K-T	80	350	86	4000K	9,806	114	B2-U0-G2	9,623	112	B2-U0-G2	9,608	112	B2-U0-G2	9,540	111	B4-U0-G2
135W80LED4K-T	80	530	131	4000K	14,008	107	B3-U0-G2	13,745	105	B2-U0-G2	13,724	105	B2-U0-G2	13,626	104	B4-U0-G2
180W80LED4K-T	80	700	174	4000K	17,483	100	B3-U0-G2	17,144	98	B3-U0-G2	17,269	99	B3-U0-G3	17,115	98	B4-U0-G2

LED Wattage and Lumen Values: 3000K Domus luminaire

Flat lens

Ordering Code	Total LEDs	LED Current (mA)	Average System Watts[1]	Color Temp.	Type LE2F			Type LE3F			Type LE4F			Type LE5F		
					Delivered Lumens[2]	Efficacy (LPW)	BUG Rating	Delivered Lumens[2]	Efficacy (LPW)	BUG Rating	Delivered Lumens[2]	Efficacy (LPW)	BUG Rating	Delivered Lumens[2]	Efficacy (LPW)	BUG Rating
35W32LED3K-T	32	350	37	3000K	3,641	98	B1-U0-G1	3,547	96	B1-U0-G1	3,512	95	B1-U0-G1	3,538	95	B2-U0-G1
55W32LED3K-T	32	530	55	3000K	5,237	95	B1-U0-G1	5,101	93	B1-U0-G1	5,051	92	B1-U0-G1	5,089	93	B3-U0-G1
72W32LED3K-T	32	700	73	3000K	6,592	91	B2-U0-G1	6,421	88	B1-U0-G1	6,358	87	B1-U0-G2	6,406	88	B3-U0-G1
55W48LED3K-T	48	350	54	3000K	5,446	102	B1-U0-G1	5,305	99	B1-U0-G1	5,253	98	B1-U0-G2	5,292	99	B3-U0-G1
80W48LED3K-T	48	530	80	3000K	7,791	97	B2-U0-G1	7,589	95	B1-U0-G2	7,515	94	B1-U0-G2	7,571	95	B3-U0-G2
108W48LED3K-T	48	700	106	3000K	9,784	93	B2-U0-G2	9,530	90	B2-U0-G2	9,437	89	B2-U0-G2	9,508	90	B4-U0-G2
70W64LED3K-T	64	350	69	3000K	7,083	102	B2-U0-G1	6,951	100	B1-U0-G2	6,940	100	B1-U0-G2	6,891	99	B3-U0-G2
110W64LED3K-T	64	530	105	3000K	10,153	96	B2-U0-G2	9,963	95	B2-U0-G2	9,948	94	B2-U0-G2	9,877	94	B4-U0-G2
145W64LED3K-T	64	700	141	3000K	12,756	91	B3-U0-G2	12,517	89	B2-U0-G2	12,498	89	B2-U0-G2	12,409	88	B4-U0-G2
90W80LED3K-T	80	350	86	3000K	8,842	103	B2-U0-G2	8,676	101	B2-U0-G2	8,663	101	B2-U0-G2	8,601	100	B3-U0-G2
135W80LED3K-T	80	530	131	3000K	12,629	97	B3-U0-G2	12,392	95	B2-U0-G2	12,374	95	B2-U0-G2	12,286	94	B4-U0-G2
180W80LED3K-T	80	700	174	3000K	15,817	91	B3-U0-G2	15,521	89	B2-U0-G2	15,497	89	B2-U0-G3	15,387	88	B4-U0-G2

1. System input wattage may vary based on input voltage, by up to +/- 10% , and based on manufacturer forward voltage, by up to +/- 8%.
2. Lumen values based on photometric tests performed in compliance with IESNA LM-79.

Note: Some data may be scaled based on tests of similar, but not identical, luminaires.

Appendix E: Street Furniture

Note: The following, as depicted in earlier village design guidelines, is the street furniture that currently exists in Eagle. If this specific makes and models are not available in the future, the design and style should be replicated via a Township-approved equivalent. The street furniture type used in Eagle may not be appropriate for use in Byers.

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 Bench 58



DuMor Receptacle 102



DuMor Bench 92



Appendix F
Historic Resources - Supplemental Information

Historic Resources - Supplemental Information

Introduction

Upper Uwchlan Township is fortunate to have many historic resources that help preserve the semi-rural nature, look and feel of much of the Township. These historic resources include houses, barns, springhouses, corncribs, icehouses, hotels, commercial buildings, bridges, roads, pathways, and much more. It is important to preserve these resources because they make significant contributions to our community, by creating a sense of continuity for both Township residents and visitors and embodying our individual pride and our civic, state and national identity. By providing an understanding of history that cannot be found in documents alone, we experience architecture firsthand, connecting us to our ancestors, fostering community, and supporting a sound, sustainable and vibrant economy. Preserving historic resources is also important because they provide concrete opportunities for the Township to acknowledge and celebrate events, people, places and ideas from our past, while preserving our heritage, supporting business opportunities and attracting people to our Township. Protecting our historic resources begins with identifying and documenting them. This enables us to grow our understanding of the past and serves as a guidepost – leading to the future.

Upper Uwchlan's historic resources are also our historic villages, and in the case of Byers Station, our historic district. The historic district and villages possess a concentration or continuity of historic buildings, structures, objects, or sites. Preserving a community's historic resources provides several benefits. Historic preservation helps preserve a community's identity and sense of place, making it an attractive place to live for residents. Protection and enhancement of Upper Uwchlan Township's historic resources can increase property values, and can be a main driver for economic development opportunities - which include heritage tourism and the restoration and reuse of historic resources. The Historic Resource protection strategies recommended in this Chapter consider and address:

- Upper Uwchlan Township's Community Character – Preserve the historic, rural character of its villages, the farmhouses, barns and outbuildings that make evident the historic agricultural past, and the remaining open spaces that defines Upper Uwchlan's remaining historic landscape and character that its residents cherish and embrace.

- Economic Development Opportunities – Use historic preservation as an economic development tool balancing historic resource protection with appropriate growth strategies.

- Importance of Education and Outreach – Continue and boost proactive measures to promote and encourage historic resource protection.

- Appropriate Development within the Villages of Eagles and Byers – Ensure development is compatible with and sensitive to the existing historic setting of these villages to accommodate the Township's growth strategies while protecting its sense of place.

Historic Overview

Upper Uwchlan Township was settled primarily by Welsh Friends around 1712. Initially part of Uwchlan Township, Upper Uwchlan was established as a separate township in 1858 primarily due to Uwchlan Township's large geographic area. Development of villages, such as Eagle, Byers Station, and Font, occurred in conjunction with light industry, graphite mining, and agriculture. Transportation was an important part of Eagle and Byers Development. Eagle emerged after the opening of a tavern at the intersection of Pottstown Pike and Conestoga Road. In the early 1870s, Byers Station began as the terminus of the Pickering Valley

Railroad, which originated 11 miles away in Phoenixville. Eagle is a bustling village with businesses and shopping centers; Byers Station, as well as the village of Font, remain relatively unchanged from the turn of the last century. The smaller villages of Dorlan Mills, Milford Mills, and Lyndell were altered over the years but with the exception of Milford Mills, retain various historic resources from the past. The remnants of Milford Mills lie beneath the waters of Marsh Creek Lake, which was developed in the early 1970s.

Agriculture in Upper Uwchlan flourished well into the twentieth century. In the latter half of the century and to the present day, most of its fields and pastures however were redeveloped for housing and other uses. Today farmhouses, barns, and outbuildings visible throughout the Township make evident its rich agricultural heritage. The railroad, meanwhile, operated along Brandywine Creek and between Byers and Phoenixville from approximately 1872 to 1946. As if on cue, the Pennsylvania Turnpike opened in here in 1950. Running along the southern boundary of the Township, it included an interchange opened at Route 100, just south of the Township. The interchange attracted people and development, and continues to transform Upper Uwchlan Township.

Historic Resource Analysis

Upper Uwchlan's resources are found throughout the Township, and include farmhouses, barns and outbuildings, as well as residences, commercial and industrial buildings in its villages. The Township's most significant historic resource is the Byers Station Historic District, the former terminus of the Pickering Valley Railroad. The late nineteenth century village was listed in the National Register of Historic Places in 2002. For the most part, Upper Uwchlan's historic resources reflect its agricultural heritage; however other villages, such as Eagle, Font, Lyndell and Dorlans Mill exhibit a variety of building types, styles, and historic uses. Byers Station's and Eagle's economic prosperity and late nineteenth century growth were largely due to the railroad, however Dorlans Mill and Lyndell also relied on the railroad, albeit the East Brandywine and Waynesborg Railroad, which was laid out along the western boundary of the township in 1861.

Upper Uwchlan's principal collections of historic resources are the villages of Eagle and Byers Station, which are just a quarter mile apart, with Eagle the Township's commercial core. The village of Eagle began with the opening of the Eagle Tavern in 1727. Eagle is historically significant for commerce and architecture. Notable buildings include a variety of residences (c. 1750 to c. 1875), the Windsor School, a one-room schoolhouse (1858) and the Eagle Tavern (1727, rebuilt c. 1858). Architectural styles include Federal, Greek Revival, Italianate, and Second Empire. Though not as densely settled as Byers Station, Eagle, due to various planning and preservation initiatives undertaken by the Township in the late 1990s and early 2000s, its collection of historic buildings is one of Upper Uwchlan's character defining features.

Byers Station grew up around the Byers railroad station after its opening in 1871 and continued growing after plumbago (graphite) was discovered in 1875. The village is historically significant for mining and processing, transportation and commerce. Byers Station Historic District includes several Italianate- and Greek Revival-style buildings, including the former Byers Hotel (c. 1874), the John Todd House (c. 1875) and the Masonic Hall (1894). Byers Station's dense row of buildings on the north side of Byers Road forms another of the Township's character defining features.

Over the years, there have been several material changes to Upper Uwchlan's historic resources, compromising some of its historic integrity. A historic resource survey conducted in the 1990s found that 19% of its historic resources had been lost since a county-wide survey was completed in 1982, mainly from land development projects during a period of rapid growth. This development has certainly changed Eagle, however it has mainly impacted Upper Uwchlan's agricultural resources found – or once found – throughout the Township. Whether in the villages or the countryside, development has created both

challenges and opportunities for historic preservation and economic development opportunities.

Historic Resource Preservation and Protection Initiatives

Upper Uwchlan began working with the Brandywine Conservancy and others in the 1990s, culminating with the 2014 Comprehensive Plan to promote historic resource planning, preservation, and protection. This began in part with the formation of the Upper Uwchlan Township Historical Commission in the early 1990s. The historic resource inventory has been updated three times since then, the latest in 2023. Upper Uwchlan has 131 historic resources on its official inventory - the Upper Uwchlan Township Historic Resource Inventory, that are distributed among the communities of Historic Eagle Village, Byers Station Historic District, Font, Lyndell and their surrounding land. There are currently another 40 historic resources awaiting approval for addition to the Inventory. The Township's Historic Resource Protection Plan, the goals and implementation strategies which are described below, is an important and significant step in protecting and preserving the remaining historic resources.

Meanwhile, the Township amended its Subdivision and Land Development Ordinance (SALDO) to include a Historic Resource Impact Statement. The Statement may be required to examine potential adverse impacts on certain historic resources as part of the subdivision and land development approval process. The Township has also adopted ordinance language, particularly within its C-1 Village Commercial District (where Eagle and Byers Station are located) requiring applicants to follow architectural standards designed to protect historic resources. To that end, the Township has adopted a Village Concept Plan (VCP) —included in this Comprehensive Plan - that recommends further steps to preserve the historic resources and the historic landscapes of Eagle and Byers Station. The VCP also updated its Village Design Guidelines, a major preservation tool also part of this Comprehensive Plan. Finally, the Township has adopted other ordnance language that provides incentives, including additional uses, to protect and reuse historic resources through Conditional Use application approval process.

Combining Historic Resource Identification, State and Federal Historic Preservation Programs, and Local Protections

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. The National Park Service's National Register of Historic Places, authorized by the National Historic Preservation Act of 1966, is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. The NRHP serves to confirm and establish historic significance of an individual resource or district; however, listing on the NRHP alone does not provide any protections for the listed resource. Understanding and inventorying the historic resources a community seeks to protect is the first step to preserving a community's treasured historic assets. State and federal determinations of eligibility and official listing on the NRHP confirms the significance of those resources. Combining NRHP listing or eligibility with local protections for historic resources maximizes a community's ability to both preserve their historic resources for the long term while potentially providing financial incentives for reuse.

Upper Uwchlan Township has one district on the NRHP, Byers Station. Unfortunately, the Pennsylvania State Historic Preservation Office (PA SHPO) determined that Eagle and Dorlans Mill were not eligible for the NRHP designation due to alterations to the historic landscape. Font and Lyndell do not appear to possess the necessary historic or architectural significance to meet NRHP listing criteria. However Pennsylvania, through its Municipalities Planning Code, enables municipalities to develop local historic resource protection initiatives (via zoning), as does specific Pennsylvania state enabling legislation (via Pennsylvania Act-167). These efforts, plus provisions for education and administrative training, are recommended in the Historic Resources Protection Plan and the VCP.

In addition, resources that contribute to a listed NRHP district, or individually listed resources, can be eligible for the Federal Historic Preservation Tax Credit. The Federal Historic Preservation Tax Credit program spurs the rehabilitation and re-use of historic buildings by incentivizing private sector investment. As noted in the National Park Service website, the program is one of the nation's most successful and cost-effective community revitalization programs and serves as a job creator for large and small communities (https://www.nps.gov/tps/tax-incentives.htm). A 20% tax credit is available for the rehabilitation of historic, income-producing buildings through the Secretary of Interior and the National Park Service. The State Historic Preservation Office and the National Park Service administer the program to certify the historic structure and review the rehabilitation work to ensure it complies with the Secretary's Standards for Rehabilitation. This ensures that any changes to the structure retains its historic integrity while transitioning to a modern use. Pennsylvania's historic tax credit program, though much more limited, can augment the federal program. These programs would be an excellent fit for the preservation goals of the Township.

Lastly, efforts to preserve the Township's historic streetscapes, particularly in Eagle and Byers Station, will be more effective if new development is consistent with the size and scale of adjacent historic properties. Architectural guidelines as provided in the Village Design Guidelines, which also incorporate certain landscape guidelines for rural centers, can help preserve the streetscape in these historic villages or historic resource throughout the Township.

Upper Uwchlan Township

2024 Historic Resource Inventory Update for Map

Proposed Resources 132 to 203

Dated: August 16, 2024

Street #	Street	Tax Parcel ID	Historic Resource ID	Current Class	Historic Name
520	Pottstown Pike	32-1-35	30A	II	John Keeley Barn
629	Red Bone Road	32-2-14	132		
471	Font Road	32-1-26	133		
49	Potts School Road	32-1-36	134		
150	Krauser Road	32-3-6.6	136		
241	Greenridge Road	32-1-21	137		
215	Fellowship Road	32-3-25.1	141		
N/A	Pa Turnpike	N/A	143		Turnpike Bridge over Styer Road
370	Milford Road	32-3-13	144		
350	Milford Road	32-3-12	145		
330	Milford Road	32-3-12.1	146		
660	Little Conestoga Road	32-3-34.1	147		
570	Milford Road	32-3-43	148		
560	Milford Road	32-3-42	149		
550	Milford Road	32-3-41	150		
N/A	Pa Turnpike	N/A	151		Turnpike Bridge over Milford Road
N/A	Pa Turnpike	N/A	152		Turnpike Bridge over Little Conestoga Road
395	Little Conestoga Road	32-3-61.1A	153	II	Portion of House from Former Anselma Train Station

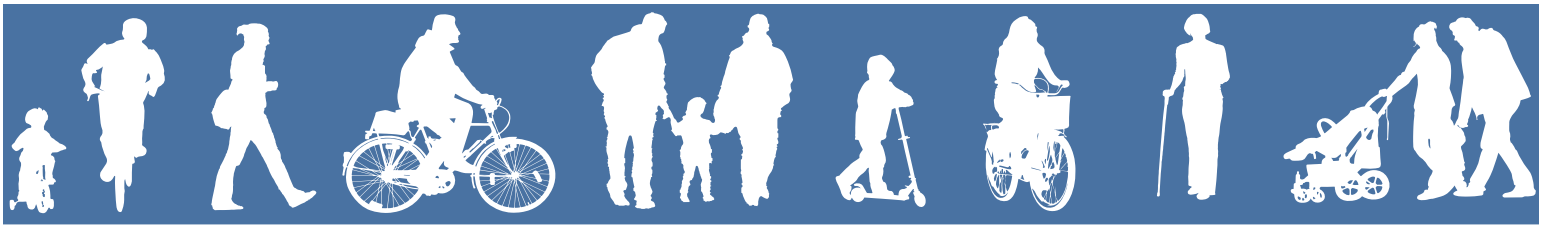
75	Lyndell Road	32-5-12	154		
311	Little Conestoga Road	32-3-63.4	155		
110	Christine Drive	32-3H-50	156		
N/A	Graphite Mine Road	32-4-488	157	I	Larkin Covered Bridge
541	Byers Road	32-4-35.1	158	II	Silas Evans House
690	Milford Road	32-3-46	159		
680	Milford Road	32-3-45.1	160		
344	Moore Road	32-3-78	161		
N/A	Pa Turnpike	N/A	162		Turnpike Bridge over Park Road
301	Park Road	32-3-67	163		
241	Park Road	32-4-37	164		
221	Park Road	32-4-38.5	165		
125	Little Conestoga Road	32-4-38.3	166		
71	Pottstown Pike	32-4-38.7	167		
149	Pottstown Pike	32-4-3-U	168		
74	Pottstown Pike	32-4-48	170		
150	Byers Road	32-4-47-E	171		
168	Byers Road	32-4-57.3	172		
164	Byers Road	32-4-56	173		
238	Byers Road	32-4K-12	174		
242	Byers Road	32-4-63	175		

248	Byers Road	32-4-64	176		
254	Byers Road	32-4-65	177		
207	E. Township Line Road	32-4-69.2	178	II	Kennedy Farmstead
675	Park Road	32-3-70-E	179		
611	Park Road	32-3-71.2	180		
450	Park Road	32-3-58	181		
N/A	Pa Turnpike	N/A	182		Turnpike Bridge over Pottstown Pike
11	Township Line Road	32-4-76	183		
50	W. Township Line Road	32-4-81	184		
70	W. Township Line Road	32-4-79	185	II	Benson Chapel Burying Ground
89	Lyndell Road	32-5-13	186		
136	Moore Road	32-6-27.1A	187		
95	Lyndell Road	32-5-14	188		
N/A	Lyndell Road	N/A	189		Lyndell Road Bridge over Brandywine
25	Lyndell Road	32-5-11.7	190		
795	N. Reeds Road	32-6-34.1	191		
N/A	Off Dorlan Mill Road	32-6-48.1	193		Commonwealth of PA
161	E. Township Line Road	32-4-67	195	II	Graphite Mine
N/A	Multiple	Multiple	200	II	East Brandywine & Waynesburg Railroad Bed
80	W. Township Line Road	32-4-78-E	203		

Appendix G
Active Transportation Plan



UPPER UWCHLAN TOWNSHIP



Active Transportation Plan

January 2024

ACKNOWLEDGMENTS

Board of Supervisors

Jenn Baxter

Sandy D'Amico

Andy Durkin

Steering Committee Members

Sandy D'Amico
Steve Egnaczyk
Steve Fean
Steve Hirsh
Praveen Nadkarni
Neil Phillips
Sue Quake
Jordan Staub
Cathy Tomlinson
Sally Winterton

Township Staff

Tony Scheivert, *Township Manager*

Lindsay Yeager, *Assistant to the Township Manager*

Gwen Jonik, *Township Secretary*

Chester County Planning Commission Staff

Bill Deguffroy, *Community Planning Director*

Brian Styche, *Multimodal Transportation Planning Director*

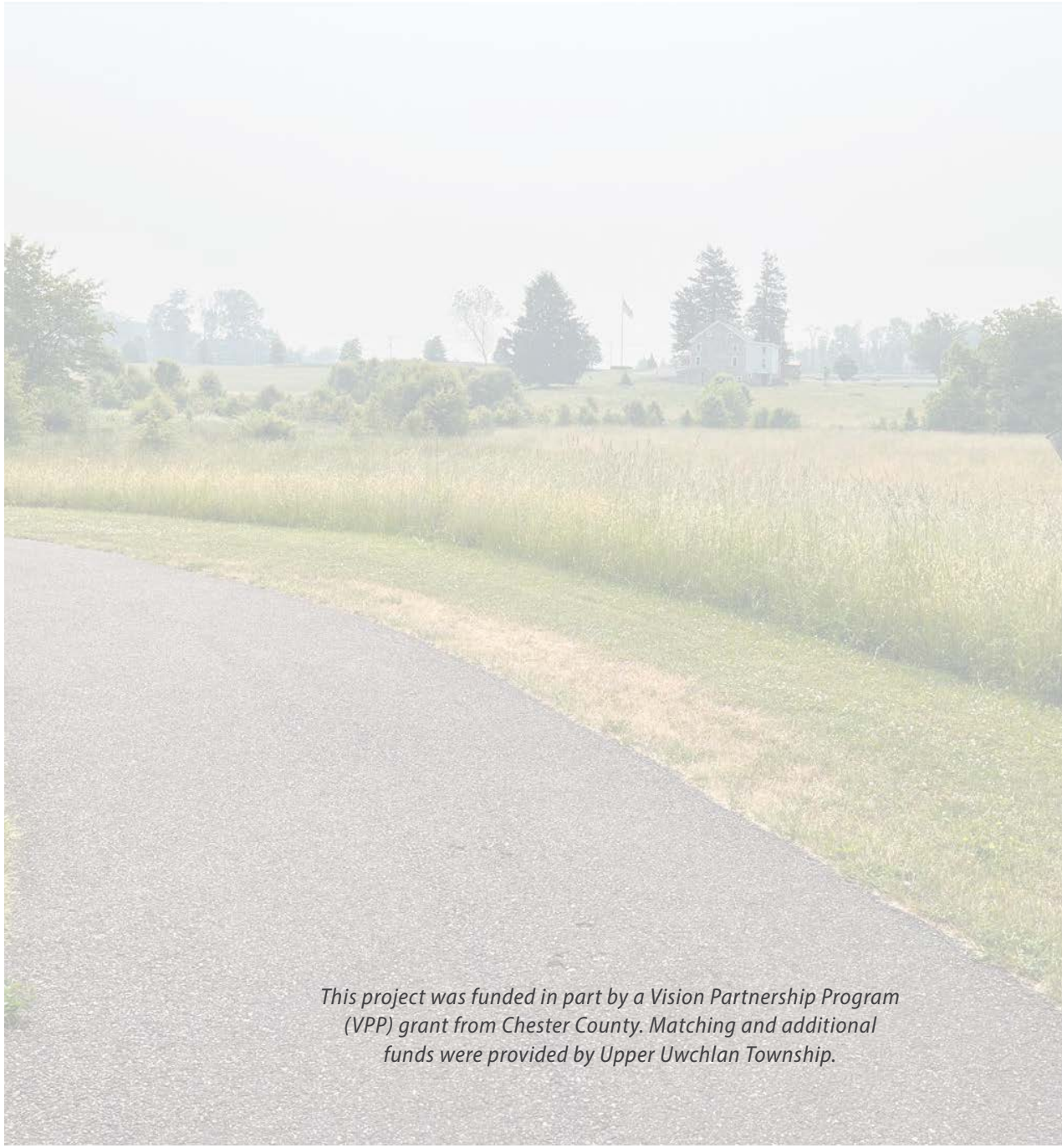
Stephen Buck, *Trails Planner*

Joe Shanley, *Former Community Planner*

Consultants

Bowman Consulting Group

Brandywine Conservancy



This project was funded in part by a Vision Partnership Program (VPP) grant from Chester County. Matching and additional funds were provided by Upper Uwchlan Township.

TABLE OF CONTENTS

1. PROJECT OVERVIEW 05

Introduction 06
What is Active Transportation? 07
Relevant Plans and Studies 08
Ongoing Projects 14
Stakeholder and Public Input 16

2. EXISTING CONDITIONS 25

Introduction 26
Demographic and Health Data 26
Roadway Network 30
Existing Active Transportation Network 36
Key Issues and Considerations 44

3. ACTIVE TRANSPORTATION NETWORK 49

Vision and Goals 50
Active Transportation Toolbox 52
Connected Network 64
Shared Roadway Strategies 80
Key Crossing Strategies 82

4. CAPITAL IMPROVEMENTS AND CATALYST PROJECTS 85

Introduction 86
Windsor Ridge and Fellowship 88
Inner Loop 94
Marsh Creek State Park and Hickory Park Connections 104
Village of Eagle 110
Village of Byers 116
Northwest Neighborhoods 122
Southwest Neighborhoods 128

5. POLICIES AND PROGRAMS 135

Township Policy Review 136
Program Recommendations 144

6. STRATEGIES FOR IMPLEMENTATION 151

Introduction 152
Action Items 154
Partnerships, Coordination, And Other Actions 164
Potential Funding Sources 166

APPENDICES

Appendix A – Steering Committee Meeting Notes

Appendix B – Community Survey Results

Appendix C – Summary of PennDOT Technical Coordination Meeting on July 18, 2023

Appendix D – Windsor Ridge – Fellowship Fields Shared Use Path Evaluation – Concept Plans

Appendix E – Public Comments on Draft Report



CHAPTER ONE

PROJECT OVERVIEW

CONTENTS

- Introduction
- What is Active Transportation?
- Relevant Plans and Studies
- Ongoing Projects
- Stakeholder and Public Input

INTRODUCTION

The Upper Uwchlan Active Transportation Plan explores opportunities to expand connections for walking and biking in and around Upper Uwchlan Township, Chester County, Pennsylvania. The plan builds upon the township's previous planning and implementation efforts to provide a comfortable and safe network of sidewalks and multiuse paths throughout the township, centered around a dense, walkable Village of Eagle.

The plan identifies a proposed active transportation network that would close key gaps in the existing network and connect residential areas, schools, and other key destinations in and around the township, such as the Village of Eagle and Marsh Creek State Park. Strategies to achieve this vision include specific prioritized near-term and long-term capital improvements, policy updates, and programs to encourage and raise awareness about walking and biking. Upper Uwchlan Township secured funding for this plan through the Vision Partnership Program (VPP), with a grant provided by Chester County.



WHAT IS ACTIVE TRANSPORTATION?

Active transportation refers to human-powered transportation, such as walking and biking. People walk and bike for a variety of trip purposes, including trips to work, school, shopping, and for recreation. This plan identifies active transportation connections and strategies to support walking and biking in and around Upper Uwchlan. Planning for active transportation can provide numerous community benefits, such as:

- Increasing safety
- Improving public health
- Reducing congestion
- Improving air quality
- Providing access and mobility for those unable to drive
- Supporting the local economy

WHO ARE WE PLANNING FOR?

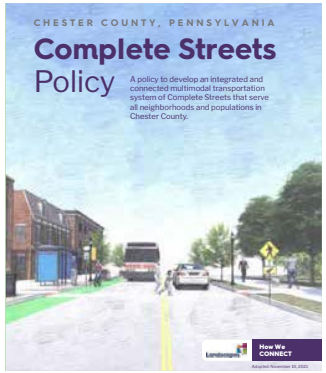
One of the most important features of an active transportation network is that it provides safe, comfortable connections for people of all ages and abilities. Developing such a network requires a holistic approach that considers the unique needs of a wide range of user types when considering what treatments are most appropriate. This approach ensures that all users, especially those who are more vulnerable (children, elderly, people with disabilities, etc.), are able to safely and comfortably utilize the network.



People with Disabilities | Leisure Walkers | Active Walkers/ Joggers | Commuter/ Daily Errands | Casual Cyclists | Confident Cyclists | Advanced Cyclists

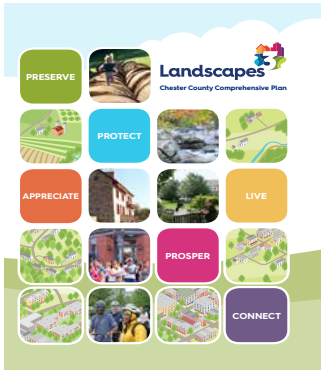
RELEVANT PLANS AND STUDIES

Chester County Complete Streets Policy (2021)



Chester County's Complete Streets Policy envisions that roadways in the county will "meet the mobility needs of all users and provide for all appropriate modes of transportation with an emphasis on safety, equity, and environmental responsibility". An ideal complete street might include, in addition to car travel lanes: sidewalks, bicycle lanes, crosswalks, and sheltered bus stops. While the county does not own roadways, this policy is consistent with PennDOT's 'Connects' program, which requires consideration of all modes and users as part of projects included on the Statewide Transportation Improvement Program (STIP). For local roads, the county's policy relies on its municipalities to adopt, practice, and enforce the Complete Streets Policy. The municipal role in the Complete Streets Policy comes through planning (including zoning and subdivision/land use ordinances), design and implementation (including land development and permit reviews), and maintenance.

Landscapes3: Chester County Comprehensive Plan (2018)



Landscapes3 is Chester County's Comprehensive Plan. It is a policy document developed with the input of county stakeholders that, among other things, establishes a preservation and growth vision for the county and guides local municipal planning and implementation. Part of this is through the designation of different "landscapes" throughout the county that describe current land use and offer principles for future development for each landscape type. Upper Uwchlan Township includes areas that are designated as Suburban Center, Suburban, and Rural. Suburban Center and Suburban designations are considered Growth Areas, meaning that they can best accommodate future growth. Additionally, the vision for each of these Growth Area landscapes includes enhanced bicycle and pedestrian facilities. In the county as a whole, the plan seeks to advance multimodal transportation options for all residents and visitors. Finally, the plan recommends developing local trails to connect to the Uwchlan Trail.

Transportation Impact Fee Ordinance Amendments (2016)

In 2016, Upper Uwchlan Township amended its Transportation Impact Fee Ordinance. Act 209 of the Pennsylvania Municipalities Planning Code enables a municipality to impose a transportation impact fee on new developments or changes in use provided that the municipality takes certain specified steps. Such fees can then be collected by the municipality and used to fund offsite transportation capital improvement projects. In following the requirements of Act 209, the township first developed the Land Use Assumptions Report in 2015, followed by the Roadway Sufficiency Analysis and the Transportation Capital Improvement Plan in 2016. The Land Use Assumptions Report establishes a transportation service area, which is a defined portion of the municipality (not to exceed seven square miles) wherein the impact fees will apply and within which the transportation improvement projects must be sited.

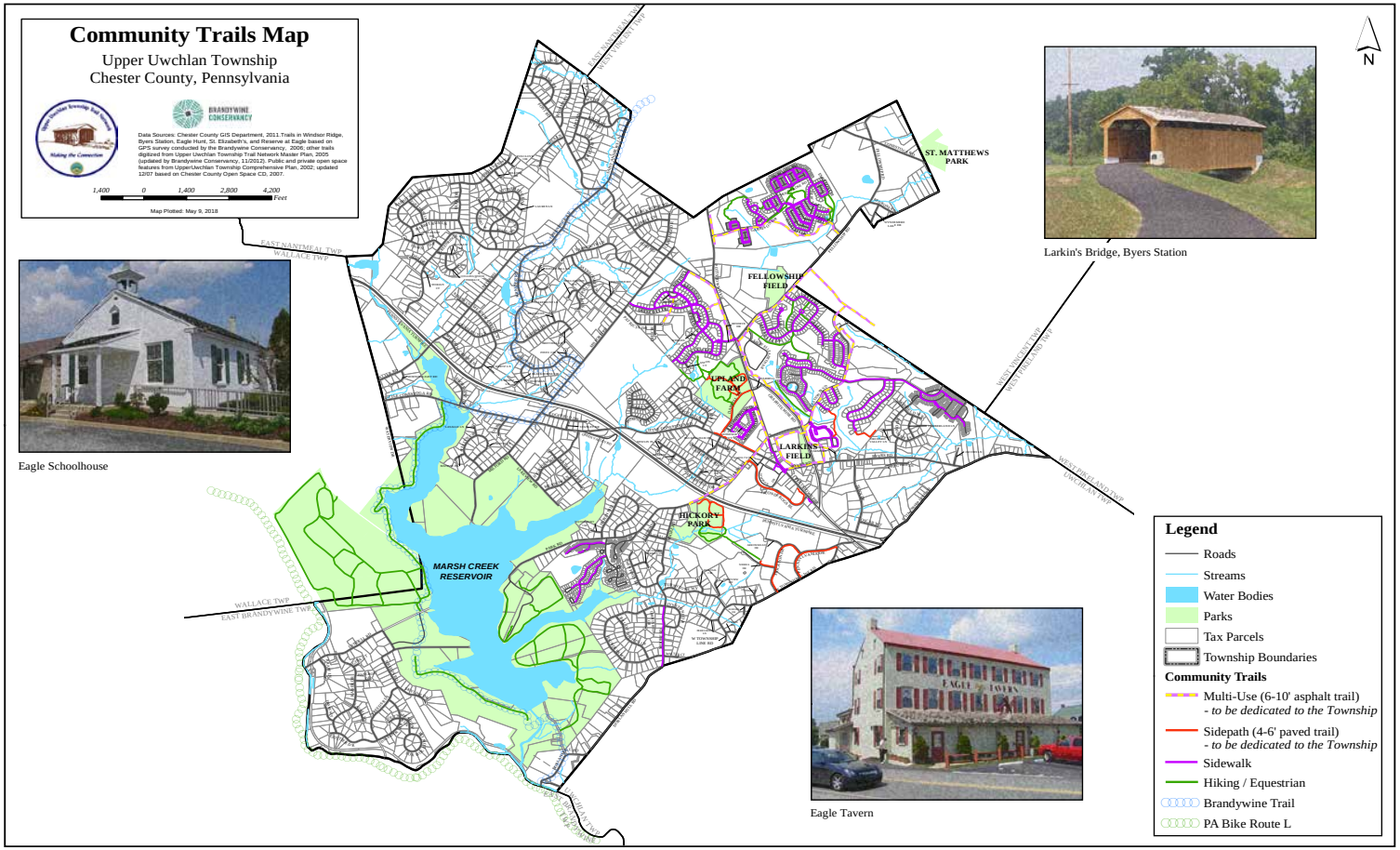
The report also attempts to project future changes in conditions (such as land uses, density and intensity of future development, and population growth) that may affect traffic levels in the transportation service area. The Roadway Sufficiency Analysis uses traffic analysis to understand how well the existing roadways in the transportation service area are functioning currently and then how well they are expected to function in the future based on the projections in the Land Use Assumptions Report. The analysis then identifies the improvements that would be needed to get to a specified preferred level of service (LOS), both under existing conditions and with the projected growth.

Finally, the Transportation Capital Improvement Plan applies a cost estimate to each improvement and ultimately arrives at an impact fee that specifies a dollar amount to be collected for each new weekday afternoon peak hour trip that will result from the development or change in land use. Having taken these required steps, Upper Uwchlan was able to enact this figure into its updated Transportation Impact Fee Ordinance.

Upper Uwchlan Trail Network Master Plan (2005, Existing Trail Map Updated 2018)

The Upper Uwchlan Active Transportation Plan represents in part a continuation of the Trail Network Master Plan, the mapping of which was updated in 2018. This plan identifies a recommended network of pedestrian and bicycle facilities, including streetscape improvements in Eagle and Byers villages, to be implemented through seven phases. The updated mapping reflects meaningful progress on the original plan's recommendations. Portions of the proposed Central Loop Multi-Use Trail (referred to as the Inner Loop Trail in this plan) have been completed, particularly along PA Route 100. There have been substantial additions of trail and sidewalk infrastructure built as part of new development in the intervening years. However, other recommendations have not come to fruition. The Active Transportation Plan assesses these and other alternatives in this report.





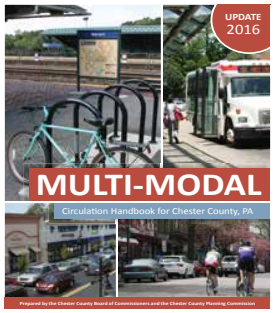
Eagle Schoolhouse

Larkin's Bridge, Byers Station

Eagle Tavern

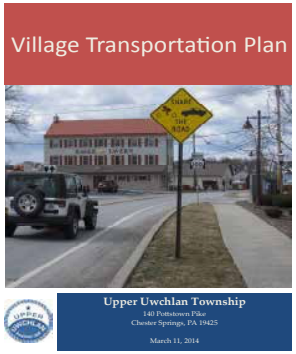
Chester County Multimodal Circulation Handbook (2016)

This guide from the Chester County Planning Commission provides resources and best practices for the planning and design of pedestrian and bicycle infrastructure in Chester County. The report draws on guidance from PennDOT, American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), and National Association of City Transportation Officials (NACTO), among others.



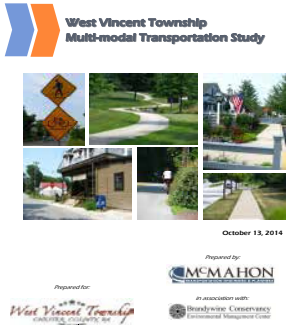
Upper Uwchlan Village Transportation Plan (2014)

This plan, focused on the Village of Eagle, seeks to create a well-connected bicycle and pedestrian network that supports non-vehicular travel within the village and to nearby key destinations. It also recommends developing consistent streetscape design treatments to reinforce a sense of place in the village. In collaboration with the public and community stakeholders, the plan produced a desirable typical section for Pottstown Pike in the heart of the village, recommending two travel lanes with shoulders to support both vehicular and bicycle travel as well as sidewalks on both sides of the street. The plan also developed preliminary alternatives for improvements to the intersections of Pottstown Pike and Graphite Mine Road, Pottstown Pike and Darrell Drive, and Graphite Mine Road and Darrell Drive. These alternatives were to be further evaluated to advance towards implementation.



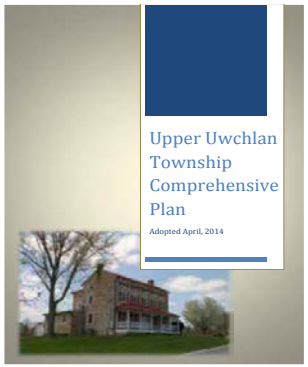
West Vincent Township Multimodal Transportation Study (2014)

Recommendations from this plan in neighboring West Vincent Township were reviewed for their applicability to the northeastern section of Upper Uwchlan Township, particularly the areas around the intersection of Fellowship Road and PA Route 401 (Conestoga Road). The plan recommends consideration of a roundabout or realignment at that intersection as well as shared use paths along Fellowship Road and PA Route 401 (Conestoga Road) east of the intersection. These improvements would allow for a connection to other existing and proposed trails within West Vincent, providing Upper Uwchlan residents with regional trail connections to the north.



Upper Uwchlan Township Comprehensive Plan (2014)

The township's 2014 comprehensive plan incorporates and updates the Village of Eagle/Byers Concept Plan, a previous township planning effort which, among other things, establishes a vision for a pedestrian-scaled village environment that is to be implemented and maintained through an interconnected sidewalk network, ample civic space, and consistent streetscapes. The plan identifies and recommends potential policy changes, such as zoning amendments, an access management ordinance, and updates to the Official Map, that are intended to ensure that new development is consistent with the vision for the village, including its pedestrian emphasis. Distinct from the village concept recommendations, the comprehensive plan makes additional recommendations related to active transportation. These include designating Graphite Mine Road as PA Route 100 in order to divert through traffic away from Pottstown Pike and to allow for traffic-calming pedestrian enhancements in the Eagle Village commercial corridor. Additional active transportation recommendations include supportive ordinances and new trail connections. Upper Uwchlan Township is in the process of updating the Comprehensive Plan.



Open Space, Recreation, & Environmental Resources Plan (2009)

This plan seeks to balance the township's continued growth with the preservation of open space and the provision of high-quality recreational amentities for residents and visitors alike. This includes having viable options for non-motorized travel throughout the township. The plan incorporates and endorses the recommendations of the township's Trail Network Master Plan while also suggesting the establishment of a Trails Subcommittee to implement the plan. It also recommends establishing a dedicated funding stream for parks, recreation, greenways, and trails.



ONGOING PROJECTS

PA Turnpike Reconstruction and Widening

The Pennsylvania Turnpike Commission (PTC) is in the midst of a long-running reconstruction initiative, which involves roadway widening in some locations of the Turnpike Mainline, including the sections in Upper Uwchlan Township. The PTC has divided the overall effort into segments, which are then treated as discrete projects. The segment that traverses nearly all of the township is Milepost 308 to 312 of the Mainline, which extends from just west of Styer Road in Upper Uwchlan to just east of PA Route 100 in Upper Uwchlan Township. This section will be reconstructed and widened from four to six lanes.

In anticipation of this project, the Milford Road and Park Road bridges were recently replaced to accommodate the roadway widening. Engineering design began in 2013 and the PTC has engaged township officials and members of the public in the development of its plans, including at an open house event in 2015. Township officials have expressed to the PTC that they would like to see more space provided to allow for pedestrian and bicycle facilities along roadways that pass under the Turnpike, including PA Route 100, Little Conestoga Road, and Styer Road. These improvements are reflected in the PTC's most recent plans.

PA Route 100 Redesignation

Upper Uwchlan Township initiated preliminary discussions with PennDOT about the possibility of redesignating a section of PA Route 100 in the township from its current designation on Pottstown Pike onto Graphite Mine Road. The change in designation would result in a change in roadway ownership and maintenance responsibilities for segments of Pottstown Pike and Graphite Mine Road. Implementing this change could serve to encourage more through traffic to use Graphite Mine Road and relieve congestion on Pottstown Pike within the Village of Eagle. As discussed in this plan, the township has sought to make the Village of Eagle into a walkable and bikeable destination, an effort which has made considerable strides.

However, the traffic volumes and speeds on PA Route 100 pose a significant barrier to fulfilling this vision. The noise and observed speeds make it difficult for pedestrians and bicyclists to feel safe and comfortable navigating the village outside of a car. In addition to diverting some through traffic, redesignating PA Route 100 onto Graphite Mine Road may also allow the township to more easily implement the kinds of changes to Pottstown Pike that would improve the experience of walking and biking in the village. Under current arrangements, all such improvements must be approved by PennDOT.

Land Development Activity

The township remains a desirable place to live, work, and play and this is reflected in continued new development. Because of Upper Uwchlan's prioritization of walking and biking, new development almost always results in a meaningful expansion or improvement of the active transportation network. For instance, the nearly completed Preserve at Marsh Creek development provides connections to existing facilities within the Reserve at Chester Springs and Reserve at Eagle Village communities, offering complete links to Upland Farm Park, Eagle Village, and Marsh Creek State Park. Similarly, the Fieldstone at Chester Springs senior living community under construction on Byers Road will provide a new path segment that will complete a key link between existing paths along Graphite Mine Road and Byers Road. Chapter 5 of this plan presents recommendations and strategies to further leverage the land development process to implement active transportation facilities.



STAKEHOLDER AND PUBLIC INPUT

STEERING COMMITTEE

Upper Uwchlan Township identified a diverse, multidisciplinary group of individuals to serve as the project steering committee. The steering committee met on four separate occasions over the course of the project to receive updates from the project team and to provide their insights and feedback to help develop the Active Transportation Plan. Minutes from Steering Committee meetings can be found in Appendix A.

STAKEHOLDER INTERVIEWS

Stakeholder interviews were conducted to gather opinions and perceptions on the opportunities, issues, and challenges related to walking and biking in Upper Uwchlan Township. In all, seven individuals representing five organizations, departments, and companies were interviewed for the plan. A summary of the key takeaways is provided below, starting with general takeaways, followed by input that addresses specific locations.



Key Takeaways:

- Stakeholders mostly agreed that the township's existing active transportation network is robust and well-used but that key gaps remain, including for residents of the developments in the western part of the township.
- Some residents are well-served by sidewalks and trails within their developments but are less connected to the network outside of it.
- Parks are key destinations for walkers and bicyclists, including Hickory Park, Upland Farm Park, and Marsh Creek State Park. The commercial area in the Village of Eagle is another important destination.
- There is broad public support for improving active transportation among residents. Events and outreach campaigns could increase awareness and support further.
- Improved lighting near sidewalks and trails could make residents feel more comfortable using them.
- Some stakeholders also expressed a desire for bicycle lanes, noting that it may help avoid conflicts among drivers, walkers, and bicyclists.
- Stakeholders also identified barriers or difficult areas for walking and biking. Crossing Pottstown Pike and Graphite Mine Road was described as intimidating even in locations with signalized intersections and crosswalks due to the speed and volume of traffic on those roadways. The PA Turnpike bridge over Pottstown Pike was also identified as a barrier for bicyclists and pedestrians trying to access paths and trails outside of the township, such as the Uwchlan Trail and the Struble Trail.

Stakeholder List

Name	Organization
Steve Poley	Upper Uwchlan Township Public Works
Kristin Roth	Upper Uwchlan Township Public Works
Chief Thomas Jones	Upper Uwchlan Township Police
Phil Marks	Windsor Baptist Church / Christian Academy
David Backus	Business Owner – Bloom Southern Kitchen
Kim Bischof	Marsh Creek State Park
James Wassell	Marsh Creek State Park

One way to ascertain where improvements would be the most impactful is to identify locations where people are already walking and biking despite there being no sidewalks or paths. This indicates that there is pedestrian and bicycle demand at that location and likely a destination to which even more residents would like to be able to comfortably walk and bike. When asked if there were such locations in Upper Uwchlan, the stakeholders provided the following observations:

- Crossing Pottstown Pike at Darrell Drive to get to and from Upland Farm Park
- Crossing Pottstown Pike at Milford Road/Garrison Drive
- Along Milford Road from Chester Springs Crossing to access Font Road path
- Moore Road near Park Road and Hickory Park as well as headed south towards Shamona Creek Elementary School
- On-road bicycling on a loop that goes around Marsh Creek State Park
- Joggers and bicyclists on Byers Road near and through the Village of Byers
- Reeds Road to Marsh Creek State Park

COMMUNITY SURVEY

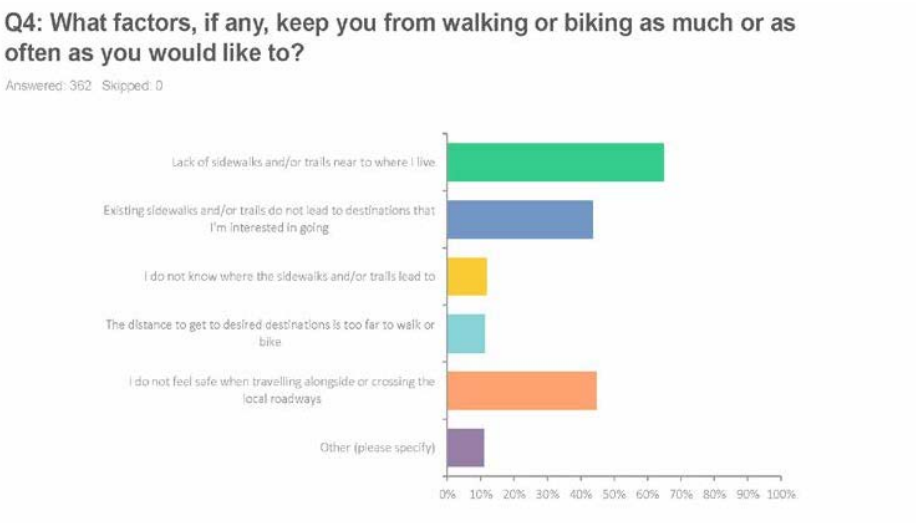
The project team developed an online survey to gather wider public feedback on how residents currently use sidewalks and trails, what they view as the most important destinations for walking and biking, which key segments in the active transportation network are missing, and how new facilities should be funded, among other topics. A total of 362 responses were received. A summary of key takeaways and location-specific input is provided below. Complete survey results can be found in Appendix B.

Nearly 70% of respondents reported using township sidewalks and trails at least once a week. Over one-third of respondents said that they use them every day.

Respondents generally use the sidewalks and trails for exercise and recreation. To a lesser extent, they also use them to reach local businesses and to visit friends or family in nearby neighborhoods.

When asked about the potential for on-road bicycle facilities, respondents as a whole were far more comfortable with the idea of riding a bike on roadways if there were greater separation between bicycles and vehicles, as there would be with a physically separated or visually separated bike lane. Respondents reported feeling less comfortable with riding on a roadway with a paved shoulder or a shared roadway (sharrow) treatment.

Most respondents would prefer infrastructure improvements to be funded through land development or competitive grants; there is little appetite for increased taxes or municipal expenditure.



Respondents also reported that they would be likely to use a sidewalk or trail rather than a vehicle if these facilities connected to where they wanted to go in the township.

Priority walking and biking connections included Marsh Creek State Park, township parks, the regional trail system, and the Village of Eagle.

When asked what prevents them from walking or biking more often, respondents most frequently cited a lack of sidewalks and/or trails near to where they live. Many respondents also noted not feeling safe when traveling alongside or crossing the local roadways.

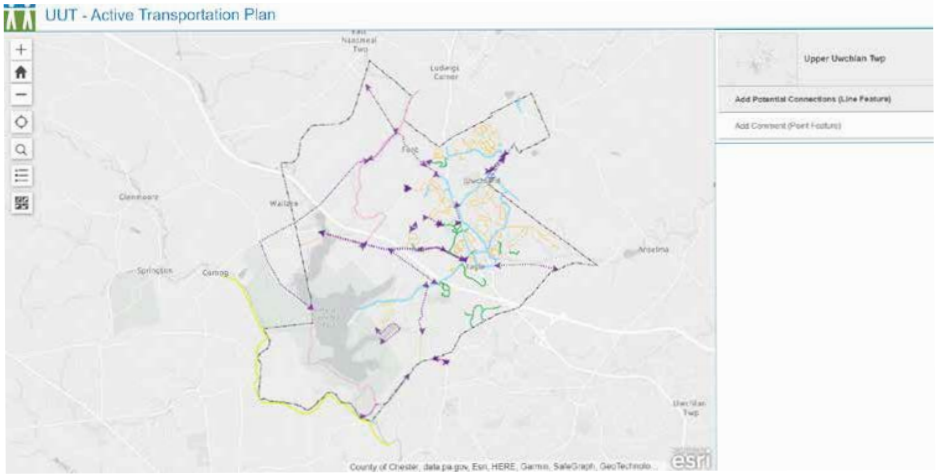
More than half of all respondents were between the ages of 35 and 50.

The survey also provided respondents with the opportunity to give open-ended input on specific locations where sidewalks and trails would be most beneficial. There were an abundance of responses and some of the most common are summarized below.

- A crosswalk connection from the Enclave at Chester Springs across Station Boulevard to Pickering Valley Elementary
- Connection linking the Windsor Ridge and Byers Station developments
- Improved pedestrian and bicycle connections from the west side neighborhood to Marsh Creek and to the Struble Trail trailhead at Dorlan Mill Road
- New connections on Greenridge Road and Font Road into the Village of Eagle
- New connections on Little Conestoga Road to access the Village of Eagle and Marsh Creek
- New connection along the west side of PA Route 100 from Reserve at Eagle Village to Upland Farm
- Sidewalks at and around the intersection of Milford Road and Font Road
- Improved crossings of PA Route 100 overall
- Closing sidewalk gap on Moore Road to Park Road

ONLINE MAP

An online interactive map was created to gather input from the community regarding existing issues and potential opportunities related to walking and biking within the township. Feedback from the online map and input from the steering committee were used to develop and refine potential bicycle and pedestrian connections, as well as to assign priorities.



PUBLIC WORKSHOPS

Upper Uwchlan Township hosted a public workshop on the evening of May 17th, 2023, at Pickering Valley Elementary school. The project team, steering committee members, and township staff introduced the project and presented preliminary ideas for potential active transportation connections in an open house format. Members of the community were invited to review project materials, ask questions, and provide feedback. The meeting also included a presentation with opportunities for additional questions.

A second public workshop was held on September 27, 2023 at the Barn at Upland Farm. The meeting included time for people to review and comment on informational boards summarizing key findings of the draft report, an overview presentation, and a period for questions-and-answers. One of the prominent themes of the discussion was the safety of active transportation users. Members of the community were interested in strategies to slow traffic to improve safety and comfort for bicyclists and pedestrians. There was discussion about ways to provide safe crossings for pedestrians, including school students, across busy, higher-speed roadways. The project team and township staff also fielded questions and comments about specific proposed connections and timeframes for implementation. See Appendix E for a summary of comments received at the public workshop.



PUBLIC COMMENTS ON THE DRAFT REPORT

A draft of the Active Transportation Plan was available for public review and comment from September 28, 2023 – October 31, 2023. The draft report was posted on the township's website and hard copies of the report were available at the township building. Appendix E includes a full record of written comments received during the public comment period. The majority of comments related to clarification of maps and information in the draft report and input regarding potential priority improvements. The final report reflects minor revisions based on public comments received on the draft report and at the second public workshop.

PENNDOT TECHNICAL COORDINATION MEETING

On July 18th, 2023, the project team met virtually with representatives from PennDOT, Chester County, and Upper Uwchlan Township. The purpose of this meeting was primarily to share with PennDOT this plan's draft potential connections in order to gather feedback, particularly for connections or improvements that involve state-owned roadways. Complete notes from this meeting can be found in Appendix C.



CHAPTER TWO

EXISTING CONDITIONS

CONTENTS

- Introduction
- Demographic and Health Data
- Roadway Network
- Existing Active Transportation
- Key Issues and Considerations

INTRODUCTION

This chapter presents a summary of existing conditions for walking and biking within Upper Uwchlan Township. It was developed based on field views, stakeholder input, available Geographic Information System (GIS) data, aerial photography, and other readily available data. The chapter highlights factors that influence how people travel in the township, answering questions that include: What kinds of travel options do residents have? What bicycle and pedestrian facilities are currently on the ground? Which destinations would residents most like to be able to walk or bike to? A detailed understanding of the current state of active transportation is essential to developing a plan that will guide its improvement.

DEMOGRAPHIC AND HEALTH DATA

Approximately 12,639 people live in Upper Uwchlan, according to the most recent Census estimates. This summary identifies some of the key demographics that impact how people move about the township.

COMMUTE MODE

Many factors influence an individual's transportation decisions. These factors include the physical constraints of their surroundings, how far they need to travel, and their access to reliable transportation. People who walk, bicycle, or take public transit are the most vulnerable users of any transportation network. In Upper Uwchlan Township, there are approximately 173 people who walk, bicycle, or take public transit to work, which represents less than 1% of all commuters. It should be noted that Upper Uwchlan does not have bus or rail service within its borders. Those residents who are using public transit are likely driving or being driven to nearby SEPTA or Amtrak rail stations in Downingtown or Exton. These statistics also do not account for the many people who utilize the township's sidewalks or paths for recreation on a daily basis.

WALKABILITY INDEX

The US Environmental Protection Agency (EPA) characterizes the ease of pedestrian travel in an area with a Walkability Index Score. It considers factors such as the mix of employment types and occupied housing, street intersection density, and population density to assign a walkability score. The Walkability Index is a score out of 20. Scores closer to 20 indicate that an area is more walkable, while scores closer to 1 indicate that an area is less walkable. The data shows that Upper Uwchlan's overall walkability score is 7.4, which is not very walkable. However, the Census block groups in the area of the Village of Eagle are more walkable, with a score of 8.8.

INCOME AND ACCESS TO TRANSPORTATION OPTIONS

MEDIAN HOUSEHOLD INCOME

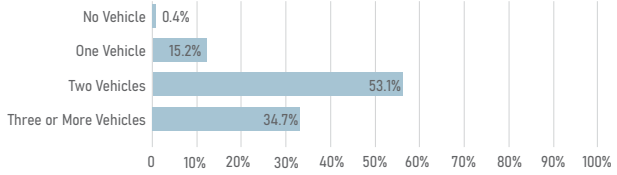
UPPER UWCHLAN TWP - $171,394

CHESTER CO - $104,161

PA - $63,627

Income and vehicle access are also major factors influencing transportation decisions. Upper Uwchlan Township is a wealthy community in comparison to Chester County and the state of Pennsylvania as a whole. According to data from the Census, the median household income in Upper Uwchlan Township is $171,394. For comparison, the Chester County median is $104,161 and the Pennsylvania median is $63,627. It is therefore not surprising that the percentage of households without access to a vehicle is very low.

NUMBER OF VEHICLES AVAILABLE BY HOUSEHOLDS



VULNERABLE POPULATIONS

An Equity Analysis performed by the Delaware Valley Regional Planning Commission (DVRPC) looks at demographics at the Census tract level and identifies the proportion of the tract's population that could potentially be disadvantaged according to nine indicators. These percentages are then compared to the nine county greater Philadelphia region. Upper Uwchlan contains Census tracts with well above average and above average concentrations of potentially disadvantaged individuals. Relative to the region, the Census tract encompassing the Village of Eagle has well above average Youth and Foreign-Born populations. The remaining two Census tracts in Upper Uwchlan also contain above average Youth populations. The township otherwise has average or below average concentrations of potentially disadvantaged individuals according to indicators including Older Adults, Female, Racial Minority, Ethnic Minority, Limited English Proficiency, Disabled, and Low-Income. The percentages below refer to the population of the township as a whole.

9.5% Senior Population 65 and older

PEOPLE OF COLOR 30.4%

2.0% HOUSEHOLDS BELOW POVERTY LEVEL

2.3% Persons Without High School Diploma

0.6% LIMITED ENGLISH SPEAKING HOUSEHOLDS

COMMUNITY HEALTH DATA

In any active transportation plan, it is important to understand the baseline health factors of the community. Maintaining active lifestyles has numerous positive health benefits. Providing opportunities for people to get outdoors, whether that be for transportation, recreation, or exercise, helps to encourage active and healthy lifestyles, while the lack of such amenities can have negative health impacts. The obesity rate and the percentage of adults in poor physical health in Upper Uwchlan are comparable to those of Chester County as a whole.

27.1%
OBESITY AMONG ADULTS

Poor Physical Health Among Adults
8.0%



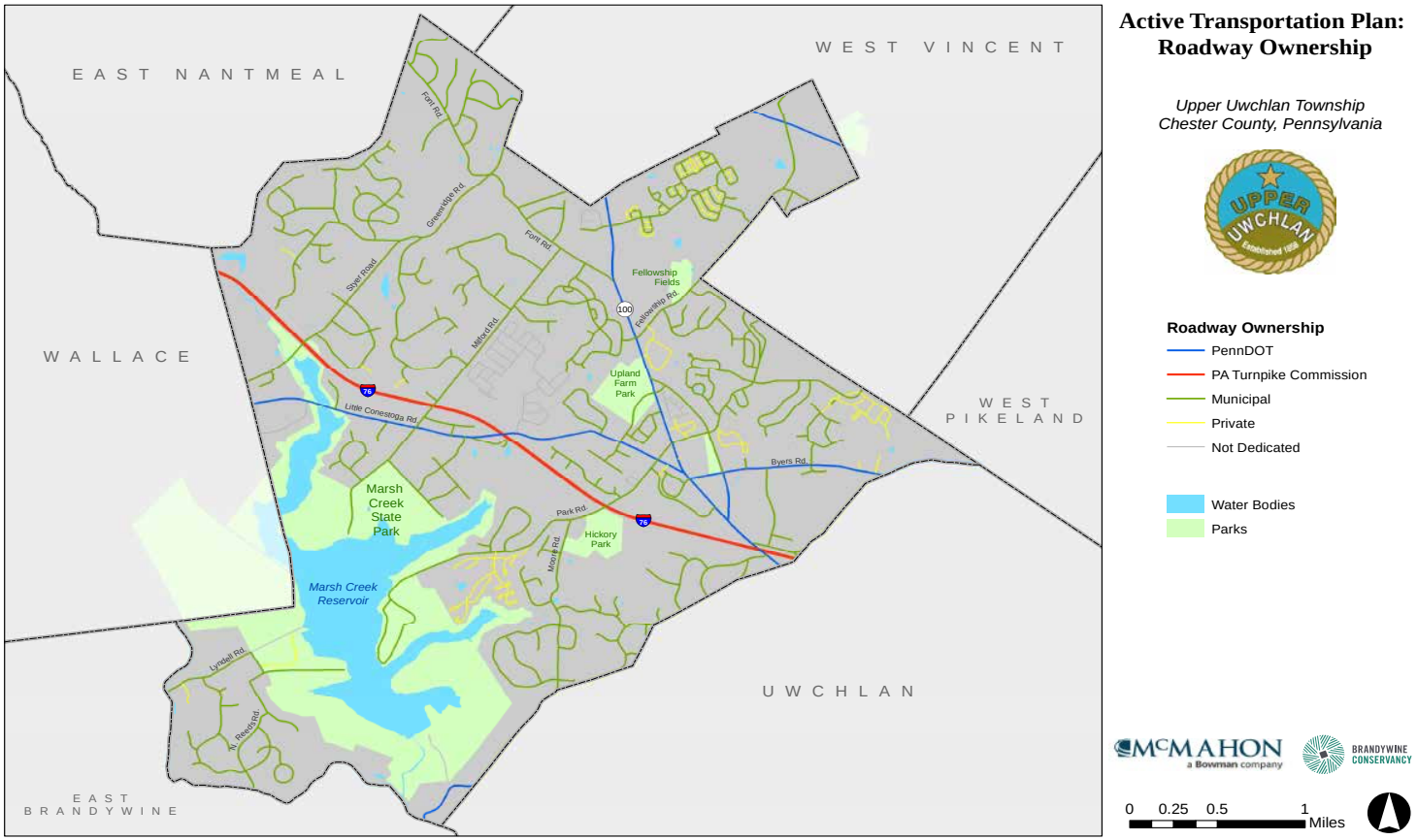
ROADWAY NETWORK

ROAD OWNERSHIP

The existing roadway network within Upper Uwchlan Township is made up of a combination of state and locally owned public roadways totaling approximately 68 miles. Of these, the township is responsible for maintenance of around 60 miles of roadway.

The township is bisected horizontally by the Mainline Pennsylvania Turnpike (Interstate 76) and vertically by PA Route 100. Other state owned roadways in the township include Little Conestoga Road, Byers Road, and Conestoga Road. Although these roadways provide important vehicular access, they can also function as barriers for users of the active transportation network, whether that be physical barriers in the case of the Turnpike or barriers based on safety and comfort in the case of attempting to cross PA Route 100 on foot.

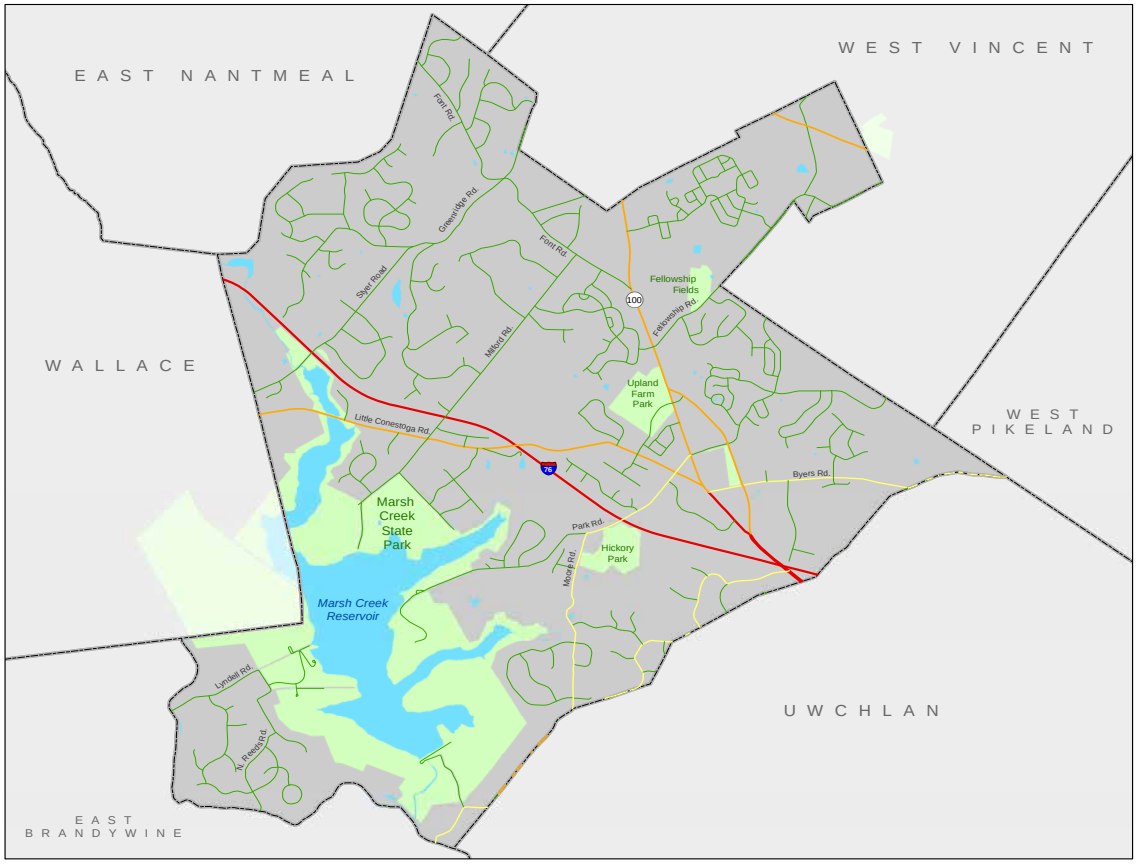
Roadway ownership also influences the planning and design of pedestrian and bicycle facilities since such facilities are often within the public right-of-way and may also cross or intersect with a roadway. Roadway ownership can also influence design and maintenance requirements and potential funding sources for improvements.



TRAFFIC VOLUMES

Upper Uwchlan sees substantial traffic volume traveling to and through the community. The segment of the Turnpike that crosses through the township carries about 44,000 vehicles per day. There are full-movement on and off ramps for the Turnpike just outside of the township, meaning that Upper Uwchlan's roadways are impacted by Turnpike traffic. The segments of PA Route 100 near the township's eastern border carry around 27,000 vehicles per day while the segment from Little Conestoga Road to Ludwigs Corner in West Vincent Township carries about 13,000 vehicles per day.

Other roads carrying comparatively high traffic volume in the township include parts of Graphite Mine Road (11,500), Little Conestoga Road (6,000), and Park Road/ Moore Road (4,000). The volume of traffic on a roadway is one of several key factors that influence the feasibility and design requirements for bicycle and pedestrian infrastructure, while also impacting how comfortable the environment is for active transportation users.



Active Transportation Plan: Annual Average Daily Traffic

Upper Uwchlan Township
Chester County, Pennsylvania

Annual Avearge Daily Traffic

- 0 - 1,000
- 1,001 - 6,000
- 6,001 - 13,000
- 13,001+

- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

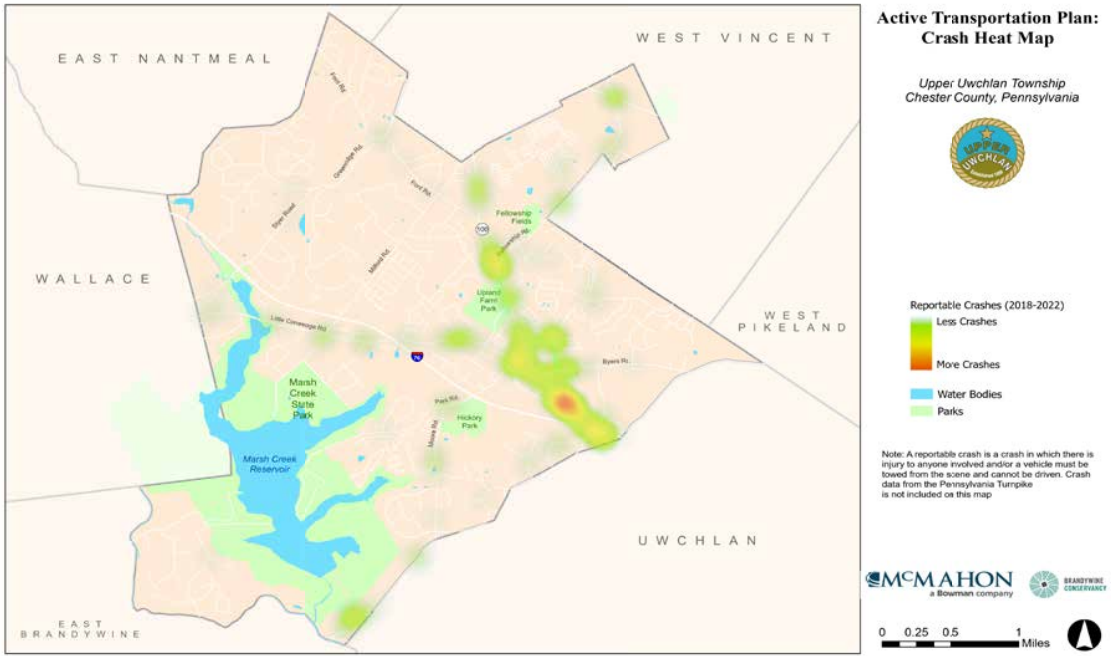
0 0.25 0.5 1 Miles

SAFETY DATA AND ANALYSIS

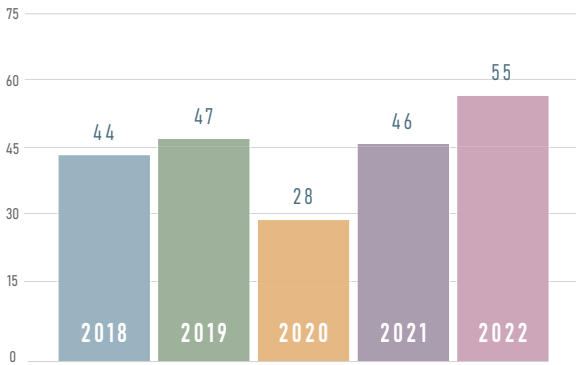
The study reviewed reportable crashes involving pedestrians and bicycles in PennDOT's Pennsylvania Crash Information Tool for the five-year period between 2018-2022. Additional crashes may have taken place during this time but were not reported to PennDOT (crashes that did not result in injury or towing of a vehicle are not reportable). Crashes located along the PA Turnpike were excluded as well because they do not impact the local active transportation network.

The crash data show that two crashes involving pedestrians (one possible injury, one minor injury) and one crash that involved a bicyclist that resulted in a suspected serious injury occurred in the 2018-2022 study period. With a low number of pedestrian/bicyclist crashes it is difficult to determine overarching trends or patterns related to pedestrian and bicycle safety throughout the township. However, looking at overall crashes can offer insight into where there are existing conditions that can lead to unsafe environments for pedestrians and bicyclists. Based on the overall crash data, there are significant clusters of crashes along on PA Route 100, specifically near the intersections with Pennsylvania Drive, Graphite Mine Road, and Fellowship Road.

There was a total of 220 reported crashes that occurred within the township from 2018-2022. In terms of crashes by year, after a decline in 2020, potentially attributable to a decline in overall driving due to Covid-19 related shutdowns, there was a sharp increase in crashes in 2021 with a total of 46 for the year (including the three fatal crashes that occurred over the five-year period). This upward trend continued in 2022 with an additional 55 crashes.

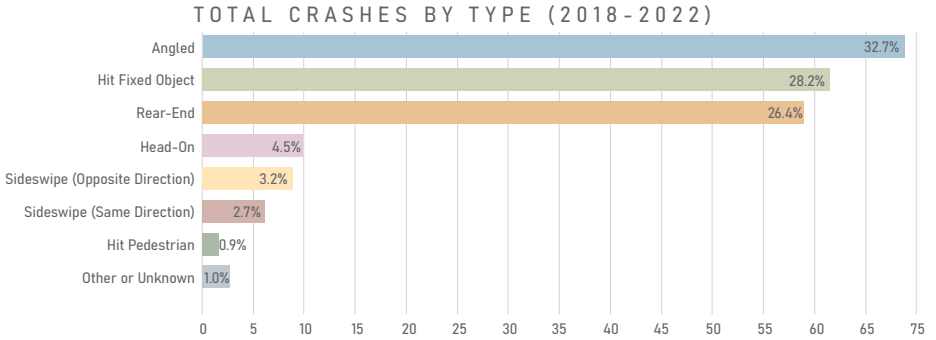


TOTAL CRASHES BY YEAR (2018-2022)



In terms of crash types, crashes were generally clustered around three main types: Angled (32.7%), Hit Fixed Object (28.2%), and Rear-End (26.4%). These types of crashes could indicate potential sight line issues and unpredictability for road users.

TOTAL CRASHES BY TYPE (2018-2022)

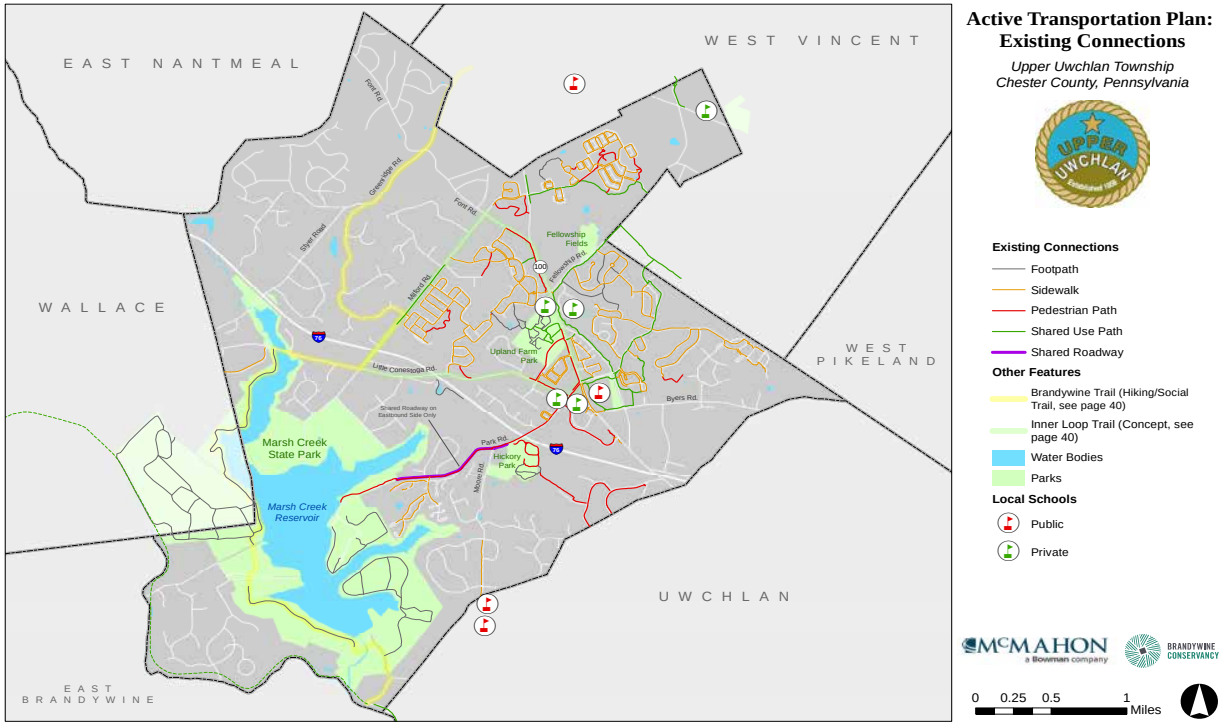


EXISTING ACTIVE TRANSPORTATION NETWORK

OVERVIEW

Upper Uwchlan is home to a fairly robust network of active transportation features that serve an important role in community mobility and recreation. The township hopes to build upon the existing network to complete key connections and enhance access for users of all ages and abilities.

As seen in the Existing Connections map, active transportation facilities in the township often seamlessly connect between different facility types. Someone taking a walk in Upper Uwchlan may well not notice that they have transitioned from using a sidewalk to a pedestrian path or a pedestrian path to a shared use path. In some contexts, the distinctions between facility types can be quite subtle, the differences having to do with characteristics such as width, surface materials, and intended users. These distinctions are explored in depth in the Active Transportation Toolbox in Chapter 3 and they form the basis for how existing and proposed facilities are identified in this report.



SIDEWALKS

In Upper Uwchlan, sidewalks are primarily concentrated in the Village of Eagle and within most of the township's newer residential developments. Even in the heart of the Eagle Village area, however, there are significant stretches of roadway that do not have sidewalks (or any other facility type), including along parts of Little Conestoga Road and PA Route 100. These key gaps are an obstacle to realizing the township's vision for Eagle Village as a place where people can safely and comfortably walk or bike to and between village destinations such as restaurants, schools, shopping, and community resources. Byers Village, which the township would also like to see develop into a walkable destination, does not currently have any sidewalks or other active transportation facilities.

Sidewalks within residential developments are useful for recreation and for trips within the neighborhood but several such developments are not connected to any facilities that lead to destinations beyond the immediate area, which was a concern frequently voiced in the public and stakeholder input process. Older residential developments in the township do not have sidewalks within them nor do they have active transportation facilities nearby that reach the existing network.



PEDESTRIAN PATHS/SHARED USE PATHS

Pedestrian paths and shared use paths are present in some but not all of the areas between residential neighborhoods and the township's key destinations. These facilities offer invaluable off-road connections to and between these essential destinations while also providing recreational opportunities for residents and visitors alike. Marsh Creek State Park, Upland Farm Park, and Hickory Park also have path networks within them.

Some of Upper Uwchlan's existing paths are owned and maintained by the township or state while others belong to the homeowner association (HOA) of the development in which they are situated. HOAs are able to restrict the use of their paths so as to only permit residents of the given development to use them. These restrictions can be implemented through signage and enforcement. Fortunately, HOAs in Upper Uwchlan have mostly declined to enact restrictions. Leaving these facilities open to the public greatly increases the overall connectivity of the township's network, where HOA paths make several key links in walking and biking routes.





FOOTPATHS

There are several small footpaths in the township. Most are not conspicuously marked and residents that do not live nearby may not be aware of them. However, some provide important connections. A network of wooded footpaths connects residential developments to Upland Farm Park. Footpaths within Hickory Park provide a direct connection to the Uwchlan Trail, which in turn connects to Eagleview Town Center and the Struble Trail. However, because footpaths usually have a natural surface, they are often not accessible to all users, particularly those utilizing a wheelchair or other wheeled mobility device. In addition, as noted by many residents through the public input process, footpaths can be impacted by weather and seasonality. For instance, wet conditions and moderate temperatures, combined with the tree cover in wooded areas, may make a footpath wet and muddy enough to be impassable for extended time periods. Permanent or temporary maintenance interventions can potentially mitigate these conditions.

ONROAD BIKING

There are minimal dedicated on-road bicycle facilities in Upper Uwchlan. There is a shared roadway treatment (sharrows and signage) on eastbound Park Road from the Marsh Creek State Park gateway area to Hickory Park. Bicyclists are legally entitled to ride in any roadway that is not a limited access highway. Experienced cyclists, often in groups, can be seen using the township's lower-volume roadways as part of a long-distance ride, primarily for exercise and recreational purposes.

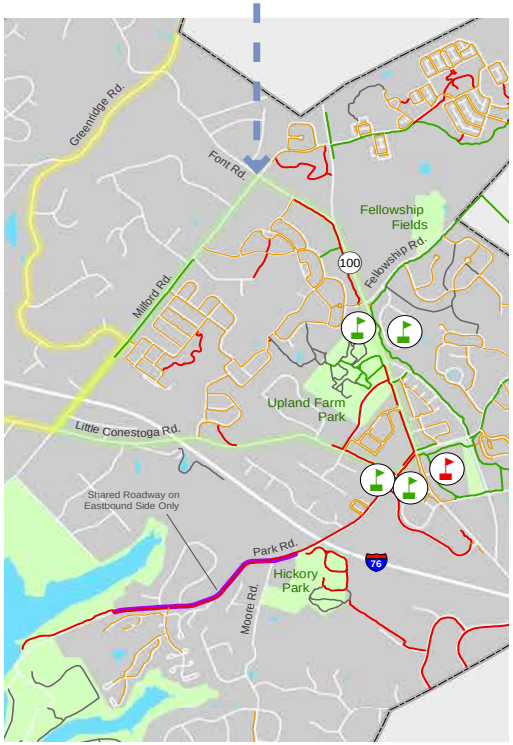




WHAT IS THE BRANDYWINE TRAIL?

The Brandywine Trail is what's known as a traditional hiking route, which is also sometimes referred to as a social trail. Planning began in the 1940s, ultimately establishing a route with a northern terminus near Ludwigs Corner and a southern terminus in Brandywine State Park in Delaware. It was created for the exclusive use of members of two organizations (the Chester County Trail Club in Pennsylvania and the Wilmington Trail Club in Delaware) which to this day maintain the trail. Permission from landowners would be obtained to hike through private property where needed.

A potential user today would likely not recognize the route as a "trail" by a contemporary understanding of the term. Sizable portions of the route are shown as being along public roadways while at the ground level there are no designated or obvious spaces indicating where a hiker should walk. The trail is marked in some locations by painted wooden posts, known as blazes. In addition to the segments paralleling roadways, parts of the Brandywine Trail in Upper Uwchlan use paths within Marsh Creek State Park, as seen in the Existing Connections map.



THE INNER LOOP TRAIL

The township's Park and Recreation Board identified a potential connected loop that would significantly expand pedestrian and bicycle access in the township.

The concept is to join existing and new facilities on portions of Milford Road, Little Conestoga Road, Park Road, PA Route 100, and Font Road. This would form a triangle loop of connections that would allow pedestrians and bicyclists to directly reach many of the township's key destinations from locations further removed from the Eagle Village core area.

As part of this Active Transportation Plan, the Inner Loop was considered and evaluated, understanding that constraints may prevent the trail from having the exact alignment as presented on the Existing Connections map.

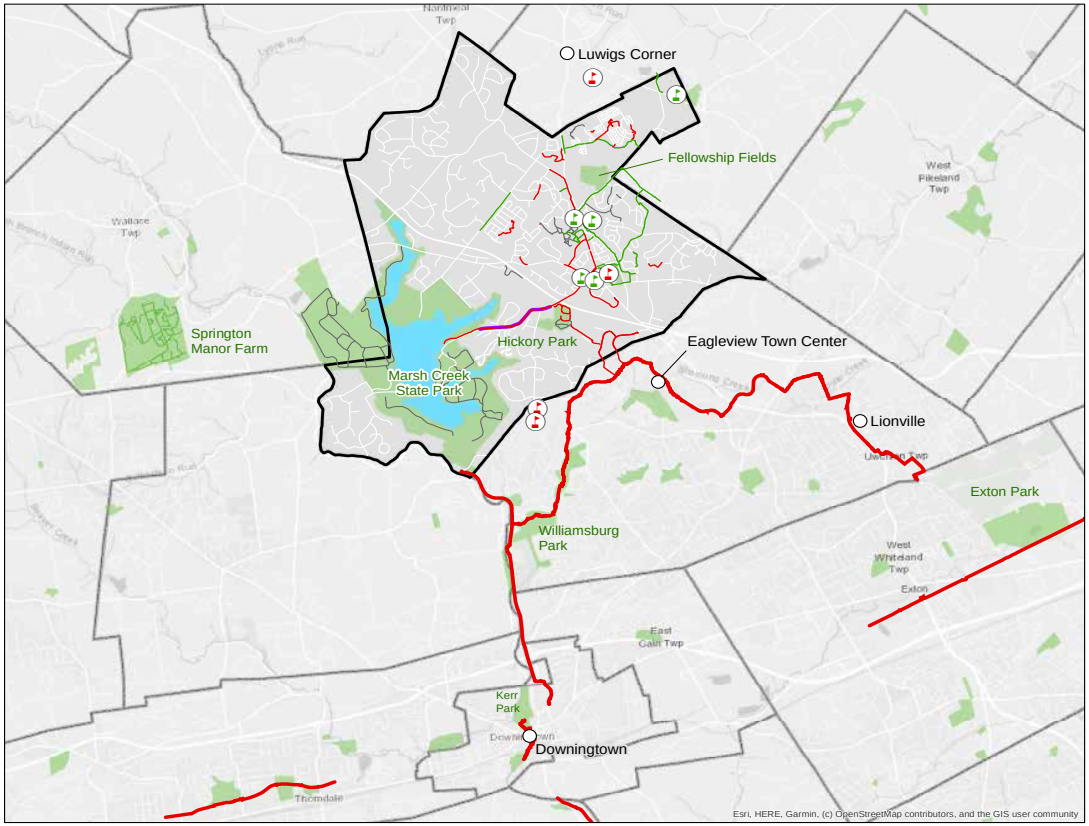
Many of the existing paths that are part of the Inner Loop are 6' - 8' wide. As new segments are designed and constructed, providing a consistent minimum width of 8' should be considered and evaluated. Additionally, if use of the Inner Loop increases, it may be necessary to consider 10' width to accommodate more users.

KEY DESTINATIONS

One of the most essential elements of an active transportation network is that it provides safe connections to places people want to go and, in particular, places people may want or need to reach by walking or biking. These key destinations provide the starting points for building the framework of the network by connecting the dots to where people live, work, do business, and play.

Upper Uwchlan has a wealth of important community resources and key destinations, which were identified based on input from the project steering committee, stakeholders, and members of the community. Some of the township destinations most commonly cited in the stakeholder and public input process are listed below:

- Parks (Marsh Creek State Park, Upland Farm Park, Hickory Park, Fellowship Fields)
- Schools (Pickering Valley Elementary, Shamona Creek Elementary, Windsor Christian Academy)
- Village of Eagle
- Existing paths for recreational purposes
- Connections between residential developments, particularly between Windsor Ridge and Byers Station
- Village of Byers



Active Transportation Plan: Regional Destinations and Connections

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Township Connections
- Footpath
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Regional Trails
- Circuit Trails
- Springton Manor Trail Network

Local Schools
- Public
- Private
- Recreational Lands
- Water Bodies

McMAHON a Bowman company
BRANDYWINE CONSERVANCY

0 0.5 1 2 Miles

In addition to the locations and amenities above, which are all in or adjacent to the township, stakeholders also expressed a strong interest in being able to reach regional destinations outside of Upper Uwchlan. These include Eagleview Town Center, the Struble and Uwchlan Trails, Downingtown Borough, Ludwigs Corner, and Lionville.

KEY ISSUES AND CONSIDERATIONS

The key issues and considerations below were developed through analysis of existing conditions (including review of previous plans and projects, demographic and safety data, and field observations) as well as guidance provided to the project team through the stakeholder input process. Stakeholders expressed their concerns and priorities through public response tools such as the community survey and the online interactive map as well as through the input of the steering committee and the stakeholders interviewed.

SPEEDING/HIGH TRAFFIC SPEEDS

- Speeding and high traffic speeds were identified as an issue at various locations throughout the township.



SIDEWALK AND TRAIL GAPS



- Many existing sidewalks and trails built as part of land development projects and township efforts.
- Key gaps remain with many sidewalks and trails that end abruptly, often at property lines.
- Closing key gaps is a focus of this plan.

DISCONNECTED NEIGHBORHOODS & CONSTRAINED ROADS



- Pedestrian and bicycle amenities are concentrated in the eastern and central parts of the township, particularly in and around the Village of Eagle.
- Many residents, mostly in the northern and western parts of the township, cannot directly access these existing sidewalks, trails, amenities, or other nearby destinations by walking or biking.
- Multiple constraints (e.g, steep slopes, no shoulders, utilities) along roadway corridors limit options for walking and biking.

REGIONAL TRAIL CONNECTIONS



- Desired connections to, and expansion of, nearby regional trails including:
  - Struble Trail (extension north through Upper Uwchlan to Wallace, West Nantmeal, and Honey Brook).
  - Uwchlan Trail (connects south to Struble Trail towards Downingtown).
- Coordination needed with neighboring municipalities, Chester County, and other regional stakeholders to implement.

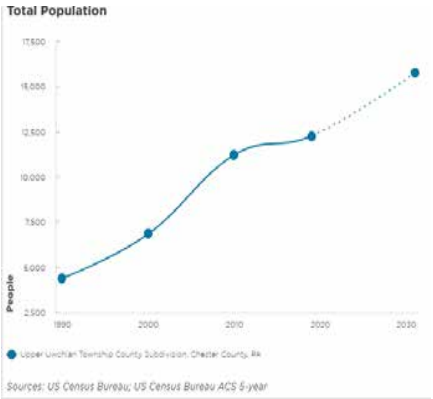
PA ROUTE 100 / POTTSTOWN PIKE



- Heavily trafficked, higher speed route through the Village of Eagle in Upper Uwchlan.
- Residents cross by foot or bike in some locations without marked crosswalks or traffic control.
- Township would like to redesignate PA Route 100 onto Graphite Mine Road from Pottstown Pike.
- Change in designation will likely divert some through traffic onto Graphite Mine Road, allowing for traffic calming and other pedestrian and bicycle improvements in the village.

KEY ISSUES AND CONSIDERATIONS

GROWING TOWNSHIP



- Population grew by 79% between 2000 and 2020.
- Additional population growth between 7% and 27% is anticipated by 2030.
- With growth, increased traffic, congestion, and the need for more transportation options than driving.

PA TURNPIKE



- Provides regional access to and from Upper Uwchlan.
- Presents a barrier for active transportation.
- Crossing opportunities are limited and not all are suited for biking and walking.
- Reconstruction and expansion project offers opportunities to improve bicycle and pedestrian connectivity.

PIPELINES AND UTILITIES



- Multiple pipelines and other major utilities within the township limit options, particularly for off-road shared use path connections.
- May be opportunities for trails within utility corridors if potential conflicts can be overcome.

MARSH CREEK STATE PARK



- Regional attraction.
- Key destination for bicyclists and pedestrians.
- Limited access via walking or biking aside from Park Road.



CHAPTER THREE

ACTIVE TRANSPORTATION NETWORK

CONTENTS

- Vision and Goals
- Active Transportation Toolbox
- Connected Network
- Shared Roadway Strategies
- Key Crossing Strategies

VISION AND GOALS

A vision statement provides a succinct, overarching purpose for the project that helps set expectations and guide efforts and outcomes. Vision statements should be broad and flexible, but provide some clear direction toward achieving an interconnected active transportation network that supports the unique needs of users of all ages and abilities. Upper Uwchlan Township residents and visitors want to be able to access schools, shops, services, parks, and other recreational and historic resources by walking or biking, and they want to feel safe while doing so.

PROJECT VISION

"An active transportation network reaching all areas of the township that connects healthy communities and recreational resources and supports safe walking and biking for people of all ages and abilities."



PROJECT GOALS

Goals are implementable actions that are measurable and supported by detailed action items within the Active Transportation Plan. The following goals were developed with community input and are the focus for strategies to implement the township's active transportation vision.

- Expand connections between the trail network, residential neighborhoods, commercial areas, and historic and recreational resources, including Marsh Creek State Park
- Complete the Inner Loop Trail through the township
- Identify high priority sidewalk, trail, and walkability improvements that close key gaps and develop a realistic path to implementation
- Create safe, comfortable, attractive, and convenient environments to walk and bike throughout the Village of Eagle
- Expand on-road bicycle opportunities with supportive policies, educational outreach programs, and capital improvements
- Expand opportunities for regional multimodal connections via the Uwchlan Trail, the Struble Trail, and other regional connectors

QUOTES FROM THE FUTURE

At the first steering committee meeting, members were asked what they hoped residents and visitors would say in the future about active transportation in Upper Uwchlan Township. Listed below are some of these hypothetical "quotes from the future". They provide another expression of the vision for this plan.

"I enjoy safely biking to Marsh Creek and adjoining trails to other townships, like the Struble Trail."

"Our kids are more active because they can safely get to their friends' houses to play outside."

"I can get to almost everything I need without getting in my car."

"The trails and walkability provide safe methods for me and my family to become familiar with the history in our township."

"I feel safe and comfortable letting my teenage kids bike/walk to the Dunkin or Wawa."

"Upper Uwchlan Township is a great community that provides both active and passive opportunities for discovering the township's biking/walking trails."

ACTIVE TRANSPORTATION TOOLBOX

There are a variety of infrastructure features that form the building blocks for an active transportation network. The Active Transportation Toolbox presents facilities that may be appropriate in Upper Uwchlan Township to serve the broad transportation needs of the community. The toolbox also helps to define terminology used in the plan and presents a brief description and illustrative photo for each facility. For some facilities, additional information is provided regarding design guidelines.

The following design guidelines and publications were used as references for development of the toolbox and can be helpful resources for the planning and design of active transportation infrastructure.

- *A Policy on Geometric Design of Highways and Streets (Green Book)*, *Sixth Edition (2011)*, American Association of State Highway and Transportation Officials (AASHTO).
- *Roadside Design Guide, Fourth Edition (2011),* American Association of State Highway and Transportation Officials (AASHTO).
- *Guide for the Development of Bicycle Facilities, Fourth Edition (2012),* American Association of State Highway and Transportation Officials (AASHTO).
- *Guide for the Planning, Design and Operation of Pedestrian Facilities, Second Edition (2021)*, American Association of State Highway and Transportation Officials (AASHTO).
- *Manual of Uniform Traffic Control Devices (MUTCD) (2009)*, Federal Highway Administration (FHWA).
- *Bikeway Selection Guide (2019),* Federal Highway Administration (FHWA).
- *Small Town and Rural Multimodal Networks (2016)*, Federal Highway Administration (FHWA).
- *Urban Bikeway Design (2011),* National Association of City Transportation Officials (NACTO).
- *Design Manual, Part 2 (DM-2): Contextual Roadway Design, Publication 13 (January 2023, Change No. 2),* PennDOT.
- *Design Manual, Part 2 (DM-2): Highway Design, Publication 13M (February 2023, Change No, 9),* PennDOT.
- *Traffic Engineering Manual, Publication 46 (August 2009, Change 1 - March 2014),* PennDOT.
- *Pennsylvania's Traffic Calming Handbook, Publication 383 (July 2012),* PennDOT.
- *Access Management: Model Ordinances for Pennsylvania Municipalities Handbook, Publication 574 (April 2005, Updated February 2006),* PennDOT.
- *Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable Non-motorized Trails (2013),* Pennsylvania Department of Conservation and Natural Resources (DCNR).



OFF-ROAD PEDESTRIAN AND BICYCLE FACILITIES

Shared Use Path

Description

A combined bikeway and walkway that is designed for shared use by bicyclists and pedestrians of all abilities, as well as other non-motorized modes of transportation. Shared use paths along or adjacent to a roadway are physically separated from vehicular traffic by a verge, fencing, or other barrier.

Target Users

Bicyclists; Pedestrians; Other non-motorized users

Dimensions

10-12 feet wide (8 feet is permissible where there are constraints). When a shared use path is adjacent to a roadway, a 5 foot wide verge is recommended between the edge of the shoulder and the path. If this width is not feasible, a suitable physical barrier is recommended.



Surface Materials

Asphalt; Compacted Stone; Concrete

Pedestrian Path



Description

Walkway for use by pedestrians of all abilities. Walking paths may be adjacent to roadways and serve as an alternative design treatment to sidewalks. Walking paths are also prevalent in parks or within other developed sites to provide pedestrian connections and support active recreation. May be used by both bicyclists and pedestrians, depending upon the width and location.

Target Users	*Dimensions*	*Surface Materials*
Pedestrians; Bicyclists dependant on context	6 - 8 feet wide (8 feet preferred when feasible)	Asphalt; Compacted Stone

Sidewalk

Description

Walkway parallel to the road that is intended for use by pedestrians, often with numerous access points to adjacent land uses. The walkway is typically physically separated from the roadway with a curb and/or verge. The verge may contain grass, vegetation, pavers, and sometimes street trees. Sidewalks are typically concrete, but can be constructed with asphalt, bricks, or pavers.

Target Users	*Dimensions*
Pedestrians	3 - 5 feet wide (5 feet preferred minimum). The verge, when provided, may range in width though 4 feet is a typical minimum.



Surface Materials

Concrete (typically); Brick; Pavers; Asphalt



Footpath

Description

Walkway for use by pedestrians, typically for recreation purposes. Natural paths are often through or adjacent to undeveloped land. Sometimes foot paths follow the natural landscape or include steep slopes, steps, and stairs that are not fully accessible.

Target Users	*Dimensions*	*Surface Materials*
Pedestrians	Varies	Grass; Dirt; Other natural surfaces; Steps and stairs

Boardwalk

Description

Elevated walkway that is constructed as a series of low-height bridges through sensitive areas with seasonably variable water depths or low strength soils, such as wetlands. Boardwalks typically include a curb or handrail along at least one, often both, edges.

Target Users	*Dimensions*	*Surface Materials*
Pedestrians; Bicyclists (optional and dependent upon the design)	6 feet - 10 feet wide	Wood; Wood Composite; Plastic Composite; Concrete (for decking)



ON-ROAD BICYCLE FACILITIES AND FEATURES



Bike Lane

Description

A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive public use by bicyclists. Bicycle lanes are located directly adjacent to motor vehicle travel lanes and operate in the same direction as motor vehicle traffic.

Benefits

- Provides separate space dedicated for cyclists, which can offer added comfort for less experienced riders
- Allows bicycles to operate on a roadway without impeding motor vehicle traffic
- Encourages predictable positioning by bicyclists at intersections

Dimensions

5 - 7 feet wide (4 feet minimum, ex. of gutter)

Visually Separated/Buffered Bike Lane



Description

A bicycle lane with a striped buffer area that separates the vehicular travel lane and the shoulder used for the bicycle lane.

Benefits

- Provides additional buffer between the bike lane and vehicular traffic
- Offers added comfort for less experienced riders
- Increases visibility and awareness of cyclists within dedicated space

Dimensions

2 - 3 feet wide buffer (2 feet minimum) plus 5 - 7 feet wide bike lane (4 feet minimum, exclusive of gutter)





Design Features

- Shared lane pavement marking or "sharrow" placed in accordance with MUTCD, Section 9C.07
- Bicycle May Use Full Lane Sign (R4-11) placed in accordance with MUTCD, Section 9B.06

Shared Roadway

Description

A roadway with signage and pavement markings to indicate the use of a travel lane by both bicycles and motor vehicles. Pavement markings may include a "sharrow," which is a bicycle symbol with two chevron arrows denoting the direction of travel.

Benefits

- Alert motorists to the potential presence of bicyclists that may occupy the travel lane
- Recommend proper lateral position for bicyclists
- Encourage safe passing of bicyclists by motorists
- Reduce the incidence of wrong-way bicycling
- Provide wayfinding

Paved Shoulder



Description

A portion of the roadway adjacent to the travel lane that can be enhanced with signage, striping, or coloring to serve as functional space for bicyclists and pedestrians to travel, particularly when other dedicated facilities are not feasible.

Dimensions

4 feet wide (minimum); provide greater width based on feasibility and traffic.

BIKE AND PEDESTRIAN CROSSINGS

Marked Crossing



Description

Pavement markings designating a location for pedestrians to cross a road, often connecting sidewalks, paths, or multi-use trails. Crosswalks must be a minimum of 6 feet wide. High visibility crosswalks, also known as continental design, are most visible to motorists.



Marked Crossing Variation: Mid-Block Crossing

A crosswalk that is not located at an intersection. Additional warning devices are required to increase pedestrian safety compared to typical crosswalks at intersections. A mid-block crosswalk can include advance signage and pavement markings. Other design treatments could include a pedestrian refuge island or raised crosswalk.



Traffic Signal

Description

Traffic signal equipment for pedestrians can include pedestrian pushbuttons, accessible pedestrian signals, passive detection for bicyclists or pedestrians, pedestrian signal heads, and pedestrian countdown signal heads. Accessible pedestrian signals (APS) communicate information about the WALK and DON'T WALK intervals for pedestrians who are blind or have low vision. Countdown pedestrian signal heads show how much time remains before the traffic signal changes.

Flashing Warning Device

Description

A flashing warning device can be used in combination with pedestrian crossing signs and a marked crosswalk at uncontrolled crossing locations. Signs and flashing warning devices can be side-mounted or overhead. Additionally, flashing warning devices can be user-activated. Rectangular Rapid Flashing Beacons (RRFBs) are one example of a flashing warning device.





Trail Crossing

Description

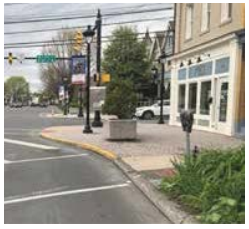
Trail crossings are locations where a multi-use trail crosses a roadway. Trail crossings may be within the area of an intersection, mid-block, or grade separated. Based on AASHTO guidelines, mid-block trail crossings can be considered a four-leg intersection. Mid-block trail crossings often involve mutual yielding, such that motorists must yield to pedestrians in the crosswalk and bicyclists/pedestrians must stop/yield to motorists if they cannot stop in time. Roadway trail crossings typically include marked crosswalks and ADA curb ramps corresponding to the width of the trail, along with warning signs. Flashing warning devices or signals may be considered for some trail crossings

Median/Refuge Island

Description

Medians or raised islands between travel lanes can be designed with landscaping, hardscaping, welcome signs, or provide a mid-point refuge for pedestrian crossings. Medians help to slow traffic by defining travel lanes and can be used to reduce conflicts by physically preventing left turns and restricting turning movements to specific locations





Curb Extension/Bulb-out

Description

Areas of expanded curbing that extend across a parking lane and may narrow a travel lane. Curb extensions create shorter crossing distances for pedestrians while increasing available space for street furniture and plantings. Curb extensions can also serve as a traffic calming measure.

Pedestrian or Trail Bridge

Description

Bridge specifically for use by pedestrians and bicyclists to cross a stream, water body, steep grade, or other existing feature. The design of the bridge should be based on anticipated users, including maintenance or emergency vehicles. Steel, fiberglass, and wood are materials typically used for pedestrian or trail bridges.



ENHANCING USERS' EXPERIENCE



Landscaping and Green Infrastructure

Description

Landscaping and green infrastructure can provide shade for pedestrians, integrated stormwater management, and help to create a sense of place. Trees and vegetation can also have a calming effect on traffic with the increased sense of enclosure. The type and location of landscaping should be chosen based on site conditions. A diverse native plant palette can be used in the design of the landscape zones, including trees, shrubs, and groundcover where appropriate. A mix of flowering species can offer seasonal appeal while providing habitat for birds and other native wildlife. Landscaping and green infrastructure can be placed between a road edge and a sidewalk or path.

Streetscape Amenities

Description

Benches, trash receptacles, and bicycle racks create a more comfortable and convenient environment for walking, biking, and enjoying the street. The design of the streetscape furniture or amenities should be consistent to convey the unique character of the community. Amenities should be placed so they do not obstruct pedestrian walkways, building entrances, or fire hydrants.





Seating (Overlooks, Benches, View Areas)

Description

Seating areas can be provided along sidewalks, paths, or trails in downtown settings, park areas, or at scenic vistas. Seating can include benches or seat walls and can incorporate public art or other creative design elements to create a sense of place. Seating can be created with natural materials reflecting the native geology or ecology of the region like boulders and/or logs.

Pedestrian-Scale Lighting

Description

Pedestrian-scale street lights, 10 to 12 feet in height, help provide security along sidewalks, as well as help to provide aesthetic appeal to the streetscape. Lighting adjacent to natural areas should adhere to dark sky lighting recommendations to avoid impacting native habitat.





Bike Rack

Description

A frame that is permanently anchored to the ground and is used to secure bikes when not in use. Bicycle racks should be located in visible areas and near major destinations such as employment centers, business and retail districts, parks, and transit.

Placement

Placement of bicycle racks should consider dimensions when occupied and must maintain clear walkways, particularly when placed along sidewalks. Bicycle racks should be set back 2' to 3' from the curb when installed along a street. Bicycle racks can be located under shelters or building overhangs

Bike Repair Station

Description

A piece of equipment consisting of a simple bicycle stand and tools necessary to perform minor repairs and adjustments. The tools are typically securely attached to the stand, which can be used to hang the bike and allow the pedals and wheels to spin while making adjustments. Repair stations should be located in visible areas, particularly along bicycle routes or near recreational resources.





Public Art

Description

Public art may be incorporated into streetscapes through elements such as: planters and/or benches embellished by local artists, unique bike racks, or other art installations. Public art helps to provide character to streetscapes.

Banners

Description

Banners help to announce and publicize special events, as well as to create an identity and sense of place. Vertical banners may be attached to street light poles or may be freestanding.





Wayfinding and Interpretative Signs

Description

A range of signs, pavement markings, kiosks or interpretative signs that are used to identify a facility and provide basic information, such as directional arrows, mileage, maps, or narrative. Signage can be utilized to interpret local cultural, historical, and ecological themes.

TRAFFIC CALMING

Description

Traffic calming measures include physical changes to a roadway to reduce speeds and cut-through traffic. Traffic calming strategies are typically used on neighborhood roadways. Traffic calming measures can be implemented in conjunction with bicycle and pedestrian infrastructure to slow traffic and create a safer and more comfortable environment for walking and biking. The Active Transportation Toolbox includes several common traffic calming measures. Additionally, *PennDOT's Traffic Calming Handbook* (Publication 383) provides details regarding the appropriate placement and design of traffic calming measures.



Pavement Markings / Reduced Lane Widths

Description

Reducing excessive lane widths can help to slow traffic by providing a defined area for travel. Also, a reduction in lane widths can provide additional space for bicyclists and pedestrians. Lane widths can be defined by edge line striping, curbing, or other physical roadside treatments.

On-street Parking

Description

Provision of on-street parking on one or both sides that reduces roadway width. Parked vehicles also provide a buffer between traffic and pedestrians on the sidewalk.





Speed Hump or Speed Table

Description

Raised humps in the roadway, typically 3—4 inches high, intended for low volume and low speed roadways. Speed humps are most effective when placed in a series. Speed humps are the most popular traffic calming measure due to their effectiveness at reducing speeds, ease of implementation, and relatively low cost. Speed tables are speed humps with a longer, flat top that can be easier to construct and generally more acceptable to the traveling public.

Option

Speed humps or tables placed at a crosswalk create raised pedestrian crossings, which provide better visibility for pedestrians.

Gateway Treatments

Description

A combination of special treatments used at the entrance to an area or neighborhood that alerts drivers to slow down due to a change in environment. Gateway treatments can include signage to identify the area or neighborhood. Other potential gateway treatments include landscaped medians or landscaped areas on the roadside.





Roundabout

Description

An intersection design treatment that reduces conflict points and slows traffic. Traffic approaching the intersection yields to traffic circulating around the roundabout. Splitter islands at the entries help to slow and direct traffic and serve as pedestrian refuge areas. In some situations, roundabouts can provide increased capacity and reduced delay when compared with traffic signals.

Roundabout Variation: Mini-Roundabout

A roundabout with a small diameter and traversable central island. Mini-roundabouts offer benefits similar to roundabouts, but with a smaller footprint and less cost. Mini-roundabouts are typically used in urban or small town settings on roadways with low speeds.



ACCESS MANAGEMENT

Description

Access management refers to means of controlling the ways that vehicles can access major roadways, using measures such as limiting the number of driveways and intersections with local roads. Properly managed access is vital to the safety and efficiency of a community's roadway network. The Active Transportation Toolbox includes a few common access management measures. In addition, PennDOT's *Access Management: Model Ordinances for Pennsylvania Municipalities Handbook* provides additional resources for access management strategies.



Driveway Spacing

Description

Adequate spacing and aligning of driveways to reduce conflict points and create a safer environment for walking and biking.

Joint and Cross Access

Description

Providing joint or cross access between adjacent properties allows circulation between the properties and reduces the number of driveways and conflict areas along a roadway. Joint and cross access can be used in combination with shared parking.



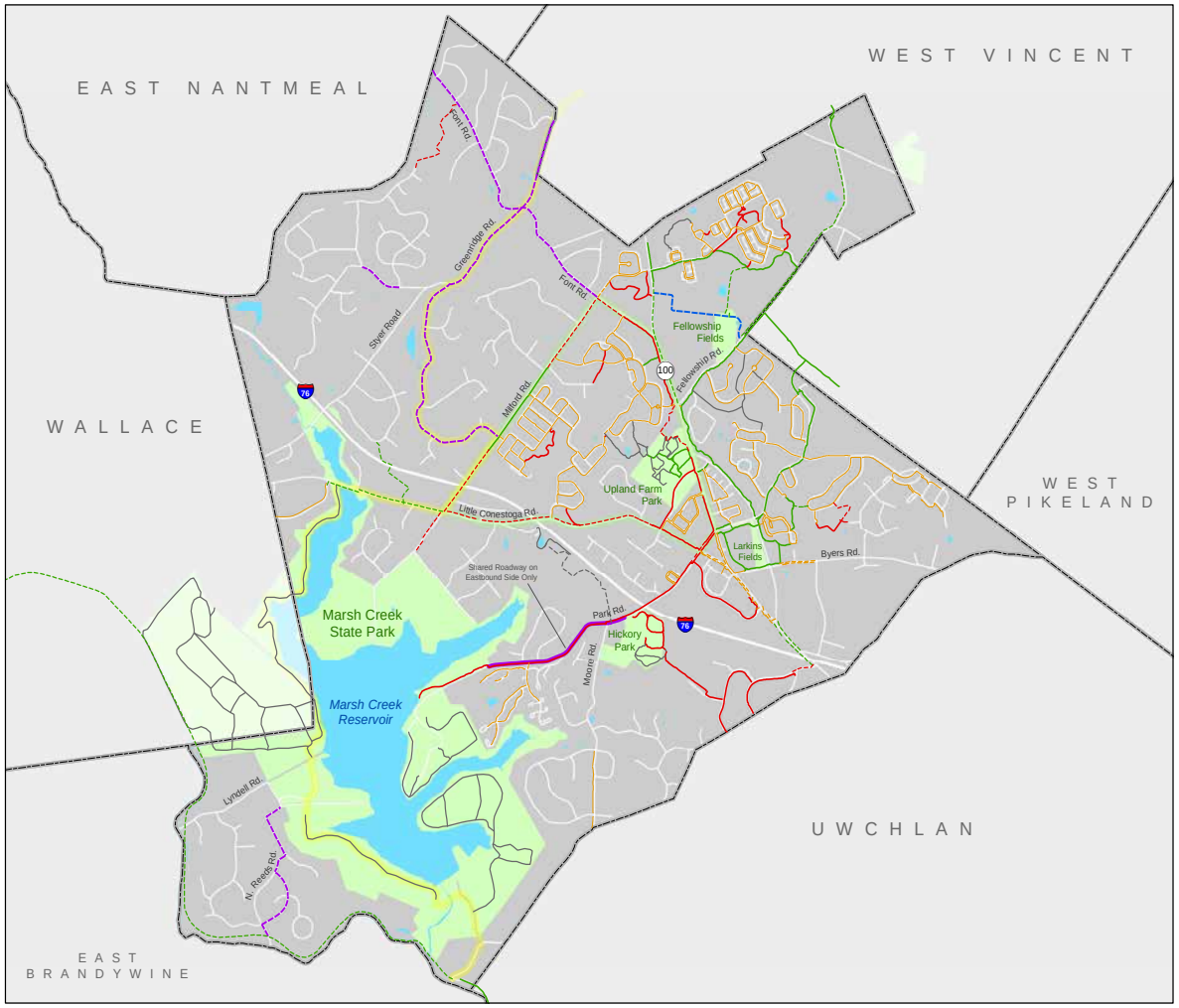
CONNECTED NETWORK

OVERVIEW

Although active transportation is often associated with recreation and healthy communities, the benefits of a robust, well connected active transportation network extend far beyond. Such a network plays a critical role in connecting people to key destinations and essential services, providing safe and comfortable routes to schools, and creating vital links to employment. This is especially important for those without access to a personal automobile or who are unable to drive.

This map illustrates potential pedestrian and bicycle connections in Upper Uwchlan Township. The facility types for the existing and potential connections correspond with the Active Transportation Toolbox. The alignments and facility types were identified, evaluated, and prioritized based on previous plans, existing policies, field observations, and community input. Many of the connections are in the planning phase and will require further feasibility evaluation, engineering, permitting, and property owner coordination before improvements can be constructed. However, the map presents a vision for how the connected network can be built over time.

The following quadrant and focus area maps for the Fellowship Road area and Village of Eagle present the potential connections in more detail.



Active Transportation Plan: Existing and Proposed Connections

Upper Uwchlan Township
Chester County, Pennsylvania

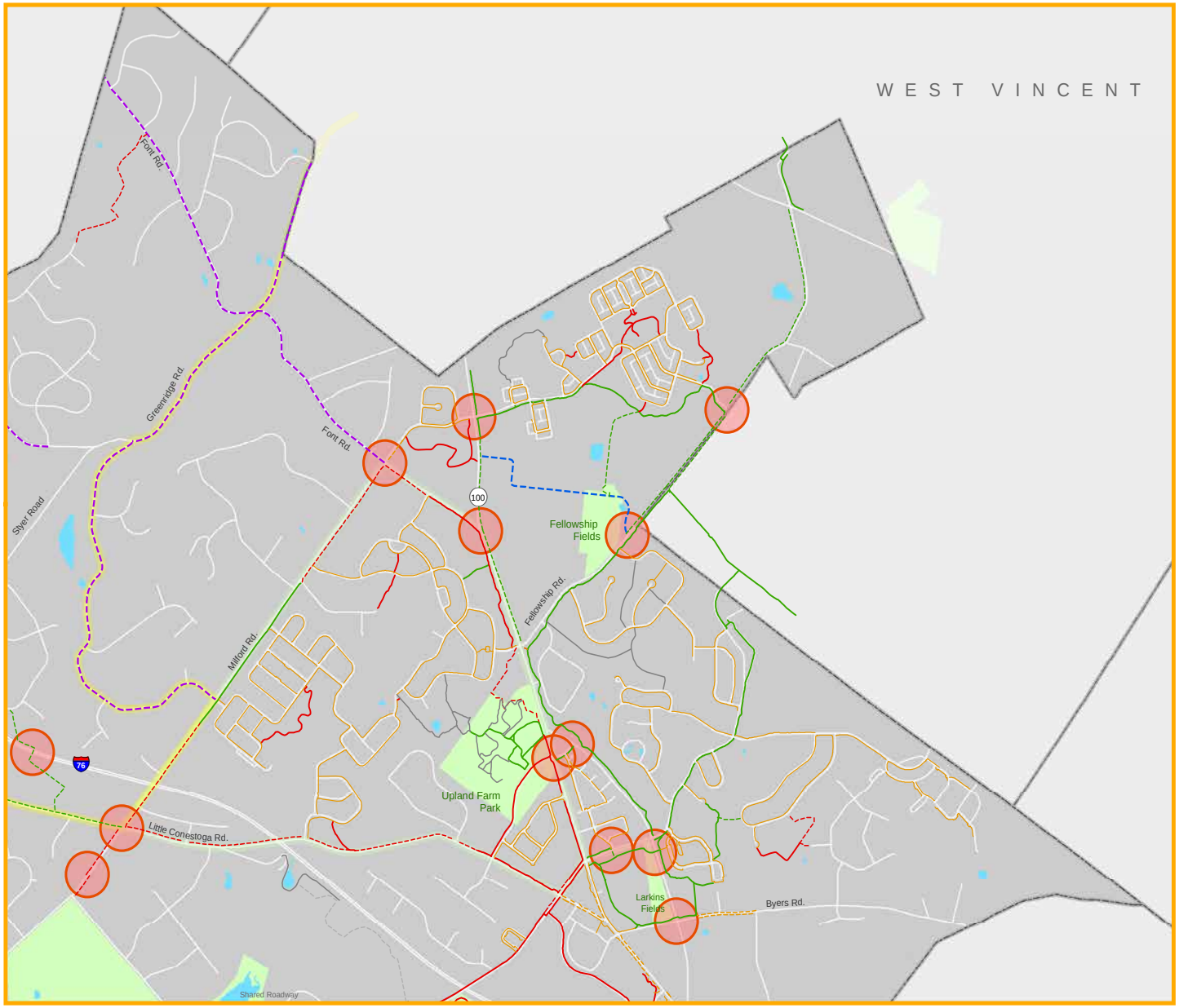
Existing Connections
- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections
- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway

Other Features
- Brandywine Trail (Hiking/Social Trail, see page 40)
- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company
BRANDYWINE CONSERVANCY

0 0.25 0.5 1 Miles



Active Transportation Plan: Northeast

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway
- Crossing Improvements

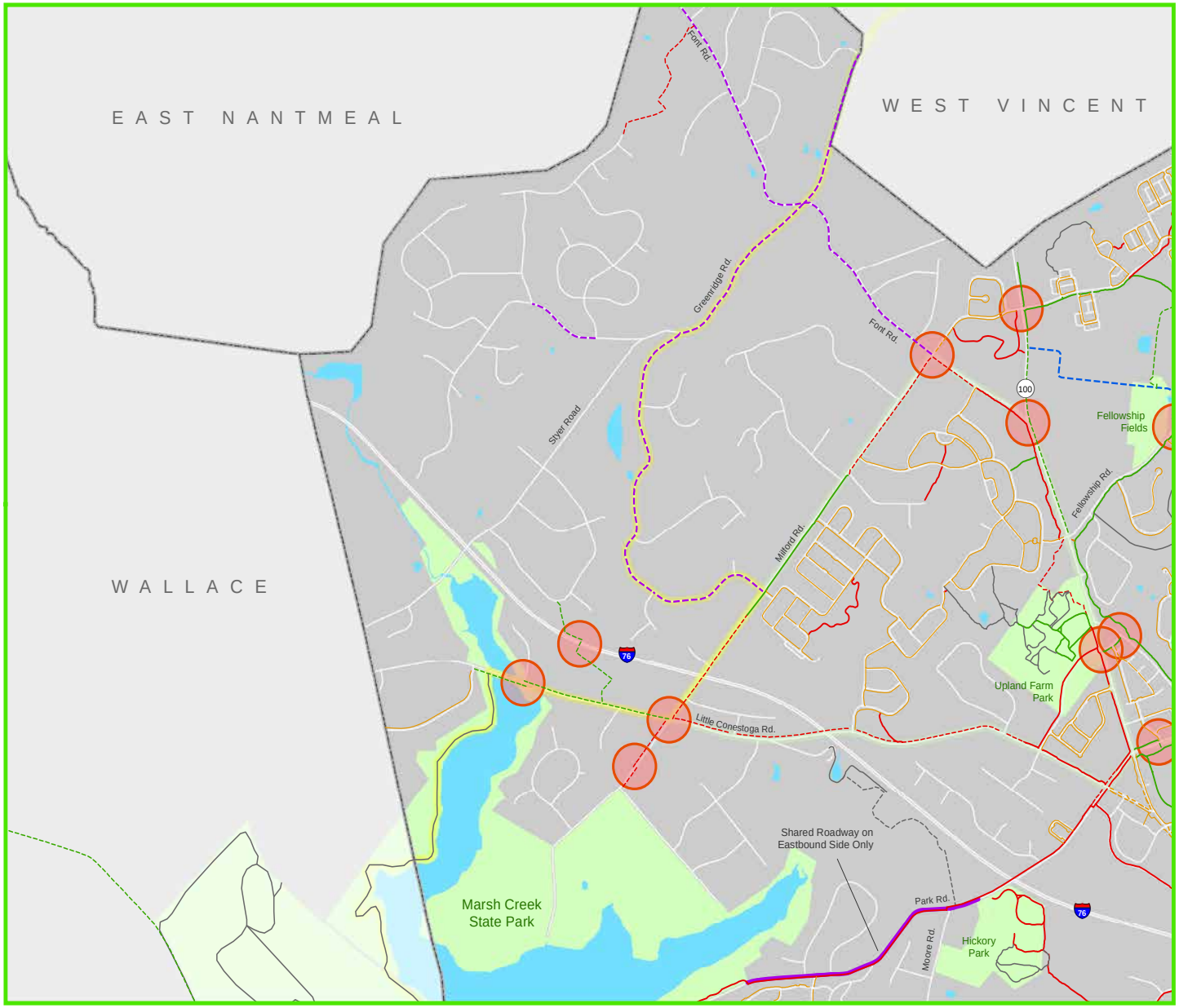
Other Features

- Brandywine Trail (Hiking/Social Trail, see page 40)
- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 0.25 0.5 Miles



Active Transportation Plan: Northwest

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway
- Crossing Improvements

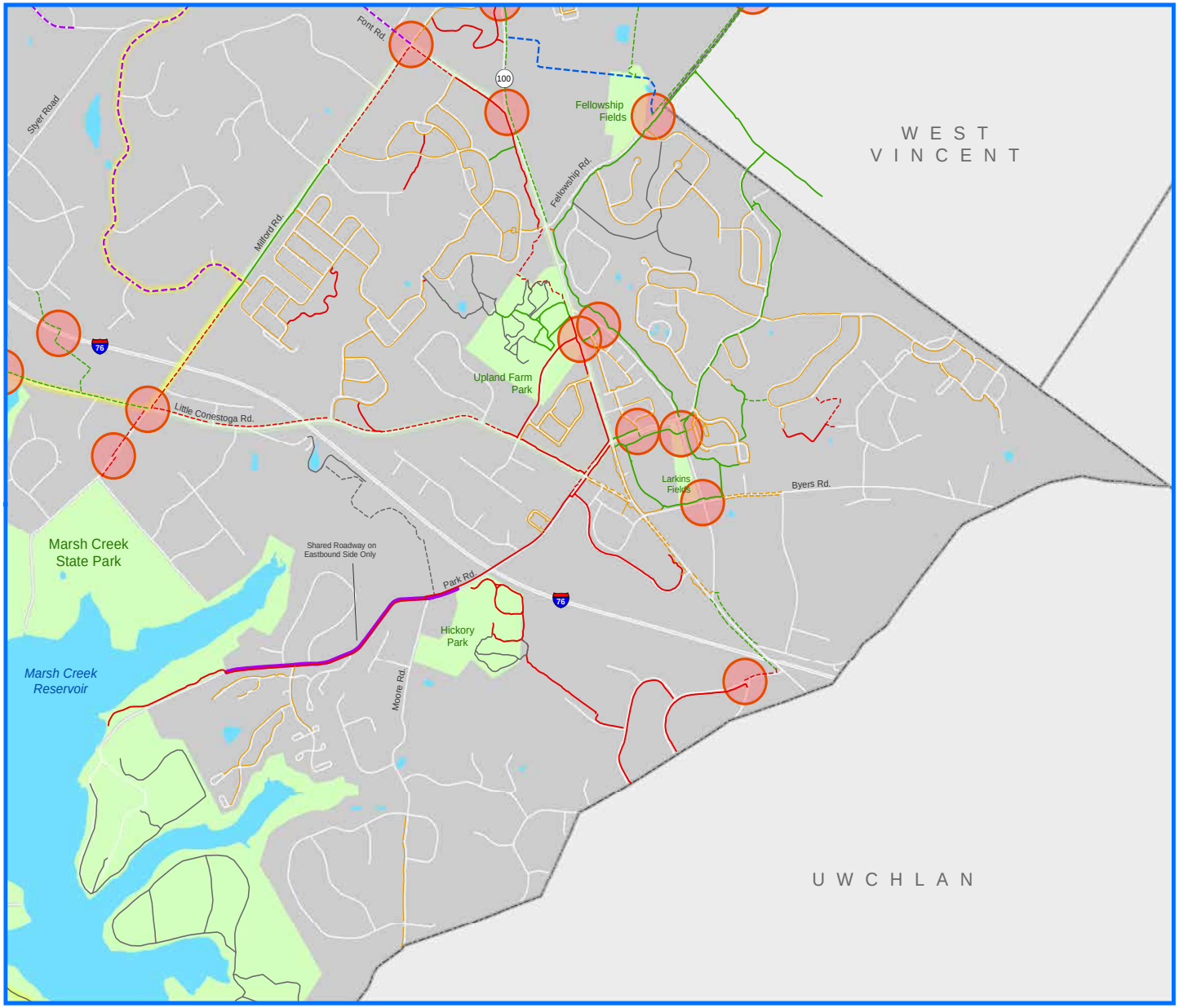
Other Features

- Brandywine Trail (Hiking/Social Trail, see page 40)
- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 0.25 0.5 Miles



Active Transportation Plan: Southeast

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway
- Crossing Improvements

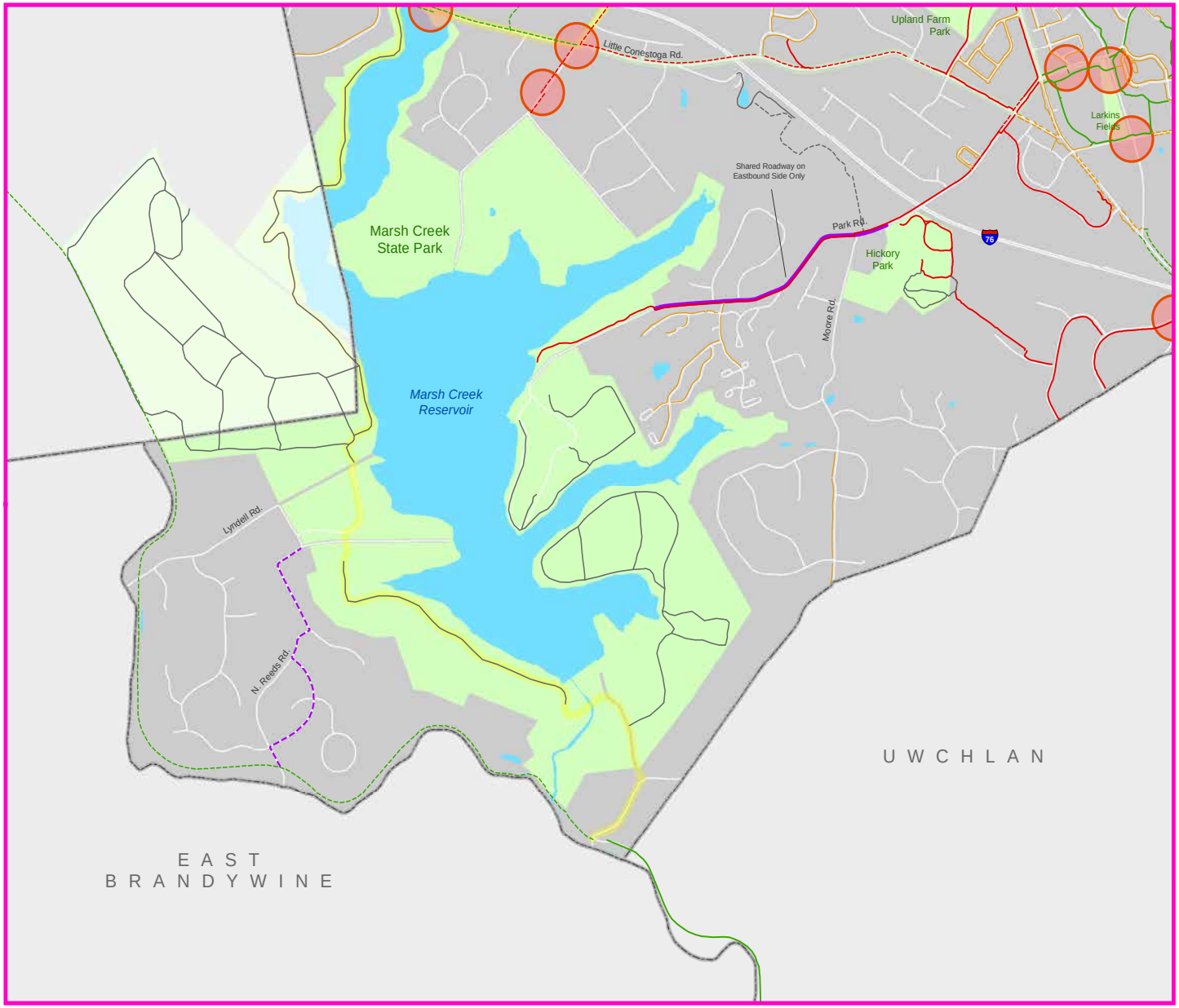
Other Features

- Brandywine Trail (Hiking/Social Trail, see page 40)
- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 0.25 0.5 Miles



Active Transportation Plan: Southwest

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Crossing Improvements

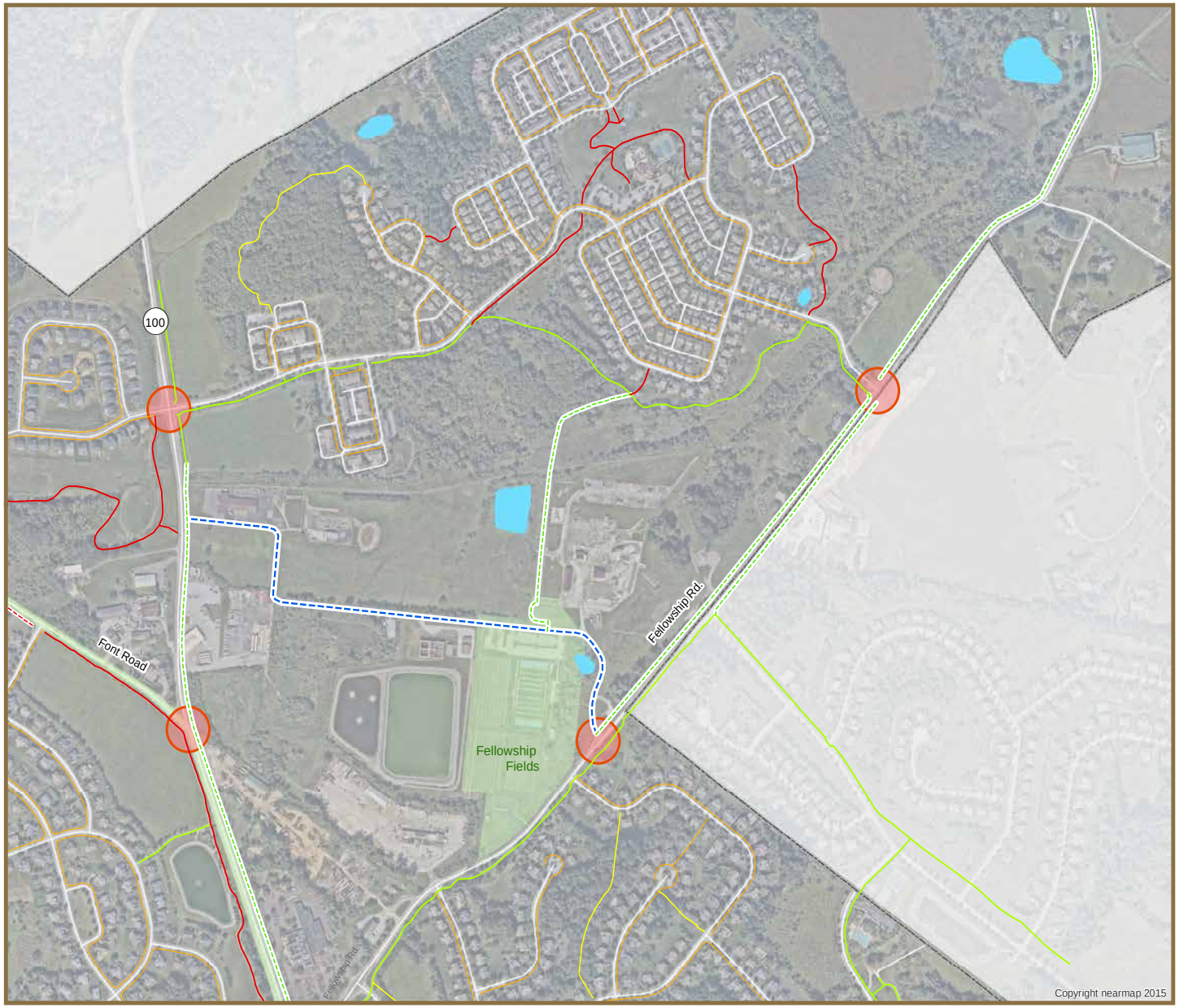
Other Features

- Brandywine Trail (Hiking/Social Trail, see page 40)
- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 0.25 0.5 Miles



Active Transportation Plan: Fellowship

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections

- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway
- Crossing Improvements

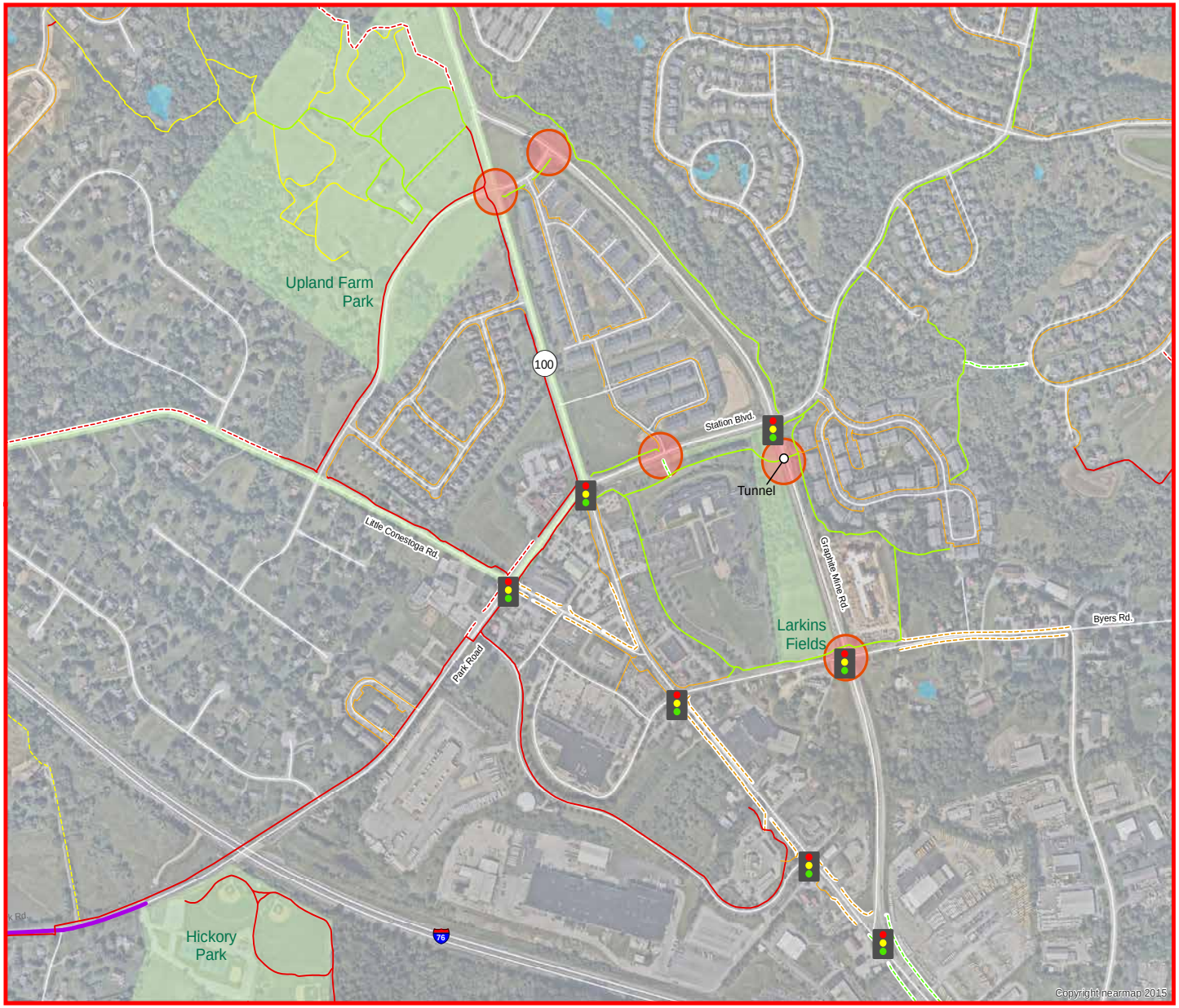
Other Features

- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 250 500 1,000 Feet



Active Transportation Plan: Eagle

Upper Uwchlan Township
Chester County, Pennsylvania

Existing Traffic Signals

Existing Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Proposed Connections

- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Crossing Improvements

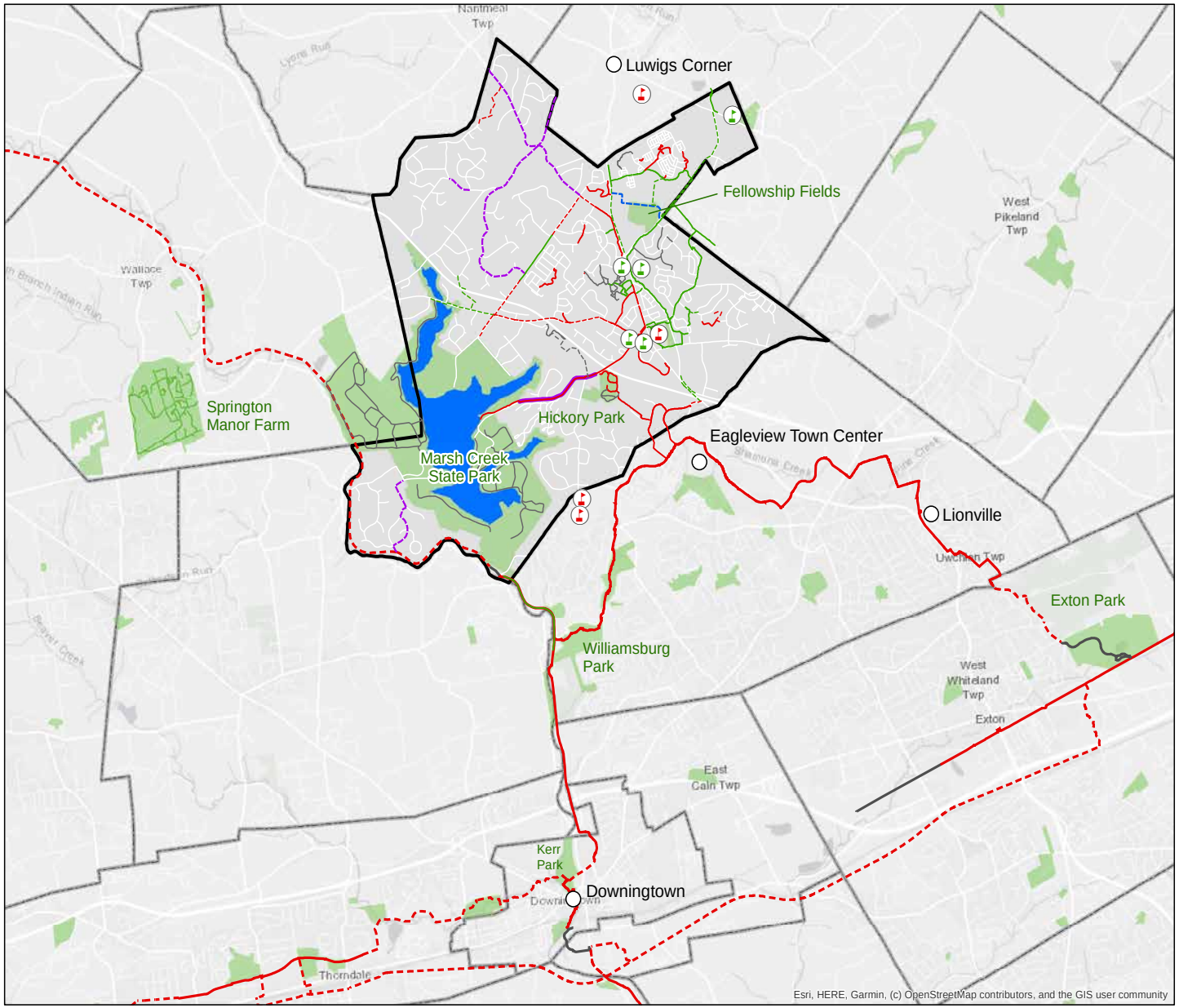
Other Features

- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 250 500 1,000 Feet



Active Transportation Plan: Regional Destinations and Connections

Upper Uwchlan Township
Chester County, Pennsylvania

Township Connections

Proposed Connections

- Footpath
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway

Existing Connections

- Footpath
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Regional Trails

- Existing
- Proposed
- Design/Engineering
- Springton Manor Trail Network

Local Schools

- Public
- Private

- Recreational Lands
- Water Bodies

McMAHON a Bowman company

BRANDYWINE CONSERVANCY

0 0.5 1 2 Miles

SHARED ROADWAY STRATEGIES

Shared Roadways include corridors where people want to walk and bike, but it is cost prohibitive, not feasible, or not desirable to provide an off-road sidewalk or path. How can we make walking and biking along these roadways safer and more comfortable?

PROVIDE "CLEAR AREAS"

- Shoulder widening
- Shoulder grading
- Slope stabilization
- Reduce travel lane widths
- Safety improvements at pinch points, intersections, or crossings
- Clear roadside vegetation
- Remove other obstructions within 3' - 5' of the edge of the roadway
- Street sweeping
- Neighborhood footpaths

CALM TRAFFIC

- Speed enforcement
- Pavement markings with speed limit
- Electronic radar speed signs
- Speed humps in select locations

INCREASE EDUCATION AND AWARENESS

- "Bicycles May Use Full Lane" signs
- "Sharrow" pavement markings
- Yard signs with safety or educational messages
- Lighting in key locations
- Wayfinding/route identification signs
- Educational materials for township website and newsletter
- Community conversations and coordination with property owners

Shared roadway treatments play an important role in this plan. They are tools to improve the experience of walking and biking in locations in which the implementation of dedicated off-road or on-road facilities is constrained by conditions such as difficult topography, minimal right-of-way, or physical limitations. In some of these locations, residents are currently walking and biking despite not feeling entirely safe and comfortable for segments of their trip, whether that be because of traffic speeds, pinch points in the roadway, or drivers' lack of awareness. Others likely would want to use these routes as well if the experience was improved.

The strategies identified represent a range of options for improving the safety and comfort of pedestrians and bicyclists using roadways without dedicated active transportation facilities. Not all strategies will be suited to all locations. The context of the specific location will guide which strategies would be appropriate and effective.



SPEED HUMP



RADAR SPEED SIGN



PAVED SHOULDER



CLEARING ROADSIDE VEGATATION



BICYCLISTS MAY USE FULL LANE SIGN



EDUCATION CAMPAIGN

KEY CROSSING STRATEGIES

The quadrant and focus area maps identify "Crossing Improvements", which are locations where there are safety or operational issues for pedestrians and bicyclists crossing a roadway. Many of the identified locations are along arterials where high traffic volumes, high traffic speeds, and a lack of accommodations make it uncomfortable for pedestrians and bicyclists to cross the roadway. Other crossing improvements are identified at locations where there may be issues with sight distance, topography, or roadway curvature that make it difficult for motorists, pedestrians, and bicyclists to see one another. Crossing improvements aim to increase the visibility and protection of more vulnerable road users.

Listed below are several treatment options that can be considered when further evaluating and developing the preferred design solution for a crossing location. The *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, developed by the Federal Highway Administration (FHWA), provides guidance on appropriate treatments based on the characteristics of the roadway. Any crossings located on state owned roadways or crossings that involve a traffic signal or flashing warning device require coordination with PennDOT. A crossing improvement can be implemented as a stand-alone project or as part of a broader sidewalk, path, bikeway, or roadway improvement project.

Potential Treatments

- High-visibility crosswalk markings
- Signage
  - Pedestrian Crossing (W11-2)
  - Bicycle Warning (W11-1)
  - Combination Bicycle and Pedestrian Crossing (W11-15)
- Traffic control (i.e. traffic signal, stop sign), if warranted
- Flashing warning device, such as a rectangular rapid flashing beacon
- Pedestrian signals or leading pedestrian intervals (at signalized intersections)
- ADA related improvements, such as curb ramps, push buttons, etc.
- Traffic calming measures, including raised crosswalks
- Improvements to reduce crossing distances (i.e. curb bump-out, pedestrian refuge island)
- Improvements to increase sight distance, which may include trimming vegetation or enacting on-street parking restrictions for the crosswalk approach
- Improved pedestrian scale lighting





CHAPTER FOUR

CAPITAL IMPROVEMENTS AND CATALYST PROJECTS

CONTENTS

- Introduction
- Windsor Ridge and Fellowship
- Inner Loop
- Marsh Creek Park and Hickory Park Connections
- Village of Eagle
- Village of Byers
- Northwest Neighborhoods
- Southwest Neighborhoods

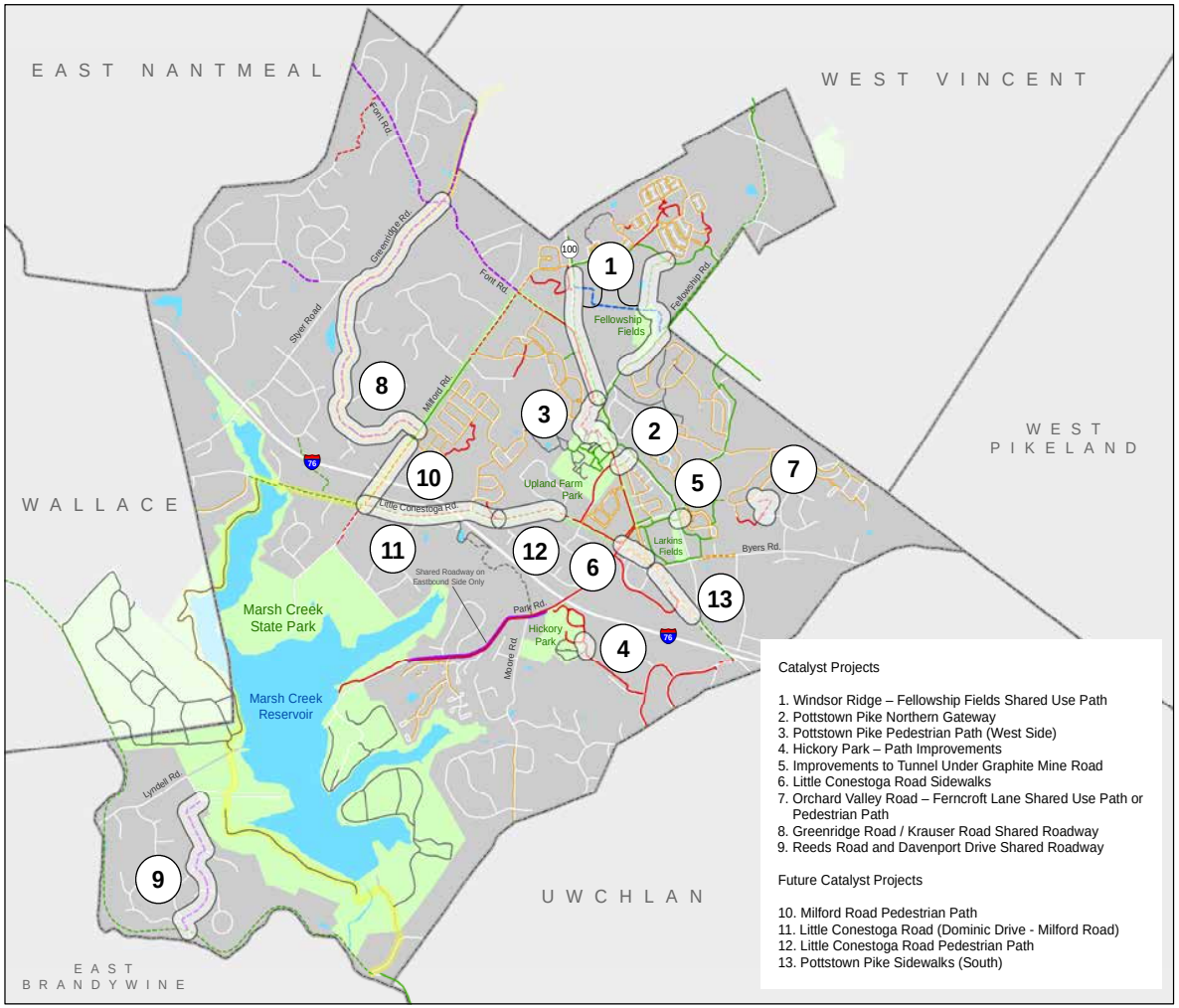
INTRODUCTION

This chapter provides a detailed look at the capital improvement projects needed to implement the proposed active transportation network presented in Chapter 3. These projects would have immediate impacts in enhancing safety and connectivity. The capital projects are presented by the thematic and geographic focus areas that reflect the goals and priority connections based on public input. The focus areas are:

- Windsor Ridge and Fellowship
- Inner Loop
- Marsh Creek Park and Hickory Park Connections
- Village of Eagle
- Village of Byers
- Northwest Neighborhoods
- Southwest Neighborhoods

CATALYST AND FUTURE CATALYST PROJECTS

Within each Focus Area, at least one catalyst project has been identified. Catalyst projects are capital improvement projects that can be implemented in the near term and will help to kick-start implementation of the plan. The catalyst projects were selected based on feedback from the township, steering committee, and the public engagement process. Conceptual sketches, cost estimates, and key next steps are included where such detail is warranted by the project's complexity. Future catalyst projects are capital improvement projects that are high priorities but which will require additional planning and feasibility review in order to advance towards near term implementation.



Active Transportation Plan: Catalyst Projects

Upper Uwchlan Township
Chester County, Pennsylvania

Proposed Connections
- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway
- Yield Roadway

Existing Connections
- Footpath
- Sidewalk
- Pedestrian Path
- Shared Use Path
- Shared Roadway

Other Features
- Brandywine Trail (Hiking/Social Trail, see page 40)
- Inner Loop Trail (Concept, see page 40)
- Water Bodies
- Parks

McMAHON a Bowman company
BRANDYWINE CONSERVANCY

0 0.25 0.5 1 Miles

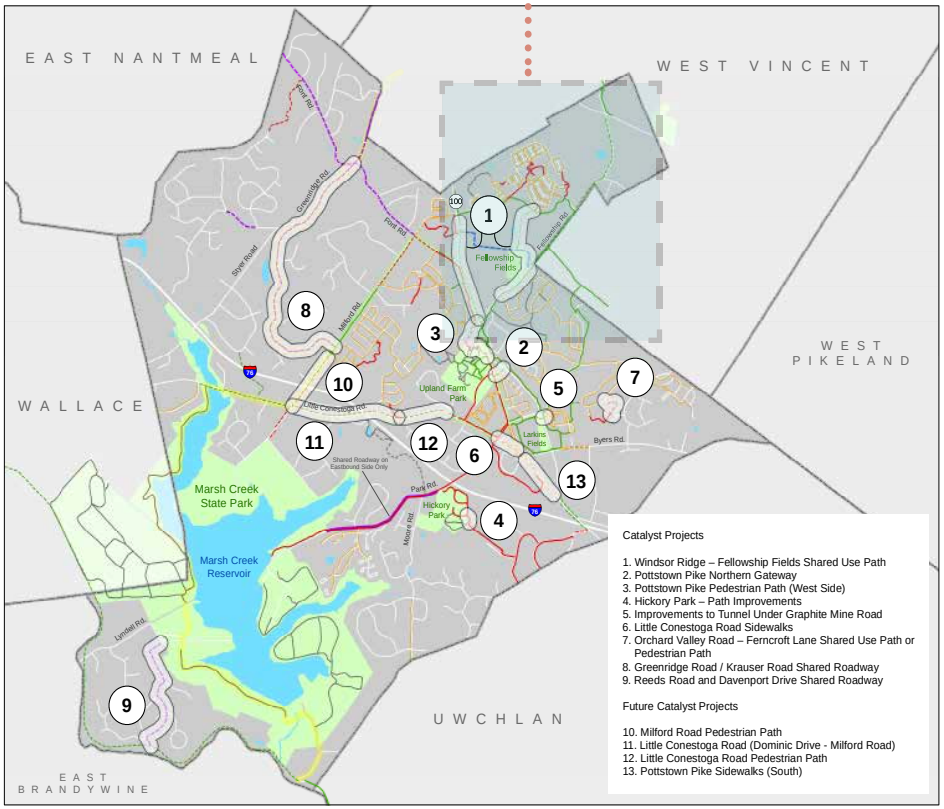
Cost Estimates

Construction cost estimates are provided for several catalyst projects. The order of magnitude estimates are for planning and budgeting purposes. The estimates provide a general range for engineering and construction and do not include right-of-way, utility relocation, permitting, or construction inspection. Those are additional costs that should be estimated based on additional conceptual design. All estimates are in 2023 dollars based on recent available bid data and do not include inflation.

WINDSOR RIDGE AND FELLOWSHIP

CAPITAL PROJECTS

- *Windsor Ridge – Fellowship Fields Shared Use Path - **Catalyst***
- *Fellowship Road Shared Use Paths*
- *Fellowship Yield Roadway*



WINDSOR RIDGE – FELLOWSHIP FIELDS SHARED USE PATH

CATALYST PROJECT

Project Limits

Elmhurst Drive to Magnolia Drive

Description

Shared use path utilizing asphalt and boardwalk portions (where needed to cross wetlands).

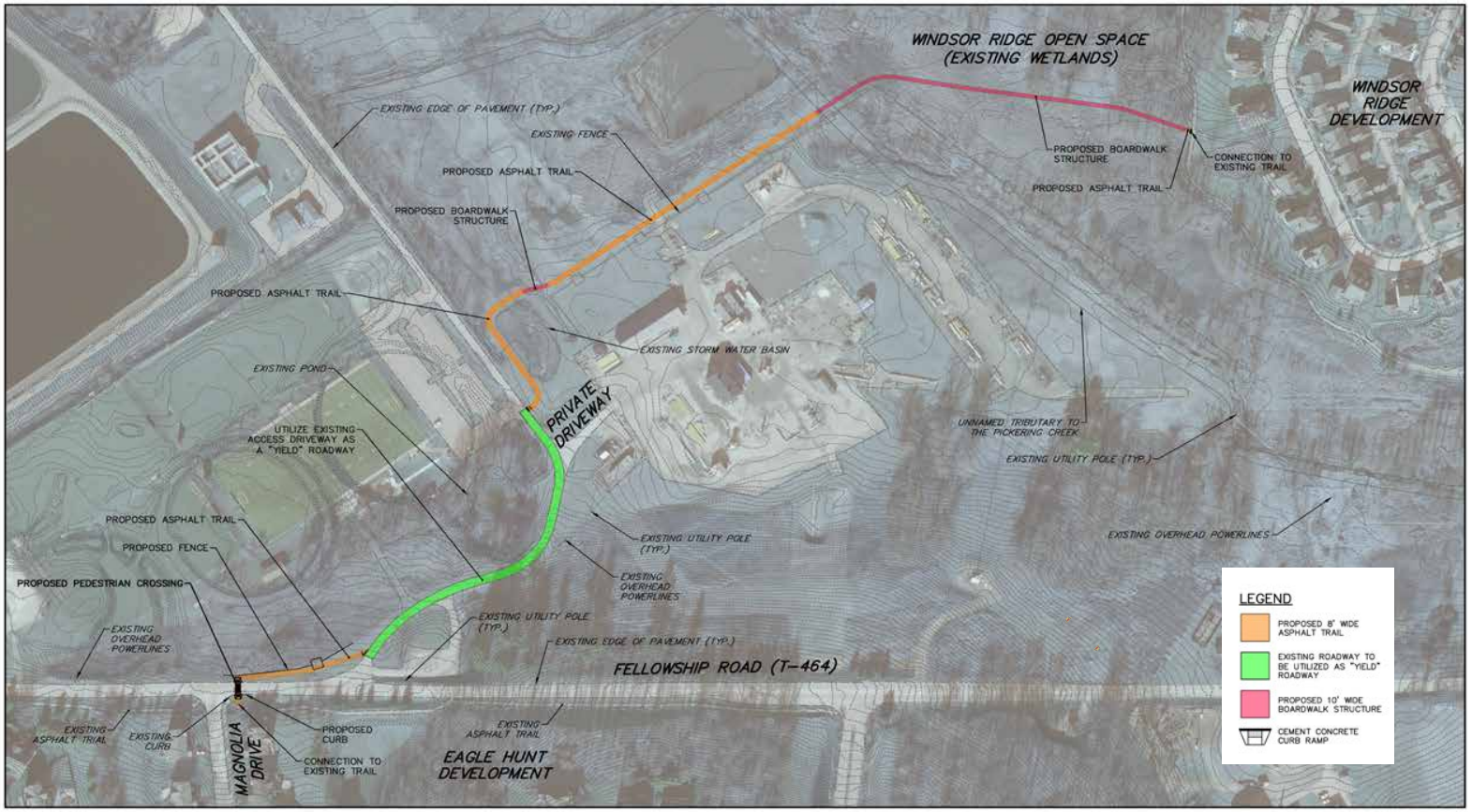
Connections:

- Windsor Ridge residential development
- Fellowship Fields
- Eagle Hunt residential development
- Byers Station residential development
- Proposed yield roadway
- Township path network

Design Options

The township completed a feasibility evaluation for connecting the Windsor Ridge Community Development to Fellowship Fields and the township's existing sidewalk and trail network in 2021. The evaluation identified two potential alignments for an asphalt path connection. Option 1 (shown to the right) provides a more direct connection through property owned by Texas Eastern Transmission Corp. Option 2 involves a connection along PA Route 100 (Pottstown Pike). More detailed conceptual plans for both options are included in Appendix D.

OPTION ONE



*Conceptual design exhibit for Option One from feasibility evaluation

Next Steps

- Compile information related to the need for the connection and the high level of public support. Share information with elected officials.
- Coordinate with Texas Eastern Transmission Corp regarding the need, support, and alignment options for the shared use path on their property.
- Identify funding for design and construction of the near-term improvement project to upgrade the pedestrian crossing of Fellowship Road at the driveway for Fellowship Fields.

NEAR-TERM IMPROVEMENT

CATALYST PROJECT

Fellowship Road Crossing Enhancement

Installing an enhanced crossing to connect the existing shared use path along Fellowship Road to Fellowship Fields would be an important, and relatively straightforward, near-term improvement that advances implementation of the broader improved connection to Windsor Ridge. Adding high visibility crosswalks and ADA ramps along with a Rectangular Rapid Flashing Beacon (RRFB) would increase pedestrian visibility, calm traffic, and improve connectivity at this key location.



Fellowship Road Shared Use Paths

Project Limits

Fellowship Fields to PA Route 401

Description

Shared use paths on both sides of Fellowship Road from Fellowship Fields to Prospect Hill Boulevard, west side only from Prospect Hill Boulevard to PA Route 401.

Considerations

Significant physical constraints along both sides of the roadway between Fellowship Fields and Prospect Hill Boulevard, including steep slopes, spray/drip irrigation field, and stormwater management infrastructure.

Connections:

- Windsor Ridge residential development
- Fellowship Fields
- Eagle Hunt residential development
- Byers Station residential development

Next Steps

- Coordinate with property owners regarding alignment options for a shared use path between Prospect Hill Boulevard and Route 401.
- Develop a feasibility study and more detailed conceptual plan, including right-of-way research and cost estimates.

Fellowship Yield Roadway

Project Limits

Fellowship Road to Pottstown Pike

Description

Yield roadway, which is a treatment designed to serve pedestrians, bicyclists, and vehicles in the same slow-speed, low-traffic travel area without lane markings.



Connections:

- Fellowship Fields
- Eagle Hunt residential development
- Byers Station residential development
- Proposed shared use path on the east side of Pottstown Pike
- Township path network

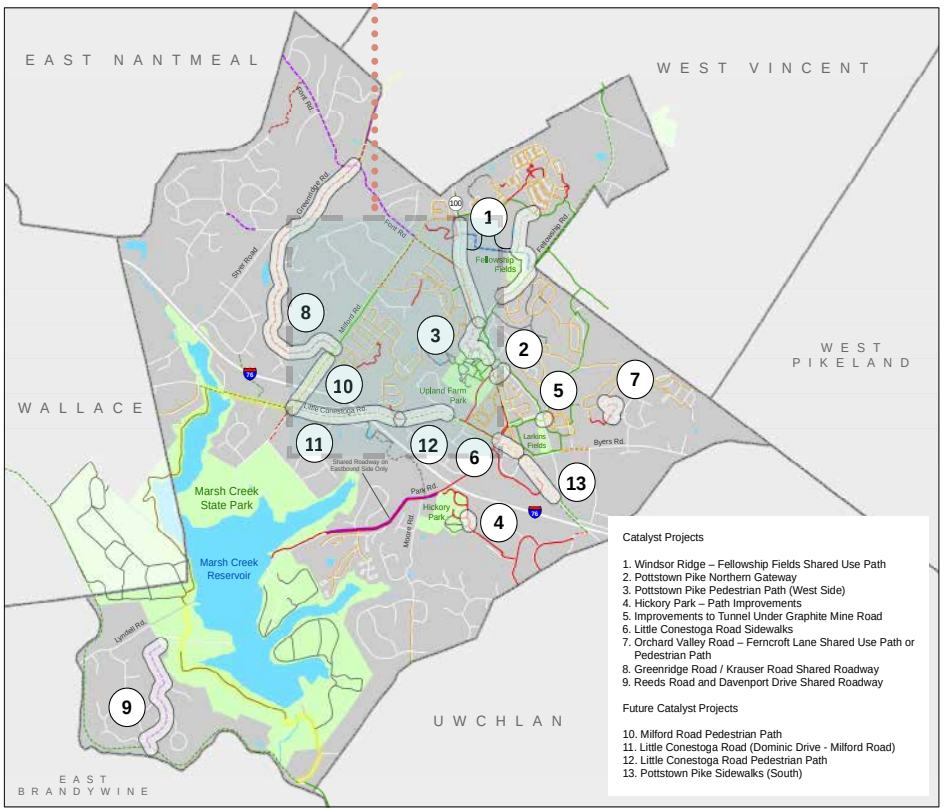
Next Steps

- In conjunction with the Windsor Ridge – Fellowship Field catalyst project, coordinate with Texas Eastern Transmission Corp and other property owners regarding potential yield roadway treatments and agreements to allow walking and biking on this shared driveway.

INNER LOOP

CAPITAL PROJECTS

- *Pottstown Pike Northern Gateway -* ***Catalyst***
- *Pottstown Pike Pedestrian Path (West Side)-* ***Catalyst***
- *Little Conestoga Road (Dominic Drive - Milford Road) Pedestrian Path -* ***Future Catalyst***
- *Font Road Pedestrian Path*
- *Pottstown Pike Shared Use Path (East Side)*
- *Park Road Pedestrian Path Gap*
- *Little Conestoga Road Pedestrian Path -* ***Future Catalyst***
- *Milford Road Pedestrian Path -* ***Future Catalyst***



POTTSTOWN PIKE NORTHERN GATEWAY

CATALYST PROJECT

Project Limits

Triangle of Pottstown Pike, Darrell Drive, and Graphite Mine Road

Description

As part of the Village Transportation Plan (2014) several design options were evaluated to improve safety, traffic flow, and bicycle and pedestrian access at the northern gateway to the Village of Eagle. The options included different roundabout configurations, new paths, signal and crossing improvements, and/or median treatments. Further evaluation and selection of a preferred option is closely related to the potential designation of Graphite Mine Road and PA Route 100.

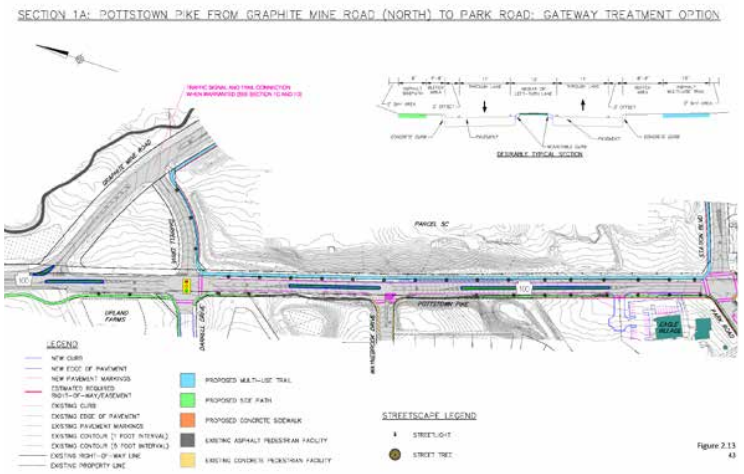
Connections:

- Upland Farm Park
- Graphite Mine Road shared use path
- Village of Eagle
- Villages at Chester Springs residential development

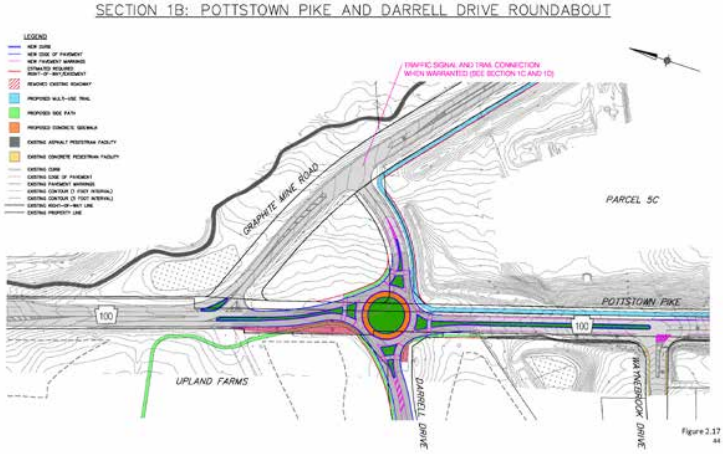
Next Steps

- Continue to coordinate with PennDOT regarding the redesignation of PA Route 100 to Graphite Mine Road.
- Coordinate with PennDOT regarding the potential long-term improvements for the northern gateway, as well as near term improvements to provide trail crossings at Pottstown Pike/Darrell Drive and Graphite Mine Road/ Darrell Drive.
- Identify funding for design and construction for the near-term (and long-term) improvements.
- Conduct additional evaluation regarding the feasibility and warrants for the near-term trail crossing improvements, such as signalization or flashing warning devices.

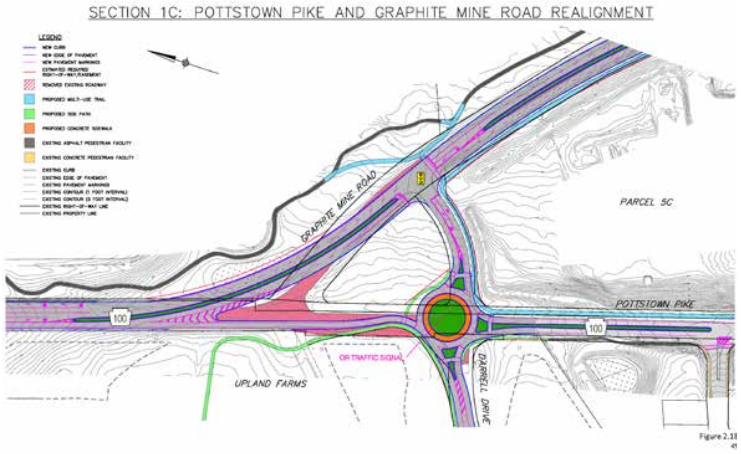
SECTION 1A



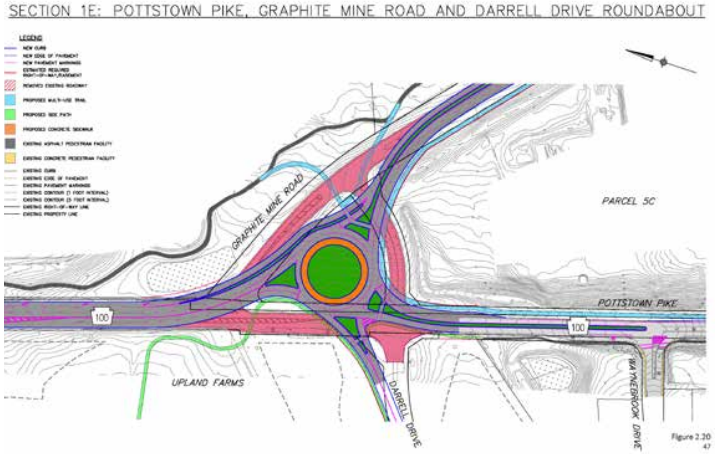
SECTION 1B



SECTION 1C



SECTION 1F



**Conceptual design exhibits for Sections 1A - 1F from Village Transportation Plan (2014)*

NEAR-TERM IMPROVEMENT

Intersection Crossing Enhancements

Reconfiguration of the northern gateway is a longer term improvement. In the near-term, there is the need for improved trail crossings at the intersections of Graphite Mine Road/Darrell Drive and Pottstown Pike/Darrell Drive to connect existing paths and enhance access to Upland Farms.

Project Limits

Intersections of Graphite Mine Road/Darrell Drive and Pottstown Pike/Darrell Drive

Description

Improved trail crossings at the intersections of Graphite Mine Road/Darrell Drive and Pottstown Pike/Darrell Drive.

Connections:

- Upland Farm Park
- Graphite Mine Road shared use path
- Village of Eagle
- Villages at Chester Springs residential development

Order of Magnitude Cost Estimate (2023 Dollars)

Design: $100,000 - $200,000
Construction: $575,000 - $650,000



Next Steps

- Continue to coordinate with PennDOT regarding the redesignation of PA Route 100 to Graphite Mine Road.
- Coordinate with PennDOT regarding the potential long-term improvements for the northern gateway, as well as near term improvements to provide trail crossings at Pottstown Pike/Darrell Drive and Graphite Mine Road/Darrell Drive.
- Identify funding for design and construction for the near-term (and long-term) improvements.
- Conduct additional evaluation regarding the feasibility and warrants for the near-term trail crossing improvements, such as signalization or flashing warning devices.

Pottstown Pike Pedestrian Path (West Side)

CATALYST PROJECT

Project Limits

Intersection of Pottstown Pike/Fellowship Road/ Reserve Drive to Upland Farm Park

Description

Shared use path to the west of Pottstown Pike within the limits above.

Order of Magnitude Cost Estimate (2023 Dollars)

Design: $400,000

Construction: $1.6 million

Connections:

- Upland Farm Park
- Reserve at Eagle residential development
- Village of Eagle
- Beth Israel Congregation and Pre-School
- St Elizabeth Church and School

Next Steps

- Coordinate with adjacent property owners regarding path connections and alignment.
- Identify funding for design and construction of the improvements. The township is pursuing federal funding through the Transportation Alternatives Set Aside (TASA) program for construction.
- Initiate preliminary engineering, including topographic survey and property research.



Little Conestoga Road (Dominic Drive – Milford Road)

FUTURE CATALYST PROJECT

Project Limits

Milford Road to Dominic Drive

Description

Pedestrian path on the north side of Little Conestoga Road within the limits above.

Connections:

- Village of Eagle
- Inner Loop internal sidewalk and path network

Next Steps

- Coordinate with the Pennsylvania Turnpike Commission (PTC) regarding the potential for additional space on Little Conestoga Road under the PTC bridge as part of expansion project.
- Coordinate with adjacent property owners regarding path connections and alignment.
- Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.

Font Road Pedestrian Path

Project Limits

Milford Road to Griffith Lane

Description

Pedestrian path on the south side of Font Road within the limits above, connecting to existing path to the east of Griffith Lane

Connections:

- Village of Eagle
- Inner Loop internal sidewalk and path network

Next Steps

- Coordinate with adjacent property owners regarding path connections and alignment.
- Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.

Pottstown Pike Shared Use Path (East Side)

Project Limits

Fellowship Road to existing shared use path near Garrison Drive

Description

Shared use path on the east side of Pottstown Pike within the limits above.

Connections:

- Village of Eagle
- Windsor Ridge residential development
- Pickering Valley Elementary
- Larkins Field
- Proposed yield roadway
- Upland Farm Park (dependent on proposed crossing improvements on Pottstown Pike and on Graphite Mine Road and/or west side shared use path on Pottstown Pike)

Next Steps

- Coordinate with property owners and/or developers to have the shared use path implemented as part of proposed land development projects.

Park Road Pedestrian Path Gap

Project Limits

Mid-block between Pottstown Pike and Little Conestoga Road to Park Road pedestrian path

Description

Pedestrian path on the west side of Park Road to fill a gap between existing path segments.

Connections:

- Village of Eagle
- Park Road Path
- Marsh Creek State Park
- Pickering Valley Elementary
- Larkins Field



Next Steps

- Coordinate with property owners and/or developers to have the pedestrian path implemented as part of proposed land development projects.

Little Conestoga Road Pedestrian Path

FUTURE CATALYST PROJECT

Project Limits

Darrell Drive to Dominic Drive

Description

Pedestrian path on the north side of Little Conestoga Road within limits above.

Connections:

- Village of Eagle
- Park Road Path
- Marsh Creek State Park

Next Steps

- Coordinate with PennDOT and adjacent property owners regarding path connections and alignment.
- Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.

Milford Road Pedestrian Path

FUTURE CATALYST PROJECT

Project Limits

Preserve at Marsh Creek to Little Conestoga Road

Description

Shared use path on the east side of Milford Road within limits above.

Connections:

- Existing and proposed Milford Road paths
- Proposed Little Conestoga Road paths
- Marsh Creek State Park (dependent on proposed Milford Road improvements south of Little Conestoga Road)

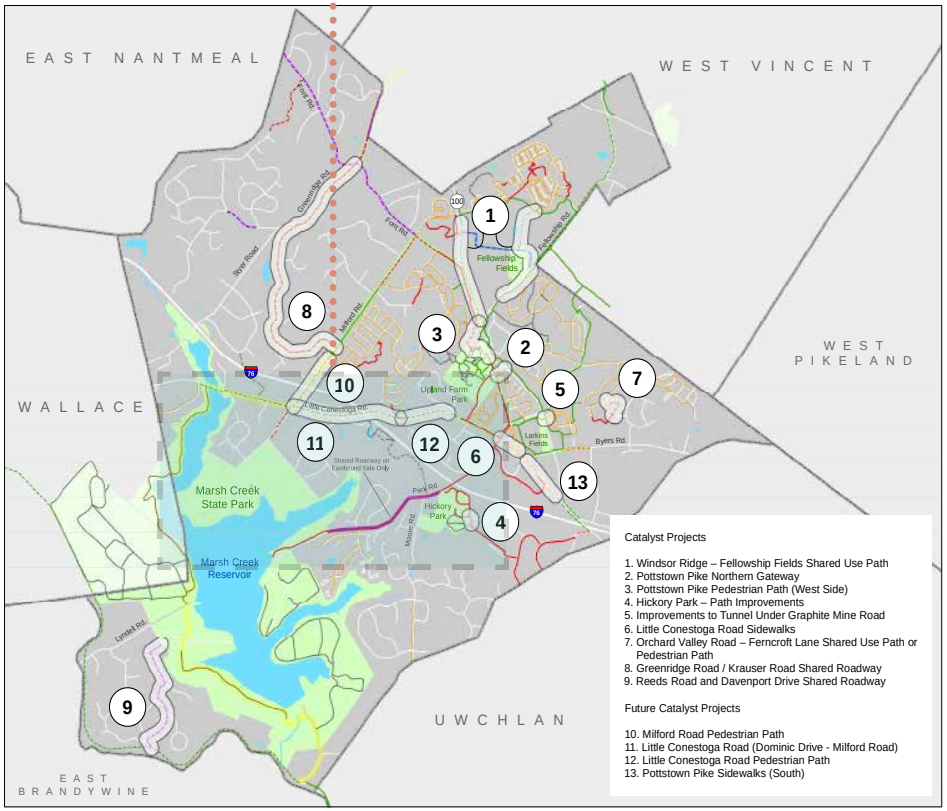
Next Steps

- Coordinate with adjacent property owners regarding path connections and alignment.
- Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.

MARSH CREEK STATE PARK AND HICKORY PARK CONNECTIONS

CAPITAL PROJECTS

- *Hickory Park Path Improvements - **Catalyst***
- *Milford Road (Little Conestoga Road – Lakeview Road / Marsh Creek State Park Pedestrian Path*
- *Little Conestoga (Milford Road – Popjoy Lane / Marsh Creek State Park) Shared Use Path*
- *Pennsylvania Drive / W. Township Line Road Pedestrian Path and Crossing*
- *Little Conestoga Road (Green Valley Road - Hickory Park) Pedestrian Path or Footpath*



Hickory Park Path Improvements

CATALYST PROJECT

Project Limits

Hickory Park to existing pedestrian path near Sierra Drive

Description

Paved pedestrian or shared use path between existing paved paths in Hickory Park and along Sierra Drive.

Connections:

- Park Road Path and Shared Roadway
- Eagleview trail network and Town Center
- Uwchlan Trail

Next Steps

- Evaluate whether paving a segment of the path can be implemented as routine maintenance by the township's Public Works department or requires design and permitting.
- If necessary, coordinate with owners of the gas pipelines easements that the path crosses.







Milford Road (Little Conestoga Road – Lakeview Road / Marsh Creek State Park) Pedestrian Path

Project Limits

Little Conestoga Road to Lakeview Road / Marsh Creek State Park

Description

Pedestrian path (preferably minimum 5' wide) on the west side of Milford Road on frontage of township property at Little Conestoga Road and crossing to the east side of Milford Road for connection to Lakeview Road and Marsh Creek State Park.

Connections:

- Inner Loop (including potential shared use path on Little Conestoga Road)
- Marsh Creek State Park

Next Steps

- Coordinate with adjacent property owners, including Marsh Creek State Park, regarding path connections and alignment.
- Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.

Little Conestoga (Milford Road – Popjoy Lane / Marsh Creek State Park) Shared Use Path

Project Limits

Little Conestoga Road from Milford Road to Popjoy Lane

Description

Shared use path on the north side of Little Conestoga Road, crossing to the south side near Shoreline Drive.

Connections:

- Inner Loop (including potential shared use paths on Little Conestoga Road and on Milford Road)
- Marsh Creek State Park

Next Steps

- Coordinate with the PA Turnpike Commission and adjacent property owners regarding path connections and alignment, particularly between Milford Road and Shoreline Drive.
- Coordinate with PennDOT for use of right-of-way and proposed shared use path crossing of Little Conestoga Road.
- Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.

Pennsylvania Drive / W. Township Line Road Pedestrian Path and Crossing

Project Limits

Pottstown Pike to existing pedestrian path on the south side of Pennsylvania Drive / W. Township Line Road

Description

Pedestrian path on the north side of Pennsylvania Drive / W. Township Line Road and a crossing over Pennsylvania Drive to an existing path on the south side.

Connections:

- Eagleview trail network and Town Center
- Hickory Park
- Uwchlan Trail
- Park Road Path
- Village of Eagle (dependent on set of proposed sidewalks and paths on Pottstown Pike)

Next Steps

- Coordinate with the PA Turnpike Commission, PennDOT, and adjacent property owners regarding the path connections on the west side of Pottstown Pike and north side of Pennsylvania Drive.

Little Conestoga Road (Green Valley Road - Hickory Park) Pedestrian Path or Footpath

Project Limits

Green Valley Road to Park Road (and Hickory Park)

Description

Pedestrian path (preferred) or footpath within the Reserve at Chester Springs – Community Open Space and PA Turnpike property.

Connections:

- Reserve at Chester Springs – Open Space
- Hickory Park
- Park Road Path and Shared Roadway

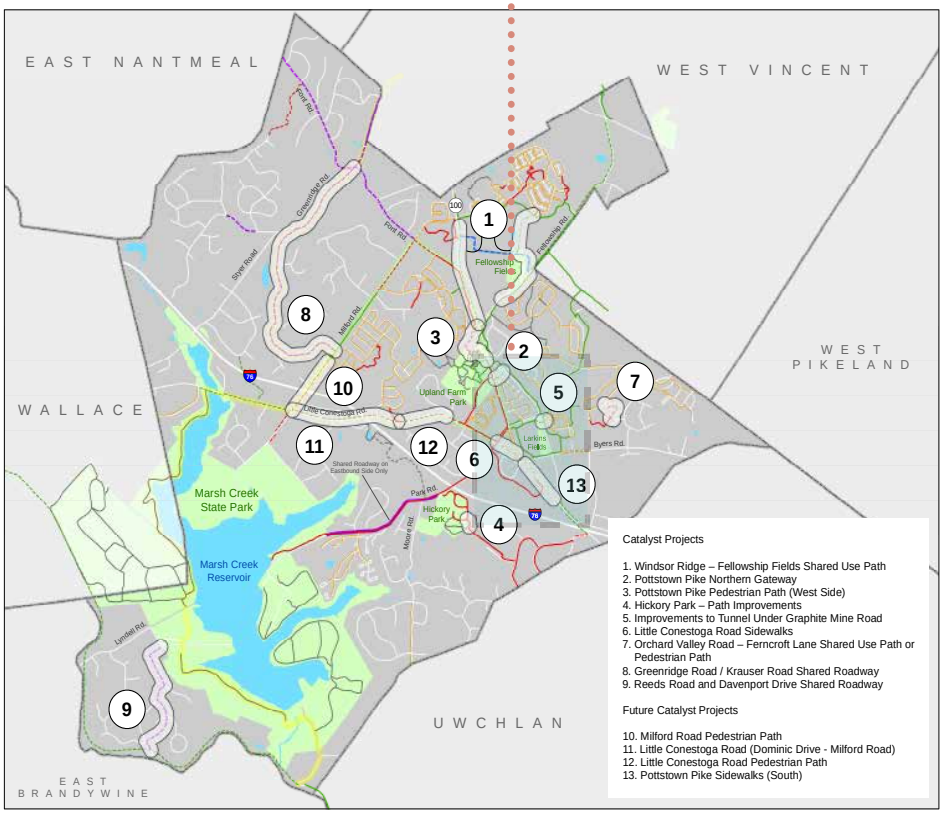
Next Steps

- Coordinate with the PA Turnpike and Reserve at Chester Springs – HOA regarding feasibility and potential path alignment.
- Develop a feasibility study and conceptual plan, including crossing the Unnamed Tributary to Marsh Creek.

VILLAGE OF EAGLE

CAPITAL PROJECTS

- *Improvements to Tunnel Under Graphite Mine Road - **Catalyst***
- *Little Conestoga Road Sidewalks - **Catalyst***
- *Station Boulevard Trail Crossing and Shared Use Path Extension*
- *Pottstown Pike Sidewalks (South) - **Future Catalyst***
- *Pottstown Pike Sidewalks (North)*
- *Pottstown Pike Shared Use Path*



Improvements to Tunnel Under Graphite Mine Road

CATALYST PROJECT

Project Limits

Pickering Valley Elementary / township property to Orleans residential development

Description

Improvements to existing pedestrian/bicycle tunnel under Graphite Mine Road to potentially include improved lighting, re-painting, public art, and security cameras.

Connections:

- Pickering Valley Elementary
- Larkins Field
- Village of Eagle
- Orleans residential development
- Byers Station residential development
- Graphite Mine Road shared use path

Next Steps:

- Undertake and institute a schedule for regular maintenance activities, such as clearing vegetation, clearing debris, and replacing lightbulbs.
- Identify additional enhancements, such as lighting, signage, and public art.







Little Conestoga Road Sidewalks

CATALYST PROJECT

Project Limits

Little Conestoga Road from Park Road to Pottstown Pike

Description

Sidewalks on both sides of Little Conestoga Road within the limits above.

Connections:

- Village of Eagle Park Road Path
- Inner Loop
- Ticonderoga Boulevard path
- Upland Farm Park (dependent on proposed crossing improvements on Pottstown Pike and on Graphite Mine Road and/or west side shared use path on Pottstown Pike)

Next Steps:

- Coordinate with PennDOT for consideration of converting a short segment of Little Conestoga Road (just west of Pottstown Pike) to one-way operations.
- Coordinate with adjacent property owners and business owners regarding proposed improvements, including modifications to access, circulation and parking near the intersection of Little Conestoga Road and Pottstown Pike.
- Identify funding for the improvements.



**Conceptual design exhibits for Section 2 from Village Transportation Plan (2014)*

Station Boulevard Trail Crossing and Shared Use Path Extension

Project Limits

Begonia Drive to shared use path at Pickering Valley Elementary

Description

New crossing from existing path's end on the north side of Station Boulevard near Begonia Drive to the south side of Station Boulevard. New shared use path segment from the crossing's end on the south side of Station Boulevard to the existing shared use path at Pickering Valley Elementary.

Connections:

- Pickering Valley Elementary
- Larkins Field
- Byers Station residential development
- Enclave at Chester Springs residential development
- Graphite Mine Road shared use path
- Existing path network in the Village of Eagle

Next Steps:

- Continue to work with developer of the property on the north side of Station Boulevard to advance project to construction

Pottstown Pike Sidewalks (South)

FUTURE CATALYST PROJECT

Project Limits

Pottstown Pike between Byers Road and Graphite Mine Road (south of the village)

Description

New sidewalk on both sides of Pottstown Pike (where feasible) within the limits above.

Connections:

- Village of Eagle
- Wawa
- Ticonderoga Boulevard path
- Larkins Field
- Pickering Valley Elementary

Next Steps:

- Coordinate with property owners and/or developers to have sidewalks and streetscape enhancements implemented as part of proposed land development projects.

Pottstown Pike Sidewalks (North)

Project Limits

Pottstown Pike from Little Conestoga Road to end of existing sidewalk (across Pottstown Pike from the Township Building)

Description

New sidewalk on the west side of Pottstown Pike within the limits above.

Connections:

- Village of Eagle
- Inner Loop
- Pickering Valley Elementary
- Enclave at Chester Springs residential development
- Upland Farm Park

Next Steps:

- Coordinate with property owners and/or developers to have sidewalks and streetscape enhancements implemented as part of proposed land development projects.

Pottstown Pike Shared Use Path

Project Limits

Pottstown Pike between Graphite Mine Road (south) and Pennsylvania Drive

Description

Shared use path on the west side of Pottstown Pike within limits above. New shared use path on the east side from Graphite Mine Road to W. Township Line Road.

Connections:

- Eagleview trail network and Town Center (dependent on proposed W. Township Line / Pennsylvania Drive pedestrian path)
- Hickory Park (dependent on projects listed above)
- Park Road Path (dependent on projects listed above)
- Village of Eagle (dependent on proposed Pottstown Pike sidewalks)

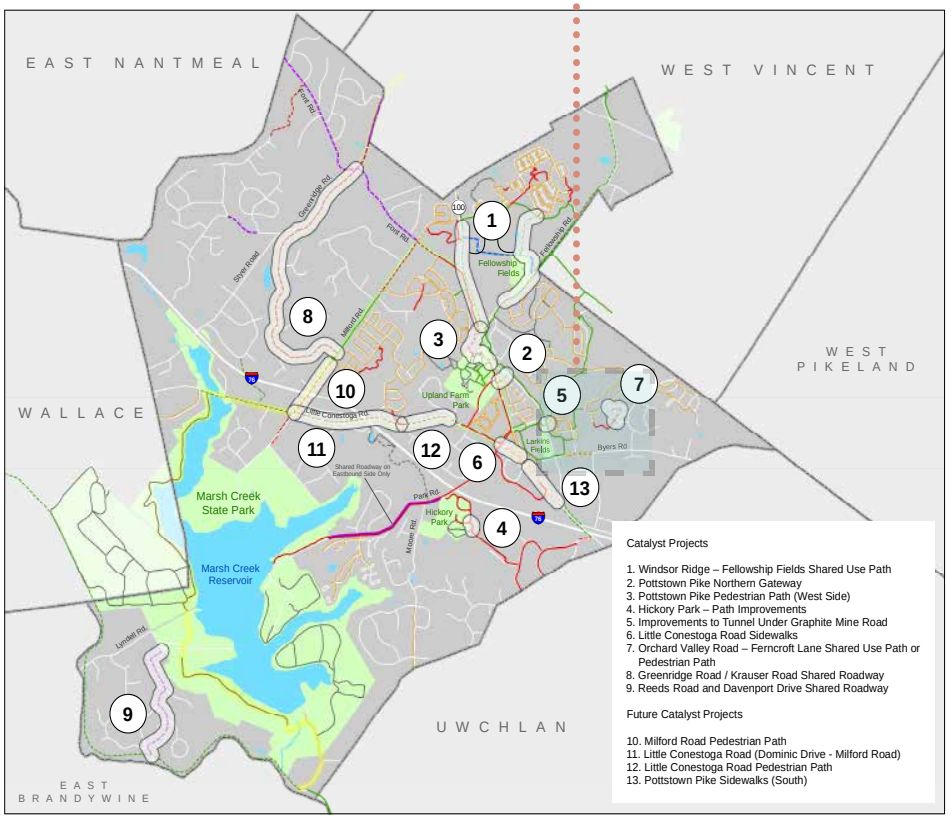
Next Steps:

- Coordinate with the PA Turnpike Commission and PennDOT to provide a dedicated pedestrian and bicycle facility on Pottstown Pike under the Turnpike overpass as part of the Milepost 308 to 312 reconstruction project.

VILLAGE OF BYERS

CAPITAL PROJECTS

- *Orchard Valley Road – Ferncroft Lane Shared Use or Pedestrian Path - **Catalyst***
- *Byers Road Sidewalks*
- *Ferncroft Lane – Byers Station HOA Path*
- *Crossing of Byers Road and Graphite Mine Road*



Orchard Valley Road – Ferncroft Lane Shared Use or Pedestrian Path

CATALYST PROJECT

Project Limits

Orchard Valley Road to Ferncroft Lane and existing pedestrian path

Connections:

- Pickering Spring Farm residential development
- Byers Station residential development
- Historic Village of Byers

Description

Path segment connecting from Orchard Valley Road cul-de-sac to an existing pedestrian path to its west. Additional new path segment connecting from the meeting of these paths through a township property and onto Ferncroft Lane. Existing segment ends at Kingsley Court.

Next Steps:

- Coordinate with adjacent property owners regarding path connections and alignment.
- Evaluate whether paving a segment of the path can be implemented as routine maintenance by the township's Public Works department or requires design and permitting.





Byers Road Sidewalks

Project Limits

Byers Road between the end of existing path east of Graphite Mine Road and Senn Drive

Description

New sidewalks on both sides of Byers Road within the above limits.

Connections:

- Historic Village of Byers
- Village of Eagle
- Graphite Mine Road shared use path
- Larkins Field
- Pickering Valley Elementary

Next Steps:

- Coordinate with property owners and/or developers to have the sidewalks implemented as part of proposed land development projects.
- Continue to monitor and evaluate the need for sidewalk connections on the north, south, or both sides of Byers Road.

Ferncroft Lane – Byers Station HOA Path

Project Limits

Ferncroft Lane to Byers Station HOA path

Description

New shared use path from Ferncroft Lane connecting to the existing HOA path that in turn provides connections to different areas of the Byers Station residential development that are not directly connected through roadways.

Connections:

- Historic Village of Byers
- Pickering Valley Elementary
- Larkins Field
- Village of Eagle
- Byers Station residential development
- Pickering Spring Farm residential development

Next Steps:

- Coordinate with adjacent property owners and Byers Station HOA regarding path connections and alignment.
- Develop a feasibility study and conceptual plan, including options for crossing Pickering Creek.

Crossing of Byers Road and Graphite Mine Road

Project Limits

East side to west side of Graphite Mine Road along Byers Road

Connections:

- Village of Eagle
- Pickering Valley Elementary
- Graphite Mine Road shared use path
- Larkins Field

Description

Potential improvements could include strategies such as shortening the crossing distance (for example, with curb bump-outs or pedestrian refuge island) and improved lighting.

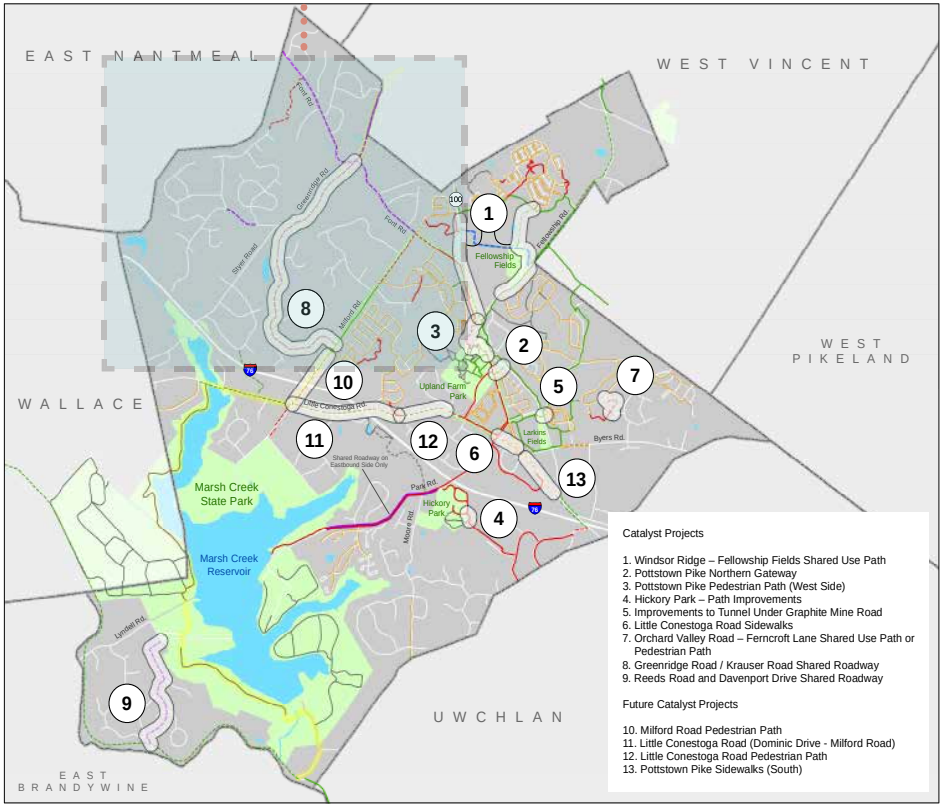
Next Steps:

- Evaluate potential improvements and develop a concept plan for improving pedestrian safety and reducing the length of pedestrian crossing distances.

NORTHWEST NEIGHBORHOODS

CAPITAL PROJECTS

- *Greenridge Road / Krauser Road Shared Roadway - **Catalyst***
- *Greenridge Road Shared Roadway*
- *Deerhaven Way – Font Road Pedestrian Path*
- *Font Road Shared Roadway*
- *St. Andrews Lane Shared Roadway*



Greenridge Road / Krauser Road Shared Roadway

CATALYST PROJECT

Project Limits

Font Road to Milford Road

Connections:

- Inner Loop
- Village of Eagle
- Marsh Creek State Park (dependent on proposed improvements to Milford Road and Little Conestoga Road)

Description

Shared roadway, which may include a combination of the following appropriate strategies:

- Shoulder widening
- Shoulder grading
- Slope stabilization
- Bicyclists May Use Full Lane signage
- Removal of vegetation and other obstacles within 3' – 5' of the roadway edge
- Safety messaging and/or wayfinding/route identification signage

Next Steps

- Coordinate with property owners and gather input on potential shared roadway treatments.
- Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance.
- Identify and implement preferred near-term and low-cost strategies.



Greenridge Road Shared Roadway

Project Limits

Stonehedge Drive to Buck Drive

Connections:

- Residential on-road walking routes

Description

Shared roadway, which may include a combination of the following appropriate strategies:

- Shoulder widening
- Shoulder grading
- Slope stabilization
- Removal of vegetation and other obstacles within 3' – 5' of the roadway edge
- Share the road signage
- Safety messaging and/or wayfinding/route identification signage

Next Steps:

- Coordinate with property owners and gather input on potential shared roadway treatments.
- Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance.
- Identify and implement preferred near-term and low-cost strategies.

Deerhaven Way – Font Road Pedestrian Path

Project Limits

Deerhaven Way to Font Road

Connections:

- Proposed Font Road shared roadway
- Residential on-road walking routes

Description

Pedestrian path within the limits above.

Next Steps

- Coordinate with Operating Engineers regarding the potential alignment and options for a pedestrian path.
- Develop a feasibility study and conceptual plan, including potential evaluation of different path alignments.

Font Road Shared Roadway

Project Limits

Milford Road to the township's northwestern border near Norman Circle

Connections:

- Inner Loop
- Village of Eagle

Description

Shared roadway, which may include a combination of the following appropriate strategies:

- Bicyclists May Use Full Lane signage
- Sharrow pavement markings
- Shoulder widening
- Reduce travel lane widths

Next Steps

- Coordinate with property owners and gather input on potential shared roadway treatments.
- Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance.
- Identify and implement preferred near-term and low-cost strategies.

St. Andrews Lane Shared Roadway

Project Limits

Font Road to Ludwig's Corner

Description

Shared roadway, which may include a combination of the following appropriate strategies:

- Share the road signage
- Sharrow pavement markings
- Shoulder widening and/or grading
- Reduce travel lane widths
- Clear roadside vegetation
- Remove other obstructions within 3' – 5' of the edge of the roadway
- Community conversations and coordination with property owners

Connections:

- Ludwig's Corner
- Font Road shared roadway
- Greenridge Road / Krauser Road shared roadway

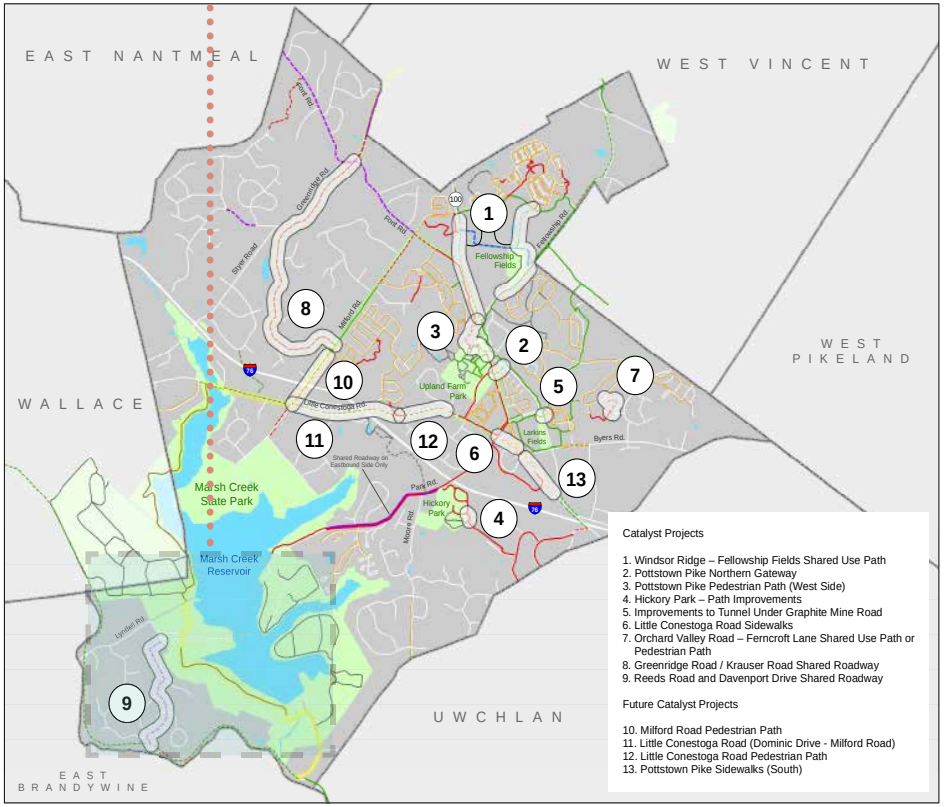
Next Steps:

- Coordinate with West Vincent Township (as this roadway has segments is in both townships) and evaluate potential shared roadway treatments.

SOUTHWEST NEIGHBORHOODS

CAPITAL PROJECTS

- *Reeds Road and Davenport Drive Shared Roadway-* ***Catalyst***
- *Struble Trail Extension*



REEDS ROAD AND DAVENPORT DRIVE SHARED ROADWAY

CATALYST PROJECT

Project Limits

Segments of Reeds Road and Davenport Drive between Creek Road and Marsh Creek State Park entrance

Description

Shared roadway, which may include a combination of the following appropriate strategies:

- Share the road signage
- Wayfinding signage
- Clear roadside vegetation and other obstructions
- Speed humps on Reeds Road between Davenport Drive and Marsh Creek State Park entrance (pilot project)
- Community conversations and coordination with property owners

Connections:

- Marsh Creek State Park
- Planned Struble Trail extension

Next Steps

- Coordinate with property owners and gather input on potential shared roadway treatments, including speed humps on a segment of Reeds Road.
- Further evaluate potential shared roadway and traffic calming treatments based on property owner feedback, feasibility, capital costs, and maintenance.
- Install speed humps, including pavement markings and signs, as a pilot. Collect data on traffic speeds and solicit feedback from residents.
- Identify and implement other preferred near-term and low-cost strategies.



Order of Magnitude Cost Estimate (2023 Dollars)

Design: $25,000

Construction: $175,000 - $250,000

Struble Trail Extension

Project Limits

Dorlan Mill Road - Marshall Road

Description

Shared use path along the East Branch of the Brandywine Creek.

Connections:

- Marsh Creek State Park
- Uwchlan Trail
- Eagleview trail network and Town Center
- Downingtown Borough

Next Steps:

- Continue coordination with Chester County and neighboring municipalities to advance the extension project.



CHAPTER FIVE

POLICIES AND PROGRAMS

CONTENTS

- Township Policy Review
- Program Recommendations

TOWNSHIP POLICY REVIEW

In addition to constructing new infrastructure, updating municipal policies can help to implement the vision and goals of this plan. Indeed, many of Upper Uwchlan's existing sidewalks and trails have been built through the land development process. The subdivision and land development ordinance (SALDO) and other township policies were reviewed to identify how active transportation themes are currently addressed.

This review can serve as the basis for determining how the ordinance can be updated to better address active transportation from a policy perspective. The following recommendations address general regulatory gaps. These recommendations give an introduction to how these themes can be regulated by Upper Uwchlan Township. Customized research and drafting of ordinance language will be needed to incorporate the recommendations into municipal code.

TERMINOLOGY

It may be useful to define active transportation related terms in municipal ordinances. Defining terms in the municipal code ensures that all parties are in agreement as to what a specific facility is and is not. The Active Transportation Toolbox in this document can serve as a starting point for developing definitions for municipal ordinances.

DESIGN STANDARDS

Active transportation elements can be incorporated into municipal design standards. At a minimum, the design standards should include the following:

- Where a feature is required.
- When a feature is required.
- The dimensions of the feature and its elements, including minimum and/or maximum dimensions.
- Any additional design or construction requirements.

The design standards may include references to accepted design standards or build specifications that have also been adopted by the municipality.

Summarized below are the issues identified based on the review of the township ordinances related to active transportation and recommendations to address these deficiencies.



OFF-ROAD INFRASTRUCTURE

Sidewalks

The Upper Uwchlan Township SALDO requires sidewalks in some circumstances (such as along all new streets and parking areas located in nonresidential subdivisions or land developments) and indicates that sidewalks may be required in others. However, the SALDO gives considerable discretion to the Board of Supervisors in the application or waiving of these requirements. While this approach has the benefit of providing flexibility, it may hinder the development of a more robust sidewalk network as the priorities and judgments of subsequent Boards may vary.

The township Zoning Ordinance (ZO) broadly notes the importance of pedestrian access and streetscape design in the C-1 Village District, as well as requiring the implementation of pedestrian amenities such as benches, trash receptacles, and planting strips. It is specified in the SALDO that all sidewalks must by at least four feet in width, aside from specified locations and instances in which a five-foot width is required. Finally, a pedestrian pathway system, which can be made up of a combination of sidewalks, pathways, and trails, is required within a planned residential development (PRD) as defined by the ZO. However, neither the SALDO or ZO provide a definition for a sidewalk.

Upper Uwchlan Township should consider:

- Adopting a definition for sidewalks;
- Adopting a five-foot sidewalk minimum in accordance with current ADA standards; and
- Adopting more explicit sidewalk requirements and/or delineating a more formal process for the waiver of sidewalk requirements. Alternatively, the township could include sidewalk requirements, for specified districts in the ZO.



Paths and Trails

The township's SALDO requires that a subdivision or land development make provisions for the continued use of any existing trail that traverses or abuts the property. It further states that, in the instance that a subdivision or land development is proposed for property on which a trail has been planned as part of specified planning documents, the applicants are required to plan for and construct said trails. Additionally, the township's ZO states that, within the C-1 Village District, trails may be required to be built as per the Board of Supervisors or Zoning Hearing Board (as applicable) so as to implement the community trails system. Trail width can vary but in no case is to be less than four feet or greater than 10 feet. However, the SALDO and ZO do not define trails or paths.

Upper Uwchlan Township should consider:

- Adopting into the township's SALDO and/or ZO the distinct definitions and design standards that this Active Transportation Plan uses to delineate shared use paths, pedestrian paths, sidewalks, and foot paths; and
- Incorporating planned trails into an Official Map (see page 143)

ON-ROAD AND BICYCLE INFRASTRUCTURE

The township's ZO requires the provision of at least one bicycle rack per block in the C-1 Village District. On-road bicycle infrastructure is otherwise not defined. This is understandable as the township does not currently have any on-road bicycle facilities aside from a short shared roadway (sharrows) treatment on Park Road. However, setting definitions and standards would be helpful in the event that new infrastructure is proposed, such as through the DVRPC/PennDOT Connects Bike-Friendly Resurfacing Program.

Upper Uwchlan Township should consider:

- Adopting definitions for on-road active transportation infrastructure;
- Including standards that are consistent with nationally accepted and statewide guidelines for on-road active transportation features.



PEDESTRIAN AND TRAIL CROSSINGS

The township's SALDO indicates that crosswalks may be required by the Board of Supervisors and must have a width of not less than 10 feet and a paved walk of not less than four feet. Additionally, crosswalks can be marked or unmarked. Trail crossings are considered to be intersections, so the definition and design treatments differ from crosswalks. Trail crossings are not defined in the Upper Uwchlan Township SALDO. Also, the ordinance does not include any design standards for trail crossings.

Upper Uwchlan Township should consider:

- Adopting a definition for trail crossings;
- Incorporating appropriate design standards and guidelines, including ADA and the Manual on Uniform Traffic Control Devices (MUTCD);
- Requiring the evaluation of crosswalks and trail crossings as part of the land development process; and
- Adopting uniform standards for the type of crosswalks to be painted (parallel lines, diagonal hatching, or perpendicular) based on the functional classification of the roadway and other criteria."



TRAFFIC CALMING MEASURES

Traffic calming measures include physical changes to a roadway in order to reduce speeds and cut-through traffic. Traffic calming measures can be implemented in conjunction with bicycle and pedestrian infrastructure to slow traffic and create a safer and more comfortable environment for walking and biking. The Active Transportation Toolbox includes several common traffic calming measures. Additionally, PennDOT's Traffic Calming Handbook (Publication 383) provides details regarding the appropriate placement and design of traffic calming measures. Upper Uwchlan Township developed a traffic calming policy in 2004 that delineated a process for residents to appeal to the township for the implementation of traffic calming measures at specific locations.

Upper Uwchlan Township should consider:

- Adopting definitions for common traffic calming measures, such as speed humps, curb extensions, and medians/pedestrian refuge islands; and
- Requiring evaluation of traffic calming as part of the land development process, particularly for residential streets.
- Updating the township's traffic calming policy and potentially expanding its reach to cover the different types of measures and their applicability to various roadway contexts.

TRANSPORTATION IMPACT FEE ORDINANCE

Upper Uwchlan Township, like many municipalities, has a transportation improvements impact fee that is assessed based on the estimated increase in traffic deriving from a new development or change in land use. Such fees are assessed within a specified transportation same service area and are then used for transportation improvement projects within that same service area. In accordance with state requirements, the ordinance and proposed improvements are focused on mitigating vehicle traffic. However, there may be opportunities to coordinate and incorporate active transportation improvements into projects funded with impact fees.

TRANSPORTATION IMPACT STUDIES

Upper Uwchlan Township has requirements for traffic impact studies in the SALDO, Section 162-9. Currently, the assessment of needs and required improvements are based on traffic volumes and level of service traffic flow. Upper Uwchlan Township should consider adding requirements to evaluate bicycle and pedestrian access and circulation as part of any transportation impact study.

The township may also adopt a practice whereby major developments are required to submit an Alternative Transportation Plan as part of a traffic impact study. This plan should be completed in concert with a transportation impact study. There are a variety of criteria that could be considered for when an Alternative Transportation Plan must be prepared, such as zoning district, size of the development, and functional classification of the roadway. The Alternative Transportation Plan can be used to identify multimodal (bicycle, pedestrian, future public transit) infrastructure improvements and Transportation Demand Management (TDM) measures to offset the traffic impacts associated with the proposed development.

The developer may choose to implement any or all of the improvements identified in the Alternative Transportation Plan to receive trip reduction credits. The trip reduction credit percentages require approval by the municipality's governing body with guidance from a professional traffic engineer and agreed upon by PennDOT (for state owned roadways). Trip reduction credits could be applied to the transportation impact study to determine the required roadway improvements. However, for state owned roadways under PennDOT's jurisdiction, Alternative Transportation Plan's cannot be used as justification for any roadway or intersection to go unimproved through the land development process or for any roadway or intersection to operate below an acceptable LOS during the peak condition. Additionally, all requirements under the current PennDOT HOP process must be met.



OFFICIAL MAP

Municipalities in Pennsylvania are enabled to adopt an Official Map by Article IV of the Pennsylvania Municipalities Planning Code. An Official Map is a planning tool that shows locations of planned future public lands and facilities, including streets, sidewalks, and shared use paths. It is used to express the municipality's interest in acquiring the identified land for future public purposes. It informs property owners and developers of municipal plans.

The township should consider adopting an Official Map. If implemented, it should reference in it the recommended improvements of this Active Transportation Plan, including proposed sidewalks and shared use paths. The Official Map Handbook developed by PennDOT, DCNR, DCED, and the Pennsylvania Land Trust Association provides an overview of the elements and process to develop and adopt an Official Map.

PERSONAL ELECTRIC MOBILITY DEVICES (PEMDS)

An emerging and dynamic area of active transportation involves what are known as personal electric mobility devices (PEMDs). Perhaps the most common types of PEMDs are electric bikes (e-bikes) and electric scooters (e-scooters), though other examples of PEMDs include Segways, Hoverboards, and electric skateboards. The commonality among these devices is that they all offer the user some degree of electric propulsion. E-bikes, for instance, are equipped with an onboard battery and an electric motor that assists the rider as they pedal. Other PEMDs, such as e-scooters, do not require any exertion from the rider to propel forward.

Upper Uwchlan should monitor the use of PEMDs on sidewalks, paths, within parks, and on roadways within the township. Since this is a growing area for transportation and recreation, municipalities should stay informed on potential changes to state laws and technologies regarding PEMDs. The township should plan for changes to state law that might permit more types of PEMDs in public rights-of-way. It may become more important to consider what township policies are needed to best benefit from the greater use of various PEMDs and to mitigate unwanted outcomes.

The township can develop ordinances to regulate the use of various PEMDs in their facilities, such as parks and trails. Since some facilities in and around the township are regional and cross municipal boundaries (e.g. Marsh Creek State Park, Uwchlan Trail, Struble Trail), it may be helpful for municipal and state partners to coordinate and collaborate on the development of policies.

Local policies should be consistent with state laws and be based on best practices and public input. The PA Department of Conservation and Natural Resources (DCNR) has developed policies related to PEMDs that contain definitions and rules/regulations that the township can use as a resource when developing local guidance. The township and partner organizations can also help to share information and educate the public regarding PEMD laws and safety. Information can emphasize both the legal requirements, as well as safety and etiquette best practices.

PROGRAM RECOMMENDATIONS

There are a number of programs that can support active transportation in Upper Uwchlan Township. Beyond building new infrastructure, these initiatives can create an atmosphere and attitude that encourages walking and biking, and they can give people the tools and confidence to remain active in the community.

PENNDOT CONNECTS

The PennDOT Connects program provides an opportunity for municipalities to coordinate with PennDOT, Chester County, and other planning partners during the implementation of maintenance and capital improvement projects. This coordination is vitally important to advancing community visions.

Increased communication and coordination during the pre-planning phase is critical for active transportation plan implementation moving forward. It is the local and county governments' opportunity to raise awareness of their local pedestrian and bicycle priorities/plans. It is critical that local representatives, as well as other community stakeholders, have the opportunity for input prior to expending resources on engineering/permitting costs.

COMPLETE STREETS

Complete Streets are streets that are designed, operated, and maintained to provide safe access for all users. Complete Streets policies are documents that identify procedural approaches to designing and maintaining roadways that serve the needs of all users. Effective Complete Streets policies identify parties responsible for ensuring that Complete Streets principles are considered during the design process for all transportation improvement projects.

As noted in the review of previous plans, Chester County has adopted a Complete Streets policy. However, because Chester County does not own roads, the policy relies to an extent on municipalities adopting their own Complete Streets policy. The township could consider developing a Complete Streets policy or formalize practices to consider bicyclists, pedestrians, and the needs of all users as part of all transportation improvement projects.



VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all users. Vision Zero involves a multidisciplinary and systems approach to improve policies and roadway environments to prevent fatal and severe crashes. This involves a shift from considering traffic deaths to be inevitable rather than preventable and focusing on managing speeds. Municipalities can make a Vision Zero Commitment and develop a Vision Zero Action Plan to outline steps, metrics, and a timeline to achieve zero traffic deaths in the community. In Pennsylvania, Bethlehem, Harrisburg, and Philadelphia have made a commitment to Vision Zero.

ENFORCEMENT PROGRAMS

There are a number of state and local laws and regulations that address bicycle and pedestrian safety issues. Ensuring compliance with these laws can help to provide a safe environment for walking, biking, and driving. Listed below are several ideas of ways to enhance the enforcement of laws that impact bicycle and pedestrian safety.

- Use of non-motorized patrols
- Training for law enforcement officials on walking/biking laws
- Use of driver feedback speed signs
- Targeted speed enforcement, particularly for shared use facilities

EDUCATION AND ENCOURAGEMENT PROGRAMS

Educating people about the health and safety benefits of walking and biking and encouraging people to walk and bike may help to increase walking and biking activity. The following list includes potential activities and events that could be held to promote and raise awareness for active transportation. The activities could incorporate education, exercise, art, history, nature, recreation, and fun for all ages. The township may need to revise or update ordinances and requirements for holding special events, particularly for street closures.

- Beautification / Clean-up events
- Bike lessons for kids and adults
- Bike rodeos for kids
- Block parties / Free street events
- Historic walking tours
- Public art installations (temporary or permanent)
- Charity walks / Running races / Bike races / Triathlons
- Trail Opening Events
- Walk / Bike tracking and challenge activities
- Walk / Bike to Work Events
- Walk / Bike to School Events
- Educational nature walking / hiking events





Upper Uwchlan Township's Parks & Recreation Department already offers a variety of programs and events. The department could also assist with promoting active transportation related education and activities. Additionally, volunteers who are interested and invested in active transportation can play a key role in implementing programs, as well as advocating for projects and policies. Some of the most successful programs are developed as a partnership between various organizations.

The township can share information with residents about driving and biking on shared roadways. The township website, newsletter, and social media channels are existing outlets and opportunities to share information and educate residents. For example, motor vehicles must allow 4 feet of distance when overtaking a bicycle and travel at a careful and prudent speed. It is the motorist's responsibility to provide the distance. PennDOT and other organizations have materials that might be available for educational purposes, including videos and graphics. Additionally, the township could help to develop and distribute specific educational materials to promote safety on shared roadways, such as yard signs, magnets, bumper stickers, or bicycle lights. Finally, the township could create an online map that shows the location of existing sidewalks and paths to help promote walking and biking in the township.

ROUTINE AND REGULAR MAINTENANCE

Active transportation infrastructure requires routine and ongoing maintenance. Some maintenance may be related to seasonal conditions, such as clearing snow and ice or overgrown vegetation. Sidewalks, paths, and trails may require minor repairs and occasionally full replacement. The township should consider updating policies to address minor maintenance responsibilities. Additionally, the township should consider financial planning and budgeting for annual maintenance and future repairs or replacement of infrastructure.

Related to this, the township could also undertake an effort to periodically assess the number of users on its active transportation facilities. Several of the township's paths are 6' to 8' in width, which is generally adequate for pedestrians and bicyclists to share provided that the path is not crowded. If it is observed that certain paths are becoming more heavily used, the township should consider widening those paths to 10' or 12' to more safely and comfortably accommodate all users.

For roadways, street sweeping and clearing of roadside vegetation can help to provide an unobstructed travel way and smooth riding surface for cyclists. However, proper roadway maintenance of all township owned roads contribute to overall roadway performance for all users.

There may be opportunities for the township to coordinate and work with PennDOT regarding maintenance of state owned roadways in the township. For example, PennDOT's Agility Program enables PennDOT to exchange services and equipment without monetary payments. The township may be able to provide maintenance related services on state owned roadways in exchange for PennDOT performing other services. This can lead to smoother, safer, and clearer roadways and roadsides.





CHAPTER SIX

STRATEGIES FOR IMPLEMENTATION

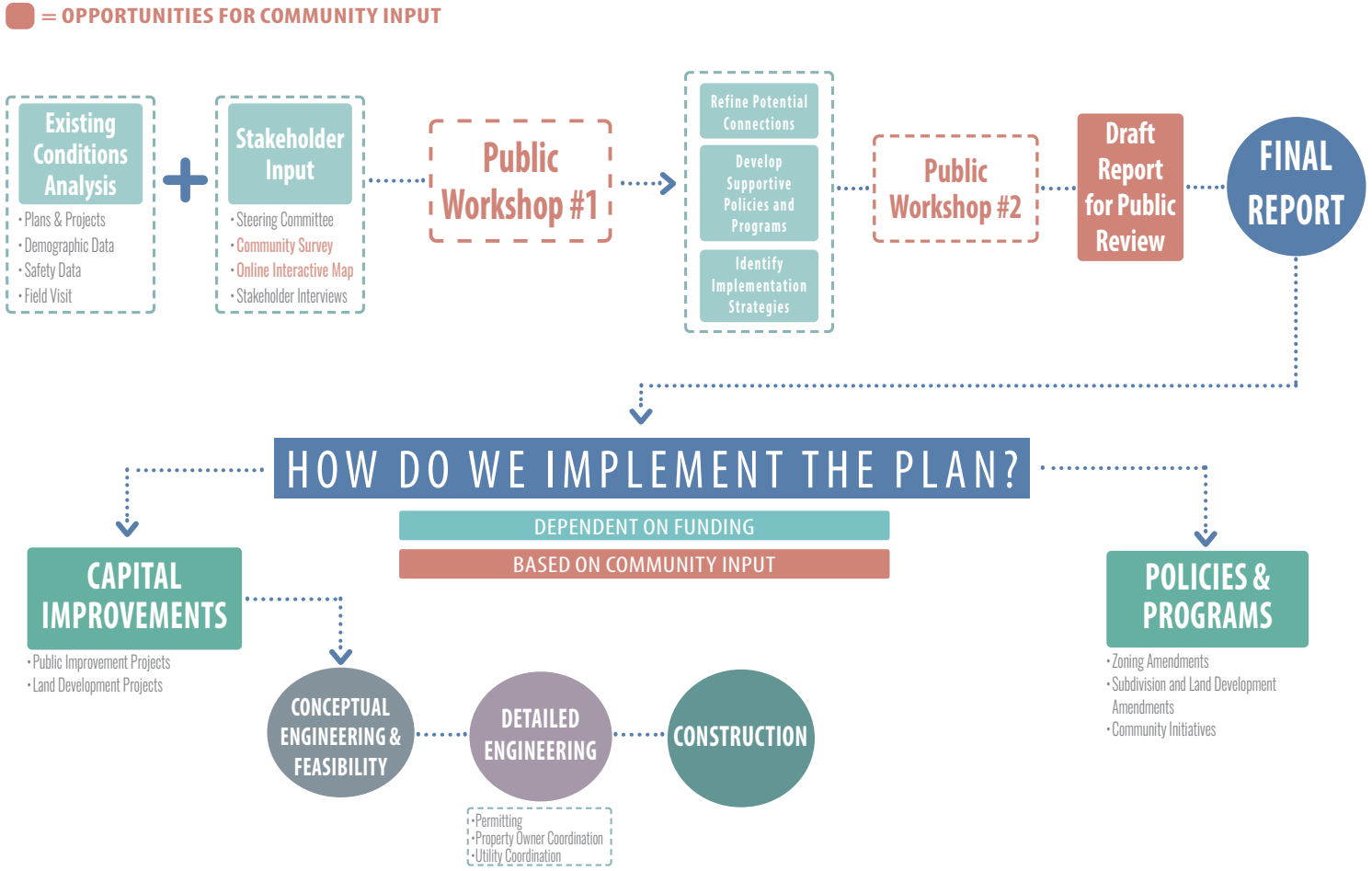
CONTENTS

- Introduction
- Action Items
- Partnerships, Coordination, and Other Actions
- Funding Opportunities

INTRODUCTION

This plan is not the starting point for building an active transportation network. Much of the network already exists and the township has been working to enhance pedestrian and bicycle connections for many years. This plan presents a blueprint for how the township can continue to build a comprehensive and connected network in a phased approach over time. This chapter provides a set of actionable next steps for priority projects, identifies potential funding sources, and presents strategies for continued partner coordination and collaboration.

This study represents the planning and initial feasibility phase for the implementation of potential connections for walking and biking. Further feasibility evaluation, detailed engineering, permitting, property owner coordination, and utility coordination will likely be required before improvements can be constructed. The conceptual and detailed engineering phases will include additional opportunities for public input.



ACTION ITEMS

Capital Improvement Projects

The following table provides an overview of the identified capital improvement projects within each focus area and the key action items needed to move each project toward implementation. See Chapter 4 for additional details on each project.

Windsor Ridge and Fellowship

Project Name	Key Action Items	
Windsor Ridge – Fellowship Fields Shared Use Path	- Compile information related to the need for the connection and the high level of public support. Share information with elected officials. - Coordinate with Texas Eastern Transmission Corp regarding the need, support, and alignment options for the shared use path on their property. - Identify funding for design and construction of the near-term improvement project to upgrade the pedestrian crossing of Fellowship Road at the driveway for Fellowship Fields.	*Catalyst Project*
Fellowship Road Shared Use Paths	- Coordinate with property owners regarding alignment options for a shared use path between Prospect Hill Boulevard and PA Route 401. - Develop a feasibility study and more detailed conceptual plan, including right-of-way research, and cost estimates.	
Fellowship Yield Roadway	- In conjunction with the Windsor Ridge – Fellowship Field catalyst project, coordinate with Texas Eastern Transmission Corp and other property owners regarding potential yield roadway treatments and agreements to allow walking and biking on this shared driveway.	

Inner Loop

Project Name	Key Action Items	
Pottstown Pike Northern Gateway	- Continue to coordinate with PennDOT regarding the designation of PA Route 100 to Graphite Mine Road. - Coordinate with PennDOT regarding the potential long-term improvements for the northern gateway, as well as near-term improvements to provide trail crossings at Pottstown Pike/ Darrell Drive and Graphite Mine Road/Darrell Drive. - Identify funding for design and construction for the near-term (and long-term) improvements. - Conduct additional evaluation regarding the feasibility and warrants for the near-term trail crossing improvements, such as signalization or flashing warning devices.	*Catalyst Project*
Pottstown Pike Pedestrian Path (West Side)	- Coordinate with adjacent property owners regarding path connections and alignment. - Identify funding for design and construction of the improvements. The township is pursuing federal funding through the Transportation Alternatives Set Aside program for construction. - Initiate preliminary engineering, including topographic survey and property research.	*Catalyst Project*
Little Conestoga Road (Dominic Drive – Milford Road) – Pedestrian Path	- Coordinate with the Pennsylvania Turnpike Commission (PTC) regarding the potential for additional space on Little Conestoga Road under the PTC bridge as part of expansion project. - Coordinate with adjacent property owners regarding path connections and alignment. - Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.	*Future Catalyst Project*
Font Road Pedestrian Path	- Coordinate with adjacent property owners regarding path connections and alignment. - Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.	

Project Name	Key Action Items	
Pottstown Pike Shared Use Path (East Side)	- Coordinate with property owners and/or developers to have the shared use path implemented as part of proposed land development projects.	
Park Road Pedestrian Path Gap	- Coordinate with property owners and/or developers to have the pedestrian path implemented as part of proposed land development projects.	
Little Conestoga Road Pedestrian Path	- Coordinate with PennDOT and adjacent property owners regarding path connections and alignment. - Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.	*Future Catalyst Project*
Milford Road Pedestrian Path	- Coordinate with adjacent property owners regarding path connections and alignment. - Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.	*Future Catalyst Project*

Marsh Creek Park and Hickory Park Connections

Project Name	Key Action Items	
Hickory Park – Path Improvements	- Evaluate whether paving a segment of the path can be implemented as routine maintenance by the township's Public Works department or requires design and permitting. - If necessary, coordinate with owners of the gas pipelines easements that the path crosses.	*Catalyst Project*
Milford Road (Little Conestoga Road – Lakeview Road / Marsh Creek State Park) – Pedestrian Path	- Coordinate with adjacent property owners, including Marsh Creek State Park, regarding path connections and alignment. - Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.	
Little Conestoga Road (Milford Road – Popjoy Lane / Marsh Creek State Park) - Shared Use Path	- Coordinate with the PA Turnpike Commission and adjacent property owners regarding path connections and alignment, particularly between Milford Road and Shoreline Drive. - Coordinate with PennDOT for use of right-of-way and proposed shared use path crossing of Little Conestoga Road. - Develop a feasibility study and conceptual plan, including right-of-way research and cost estimate.	
Pennsylvania Drive / W. Township Line Road Pedestrian Path and Crossing	- Coordinate with the PA Turnpike Commission, PennDOT, and adjacent property owners regarding the path connections on the west side of Pottstown Pike and north side of Pennsylvania Drive.	
Little Conestoga Road (Green Valley Road - Hickory Park) - Pedestrian Path or Footpath	- Coordinate with the PA Turnpike and Reserve at Chester Springs HOA regarding feasibility and potential path alignment. - Develop a feasibility study and conceptual plan, including crossing the Unnamed Tributary to Marsh Creek.	

Village of Eagle

Project Name	Key Action Items	
Improvements to Tunnel Under Graphite Mine Road	- Undertake and institute a schedule for regular maintenance activities, such as clearing vegetation, clearing debris, and replacing lightbulbs. - Identify additional enhancements, such as lighting, signage, and public art.	*Catalyst Project*
Little Conestoga Road Sidewalks	- Coordinate with PennDOT for consideration of converting a short segment of Little Conestoga Road (just west of Pottstown Pike) to one-way operations. - Coordinate with adjacent property owners and business owners regarding proposed improvements, including modifications to access, circulation, and parking near the intersection of Little Conestoga Road and Pottstown Pike. - Identify funding for the improvements.	*Catalyst Project*
Station Boulevard Trail Crossing and Shared Use Path Extension	- Continue to work with developer of the property on the north side of Station Boulevard to advance project to construction.	
Pottstown Pike Sidewalks (North)	- Coordinate with property owners and/or developers to have sidewalks and streetscape enhancements implemented as part of proposed land development projects.	
Pottstown Pike Sidewalks (South)	- Coordinate with property owners and/or developers to have sidewalks and streetscape enhancements implemented as part of proposed land development projects.	*Future Catalyst Project*
Pottstown Pike Shared Use Paths	- Coordinate with the PA Turnpike Commission and PennDOT to provide a dedicated pedestrian and bicycle facility on Pottstown Pike under the Turnpike overpass as part of the Milepost 308 to 312 reconstruction project.	

Village of Byers

Project Name	Key Action Items	
Orchard Valley Road – Ferncroft Lane Shared Use or Pedestrian Path	- Coordinate with adjacent property owners regarding path connections and alignment. - Evaluate whether paving a segment of the path can be implemented as routine maintenance by the township's Public Works department or requires design and permitting.	*Catalyst Project*
Byers Road Sidewalks	- Coordinate with property owners and/or developers to have the sidewalks implemented as part of proposed land development projects. - Continue to monitor and evaluate the need for sidewalk connections on the north, south, or both sides of Byers Road.	
Ferncroft Lane – Byers Station HOA Path	- Coordinate with adjacent property owners and Byers Station HOA regarding path connections and alignment. - Develop a feasibility study and conceptual plan, including options for crossing Pickering Creek.	
Crossing of Byers Road and Graphite Mine Road	- Evaluate potential improvements and develop a concept plan for improving pedestrian safety and reducing the length of pedestrian crossing distances.	

Northwest Neighborhoods

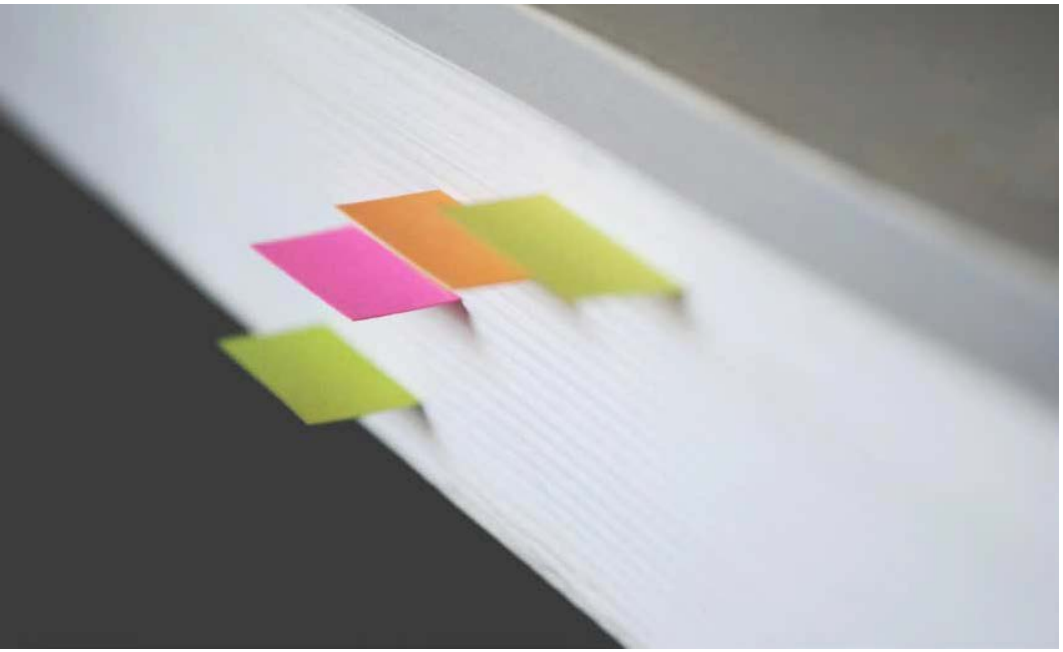
Project Name	Key Action Items	
Greenridge Road / Krauser Road Shared Roadway	- Coordinate with property owners and gather input on potential shared roadway treatments. - Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance. - Identify and implement preferred near-term and low-cost strategies.	*Catalyst Project*
Greenridge Road Shared Roadway	- Coordinate with property owners and gather input on potential shared roadway treatments. - Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance. - Identify and implement preferred near-term and low-cost strategies.	
Deerhaven Way – Font Road Pedestrian Path	- Coordinate with Operating Engineers regarding the potential alignment and options for a pedestrian path. - Develop a feasibility study and conceptual plan, including potential evaluation of different path alignments.	
Font Road Shared Roadway	- Coordinate with property owners and gather input on potential shared roadway treatments. - Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance. - Identify and implement preferred near-term and low-cost strategies.	
St. Andrews Lane Shared Roadway	- Coordinate with West Vincent Township (as this roadway has segments is in both townships) and evaluate potential shared roadway treatments.	

Southwest Neighborhoods

Project Name	Key Action Items	
Reeds Road and Davenport Drive Shared Roadway	- Coordinate with property owners and gather input on potential shared roadway treatments, including speed humps on a segment of Reeds Road. - Further evaluate potential shared roadway treatments based on property owner feedback, feasibility, capital costs, and maintenance. - Install speed humps, including pavement markings and signs, as a pilot. Collect data on traffic speeds and solicit feedback from residents. - Identify and implement other preferred near-term and low-cost strategies.	*Catalyst Project*
Struble Trail Extension	- Continue coordination with Chester County and neighboring municipalities to advance the extension project.	

PRIORITY POLICIES AND PROGRAMS

In addition to physical improvements, there are also a number of key action items related to updating policies and implementing new programs that can help to improve the experience of walking and biking in Upper Uwchlan. The following table provides a summary of key action items that can help spur implementation of the Active Transportation Plan (see Chapter 5 for additional details on each action item). These policy and program action items require dedication of staff resources, commitment of volunteers, and sometimes funding for additional technical support.



Action Items

Update the Zoning Ordinance and Subdivision and Land Development Ordinance (SALDO) to define and address topics and issues identified in Chapter 5, related to:

- Sidewalks
- Shared use paths
- Pedestrian paths
- Foot paths
- On-road bicycle facilities
- Trail crossings
- Traffic calming measures

Adopt more explicit sidewalk requirements and/or delineate a more formal process for the waiver of sidewalk requirements.

Update the Township's traffic calming policy.

Adopt more explicit requirements related to transportation impact statements for new developments and require evaluation for bicycle and pedestrian access and circulation as part of the study.

Adopt an Official Map that includes proposed sidewalk and path connections identified in this plan. (See Chapter 3 – Existing and Proposed Connections Map.)

Identify specific active transportation related programs that can be offered by the township or other partners.

Identify educational messages that can be shared with residents through the township website, newsletter, and social media channels.

Create an online map that shows the existing active transportation network in the township.

Update policies related to the maintenance of active transportation infrastructure, both by the township and residents.

Monitor use of existing active transportation infrastructure and evaluate the need for widening or other improvements to support users.

Develop policies or ordinances to regulate the use of various Personal Electric Mobility Devices (PEMDs) on township facilities, including parks and roadways.

PARTNERSHIPS, COORDINATION, AND OTHER ACTIONS

Implementing this *Active Transportation Plan* will require significant coordination and collaboration with other partners. Implementation will be more efficient and effective if the partners communicate regularly and work together to implement capital improvements, policies, and programs.

Coordinate with PennDOT, Property Owners, and Business Owners, to Advance the Re-Designation of PA Route 100 to Graphite Mine Road

Re-designating PA Route 100 onto Graphite Mine Road will help to direct more through traffic away from Pottstown Pike in the Village of Eagle. This will make the village corridor safer and more comfortable for pedestrians and bicyclists. It will also allow the township to more efficiently implement active transportation improvements along in the village corridor as the township would own the segment of Pottstown Pike between its two intersections with Graphite Mine Road.

Coordinate with Pennsylvania Turnpike Commission

The township should continue to engage with the PTC, as part of the Turnpike expansion project, to facilitate improvements that will help to implement this plan. These items include:

- Coordination on a potential pedestrian/bicycle facility under the Turnpike's bridge over PA Route 100.
- Coordination on a potential pedestrian/bicycle facility under the Turnpike's bridge over Little Conestoga Road.
- Initiating discussions for a potential path through PTC property that would connect the existing HOA trail near Green Valley Road over to Park Road and Hickory Park.
- Initiating discussions for the potential use of a tunnel under the Turnpike and adjacent PTC owned property to make a shared use path connection from Meadow Creek Lane to Little Conestoga Road.

Coordinate with Marsh Creek State Park

Within Marsh Creek State Park, there are existing footpaths on either side of an inlet that points east from the creek. The inlet is bounded by Carpenters Cove Lane to its north and Founders Way to its south. There is currently no connection between the footpaths on the north and south sides. A user wanting to access the paths on the opposite side of the inlet would likely need to return to their vehicle and drive to a different park access point. The township should coordinate with Marsh Creek State Park to examine the feasibility of providing a path that would allow users to walk along the periphery of the inlet and connect between the path networks on either side. A feasibility study would determine what types of constraints may exist and what level of investment may be needed to complete this connection.

Advocate for Implementation of Windsor Ridge – Fellowship Fields Shared Use Path

Upper Uwchlan should coordinate with residents and other stakeholders like Chester County to advocate for the implementation of this shared use facility that would cross through parcels owned by Texas Eastern Transmission and the Windsor Ridge HOA. The lack of pedestrian and bicycle connection from the Windsor Ridge development to the Village of Eagle and to other nearby neighborhoods was the most frequently cited concern (by a wide margin) in the plan's public survey responses. The Active Transportation Plan presents potential ways to complete this connection. The Windsor Ridge – Fellowship Fields Shared Use Path would close this key gap through a direct, off-road facility that could be implemented relatively quickly if the parties involved could come to an agreement. A stakeholder group led by the township could share with local and regional officials the high levels of public support for a solution to this issue. All parties could engage with Texas Eastern and Windsor Ridge HOA to try to collaboratively address any and all concerns in granting the necessary easements.

Coordinate with Neighboring Municipalities and Chester County to Implement Connections

Uwchlan Township

- Providing a pedestrian path from school district property (Shamona Creek Elementary and Marsh Creek 6th Grade Center) to the Uwchlan Trail at the intersection of Rice Boulevard / Pennypacker Road

West Vincent Township

- Implementation of shared roadway treatment on St. Andrews Lane from Font Road to Ludwig's Corner
- Coordination regarding this plan's proposed shared use paths and crossing improvements on Fellowship Road along the segment where the roadway serves as the township border

Struble Trail Extension

- Implementation of trail extension in coordination with Chester County and East Brandywine Township

Review Procedures, Requirements, and Enforcement for HOA Management Plans

Ensure that HOA management plans are comprehensive in their requirements for the maintenance of active transportation facilities, such as paths and sidewalks. Review policies to ensure that there are effective enforcement mechanisms, and that the township has adequate resources to carry out such enforcement.

Evaluate New Path Opportunities on Township Owned Land

The township owns several undeveloped parcels that could potentially be used to make a new path connection. Evaluate township owned parcels to determine if new path connections are feasible and would provide community benefits.

POTENTIAL FUNDING SOURCES

Identifying funding is a critical next step to advance design or construction for any capital improvement. Some projects may be relatively low cost, implementable by staff or volunteers, or tied to another project. While others may require phasing and funding from multiple sources.

While the full responsibility of funding the projects identified in this plan will not fall solely on the township, all improvements will require some investment from the township; whether time, materials, or capital. It is important for the township to consider the improvement projects, policies, and programs in this plan when preparing future budgets. Investment from the township can be used to leverage other funding sources, and it can be used for matching funds for competitive grant programs.

Information about potential funding options and opportunities is available as part of the PennDOT Connects initiative. There are a number of competitive grant funding programs that could be pursued, specifically for bicycle and pedestrian improvements.

A summary of the current competitive grant programs is provided to the right. Each grant program has different eligibility for the type of project, use of funds, matching requirements, and timelines for implementation. Grant programs typically require the project sponsor to provide matching funds.

SUMMARY OF CURRENT COMPETITIVE GRANT PROGRAMS FOR BICYCLE/PEDESTRIAN INFRASTRUCTURE

Program - Administering Agency	Details	Eligible Project Phases				Anticipated Application Period
		Planning	Design	ROW	Construction	
Transportation Alternatives Set Aside (TASA) - Pennsylvania Department of Transportation (PennDOT) - Delaware Valley Regional Planning Commission (DVRPC)	- Federal transportation funds - Match requires funding all pre-construction activities - $50,000 minimum and $1 - $1.5 million maximum - 2 year timeframe to complete design, right-of-way, and utility clearance				✓	Biennial (Typical)
CFA/DCED – Multimodal Transportation Fund (MTF) - Commonwealth Financing Authority (CFA) with Department of Community and Economic Development (DCED)	- Annual competitive grant program for state funds (Act 89) - 30% match; $100,000 minimum; $3 million maximum - 2 – 3 year timeframe to complete the grant funded activities - Design and engineering cannot exceed 10% of the grant award		✓	✓	✓	Annual: March-July
PennDOT – Multimodal Transportation Fund (MTF) - PennDOT	- Annual competitive grant program for state funds (Act 89) - 30% match (based on grant award); $100,000 min; $3 million max - 3 year timeframe to complete the grant funded activities - Design and engineering cannot exceed 10% of the grant award			✓	✓	Annual: September - November
Greenways, Trails and Recreation Program (GTRP) - CFA with DCED & Department of Conservation of Natural Resources (DCNR)	- Annual competitive grant program for state funds (Act 13) - 15% match; $250,000 maximum - 2 - 3 year timeframe to complete the grant-funded activities - Design and engineering cannot exceed 10% of the grant award		✓		✓	Annual: February - May
Community Conservation Partnerships Program (C2P2) - Department of Conservation and Natural Resources (DCNR)	- Annual competitive grant program - Various federal and state funds available for trails and improving access to recreational opportunities - Match requirement depends on program, 20% - 50%	✓	✓		✓	Annual: January - April

SUMMARY OF CURRENT COMPETITIVE GRANT PROGRAMS FOR BICYCLE/PEDESTRIAN INFRASTRUCTURE CONTINUED

Program - Administering Agency	Details	Eligible Project Phases				Anticipated Application Period
		Planning	Design	ROW	Construction	
Regional Trails Program - Delaware Valley Regional Planning Commission (DVRPC))	- Intended for multi-use trails that contribute to completion of Circuit Trails or trails that connect to or provide access to existing Circuit Trails - 20% match; $300,000 maximum	✓	✓	✓	✓	Undefined
Safe Streets For All - U.S. Department of Transportation	- Federal transportation funds - 20% match requirement - Planning and Demonstration Grants: $100,000 - $10 million - Implementation Grants: $2.5 - $25 million; Projects must be identified in an Action Plan	✓	✓	✓	✓	Annual
Community Challenge Grant - AARP	- Quick-action projects that increase mobility options and connectivity - Grant awards typically $15,000 or less				✓	Annual: January - March
Local Share Account (LSA) - Statewide - Commonwealth Financing Authority (CFA) with Department ofCommunity and Economic Development (DCED)	- Competitive grant program for distribution of gaming revenues through the state - No match required; $25,000 minimum; $1 million maximum	✓	✓	✓	✓	Undefined
Smart Growth Grant - National Association of Realtors	- Educational programs and activities that support active transportation - Level One: up to $1,500; Level Two: up to $5,000; Level Three: up to $10,000	✓				Annual: January - October
T-Mobile Hometown Grants - T-Mobile (Smart Growth America and Main Street America)	- Competitive grant program selected on a quarterly basis - Community projects that foster connections in towns with populations less than 50,000 - $50,000 maximum				✓	Quarterly: March, June, September, December

Appendix H
Sustainable Communities Assessment

UPPER UWCHLAN TOWNSHIP SUSTAINABILITY ASSESSMENT CHECKLIST

JULY 2022

Overview. Between September and November 2022, staff from the Brandywine Conservancy's Municipal Assistance Program conducted a focused assessment of Upper Uwchlan Township's plans, policies, and ordinances (collectively, the "framework") as these pertain to community sustainability. By using the rapid assessment approach, staff were able to investigate Upper Uwchlan's broad and complex framework given limited time and resources, while yielding clear recommendations for future action. This is the preliminary Sustainable Communities Assessment (SCA) to the Township for review and comment.

It may also be helpful to define the term "sustainability" (or "sustain" plus "ability"). Sustainability is widely accepted to refer to: an approach that meets the needs of the existing generation while not compromising the needs of future generations, while protecting the rights of both. It is also commonly understood to mean the responsible use of natural resources such that renewable ones are not drawn down beyond their ability to regenerate, and non-renewable ones are used to the minimum possible extent. For example, applying this definition to the land-use component of Upper Uwchlan's environmental framework would mean an approach which ensures that the Township's residents can rely on modes of transportation other than single-occupant vehicles, specifically to get to and from the Village of Eagle for their everyday needs; mixed-use development is permitted by zoning; and the Township has sufficient open space to ensure the enjoyment of the natural world by future generations.



Sustainability is often represented by the graphic shown here, at the center of the three overlapping circles "environment," "society," and "economy." In the Township's case, sustainability is defined at the municipal level; within its broad planning, policy-making, and regulatory framework; and applied to environmental matters. Brandywine Conservancy staff evaluated the Township's efforts principally (though not totally) within this environmental circle — i.e., how Upper Uwchlan is achieving the land-use, ecological, and other directly-related aspects of sustainability based on current Township plans, regulations, and strategies. Specifically, we evaluated the following aspects of sustainability: Natural Resource Protection; Water Quality and Quantity; Land Use and Community Character; Climate Resiliency; Alternative Energy and Energy Conservation; Mobility and Transportation; Community Health and Safety; and Food Production and Security.

The primary purpose of this assessment is to inform the Township's upcoming Comprehensive Plan Update effort. Where the Township is found to be weak in one or more aspects of community sustainability, the Plan can supply ideas that when pursued, can help strengthen the Township in this regard. By adopting and then actively implementing the updated Plan, the Board of Supervisors will help to create a more sustainable Upper Uwchlan. This assessment also identifies Township zoning, subdivision, and stormwater management ordinance provisions that can be revised or refined once the new Comprehensive Plan is adopted. This assessment did not evaluate any of the Township's operations as they relate to sustainability (e.g., municipal vehicle types and fuels used; procurement of supplies), however the township's Environmental Advisory Council (EAC) will work with township staff to evaluate operations. Nor does this assessment address the major components of the societal and economic circles (e.g., local economies) given the limited influence a municipality's planning and regulatory efforts have on much larger societal and economic forces. However, many so-called "environmental" components of this assessment clearly relate to societal and economic elements.

Documents reviewed:

- ✔ Upper Uwchlan Township Ordinances, Chapter 148: Solid Waste & Recycling (1989, as amended)
- ✔ Upper Uwchlan Township Ordinances, Chapter 152: Stormwater Management (2005, as amended)
- ✔ Upper Uwchlan Township Ordinances, Chapter 162: Subdivision and Land Development (1991, as amended) *[Note, occasionally referred to herein as the "SALDO"]*
- ✔ Upper Uwchlan Township Ordinances, Chapter 200: Zoning (1989, as amended) *[Note, occasionally referred to herein as the "ZO"]*
- ✔ Draft Upper Uwchlan Township Act 537 Sewage Facilities Plan, (Route 100 Facilities) [DEP for approval]
- ✔ Upper Uwchlan Township Comprehensive Plan (2014) *[Note, abbreviated herein as "Comp Plan"]*
- ✔ Upper Uwchlan Township Open Space, Recreation, & Environmental Resources Plan (2009) *[Note, abbreviated herein as "OSRER"]*
- ✔ Upper Uwchlan Township Zoning Map (2022)
- ✔ Trail Network Master Plan (2005)
- ✔ Village Concept Plan 2022 Draft

Results and Recommendations. The results of the rapid assessment of Upper Uwchlan's plans, policies, and regulations are provided in the charts that start on the following page. These charts are organized according to the issues evaluated (e.g., natural resources, community health and safety, etc., as previously identified), while the symbols "**+**" and "**x**" are used to indicate the strengths and weaknesses, respectively, of the Township's current plans and regulations within sustainability's environmental circle. For the same criteria, the letter "**n**" is used to note an adequate or neutral evaluation, i.e., the Township's efforts are neither significantly strong nor notably weak. If a box in the chart is blank and only marked with a -, this is because no relevant information was discovered from the Township documents that were reviewed. *(Note that when a symbol is followed by successive sentences separated with a ";", the symbol is meant to also apply to those sentences.)* To consider improvements to noted gaps, each chart is followed by a list of recommendations. Some recommendations may address more than one gap.

Each recommendation is characterized in two ways; first, according to its implementation priority as determined by Conservancy and Township input — i.e., Near-term (NT – within the next 6 months); short-term (ST – within the next year); medium-term (MT—within the next two to three years); long-term (LT – beyond three years); and/or Ongoing (recommendations currently underway and should continue as such). This is not to say that the continuation of the Township's many other current, notable, and successful contributions to sustainability are in any way discouraged. The second characterization is whether the recommendation removes obstacles to, creates incentives for, or sets standards for achieving sustainability. If the recommendation is relevant to the Township's upcoming Comprehensive Plan Update, it is noted under the "considerations for the Township's next Comprehensive Plan Update" category rather than as an obstacle, incentive, or standard.

Additionally, recommendations will be evaluated based on whether they help meet one of the community priorities identified by Upper Uwchlan's Board of Supervisors. These priorities are:

1. Open space preservation (BOS1)
2. Village of Eagle redevelopment (BOS2)
3. Responsible commercial zoning (BOS3)
4. Active and passive recreation (BOS4)
5. Reduce environmental impact (BOS5)
6. Financial (BOS6)

It is notable that there are several recommendations that could fit under more than one of these latter three categories. For example, “Land Use and Community Character” includes a recommendation to incentivize mixed-use development and re-development in certain areas of the Township. While this recommendation was placed under the “Considerations for the Township’s Next Comprehensive Plan Update” category, regulations will be needed to create the actual incentives. Finally, a clear vision for Upper Uwchlan’s sustainable future should directly inform prioritization, implementation, and/or continuation of any of these recommendations along with broad participation from other Township officials, residents, businesses, and other key stakeholders.

NATURAL RESOURCE PROTECTION



FLOODPLAINS

Floodplain protection serves both to protect private property and conserve valuable ecological resources and should consider downstream users.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§82-18,22 & 34**	+ New construction/substantial improvements prohibited + States that no development may impair flood capacity + No expansion or enlargement of an existing structure shall be allowed within any identified floodplain area that would cause any increase in BFE	n Disturbance/certain improvements allowed n Silent on-stream restoration	x Does not include alluvial soils[1], which would help protect the floodplain's ecological value x Fill, new construction, substantial improvements, or other development, are permitted if no increase in base flood elevation (specification of uses permitted within floodway and AE area/district can provide more limitations than existing regulations).
OSRER	+ 100-year floodplains mapped (Map 3-1)		

[1] Loose, unconsolidated (not cemented together into a solid rock) soil or sediments, which is then eroded, deposited, and reshaped by water in some form in a non-marine setting. By contrast, a hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. Hydric soils are part of the legal definition of a wetland included in the United States Food Security Act of 1985 (P.L. 99-198).



RIPARIAN BUFFERS

Riparian buffers provide multiple benefits, from stormwater mitigation to wildlife habitat to aesthetics and more. Research has shown that benefits grow as the width of the buffer grows.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-7** (definitions) - **§162-5** (definitions) - **§200-106 & 108** - **§162-55** - **§82-18 & 22** - **§77-3** - **§152-402** - **§137-302**	+ Riparian buffer defined as 75' on either side of stream and + 25' surrounding wetlands and hydric soils + Preservation of riparian buffers stated as priority (reference to §162-55 for specific standards) + Prohibits all structures and most land disturbance + Requires woodland management plan, landscape plan, open space management plan or conservation plan, as appropriate, for activities in riparian areas + Removal of hazardous & invasive species permitted + Solar and wind systems are prohibited in riparian buffer areas + Boundaries of 75 construction non disturbance buffer to protect streams is required for SWM site plan.	n No new construction or development within 50 feet from the top-of-bank of any watercourse, except as permitted by ZO	x A wider buffer could be put in place to provide special protections to High Quality designated streams and water bodies

OSRER	+ Limitations on bamboo plantings within a riparian buffer (including wetlands and wetland areas) and requirement to remove existing bamboo within those areas. + Requires planting with native species + Short- and long-term actions specified for restoration of riparian areas + Riparian areas incorporated into greenways + Riparian buffer defined as any area within 75' of the bank of any stream. + 25' surrounding wetlands and hydric soils		



WOODLANDS

It is hard to overstate the value of mature woodlands, which include wildlife habitat, stormwater mitigation, soil conservation, carbon sequestration, mitigation of temperature extremes, improved property values, and much more.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-69** - **§200-106** - **§162-55**	+ Encouraged to be included in common & restricted open space + Preservation of woodlands stated as priority (reference to §162-55 for specific standards)	N Woodland replacement is required for large-scale woodland disturbance activities N Native vegetation encouraged for replacement, but should be required	x But disturbance up to 50% permitted, and specimen trees may be removed

		+ Some standards for protection of existing woodlands & specimen trees + Woodland replacement required if 1) Woodland disturbance in excess of 10,000 sq. ft. for each principal use permitted on any lot or tracts; 2) Woodland disturbance in excess of 50% of any existing woodland area on any single lot on the tract subject to Devt.; 3) woodland disturbance in excess of 25% of any existing area of woodland on any tract subject to subdivision.	N Woodland disturbance does not include the removal of invasive alien trees, shrubs, vines or herbaceous species - that's a plus to encourage owners to do so	
	OSRER	+ Calls for amendment to ZO to strengthen safeguards (includes the following recommendation on pg. 42): "Add a subsection to Article XVIII Natural and Historic Features Conservation of the Zoning Ordinance to provide guidelines for the protection and restoration of riparian buffers. The new ordinance would strengthen safeguards for the Township's remaining woodlands, especially along sensitive and valuable streams in the Pickering and Marsh Creek watersheds"		



PRIME AGRICULTURAL SOILS

Prime agricultural soils, essentially a non-renewable resource, produce an extensive array of crops with minimal energy input, and provide other significant benefits, such as infiltration, when left undisturbed.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-6**	+ Objective to foster farming as viable industry and desirable open space use	n Existence of "stealth" TDR provision which permits a developer to transfer density from one tract to another, if a common plan exists including both tracts	x Farming activities are not required to have a conservation plan in riparian areas x But no general requirement for conservation plans for agricultural uses
OSRER	+ Location of prime ag soils mapped + Short-term actions specified to permanently protect prime ag soils		



WETLANDS

Wetlands have been called "the kidneys of the Earth" for their ability to filter pollutants and maintain water quality. They also provide important wildlife habitat and can be a source of beauty.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-7, 106 & -108** - **§162-5 & 55** - **§77-8** - **§152-310** - **§152-301**	+ Preservation of wetlands stated as priority + Detailed technical report required from qualified biologists, soil scientists, or environmental professionals		

		+ Management plan required + Regulations to protect wetlands from impacts associated with geothermal systems installation + Limitations on the use of existing wetlands for SW mgt and runoff treatment. + Any wetlands and any area within 25 feet of any wetland + Hydric soils included in Riparian Buffer areas.		
	OSRER	+ States ZO prohibits development in wetlands and surrounding 25' buffer		



STEEP SLOPES

Steep slopes require protection primarily to prevent soil erosion and to protect downslope areas from flooding, but also provide valuable habitat.

	+ Strong	*N* Adequate	*X* Weak
Township Ordinance - **§200-107** (Steep Slope Conserva-tion District) - **§162-55** - **§152-402** -	+ Prohibitive (>25%) and precautionary (>15%) have limits on amount and type of development permitted + Refers to ZO	N Tree farming, forestry and other agricultural uses are permitted in areas of precautionary slopes; logging and woodcutting with limitations to highly selective removal of trees is permitted in areas of prohibitive slopes with requirements to maximum precautions to remaining trees.	

OSRER	+ States Township is satisfied with steep slope protections		

RARE SPECIES

No one wants to be a party to extinction, which famed wildlife biologist E.O. Wilson refers to as "the death of birth."

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§152-402**	+ PA Natural Diversity Inventory (PNDI)required for stormwater management plans		x PA Natural Diversity Inventory (PNDI) is not required during the development process

NATURAL RESOURCE PROTECTION RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Revise Zoning Ordinance (ZO) to specifically provide for stream restoration work and other water-dependent uses (I.e., docks, boat launches, public water supply intake structures, public wastewater treatment plant sewer lines and outfalls) within required riparian buffer for perennial streams.	ST	BOS 3	PC	
	Include alluvial soils in definition of floodplain, to protect floodplain's ecological value	ST		PC	

CREATE INCENTIVES	Continue to refer homeowner's associations that are seeking to manage common open space with maintenance plans consistent with Township-wide natural resource priority planning (such as GIS mapping of common open space, trails, etc.) to qualified professionals and organizations offering technical support.	INITIATE	BOS 1 BOS 4	PC	
	Consider strengthening existing zoning provisions which promote the clustering of non-agricultural land uses, and to encourage a greater mix of uses and compatible infill of the Township's villages	LT	BOS 1 BOS 2 BOS 3	PC	

ENACT STANDARDS	Further limit expansion of structures in Flood Hazard District, and consider limiting type of development permitted by variance	ST		PC	
	Amend ordinances to reflect state requirements for establishment of 150-foot undisturbed buffers along Pickering Creek and the Township's HQ (high quality) streams at the time of development	ST	BOS 3	PC BOS	
	Consider a tiered approach to riparian buffer protection; i.e., in addition to required 75-foot buffer, establish a 75- to 100-foot-wide buffer where some modification is allowed, and a 100- to 300-foot-wide buffer along first order streams	LT		PC	
	Require PNDI search and list species of special concern in applicable Township ordinances, per OSRER recommendation	ST		PC	
	Incorporate greenway recommendations from OSRER into applicable Township ordinances: 1. Add a subsection to Article XVIII Natural and Historic Features Conservation of the Zoning Ordinance to provide guidelines for the protection and restoration of greenways. The new ordinance would include provisions for reinforcing the Township's greenway corridors, especially along sensitive and valuable streams in the Pickering and Marsh Creek watersheds. Riparian buffers should be considered as primary resource areas that contribute to greenways. 2. The riparian buffer and greenway provisions should include standards which restrict disturbance and require buffers around sensitive habitat areas and PNDI sites. The Township should coordinate the riparian buffers and greenway ordinance with Chester County's regional greenways and biodiversity corridors as described in Linking Landscapes. 3. The Township should recommend that applications for new land development projects incorporate greenway corridors into the proposed layout, as appropriate. Greenways can help to protect natural and historic resources, many of which may be located within these corridors.	ST	BOS 1	PC EAC BOS	

	Establish Township-wide standards for native plant use (e.g., eliminate invasive species from street tree and ground cover lists; allow removal of existing wooded vegetation and require replacement of wooded areas with native species (allowing limited use of horticultural varieties of non-native plants for developed areas); add native fruit and nut trees to list(s) of allowed species)	ST		PC EAC Parks & Rec	
	Reduce permissible level of woodland disturbance from 50%	ST		PC	
	Classify woodlands based on ecological value, and correlate overlay or woodland/resource protection ordinance standards to each identified class (e.g., 1, 2, or 3)	LT		PC	
	Consider using the 500-year floodplain as the boundary for the Flood hazard district	LT		PC	
CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	During the Plan update's suggested Climate Adaptation and Mitigation Plan development, the severity of increased flooding and impact on improved properties should be assessed, new/emergent wetlands and hydric soils should be identified, and a range of regulatory and other mitigations identified	LT		PC	

WATER QUALITY AND QUANTITY

WATER CONSERVATION



PREVENT DEPLETION OF GROUNDWATER AND SURFACE WATER SUPPLIES

It is important to ensure that water resources are not used at an unsustainable rate, both to protect ecological integrity and to ensure a sustainable water supply for human use.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*

Township Ordinance - **§152** - **§141-26** -	+ New subdivisions include requirement for operations & maintenance plan for on-lot septic systems + Requires an inspection every three years after the initial inspection	n Disturbance/certain improvements allowed n Silent on-stream restoration	



PERMIT/PROMOTE HARVESTED/RECYCLED WATER (E.G., GREYWATER SYSTEMS, RAIN BARRELS) USE

Such measures reduce water consumption and save money and energy.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§152-25** - **§152**	+ Prohibits some non-stormwater discharges to Township stormwater system + Strong priority given to groundwater infiltration	n Maximizing groundwater recharge encouraged	x A wider buffer could be put in place to provide special protections to High Quality designated streams and water bodies.



IDENTIFY NATIVE AND CLIMATE RESILIENT PLANTS FOR USE IN REQUIRED LANDSCAPING PLANS

Native plants are already adapted to the existing hydrologic conditions, and so do not require the extensive watering typical of introduced species.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-57**	+ Specifications for maintenance of street trees + Township approval is necessary for planting of	n Encourages but does not require use of native species or horticultural	x Lists a number of street trees that are not native to meet required planting

	nonindigenous species as street trees	varieties of non-native plants.	



PROMOTE COMMUNITY GARDENS, EDIBLE GARDENS, MULTI-FUNCTIONAL RIPARIAN BUFFERS, OR LANDSCAPING THAT DOESN'T REQUIRE WATERING AS A LANDSCAPING OPTION FOR REQUIRED LANDSCAPING PLANS

Community gardens, edible landscaping and multi-functional riparian buffers provide both environmental benefits, while supporting local food systems and community health.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Comprehensive Plan (2014)	+Recommends working with developers and HOA's to remove restrictive covenants that prevent backyard gardens.		



ENCOURAGE THE USE OF LOW-FLOW OR WATER EFFICIENT FIXTURES (I.E. ENERGY STAR OR WATERSENSE LABELED) BEYOND WHAT IS REQUIRED IN THE BUILDING CODE

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§183-9(d):**	+ Sink and lavatory faucet discharge rates shall not exceed 3.0 gallons of water per minute over a range of test pressures from 20 to 80 psi. The fixture shall perform in accordance with		

	the test requirements of ANSI A112.18.1M.		



ENCOURAGE THE USE OF RECYCLED RAINWATER AND GRAYWATER FOR EXTERIOR AND OTHER NON-POTABLE USES

	+ Strong	*N* Adequate	*X* Weak

WATER AND SEWER INFRASTRUCTURE



UTILIZE EXISTING PUBLIC WATER/SEWER LINES BEFORE EXPANDING OR INCREASING CAPACITY

Controlling expansion of sewage capacity & water supply is a key element in growth management.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-49**	+ Public water system required to have two wells or equivalent in most cases	n Public water supply required in many cases, which may be used to promote appropriate development	
Act 537 Plans	+ Extensive groundwater monitoring done per DEP requirements	n General, Township-wide sewerage plan intended once Phase 3 completed of Act 537 Plan—Route 100	

		n No public water system—All water supplied from private utility within existing franchise area	



USE THE FUTURE LAND USE PLAN TO GUIDE EXPANSION OF WATER, SEWER, STORMWATER CAPACITIES

Proper growth management links the expansion of public utilities to community-created plans.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Comp Plan, **OSRER**, **ZO** and **SALDO**	+ All make provision for COLDS in community open space (however, due to numerous failures, DEP is not likely to permit a COLDS again)		x It appears that expansion of water, sewer and stormwater facilities are directed on an ad hoc basis. Public water facility expansion beyond the Township's control where franchise already exists.
Township Ordinance - **§162-49**	+ Public water supply study required for some land-use plans		



MAINTAIN COMPREHENSIVE PLAN AND SEWAGE FACILITIES PLAN (ACT 537) CONSISTENCY

Since the future land-use plan represents the community's vision, the sewage plan (Act 537 Plan) should be consistent with it.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Act 537 Plans	**St. Andrews Brae**: + No current issues as work within the last 10 to 12 year span successful	**Route 100**: n The collection and conveyance system is still new and therefore not	

		addressed reduction of inflow and infiltration **Greenridge**: + No current issues—operating within the permitted hydraulic and organic loading limits **Eaglepointe**: + No current issues	showing signs of exposure to inflow and infiltration **Saybrooke**: n No issues of inflow and infiltration, but there have been spikes of organic loadings Chemical Oxygen Demand and Total Suspended Solids—this will continue to be monitored **Marsh Harbor**: n No issues of inflow and infiltration, but there have been spikes of organic loadings (BOD5)—this will continue to be monitored **Lakeridge**: n Recently underwent maintenance for facility upgrades; currently being monitored n Replacing with package stream-disposal system	



ENCOURAGE SPRAY/DRIP IRRIGATION RATHER THAN STREAM DISCHARGE FOR NON-SEWERED AREAS

Spray/drip irrigation ensures the integrity of the local hydrologic cycle better than stream discharge plants, which send water and nutrients downstream, often requiring costly system design, operation, and upgrades.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-69**	+ Spray/drip irrigation used throughout Township		x It appears that expansion of water, sewer and stormwater facilities are directed on an ad hoc basis. Public water facility expansion beyond the Township's control where franchise already exists.
	+ Wastewater disposal needs are given high priority when considering acquisition of open space and parkland		
Act 537 Plans		n General, Township-wide sewerage plan intended once Phase 3 completed of Act 537 Plan—Route 100	
OSRER	+ Wastewater disposal needs are given high priority when considering acquisition of open space and parkland		

STORMWATER MANAGEMENT



INCLUDE GREEN STORMWATER INFRASTRUCTURE PRACTICES IN SALDO AND SWM ORDINANCES

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§152-103** - **§152-701**	+ Purpose to manage stormwater at source, with focus on infiltration and erosion-prevention + The municipality requires submission of a O&M agreement for approval for all BMPs and man-made conveyances; these are subject to inspections + Approval requires SWM site plan for these facilities	n BMP use encouraged, but only required through conditional use approval or State DEP, will be included once new Act 167 model ordinance is adopted	x Allows the use of drought-intolerant non-native plants
OSRER	+ Notes that SWM ordinance is modeled after DEP and promotes preservation of natural drainage features		

INCLUDE LOW IMPACT DEVELOPMENT TECHNIQUES IN MUNICIPAL ORDINANCES

Low Impact Development (LID) is a design approach that focuses on conservation and use of natural features to protect water quality on-site.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§152-9** - **§200-32** - **§162-51**	+ Requires maintenance of pre-development hydrologic balance, use of natural processes and pollution minimization	n Encourages Low-Impact Development (LID) techniques, but does not require them	

REQUIRE ROUTINE MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES

Like all infrastructure, stormwater management facilities are subject to degradation over time, and therefore benefit from ongoing maintenance.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§152-20**	+ Maintenance plan required		x No dedicated maintenance fund to ensure proper functioning of existing stormwater systems

CONSIDER STORMWATER IMPACT FEES TO FUND MUNICIPAL STORMWATER MANAGEMENT/BMPS AND RETROFITS

Stormwater impact fees provide a dedicated stream of funding to help implement, maintain and improve stormwater management infrastructure.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*

		BOS is currently investigating the feasibility of a stormwater fee.	



REQUIRE NEW DEVELOPMENT TO PROVIDE INNOVATIVE STORMWATER/BMPS INCLUDING GREEN ROOFS, ISLANDS WITHIN CUL-DE-SACS, OR VEGETATED BIOSWALES

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§152**	+ Encourages nonstructural and vegetation stormwater BMPs before structural BMPs; disconnected roof drains required and when practical shall discharge to infiltration or vegetative BMPs.		



INCORPORATE BEST PRACTICES FOR STORMWATER MANAGEMENT ON MUNICIPAL LANDS

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§152- Appendix D**			x No requirements of BMPs for stormwater management on municipal lands, only encouragement on private lands

WATER QUALITY AND QUANTITY RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Consider developing a regional approach to stormwater management, for example, allowing a new development in one municipality to use an existing stormwater facility on an adjoining site and/or municipality, assuming capacity exists. Consider a regional stormwater management authority that could finance stormwater facility retrofits	LT	BOS 4 BOS 5	PC	
	Adopt the update Act 537 plan	ST		BOS DEP	
	Consider the Township to share materials/resources with residents on stormwater management practices, which could eventually lead to training sessions	ST		EAC	

CREATE INCENTIVES	Consider incentives (as well as standards) for water conservation, Township-wide	LT		PC	
	Provide trees and other supplies for landowners willing to reforest riparian buffers and other critical hydrologic resource areas, consistent with Township-wide natural and water resource priority planning	ST		PC EAC	
	Enact voluntary standards to incentivize the use of Green Stormwater Infrastructure (GSI) as a stormwater best management practice (BMP) (ex: green roofs, rain gardens, stormwater bump outs, rain barrels)	LT		PC	

ENACT STANDARDS	Develop an enforcement process for routine pumping, repair of existing on-lot septic systems that aren't already covered by operations & maintenance agreements	ST		PC	
	Establish inspection program for existing stormwater management systems/structures, with priority given to where these systems and structures exist on individual lots which could dovetail with inspection process for on-lot septic systems	ST	BOS 4 BOS 5	EAC BOS	
	Establish maintenance funding stream for stormwater management systems	ST	BOS 5	EAC BOS	
	Ensure Upper Uwchlan Township continues meets, if not exceeds, the minimum applicable standards of the federal Municipal Separate Storm Sewer System (MS4) program	ONGOING		PC	
	Evaluate potential revisions to land development standards (e.g., parking criteria, street width) to further LID approaches that minimize generated stormwater volumes and other potential water-related impacts	ST		PC	
	Evaluate "green streets" design concepts in street design standards to minimize runoff and create healthier environment	ST	BOS 2	PC	
	Establish maximum parking standards to reduce impervious surface, and consider strengthening shared parking provisions	LT		PC	

	Revise SALDO landscaping plant list to include only native plants, prohibit the use of invasive plants, and taking into consideration changing regional climate conditions.	NT		PC EAC	
	Adopt Chester County's new Act 167 stormwater model ordinance	NT		PC BOS	
	Promote community gardens, edible gardens, or landscaping that doesn't require watering as a landscaping option for required landscaping plans	ST	BOS 2	PC EAC	

CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	Use the Comprehensive Plan Update, including its Future Land Use Plan, to help guide expansion of water, sewer and stormwater capacities	ST		PC BOS	
	Through the Comprehensive Plan Update, ensure consistency between it and the final draft Township-wide sewerage (537) plan	ST		BOS	
	Use Comprehensive Plan Update and final draft Act 537 Plan to clarify Township's policy in support of land application of treated sewage effluent and discouraging stream discharge except under unique circumstances	ST		PC BOS	
	Consider the use of stormwater impact fees, available grants, and other creative avenues to help fund the Township's stormwater management/BMPs and retrofits	ST		PC BOS	

++

LAND USE AND COMMUNITY CHARACTER

LAND USE PLANNING



STEER GROWTH AND NEW DEVELOPMENT TO THE MOST APPROPRIATE (I.E. AWAY FROM FLOOD-PRONE AREAS, WHERE PUBLIC INFRASTRUCTURE EXISTS) PLACES WITHIN COMMUNITY/REGION

Steering growth to existing population centers, such as villages, towns and cities preserves open space and helps to ensure more efficient use of existing infrastructure, while also promoting a sustainable local economy.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Zoning Map			x Most of Township is zoned for, and has formed a relatively low-density suburban development pattern



PARTICIPATE IN MULTI-MUNICIPAL/REGIONAL LAND USE PLANNING

Many issues are best dealt with on a regional rather than municipal basis, and efficiencies of scale can reduce burden on local budgets.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Comp Plan		n Objective to investigate participation in regional planning, such as the Downingtown Area Regional Planning Group n Conduct joint municipal development analysis with contiguous municipalities	



ENSURE PLANNING POLICIES, DOCUMENTS, REGS. ARE CONSISTENT WITH COUNTY AND REGIONAL PLANS

A municipality's policies and regulations are the tools which implement the local plan, and it only makes sense for them all to work in concert.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Comp Plan, Zoning Ordinance, Zoning Map, Act 537 Plan	+ All are generally consistent, in turn, with Landscapes3, Chester County's Comprehensive Plan.		



INCREASE DENSITY AND MIX OF USES IN URBAN AND VILLAGE AREAS WHERE APPROPRIATE

Greater intensity of use and density of population can reduce the per capita cost of infrastructure, helping a municipality's dollars to go farther, while also promoting a sustainable local economy.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-32** (C-1 Zone) -	+ Mixed-use zoning in Village of Eagle/Byers x Density bonus for providing excess sewage disposal capacity and mix of housing types permitted		



ENCOURAGE AND/OR INCENTIVIZE INFILL DEVELOPMENT AND REDEVELOPMENT OF PREVIOUSLY DISTURBED LANDS

Open space is a resource with limited capacity for regeneration, so it makes sense to encourage infill development and redevelopment of previously disturbed lands.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200** - **Zoning Map**	+ Ordinance allows shift in development density from one parcel to another which could be used to serve as an incentive for infill or redevelopment of appropriately planned lands.		x All areas of Township zoned for relatively low-density suburban-type development



ALLOW FOR TRADITIONAL NEIGHBORHOOD DEVELOPMENT

TNDs aim to be complete neighborhoods, with a mix of housing types, a network of well-connected streets and blocks, public spaces, and have amenities such as stores, schools, and places of worship within walking distance of residences.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordinance - **§200-32** **Village Concept Plan**	+ Village Commercial district permits mixed-use zoning in historic Village of Eagle. + Attempts to preserve historic village character		x Could benefit from further incentives to move development potential to villages



CONSIDER USE OF TRANSFERABLE DEVELOPMENT RIGHTS

TNDs aim to be complete neighborhoods, with a mix of housing types, a network of well-connected streets and blocks, public spaces, and have amenities such as stores, schools, and places of worship within walking distance of residences.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200**	+ Ordinance allows shift in development density from one parcel to another, as a form of TDR		



UPDATE COMPREHENSIVE PLAN TO PROMOTE SUSTAINABILITY AND RESILIENCY

Proper growth management links the expansion of public utilities to community-created plans.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Comp Plan, **OSRER**, **ZO** and **SALDO**	+ Many elements support natural processes and preservation of open space and other natural & cultural features		

CHARACTER AND AESTHETICS



PROTECT THROUGH ZONING THE COMMUNITY'S SIGNIFICANT HISTORICAL RESOURCES

A community's historical resources are its connection to its past and help to define it as a unique place, worthy of respect and stewardship.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*

§200-32	+ Purpose to preserve historic village character		
Village Sketch Plan	+ Purpose to preserve historic village character		
OSRER	+ Many objectives that support historic/cultural preservation, including landscapes associated with historic structures		



PERMIT THROUGH ZONING THE ADAPTIVE REUSE OF HISTORIC BUILDINGS

A key element in historic preservation is the preservation of the usefulness of the historic structure, which often relies on creative reuse opportunities.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-69**	+ Includes several provisions that encourage re-use of historic structures		



PROTECT THROUGH ORDINANCE INCENTIVES SIGNIFICANT CULTURAL AND SCENIC RESOURCES

In some cases, historic preservation is best achieved through other parts of the Code.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-55**	+ Permits historic preservation to be credited toward open space goals		



ENACT ORDINANCES LIMITING BOTH NOISE AND LIGHT POLLUTION

The livability of a place can be dramatically affected, for good or ill, by noise and lighting. Additionally, noise and light pollution can negatively impact a community's wildlife.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-82** - **§162-58**	+ Detailed restrictions on noise pollution + Goal of limiting light pollution of the night sky and glare by limiting use of non-full-cutoff fixtures and prohibiting all-night lighting in most cases + Also requires lights in most applications to not cross property boundaries		x Omnidirectional fixtures permitted in residential settings not exceeding 40 watts incandescent or 6 watts LED

LAND USE AND COMMUNITY CHARACTER RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Work to ensure Upper Uwchlan's planning is consistent with the context of Landscapes3 and the other County planning documents	ST		BOS	
	Review and update existing build-out analysis of existing zoning and compare with population projections	ST	BOS 1 BOS 3	PC BOS	

CREATE INCENTIVES	Continue to promote permanent protection of remaining undeveloped parcels	LT	BOS 1	PC	
	Develop mechanisms (e.g., Township- or grant-funded streetscape improvements) for identified Villages to incentivize mixed-use development, redevelopment, adaptive reuse and historic preservation within these areas	LT	BOS 2	PC BOS	
	Promote opportunities that permit the shift of development potential from remaining rural, undeveloped parcels to vacant or underdeveloped lands within planned growth areas	LT	BOS 1 BOS 2	PC	

ENACT STANDARDS	Amend zoning in Village areas to incentivize the use of multi-story buildings, shorter building setbacks, observe other key village design standards, promote walkability, mixed-uses, the provision of bike racks, etc.	ST	BOS 2 BOS 5	PC BOS	
	Amend zoning provisions to require greater protection of historic resources	ST		PC HC BOS	
	Establish geographically defined historic districts or overlays with protection standards for identified historic resources	LT		PC HC	
	Adjust zoning consistent with build-out analysis and population estimates	LT		PC	
	Amend subdivision ordinance to prohibit omnidirectional lighting, or require it to be turned off after 11:00pm	ST		PC BOS	

CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	Pursue Comprehensive Plan recommendations for regional planning initiatives	MT		PC	
	Update Comprehensive Plan with thorough-going sustainability focus which includes stronger relationship between land-use, transportation and energy, which will be investigated further in the Comprehensive Plan Update process	ONGOING		PC	

CLIMATE RESILIENCY

GREENHOUSE GAS REDUCTION/MITIGATION



ENACT ORDINANCES TO ALLOW LIVE-WORK UNITS, HOME-BASED BUSINESSES, AND MIXED-USE DWELLINGS

In existing residential districts, a certain degree of "mixed-ness" may be achieved by permitting and encouraging live-work units and home-based businesses. In an economy struggling to provide full employment, opportunities to work at home may allow a person to remain in his/her home.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-36** - **§200-62** - **§200-63**	+ Mixed-uses allowed; although live-work units not specifically called out, they appear to be allowed + Home occupations and no-impact home-based businesses permitted as accessory uses + Conversion of single-family dwelling to a greater number of dwelling units is permitted by special exception		x Most of Township is zoned for, and has formed a relatively low-density suburban development pattern

ESTABLISH ENERGY EFFICIENCY TARGETS FOR NEW DEVELOPMENTS AND REDEVELOPMENT PROJECTS BEYOND THE 2015 IECC (INTERNATIONAL ENERGY CONSERVATION CODE)

	+ *STRONG*	N *ADEQUATE*	x *WEAK*

PROMOTE AND INCENTIVIZE REFORESTATION AND NATURAL RESOURCE RESTORATION ON OPEN SPACE

Reforestation provides greater habitat, variety of landscape, stormwater mitigation, and a sink for atmospheric carbon dioxide, the primary greenhouse gas pollutant.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-55**	+ Detailed requirements for preservation of woodlands & hedgerows	n Native plantings encouraged, not required	x But up to 50% allowed to be removed by-right; no specimen trees shall be removed without BoS approval that removal eliminates hazardous condition(s)

ENCOURAGE USE OF ALTERNATIVE TRANSPORTATION (PUBLIC TRANSIT, BIKES, WALKING)

Studies have shown that communities which provide opportunities for non-motorized transport are healthier, happier, and have more disposable income. Such communities also emit fewer greenhouse gas pollutants through their reduced reliance on fossil fuels.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-69**	+ ZO requires compliance with OSRER with respect to common open space, which includes trails		

Comp Plan, OSRER, ZO and **SALDO,**	+ Priority given to multi-use trails and interconnected common open space + Extensive existing trails network		x Generally auto-centric development and single-use zoning requires driving to most destinations



DEVELOP, ADOPT AND IMPLEMENT A CLIMATE ACTION PLAN TO REDUCE GREENHOUSE GAS EMISSIONS

A Climate Action Plan (CAP) is one way a community can consciously reduce its negative impact on the global climate, while also saving energy, reducing per capita infrastructure costs, and therefore saving money.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
		n Current reliance on DVRPC regional audit	



SET A MUNICIPAL GREENHOUSE GAS EMISSION REDUCTION GOAL

	+ *STRONG*	*N ADEQUATE*	*X WEAK*
Comp Plan		n Highlights the townships greenhouse gas emissions by land use and identified outreach opportunities to reduce these emissions but does not establish any targets.	



ENCOURAGE THE USE OF RECYCLED AND LOCAL BUILDING MATERIALS

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Comp Plan	+ Includes a goal to use recycled or reused paving materials in parking lots and transportation projects.		

CLIMATE ADAPTATION/RESILIENCY



CONDUCT A COMMUNITY VULNERABILITY ASSESSMENT (I.E., EXTREME FLOODING, EXTREME HEAT, ETC.)

	+ *STRONG*	N *ADEQUATE*	X *WEAK*



ADOPT THE CHESTER COUNTY HAZARD MITIGATION PLAN

	+ *STRONG*	N *ADEQUATE*	X *WEAK*



UTILIZE THE COMPREHENSIVE PLAN TO ADDRESS THE VULNERABILITY ASSESSMENT

	+ *STRONG*	N *ADEQUATE*	X *WEAK*

CLIMATE RESILIENCY RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Update greenhouse gas emissions inventory; use to develop, adopt and implement a Climate Action Plan or greenhouse gas reduction goal	ST & LT	BOS 5	PC BOS	
	Continue to implement trail expansion/extension/connection recommendations of the OSRER	ONGOING	BOS 4 BOS 5	PC	
	Use open space management plan review to recommend reforestation	ST		PC	
	Utilize recommendations of an Active Transportation Plan	PENDING	BOS 2 BOS 4 BOS 5	PC Parks & Rec	

CREATE INCENTIVES	Institute traditional neighborhood development ordinance, or amend existing C-1 Village ordinance, to accommodate mixed-use infill development which will increase demand for public transportation plus add provisions for shorter setbacks, graphic-based design standards, walkability, mixed uses, incentives for moving development potential, etc.	LT	BOS 2	PC	
	To preserve and increase natural carbon sequestration, incentivize the moving of development potential from areas with significant natural resources, especially woodlands, to villages or other centers	LT		PC EAC	
	Guide more employment opportunities into mixed-use areas to reduce need for commuting	LT		PC	
	Enact standards to incentivize green building techniques	ST		PC	
	Establish energy efficiency targets for new developments and redevelopment projects beyond the 2015 IECC (International Energy Conservation Code).	ST		PC	
	Encourage and incentivize the use of recycled and local building materials.	MT		PC	
	Set a municipal greenhouse gas emission reduction goal as part of developing a Township Climate Action Plan.	ST		PC	

ENACT STANDARDS	Enact specific standards to allow live-work units	ST		PC BOS	
	Establish Township-wide standards for native plant use (e.g., limit the use of non-native species to horticultural varieties for street tree and ground cover lists; allow removal of existing wooded vegetation and replacement with native species in certain situations; add native fruit and nut trees to list(s) of allowed species)	LT		PC EAC Parks & Rec	
	Enact standards to preserve and increase natural carbon sequestration by following prior recommendations to develop more effective resource protection ordinances	LT		PC EAC	
	Classify woodlands based on ecological value, and correlate overlay or woodland/resource protection ordinance standards to each identified class (e.g., 1, 2, or 3)	LT		PC EAC	
CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	Update the Comprehensive Plan to prioritize planning and funding decisions based on clear linkages between transportation, future land use, economic development and energy conservation	ST		BOS	
	Develop, adopt and implement a Climate Action Plan (or a portion thereof) to reduce greenhouse gas emissions and set a municipal greenhouse gas emission reduction goal	LT		PC BOS	
	Consider completing a Vulnerability Assessment to guide the Township's climate action planning	MT	BOS 5	PC	
	Ensure that the Comprehensive Plan Update addresses and includes the recommendations of the 2020 Chester County Hazard Mitigation Plan and relevant recommendations from the County Climate Action plan	ST		PC BOS	
	Consider including a conceptual trail plan (map) that reflects existing and planned trails, connections with adjoining municipalities, trail destinations, and different types of trails	ST	BOS 5	PC	
	Update the Comprehensive Plan to prioritize planning and funding decisions based on clear linkages between transportation, future land use and energy	ST	BOS 5	PC BOS	

ALTERNATIVE ENERGY AND ENERGY CONSERVATION

RENEWABLE ENERGY

ALLOW SOLAR INSTALLATIONS BY-RIGHT WHEN ACCESSORY TO A PRINCIPAL USE

As the most accessible distributed, renewable energy technology for private property owners, it is important to reduce barriers to their installation whenever possible.

	+ *STRONG*	n *ADEQUATE*	x *WEAK*
Township Ordinance - **§77-3**	+ Permitted in all districts as an accessory use.		

ESTABLISH ENERGY EFFICIENCY TARGETS FOR NEW DEVELOPMENTS AND REDEVELOPMENT PROJECTS BEYOND THE 2015 IECC (INTERNATIONAL ENERGY CONSERVATION CODE)

	+ *STRONG*	N *ADEQUATE*	x *WEAK*

PLAN FOR AREAS FOR COMMERCIAL OR UTILITY-SCALE SOLAR FARMS AND PROVIDE FOR THROUGH ZONING

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
		N The township is largely built out	

ESTABLISH A MINIMUM PERCENTAGE OF SOLAR-ORIENTED LOTS OR BUILDINGS IN NEW DEVELOPMENTS

One major barrier to installation of solar systems on roofs is the orientation of the building. In the northern hemisphere, solar works best on south-facing slopes.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordinance - **§162-27**	+ Highly encourages street system to promote south-facing views		

PERMIT SMALL WIND ENERGY CONVERSION SYSTEMS IN ALL ZONING DISTRICTS

Small wind energy systems have minimal impacts and are an important part of the overall energy mix.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
-			

INCLUDE AN ENERGY ELEMENT IN THE COMPREHENSIVE PLAN

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Comp Plan	+ Energy conservation and efficiency is addressed in the Community infrastructure and services chapter. This chapter inventories the Upper Uwchlan Township's greenhouse gas emissions which identifies		

	residential and vehicular traffic as the highest emitting uses in the township. Plan establishes the goal to educate residents about energy efficiency and convert township energy use and fleets to energy efficient or alternative energy technologies when financially practical.		



ADOPT THE MOST RECENT INTERNATIONAL ENERGY CONSERVATION CODE

	+ *STRONG*	N *ADEQUATE*	X *WEAK*



PERMIT METHANE GENERATORS WITHIN AGRICULTURAL AREAS AND PROVIDE FOR THROUGH ZONING

	+ *STRONG*	N *ADEQUATE*	X *WEAK*

ALLOW FOR ELECTRIC VEHICLE CHARGING STATIONS WITHIN THE ZONING ORDINANCE AND AT MUNICIPAL BUILDINGS AND FACILITIES.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*

ENERGY EFFICIENCY AND CONSERVATION

ENCOURAGE NEW RESIDENTIAL/COMMERCIAL BUILDINGS TO BE DESIGNED TO ACHIEVE OR FOLLOW LEED CERTIFIED OR ENERGY STAR STANDARDS

In the U.S., buildings are responsible nearly half of all energy consumed. Any effort to reduce total energy consumption, therefore, must include building energy efficiency as a crucial element. Energy-efficient buildings also tend to be more attractive investments and therefore have more stable real estate value.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
			X No specific ordinance or planning provisions

INCENTIVIZE NEW BUILDINGS TO MEET THE STANDARDS OF THE 2018 IECC (INTERNATIONAL ENERGY CONSERVATION CODE)

	+ *STRONG*	N *ADEQUATE*	X *WEAK*

ALTERNATIVE ENERGY AND ENERGY CONSERVATION RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES					

CREATE INCENTIVES	Provide pilot funding or technical guidance for new residential/commercial buildings to achieve specified LEED, Energy Star, etc. standards	ST		PC	
	Consider reducing permit fees for renewable energy systems and highly efficient green buildings (e.g., LEED-Gold or -Platinum), consistent with overall budgetary picture	ST		PC	
	Incentivize new buildings (using modest density bonuses, area and bulk flexibility, or other methods) to meet the standards of the 2018 IECC (International Energy Conservation Code).	ST		PC	
	Incentivize the use of accessory solar and other renewable energy systems in new development	LT		PC	

ENACT STANDARDS	Establish a minimum percentage of solar-oriented lots or buildings in new developments	ST	BOS 5	PC	
	Establish, by ordinance, green building standards for new and renovated development	ST	BOS 5	PC	
	Consider permitting limited solar farms in open space areas	LT	BOS 5	PC	
	Establish standards for renewable energy systems when proposed for historic structures	NT		PC HC	
	Allow for electric vehicle charging stations within zoning, and site at municipal buildings and facilities	ST	BOS 5	PC	
	Adopt the most recent International Energy Conservation Code	MT		PC BOS	
	Investigate the use of solar lighting along walkways and trails	ST	BOS 5	PC	
	Investigate the feasibility of solar traffic lights	ST	BOS 5	PC	

CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	The Comprehensive Plan Update should include an energy element or energy-related policies (for example, specific energy conservation and renewable energy objectives) and actions	ST	BOS 5	PC BOS	

++

MOBILITY AND TRANSPORTATION

BICYCLE AND PEDESTRIAN TRANSPORTATION



ESTABLISH SIDEWALKS IN RESIDENTIAL, VILLAGE, DOWN-TOWN AREAS

Sidewalks are the key element in safe, walkable, livable neighborhoods.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-41**	+ But may be required when there is existing adjoining sidewalk and BoS believes necessary to ensure pedestrian safety + Eagle Village has an existing sidewalk network		x Sidewalks not required, nor is fee-in-lieu x Minimum width is 4-5' (6' where appropriate would be more accessible)



ESTABLISH A PEDESTRIAN CIRCULATION PLAN THAT LINKS NEIGHBORHOODS WITH SCHOOLS, PARKS, COMMERCIAL CENTERS, ETC. THROUGH SIDEWALKS AND TRAILS

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Comp Plan	Refers to the Trail Network Master Plan		



REQUIRE BIKE RACKS AT APPROPRIATE LOCATIONS IN NEW/INFILL DEVELOPMENTS

Appropriately located bike racks can make cycling significantly easier and more attractive, while also protecting landscaping and infrastructure, which otherwise becomes the default bike "rack."

	+ STRONG	N ADEQUATE	X WEAK
Township Ordinance - **§162-43** **Village concept plan** **Trails Master Plan**	+ But is encouraged in Village Concept Plan + Bicycle safety grates required + Bicycle routes mapped		x Bicycle parking not required anywhere



PROMOTE THE USE OF TRAILS AS A TRANSPORTATION ALTERNATIVE

Not only do trail contribute to a community's quality of life, but connector trails to key local destinations can also reduce vehicle trips and reducing emissions and traffic.

	+ STRONG	N ADEQUATE	X WEAK



ADOPT AN OFFICIAL MAP THAT INCLUDES DESIRED SIDEWALK AND TRAIL RIGHTS-OF-WAY

Not only do trail contribute to a community's quality of life, but connector trails to key local destinations can also reduce vehicle trips and reducing emissions and traffic.

	+ STRONG	N ADEQUATE	X WEAK
		n Do not currently have an Official Map but considering the adoption	



PROMOTE THE USE OF TRAILS AS A TRANSPORTATION ALTERNATIVE

	+ *STRONG*	N *ADEQUATE*	X *WEAK*



REQUIRE THE ESTABLISHMENT AND MAINTENANCE OF PEDESTRIAN/BIKE TRAILS THAT CONNECT TO PUBLIC FACILITIES, PARKS, OPEN SPACE, SCHOOLS, BUSINESS/SHOPPING

Multi-use trails are a crucial element in a region's transportation network, and encourage walking and cycling for work, play and shopping. Trails have also been shown to significantly increase adjacent real estate values.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
	Township owned trails are maintained by the Township. Those located in developments that are not dedicated to the Township are subject to recorded plan maintenance requirements.		

ROADS AND STREETS



USE FUTURE LAND USE PLAN TO DIRECT EXPANSION OF ROAD CAPACITIES

A well-planned community is one in which the land-use plan and the street plan are coordinated to create the community's vision for itself.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
		n Township largely built-out	x No Official Map



MAXIMIZE EXISTING ROAD CAPACITY (E.G., TRAFFIC CALMING, TDM, ETC.) BEFORE CONSTRUCTING NEW ROADS

Often, much can be done to use existing road capacity more efficiently, reducing or eliminating the need for new roads. This reduces capital construction costs and ongoing maintenance costs, which can be considerable

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-27**		n Local streets shall be laid out as to discourage through traffic, but provision for street connections into and from adjacent areas may be required; this allows for traffic calming	



PLAN ROAD IMPROVEMENTS TO PRIORITIZE SAFETY AND PEDESTRIAN/BIKE USES

A road that has been designed with pedestrians and cyclists in mind is one which attracts such users, which promotes public health, a sense of community, saves energy and money, and can promote and support a human-scale business district.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
OSRER and **Trails Master Plan**	+ Numerous objectives for promoting multi-use trails + Township makes use of Access Management principles which (in part) tailor road design standards to functional classification of road, as well as improve safety for all users, and reduces congestion		x No Official Map



ADOPT AN OFFICIAL MAP THAT INCLUDES DESIRED STREET AND ROAD RIGHTS-OF-WAY TO PROVIDE THROUGH-CONNECTIONS

		+ *STRONG*	N *ADEQUATE*	X *WEAK*

PARKING



ORDINANCES SHOULD INCORPORATE GSI PRACTICES INCLUDING POROUS PAVEMENT, SHADE TREES, LANDSCAPED BUFFERS IN PARKING LOTS

Such "green infrastructure" elements can result in a vastly superior built environment, from an aesthetic as well as functional point-of-view.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordinance - **§162-57**	SW model ordinance addresses those. + Landscaping requirements for off-street parking areas		



PERMIT ON-STREET PARKING WHEREVER POSSIBLE AND APPROPRIATE

The benefits of on-street parking are many: it provides a natural buffer between traffic and pedestrians, it reduces impervious surface, it reduces the cost of development, it reduces the urban heat island effect, it results in a more pleasing built environment, etc.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordinance - **§200-73**		Not applicable- limited opportunities for on street parking	



PERMIT SHARED PARKING IN NON-RESIDENTIAL ZONING DISTRICTS

Shared parking, like on-street parking, has multiple benefits, such as the reduction of impervious surface, the reduced cost of development, and the reduced consumption of land.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordnance - **§200-73**	+ Shared parking is permitted on a case-by-case basis if the reduction in required parking is up to 25% or more		

MOBILITY AND TRANSPORTATION RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Adopt Official Map to set and meet community-wide goals with respect to the circulation system such as increased connectivity, reduced congestion, integrated trails system, etc.	ST	BOS 4 BOS 5	PC BOS	
	Amend ZO and SALDO to require street connectivity whenever possible and prohibit cul-de-sacs in most situations	LT	BOS 4 BOS 5	PC BOS	
	Eliminate minimum parking standards in favor of maximum parking standards	LT		PC	
	Consider eliminating 25% cap on shared parking in commercial districts, and removing requirement for reserve parking when shared parking is utilized	ST		PC	
	Continue to implement trail expansion/extension/connection recommendations of the OSRER and Trail Network Master Plan	ONGOING	BOS 4	PC	

CREATE INCENTIVES	Institute zoning ordinance amendment, either by amending the C-1 Village District, or other means to encourage more efficient use of land within the Township's villages, increase the mix of uses, allow for compatible infill and redevelopment, and increase demand for public transportation	ST	BOS 3	PC	
	Consider transit alternatives (e.g., park 'n' ride lots, bus transit stations, etc.) at key locations within the Township, and work closely with regional employers and the metropolitan planning organization for making pertinent funding decisions	ST	BOS 4	PC	

ENACT STANDARDS	Require sidewalks (6' min width) in commercial districts, as needed for pedestrian safety and mobility, as well as to establish connections to planned or existing trails	ST	BOS 2	PC	
	Require bicycle parking for all new and expanded non-residential development	ST	BOS 5	PC	
	Amend subdivision and land development standards to require consideration of "complete streets" and "green streets" principles	LT	BOS 3	PC BOS	
	Revise parking and street design standards where appropriate to minimize the amount of land used for parking and streets, creating less stormwater runoff	LT	BOS 2	PC	
	Encourage porous pavement in off-street parking lots	LT		PC	
	Consistent with other recommendations above, require native species, or horticultural varieties of non-native species, for shade trees and in landscaping buffers	ST		PC EAC	
	Adopt policies to maximize existing road capacity through traffic calming, transportation demand management, etc.	ST	BOS 2 BOS 3	PC BOS	
	Consistent with other recommendations above, require landscaping of commercial and institutional parking lots to create shade in warmer months, and heavy landscaping of buffers used for screening	ST		PC	

CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	Prioritize safety improvements on roads, along with public transportation options and non-automotive mobility options in Comprehensive Plan Update	ST	BOS 2	PC BOS	
	Prioritize planning and funding decisions based on clear linkages between transportation and future land use in Comprehensive Plan Update	ST		PC BOS	
	Adopt policies to maximize existing road capacity through traffic calming, carpooling, use of round-abouts, etc.	ST	BOS 2	PC BOS	
	Evaluate traffic calming and road reconfigurations for Pottstown Pike and Graphite Mine Road to improve safety and limit negative impacts on Byers Road and their surrounding roads	ST	BOS 2	PC BOS	

++

COMMUNITY HEALTH AND SAFETY

PUBLIC HEALTH AND SAFETY

REQUIRE STREET TREES AND SIDEWALKS IN RESIDENTIAL AREAS AND VILLAGE/DOWNTOWN AREAS

In addition to making for a more inviting environment for pedestrians, such amenities have been shown to improve public health.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-41** - **§162-57** **Village Sketch Plan**	+ Landscape plan required for all new development + Street trees required + Variety of species required + Promotes walkable village setting		x Sidewalks not required, nor is fee-in-lieu x But native plants not required

DEVELOP POLICIES AND ACTIONS THAT IMPROVE REGIONAL AIR QUALITY STANDARDS

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Comp Plan	+ Establishes a goal to consider incorporating green streets designs to not only address stormwater and pedestrian/ bike safety, but to help improve air quality. + Promotes public transit and ride sharing to reduce congestion and improve air quality.		

PLAN FOR COOLING STATIONS AND OTHER CLIMATE ADAPTATION NEEDS, POTENTIALLY IN PARTNERSHIP WITH NEIGHBORING MUNICIPALITIES

	+ *STRONG*	N *ADEQUATE*	X *WEAK*

SOLID WASTE AND RECYCLING



SET GOALS FOR SOLID WASTE REDUCTION, BEGINNING AT THE MUNICIPAL LEVEL

In our modern society, the production of waste is nearly unavoidable, but there are many ways in which it can be minimized and, in some instances, eliminated. Recycling permits the more efficient use of natural resources, while also encouraging a more beautiful, livable environment.

	+ STRONG	N ADEQUATE	X WEAK



OFFER COMMUNITY COMPOSTING INCLUDING FOOD WASTE AND VEGETATIVE DEBRIS SUCH AS CHRISTMAS TREES, POTENTIALLY IN PARTNERSHIP WITH NEIGHBORING MUNICIPALITIES

	+ STRONG	N ADEQUATE	X WEAK



EDUCATE THE COMMUNITY ABOUT COMPOSTING AND RECYCLING

	+ STRONG	N ADEQUATE	X WEAK

ADOPT A CONSTRUCTION DEBRIS DEMOLITION ORDINANCE OR REQUIRE CONSTRUCTION WASTE MANAGEMENT PLAN

A great deal of the waste generated by our modern society comes from development and redevelopment. A municipality can significantly reduce this waste stream by requiring construction waste to be reused or recycled.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
			x No specific ordinance requirements

HOUSING DIVERSITY AND ACCESSIBILITY

CREATE INCENTIVES TO ACHIEVE A DIVERSE HOUSING SUPPLY THAT INCLUDES AFFORDABLE HOUSING

A diverse community is a much more robust community, both economically and socially.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordinance - **§200**	+ Various overlay districts promote diverse housing stock		x No other specific ordinance or planning provisions related to "work-force housing" x Most of Township zoned for low-density, single-family residential, which has led to an economically homogeneous population

ACCOMMODATE HIGHER-DENSITY HOUSING WITHIN WALKING DISTANCE OF BUSINESSES, SERVICES, EMPLOYMENT CENTERS, AND PUBLIC TRANSPORTATION

	+ *STRONG*	N *ADEQUATE*	x *WEAK*

PERMIT SMALLER LOT SIZES IN APPROPRIATE RESIDENTIAL DISTRICTS TO MAXIMIZE LAND EFFICIENCY

Smaller lot sizes can promote greater diversity of uses, which a complete neighborhood must have and which promotes walking and cycling.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-32** (C-1 Village District) - **§200-72**	+ Minimum lot size 10,000 square feet		x Consider permitting smaller sizes in certain situations x Most districts have fairly large minimum lot sizes

PERMIT ACCESSORY DWELLING UNITS, "GRANNY FLATS" AND OTHER MULTI-GENERATIONAL HOUSING IN RESIDENTIAL DISTRICTS

One way to provide affordable housing is to permit accessory dwelling units. Often called "in-law quarters," they may also allow extended families to live close together, which has numerous public and private benefits.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
			x No specific ordinance provisions

PERMIT RESIDENTIAL USES ON UPPER FLOORS OF COMMERCIAL USES WITHIN VILLAGES AND TOWN CENTERS

Perhaps the one element which most simply distinguishes towns and villages from residential areas is the existence of vertical mixing of uses, with retail/offices/etc. on the ground floor and homes above. Such patterns also promote walking and cycling, which improves the public health.

	+ *STRONG*	N *ADEQUATE*	X *WEAK*
Township Ordinance - **§200-32** (C-1 Village District)	+ Permits conversion of single-family dwellings to multi-family dwellings		

COMMUNITY HEALTH AND SAFETY RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Implement OSRER recommendations regarding recreational facility planning, provision, and management	ST	BOS 4 BOS 5	PC BOS	
	Assess and analyze workforce housing needs as part of Comp Plan update, with future consideration of the establishment of regulatory incentives (e.g., density bonuses for construction of dedicated units)	LT	BOS 4 BOS 5	PC	
	Continue to implement trail expansion/extension/connection recommendations of the OSRER and Trail Network Master Plan	LT		PC Parks & Rec	

CREATE INCENTIVES	Consider instituting inclusionary housing ordinance which requires certain percentage of new homes to be affordable to families within a certain range of median income; this can be incentivized by permitting fewer homes without the inclusionary element	LT	BOS 3	PC	
	Institute ordinance amendments that provide incentives to developers for helping to establish village greens, pocket parks, and other civic spaces during redevelopment in the Township's more densely settled areas.	LT	BOS 4	PC	

ENACT STANDARDS	Pursue ordinance revisions to institute ECHO (Elder Cottage Housing Opportunity) and other accessory housing opportunities in all appropriate zoning districts	LT	BOS 2	PC	
	Require sidewalks (6' min width) in all zoning districts, as needed to for pedestrian safety and mobility, as well as to establish connections to planned or existing trails	ST	BOS 5	PC	
	Adopt a construction debris demolition ordinance or require construction waste management plan	LT	BOS 3	PC BOS	
	Require salvage/material recycling in demolition permit (or land development approval)	LT		PC	
	Revise appropriate zoning districts (e.g., C-1) to allow narrower lot widths	ST	BOS 3	PC BOS	
	Enact standards to specifically allow accessory dwelling units, as well as second-story and higher residential uses over commercial uses	ST		PC	

CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	Assess and analyze workforce, elderly, and low-income housing needs as part of Comprehensive Plan Update, including recommendations for implementation of regulatory (e.g., density bonuses for construction of dedicated units) and private-market incentives, and collaborative programs	LT		PC BOS	
	Incorporate the recommendations of the 2020 Chester County Hazard Mitigation Plan and Chester County Climate Action Plan into the Comprehensive Plan Update	MT	BOS 5	PC BOS	
	Assess the municipal and regional recreational facilities and programs based on projected Township needs and incorporate new facility and program recommendations for capital improvement planning, fee-in-lieu updates, and municipal budgeting	MT		PC BOS	
	The Township should continue to work with the Chester County Planning Commission to plan for and implement the A+ Homes Initiative in Upper Uwchlan as appropriate	LT		PC BOS	

FOOD PRODUCTION AND SECURITY



INCENTIVIZE THROUGH ORDINANCES THE PERMANENT PRESERVATION OF AGRICULTURAL LANDS

Agricultural lands are a non-renewable resource that, in a world of ever-increasing population, warrant protection.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
		n Existing ordinance provision that allows development potential to be shifted from one parcel to another could be used to preserve remaining agricultural lands.	x No agricultural zone or agricultural security area (which may not be feasible any longer in Upper Uwchlan)



PERMIT A BROAD RANGE OF AGRICULTURAL USES BY RIGHT IN RURAL AND SEMI-RURAL AREAS

One way to steward the agricultural economy is to permit it to diversify by allowing complementary uses.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-67**	+ Sale of farm products permitted from farm property + Keeping of livestock + Slaughterhouses permitted only in commercial and industrial districts, by special exception + Required grazing and pasture areas to be fenced		x Those are the only farm accessory uses permitted



PERMIT FARMER'S MARKETS, FARM STANDS, COMMUNITY GARDENS IN PUBLIC/OPEN SPACES, AND RESIDENTIAL VEGETABLE GARDENS

These are all key elements in the agricultural economy, and in particular help to promote the culture of agriculture.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-67** - **§162-3**	+ Sale of farm products permitted from farm property + Gardening permitted as accessory to residential uses in every district + Farming and gardening exempted from SALDO requirements		x Farmer's markets not explicitly permitted anywhere in Township x Community gardens not explicitly permitted anywhere in Township



PERMIT THE RAISING AND KEEPING OF SMALL ANIMALS (I.E. CHICKENS, RABBITS, ETC.) W/ COMPLEMENTARY STRUCTURES IN APPROPRIATE RESIDENTIAL DISTRICTS

Small plots and micro-animal operations are capable of producing a great deal of food for families and their neighbors, thus representing an important element of food security.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§200-67**			x Farming only permitted on lots ≥ 10 acres (while R-1 district permits smaller lots)



PERMIT SMALL-SCALE MANUFACTURE OF FOOD PRODUCTS WITHIN APPROPRIATE DISTRICTS

Such operations help to promote local foods and support a local economy, while also providing food security.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
			x No specific ordinance provisions



REQUIRE OR ENCOURAGE FRUIT AND NUT TREES AS PART OF LANDSCAPING REQUIREMENTS

Another important piece of the food security puzzle is "edible landscaping." Native fruit and nut trees can provide a food source for humans as well as birds and other wildlife.

	+ *STRONG*	N *ADEQUATE*	x *WEAK*
Township Ordinance - **§162-57**	+ Some fruit trees and shrubs included in non-exclusive list of acceptable tree and shrub list	n Native species encouraged, but not required	x But would benefit from explicit "native food tree" list

FOOD PRODUCTION AND SECURITY RECOMMENDATIONS

	RECOMMENDATIONS	TIMEFRAME	BOARD GOALS	IMPLEMENTOR	PRIORITY
REMOVE OBSTACLES	Increase range of acceptable farm-related and farm-support businesses	ST		PC	
	Permit farming on smaller lots (e.g., 5 acres)	ST		PC	
	Permit small-scale food-product manufacture in appropriate districts and as home business	ST		PC	
CREATE INCENTIVES	Consider measures to move development potential from areas with prime ag soils to villages and other areas planned to accommodate growth	ST		PC	
	Continue to promote permanent protection of remaining farmland and other parcels of conservation value	ST	BOS 1	PC	
ENACT STANDARDS	Consider permitting farmer's markets, pop-up beer gardens, outdoor brew pubs, and niche distilleries in in village, commercial, and PRD zoning districts	ST	BOS 2	PC	
	Enact specific provisions that allow community gardens and residential vegetable gardens in most zoning districts	ST		PC BOS	
	Establish Township-wide standards for native plant use (e.g., eliminate non-native species (except horticultural varieties) from street tree and ground cover lists; allow removal of existing wooded vegetation and replacement with native species in certain situations; add native fruit and nut trees to list(s) of allowed species)	ST		PC	

CONSIDERATIONS FOR THE TOWNSHIP'S NEXT COMPREHENSIVE PLAN UPDATE	Consider including an agricultural land use component in the Future Land Use Plan that addresses the value of remaining agriculture, including new trends in community-supported agriculture, to the Township vision and long-term planning goals	MT		PC	

CONCLUSIONS AND SUMMARY

Upper Uwchlan Township's elected officials, staff, business owners, and citizens should be thoroughly commended for their ongoing commitment to environmentally friendly policy and planning. The pragmatic and highly effective approach taken to protecting natural resources and open space, promoting trail connections and recreation, and revitalizing historic villages while retaining historic character all while maintaining a balanced budget and property owners' rights is evident upon deep analysis of the Township documents listed on page two of this assessment.

Upper Uwchlan Township's interest in completing this assessment was to identify areas where the Township can focus its efforts for its upcoming Comprehensive Plan Update. Upper Uwchlan's natural resource protections are already extremely strong and up to date. Some minor changes and additions to existing ordinances and policies were noted such as refining the four-step design process and adding a PNDI review. The Comprehensive Plan Update should focus on additional woodland and prime soil protections to further carry forward this natural resource planning excellence. In the Water Quality and Quantity section, Upper Uwchlan scores well on innovative stormwater best practices and public water/sewer capacity. The analysis completed suggests that the Township considers routine maintenance to stormwater management systems and encouraging use of best practices for stormwater management on municipal lands.

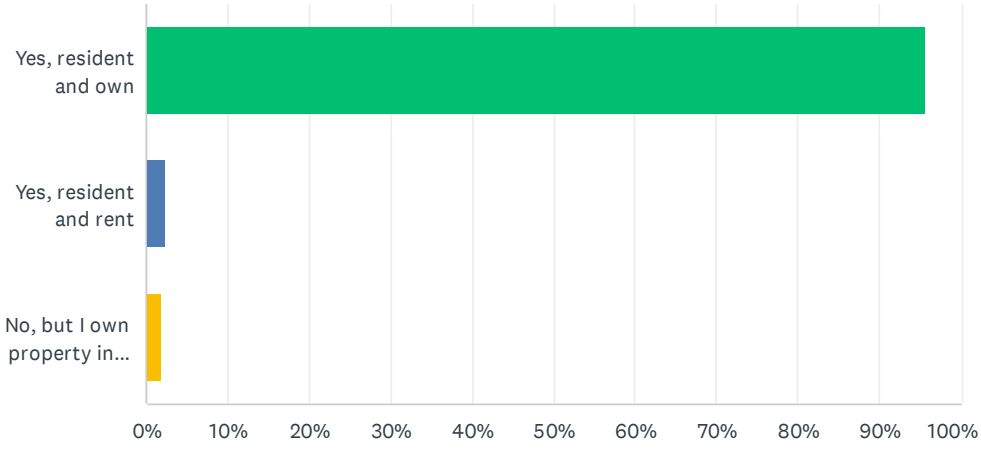
In the Land Use and Community Character Section, Upper Uwchlan's ongoing efforts to preserve open space and agricultural lands are noted. Since 2014, the Township has increased historic resource protections. Opportunities for future work can include steering growth in the Village area and other community centers (i.e., Marsh Creek State Park) or regional municipal planning initiatives. For Climate Resiliency, the Township is actively encouraging alternative forms of transportation including electric vehicles, e-bikes and trails; but the municipality is primarily auto-centric. The opportunities for Climate Resiliency include further encouragement of electric vehicles and pedestrian pathways/bike utilization, while considering adopting a native planting only requirement. In the Alternative Energy and Energy Conservation section, the Township allows for solar and geothermal by-right when accessory in all districts. Additionally, energy conservation is included in the 2014 Comprehensive Plan. Opportunities include adopting the International Energy Conservation Code and including EV charging stations throughout the municipality, specifically on municipal properties and at the Villages of Eagle and Byers Station Historic District.

The Township's Mobility and Transportation efforts include alternative transportation, pedestrian trails and a sidewalk network for connectivity of the municipality's residents. The Township could expand accessibility by expanding the sidewalk network and increasing the width of sidewalks for more individuals on the sidewalk at one time (ex: from 3 feet to 6 feet). Additionally, the Township should consider an Official Map to understand the current trail networks and sidewalk networks. For Community Health and Safety, the Township has air quality provisions for the overall safety of residents. The Township could set goals for waste reduction, through education of recycling and composting. The Food Production and Security section highlights that the Township allows for sale of farm products on farm property. Opportunities include permitting farming on smaller lots, encouraging permanent protection of remaining farmland through conservation and enact provisions for community gardens throughout the Township.

Appendix I
Community Values Survey

Q1 Are you a Township resident and/or own property in the Township?

Answered: 738 Skipped: 1

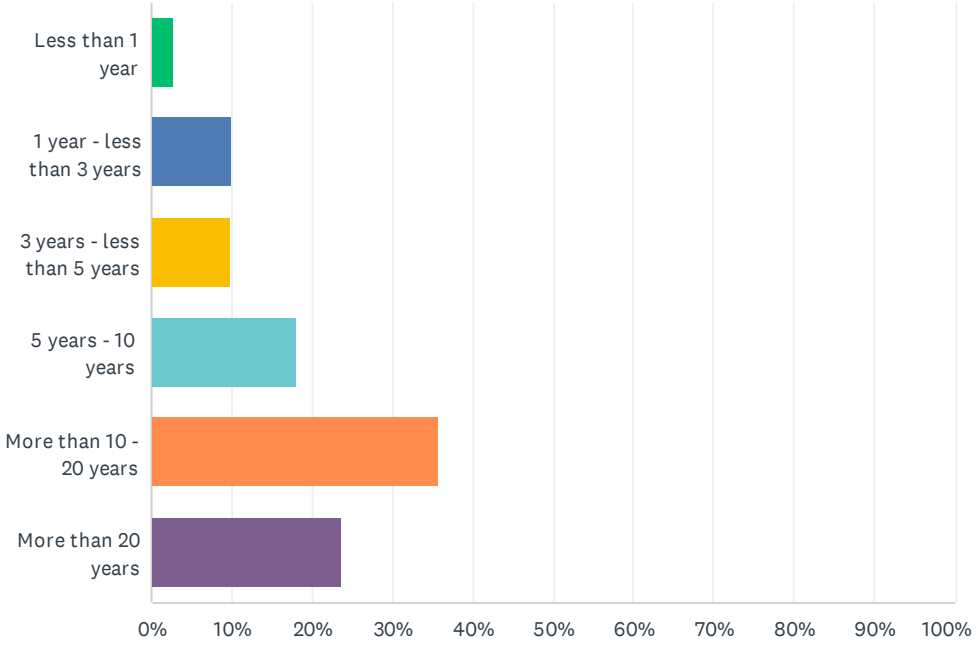


ANSWER CHOICES	RESPONSES	
Yes, resident and own	95.66%	706
Yes, resident and rent	2.44%	18
No, but I own property in Upper Uwchlan Township. Please specify where you live (Township, County, State)	1.90%	14
TOTAL		738

#	NO, BUT I OWN PROPERTY IN UPPER UWCHLAN TOWNSHIP. PLEASE SPECIFY WHERE YOU LIVE (TOWNSHIP, COUNTY, STATE)	DATE
1	No	8/2/2023 8:30 AM
2	Uwchlan on Byers Road	6/19/2023 12:56 PM
3	West pikeland	6/18/2023 9:52 PM
4	West Pikelamd Township Chester County Pa	6/18/2023 2:26 PM
5	West Pikeland, Chester, PA	6/18/2023 12:31 PM
6	Do not live in this township. Live in east nantmeal	6/17/2023 10:37 PM
7	Downingtown, Uwchlan township	6/16/2023 10:02 AM
8	Upper Uwchlan, Chester County, PA	6/15/2023 4:59 PM
9	East Nantmeal	6/14/2023 8:25 PM
10	Uwchlan, Chester, PA	6/14/2023 7:39 PM
11	Upper Uwclan Twp	6/14/2023 1:03 PM
12	Whiteland West, Chester County, PA	6/14/2023 12:30 PM
13	Uwchlan	6/14/2023 11:35 AM
14	Upper Uwchlan Chester pa	6/12/2023 12:32 PM

Q2 How long have you lived/owned property in Upper Uwchlan Township?

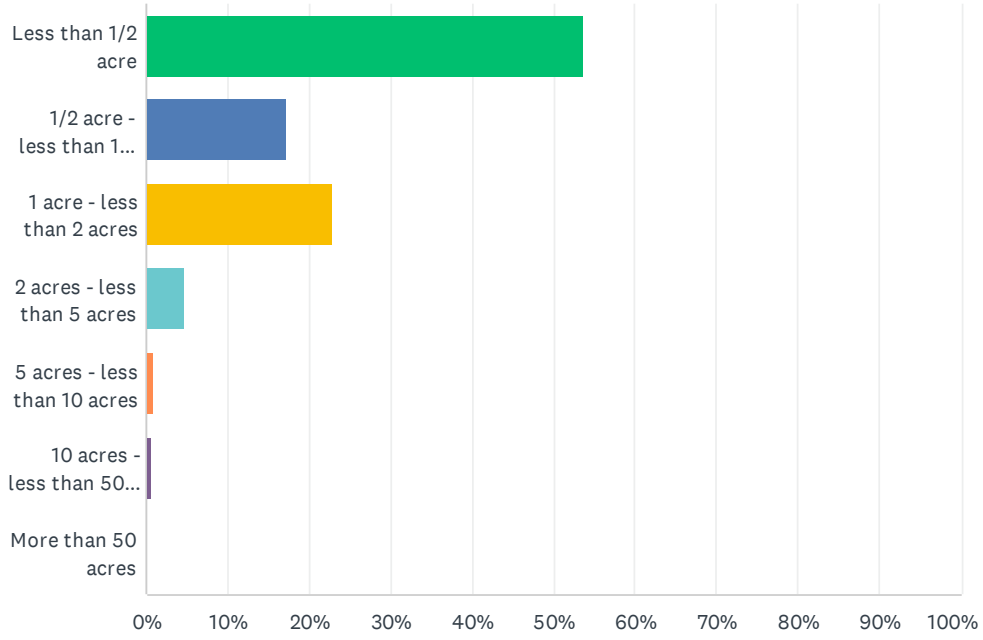
Answered: 739 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1 year	2.71%	20
1 year - less than 3 years	10.01%	74
3 years - less than 5 years	9.74%	72
5 years - 10 years	18.13%	134
More than 10 - 20 years	35.72%	264
More than 20 years	23.68%	175
TOTAL		739

Q3 What is the approximate size of your property (if multiple, combined total) in Upper Uwchlan Township?

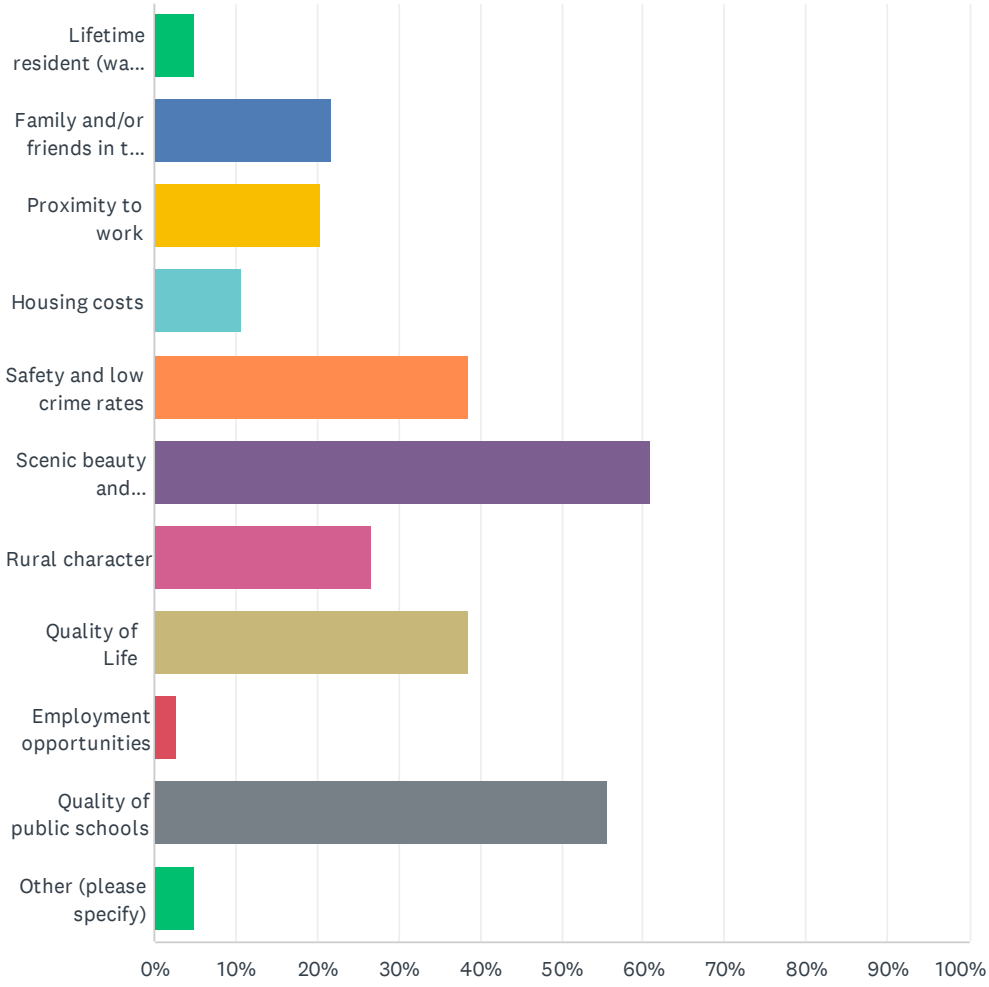
Answered: 732 Skipped: 7



ANSWER CHOICES	RESPONSES	
Less than 1/2 acre	53.83%	394
1/2 acre - less than 1 acre	17.35%	127
1 acre - less than 2 acres	22.81%	167
2 acres - less than 5 acres	4.64%	34
5 acres - less than 10 acres	0.82%	6
10 acres - less than 50 acres	0.55%	4
More than 50 acres	0.00%	0
TOTAL		732

Q4 What are the 3 main reasons you chose to live (or own property) in Upper Uwchlan Township?

Answered: 739 Skipped: 0



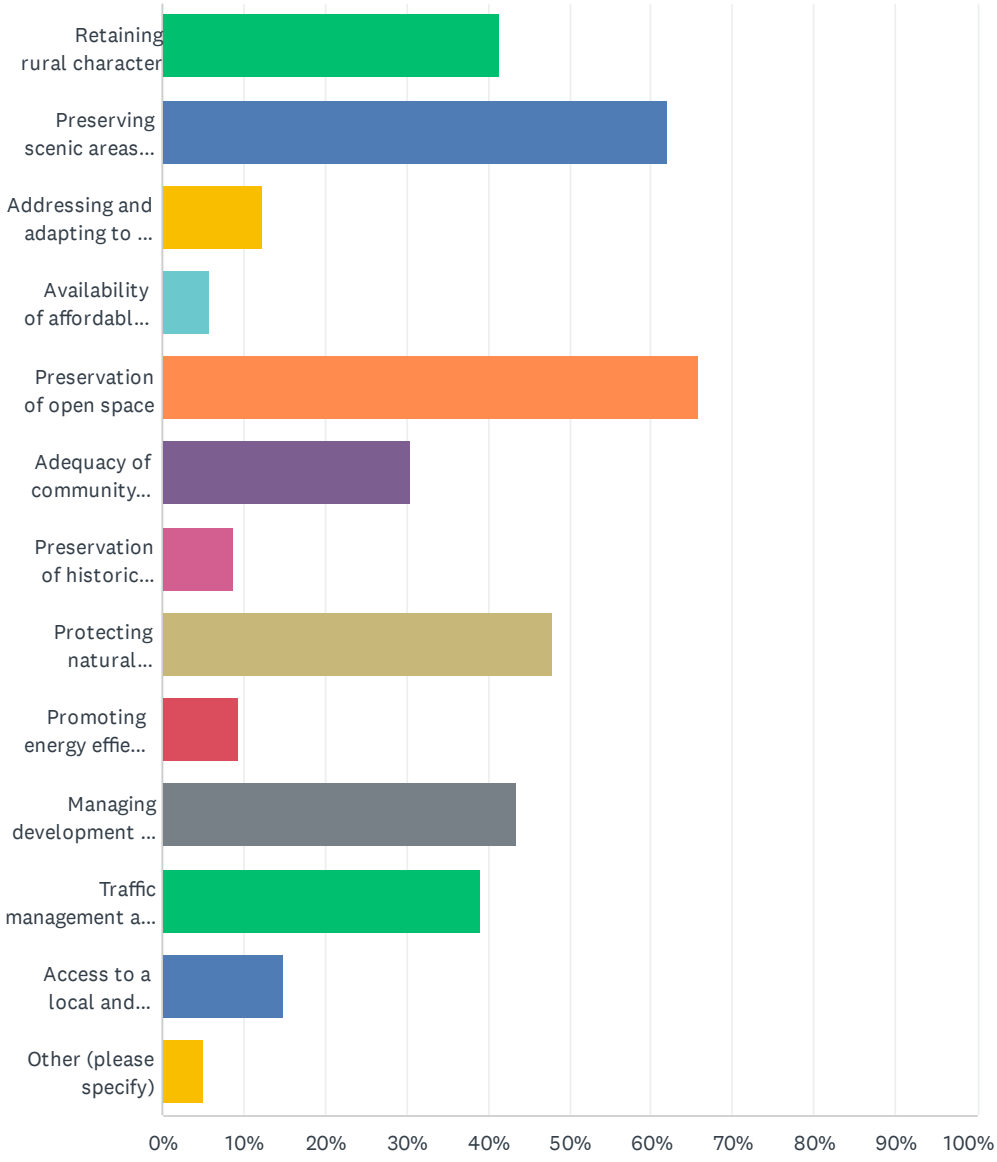
ANSWER CHOICES	RESPONSES	
Lifetime resident (was born and raised here)	4.87%	36
Family and/or friends in the area	21.79%	161
Proximity to work	20.57%	152
Housing costs	10.69%	79
Safety and low crime rates	38.57%	285
Scenic beauty and attractiveness of the area	61.03%	451
Rural character	26.66%	197
Quality of Life	38.57%	285
Employment opportunities	2.84%	21
Quality of public schools	55.62%	411
Other (please specify)	5.01%	37
Total Respondents: 739		

#	OTHER (PLEASE SPECIFY)	DATE
1	Newer housing options	8/1/2023 11:40 PM
2	Lack of housing available in other neighboringcommunities	7/29/2023 12:37 PM
3	Close to the lake & outdoor activities	7/28/2023 8:38 PM
4	No	7/28/2023 12:26 PM
5	Separation between homes due to green soace	7/27/2023 7:45 PM
6	Live across from state park	7/5/2023 3:06 PM
7	Schóols	6/27/2023 10:47 PM
8	Access to turnpike	6/27/2023 10:13 PM
9	Recreational areas/trails	6/27/2023 7:07 PM
10	Schools	6/27/2023 3:41 PM
11	Schools	6/25/2023 8:06 AM
12	First floor living	6/24/2023 6:42 AM
13	Moved from Long Island, NY	6/23/2023 5:41 PM
14	Open space	6/21/2023 8:03 AM
15	Wanted to live in the country.	6/19/2023 7:09 AM
16	Family	6/18/2023 9:52 PM
17	30 years ago it wasn't densely populated.	6/18/2023 12:47 PM
18	Our home was built in 1830. Our family is from this area & we wanted a piece of the rich & beautiful history of Chester County.	6/18/2023 11:48 AM
19	Convenience to transportation options.	6/16/2023 11:55 AM
20	Proximity to main roads and religious abode	6/16/2023 9:47 AM
21	Rural feel with close proximity to shopping and restaurants	6/16/2023 5:55 AM

22	Proximity to Septa train	6/15/2023 7:24 PM
23	My Husband	6/15/2023 3:59 PM
24	Green space	6/15/2023 3:47 PM
25	Quiet (lack of traffic noise).	6/15/2023 11:43 AM
26	Proximity to the turnpike	6/14/2023 10:10 PM
27	real estate investor	6/14/2023 8:25 PM
28	Safety	6/14/2023 6:39 PM
29	Convenient to turnpike & rail.	6/14/2023 5:59 PM
30	Investment property	6/14/2023 12:30 PM
31	the lake is a huge asset to the community	6/14/2023 11:57 AM
32	We have been forced out of our current residence due to a fire and this is the only place we could find to rent. We love it!	6/14/2023 11:42 AM
33	Married and needed larger home but to stay in school district. Was in Uwchlan.	6/14/2023 2:21 AM
34	Schools	6/13/2023 6:35 PM
35	Lakes and Parks access	6/12/2023 3:45 PM
36	Close to grocery and pharmacy	6/4/2023 12:30 PM
37	Schools	4/12/2023 7:48 AM

Q5 In your opinion, what are the 4 most important things to consider in planning for the Township's future?

Answered: 739 Skipped: 0



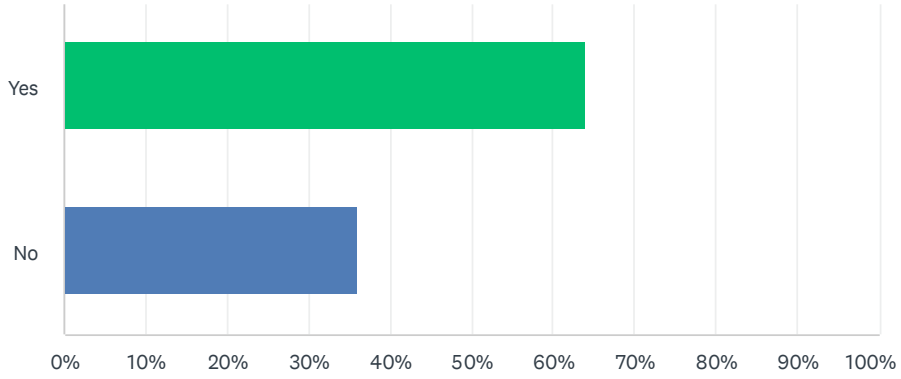
ANSWER CHOICES	RESPONSES	
Retaining rural character	41.41%	306
Preserving scenic areas and views	62.11%	459
Addressing and adapting to the impacts of climate change (i.e., frequent flooding)	12.45%	92
Availability of affordable housing	5.68%	42
Preservation of open space	65.90%	487
Adequacy of community services (i.e., police, fire, healthcare)	30.58%	226
Preservation of historic resources	8.80%	65
Protecting natural resources (i.e., groundwater, streams, woodlands, wetlands)	47.90%	354
Promoting energy effiency and use of renewable energy (i.e., solar)	9.47%	70
Managing development and growth	43.57%	322
Traffic management and roadway improvements	39.11%	289
Access to a local and regional trail system	14.88%	110
Other (please specify)	5.14%	38
Total Respondents: 739		

#	OTHER (PLEASE SPECIFY)	DATE
1	No more housing developments	8/4/2023 5:38 PM
2	No more housing developments! We have too many.	8/2/2023 11:52 AM
3	Make developers improve infrastructure. Other township fight developers much more and when they do allow development the force sewer and water improvements	8/2/2023 7:58 AM
4	A better grocery store than Acme.	8/2/2023 7:16 AM
5	Public sewers for older communities like Krauser Road and Stonehedge	8/1/2023 9:15 PM
6	Maintain the village character of eagle village with modern amenities	8/1/2023 6:47 PM
7	Block warehouse developments	8/1/2023 6:06 PM
8	Would like to see connecting paths so can bike walk between neighborhoods to get to downtown and Marsh creed. Currently Beyersstation (based on size) only one that has. Need this connection on Milford Road , Liitle Conestoga and Route 100 near Upland Park. Currently have to crossover 100 which is dangerous. Should have silk walk path between Synagogue and UplandPark	7/29/2023 12:37 PM
9	No	7/28/2023 12:26 PM
10	** protecting natural resources as listed above with more Protections for forests, Groundwater, streams, wetlands & pollinators (eg monarch butterflies & other butterflies) by reducing the number of of times an open space area is mowed - or by designating more open space areas to meadows/places where native flowers & plants are allowed to grow. Definitely Protecting & preserving more forests. - their shade helps cool the earth & gives us oxygen & much more.	7/27/2023 9:03 AM
11	Turnpike and pipeline noise and pollution mitigation	7/25/2023 10:24 AM
12	Safe, clean water, clean air to breathe. Its too late for retaining rural character, preserving historic resources and managing development and growth as the township is already fully developed with little preserved space. Focus on preserving the remaining space	7/6/2023 11:49 PM
13	Fixing Loss of electricity & power	6/27/2023 9:39 PM

14	Stop building mass housing	6/27/2023 4:29 PM
15	Improvement if marsh creek park	6/24/2023 6:42 AM
16	Let's not make this congested like Long Island!	6/23/2023 5:41 PM
17	Protecting our children from woke liberals	6/22/2023 9:28 AM
18	Public Safety and Law Enforcement	6/21/2023 8:03 AM
19	too many townhomes and apartments buildings going up. Absolutely killing this area! It's losing it's charm and open spaces.	6/20/2023 3:41 PM
20	Stop all construction of homes and large factory type buildings.	6/19/2023 7:09 AM
21	Limit industrial development	6/18/2023 9:52 PM
22	Making sure the lionville station farm doesn't go through. I moved here for peace and to get away from traffic etc..	6/18/2023 4:20 PM
23	Better restaurants and stores	6/18/2023 7:44 AM
24	Improved local transportation services	6/16/2023 2:26 PM
25	No more "army baracks" like Rt 100 and Byers Rd townhouse Secrion 8 ugliness!!	6/16/2023 9:42 AM
26	Retail businesses and services (not just banks, we have enough of those!) to handle all the people moving to Chester Springs	6/16/2023 7:33 AM
27	Limit new build to avoid further traffic congestion	6/15/2023 7:24 PM
28	stopping the excessive development - every open space that was is now gone	6/15/2023 5:04 PM
29	Would love to see sidewalks from Windsor Ridge that connect all the way through to in front of police station	6/15/2023 2:49 PM
30	Quality of life; managing development and open space for proper unique restaurants, stores, town centers	6/15/2023 8:44 AM
31	Hope to see a more robust aquatic/swimming center in the area	6/15/2023 8:38 AM
32	Better Schools and if possible colleges	6/14/2023 11:13 PM
33	Upper Uwchlan needs to SLOW DOWN with the developers like Toll!	6/14/2023 8:25 PM
34	Maintaining good school rating	6/14/2023 7:04 PM
35	All of the above need to be considered, in addition to a composting program in the waste disposal services.	6/14/2023 10:43 AM
36	Do not allow housing for illegals!	6/14/2023 9:52 AM
37	Quality of life and safety	6/13/2023 6:35 PM
38	Encouraging residents to plant and maintain more trees as many trees were cleared for construction	6/13/2023 5:17 PM

Q6 Would you be willing to financially support (through increase taxes or redistribution of existing tax funds) programs, policies or activities to achieve the planning goals related to the abovementioned issues?

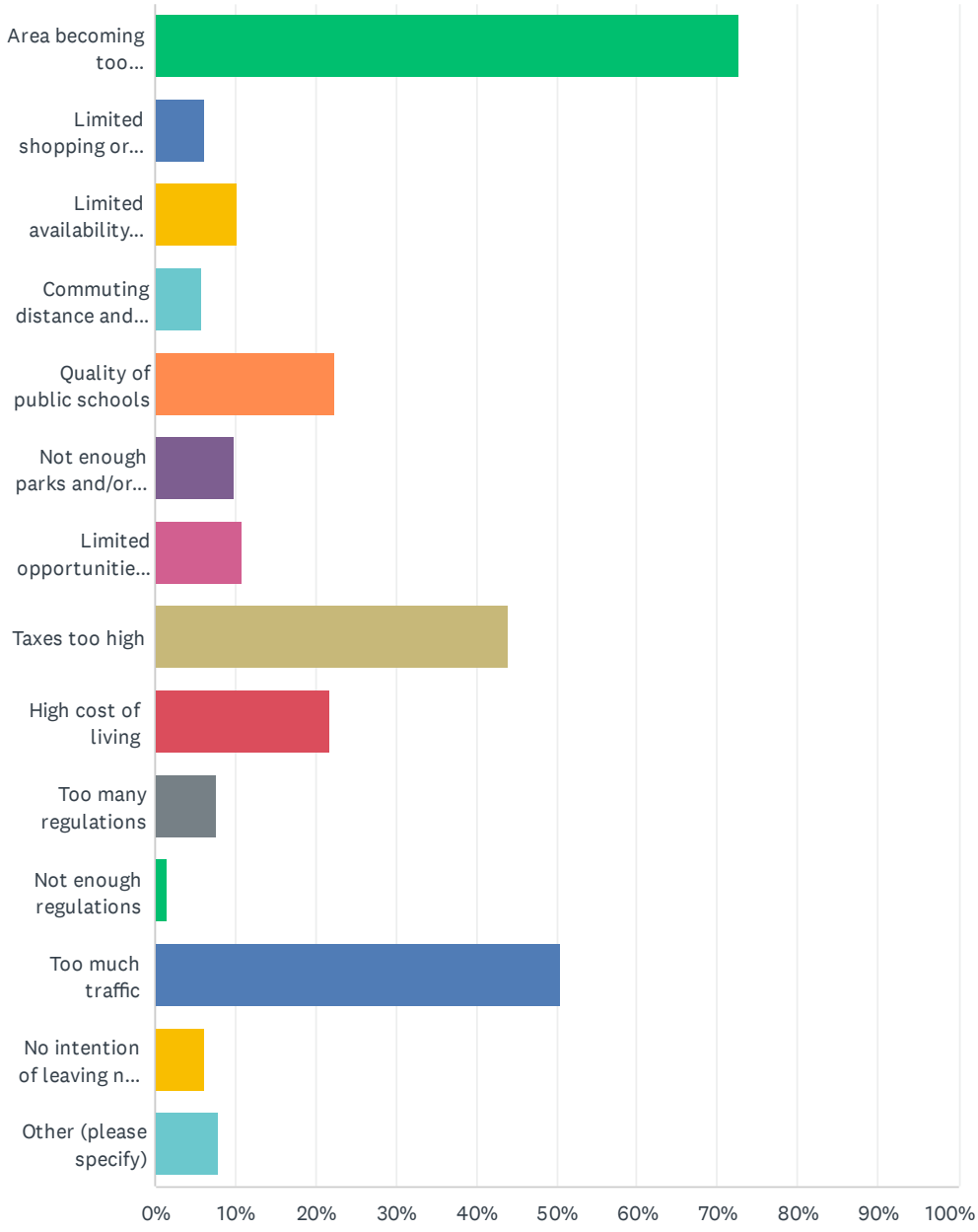
Answered: 714 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	63.87%	456
No	36.13%	258
TOTAL		714

Q7 What would cause you to leave/sell your property in Upper Uwchlan Township, other than a change in place of employment or other unexpected life circumstances? (Check up to 3 responses)

Answered: 739 Skipped: 0



ANSWER CHOICES	RESPONSES	
Area becoming too overdeveloped	72.80%	538
Limited shopping or entertainment options	6.22%	46
Limited availability of community services (i.e., police, fire, healthcare)	10.28%	76
Commuting distance and/or time to work	5.82%	43
Quality of public schools	22.33%	165
Not enough parks and/or recreation facilities	9.88%	73
Limited opportunities for walking or biking to local points of interest (i.e., shops, parks)	10.96%	81
Taxes too high	43.98%	325
High cost of living	21.79%	161
Too many regulations	7.71%	57
Not enough regulations	1.49%	11
Too much traffic	50.47%	373
No intention of leaving no matter how the Township develops over the next 10 years	6.09%	45
Other (please specify)	7.98%	59
Total Respondents: 739		

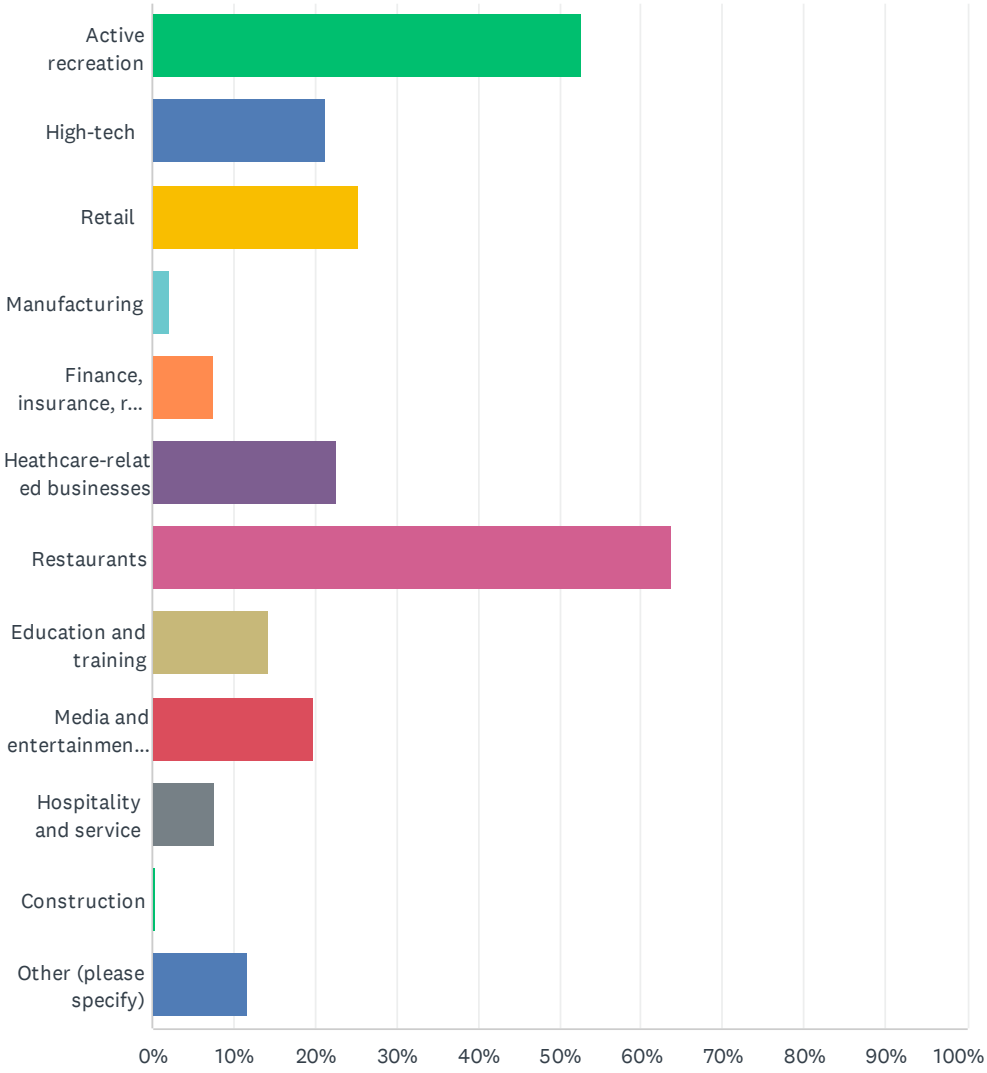
#	OTHER (PLEASE SPECIFY)	DATE
1	Too many 'one size fits all' new ordinances based on new development of high density housing that place unnecessary restrictions on home owners with 1+ acre property. eg. burning yard waste that cannot be placed on the curb for pickup.	8/3/2023 11:46 PM
2	Shortsighted planning/development	8/2/2023 2:03 PM
3	Moms For Liberty gaining a foothold here	8/2/2023 1:23 PM
4	Warehouse development!	8/2/2023 8:30 AM
5	Crime	8/2/2023 7:16 AM
6	Age would not allow me to maintain my home	8/1/2023 11:41 PM
7	Parks are no move available for township. Always busy and full with outsiders	8/1/2023 7:26 PM
8	Warehouses	8/1/2023 6:06 PM
9	It takes 20 mins to go thru Eagle during rush hours	7/29/2023 12:37 PM
10	No	7/28/2023 12:26 PM
11	Not enough natural resource preservation; not enough open space	7/27/2023 9:50 PM
12	Increased earned income tax	7/27/2023 7:45 PM
13	Environmental damage and health hindering pollution	7/25/2023 10:24 AM
14	Environmental concerns - the township is being polluted with pipelines, pipeline expansion, turnpike expansion and all related pollution with little regard to traffic control, protection of natural resources and township leadership who seems more concerned with pleasing these big businesses/industries than protecting or helping the residents	7/6/2023 11:49 PM
15	Road quality & congestion	7/5/2023 4:52 PM
16	Lack of traffic enforcement	6/30/2023 10:19 AM

17	If crime increased and property values significantly decreased	6/28/2023 9:08 AM
18	Ageing out	6/27/2023 10:13 PM
19	Children and grandchildren are close	6/27/2023 7:22 PM
20	Downsizing home	6/25/2023 11:42 AM
21	Crime	6/24/2023 6:42 AM
22	1000s of trucks and the resulting negative environmental, health and community impacts	6/21/2023 11:57 AM
23	Loss of Public Safety for selves and children	6/21/2023 8:03 AM
24	Amazon fulfilment center around the corner would cause us to consider moving out.	6/20/2023 3:41 PM
25	Allowing warehouses to be built	6/19/2023 7:20 AM
26	Building of massive warehouses	6/18/2023 10:09 PM
27	Industrial overdevelopment	6/18/2023 9:52 PM
28	Said warehouses would most likely make me sell. And I LOVE the house, property, and area. Felt like such a gem buying a house and moving here.	6/18/2023 4:20 PM
29	#1-arrival of mega warehouses	6/18/2023 2:50 PM
30	Mega warehouses being built	6/18/2023 1:56 PM
31	Becoming a trucking depot area with too many tractor trailers clogging the roads	6/17/2023 10:47 PM
32	Warehouses being put up	6/17/2023 10:19 PM
33	Personal physical considerations.	6/16/2023 11:55 AM
34	Downsizing	6/16/2023 9:47 AM
35	Industrial properties need obaque buffer plantings / screening.	6/16/2023 9:42 AM
36	Low cost housing- cluster housing	6/16/2023 8:31 AM
37	WAREHOUSES!	6/15/2023 9:42 PM
38	If mega warehouses are approved, we will absolutely leave and encourage others not to move here	6/15/2023 7:36 PM
39	Poor roads as we already have	6/15/2023 5:27 PM
40	We will continue to raise our children here as long as we can afford it but it’s becoming increasingly difficult with the inflation. Our next option for safe affordable housing is to leave the state unfortunately.	6/15/2023 4:44 PM
41	Already there, traffic is a joke on 100 already and you have dumb traffic lights, it’s 2023, tired of sitting at red lights with zero cross traffic	6/15/2023 2:25 PM
42	Limited of quality shopping/entertainment and over-development of strip malls that get abandoned, are abandoned, too many apartments that do not help home values, too many cookie-cutter homes.	6/15/2023 8:44 AM
43	Need a larger property / home	6/14/2023 10:20 PM
44	Different property	6/14/2023 9:14 PM
45	Proposed Warehouses which will change character of the community and destroy natural resources	6/14/2023 6:05 PM
46	Move closer to family	6/14/2023 5:59 PM
47	Participating in woke agenda	6/14/2023 4:15 PM
48	Unsure at this point	6/14/2023 2:38 PM
49	The area is so overdeveloped. There seems to be no plan to keep open space. When they built those 40 + townhouses on that tiny piece of land behind Windsor Church.,,I often think people	6/14/2023 12:46 PM

	on the board are getting “extra something” for agreeing to all the building in Upper Uwchlan. The development behind Pickering Valley Elementary School is a prime example of over building.	
50	Don’t let them put warehouses on Lincoln Station Road. We will leave	6/14/2023 12:32 PM
51	Increase in multiunit dwellings.	6/14/2023 11:29 AM
52	Death	6/14/2023 10:45 AM
53	Crime increase!	6/14/2023 9:52 AM
54	Moving into senior facility apartment	6/14/2023 9:14 AM
55	Downsizing	6/14/2023 8:51 AM
56	Retirement	6/13/2023 6:35 PM
57	Kids leave the area	6/13/2023 4:57 PM
58	Weather too cold	6/12/2023 3:45 PM
59	Too many new developments on very small properties is ruining the rural feel	5/17/2023 8:43 PM

Q8 What type of businesses would you like to see attracted to Upper Uwchlan Township? (Check up to 3 responses).

Answered: 739 Skipped: 0



ANSWER CHOICES	RESPONSES	
Active recreation	52.64%	389
High-tech	21.24%	157
Retail	25.30%	187
Manufacturing	2.17%	16
Finance, insurance, real estate	7.44%	55
Heathcare-related businesses	22.60%	167
Restaurants	63.73%	471
Education and training	14.34%	106
Media and entertainment (i.e., movie theatres, museums, attractions)	19.89%	147
Hospitality and service	7.71%	57
Construction	0.41%	3
Other (please specify)	11.64%	86
Total Respondents: 739		

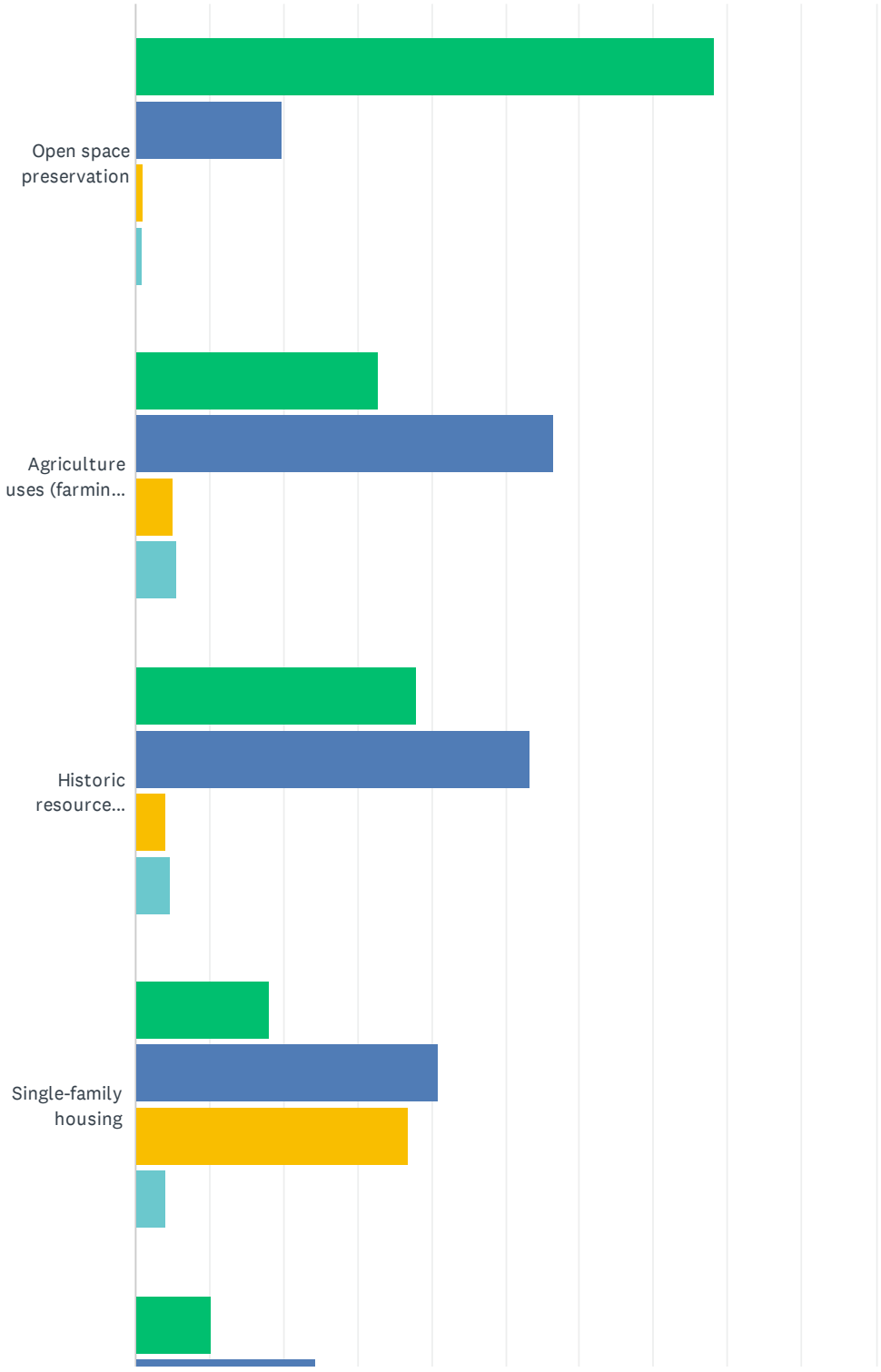
#	OTHER (PLEASE SPECIFY)	DATE
1	None of the above. There's already more traffic than the roads can handle.	8/3/2023 11:46 PM
2	None	8/3/2023 4:21 PM
3	Do NOT add more businesses!	8/2/2023 2:31 PM
4	Antique stores - something to make people stop and walk	8/2/2023 2:03 PM
5	50 meter pool facility & outdoor re /classrooms	8/2/2023 8:30 AM
6	A better grocery store than Acme.	8/2/2023 7:16 AM
7	Small businesses	8/1/2023 11:41 PM
8	See keep it rural above.....none ;)	8/1/2023 9:52 PM
9	Businesses seem to ruin an area like this. No one holds them accountable like they hold homeowners accountable.	8/1/2023 9:25 PM
10	Grocery Store other than Acme	8/1/2023 9:15 PM
11	No more	8/1/2023 9:05 PM
12	Kid friendly dining experiences	8/1/2023 8:27 PM
13	Healthy lifestyle businesses	8/1/2023 8:00 PM
14	Na	7/28/2023 8:47 PM
15	Zoology	7/28/2023 12:26 PM
16	Passive recreation, preservation of trees, wooded areas, open space	7/27/2023 9:50 PM
17	Nature Conservation	7/25/2023 10:24 AM
18	Sustainable businesses, not just green washing but businesses that are going out of the way to be sustainable and give back to the community	7/13/2023 1:37 PM
19	retail	7/11/2023 10:34 AM

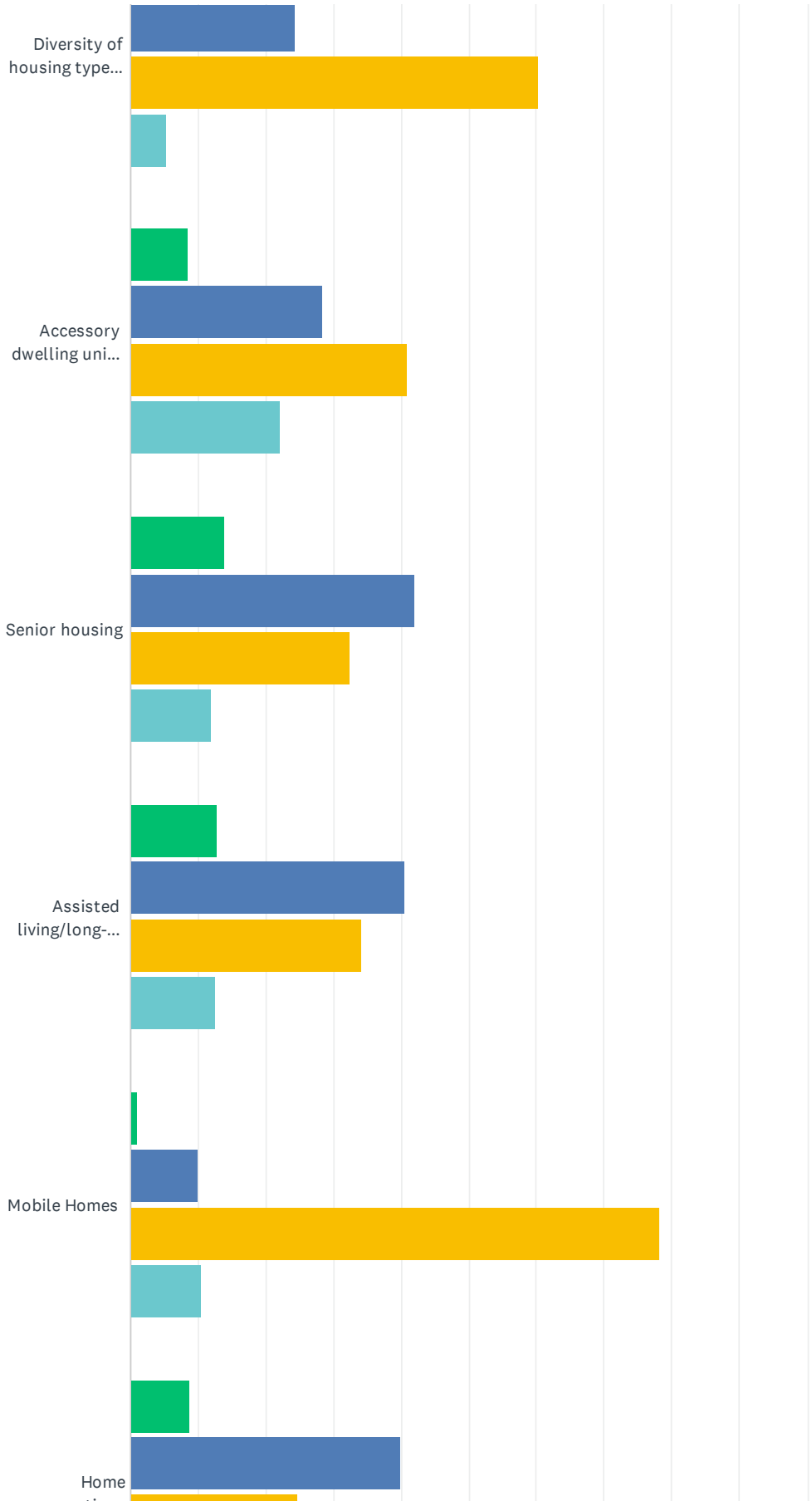
20	Conservation organizations. Please focus on preserving natural resources and safe places for the people who live here, work here and play here	7/6/2023 11:49 PM
21	None	6/30/2023 10:19 AM
22	Stop over developing.	6/30/2023 7:07 AM
23	Bakery, bagel store	6/28/2023 10:40 PM
24	Senior living/nursing home	6/28/2023 10:27 PM
25	Hospital	6/28/2023 3:44 PM
26	None. Stop taking away open land. Focus on parks for youth.	6/28/2023 8:15 AM
27	None!	6/27/2023 10:30 PM
28	Smaller scale grocery like Trader Joes or Kimberton Whole Foods	6/27/2023 9:55 PM
29	None	6/27/2023 4:29 PM
30	Farming and equestrian	6/27/2023 4:07 PM
31	Food Market	6/27/2023 3:52 PM
32	None	6/25/2023 9:14 PM
33	None. We already have all of the above	6/25/2023 6:46 AM
34	quaint shops, boutiques...we have everything else	6/23/2023 5:41 PM
35	Residential - there is already too much business	6/23/2023 1:49 PM
36	above / local small businesses	6/21/2023 11:57 AM
37	No additional; replace lost	6/21/2023 8:03 AM
38	small business retail	6/19/2023 2:24 PM
39	None	6/19/2023 12:56 PM
40	There is enough business	6/19/2023 7:20 AM
41	Seems there are plenty of business's in UUT and surrounding areas.	6/19/2023 7:09 AM
42	None. There is plenty.	6/19/2023 6:07 AM
43	Music venues	6/18/2023 9:52 PM
44	None- we have more than enough of the above!	6/18/2023 2:50 PM
45	None. There's enough already in and around the area.	6/18/2023 2:49 PM
46	None	6/18/2023 1:56 PM
47	Trader Joes	6/18/2023 8:55 AM
48	It would have been nice to see the Eagle veternarian office expansion approved. With all the new population in the area, out pets deserve great veterinary care like the Eagle vets provide. They really need more space in our town.	6/17/2023 10:47 PM
49	Light Manufacturing	6/17/2023 10:37 PM
50	Art galleries and places of culture as well as botanical gardens and nature preserves	6/17/2023 10:19 PM
51	Hospital	6/16/2023 9:47 AM
52	NOT warehouses.	6/16/2023 9:42 AM
53	No more businesses. Too Crowded here already	6/16/2023 8:31 AM
54	None	6/16/2023 8:16 AM
55	None it’s already too much	6/15/2023 10:17 PM
56	Our area has become overdeveloped; adding entities to the mix exponentially increases traffic	6/15/2023 8:06 PM

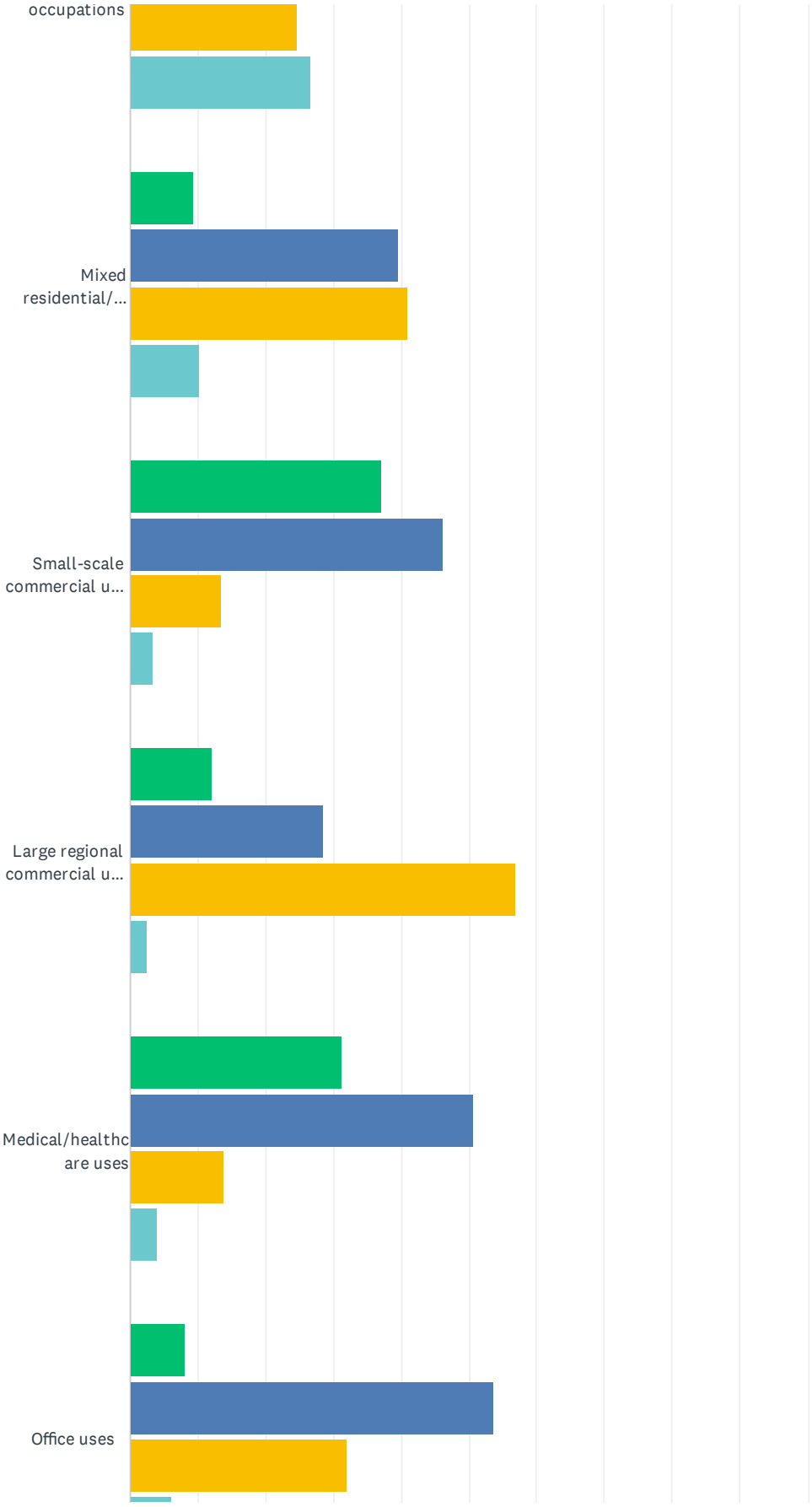
	congestion.	
57	None	6/15/2023 7:54 PM
58	None, no need to become too commercialized. Exton is close by and has everything	6/15/2023 7:24 PM
59	No marijuana stores, no smoke or vape shops they degrade the community	6/15/2023 5:27 PM
60	Brick and mortar small businesses	6/15/2023 4:44 PM
61	None. Please stop building and sell our land off.	6/15/2023 3:47 PM
62	Small business owner opportunities	6/15/2023 2:50 PM
63	NONE	6/15/2023 2:26 PM
64	None We have enough. Stop developing.	6/15/2023 11:20 AM
65	Quality; restaurants, retail, entertainment that brings residents out and spending here	6/15/2023 8:44 AM
66	aquatic/swimming center or a large scale gym with multi-lane indoor swimming pool	6/15/2023 8:38 AM
67	None. Stop building commercial spaces	6/15/2023 8:14 AM
68	A venue for live music that would attract well known musicians	6/15/2023 1:51 AM
69	Farmers Market	6/14/2023 9:14 PM
70	None	6/14/2023 8:07 PM
71	Community center, indoor exercise and unique, upscale retail- art galleries, antique, outdoor supplies, etc	6/14/2023 4:35 PM
72	Any small family owned business	6/14/2023 4:15 PM
73	We are filled up with businesses already.	6/14/2023 12:46 PM
74	None, no more businesses	6/14/2023 11:59 AM
75	None	6/14/2023 11:41 AM
76	Small business	6/14/2023 11:19 AM
77	Grocery	6/14/2023 10:43 AM
78	No more businesses unless using already established structures	6/14/2023 10:14 AM
79	We have enough	6/14/2023 9:52 AM
80	None	6/14/2023 8:34 AM
81	None. Id rather have more open space and drive to exton for something i need.	6/14/2023 8:17 AM
82	Bakery. A really good one!!!	6/13/2023 9:52 PM
83	No more	6/13/2023 8:02 PM
84	None	6/13/2023 5:42 PM
85	Small businesses	6/4/2023 9:55 PM
86	Dog park	6/4/2023 3:19 PM

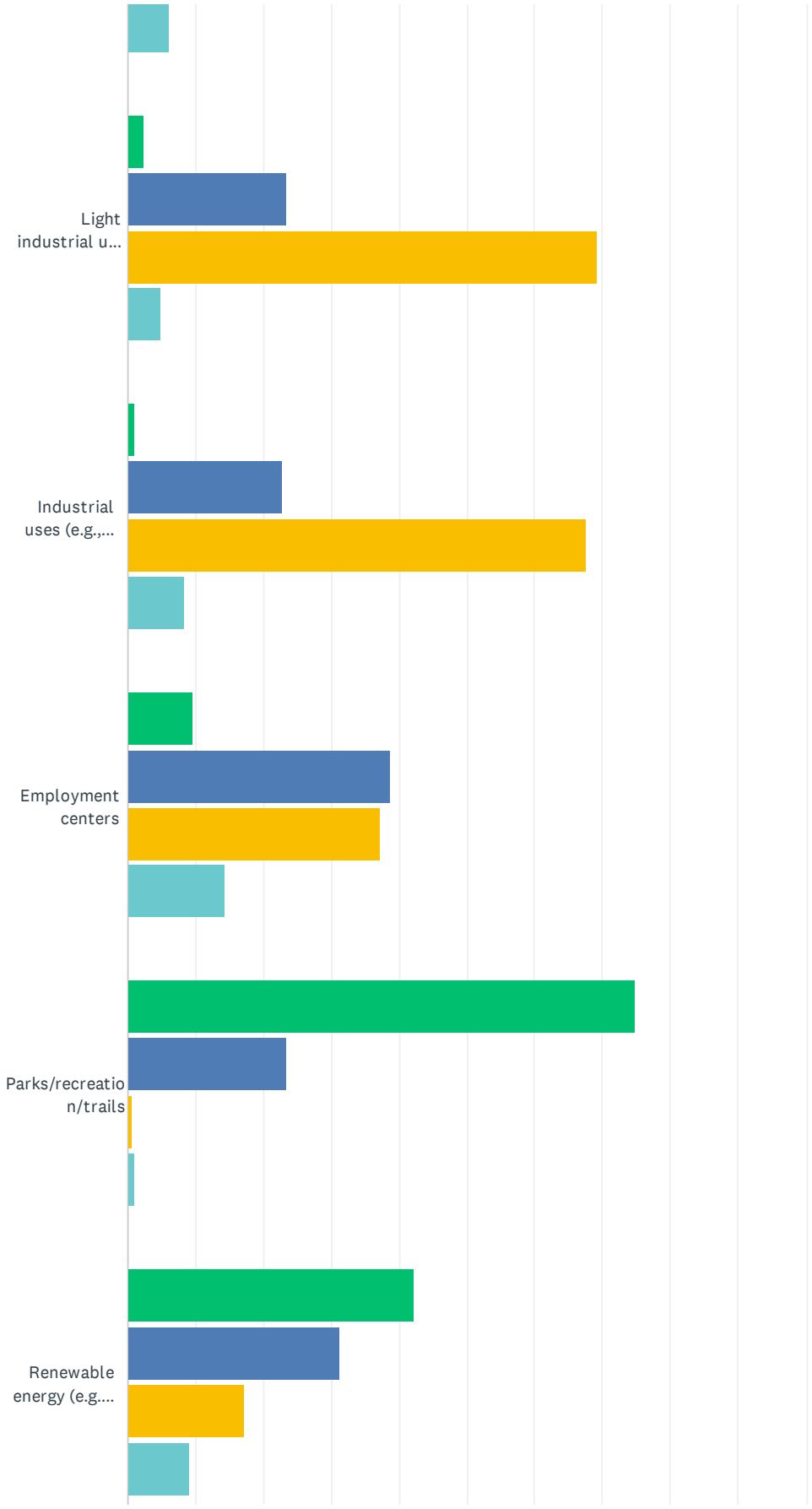
Q9 Please indicate your opinion about future Township policy for each land use listed below (under PA law, the Township has an obligation to provide for all land uses). (Check 1 response for each use).

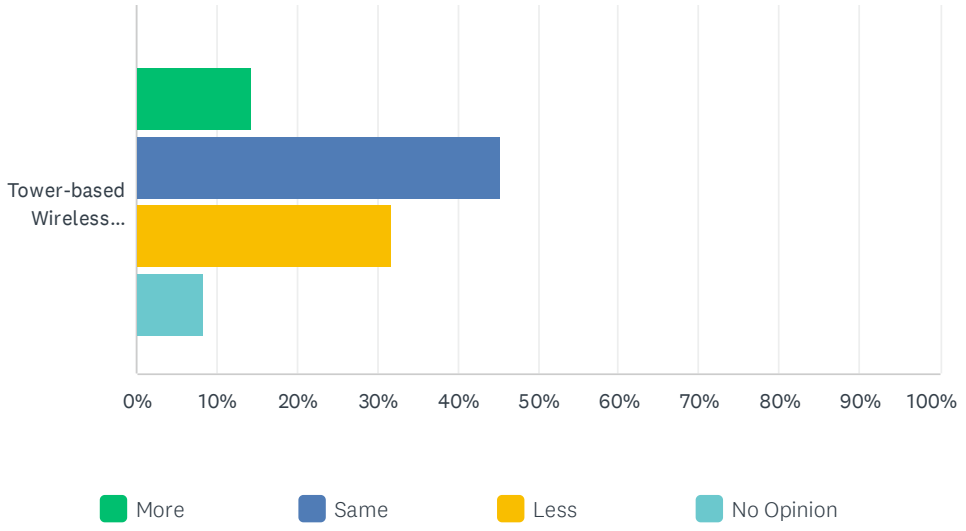
Answered: 734 Skipped: 5




Diversity of housing type...
Accessory dwelling uni...
Senior housing
Assisted living/long-...
Mobile Homes
Home


occupations
Mixed residential/...
Small-scale commercial u...
Large regional commercial u...
Medical/healthcare uses
Office uses

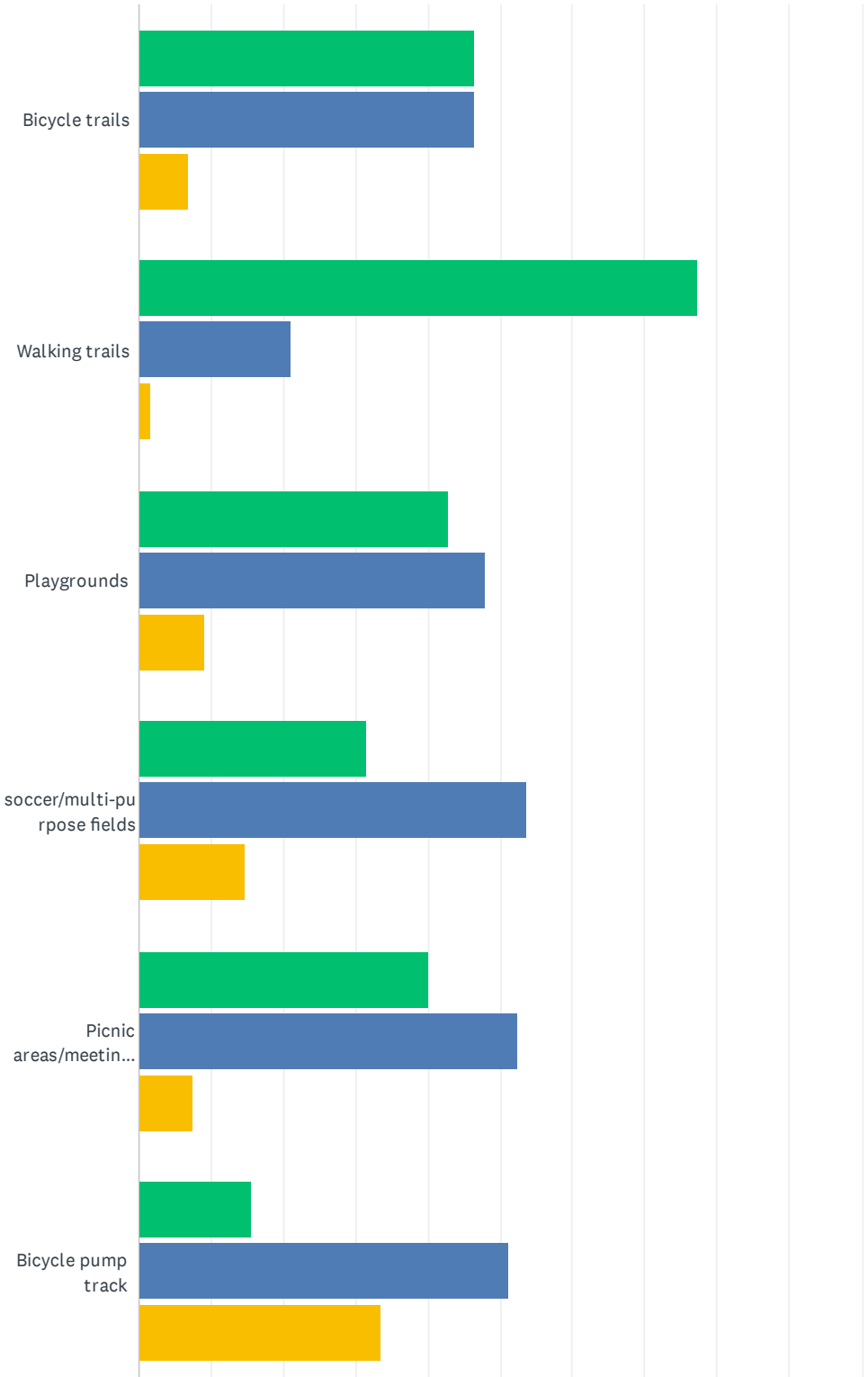

Light industrial u...
Industrial uses (e.g.,...
Employment centers
Parks/recreation/trails
Renewable energy (e.g....

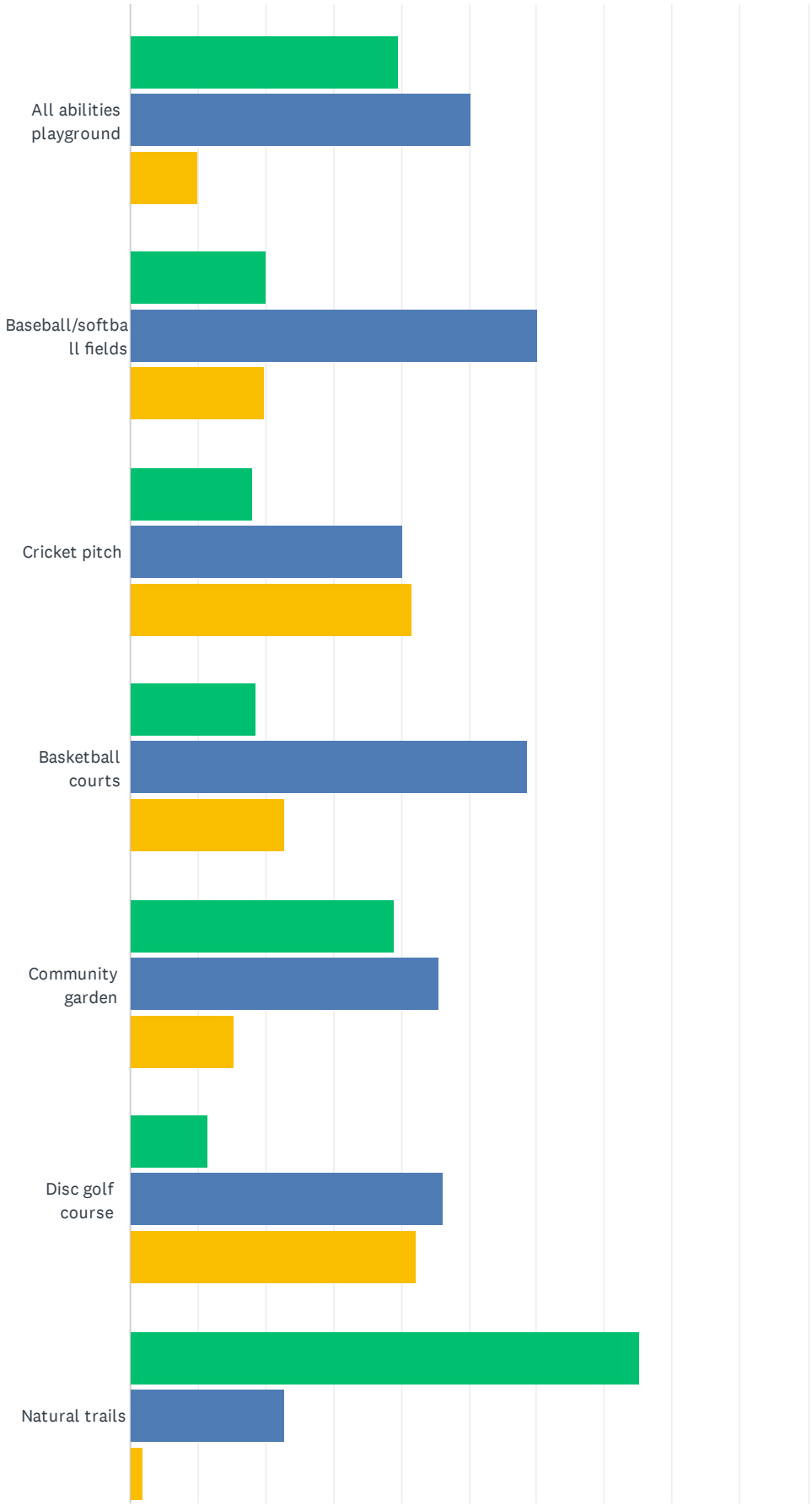

Tower-based Wireless...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
More
Same
Less
No Opinion

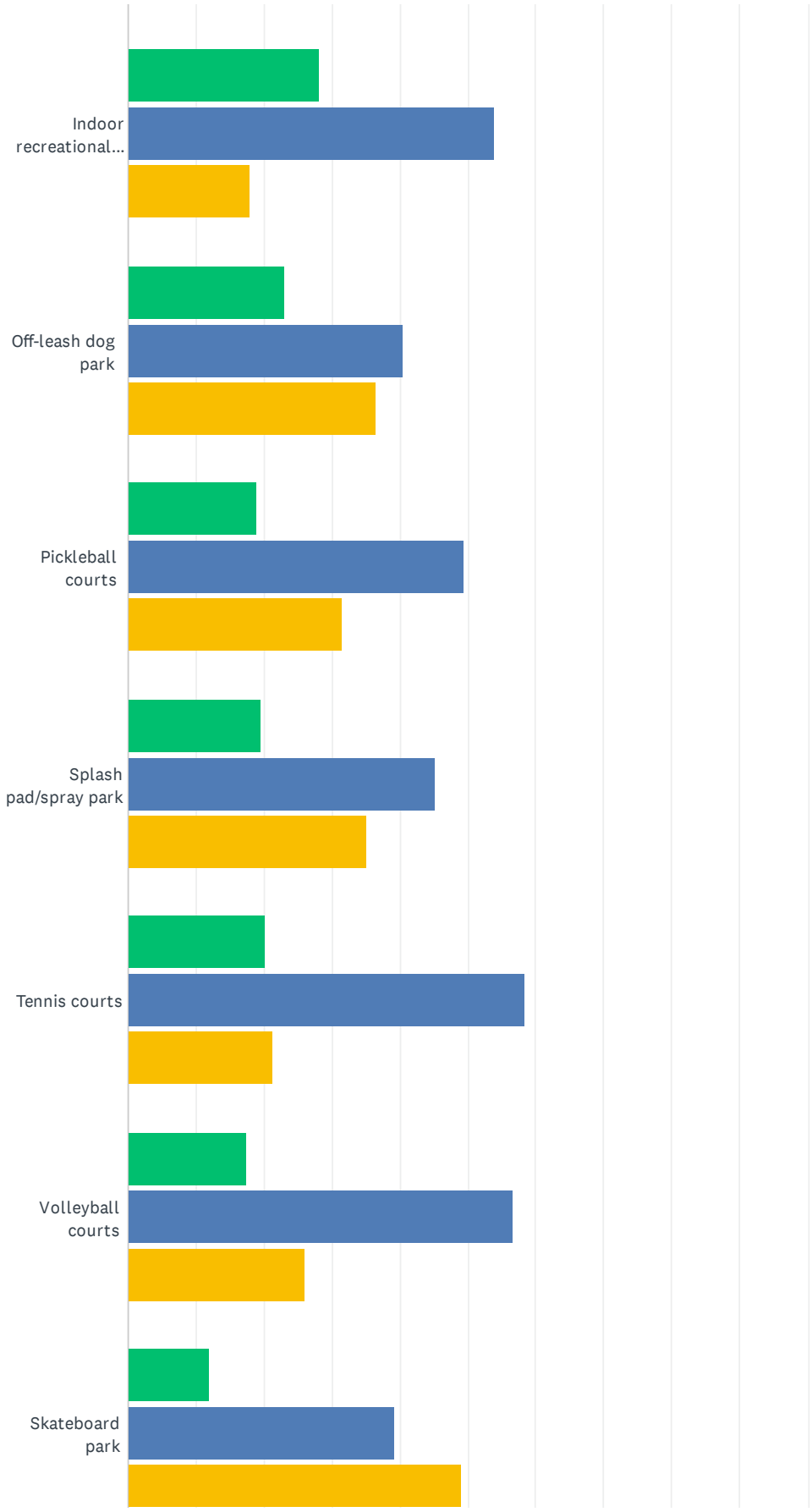
	MORE	SAME	LESS	NO OPINION	TOTAL
Open space preservation	78.31% 574	19.78% 145	1.09% 8	0.82% 6	733
Agriculture uses (farming, equestrian, livestock, etc.)	32.74% 239	56.58% 413	5.07% 37	5.62% 41	730
Historic resource preservation	37.89% 277	53.35% 390	3.97% 29	4.79% 35	731
Single-family housing	18.06% 132	41.04% 300	36.94% 270	3.97% 29	731
Diversity of housing types (e.g., twins, duplexes, townhouses, village-style, apartments)	10.18% 74	24.35% 177	60.25% 438	5.23% 38	727
Accessory dwelling units (Granny flats, etc.)	8.60% 62	28.29% 204	40.92% 295	22.19% 160	721
Senior housing	13.79% 100	41.93% 304	32.41% 235	11.86% 86	725
Assisted living/long-term care	12.72% 92	40.53% 293	34.16% 247	12.59% 91	723
Mobile Homes	1.10% 8	10.08% 73	78.31% 567	10.50% 76	724
Home occupations	8.72% 62	39.80% 283	24.75% 176	26.72% 190	711
Mixed residential/commercial uses	9.31% 67	39.58% 285	40.97% 295	10.14% 73	720
Small-scale commercial uses (I.e., local store)	37.05% 269	46.28% 336	13.36% 97	3.31% 24	726
Large regional commercial uses (e.g., shopping center)	12.14% 88	28.55% 207	56.83% 412	2.48% 18	725
Medical/healthcare uses	31.40% 227	50.76% 367	13.83% 100	4.01% 29	723
Office uses	8.01% 57	53.79% 383	32.02% 228	6.18% 44	712
Light industrial uses (e.g., industrial parks)	2.35% 17	23.51% 170	69.29% 501	4.84% 35	723
Industrial uses (e.g., mineral/water extraction)	1.10% 8	22.90% 166	67.59% 490	8.41% 61	725
Employment centers	9.60% 69	38.80% 279	37.27% 268	14.33% 103	719
Parks/recreation/trails	74.93% 541	23.41% 169	0.69% 5	0.97% 7	722
Renewable energy (e.g., solar farms)	42.16% 304	31.35% 226	17.34% 125	9.15% 66	721
Tower-based Wireless Communication Facilities	14.34% 104	45.38% 329	31.86% 231	8.41% 61	725

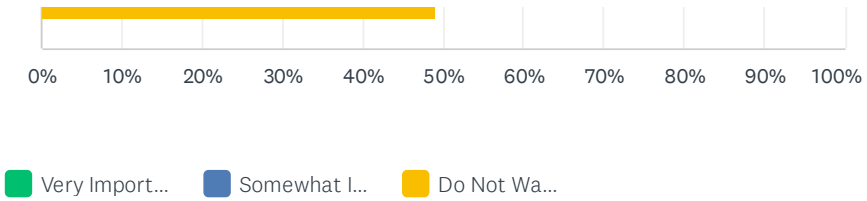
Q10 What recreational facilities would you like to see considered in future recreational planning/expansion?

Answered: 734 Skipped: 5




All abilities playground
Baseball/softball fields
Cricket pitch
Basketball courts
Community garden
Disc golf course
Natural trails


Indoor recreational...
Off-leash dog park
Pickleball courts
Splash pad/spray park
Tennis courts
Volleyball courts
Skateboard park



	VERY IMPORTANT	SOMEWHAT IMPORTANT	DO NOT WANT TO SEE	TOTAL
Bicycle trails	46.55% 337	46.55% 337	6.91% 50	724
Walking trails	77.34% 563	21.02% 153	1.65% 12	728
Playgrounds	42.90% 308	47.91% 344	9.19% 66	718
soccer/multi-purpose fields	31.48% 226	53.76% 386	14.76% 106	718
Picnic areas/meeting spaces	40.06% 288	52.43% 377	7.51% 54	719
Bicycle pump track	15.49% 108	51.08% 356	33.43% 233	697
All abilities playground	39.75% 283	50.28% 358	9.97% 71	712
Baseball/softball fields	20.03% 141	60.23% 424	19.74% 139	704
Cricket pitch	18.07% 127	40.26% 283	41.68% 293	703
Basketball courts	18.53% 131	58.56% 414	22.91% 162	707
Community garden	39.04% 278	45.65% 325	15.31% 109	712
Disc golf course	11.47% 81	46.32% 327	42.21% 298	706
Natural trails	75.17% 542	22.88% 165	1.94% 14	721
Indoor recreational facilities	28.15% 199	53.89% 381	17.96% 127	707
Off-leash dog park	23.03% 164	40.59% 289	36.38% 259	712
Pickleball courts	18.95% 134	49.50% 350	31.54% 223	707
Splash pad/spray park	19.69% 139	45.18% 319	35.13% 248	706
Tennis courts	20.28% 144	58.45% 415	21.27% 151	710
Volleyball courts	17.42% 123	56.66% 400	25.92% 183	706
Skateboard park	11.91% 84	39.15% 276	48.94% 345	705

Q11 If not listed above, what types of recreational facilities would you like to see considered in future recreational planning for the Township?

Answered: 104 Skipped: 635

#	RESPONSES	DATE
1	Public swimming pool	8/3/2023 11:46 PM
2	T-ball field(s)	8/3/2023 5:01 PM
3	N/a	8/3/2023 4:47 PM
4	Teen center	8/3/2023 7:35 AM
5	Coordination with County parks for trails	8/2/2023 2:31 PM
6	No comment	8/2/2023 2:03 PM
7	Gardens and walkways	8/2/2023 11:23 AM
8	A playground with equipment for younger kids. The equipment at Hickory Park is for older kids.	8/2/2023 7:59 AM
9	More sidewalks, bike lanes, and bike/pedestrian crosswalks to connect existing parks and trails.	8/2/2023 7:16 AM
10	Lots of tennis courts. We do not have enough courts to play on	8/1/2023 9:57 PM
11	Outdoor hockey rink.	8/1/2023 9:25 PM
12	Family friendly outdoor and indoor recreation for all ages with dining options.	8/1/2023 8:27 PM
13	Community pool- many don't have access to a pool either indoor or outdoor.	8/1/2023 7:34 PM
14	N/a	8/1/2023 6:23 PM
15	The above are fine but will need adequate parking lots.	8/1/2023 6:19 PM
16	Trail or sidewalk from rte 282 on Lyndell Rd to Marsh Creek State Park on West side	7/29/2023 5:16 AM
17	Track for running	7/28/2023 3:04 PM
18	Zoo	7/28/2023 12:26 PM
19	Public swimming area	7/28/2023 6:34 AM
20	Community fitness and aquatic center	7/27/2023 4:58 PM
21	Passive recreation. Tree covered hiking trails. Connected trails.	7/25/2023 10:24 AM
22	Connected biking/walking trails	7/13/2023 1:37 PM
23	None.	7/13/2023 12:23 PM
24	Please please please connect Windsor Ridge to the sidewalks so that we don't have to walk dangerously on Fellowship Rd to go into town.	7/11/2023 10:34 AM
25	Wooded (tree covered) trails	7/6/2023 11:49 PM
26	Padel	7/5/2023 3:06 PM
27	Open space and space for kids to play sports. No more houses or row homes. NO APARTMENTS or BUSINESSES. Stop building. Renovate existing buildings.	6/30/2023 7:07 AM
28	Please add playgrounds. We have nothing especially for the little ones. An ideal fenced in playground wound be so nice.	6/28/2023 8:15 AM
29	Stop building!	6/27/2023 10:30 PM

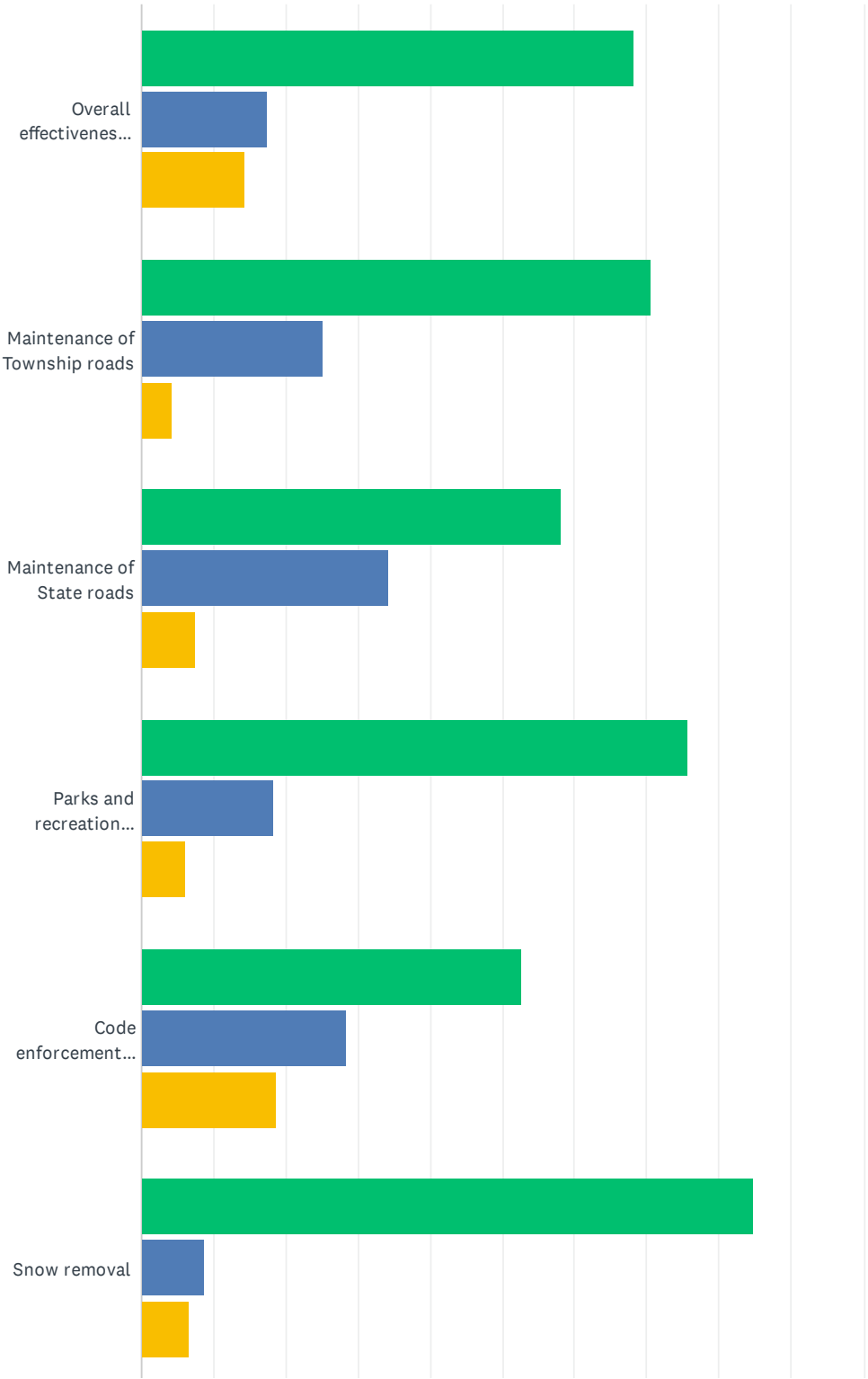
30	Natural playgrounds	6/27/2023 8:44 PM
31	OPEN SPACES. UUT HAS ALLOWED TOLL BROS TO RAPE THIS TOWNSHIP. It’s disgusting.	6/27/2023 4:29 PM
32	N/a	6/27/2023 3:59 PM
33	Walking/bike paths that connect neighborhoods	6/27/2023 3:26 PM
34	We need more senior living with single level homes.	6/25/2023 8:06 AM
35	We already have all of the above. Do not want to see more. Maybe expand or improve on what’s already here.	6/25/2023 6:46 AM
36	Public swimming pool with low joining fee for families	6/22/2023 8:11 PM
37	summer camp programs for kids	6/21/2023 11:57 AM
38	shaded areas for R&R in hot muggy weather, and water play for all ages	6/21/2023 9:26 AM
39	Above choices are a waste of time. Needs like these should be addressed on an ad hoc basis.	6/21/2023 8:03 AM
40	outdoor pool with diving boards	6/19/2023 3:06 PM
41	To old so N/C.	6/19/2023 7:09 AM
42	The township has enough. No need for more	6/19/2023 6:07 AM
43	Music - like the Mann center	6/18/2023 9:52 PM
44	Just throwing in a second vote for a skatepark. A properly built one with local skateboarder input would ensure that it would be used for years to come. They fail when townships plop prefab ramps or hire non skatepark builders to build them	6/18/2023 4:20 PM
45	No large warehouses	6/18/2023 12:35 PM
46	Race Track.. like maple grove	6/18/2023 12:29 PM
47	Roller hockey rink	6/18/2023 8:55 AM
48	Pickleball courts	6/17/2023 10:47 PM
49	Enhance Brandywine Trail	6/17/2023 8:03 PM
50	More restaurants and stores	6/16/2023 6:40 PM
51	a nice park like West/east goshen park. with quality kids playground area. and family use.	6/16/2023 12:20 PM
52	Any low / no maintenance cost,	6/16/2023 9:42 AM
53	None	6/16/2023 8:31 AM
54	I don't want recreation facilities. Can you stop selling land but improve the traffic here. Why you make this place so over crowed? You gain so much profit on selling land to Toll Brothers. And you didn't improve any traffic on 100. It is so obvious that Greed is your priority. If you build those facilities, can you make sure you increase tax to those who lives close to those new facilities? Villages at Chester Springs has no recreational facilities but they come to Byer's station to use our playground and our trail. Townes at Chester Springs has no clubhouse or playground but kids use Windsor Christian school facilities (private) and Hickory Park. I don't understand why you approve so many new neighborhood that doesn't have any recreation facilities. Now not only we have to pay Tax and also HOA fee for people who doesn't live here.	6/16/2023 8:31 AM
55	Private Swim Club (especially if YMCA removes their pool), more restrictive than 'pay as you go'.	6/16/2023 8:16 AM
56	Golf courses - more	6/16/2023 6:36 AM
57	NA	6/16/2023 5:55 AM
58	I said “no opinion” because I didn’t understand the question	6/15/2023 10:28 PM
59	Programs geared towards preschool children (music, dance, art, drop ins).	6/15/2023 4:44 PM
60	Theme parks	6/15/2023 3:29 PM

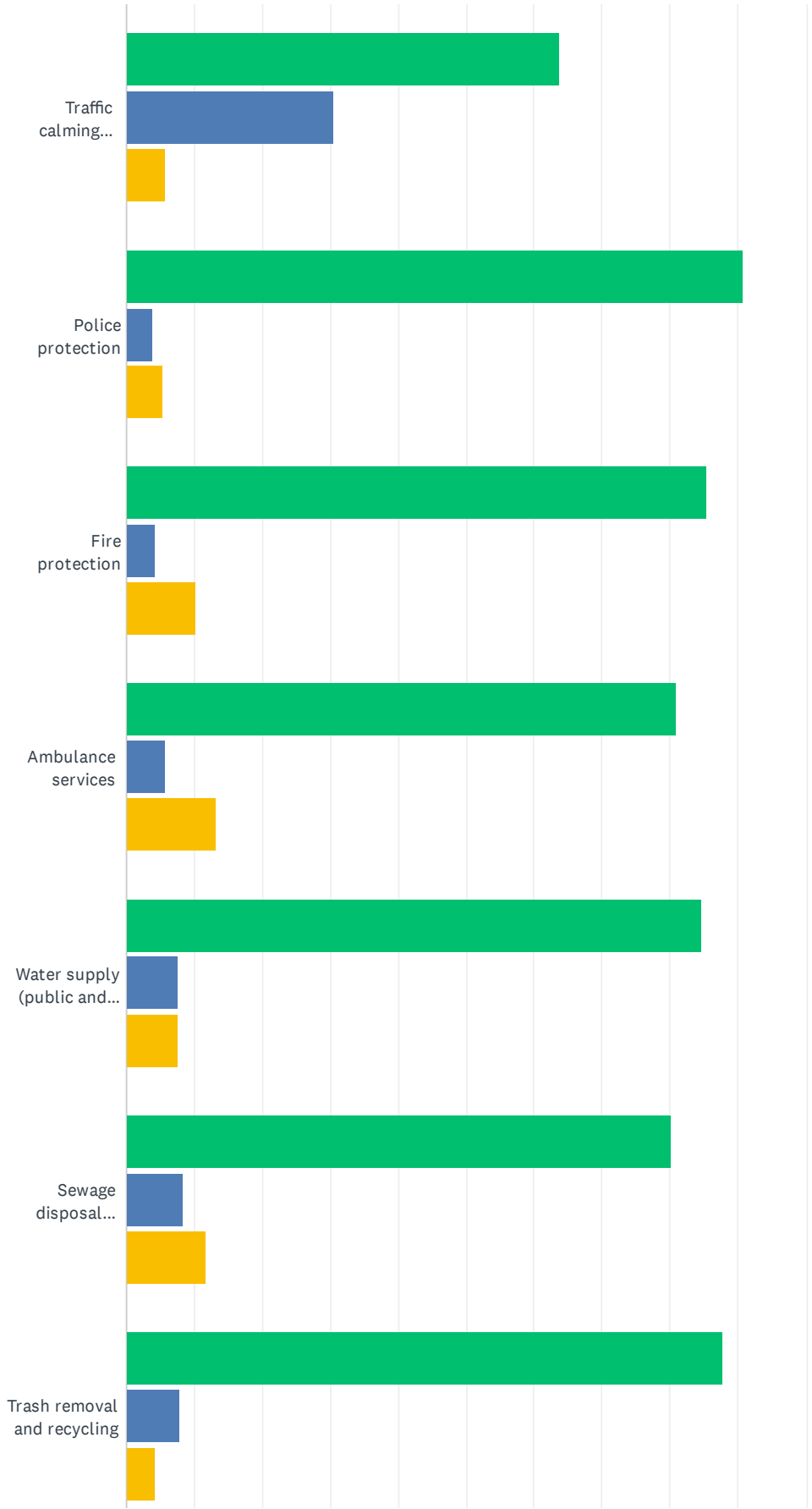
61	Indoor track for walking.	6/15/2023 2:39 PM
62	Even more pickleball courts	6/15/2023 12:56 PM
63	Community hall for events to conduct for residents of township.	6/15/2023 12:48 PM
64	More town centers; yoga in the park, music in the park type events	6/15/2023 8:44 AM
65	aquatic/swimming center	6/15/2023 8:38 AM
66	Outdoor Hockey Rink during the winter	6/15/2023 1:51 AM
67	N/a	6/14/2023 10:20 PM
68	Cricket	6/14/2023 9:28 PM
69	Ice hocky rink in winter	6/14/2023 8:39 PM
70	Preserved natural lands for nature and wildlife.	6/14/2023 8:07 PM
71	Disc golf would be awesome	6/14/2023 8:07 PM
72	More agricultural uses, including livestock and regenerative agriculture. No Amazon shipping centers/truck depot or anything that increases traffic without improving the already inadequate roads.	6/14/2023 8:07 PM
73	Swimming pools and fountains	6/14/2023 7:04 PM
74	Indoor recreation for seniors.	6/14/2023 4:35 PM
75	More bike trails next to Little Conestoga Rd to bike around Marsh Creek State Park	6/14/2023 3:46 PM
76	Water based facilities	6/14/2023 12:55 PM
77	Several of these questions were difficult to understand. What does home occupation mean? Disc golf course? Bicycle pump track?	6/14/2023 12:46 PM
78	Definitely more open beautiful space. Don’t change what has made Chester County so unique and special.	6/14/2023 12:07 PM
79	some studies show there are more dogs than children in today’s world. Yet there are several parks for residents with children, but none for tax-paying residents with dogs.We’re tired of hearing about liability issues when most American cities and towns have dog parks where neighbors gather and dogs can run—a need every breed has, yet nowhere that provides the opportunity.	6/14/2023 11:35 AM
80	Dek Hockey rink	6/14/2023 11:21 AM
81	None	6/14/2023 11:10 AM
82	As a swimmer, the availability/proximity of indoor pools has been a challenge. An indoor swimming pool/recreation center would be a much needed addition to our community, perhaps in collaboration with neighboring townships. Our previous community had a wonderful facility that could potentially serve as a template: https://www.broomfield.org/2664/Paul-Derda-Recreation-Center	6/14/2023 10:43 AM
83	Walking Trails, parks, tennis courts	6/14/2023 10:20 AM
84	Turf field	6/14/2023 10:14 AM
85	None if taxes go up.	6/14/2023 9:52 AM
86	Na	6/14/2023 9:29 AM
87	N/a	6/14/2023 8:55 AM
88	Music venue that is open latte night and music festivals	6/14/2023 8:39 AM
89	Social dance space, dance/theater events	6/14/2023 2:21 AM
90	Outdoor hockey rinks. Ice hockey and roller hockey.	6/13/2023 9:52 PM
91	Paddle courts	6/13/2023 7:35 PM

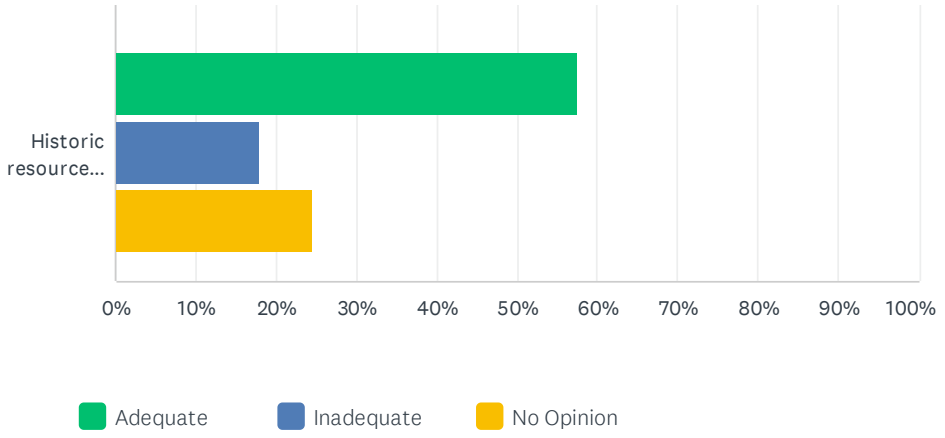
92	More picnic tables	6/13/2023 6:35 PM
93	Lot of walking and bicycle trails with plenty of greenery. With so much climate change impact, our township should invest effort in maintaining and enhancing our greenery	6/13/2023 5:17 PM
94	Partner with GEYA Baseball to provide lights for Hickory Park to allow greater acccess to the baseball fields. Disallow any circket usage on baseball fields as they cause damage to the playing surface that the little league then needs to repair.	6/13/2023 4:50 PM
95	Shuffle Board	6/13/2023 3:17 PM
96	Indoor pool	6/13/2023 4:22 AM
97	Instead of "Don't want to see" some above responses should have been "no opinion" but that choice wasn't available. Dog park is definitely a bad idea. People are not responsible enough to prevent problems.	6/12/2023 2:04 PM
98	I like the idea of a splash pad. There are a large number of cricket players, and we should have a space that works well for players of that sport. But more than anything we need to link up our trails. They are disjointed and it can be challenging to utilize them to their full potential. I'd love to engage with township leadership but am not sure what the best way to do that is.	6/12/2023 1:22 PM
99	Music amphitheater	6/12/2023 1:19 PM
100	Kids bike park	6/12/2023 12:34 PM
101	More volleyball courts, more grocery retail outlets and restaurants	6/4/2023 5:04 PM
102	Enough recreational facilities are provided in the communities no need to create additional facilities.	5/18/2023 12:21 PM
103	Handball/Paddle ball walls	5/9/2023 9:17 PM
104	Ice sculpting, ice skating, bird watching in Upland farms	4/11/2023 9:18 PM

Q12 Please rate the following facilities and/or services in meeting the needs of Township residents. (Check 1 for each facility/service).

Answered: 721 Skipped: 18




Traffic calming...
Police protection
Fire protection
Ambulance services
Water supply (public and...
Sewage disposal...
Trash removal and recycling



	ADEQUATE	INADEQUATE	NO OPINION	TOTAL
Overall effectiveness of Township government	68.20% 489	17.57% 126	14.23% 102	717
Maintenance of Township roads	70.65% 508	25.17% 181	4.17% 30	719
Maintenance of State roads	58.30% 418	34.31% 246	7.39% 53	717
Parks and recreation (facilities and programming)	75.59% 542	18.27% 131	6.14% 44	717
Code enforcement (zoning, land development, property maintenance, etc.)	52.72% 378	28.45% 204	18.83% 135	717
Snow removal	84.76% 606	8.67% 62	6.57% 47	715
Traffic calming measures (e.g., signs, lights, access, speed humps)	63.81% 455	30.43% 217	5.75% 41	713
Police protection	90.83% 654	3.75% 27	5.42% 39	720
Fire protection	85.52% 614	4.32% 31	10.17% 73	718
Ambulance services	81.06% 582	5.71% 41	13.23% 95	718
Water supply (public and well)	84.69% 603	7.58% 54	7.72% 55	712
Sewage disposal (public and on-lot)	80.11% 572	8.26% 59	11.62% 83	714
Trash removal and recycling	87.87% 630	7.81% 56	4.32% 31	717
Historic resource protections	57.50% 410	17.95% 128	24.54% 175	713

Q13 Complete the following statement about what kind of community you hope the Township will be in the future: “In the future, Upper Uwchlan Township should seek to..."

Answered: 422 Skipped: 317

#	RESPONSES	DATE
1	Less land developers making big corporations rich by building on every square inch of land increasing traffic & overcrowding our school system for their own profit.	8/6/2023 2:22 PM
2	Control the building of high density structures.	8/5/2023 10:54 PM
3	Add to it’s Open Spaces plans, keep a large industrial presence to a minimum and it’s expansion small due to a ALREADY over abundance of traffic in Upper Uwchlan Township.	8/5/2023 6:09 PM
4	Provide more walkable activities for all residents	8/4/2023 11:48 PM
5	Reduce the migration of Indians into community	8/4/2023 5:38 PM
6	Preserve beauty and increase options for health and exercise.	8/4/2023 1:08 PM
7	remain somewhat rural and family oriented	8/4/2023 12:36 PM
8	Preserve what little open space is still available	8/4/2023 9:39 AM
9	Stop rationalizing the development of more housing and business by saying it will increase tax revenue, yet still raise taxes.	8/3/2023 11:46 PM
10	Stay with a small town feel. The township has grown too big too fast. Stop allowing Toll Brothers in the township	8/3/2023 9:27 PM
11	Protect what is lovely about this area...and stop building!	8/3/2023 7:34 PM
12	Build less.	8/3/2023 5:25 PM
13	Will not give in to large developers trying to squeeze many houses into small lots.	8/3/2023 5:01 PM
14	N/a	8/3/2023 4:47 PM
15	Preserve the bucolic nature of Chester Country living.	8/3/2023 4:21 PM
16	Not increase population	8/3/2023 1:53 PM
17	Preserve open space as much as possible. Stop building townhomes/apartments. Increase healthcare facilities, especially hospitals	8/3/2023 7:35 AM
18	Do more community events	8/2/2023 10:49 PM
19	Please protect more of the land rather than approving all development! Traffic is becoming atrocious, water runoff from storms is becoming a serious issue.	8/2/2023 8:19 PM
20	Not build and more housing complexes. Too much congestion now.	8/2/2023 5:05 PM
21	Lower sewer costs	8/2/2023 4:37 PM
22	Limit the amount of large housing to maintain the rural feel of the area.	8/2/2023 4:14 PM
23	Involve more township citizens before making final decisions	8/2/2023 3:46 PM
24	Keep a balance between progress and preservation	8/2/2023 3:39 PM
25	Maintain the Chester county feel. Don’t over build.	8/2/2023 2:57 PM
26	stay a quaint and quiet village for families wanting a slower pace and neighborly feel.	8/2/2023 2:54 PM
27	Stay spacious, safe and beautiful	8/2/2023 2:36 PM

28	Maintain our country setting with constant view to support resources limiting effects of climate change.	8/2/2023 2:31 PM
29	Solidify the progress that has been made and focus on a future development plan for the township that maintains its rural character	8/2/2023 2:03 PM
30	embrace diversity	8/2/2023 1:23 PM
31	Upper Uwchlan should seek to reduce housing developments and commercial buildings. Protect our open space and don't overdevelop our community.	8/2/2023 11:52 AM
32	Keep it an area of Natural Beauty.	8/2/2023 11:43 AM
33	preserve the nature, historical elements, open space and rural aspect of the township. It is heartbreaking to see the influx of big builders destroying our township. The small town feel is gone and people are leaving the township because of it.	8/2/2023 11:43 AM
34	Control over population and preserve the beauty of the countryside the reason most people seek this area!	8/2/2023 11:23 AM
35	Protect the open space & support a balance in development and open space to keep the beauty of our farming/ horse community.	8/2/2023 8:30 AM
36	Keep its rural feel with a little more shopping options.	8/2/2023 7:59 AM
37	Preserve the undeveloped land & keep it beautiful.	8/2/2023 7:37 AM
38	Better maintain existing roads and sidewalks.	8/2/2023 7:16 AM
39	stop adding more housing.	8/2/2023 6:42 AM
40	Have more small businesses and open land	8/1/2023 11:41 PM
41	Manage the development better. We've built enough new housing; we don't need anymore, as well as the traffic that comes with it. I moved here because it was somewhat "country" or rural. That "feeling" doesn't exist anymore.	8/1/2023 10:49 PM
42	Less development	8/1/2023 10:08 PM
43	In the future, the township should stop allotting permits for new construction of houses. We can't have any more influx of people to our township. It is getting way too crowded and our infrastructure can't support it. It takes twice the amount of time it used to take to hit 202 from route 100 if we go south on 100. Traffic is horrible.	8/1/2023 9:57 PM
44	Maintain historic sites and open spaces while being progressive with state of the art recreational areas/facilities and limiting additional residential areas	8/1/2023 9:54 PM
45	Maintain their ability to provide superior services without raising taxes. UUT knows they are a township of the people and for the people	8/1/2023 9:52 PM
46	Continue its excellent police force! And also stop building townhouses and single family neighborhoods with no associations to control the number of cars/families overflowing each home. We'd love to see it continue to remain a rural, beautiful town tucked away in Chester County for people seeking picturesque landscapes and friendly neighbors.	8/1/2023 9:45 PM
47	Ensure older residents have access to public sewers system. Many residents are on 2nd system and then what happens?	8/1/2023 9:15 PM
48	Grrener, less crowded, less corporate influence	8/1/2023 9:12 PM
49	…preserve the remaining open space we have and limit the number of housing developments built.	8/1/2023 9:05 PM
50	Preserve land rather than allowing builders to pack in as many houses as possible on a plot of land.	8/1/2023 8:59 PM
51	be welcoming to all residents, strive to preserve open spaces and the natural resources and beauty of the township, and encourage community participation and enjoyment of recreational facilities and community events.	8/1/2023 8:00 PM
52	Seek to identify a vision and mission for the township	8/1/2023 7:34 PM

53	Keep open space, improve roadways, decrease cluster homes, hold township meetings at Upland Farm Park Barn to accommodate so residents do not need to stand.	8/1/2023 7:29 PM
54	Proclaim Tony Shievert as Township President!!	8/1/2023 7:25 PM
55	We moved here in 1983 & loved the tranquility & beauty. It is not that anymore. Every square inch is being developed & the roads are overcrowded! The traffic jam in Eagle is ridiculous! Enough is enough, stop!!!! You've already ruined this once beucolic township with all the development! It's time to stop!!!! It's too late to bring it back to what it once was, but you can certainly stop it from becoming Exton, please!	8/1/2023 7:17 PM
56	Protect remaining open spaces.	8/1/2023 7:08 PM
57	Encourage diverse, affordable housing	8/1/2023 7:05 PM
58	Limit growth.	8/1/2023 6:59 PM
59	Develop properly. No large scale distribution centers.	8/1/2023 6:48 PM
60	Keep it more open Village like character . Please do not build tall buildings like one on graphite mine road	8/1/2023 6:47 PM
61	Be the quaint township with just enough people and establishments	8/1/2023 6:42 PM
62	Ensure the public schools are not overpopulated	8/1/2023 6:23 PM
63	Minimize how much land is allowed to be turned into any type of housing or business.	8/1/2023 6:19 PM
64	Limit further development. We are near breaking point as traffic increases quality of life & access to nature decrease	8/1/2023 6:07 PM
65	Keep the same look and feel that has made it so special.	8/1/2023 6:04 PM
66	The best	8/1/2023 5:59 PM
67	Trash pick up frequency to be more	8/1/2023 5:58 PM
68	No large industrial complex	8/1/2023 5:46 PM
69	Protect the remaining open spaces.	8/1/2023 5:32 PM
70	Preserve as much open space as possible and never give any approval for any mega warehouses.	8/1/2023 4:36 PM
71	Balance growth to avoid becoming overcrowded and undesirable like Exton area	7/29/2023 5:16 AM
72	Not to build crap Lego land developments	7/28/2023 8:47 PM
73	recreate the likes of "Wolf Hollow County Park"	7/28/2023 7:49 PM
74	Community that leverages its history while emphasizing the traditional values that make America great. Our community should be one of respect for everyone's property and rights.	7/28/2023 3:04 PM
75	Grow more trees.	7/27/2023 9:50 PM
76	Stop allowing more housing developments to be built!	7/27/2023 7:45 PM
77	Improve community programs aimed at providing a venue for creative socialization. Similar to DARC but on a local level. Also maintain the rural feel by limiting future development specifically cluster development.	7/27/2023 4:58 PM
78	maintain character of twp	7/27/2023 3:50 PM
79	Keep more open space and less development.	7/27/2023 1:20 PM
80	Preserve open space and not let developers continue to ruin the unique atmosphere that we all moved here for.	7/27/2023 12:15 PM
81	+ Use solar-energy for needed stop signs (some I've see have blinking lights to alert drivers to an upcoming sign - particularly useful in hard to spot areas, curves, turns etc.) & traffic lights. +Also increase the space which is NOT allowed to be mowed near rivers & streams to allow trees & flowers to grow & help prevent pollutants from entering those streams.	7/27/2023 9:03 AM

82	Preserve natural resources and promote native biodiversity	7/25/2023 10:24 AM
83	One with more restaurant choices. Too many townhomes and apartments. Protect quality of schools.	7/22/2023 11:11 PM
84	continue to provide its residents with the necessary community services such as police, fire, and healthcare.	7/22/2023 12:36 PM
85	maintain the exiting semi-rural character of the area, avoid overdevelopment, avoid overly dense housing and maintain excellent public services and roads.	7/21/2023 2:54 PM
86	preserve the little open space that is left, encourage residents to plant less grass, more native plants.	7/13/2023 1:37 PM
87	Limit the new multi-family housing units (apartments/duplex) communities and focus on more single family homes.	7/13/2023 12:23 PM
88	Have more shops and restaurants.	7/11/2023 4:42 PM
89	be a small-town community with lots of small, local businesses	7/11/2023 10:34 AM
90	Care for nature, preserve open space, connect people with the outdoors and the beautiful area that we live. Protect our land, water, air and all natural resources for all creatures. Limit chemicals, waste and those contributing to the harm of the local environment. Promote walking, biking, hiking trails and ways we can be active in the township. We all depend on each other to live healthy lives. Focus on reducing noise, runoff and pollution from the pipelines, highways and other major sources of pollution in the township	7/6/2023 11:49 PM
91	walking friendly, having sidewalks from every community to Eagle. Limit over crowding and build a diverse community	7/6/2023 11:46 PM
92	Have virtually zero crime and increased walkability for retail sectors	7/5/2023 4:52 PM
93	Be a healthy place to live	7/5/2023 3:06 PM
94	limit more building for commercial purposes.	7/5/2023 2:50 PM
95	preserve natural resources and control over development.	7/4/2023 11:18 PM
96	remain the rural/suburban atmosphere that we moved here for.	7/3/2023 5:09 PM
97	Maintain a balance between development and preservation of open space to ensure a high quality living experience for its residents.	7/2/2023 8:14 AM
98	Improve traffic congestion	6/30/2023 11:34 PM
99	Keep doing what you are doing and increase traffic enforcement and clean up roads from debris	6/30/2023 10:19 AM
100	Stop building and preserve character. Township should be ashamed of the over development.	6/30/2023 7:07 AM
101	Expand the area for the block party. It's too crowded to walk around. People were walking through activities and tents to get around groups making it difficult to participate in activities or view info or buy items.	6/29/2023 4:16 PM
102	Stop building high density housing and preserve open space	6/28/2023 10:40 PM
103	Find the balance of retaining open space, less traffic, and phenomenal schools.	6/28/2023 10:27 PM
104	Maintain its current character	6/28/2023 9:49 PM
105	Maintain a balance of open landscape and residential.	6/28/2023 9:46 PM
106	preserve open space and respect current zoning.	6/28/2023 6:24 PM
107	Build less houses	6/28/2023 4:48 PM
108	Maintain low crime rates at all costs and mitigate over crowding.	6/28/2023 3:44 PM
109	Stop developing every inch of land	6/28/2023 2:08 PM
110	Keep open land.	6/28/2023 9:53 AM

111	Preserve the open spaces and protect the beauty, safety and quality of life in the township by limiting the volume of new homes, which increases traffic and congestion on the roadways.	6/28/2023 9:08 AM
112	Stop selling open land. Stop building homes. Keep up with traffic patterns. Traffic is so bad since all these new homes!!!!! Build schools so children can have the option for full time Kindergarten. Build playgrounds.	6/28/2023 8:15 AM
113	Preserve the history and natural beauty of the area by not overdeveloping via countless additional townhome communities or large warehouses.	6/28/2023 7:55 AM
114	Just as it is now.	6/28/2023 6:51 AM
115	Retain its scenic beauty and restrict industrialization of the township.	6/28/2023 3:25 AM
116	Preserve open land and avoid large housing devopments.	6/27/2023 10:30 PM
117	Retain what rural character remains	6/27/2023 10:13 PM
118	Limit additional residential growth and preserve current open spaces.	6/27/2023 10:07 PM
119	Maintain open space. Stop selling all open land to developers. We don't need more homes	6/27/2023 10:02 PM
120	Encourage families to seek residence here	6/27/2023 9:58 PM
121	stop filling every inch of available land space with housing units and work to create more of a small town feel vs a high traffic area of cluster housing.	6/27/2023 9:55 PM
122	Be a family oriented town with play grounds, parks, and walking trails.	6/27/2023 9:39 PM
123	slow high density residential communities. Focus should be directed to open space preservation.	6/27/2023 9:27 PM
124	Have better playgrounds.	6/27/2023 8:53 PM
125	Bring the community together while also understanding that children are the future.	6/27/2023 8:44 PM
126	Become/stay a place all want to live	6/27/2023 7:22 PM
127	Maintain and improve the quality of life for its residents	6/27/2023 7:07 PM
128	Maintain a safe environment by supporting our emergency response team, maintain and enhance existing community resources, and limiting development to maintain the townships beauty.	6/27/2023 6:51 PM
129	Halt the development of remaining open space; restrict additional large communities/housing development. Increase opportunities for open space preservation, recreational spaces and family oriented activities.	6/27/2023 6:39 PM
130	Be an inclusive community who support diversity.	6/27/2023 6:16 PM
131	Minimize over development. Especially apartments and townhomes.	6/27/2023 5:34 PM
132	Preserve land use and limiting multi family blogs.	6/27/2023 5:01 PM
133	….stop allowing Toll Brothers to build their pieces of junk. My house drops in value with each new pos dev	6/27/2023 4:29 PM
134	Remain rural	6/27/2023 4:07 PM
135	Keep land beautiful and allow people to use it and not large corporations to profit from it	6/27/2023 4:00 PM
136	Limit residential developments from.being built	6/27/2023 3:59 PM
137	Offer affordable housing to 1st time home buyers	6/27/2023 3:59 PM
138	Retain open space to mitigate overcrowding	6/27/2023 3:55 PM
139	Increase sidewalks	6/27/2023 3:52 PM
140	Preserve open space and smart development. Do not be afraid to push back on developers	6/27/2023 3:41 PM
141	Develop bike/walking paths. I also feel that we could use another grocery store. Perhaps around Ludwig's corner area.	6/27/2023 3:26 PM

142	Become more beautiful and stop building.	6/27/2023 9:29 AM
143	Preserve open space and continue to improve infrastructure for the growing residential housing that has been recently built with an emphasis on traffic congestion.	6/26/2023 10:02 AM
144	maintain the country feel and beauty	6/26/2023 8:30 AM
145	have cops stop writing ticks tack tickets.	6/26/2023 7:22 AM
146	Improve roads and maintain open space and history	6/25/2023 9:32 PM
147	stay a nice place for people to live.	6/25/2023 9:14 PM
148	Keep open space and it's rural environment.	6/25/2023 9:22 AM
149	Develop a true tow center we're people could walk around. We have nothing.	6/25/2023 8:06 AM
150	My concerns are addressed in my answers to the survey questions provided above.	6/25/2023 7:50 AM
151	Provide zoning to limit sprawl and promote conservation of natural resources, especially those that provide ecosystem services. Require more aesthetic development, no more shoe box housing units, they are ugly.	6/25/2023 7:22 AM
152	Simply maintain what we already have and please save the land. I've lived in the same area/home for 30 years and highly considering moving to south Chester County this year.	6/25/2023 6:46 AM
153	Offer housing communities where single professionals can afford their first house	6/24/2023 6:42 AM
154	foster community connectivity through trail networks	6/23/2023 7:20 PM
155	Stop development of open space.	6/23/2023 5:53 PM
156	be a cute town that is not overburdened with traffic congestion and noise pollution	6/23/2023 5:41 PM
157	be quiet, safe, and rural	6/23/2023 1:49 PM
158	Protect residents from companies polluting our air, water, damaging property, wetlands	6/22/2023 8:11 PM
159	Ensure that all neighborhoods - including Windsor Ridge - have access to trail system.	6/22/2023 8:06 PM
160	Protect the township from uncontrolled traffic and development when basic infrastructure like public sewer and water are not available to older homes.	6/22/2023 1:33 PM
161	become a more politically conservative area, respecting core family values and supporting law enforcement, particularly to create a safe environment for our children.	6/22/2023 9:28 AM
162	Create more bike/pedestrian routes that connect neighborhoods and retail sites.	6/21/2023 12:32 PM
163	A place where residents can enjoy the feel of rural quality with the benefits of other amenities, with public safety and no environmental and public health concerns	6/21/2023 11:57 AM
164	be a law abiding community with freedom and justice for all.	6/21/2023 8:03 AM
165	Retain as much of the remaining rural character as possible. There has already been far too much development that has devalued the area. We do not need anymore.	6/20/2023 5:12 PM
166	Keep the large townhouse/condo/apartments to a minimum. Keep the open fields instead of building on every square inch of property.	6/20/2023 3:41 PM
167	Maintain the open spaces rather than continue to build on available land. The township should also review the prudent use of the additional tax revenue generated by the 10,000+ units built during the previous 20 years to prevent the need for additional tax increases.	6/20/2023 6:30 AM
168	preserve open spaces.	6/19/2023 5:24 PM
169	Protect the open space here and STOP overdevelopment.	6/19/2023 2:29 PM
170	Preserve open spaces and maintain the beautiful rural areas - These are the reasons that so many of us who grew up here love the area and want to stay here. But the amount of dense housing, increased car and truck traffic, and the current talks of warehouse development (Happy Days Farm, Lionville Station Farm) are truly depressing and threaten to destroy the most beautiful parts of our township and neighboring townships.	6/19/2023 10:46 AM

171	Stop the warehouses moving in by restricting tractor trailer use on its roads. We can help and partner with Uwchlan to stop this distructon of our way of life. Our Board of Supervisors and zooming should get on this and make sure our roads do not allow this. Mega warehouses will lower property costs and keep people away from local business due to traffic and not wanting to be near all those noisy, horrible traffic snarling trucks.	6/19/2023 10:21 AM
172	Block any warehouses	6/19/2023 7:20 AM
173	Stop all new home construction due to an allready saturated market.	6/19/2023 7:09 AM
174	No more housing developments; open space preservation; get traffic under control!	6/19/2023 6:07 AM
175	Have the residents that oppose the Warehouses at Chester Springs give up their Prime memberships.	6/19/2023 12:09 AM
176	Preserve what is left of its rural character	6/18/2023 10:40 PM
177	Village feel	6/18/2023 9:52 PM
178	the most sought after township to live in!	6/18/2023 9:01 PM
179	Preserve open space	6/18/2023 8:44 PM
180	Retain it's natural beauty and rural character.	6/18/2023 7:36 PM
181	Be very protective of overdevelopment both in terms of high density housing and large industrial ventures. This community has been based largely on its environmental appeal as a semi rural community. This is now threatened by large development projects both within the community and bordering the community.	6/18/2023 7:03 PM
182	Preserve the current peace of the area. I cannot stress enough how much of a negative impact the proposed warehouse development would have on our community.	6/18/2023 4:20 PM
183	Retain its character and say no to developments of any kind	6/18/2023 2:50 PM
184	Continue to be the township it is, improving, but at the same time not losing a small township feel. We don't need big industry, malls or large multi-floor apartment dwellings. We certainly don't need more road congestion.	6/18/2023 2:49 PM
185	Allow more open spaces and preserved land	6/18/2023 2:26 PM
186	Maintain open space and stop building on every available parcel of land.	6/18/2023 1:57 PM
187	No more development	6/18/2023 1:56 PM
188	Not be over crowded and one where old and young can live peacefully.	6/18/2023 12:47 PM
189	Preserve open space	6/18/2023 12:35 PM
190	Limit high density housing	6/18/2023 12:31 PM
191	preserve land and historic sites.	6/18/2023 12:21 PM
192	Maintain the history and beauty that has been valued in the past	6/18/2023 12:13 PM
193	Not one ruined it with mega warehouses and even more congestion. Once open space is gone you'll never get it back.	6/18/2023 11:54 AM
194	In the future I hope the Township preserves our lands and think about the future of these lands for generations to come. This area has grown leaps and bounds and it is time to slow down and begin to focus on preserving what makes this area beautiful .	6/18/2023 11:48 AM
195	Limit growth of dense residential development and focus on improving walkability throughout the township, including preservation of open space and protection of natural resources such as drinking water and air quality	6/18/2023 8:55 AM
196	Not overdevelop and retain our rural feel	6/17/2023 10:47 PM
197	Preserve its natural land. Develop less cookie cutter homes and too brother developments. Preserve land, farms and not build huge mega warehouses like Amazon. We need to preserve our land and the environment and culture here.	6/17/2023 10:19 PM
198	Preserve natural beauty	6/17/2023 8:03 PM

199	maintain the quiet, pastoral, residential feel of the Township while allowing for selective, small scale development in the established business zones that enhances the quality of life of the residents of the Township.	6/17/2023 12:14 PM
200	Concentrate on your priorities. SAFETY & Family oriented infrastructure (that really cares about how our money is spent) should be at the top. Care more about customer service than plastic bags. Keep it simple. Don't over regulate how our businesses serve their customers.	6/17/2023 6:47 AM
201	Continue improving and developing with a focus on preserving natural resources - native plants and solar in communities	6/17/2023 6:39 AM
202	Preserve and improve the quality of life for families and current residents.	6/17/2023 3:14 AM
203	preserve open space	6/16/2023 7:59 PM
204	Better restaurants and shopping	6/16/2023 6:40 PM
205	retain mix of suburban and rural appeal	6/16/2023 3:03 PM
206	Keep the traffic flowing. It’s too congested. So much construction and so poorly done. So ugly and so defective. Our cars get destroyed on the public roads here. Keep bicycling off public roads, if possible, they create traffic. Stop Lionville Station from becoming a traffic and transit nightmare for the residents. We all know that even if large companies move in, our taxes won’t reduce, so why let them move here.	6/16/2023 2:55 PM
207	promote more community events, (Love the Block PArty and the fire work display BTW!)	6/16/2023 12:20 PM
208	continue to encourage the feeling of community among the residents and walkability in the community.	6/16/2023 11:55 AM
209	limit all the new construction on every piece of available land - it is too much	6/16/2023 10:10 AM
210	A family oriented community.	6/16/2023 10:02 AM
211	Preserve natural beauty and resources of the UUT. Encourage family-centered activities and resources. Avoid industrial-type, manufacturing, factory-type building development within the township. Protect the air, water, and natural resources within the township.	6/16/2023 9:51 AM
212	Reduce police staffing to actual needs. Having more police for undefined "safety" in a scam.	6/16/2023 9:42 AM
213	Try to balance the amount of development - residentail, commercial or otherwise with added transport infrastructure - roads/bus routes etc.	6/16/2023 9:37 AM
214	Rural yet modern, uncongested	6/16/2023 9:35 AM
215	Reduce red lights, make certain roads one way, stop building large townhouse developments, finalize foot path to Marsh Creek.	6/16/2023 8:31 AM
216	Less crowed area. It is already very good. If you add houses/facilites/restaurants....., it will have opposite effect. The school has no more room to add more classes. Springton Manor is over crowded. Shamona Creek is over crowded. Pickering Valley is over crowded. Stop making ways and say people want more. Kids just want SPACE!! Adults just want to go to work with no traffic.	6/16/2023 8:31 AM
217	eliminate removing open space, but instead fully utilize existing areas already developed.	6/16/2023 8:16 AM
218	grow at a pace that can sustain the charm of a village and preservation of the area while also expanding amenities, services, and activities to support continued growth.	6/16/2023 7:51 AM
219	Not get over crowded please.	6/16/2023 6:56 AM
220	Retain its appeal as a highly sought after zip code	6/16/2023 6:36 AM
221	preserve open space, security, and property values	6/16/2023 6:00 AM
222	Preserve its rural feel and look. Cut back on housing and industrial development	6/16/2023 5:55 AM
223	be a beautiful, safe place that doesn't have a traffic problem. Residents are able to safely walk or bike to any part of the township.	6/15/2023 10:51 PM
224	Quaint combo of modern and old fashioned- scenic - peaceful	6/15/2023 10:28 PM

225	Nature loving, outdoor lovers . Farming (organic) community. Quieter communities.	6/15/2023 10:17 PM
226	Suburban area with beautiful open spaces with biking and walking trails and low property and local taxes	6/15/2023 9:47 PM
227	prevent mega-warehouses in our vicinity!	6/15/2023 9:42 PM
228	More Police Presence.	6/15/2023 9:20 PM
229	Maintain its rural charm, provide family atmosphere.	6/15/2023 8:34 PM
230	Reduce building residential structures… aim to restore the rustic beauty of this township.	6/15/2023 8:06 PM
231	Preserve the character and qualify of life of our area. We are not an industrial warehouse zone. Please, PLEASE do not forever destroy and change this beautiful area by allowing mega warehouses to be built. It will set a horrendous domino effect. You need more single house, NOT TOLL BROTHERS anymore please, places with character and to continue attracting a balanced demographic. You are actually making the area less attractive to live i and you will eventually harm the area and drive people out. And fast.	6/15/2023 7:36 PM
232	Maintain rural feel	6/15/2023 7:24 PM
233	Open lots of big grocery stores like wegmans, costco, indian grocery stories in the neighborhood. Its a hike to get to downingtown to get to these stores on a regular basis. With new homes sprouting all over now, these stores and additional medical centers need to be very close by as well.	6/15/2023 6:30 PM
234	preserve its small town feel.	6/15/2023 6:13 PM
235	stop development	6/15/2023 5:04 PM
236	listen to the people living in township, offer more alternate roadways and reduce congestion in traffic.	6/15/2023 4:59 PM
237	Stop building and preserve the land that is why people are attracted to the area which is slowly being taken away and overdeveloped.	6/15/2023 4:44 PM
238	Look to maintain its charm and provide more access to draw people to a town center.	6/15/2023 4:25 PM
239	provide maximum value of the tax dollars collected from residents and businesses	6/15/2023 3:49 PM
240	Save the green space we have left.	6/15/2023 3:47 PM
241	remain open, green and balanced with less industrial use.	6/15/2023 3:45 PM
242	be a place which is balanced for both development without hampering the natural resources	6/15/2023 3:29 PM
243	Vibrant, keeping with time while maintaining its historic past.	6/15/2023 3:27 PM
244	Connect more of the existing trails	6/15/2023 3:24 PM
245	add more sidewalks to connect neighborhoods to each other and neighborhoods to community parks where people can walk or ride a bike safely.	6/15/2023 3:22 PM
246	maintain what we have left the open areas and manage the increase of traffic flow	6/15/2023 3:13 PM
247	stop building - residential and commercial alike.	6/15/2023 3:02 PM
248	Connect all neighborhoods by trails	6/15/2023 2:53 PM
249	preserve the scenic nature of the township. Too many new constructions happening here, and traffic is getting chaotic.	6/15/2023 2:46 PM
250	Safe, excellent schools, more professional business i,e, Pharma, tech, to support taxes. Not fulfillment centers or huge warehouse. Also another hospital.	6/15/2023 2:39 PM
251	reduce taxes and make life here more affordable	6/15/2023 2:31 PM
252	Have all adequate resources within the township so residents do not need to travel far	6/15/2023 2:29 PM
253	Stay the same	6/15/2023 2:26 PM
254	One that didn't jam warehouses in during a pandemic and kill farm land, that million sq foot	6/15/2023 2:25 PM

	ware house as you come off the turnpike will make this so much a more desirable place to live, complete joke	
255	No large warehouses. Horrible idea that will bring harmful results to our area destruction of farms and impact to our environment. So many negative impacts, look NJ and the area past the Commodore Barry Bridge.	6/15/2023 12:56 PM
256	Preserve the natural Beauty of the township	6/15/2023 11:58 AM
257	Stop build in townhomes and Apartments. Roads are too small to handle such traffic.	6/15/2023 11:20 AM
258	slow down housing growth and increase small businesses and restaurants.	6/15/2023 11:13 AM
259	try desperately to recapture the rural feel it once had. The high density housing is destroying the fabric of the township and we are soon to hit the point of no return"	6/15/2023 11:06 AM
260	Please keep new housing to a minimum (except 55+) unless you are sure that the school district can accommodate more kids.	6/15/2023 10:17 AM
261	Preserve more open spaces.	6/15/2023 8:59 AM
262	Have both open space available and new and unique restaurants, stores, retail stores that bring the residents out in their town. Re-purpose the empty warehouses, strip malls, office spaces, industrial space before building more	6/15/2023 8:44 AM
263	Improve quality of life	6/15/2023 8:38 AM
264	Be a place for fami	6/15/2023 8:25 AM
265	Stop building and destroying open space	6/15/2023 8:14 AM
266	Preserve open space and prevent high density and commercial development from ruining the township atmosphere	6/15/2023 7:04 AM
267	maintain its core identity while advancing with the times and achieving a balance between the to.	6/15/2023 6:45 AM
268	preserve farms, preserve open land. The Township should be more communicative. The Township should quit allowing so many homes to be built by Developers.	6/15/2023 5:57 AM
269	We need more police. Crime is moving into the area and we need to keep the community safe.	6/15/2023 1:51 AM
270	In the future, Upper Uwchlan Township should seek to preserve it's pristine land and do not create a concrete jungle like an old age homes being built on Graphite Mine Rd across Pickering Valley. Single lane road which is already busy is going to get busier with many slow driving cars	6/14/2023 11:55 PM
271	Maintain the current balance of residences, businesses and retail establishments while preserving open space for wildlife.	6/14/2023 11:15 PM
272	... remain scenic and beautiful, with local businesses and farms, farmers markets, a large connected network of walking and biking trails, outdoor dining and entertainment...	6/14/2023 10:20 PM
273	Maintain the oasis of peace in a rather bustling area	6/14/2023 10:15 PM
274	Stop cramming houses and townhomes in every single open space. What drew us to this township was the beautiful open farmland/land which is quickly becoming non existent within the 10+ years we have lived here.	6/14/2023 10:10 PM
275	More of corporate center and job opportunities. Family friendly environment, equal opportunity of sports center grounds like Cricket ground. Love to see local shops and farming products.	6/14/2023 9:28 PM
276	Have a Great Plan on hand for any crisis that may come or say will come. Inventory of things public may need. Good cumunications including morris code. Check postal facilities make sure they have copies and plan due to crisis and work with local government. The little things can be the glue that last.	6/14/2023 9:24 PM
277	be the best place to live in the country.	6/14/2023 9:15 PM
278	Connect all bike and walking trails	6/14/2023 9:14 PM
279	Make the open spaces accessible and interconnected	6/14/2023 8:39 PM

280	...be inclusive, innovative in everything it does, judicious in resource allocation.	6/14/2023 8:38 PM
281	Keep being a great place to live.	6/14/2023 8:36 PM
282	keep the integrity of it's history by carefully limiting big box builders!	6/14/2023 8:25 PM
283	Stop additional development. This used to be a beautiful place to live and raise a family. UUT needs to stop approving every waiver the developers put forward. Stop acting like you don't have the power to stop them and do what the residents living in the community want.	6/14/2023 8:07 PM
284	Should preserve open space and lure more restaurants to existing shopping areas.	6/14/2023 8:07 PM
285	energy efficient or fully green/renewable, safe, healthy to live in (as in no pollution), quiet, clean, high quality of life for residents.	6/14/2023 8:07 PM
286	Preserve open space and do not allow large industrial uses	6/14/2023 7:39 PM
287	Development commercially	6/14/2023 7:19 PM
288	Increase some retail establishments like restaurants, grocery stores.	6/14/2023 6:45 PM
289	Preserve it's rural beauty and reduce taxes.	6/14/2023 6:38 PM
290	UUT should be safe and place with quality of life for existing and future generation	6/14/2023 6:05 PM
291	preserve more open space.	6/14/2023 5:49 PM
292	To remain country like. We have to much development already.	6/14/2023 5:01 PM
293	Stay or improve what it is in 2023	6/14/2023 4:52 PM
294	Blend ages such as providing activities for everyone, including seniors; create a town center in Eagle, buy the Wolfington property and install a community center, and continue improving community events.	6/14/2023 4:35 PM
295	Be a place where families can thrive	6/14/2023 4:15 PM
296	"In the future, Upper Uwchlan Township should not overbuild and try to establish Eagle as a town center with less traffic impact along RT100.	6/14/2023 3:46 PM
297	reduce traffic with better timing of traffic lights. As an example, the south bound lights on route 100 from Graphite Mine to the Turnpike cause traffic backups unnecessarily. With better timing the traffic would move more evenly.	6/14/2023 2:25 PM
298	limit new housing/townhome/appartment development	6/14/2023 2:21 PM
299	Have residents enjoy where they live, we tend to travel to other towns and nearly anywhere else for services and outdoor activities. Marsh creek being overloaded every day we need alternatives to be outdoors Maintain why people live this far out from services, the beautiful landscape, quiet, larger lots. Density and crappy toll brothers designs have started to turn us into just another place to live and not what we were known for with this landscape Traffic and road maintenance should be of utmost importance. In large we are a through town moving so many on 100. Continually adding lights to graphite mine has turned a bypass into another backlog. One lane each way isn't enough for the amount of people preferring to bypass the village. Lines up and down the hill during rush hours. It can take up to 10 min to get through the eagle area. Traffic is like in the early 00's as we only had 100 through eagle to get through.	6/14/2023 2:14 PM
300	Stop developing every square inch of open space and leave it alone.	6/14/2023 2:07 PM
301	Maintain the quality of life for its residents	6/14/2023 1:40 PM
302	limit the growth of multi unit housing.Preserve the remaining open land we have.	6/14/2023 1:34 PM
303	preserve and expand natural beauty in the area, making it accessible while controlling traffic congestion and safety issues	6/14/2023 1:26 PM
304	Your township was recently called out by another township as to how not to handle development	6/14/2023 1:03 PM
305	Be welcoming to family members of all ages.	6/14/2023 12:59 PM
306	Retain its small town feeling	6/14/2023 12:55 PM

307	I'm hoping to see less building in our township. We have truly lost the feel of open space. Other townships appear to have saved some land from development.	6/14/2023 12:46 PM
308	Limit any warehouses coming to our area. We should look to develop more parks and outdoor activities	6/14/2023 12:32 PM
309	Maintain its population. It is already too crowded	6/14/2023 12:28 PM
310	Limit expansion of commercial or industrial expansion including pipelines, gravel, etc. limit over development of developments that cause stress to the infrastructure.	6/14/2023 12:11 PM
311	Preserve what has made this area so special which is the beauty of the open areas, the rural feel it has and the family friendly atmosphere. It's always had a history of preserving and honoring the beauty of nature. It's why we've lived living and raising our kids here. It's been easy to get to everything but now with all this development it's starting to feel crowded and harder to get places. The open spaces are starting to disappear and it's starting to feel more like a city than its country roots. In the future Upper Uwchlan needs to focus on not forgetting its roots and what's made this area so special and unique. Progress doesn't mean giving up what you love and what has made a community so charming. If you overcrowd the area with too much development both in retail and housing you'll just chase people away. This area will lose what has made it feel timeless and will be just like any other area that eventually becomes more of an urban area.	6/14/2023 12:07 PM
312	Remain a family centered and nature oriented community.	6/14/2023 12:05 PM
313	Be a quiet residential neighborhood, with no new businesses or residential development.	6/14/2023 11:59 AM
314	well balanced with outdoor and indoor recreation while preserving open space and historic property and state land. Creating an Eagle Village accessible for foot traffic. Now it is too dangerous to cross rt 100 on foot, even at the traffic lights.	6/14/2023 11:57 AM
315	Walkable restaurant row	6/14/2023 11:54 AM
316	A continued preservation and recreational use of natural areas.	6/14/2023 11:50 AM
317	Promote small businesses and an active lifestyle	6/14/2023 11:43 AM
318	add more free things for children. I love the splash pad idea! You have to pay $12 a person to get into Marsh Creek pool, it would be great if something had this for free!	6/14/2023 11:42 AM
319	Not be a doormat for developers	6/14/2023 11:41 AM
320	Maintain its quaint, scenic and rural character	6/14/2023 11:36 AM
321	Hopefully this survey reveals that most residents moved here and remain here for its RURAL appeal. I believe township officials should have a duty of care to protect it.	6/14/2023 11:35 AM
322	It would be amazing to have a dog park in the area.	6/14/2023 11:33 AM
323	maintain its natural resources and economic homogeneity.	6/14/2023 11:29 AM
324	Preserve the rural setting that makes it great, while allowing small scale business and residential development without a negative impact due to scale or appearance. The triangular development at 100 and Station is a disgrace. It looks like prison housing.	6/14/2023 11:27 AM
325	Limit development and work to maintain open spaces and preserve the charm that makes this a great place to live.	6/14/2023 11:19 AM
326	More diversity	6/14/2023 11:17 AM
327	More Employers and Businesses	6/14/2023 10:52 AM
328	Be a family residential community.	6/14/2023 10:45 AM
329	Be a leader in environmental conservation and social diversity, while providing a healthy, walkable, and vibrant community for all to enjoy.	6/14/2023 10:43 AM
330	maintain rural attractiveness while allowing for slow development growth	6/14/2023 10:36 AM
331	Maintain a less congested, scenic environment, where open space is prioritized and where commercial and residential development is minimized.	6/14/2023 10:20 AM

332	Preserve the open spaces and limit industrial businesses.	6/14/2023 10:16 AM
333	Protect open spaces and reject pipeline activity	6/14/2023 10:15 AM
334	Build/expand roads and bridges to Reduce traffic.	6/14/2023 10:14 AM
335	be safe and welcoming.	6/14/2023 9:55 AM
336	Not be condescending in your newsletters! God gave me a brain and I can think for myself, thank you. I do not follow liberal “group think”.	6/14/2023 9:52 AM
337	preserve open spaces and not approve large corporate buildings/warehouses	6/14/2023 9:43 AM
338	Maintain the beauty and charm of rural Chester County. Don’t over develop or industrialize	6/14/2023 9:42 AM
339	Keep UUT beautiful and rural. Incentivize farming and homesteading. Stop building any type of units- housing and commercial	6/14/2023 9:32 AM
340	Maintain diversication in housing options.	6/14/2023 9:29 AM
341	Create indoor recreation space.	6/14/2023 9:20 AM
342	....reduce the number of multi-family developments and preserve larger-lot zoning in areas outside of the village center.	6/14/2023 9:14 AM
343	Preserve natural beauty and the resources of Chester springs by restricting residential developments and construction taking up all the open spaces.	6/14/2023 8:57 AM
344	Provide a welcoming and safe environment for all ages. Encourage those to want to be a part of the community.	6/14/2023 8:55 AM
345	be an example in Chester County of putting quality of living first for existing residents.	6/14/2023 8:49 AM
346	Minimize the volume of residences and congestion of roadways.	6/14/2023 8:46 AM
347	We should prioritize a healthy population with outdoor activities, township block parties, beautiful parks, bike able and walkable communities connected to retail shops and schools.	6/14/2023 8:39 AM
348	Diverse and self independent communities. No dependence on grid, water source and more community based programs.	6/14/2023 8:34 AM
349	Develop based in diversity of people living in township	6/14/2023 8:09 AM
350	be inclusive to all families and individuals regardless of race or religious backgrounds.	6/14/2023 8:09 AM
351	Add more carriage home housing and overt 55 commmnities	6/14/2023 7:53 AM
352	Preserve existing open space and work to facilitate better ease of traffic on roads becoming overcrowded.	6/14/2023 4:24 AM
353	Be a community where there are social gatherings to bring people together like the concerts in the park, community days, and perhaps more things like that	6/14/2023 2:21 AM
354	make all areas walkable or accessible using public transport	6/14/2023 1:29 AM
355	Be a family oriented area with great schools and a strong sense of community rich in diversity, and blending the charm of a small town mixed with the convenience of modern day life.	6/13/2023 10:01 PM
356	Safety on busy roads when kids and adults are walking / biking. Cross walks with Flashing lights to stop traffic when pedestrians are crossing busy roads like route 100. Lots of kids use and adults cross route 100 often. Just an added safety precaution.	6/13/2023 9:52 PM
357	In the future Upper Uwchlan Township should seek to maintain a small scenic village culture of families first with an emphasis on a slow, non-stressful, healthy quality of life.	6/13/2023 8:53 PM
358	Preserve its original historic rural beauty!	6/13/2023 8:46 PM
359	Build more of a community with more festivals	6/13/2023 8:03 PM
360	Not continue to commercially develop.	6/13/2023 8:02 PM
361	Electronic recycling needed	6/13/2023 6:39 PM
362	Make sure all cultures are represented but not let one culture overrun another	6/13/2023 6:35 PM

363	Maintain its character	6/13/2023 6:11 PM
364	be a beautiful residential community to live in, NOT overpopulated, NOT over-commercialized, NOT a traffic-jam, with lots of open spaces and natural beauty preserved. Basically a peaceful and nurturing area to be in.	6/13/2023 6:02 PM
365	become more environmentally friendly. The amount of impervious surfaces has drastically increased. HOAs need to be educated on what it means to be environmentally friendly.	6/13/2023 5:53 PM
366	A rich prosperous community, preserving nature and wildlife and stopping over crowding.	6/13/2023 5:43 PM
367	Stop developing with no traffic improvements whatsoever.	6/13/2023 5:42 PM
368	Limit activities that lead to more congestion both on and off the roads.	6/13/2023 5:29 PM
369	Be a safe, peaceful, energy efficient, climate friendly township	6/13/2023 5:17 PM
370	Protect its small town feel and open spaces.	6/13/2023 5:09 PM
371	Not develop every parcel of land.	6/13/2023 4:40 PM
372	keep "friendly" feel, not increase traffic	6/13/2023 4:36 PM
373	Minimize future dense population development and keep our rural appeal.	6/13/2023 4:17 PM
374	Be a community where quality of life is paramount and the beauty and historic character of our township is preserved.	6/13/2023 3:17 PM
375	increase walking paths, bring in more businesses into the village of eagle, divert traffic from the village to the bypass roads, by making the bypass roads flow better esp behind wawa.	6/13/2023 11:29 AM
376	Keep its current rural and suburban mix. We don't need any more black top, soil coverage. We have enough townhomes and enough hoop courts, tennis courts, soccer fields etc. More nature and less density.	6/13/2023 9:11 AM
377	Retain its current identity.	6/13/2023 8:33 AM
378	Scenic rural yet modern	6/13/2023 12:16 AM
379	Stop building homes of any type, preserve nature, have at least some reasonable eating establishment, MORE police , EMT, Fire, health services to be able to keep up with growth of the area.	6/12/2023 9:45 PM
380	Reduce overpopulation	6/12/2023 8:11 PM
381	Limit the number of townhouse/apartment complex developments. They overcrowd the roads and the schools putting a burden on the school system and requiring residents to pay more in school taxes.	6/12/2023 6:21 PM
382	Preserve open space and eliminate future home development by developers.	6/12/2023 5:37 PM
383	Manage future development retain what is left of the township’s rural character.	6/12/2023 4:49 PM
384	Be less crowded & neighborhood friendly like they are now.	6/12/2023 3:46 PM
385	Stop selling out to developers looking to destroy open space lands. (Toll Brothers, Keystone, Sunoco/Texas Eastern, Metro Reality, mega-warehouse developers, etc).	6/12/2023 3:45 PM
386	Add compost collection to the trash and recycling.	6/12/2023 3:29 PM
387	Preserve natural habitats and open spaces.	6/12/2023 3:21 PM
388	Quiet & safe	6/12/2023 3:09 PM
389	manage development to preserve as much rural character as possible and limit unnecessary retail blight.	6/12/2023 3:04 PM
390	Allow less development!!	6/12/2023 2:54 PM
391	Upper Uwchlan should seek to create more space for recreational activities and mitigate risk of flash floods along Pickering creek and its watersheds.	6/12/2023 2:44 PM
392	stop the further (over) development of the township. Too many very large developments have	6/12/2023 2:09 PM

	taken over our entire township. Please plant more trees and make more parks.	
393	Stop the insane amount of development. It doesn't seem that the amount of people and cars and what the roads can actually handle was ever considered. Try making a left turn from Styer Road to Little Conestoga. It's dangerous and no one will address, not Upper Uwchlan because it's in Wallace and not Wallace because it's PennDOT and not PennDOT because no one has gotten killed there yet. They won't even clear the brush to improve vision.	6/12/2023 2:04 PM
394	Protect the natural resources and surrounding environment, preserve open space, utilize existing buildings for business and residential purposes, and slow down development of new structures.	6/12/2023 1:44 PM
395	Preserve open spaces and put a halt to the over development. It is causing too much congestion on the roadways, making access to marsh creek impossible, and making many long term residents feel they made a mistake moving here.	6/12/2023 1:36 PM
396	Improve roadways, traffic measures to mitigate traffic jams. Roadways are not adequate to handle the increased population.	6/12/2023 1:25 PM
397	ensure diverse housing for residents with ample opportunities for outdoor activities and modes of transportation.	6/12/2023 1:22 PM
398	Facilitate travel within the community by means other than automobile (more sidewalks, bike lanes, etc)	6/12/2023 1:19 PM
399	retain rural lifestyle	6/12/2023 12:57 PM
400	Remain rural with lots of open space. If they have maybe single family homes. Enough of the duplexes There are too many. And too many families living in one home.	6/12/2023 12:34 PM
401	embrace eagle village as its hub and save the rural bucolic feel outside of it.	6/12/2023 12:34 PM
402	Preserve green space and stop the high density living construction	6/12/2023 12:34 PM
403	Build sidewalks to connect trails	6/12/2023 12:33 PM
404	Be an ecologically responsible yet resourceful community with train station access to main line	6/6/2023 11:16 AM
405	Kids friendly community and surroundings	6/4/2023 6:02 PM
406	Give priority to out door activities	6/4/2023 5:42 PM
407	More residential townhome or condo establishments	6/4/2023 5:04 PM
408	Safe and peaceful	6/4/2023 11:10 AM
409	Maintain safety and quality of life and preserve the scenic nature	6/4/2023 11:04 AM
410	In the future. Upper Uwchlan Township should seek to increase more industrial area to increase employment opportunities.	6/4/2023 10:59 AM
411	More recreational parks	6/4/2023 10:40 AM
412	Preserve the rural character and bring more transparency and accountability to township board of supervisors and staff.	6/4/2023 10:35 AM
413	Increase in physical activity. Connecting trails to walk/biking to reduce carbon foot print and also help the community health and healthy living.	5/18/2023 9:23 PM
414	Embrace outdoor activities and stable growth.	5/18/2023 2:12 PM
415	Number 1 township	5/18/2023 8:27 AM
416	More affordable housing with less taxes	5/17/2023 10:41 PM
417	To beautify township	5/17/2023 9:05 PM
418	Limit any new development for housing. We are overdeveloped already. Too many houses built on tiny properties. Only allow development on 1/2 acre or more.	5/17/2023 8:43 PM
419	Connect the trail system! From Windsor Ridge to Eagle Farm Rd!	5/17/2023 8:12 PM
420	limit development	5/9/2023 9:17 PM

421	Stop building homes	4/12/2023 7:48 AM
422	We do not want this place to be crowded, We want our kids to enjoy their childhood years to be safe and happy.	4/11/2023 9:18 PM

Q14 Please use the space below to offer any further concerns or comments about planning priorities in the Township.

Answered: 249 Skipped: 490

#	RESPONSES	DATE
1	Stop building! We have enough homes which over crowd our roads & schools! The Supervisors need to stop approving these developers plans. Driving on Route 100 through Upper Uchland is a nightmare! Or make Route 100 a double lane from Township Line Road to Garrison Drive!	8/6/2023 2:22 PM
2	Too many [redacted] the community	8/4/2023 5:38 PM
3	Maintain a safe community.	8/4/2023 1:08 PM
4	Address Route 100 traffic congestion	8/4/2023 9:39 AM
5	There has been significant growth in the township resulting in higher tax revenues. Do not consider raising the local tax rate further.	8/4/2023 8:13 AM
6	When a road is torn up to add below ground infrastructure for utilities, Repair the road in a timely manner rather than just leave a hazardous patch for years. eg. Font Rd between Milford and Blackhorse Roads. Stop allowing high density housing development without first requiring the developers to upgrade the roads to handle the additional traffic.	8/3/2023 11:46 PM
7	Stop Toll brothers and other groups to stop building in township	8/3/2023 9:27 PM
8	Please stop giving in to toll brothers.	8/3/2023 5:01 PM
9	N/a	8/3/2023 4:47 PM
10	No further developments of housing should be made in any capacity. The area has become far too congested.	8/3/2023 4:21 PM
11	Too much overdevelopment! Roads are crowded, schools are crowded, and there's not enough facilities (esp healthcare) to handle the influx of people. We need open space!	8/3/2023 7:35 AM
12	It's not UUT but I think an Amazon facility would be just awful	8/2/2023 3:39 PM
13	Please stem the tide of over development!! Just because a piece of land becomes available, doesn't mean it needs to be over developed!!	8/2/2023 2:31 PM
14	The power grid in the township continues to fail during even the smallest storm despite the tree trimming efforts and given the increase in housing when are we going to hold PECO accountable to improve the grid? What should the northwestern part of the township need to spend thousands of dollars on generators.	8/2/2023 2:03 PM
15	No More warehouses.	8/2/2023 11:43 AM
16	Preserve open land Stop building new structures and use uninhabited buildings there are plenty	8/2/2023 11:23 AM
17	We could use more sidewalks/paths to be a walkable blue community. We could also use a nice indoor/outdoor recently with a 50 meter pool. This could provide a score of income to the township.	8/2/2023 8:30 AM
18	Developments continue to add to our traffic which is going to drive me out of here and they never have to do anything to make my utility services better. I loose power all the time. My development has no public sewer or water when all the developments around me do. Why not make them better the community to come and make this traffic what it has become.	8/2/2023 7:58 AM
19	More parking at all existing parks is needed.	8/2/2023 7:16 AM
20	Why would you even consider allowing the new development being built on Greenridge to have an entrance that comes through the Stonehedge neighborhood/Lauren Lane? Absolutely ridiculous/asinine/ bordering on criminal. Who was getting paid off to approve that ?	8/1/2023 10:49 PM

21	Please don't raise taxes!!	8/1/2023 9:52 PM
22	The township is overcrowded. Please focus on maintaining/improving/preserving what is here not adding more.	8/1/2023 9:05 PM
23	I worry about the amount of residential building happening in our area. The roads are already very busy yet we keep adding more population. Perhaps more roads that would to be an alternative to using rt. 100?	8/1/2023 8:59 PM
24	We moved to the township from Uwchlan Township 4 years ago. We love the more rural feel and have been shocked by the number of new construction homes built in the township in such a short time. It is great that so many families have the opportunity to move to and contribute to this township, but the loss of open space is very concerning for the well-being of the community and also the impact on flooding/drainage etc. We hope the rate of construction will slow or stop completely.	8/1/2023 8:00 PM
25	Only indicated snow removal because the plow ran over my mailbox- otherwise it's pretty good! AND I live on a road that SHOULD have a stop sign and it doesn't- so is adequate traffic calming measures. Otherwise the township does an amazing job and I'm proud to live here!	8/1/2023 7:34 PM
26	Stop building cluster homes for Toll Brothers (and any other developers) profits!	8/1/2023 7:29 PM
27	Need to connect Windsor Ridge to the trails. Work with WV Township to make Fellowship Road safe for walkers and bikes	8/1/2023 7:25 PM
28	Stop developing every square inch!!!! Stop!!!!	8/1/2023 7:17 PM
29	Stop building new mega communities and townhomes.	8/1/2023 7:08 PM
30	No large scale distribution centers.	8/1/2023 6:48 PM
31	Preserve nature . Trails connections maintain . Encourage small commercial Do something about water run off after storms under turnpike bridge on route 100 . Improve road quality .	8/1/2023 6:47 PM
32	N/a	8/1/2023 6:23 PM
33	More needs to be done to reduce encroachment into Marsh Creek State Park from surrounding houses and developments. It is a gem- it should be protected also from damage from pipelines.	8/1/2023 6:19 PM
34	Prevent warehouse development in Upper Uwchlan and help coordinate with Uwchlan to do the same	8/1/2023 6:06 PM
35	The village of eagle could be a wonderful place to walk bike to and generate lots of tax revenue. Focus on creating a nicer look. You guys have done a great job so far but sooner or later we need to stop over development.	8/1/2023 6:04 PM
36	Traffic; large industrial complexes	8/1/2023 5:46 PM
37	Don't forget about residents on West side of TWp. Speeding on Lyndell and Reeds road and lack of trails a concern	7/29/2023 5:16 AM
38	I would like to see even more community activities offered at the parks like summer music series, holiday events for kids.	7/28/2023 9:38 PM
39	Something needs to done to control the ever increasing number of aggressive drivers - I have lived here for over two years and see how most people disregard speed limits, traffic signs and lights. In addition, Rte 100 seems to attract a high degree of want-to-be NASCAR drivers who change lanes without notice, ride close enough to cars to think they are drafting and show total disregard traffic signs for lanes. In addition, I would like to see the township provide a way to easily enforce the rampant disregard to property by pet owners. Pet owners act as if they have the right to let their dog/cat do its business anywhere. If I wanted pet stains, i would get a pet. When I confront pet owners they shrug it off as "that's what they do". Please help stop this.	7/28/2023 3:04 PM
40	Traffic control measures on Little Conestoga Rd are overdue. Traffic needs to be slowed down for safety especially with the increase in numbers due to increased neighborhoods. 4 way stop signs needed at Darryl Dr and Milford Rd along with cross walks at both intersections. Traffic lights will contribute to reduced safety as people will speed through to "make the light" at these intersections that have reduced visibility which will be more safety risk. Also the 4 way stop	7/27/2023 9:50 PM

	signs would help retain the residential feel where a traffic light is less residential and more high speed pass through or commercial area.	
41	I was surprised that the historic Eagle Tavern was able to be changed as it was.	7/27/2023 8:22 PM
42	Save the green space! Stop building homes! Thank you for building and maintaining the farm trails. Great job clearing the snow.	7/27/2023 7:45 PM
43	I feel that the township should prioritize providing the older residential areas with proper sewage and water and other infrastructure before spending tax money on infrastructure focused on leisure activities.	7/27/2023 4:58 PM
44	The township seems to rubber stamp every development proposal on every piece of land. We need to push back and preserve the open space and farms.	7/27/2023 12:15 PM
45	When looking at & considering any builders' plans for a community or an area being built up do not allow them to cut through dense forest with pristine tree growth & which has endangered species of plants and wildlife as occurred in the building of the connecting road from the Over 50 community to Reserve at Eagle & Upland Park.	7/27/2023 9:03 AM
46	Prioritize township health and quality of life. The environment has a huge impact on health and over the last 10 years, there has been excess environmental damage through building and expansion of pollution generating structures. Prioritize conservation easements and the township should purchase and protect natural structures like streams and woodlands; and reforest areas that have been cleared with native trees and plants	7/25/2023 10:24 AM
47	I believe the township should focus on retaining open spaces and limiting residential development. This would prevent too much strain on community services.	7/22/2023 12:36 PM
48	Less emphasis on development, more emphasis on quality of life for residents and nature.	7/13/2023 1:37 PM
49	Control growth and housing development. Ensure traffic management keeps up with growth.	7/13/2023 12:23 PM
50	Partner with Natural Lands organization or similar to preserve and protect spaces within the township. Please plant more trees and support the growth of native trees and plants. Preserve high quality natural areas and parks. Parks next to highways or in waste areas unfortunately do not have the benefit of peaceful calming places as they would due to smells and noise. Advocate for sound absorbing and noise isolating barriers along the turnpike as well as pollution control measures.	7/6/2023 11:49 PM
51	Should consider connecting Windsor Ridge side walking trail to the Byers walking trail. Consider adding traffic signal @ Garrison and Rt100	7/6/2023 11:46 PM
52	Sidewalks from Lyndel bridge to Marsh Creek Lake. Permanent "Your Speed" sign on same road (Lyndel Rd)	7/5/2023 5:18 PM
53	Seems that we keep building and building but are infrastructure has not improved whatsoever traffic timing is poor sidewalks non-existent.	7/5/2023 4:52 PM
54	Link trails in the township and to surrounding trails	7/5/2023 3:06 PM
55	Priority for walking path on Fellowship road.	7/5/2023 2:50 PM
56	Limit new luxury condos and allow more affordable housing for young adults and seniors	6/30/2023 11:34 PM
57	Prioritize open space and space for children to enjoy and play.	6/30/2023 7:07 AM
58	Stop building!	6/28/2023 10:40 PM
59	Absolutely no warehouses and associated traffic nightmares. Uwchlan has not been doing a good job with this and we must not allow it to happen here. Resident since 1965 so I have witnessed all of the changes. Time to focus on current community members and keeping this a wonderful place to raise a family.	6/28/2023 10:27 PM
60	Please stop with building new homes.	6/28/2023 9:46 PM
61	Traffic is becoming overwhelming.	6/28/2023 3:44 PM
62	We bought this home to be our forever home. Yes, we knew building would come but not this extreme and fast in 7 years. Not one playground or new park. Just endless townhomes and	6/28/2023 8:15 AM

	flats. You want to mention a tax increase when you've added that many homes!!!???? Ignorant.	
63	The trash and recycling is great. Especially the yard waste pick ups thank you!	6/28/2023 6:51 AM
64	Work to oppose the Lionville Farm mega warehouse development. This will have a direct and higher negative impact on UUT quality of life.	6/28/2023 3:25 AM
65	In the past several years we have seen a large amount of residential growth in the township, overtaking open spaces and reducing the beauty of the township. I would hope the township considers slowing further growth, and addressing the infrastructure of our roads and the current traffic issues, especially in the Rte 100 corridor near the Village of Eagle	6/27/2023 10:07 PM
66	We moved up here, because it was beautiful, quiet, safe and clean. We expected it to to grown; however, the amount and type of growth we've seen in the last 27 years has far exceeded what we expected that this township would ever approve. It has changed the entire feel and landscape of this area and made us consider (particularly with the pending warehouse in Uwchlan) moving back to the West Chester area, where they seem to be creating more outdoor recreational space and preserving more open space.	6/27/2023 9:55 PM
67	If/when new playgrounds are or trails are built, please consider the need for shade.although I understand that can include added maintenance as well. Thank you.	6/27/2023 8:44 PM
68	Public water is needed west side of twp	6/27/2023 7:22 PM
69	Too many housing developments. Why are taxes still high?	6/27/2023 7:07 PM
70	I have concerns about over development in this area. When we moved here 14 years ago, we chose this township due to its more rural, community oriented nature, as opposed to Exton or West Chester. I would hate to see upper Uwchlan Township lose its character due to an over abundance of large, cookie-cutter communities	6/27/2023 6:39 PM
71	It's become a danger to use the sidewalk path along park road. It's become increasingly dangerous with the speeding cars traveling to Marsh Creek State park or entering and exiting Hickory Park. Especially walking or biking with young children. More development has brought more traffic along this road in addition to the popularity of Marsh Creek state Park in the last 6 years. Having these sidewalks and trail systems is of no use if you can not safely access them or use them.	6/27/2023 5:34 PM
72	The amount of houses in this area is growing too rapidly thus producing more traffic.	6/27/2023 5:33 PM
73	All the supervisors have bent over and sucked the toes of Toll Brothers. Get a better attorney for this township. It's a disgrace what you have allowed	6/27/2023 4:29 PM
74	Lack of affordable housing	6/27/2023 3:59 PM
75	It is nice to see the area grow. However it has made a dramatic impact on class size in schools and of course traffic. I hope there is plans to address this.	6/27/2023 3:26 PM
76	Please stop using cinders during snow. They're dangerous for bicycles and motorcycles and leave a huge mess in our yards for very little benefit for treating roadways. Thanks.	6/25/2023 9:34 AM
77	No tax increase but redistribution is favorable	6/25/2023 9:22 AM
78	The township should work with marsh creek and develop more in the west side. We are ignored. We have no sewer, st. Lights, side walks. We should at least have some nice trials on this side of the lake for a nice casual famil bike ride	6/25/2023 8:06 AM
79	Provide incentives for landowners to eradicate non-native invasive plants. Phragmites, japanese knotweed are getting a strong foothold along the Brandywine River,	6/25/2023 7:22 AM
80	No comments	6/24/2023 6:42 AM
81	The beauty of this township is its cleanliness, green space and country feel...Let's take a break on building!	6/23/2023 5:41 PM
82	Please create walking trails linking Windsor Ridge community to trail system and Fellowship Fields.	6/22/2023 8:06 PM
83	Older homes and historic homes need more access to clean water and protection from flooding with the pace of development in the township and surrounding township. Protection of older	6/22/2023 1:33 PM

	and historic homes from flooding and access to clean water should not be the homeowners financial burden.	
84	Stop allowing Toll to build in the township. It is destroying open spaces, increasing traffic, and reducing the overall beauty of the township.	6/22/2023 9:28 AM
85	Any builders need to help with the cost of impact to traffic and other negative outcomes.	6/21/2023 12:32 PM
86	I think we have enough houses!	6/21/2023 11:57 AM
87	Would love to see additional pickleball courts at our community parks.	6/21/2023 10:59 AM
88	Government needs to STOP running our lives. The United States of America has fought several wars for Independence. Govt still doesn't get it.	6/21/2023 8:03 AM
89	The focus should be on maintaining the remaining open spaces and stop the development. The development that has recently taken place has detracted from the quality life and aesthetics of the area.	6/20/2023 5:12 PM
90	The area is changing and not for the better. Very unfortunate.	6/20/2023 3:41 PM
91	Current Route 100 traffic is becoming a significant issue. The addition of massive warehouse complexes will require massive traffic/congestion remediation.	6/19/2023 2:24 PM
92	I understand that the warehouse deal currently underway with Lionville Station Farm is part of Uwchlan and not Upper Uwchlan, but it will most certainly have an impact on our township and its residents. I strongly oppose the development of these warehouses due to their negative impact to the environment and to traffic/quality of life. I am also strongly opposed to the amount of dense housing that is popping up everywhere removing our open spaces and threatening the preservation of our land and natural resources. I support any actions we can take to oppose and counteract this type of development.	6/19/2023 10:46 AM
93	Zoning must stop mega warehouses. Make sure our roads are safe. Partner with Uwchlan to stop the mega warehouses. Our wonderful lives here will be no more if we don't try to help Uwchlan fight this and protect our roads and environment.	6/19/2023 10:21 AM
94	Very disappointed with the overdevelopment of the area in recent years; allowing to build so many homes on such little land; no open space preservation and complete disregard of why many people live in this area in the first place - large property lots, peace and quiet, which is now going away; too much and heavy traffic!!	6/19/2023 6:07 AM
95	There are way too many townhouses being built. All open land seems to be disappearing.	6/18/2023 10:09 PM
96	I fully oppose the creation of warehouses in our neighboring township, Uwchlan, on Lionville Station Road. I hope there is a way we can support alternative plans.	6/18/2023 8:44 PM
97	As mentioned, we, as a community, should be ever on our guard against becoming an urban environment. We already has massive traffic issues affecting our roadways, water supply, and increased noise levels. We should oppose large developments both in the community and bordering the community that threaten the quality of a semi rural community. This includes large housing developments and large industrial developments such as warehousing and multi use industrial parks. There are way too many industrial parks with unused space now. We don't need more. We don't need any more traffic, truck or otherwise. Development I'm the name of "progress" is not always good and usually only benefits those who actually do the developing. A long-term plan should be developed and actually adhered to.	6/18/2023 7:03 PM
98	The mega warehouses will adversely effect UUT- get involved to stop it!	6/18/2023 2:50 PM
99	Say NO to Lionville Station Farm. This would probably make me sell and leave the area/township.	6/18/2023 2:49 PM
100	More open space less development. Concerns with the mega warehouses being built	6/18/2023 1:56 PM
101	Stop the building in every open space and definitely no large warehouses. We cannot handle the traffic in this township as it is.	6/18/2023 12:47 PM
102	No warehouses	6/18/2023 12:35 PM
103	Please do not allow for any warehouses to be built. I don't want an increase of traffic, noise, and scummy people in the nearby area. We already have way too many houses being built, we don't need any industrial parks to cause more problems.	6/18/2023 12:21 PM

104	Please no more warehouses	6/18/2023 12:13 PM
105	No warehouses	6/18/2023 12:08 PM
106	Mega warehouses will ruin this community. Don't make this mistake. Please.	6/18/2023 11:54 AM
107	We are completely against any and all selling, construction of the Lionville station and the historic buildings on it. We are concerned for the traffic, water system, wildlife and quality of life of families who live, work & play in our area.	6/18/2023 11:48 AM
108	No mega warehouses!! These will only negatively impact our communities. Excessive traffic and loads on our road systems will impact our ability to get ambulance and EMS services in a timely manner. People could die while an ambulance fights traffic. Roads will be destroyed and the taxpayers will be stuck with the bill. Our beautiful countryside will be ruined. No mega warehouses are worth human lives.	6/18/2023 11:35 AM
109	There is little space left undeveloped.	6/17/2023 10:37 PM
110	I'm very concerned about the mega warehouse and the use of Lionville station farm as well as too much development happening. I moved here to be in a more rural setting and I would hate to move again because of too much truck traffic and too much development. I've been thinking of buying and I'm concerned about overdevelopment and the mega warehouses. I'm renting until I know more.	6/17/2023 10:19 PM
111	Address safety of people walking on streets without sidewalks	6/17/2023 8:03 PM
112	The plan to build a warehouse for Amazon is a terrible idea. It does nothing for the Township other than tax dollars. The jobs will mostly be transitional, and few of those job that remain will be filled by residents of the township. Amazon is notorious for poor pay and exploiting its workers, and the jobs are typically for unskilled labor, which is in short supply in this area. It will create noise, traffic, and pollution, and the roads on the Byers Rd side will be constantly damaged by the trucks coming in and out. It will impair drainage and the runoff will increase flooding and contaminate local streams and rivers. I can't understand why anyone would think this is in the best interests of Upper Uwchlan Township.	6/17/2023 12:14 PM
113	Make sure we fully understand what you are planning and are willing to spend our money on it. The overbuilding you have already done is rapidly changing our quality of life.	6/17/2023 6:47 AM
114	The township should strive to keep the small town feel by restricting, large scale operations from industry and builders.	6/17/2023 3:14 AM
115	Keep Upper Uwchlan the lovely place it already is. Keep the small town feel. Keep the traffic flowing. It's too congested. So much construction and so poorly done. So ugly and so defective. Our cars get destroyed on the public roads here. Keep bicycling off public roads, if possible, they create traffic. Stop Lionville Station from becoming a traffic and transit nightmare for the residents. We all know that even if large companies move in, our taxes won't reduce, so why let them move here.	6/16/2023 2:55 PM
116	The traffic on Rt. 100 during rush hours is not managed well. Not sure how it can be resolved other than making the roads wider.	6/16/2023 12:37 PM
117	Stop all the construction - we don't need townhouses on every inch of township land	6/16/2023 10:10 AM
118	Please protect the safety of the residents, the natural character and beauty of our township, by saying "no" to major industrial, overly commercial, or polluting entities, corporations, or manufacturing enterprises. Thank You for your service, dedication, and loyalty to the needs of the families and constituents residing in the UU Township.	6/16/2023 9:51 AM
119	Allowing "ugly" housing and/or commercial building needs to be controlled by UUT.	6/16/2023 9:42 AM
120	Stop multifamily housing. We are already too congested	6/16/2023 9:35 AM
121	Overdeveloped this area. Traffic and congestion is frustrating, mix of residents has changed with lower cost townhomes. There are too many red lights.	6/16/2023 8:31 AM
122	Improve the traffic on 100 Stop selling land to Toll Brothers or any development that has overcrowded tight knit homes. The school can't take that anymore.	6/16/2023 8:31 AM
123	Traffic and schools are growing too quickly, and the rolling hills of Chester County are disappearing in favor of the rolling rooflines of Chester County. Please stop the sprawl.	6/16/2023 8:16 AM

124	You're doing a great job	6/16/2023 6:36 AM
125	Taxes should not be raised. Adamantly oppose possibility of Amazon building a warehouse	6/16/2023 5:55 AM
126	Protect the water and the people - stop the pipelines	6/15/2023 10:28 PM
127	Save lionville station farm. Don't want big commercial big business warehouses industries in this area. Residential communities and small businesses supporting the communities like restaurants groceries pharmacies sports shops kids fun centers etc	6/15/2023 10:17 PM
128	Too many new residential developments are coming up which means additional taxes, so taxes for existing residents should be maintained same or should be coming down and not going up. If additional facilities are required as a result of new developments residents, there should be a balanced approach before placing additional burden on existing residents before new developments are approved. Also the township should be looking at options to have 2 categories for property taxes, first one for families that have kids attending school (higher taxes) vs second one for families that are not attending schools (lower taxes), so the families that have adult kids can still live in the area without paying higher taxes for contribution for school facilities that they are not using, else they would likely have to move leaving their friends and community behind.	6/15/2023 9:47 PM
129	Pressure neighboring townships to block warehouse development	6/15/2023 9:42 PM
130	Snow removal on fellowship road is lacking. With the slope on fellowship toad it needs more cleaning during snow events.	6/15/2023 9:20 PM
131	More and more residential areas keep popping up but new roadways aren't being constructed. Route 100 is such a nightmare to navigate these days. Graphite Mine Road reduces traffic congestion marginally, but my overall commute has grown to be frustrating.	6/15/2023 8:06 PM
132	Traffic control is terrible. There is no coordination of signals, one turn green, the next turns red. So wasteful of fuel and a contributing to atmospheric pollution.	6/15/2023 7:54 PM
133	Begging you to not allow the mega warehouses to be built. 100% of people I've spoken to are in aggressive opposition. Please listen to the residents and do your duty to the township's people, not short term financial gain. PLEASE!	6/15/2023 7:36 PM
134	For the love of all that's holy, please give us a left arrow from Fellowship Road onto 100 Southbound!	6/15/2023 6:13 PM
135	I believe we have put up housing at every turn and have lost a lot of the natural beauty of the community.	6/15/2023 6:02 PM
136	Fix the roads.	6/15/2023 5:27 PM
137	It was charming when we moved here now it is over crowded and only a few preserved open spaces are left	6/15/2023 5:04 PM
138	It would be nice to see our township stand up to save the farmlands & stop giant corporations like Amazon from taking over.	6/15/2023 4:44 PM
139	Would love to see you take the back field of the uplands farm property and make it a dog park!	6/15/2023 4:25 PM
140	Please stop building everywhere. We moved her for the green space and now it feels like Springfield pa.	6/15/2023 3:47 PM
141	Lack of retail commercial complexes nearby	6/15/2023 3:29 PM
142	A traffic light needs installed at the Rt 100 and Garrison Drive intersection. People are creating accidents making a left off of Garrison onto 100	6/15/2023 3:13 PM
143	The township seems greedy to constantly add more buildings to our already overcrowded area.	6/15/2023 3:02 PM
144	Na	6/15/2023 2:53 PM
145	Stop building high rise apartments and all townhomes without including more open space. Example ones on Byerr Road across from Pickering School. Eye sore An	6/15/2023 2:39 PM
146	stop overdevelopment!	6/15/2023 2:31 PM
147	Too much residential construction is the biggest concern. Miss the open areas all	6/15/2023 2:29 PM

	around….way it was 10 years back	
148	Kepp the rural atmosphere intact for future generations	6/15/2023 2:26 PM
149	Fix the lights, stop the trucks on 100, stop the warehouses. How many trucks come from Allentown to get to the turnpike down 100 and you approve millions of square feet in warehouse space, whoever did this needs to resign or be fired, try caring about the people that live here and do your jobs	6/15/2023 2:25 PM
150	See 13!	6/15/2023 12:56 PM
151	More playgrounds for sports.	6/15/2023 11:58 AM
152	Stop building townhomes and Apartments. The township went crazy building everywhere. The roads are too small to handle the traffic. You're taking all the forms and scenic areas away.	6/15/2023 11:20 AM
153	Please stop adding high density housing. You are destroying UUT.	6/15/2023 11:06 AM
154	Thank you for seeking feedback from the community!	6/15/2023 10:17 AM
155	More single homes. Less townhouse complex's.	6/15/2023 8:59 AM
156	Do not allow a trucking warehouse to be built here. Understand it takes more value away from The homes and residents. It will increase traffic, public nuisances and decrease home values.	6/15/2023 8:44 AM
157	Lacking of a good indoor swimming facility with adequate lanes.	6/15/2023 8:38 AM
158	No large scale distribution centers.	6/15/2023 8:14 AM
159	Concerned about truck traffic with approval of Lionville Farm. Not sure about property name specifically, but want to see less townhouses squeezed into every available space like the issues they are having in West Whiteland Township.	6/15/2023 7:04 AM
160	Speeding on Park Rd. close to Marsh Harbor.	6/15/2023 6:45 AM
161	Please have speed bump on Magnolia Dr. We have complained a lot to township but no one listens. We have small children playing on driveways and due to steep slope, cars and pickup trucks goes past at very high speed, it's extremely life threatening for kids.	6/14/2023 11:55 PM
162	Limit building of apartment complexes	6/14/2023 11:15 PM
163	I do not wish to see large appartment buildings being built here as they are everywhere else in neighboring towns, with the exception of the Hankin Group's projects like Eagleview, which have a "town center" or village atmosphere.	6/14/2023 10:20 PM
164	I think the ban on placid bags was an overreach by the township and an intrusion in how private businesses conduct their businesses. While you were working on this non-issue, you ignored the problem of people constantly dropping their masks in the parking lots.	6/14/2023 10:11 PM
165	Please use taxpayers money wisely. The money spent on that "park" on the corner of Route 100 and Park Road was a complete waste. No one uses it. Every time I drive by it, NO ONE is there. It's mind blowing how that ever got approved and how much money went into something so useless.	6/14/2023 10:10 PM
166	Protection of our waterways. Making sure that we can see growth coming and make sure we think of mother nature. If we all do a little it can make a huge difference. Protection and preserve our natural land.	6/14/2023 9:24 PM
167	Thanks for including the citizens by reaching out. That's democracy at work!	6/14/2023 8:38 PM
168	Too much construction!! Why in the world would someone build on the small property at the corner of Byers and Graphite Rd . Why build all these townhomes across pcikering valley ?? The face of the township is changing with all this construction	6/14/2023 8:22 PM
169	Please stop further development! The traffic is insane already!	6/14/2023 8:07 PM
170	Investing in green energy and improving the health of our forests. Forest degradation is a huge concern with increasing climate change; we need to plant more sustainable forests.	6/14/2023 8:07 PM
171	You need to fight the push to put mega warehouses in or near the township!!	6/14/2023 7:39 PM
172	Less housing please	6/14/2023 7:18 PM

173	Stop all townhome expansion and apartments. We have enough! Provide more affordable housing options for seniors.	6/14/2023 6:38 PM
174	I strongly oppose construction of any megastructure like wearhouses on Happy Days Farm and LS farm. It will destroy communities and have devastating impacts on existing and future generations	6/14/2023 6:05 PM
175	Please keep whatever open space there is left now. Consider a turning light for park road and route 100	6/14/2023 4:52 PM
176	Move route 100 to Graphite Mine Road and restrict traffic flow through Eagle. Make Eagle walkable!	6/14/2023 4:35 PM
177	Twp plow state routes in UUT	6/14/2023 4:31 PM
178	ROADS. Moving large amounts of people doesn't seem to be of importance once we have all these turnoffs and people coming onto graphite mine. Growth in Pottstown also has increased those who come down 100. Keeping historic charm and beautiful spaces. Nobody here wants to look like delco. You don't come this far for cookie cutter by the book environments. Large buildings should have this taken into account that a basic or more industrial look really ruins the landscape. The new senior homes on graphite is much of an eyesore coming down the hill with what is our beautiful landscape. I think it would be important for our township to stay true to more colonial or more thoughtful architecture when being approved.	6/14/2023 2:14 PM
179	We are rapidly losing our open spaces. We need to limit the overdevelopment of the township. We have so many unused buildings (available for lease) but we keep tearing up open land. Once it is gone, it can't be replaced.	6/14/2023 1:34 PM
180	We love living here! :)	6/14/2023 1:26 PM
181	Thanks for doing this survey!	6/14/2023 12:55 PM
182	Why was the historical Eagle Tavern permitted to change to bloom and painted over? I thought it was a historic landmark.	6/14/2023 12:46 PM
183	Stop the warehouses.	6/14/2023 12:32 PM
184	Please stop building housing. Please!	6/14/2023 12:28 PM
185	Less of these apartment buildings that are going to change the whole feel of this area. It already has changed so much since we moved here over 27 years ago. It's too many people, too much traffic squeezed into not enough space. Stop taking the space away. This area has always been lovely and beautiful. Keep it that way!!	6/14/2023 12:07 PM
186	I don't understand why the township is not involved in road maintenance or trash collection in Marsh Harbour, even though we pay taxes.	6/14/2023 12:05 PM
187	Traffic is very congested during peak times.	6/14/2023 11:59 AM
188	It is nice that we have a historic district in Eagle/Chester Springs.	6/14/2023 11:57 AM
189	No apartments	6/14/2023 11:54 AM
190	We have truly enjoyed our time in Upper Uwchlan. We live in Uwchlan and we really look forward to spending the remainder of the year in Upper Uwchlan!	6/14/2023 11:42 AM
191	Prior decisions 20 years old affect us now. Change takes time	6/14/2023 11:41 AM
192	Very impressed you're offering this survey	6/14/2023 11:35 AM
193	Avoid multi-unit dwellings at all cost. The best zip codes in Chester County remain such by promoting exclusivity. Be a township that requires an "entrance fee" for a limited number of spaces. Wealth begets wealth, generation after generation.	6/14/2023 11:29 AM
194	Preserve open space and low density development or Upper Uwchlan will look like every other over-developed dump.	6/14/2023 11:27 AM
195	Prevent building of the planned warehouse on Lionville Station Farm.	6/14/2023 10:32 AM
196	Deal effectively with traffic / roadway congestion, air and noise pollution.	6/14/2023 10:20 AM
197	Do not support the conversion of Lionville Station Farms or similar type of developments	6/14/2023 10:16 AM

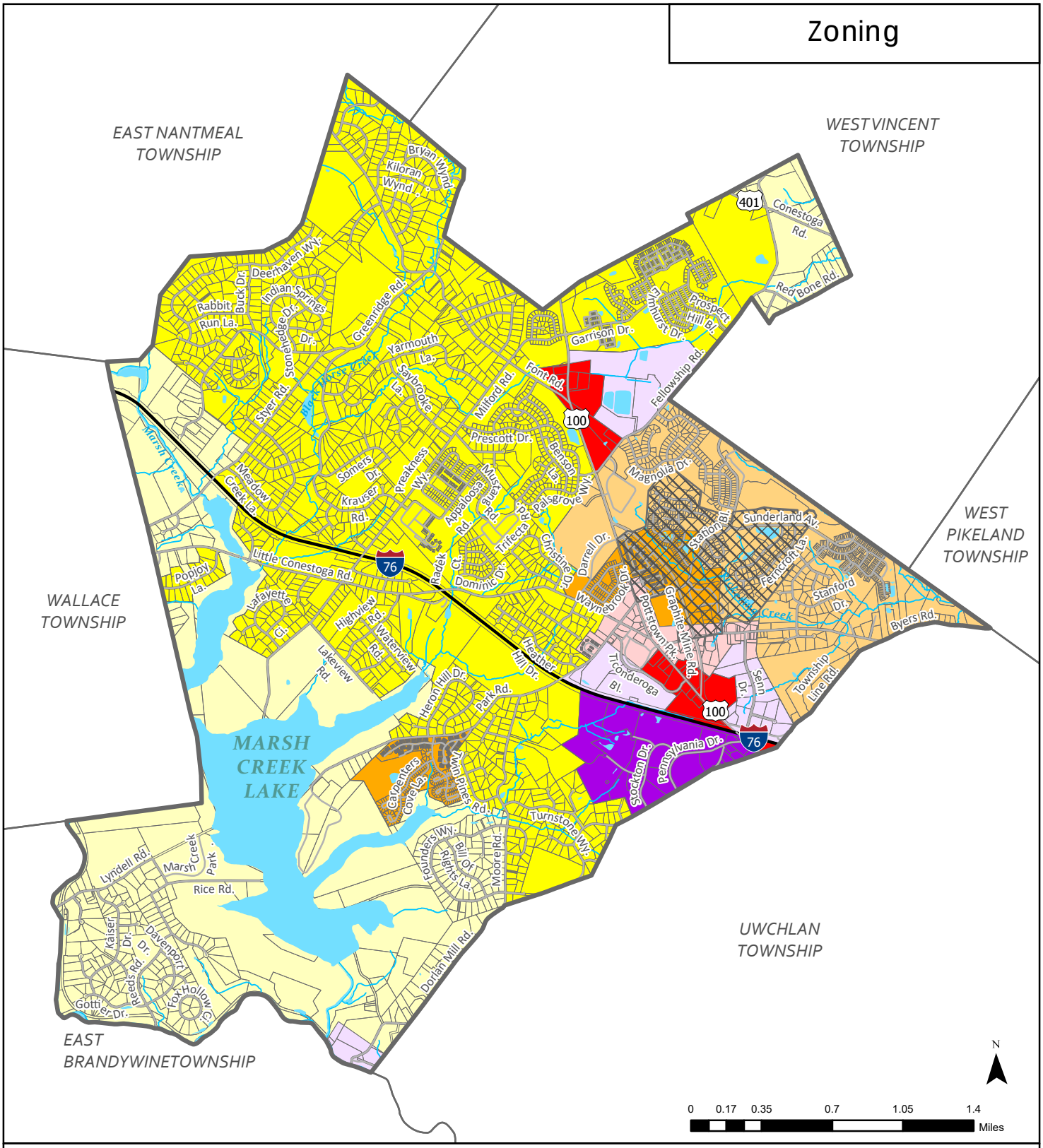
198	The corner of graphite mine and 100 is gridlocked in the am. It's unsafe and frustrating and unacceptable and must me addressed.	6/14/2023 10:14 AM
199	Should consider getting rid of Aqua! Before moving here, my water bills ranged from $40 - 60/per quarter for a family of 6. Now I'm paying $50 -55/month for 2 people!	6/14/2023 9:52 AM
200	Very concerned about large development like the Lionville Farm warehouse project that will bring noise and traffic and disrupt our community greatly	6/14/2023 9:42 AM
201	Prioritize preservation of our existing open spaces and farms. No more housing developments.	6/14/2023 9:32 AM
202	Na	6/14/2023 9:29 AM
203	Stop the building of new housing developments.	6/14/2023 9:20 AM
204	Management of the Township is impressive, and staff/officials seem dedicated, helpful and knowledgeable in their respective fields.	6/14/2023 9:14 AM
205	In Chester springs, around Byers station area all the roads are going to be over populated due to the current and future constructions. This should be restricted because all the traffic coming in to these roads cause delays in getting to the trains to go to work! Keep the Natural farming and land beauty of Upper Uwchlan TS.	6/14/2023 8:57 AM
206	We're concerned that the continued Developement within the Township will continue to increase road congestion, deteriorate roadways and overcrowd the public schools.	6/14/2023 8:49 AM
207	We left a congested area to live in UU township. The quality of life living in a congested area may not be a familar experience for any of the supervisors in our 20years here	6/14/2023 8:46 AM
208	We need to allow for more solar energy on rooftops of houses without all the restrictions. Help homeowners who want to be environmentally conscious instead of so many hoops to jump through to get approved solar panels on the house.	6/14/2023 8:39 AM
209	See above	6/14/2023 7:53 AM
210	Would like to see public sewer expanded to on lot homes	6/14/2023 2:21 AM
211	Streets are really clean. Thank you! We mow once a week in the summer and if grass clippings can be picked up every two weeks imstrad of every 3 that would be helpful.	6/13/2023 9:52 PM
212	Stop the over development.	6/13/2023 8:02 PM
213	All looks good	6/13/2023 6:35 PM
214	Roads seem to be already jammed, too much traffic, too much high density housing / multifamily projects have come up in a very short time. Need to slow down or stop further influx to retain and maintain the beauty and character of UUT	6/13/2023 6:02 PM
215	I've lived in UUT for 20 years and I grew up in the Downingtown School District my entire life. I'm saddened by the lack of protection of open space and the amount of townhouses in what was once a beautiful township. It's disappointing to see the number of junky-looking townhouses while driving down 100. It no longer has that charm of Chester County. It's overpopulated and the roads are more and more congested. I was told we are out of open space because Toll built on very bit of if, but whatever might be left, try to save it. Mother Nature will thank you.	6/13/2023 5:53 PM
216	We want boutique shops that bring a unique character to our town. No big box retail.	6/13/2023 5:43 PM
217	The potholes are horrendous - we've spent so much money on vehicle repairs.	6/13/2023 5:42 PM
218	Development is important to maintain funding for the township but a balance should be hit in maintaining the environment and energy efficient	6/13/2023 5:17 PM
219	Stop allow conitnual development of UUT's land. The townhouses between Rt 100 and Graphite Mine Rd are insanely packed in there and are not needed. UUT does not need to chase every available tax dollar.	6/13/2023 4:50 PM
220	The Toll Brothers townhome developments in the middle of Rt 100 and the bypass is an eyesore. The township should have never approved it. It looks like a commune.	6/13/2023 4:40 PM
221	Thank you to all the committed public servants and volunteers who work hard to make our	6/13/2023 3:17 PM

	township a great place to live.	
222	You guys doing a good job. Must keep an eye on the development in Uwchlan township (ie Amazon warehouses and impact on our community)	6/13/2023 9:11 AM
223	30 years we have lived here. We came here before there was a supermarket. I'm grateful for our Township, but I do think about moving because of traffic, traffic, lack of community services, oh yeah did I mention traffic	6/12/2023 9:45 PM
224	You've destroyed the beauty of many areas with excessive numbers of housing developments.	6/12/2023 9:25 PM
225	This place is blowing up too fast, there's not enough room in the schools and traffic is awful. Stop selling to Toll Mid Atlantic, stop selling to developers, preserve open land, and fix all the traffic.	6/12/2023 8:11 PM
226	Plan more enforcement of the speed limit on Little Conestoga rd. Could use those electronic speed detectors attached to speed limit signs for self enforcement like on Park Rd, Going into marsh creek state park.	6/12/2023 5:37 PM
227	It seems any open land near the center of Eagle is being developed. Hopefully this tread can be mitigated to provide a little more land for parks and recreation.	6/12/2023 4:49 PM
228	Don't turn Chester County into Delaware County by adding too many apartments & condos & traffic. Let's keep the beautiful country side & less congested roads we used to have. Don't over develop our county.	6/12/2023 3:46 PM
229	Stop issuing ordinance variances to every developer who presents lawyers. Ordinances were written to protect the environment and communities which they serve and not to line developers pockets with cash.	6/12/2023 3:45 PM
230	The noise from Fed Ex and the proposed new business on Park Road. Let's look to decrease commercial noise, not add it to it. Thanks!	6/12/2023 3:29 PM
231	I have concerns about environmental issues including the pipeline development.	6/12/2023 3:21 PM
232	Increased traffic, crime, pollution (water, air, light, noise...)	6/12/2023 3:09 PM
233	Please stop filling all open land in the township!	6/12/2023 2:54 PM
234	Township should consider installing sidewalks on Byers Rd (between Senn Dr & Graphite Mine Rd)	6/12/2023 2:44 PM
235	For all of the development this township has completed over the years it is a shame not one dog park was created. Many, many up and coming townships & boroughs have incorporated dog parks into their planning and have them listed on their maps. Please consider creating a dog park. TY	6/12/2023 2:09 PM
236	The township still allows FedX to violate noise ordinance in the middle of the night. This has been going on for years and the township has done nothing about this quality of life issue.	6/12/2023 1:40 PM
237	I would hope the township will take these opinions seriously, but I feel (as do many other residents) that the township doesn't care about our opinions.	6/12/2023 1:36 PM
238	I'd like to see snow/ice removal on township paths. More paths! and better connections *underneath* busy roads through pedestrian/bicycle underpasses. We also need to do a better job of connecting neighborhoods with Eagle and to the larger network of trails, particularly the Struble Trail. Trails need better signage.	6/12/2023 1:22 PM
239	You've got to stop developing previously open spaces.	6/12/2023 12:37 PM
240	Stop the duplex and large low income corporations. Amazon for example. It brings in too much riff raff and crime.	6/12/2023 12:34 PM
241	Overall development was allowed to be done at too rapid of a pace over the years. One example, the addition of the townhouse community right outside the Eagle village has really soured what was becoming a very cool village feel. The people running the planning commission have been doing so for a long time, it's time for some fresh perspective. My opinion would be to replace anyone who has been on the planning commission for more than 16 years.	6/12/2023 12:34 PM
242	Dave lionville station farm!	6/12/2023 12:34 PM

243	A train station willl really make this community worth. While keeping the area ecologically balanced with its rural setup.	6/6/2023 11:16 AM
244	All township board/public meetings be live streamed and recorded similar to other townships in the stste such uwchlan twp.	6/4/2023 10:35 AM
245	Improve the roads and accommodate the growth in young population entering into the work force, which eventually increasing traffic.	5/18/2023 9:23 PM
246	Walking trails	5/18/2023 8:27 AM
247	Please add one more Volleyball court	5/17/2023 8:47 PM
248	Overdevelopment	5/17/2023 8:43 PM
249	Please we do not want more residential buildings, houses. Find a way to resolve traffic issues at route 100	4/11/2023 9:18 PM

Appendix J
Maps

Zoning



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: January 30, 2024
Last Revised: 1/30/2024 1:01 PM



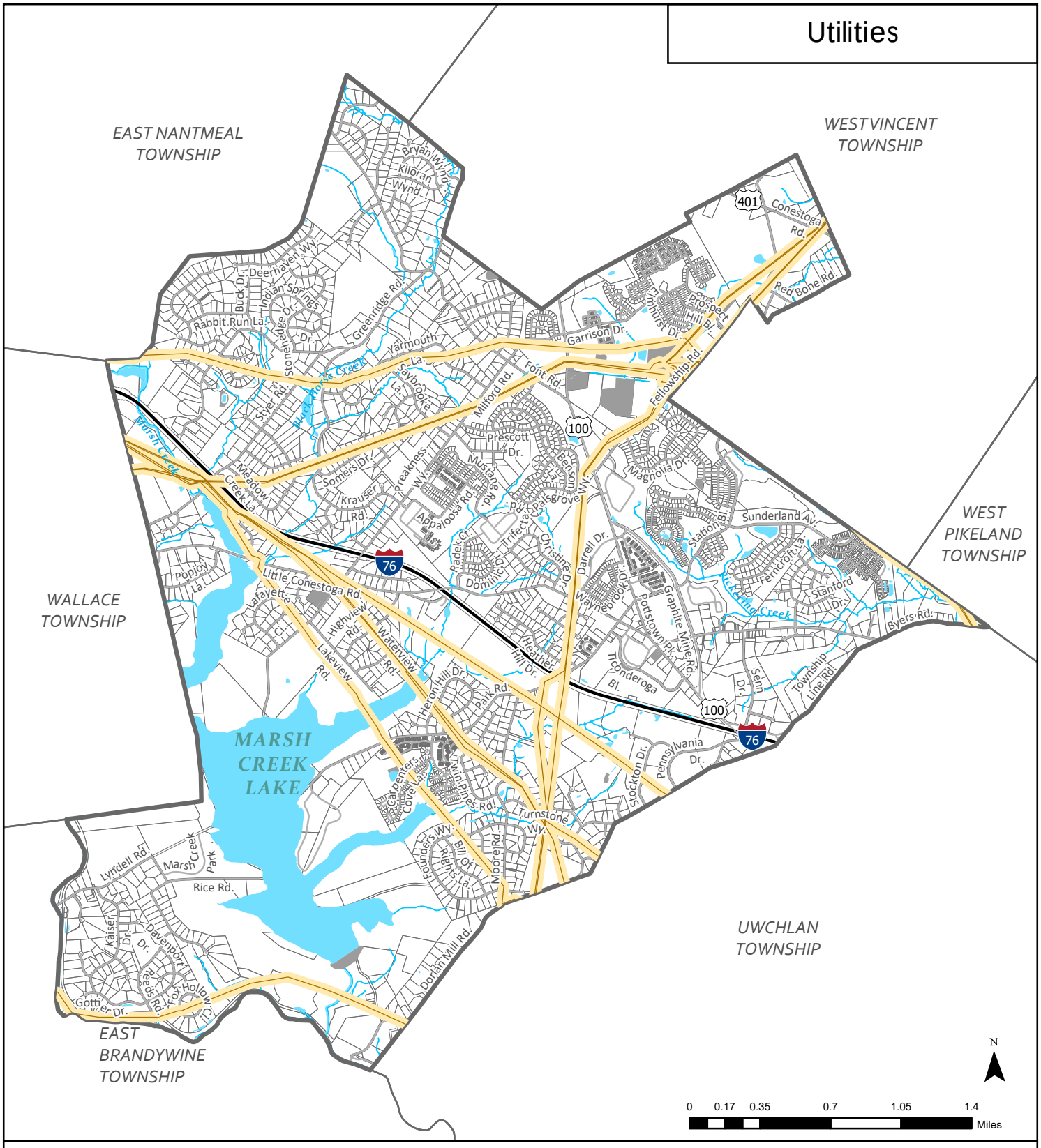
- Interstate
- Roads
- Lakes, rivers and streams
- Estimated tax parcels
- Township boundary
- Adjacent municipalities

Overlay Districts

- PRD - Planned Residential Development

Zoning

- R1 - Residential District (1 dwelling unit/2 acres)
- R2 - Residential District (1 dwelling unit/acre)
- R3 - Residential District (1.5 dwelling units/acre)
- R4 - Residential District (2-4 dwelling units/acre)
- C1 - Village Commercial District
- C3 - Highway Commercial District
- LI - Limited Industrial District
- PI - Planned Industrial/Office District



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

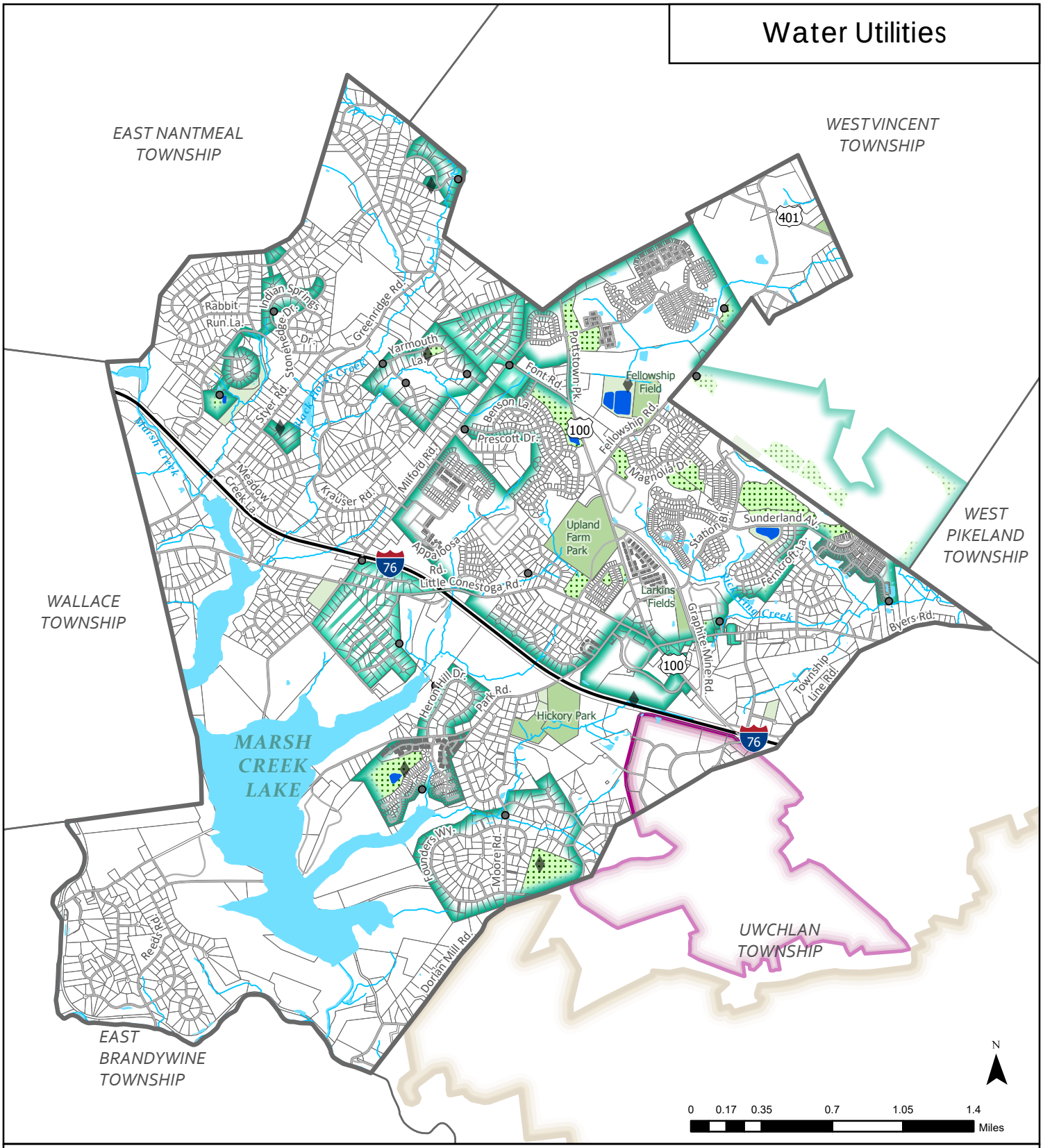
Lakes, rivers and streams
Interstate
Roads
Township boundary
Estimated tax parcels
Adjacent municipalities
Pipelines
Utility

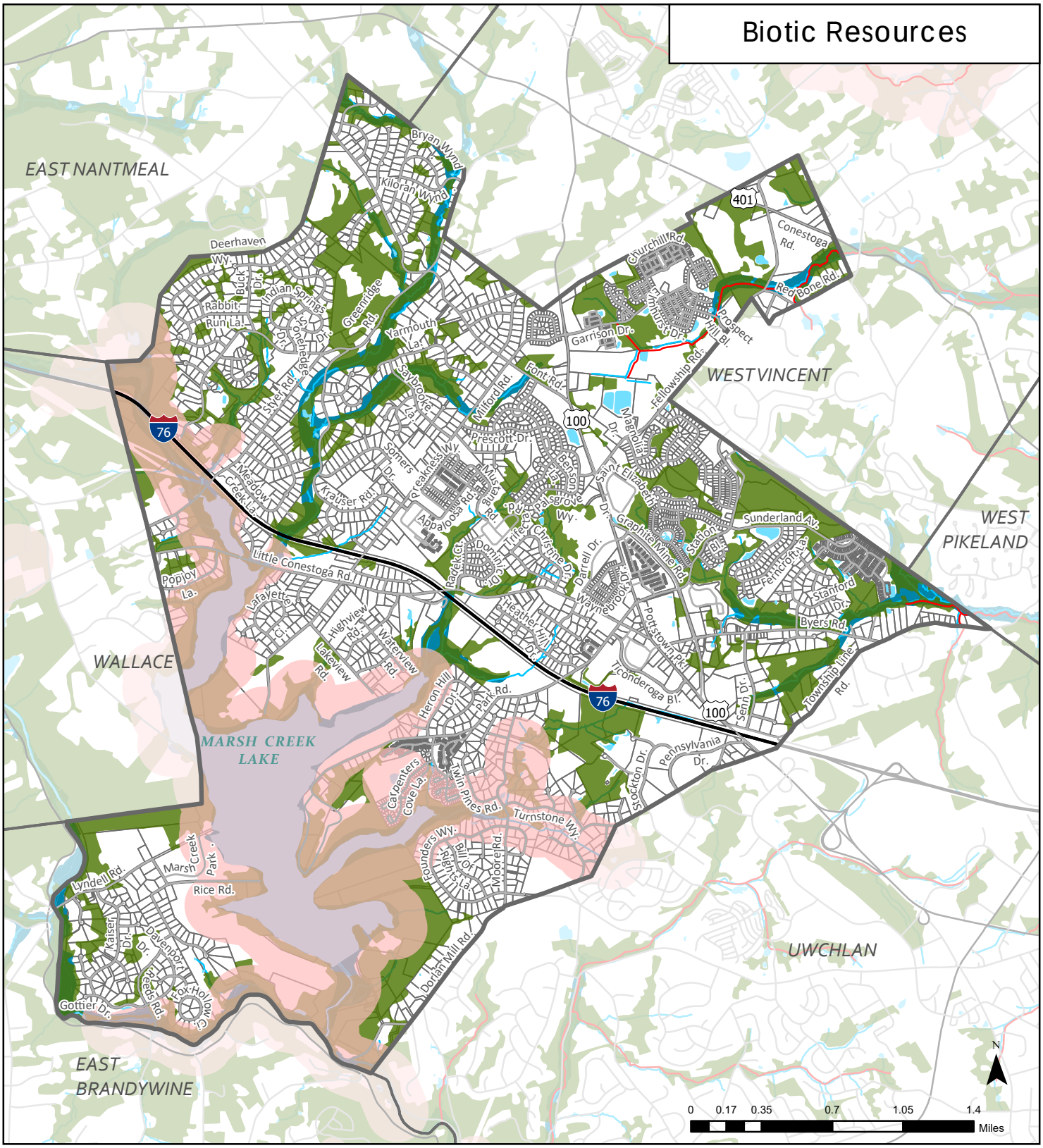
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: May 2, 2023
Last Revised: 8/9/2023 4:52 PM


Water Utilities
EAST NANTMEAL TOWNSHIP
WEST VINCENT TOWNSHIP
WEST PIKELAND TOWNSHIP
WALLACE TOWNSHIP
EAST BRANDYWINE TOWNSHIP
UWCHLAN TOWNSHIP
MARSH CREEK LAKE
Rabbit Run La.
Indian Springs Dr.
Stonehedge Dr.
Styer Rd.
Greenridge Rd.
Yarmouth La.
Pickering Creek
Font Rd.
Pottstown Pk.
Fellowship Field
Benson La.
Prescott Dr.
Fellowship Rd.
Magnolia Dr.
Marsh Creek
Meadow Creek La.
Krauser Rd.
Milford Rd.
Upland Farm Park
Station Bl.
Sunderland Av.
Fencroft La.
Appaloosa Rd.
Little Conestoga Rd.
Larkins Fields
Graphite Mine Rd.
Byers Rd.
Township Line Rd.
Heron Hill Dr.
Park Rd.
Hickory Park
Founders Wy.
Moore Rd.
Reeds Rd.
Dorlan Mill Rd.
401
100
76
N
0 0.17 0.35 0.7 1.05 1.4
Miles
Comprehensive Plan Update
DRAFT
Upper Uwchlan Township
Chester County, Pennsylvania
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.
Data Source: Base data from Chester County Geographic Information Services, 2023.
BRANDYWINE CONSERVANCY
Map created: May 2, 2023
Last Revised: 8/10/2023 8:22 AM
Interstate
Roads
Lakes, rivers and streams
Estimated tax parcels
Township boundary
Adjacent municipalities
Public Parkland
Open space
Spray field
Pump station
Treatment plant
Storage lagoon
Upper Uwchlan Twp. Municipal Authority
Upper Uwchlan Twp. Municipal Authority (Extension)
Downingtown Area Regional Authority
Uwchlan Twp. Municipal Authority



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

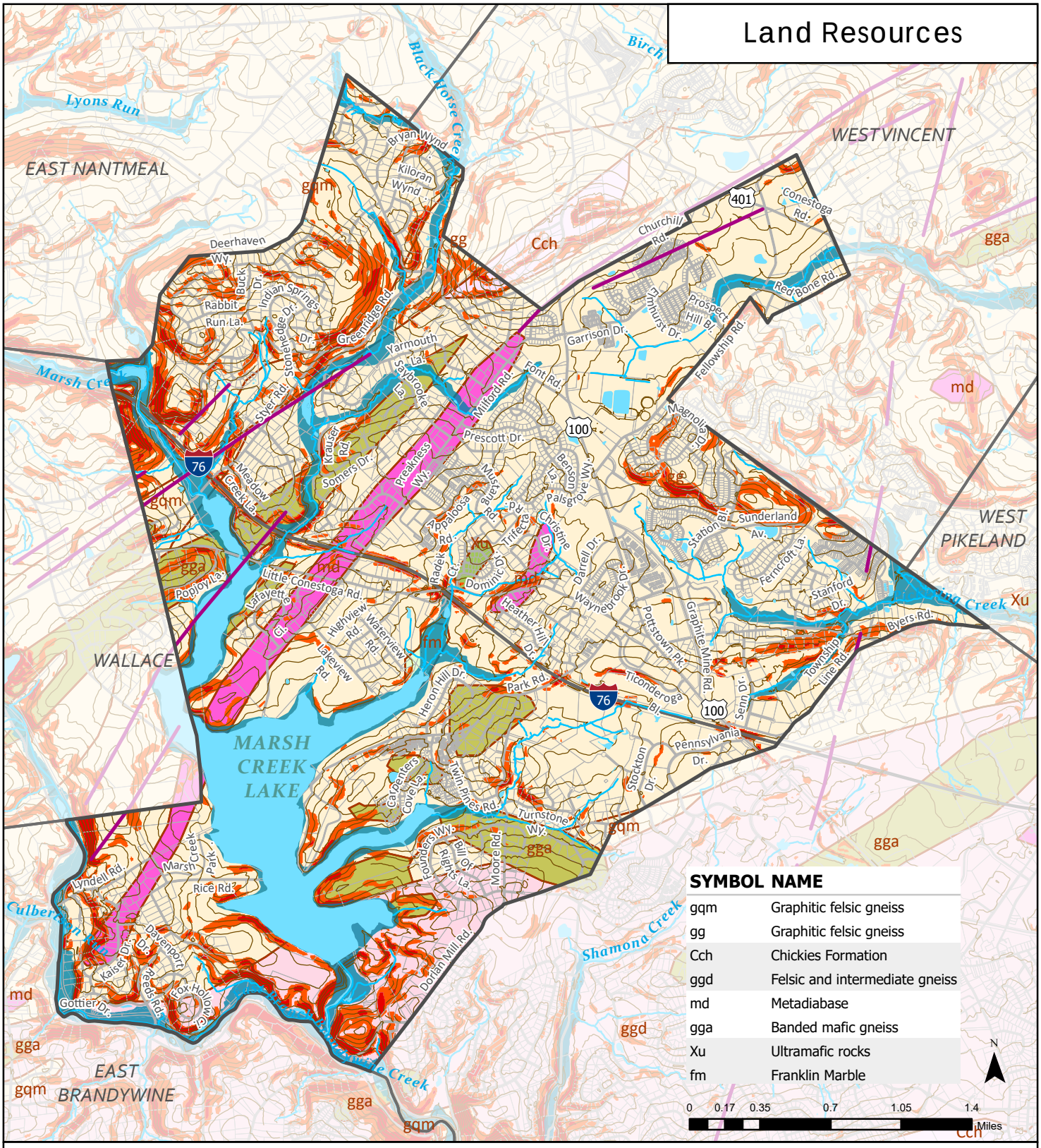
Map created: May 16, 2023
Last Revised: 6/19/2024 5:34 PM



- Lakes, rivers and streams
- Interstate
- Roads
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Impaired streams
- Core Habitat: PA Natural Heritage Area *
- Woodlands ~ 2,073 acres
- Floodplains
- Wetlands

*Core habitats are areas containing plant or animal species of concern at the state or federal levels, exemplary natural communities, or exceptional native diversity. Core habitats delineate essential habitat that cannot absorb significant levels of activity without substantial impact to the elements of concern.

Land Resources



SYMBOL	NAME
gqm	Graphitic felsic gneiss
gg	Graphitic felsic gneiss
Cch	Chickies Formation
ggd	Felsic and intermediate gneiss
md	Metadiabase
gga	Banded mafic gneiss
Xu	Ultramafic rocks
fm	Franklin Marble

N

0 0.17 0.35 0.7 1.05 1.4 Miles

Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania



- Lakes, rivers and streams
- Interstate
- Roads
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Dikes
- Floodplains
- 25ft Contours
- Geological Units
- Precautionary slopes (15-25%)
- Prohibitive slopes (>25%)

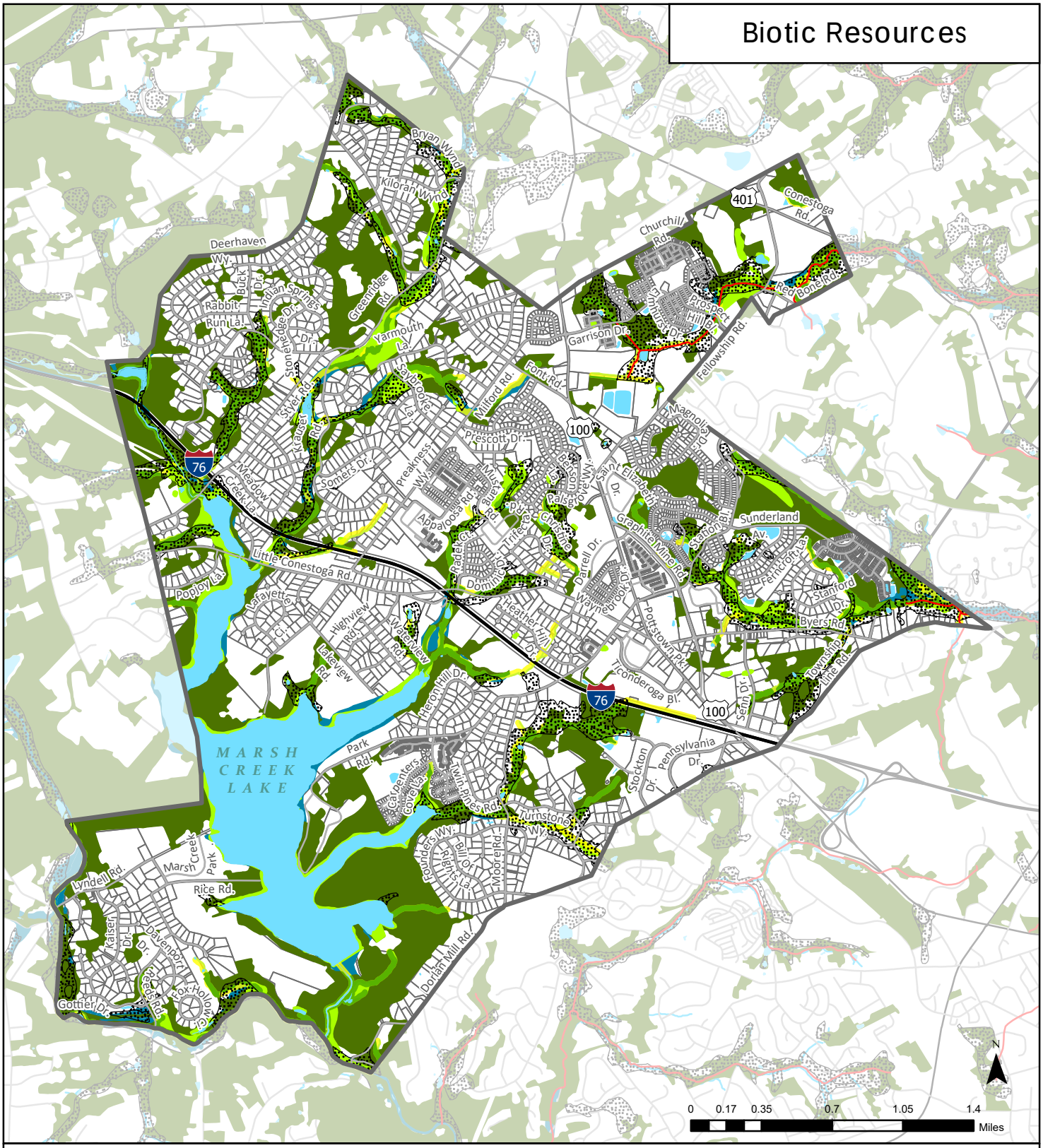
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: April 5, 2023
Last Revised: 5/3/2023 2:16 PM

Biotic Resources



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania



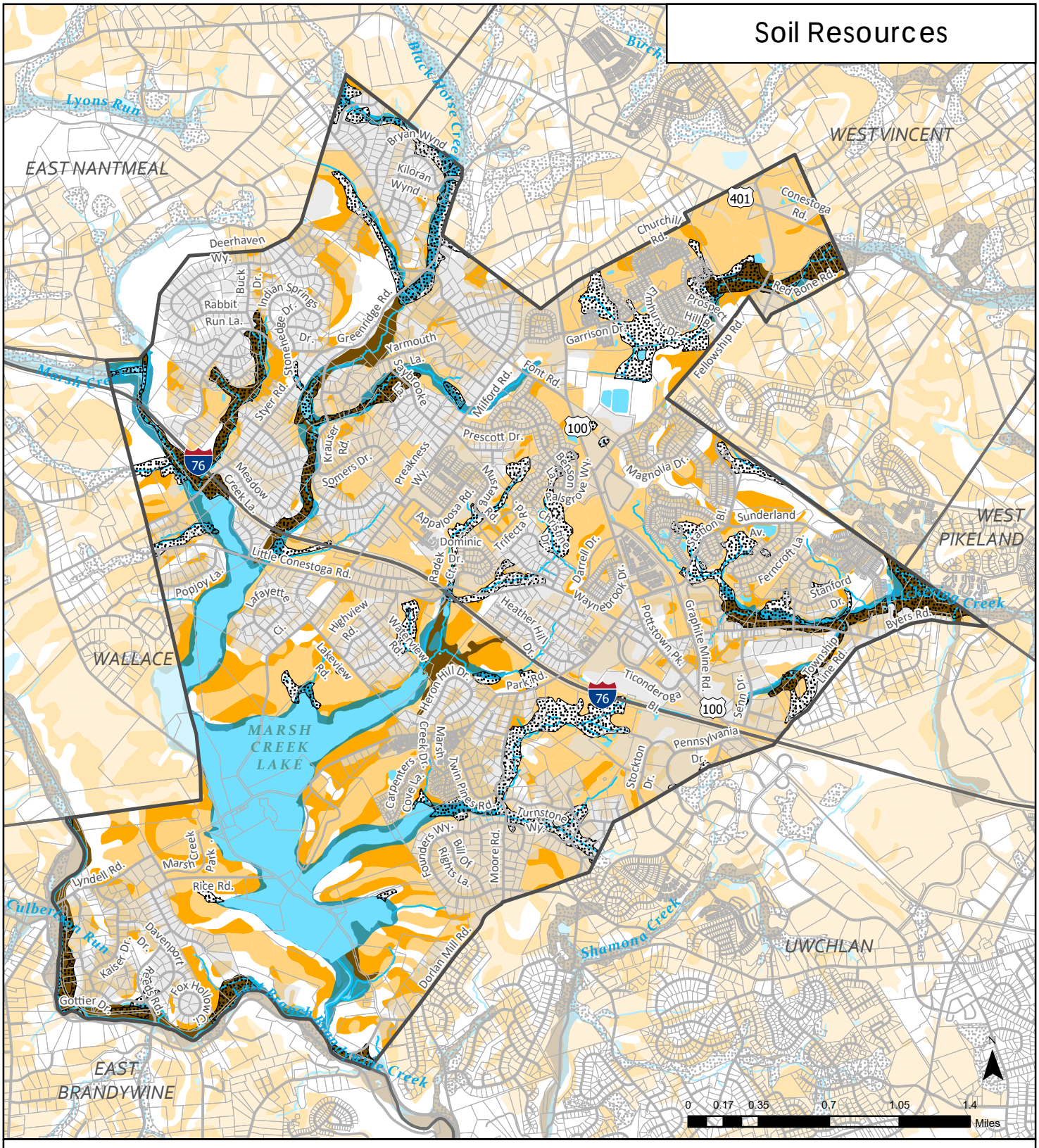
Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: April 5, 2023
Last Revised: 5/17/2023 10:05 AM

- Interstate
- Roads
- Lakes, rivers and streams
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Impaired streams
- Wooded stream buffer area (75 feet)
- Wooded stream buffer restoration area (75 feet)
- Hydric Soils
- Woodlands ~ 2,073 acres
- Floodplains
- Wetlands
- Wetland buffer area (25 feet)



Comprehensive Plan Update DRAFT

Upper Uwchlan Township
Chester County, Pennsylvania

Disclaimer: This map is for planning purposes only and does not constitute a valid survey.

Data Source: Base data from Chester County Geographic Information Services, 2023.

BRANDYWINE CONSERVANCY

Map created: April 5, 2023
Last Revised: 5/3/2023 2:45 PM



- Lakes, rivers and streams
- Interstate
- Roads
- Estimated tax parcels
- Township boundary
- Adjacent municipalities
- Hydric Soils
- Alluvial soils
- Floodplains
- Intensive land use (2022)
- Prime agricultural soils
- Agricultural soils of statewide importance

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

ENGINEER'S REPORT – UPPER UWCHLAN TOWNSHIP

Date: October 17, 2024

To: Tony Scheivert - Township Manager
Board of Supervisors

From: David Leh, P.E.

The following is an overview of engineering activities for the previous month:

241 Park Road (Ducklings) – Plans have now been recorded and construction has commenced.

480 Pottstown Pike (Senn) – A minor subdivision application has been submitted for the old Eagle Topsoil property. The plan was reviewed by the Planning Commission at their September 12th meeting and Minor Subdivision Plan Approval was recommended. The Applicant will be before the Board at their October 21st meeting requesting same.

500 Pottstown Pike (Rockhill Real Estate Enterprises) – Land development plans have been submitted for this application and are under review by the consultants. The Plans will be considered by the Planning Commission at their November 14th meeting.

Eagleview Lot 1A – This is the proposed 60,600 SF Flex Use office / warehouse building to be located along Arrowhead Drive. Plans have now been recorded and construction is scheduled to commence the week of October 21st.

Byers Station (Parcel 5C – Lot 2B)- [Commercial] (Celebree)– Plans have now been recorded and construction is scheduled to commence the week of October 21st.

Construction continues at the following developments with no significant issues:

- Preserve at Marsh Creek with no significant issues.
- 241 Park Road (Ducklings)
- Byers Station (Parcel 5C – Lot 2B)- [Commercial]

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

DEVELOPMENT UPDATE – UPPER UWCHLAN TOWNSHIP

Date: October 17, 2024

To: Board of Supervisors

From: David Leh, P.E.

Bold items have been additions since our last report.

100 Greenridge Road (Toll) – The Board granted approval for the Conditional Use for a 64-home subdivision at their October 11th, 2022, meeting. Toll Brothers has now submitted Preliminary Land Development Plans for the project. Consistent with the conditional use approval, 64 homes are proposed. The Planning Commission accepted the plans at their April 13, 2023 meeting. The plans have been reviewed by the Township Consultants and a review letter has been issued. The Zoning Hearing Board's decision regarding the disturbance of Prohibitive Steep Slopes has been appealed.

211 Byers Road – Eagle Animal Hospital – The Applicant is proposing to construct a new 5,334 SF building and 36 space parking facility to replace the elements which were lost to the fire. The Board of Supervisors granted Preliminary Approval at their May 14th workshop meeting. The Board granted Final Plan Approval at their September 16th meeting.

241 Park Road (Ducklings) – The applicant has submitted a conditional use / land development application for the construction of a 6,000 SF daycare facility. The plans were reviewed by the Planning Commission at their January 11th meeting where no action was taken. The Board granted Preliminary / Final Approval at their August 19th meeting. **Plans have now been recorded and construction has commenced.**

301 Park Road (PJ Reilly) - A preliminary land development plan has been submitted by PJ Reilly Contractors for a new 8,400 SF office and equipment storage facility. The plan was reviewed by the consultants and the Planning Commission at their December 8th meeting. No action was taken. Revised plans were reviewed by The Planning Commission at their April 13, 2023 meeting, no action was taken. The applicant sought and received zoning relief from the Zoning

Hearing Board at their August 30, 2023 meeting. Updated land development plans were reviewed by the Planning Commission at their May 9th Meeting. No action was taken. The Applicant attended the Planning Commission's June 13th meeting to obtain further input prior to revising their plans.

480 Pottstown Pike (Senn) – A minor subdivision application has been submitted for the old Eagle Topsoil property. The application proposes the extinguishing of an existing lot line and the addition of a new one which will create 2 lots, one which will front on Pottstown Pike and one which will front on Fellowship Road. The application was reviewed by the consultants and the plan was reviewed by the Planning Commission at their September 12th meeting where Minor Subdivision Plan Approval was recommended. **The Applicant will be before the Board at their October 21st meeting requesting same.**

500 Pottstown Pike (Rockhill Real Estate Enterprises) – The Applicant has submitted a conditional use application for a 415-space service and storage facility. The Board granted approval for the conditional use at their July 15th meeting. **Land development plans have been submitted for this application and are under review by the consultants. The Plans will be considered by the Planning Commission at their November 14th meeting.**

Byers Station (Parcel 5C – Lot 2A)- [Enclave at Chester Springs] – This is the 55 Unit Townhouse development being constructed by Toll on Lot 2A of Byers Station. Final paving has been completed. The performance bond was released at the Board of Supervisor's October 16th meeting. The project will not enter the maintenance period until the Station Boulevard crosswalk is completed. The pedestrian path from Station Boulevard to the trail on the Pickering Valley Elementary School Property has been completed. **The RRFB signal is now energized and functioning.**

Byers Station (Parcel 5C – Lot 2B)- [Commercial] – The Board granted approval for this application at their May 20th , 2024 Meeting. **Plans have been recorded and construction is anticipated to begin the week of October 21st.**

Byers Station (Lot 6C)- Vantage Point – The Applicant has received Final PRD Approval at the Board of Supervisors April 20th, 2020, meeting for a 36,171 SF, 3 story retirement facility. Site work is substantially complete.

Eagleview Lot 1A – Hankin has submitted a Preliminary / Final Land Development Application for a one-story, 60,600 SF Flex Use office / warehouse building to be located along Arrowhead Drive. The plan was reviewed by the Planning

Commission at their March 9th meeting. No action was taken with regard to plan approval; however, the Planning Commission did recommend the granting of several waivers. The Board granted the requested waivers at their March 20, 2023 meeting. Revised land development plans have been submitted and reviewed by the consultants. The Board granted Preliminary / Final Approval to the application at their June 19, 2023 meeting. **Plans have now been recorded and construction is scheduled to commence the week of October 21st.**

Preserve at Marsh Creek (Fetters Property) - The Board granted Final Land Development Approval at their October 16th, 2017, meeting. Site construction continues in all 3 phases. (i.e.- The entire development) We have received grading permit applications for **311** of the 376 building units to date.

Struble Trail Extension – Chester County has submitted an application to reopen the Conditional Use Hearing as well as land development plans to allow for the continuance of the trail from where it currently terminates to a point on the west side of Dorlan Mill Road. The Planning Commission reviewed the application at their June 13th, 2019, and July 11th, 2019, meetings and recommended Conditional Use Approval as well as Preliminary Land Development approval. The County has submitted revised land development plans which have been reviewed by the consultants. The Planning Commission reviewed the application at their June 8th meeting and recommended conditional use as well as Preliminary / Final Land Development Approval**.** The Board granted conditional Use and land development approval at their July 17th Meeting. The County has now made application to Pa-DOT for a Highway Occupancy Permit for the trail crossing of Dorlans Mill Road.

UPPER UWCHLAN TOWNSHIP

MEMORANDUM

ADMINISTRATION

TO: The Board of Supervisors

FROM: Kathi McGrath
Administrative Assistant

RE: Building/Codes Department Activity Report

DATE: October 17, 2024

==========

Attached, please find the Building Department Activity Report for the month of September, 2024.

Attachments:
Activity Report

/km

UPPER UWCHLAN TOWNSHIP
Permit Analysis
2021-2024

	2021				2022				2023				2024			
	# of Permits	Fees	YTD Permits	YTD Fees	# of Permits	Fees	YTD Permits	YTD Fees	# of Permits	Fees	YTD Permits	YTD Fees	# of Permits	Fees	YTD Permits	YTD Fees
Jan	94	$ 87,742.42	94	$ 87,742.42	83	$ 88,198.96	83	$ 88,198.96	39	$16,560.04	39	$16,560.04	65	$46,474.10	65	$46,474.10
Feb	67	$ 38,565.98	161	$ 126,308.40	39	$ 25,249.00	122	$ 113,447.96	58	$115,689.00	97	$132,249.04	53	$29,120.38	118	$75,594.48
Mar	86	$ 44,724.50	247	$ 171,032.90	77	$ 52,822.55	199	$ 166,270.51	72	$ 32,216.00	169	$ 164,465.04	56	$ 46,201.34	174	$ 121,795.82
Apr	88	$ 79,069.01	335	$ 250,101.91	84	$ 63,858.84	283	$ 230,129.35	51	$ 37,396.20	220	$ 201,864.24	57	$ 48,358.00	231	$ 170,153.82
May	75	$ 44,389.44	410	$ 294,491.35	65	$ 44,000.00	348	$ 274,129.35	82	$ 38,301.00	302	$ 240,165.24	66	$ 27,447.00	297	$ 197,600.82
Jun	89	$ 77,793.00	499	$ 372,284.35	96	$ 28,606.00	444	$ 302,735.35	66	$ 26,909.50	368	$ 267,074.74	62	$ 38,947.57	359	$ 236,548.39
Jul	99	$ 131,055.84	598	$ 503,340.19	68	$ 37,917.72	512	$ 340,653.07	77	$ 127,398.14	445	$ 394,472.88	62	$ 18,548.38	421	$ 255,096.77
Aug	78	$ 32,545.19	676	$ 535,885.38	68	$ 112,113.82	580	$ 452,766.89	65	$ 68,299.92	510	$ 462,772.80	73	$ 29,601.00	494	$ 284,697.77
Sept	78	$ 36,528.88	754	$ 572,414.26	73	$ 46,052.92	653	$ 498,819.91	52	$ 20,696.00	562	$ 483,468.80	68	$ 94,664.42	562	$ 379,362.19
Oct	72	$ 40,825.00	826	$ 613,239.26	54	$ 42,196.00	707	$ 541,015.91	59	$ 35,511.00	621	$ 518,979.80				
Nov	58	$ 41,691.42	884	$ 654,930.68	45	$ 21,304.00	752	$ 562,319.91	57	$ 32,429.00	678	$ 551,408.80				
Dec	62	$ 68,824.63	946	$ 723,755.31	47	$22,295.00	799	$584,614.91	27	$ 11,076.28	705	$ 562,485.08				

SEPTEMBER 2024 REPORT
UPPER UWCHLAN TOWNSHIP
PUBLIC WORKS DEPARTMENT

The following projects were underway since we last met:

<u>Ongoing</u>:

- **Aside from regular routine maintenance, the following work orders were submitted last month.**

  Tracking of work orders through Traisr: 126

  - **Municipal Authority & PA 1-calls**
    - **80 Work orders completed**
  - **Parks**
    - **6 Work orders completed**
  - **Public Works**
    - **4 Work orders completed**
  - **Solid Waste**
    - **33 Work orders completed**
  - **Vehicles and Equipment (All Depts.)**
    - **3 Work orders completed**

- **Road Milling and Paving was completed by Glasgow on September 23, 2024.**
- **Assisted with the summer concert on September 8, 2024.**
- **Completed curb and paved Buck Drive Pipe Repair.**
- **Repaired grass at Hickory Park after boring installation.**
- **Pipe replacement and curb replacement in front of 203 Claremont Rd.**
- **Paved part of the trail behind the Township Building.**

- **Installed safety caps on the fence at Fellowship Field.**
- **Thermo crosswalks and stop bars installed in the Reserve at Chester Springs.**
- **Collected trash, recycling and yard waste that was missed by the haulers.**
- **Continue roadway mowing in the township.**
- **Continue spraying fence lines and guiderails throughout the Township.**
- **Minor maintenance issues were handled at the Township Building.**
- **Tree trimming for sight distance at intersections and along roadways where trees are hanging into the road.**
- **Sign replacements at various locations.**
- **Cleared inlets on multiple roadways throughout the Township.**
- **Toter swaps and deliveries were done as requested.**
- **Preventive maintenance, repairs, and Pa State Inspections.**
- **Serviced Police vehicles.**
- **PA 1-Calls were responded to as they came in.**

<u>Workforce</u>

- **Only one seasonal employee remains helping Parks with all of the mowing in the township.**

Respectfully submitted,

Michael Esterlis
Public Works Director
Upper Uwchlan Township

UPPER UWCHLAN TOWNSHIP

MEMORANDUM

Public Works

TO: Board of Supervisors & Township Manager

FROM: Michael Esterlis
Public Works Director

RE: Snow Removal Bids for 2024

DATE: October 21st 2024

Upper Uwchlan Township advertised for bid the 2024-2025 Snow Removal Contract in September and received no bids at bid opening on September 11, 2024. Following that, the Township advertised the bid a second time in October and opened bids on October 16th. The Township received one bid from Captain Junk for the ¾ ton 4 wheel drive pick-up truck. The Township did not receive any bids for the 10 ton 6 yard dump truck.

The Public Works department does not need the ¾ ton vehicle for the upcoming snow removal season. It is our recommendation to reject the bid for the ¾ ton truck. There is a need for the 10-ton dump truck or larger. The Township will begin to negotiate with a private contractor for these services.

UPPER UWCHLAN TOWNSHIP

MOTION OF THE BOARD OF SUPERVISORS OF UPPER UWCHLAN TOWNSHIP, CHESTER COUNTY, PENNSYLVANIA
FINAL MINOR SUBDIVISION PLAN FOR 480 POTTSTOWN PIKE
CHESTER COUNTY TAX PARCEL NO. 32-3-25 AND 32-3-24.1 OWNED BY OSCAR SENN IRREVOCABLE TRUST

The Board of Supervisors of Upper Uwchlan Township (the "Board") renders this Motion granting approval of the Final Minor Subdivision Plan titled, "Senn Irrevocable Trust", prepared by T & M Associates, dated June 21, 2024 consisting of one sheet (the "Plan").

The Oscar Senn Irrevocable Trust (the "Applicant") is the owner of the following two parcels of property located at 480 Pottstown Pike in Upper Uwchlan Township:

●Chester County Tax Parcel No. 32-3-25, containing 8.72 acres; and

●Chester County Tax Parcel No. 32-3-24.1, containing 1.35 acres (collectively the "Property").

Applicant proposes to subdivide Parcel 32-3-25 and extinguish the common property line with Parcel 32-3-24.1 and create two newly configured lots as shown on the Plan. Lot 1 would contain 4.30 gross acres (3.63 net acres) and Lot 2 would contain 5.77 gross acres (5.61 net acres). No construction or grading is proposed as part of the Plan.

The Property is zoned C-3 Highway Commercial District and is currently improved with two existing buildings and accessory structures.

Applicant requests a waiver from Section 162-7.A.(1)(e) of the Upper Uwchlan Township Subdivision and Land Development Ordinance (SALDO) to allow further subdivision of the resulting lots.

The Township consultants reviewed the Plan and issued various review comments in a consolidated letter issued by Gilmore & Associates, Inc. dated September 5, 2024 (the "Review Letter").

At the September 12, 2024 public meeting, the Township Planning Commission recommended that the Board grant final subdivision plan approval subject to the Applicant satisfying any outstanding comments in the Review Letter. The Planning Commission further recommended that the waiver request from Section 162-7.A.(1)(e) of the SALDO be granted, but only for Lot 2 on the Plan. The Planning Commission recommended that the Board deny Applicant's request for a waiver from Section 162-7.A(1)(e) for Lot 1 and requested that Lot 1 be restricted from any further subdivision.

DRAFT

DECISION

AND NOW, this 21st day of October 2024 the Board of Supervisors of Upper Uwchlan Township hereby **GRANTS** final approval of the Plan subject to Applicant's compliance with all of the notes and conditions therein contained, and all of the foregoing conditions. The Board grants a waiver from Section 162-7.A.(1)(e) of the SALDO to allow both Lot 1 and Lot 2 to be further subdivided in the future. The Board understands that Applicant intends to sell Lot 1 to the owner of the adjacent lot at 500 Pottstown Pike and does not want to prevent the reverse subdivision of Lot 1 with such lot.

CONDITIONS OF APPROVAL

1. The minor subdivision and lot consolidation as depicted on the Plan shall comply with all relevant terms and provisions of the SALDO, and all other applicable regulations of the Code of Upper Uwchlan Township, except as otherwise waived by the Board in this Motion.

2. Applicant shall comply with any outstanding comments in the Review Letter to the satisfaction of the Township and its consultants.

3. This Decision and conditions contained herein are binding on Applicant, its successors, and assigns, for the benefit of the Township in general and the ultimate users/property owners of the Property.

APPROVED this ____ day of _____, 2024.

ATTEST:

UPPER UWCHLAN TOWNSHIP
BOARD OF SUPERVISORS

_____
Gwen A. Jonik, Secretary

_____
Jennifer F. Baxter, Chair

_____
Andrew P. Durkin, Vice-Chair

_____
Sandra M. D'Amico, Member

DRAFT

GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

September 5, 2024

File No. 24-00803

Mr. Tony Scheivert
Upper Uwchlan Township Manager
140 Pottstown Pike
Chester Springs, PA 19425

Reference: 480 Pottstown Pike
Minor Subdivision Plan
Upper Uwchlan Township, Chester County, PA

Dear Tony:

Gilmore & Associates, Inc. (G&A) is in receipt of the following documents:

- "Minor Subdivision Plan titled "Senn Irrevocable Trust"," consisting of one (1) sheet prepared by T&M Associates, dated June 21, 2024.
- Act 247 County Referral form.
- Subdivision / Land Development Application.

G&A as well as the other Township Consultants, have completed our first review of the above referenced minor subdivision plan for compliance with the applicable sections of the Township's Zoning Ordinance, Subdivision and Land Development Ordinance, and wish to submit the following comments for your consideration.

I. OVERVIEW

The application proposes the subdivision of an existing parcel (TMP# 32-3-25), as well as the extinguishment of the subjects lot's common property line with parcel 32-3-24.1. resulting in two (2) lots. The parcel is located at 480 Pottstown Pike with frontage also along Fellowship Road. The western part of the site (adjacent to Pottstown Pike) was the previous Eagle Topsoil and Stone while the eastern portion of the property (adjacent to Fellowship Road) contains an office building with associated parking. Both parcels are

184 W. Main Street | Suite 300 | Trappe, PA 19426
Phone: 610-489-4949 | Fax: 610-489-8447
www.gilmore-assoc.com

zoned C-3 (Highway Commercial) and are 8.72 acres and 1.35 acres in size respectively. No construction or grading is proposed as part of the application. A summary of proposed lot sizes is as follows:

Lot	Lot Area
1	4.30 Acres
2	5.77 Acres

II. TOWNSHIP ZONING OFFICER COMMENTS

No comments at this time.

III. TOWNSHIP ENGINEER'S COMMENTS - ZONING ORDINANCE GILMORE & ASSOCIATES

1. Section 200-7 – The definition of "Lot Area" precludes the need to subtract out rights of way and easements when the subject parcel is larger than 2 acres. Being as both of the resulting lots will be larger than 2 acres, the references to net lot acreages can be removed.

2. Section 200-40.D.(2).18 – Being as there are residential homes on TMP 32-3-25.1, the side yard setbacks for the subject parcel should be 50 feet.

IV. TOWNSHIP ENGINEER'S COMMENTS - SUBDIVISION & LAND DEVELOPMENT ORDINANCE – GILMORE & ASSOCIATES

1. Section 162-7.1.A(1)(c) – Please add a note stating as a condition of this application being approved as a Minor Subdivision, no further subdivision is permitted to occur.

2. Sections 162-9.C.(2).(a) and 162-9.B.(2).(b)[10] – Significant features within 100 feet of any part of the property proposed to be developed or subdivided should be shown on the plans. This may be addressed by adding an aerial photograph of the subject property and surrounding area with sufficient clarity to see existing features to the plan set. While aerials were submitted with the application, they should be incorporated into the plan set.

3. Section 162-9.C.(2).(a)[1] – Please provide legal descriptions for the newly created lots.

4. Section 162-9.C.(2).(a)[13] – Please confirm the indicated cartway width for Pottstown Pike.

V. TOWNSHIP ENGINEER'S COMMENTS - GENERAL GILMORE & ASSOCIATES

1. Being as the existing driveway which serves both TMP 32-3-25 and TMP 32-3-25.1 bisects their common property line and both parcels appear to be under the same ownership, we would suggest the applicant consider extinguishing the common lot line between the two and combining.

2. During the conditional Use process for the adjacent property (500 Pottstown Pike) there was discussion about a potential easement across this property to access that one. Please indicate if this is still being considered.

3. Please provide a Professional Engineer or Surveyor's seal on the plan.

4. The existing use of the site indicated in the Zoning Information Table does not appear to be correct. Please review and revise.

5. The spelling of Eri[k] Senn should be confirmed as the signature blocks reference with a "k" however elsewhere it is with a "c".

VI. TOWNSHIP TRAFFIC ENGINEER'S COMMENTS BOWMAN

It is our understanding that the plans represent lot line changes only, and no new construction is proposed as part of this project. Based on our review, we offer the following comments for the Township's consideration.

1. SALDO Section 162-28.A and 162-28.B – The plans should clarify whether the right-of-way labeled along the Pottstown Pike and Fellowship Road site frontages is ultimate right-of-way or existing legal right-of-way. If the existing legal right-of-way is less than 40 feet (half width) along Pottstown Pike, or less than 30 feet (half width) along Fellowship Road, additional right-of-way should be provided as part of this

plan. Any additional right-of-way outside the existing legal right-of-way should be labeled "Required Right-of-Way (To Be Deeded to Upper Uwchlan Township)". In addition, along Pottstown Pike, the plans should provide an additional 10-foot ultimate right-of-way and/or easement area to accommodate other future transportation improvements, including the Township's planned shared use path on the east side of Pottstown Pike. Furthermore, the additional 10 feet of ultimate right-of-way (50-foot half width) is consistent with the ultimate right-of-way that was established as part of the neighboring Lexus dealership development.

2. The Township's Active Transportation Plan (ATP) envisions a shared use path on the east side of Route 100 in this area. Any future land development of this property should include this path.

3. Chapter 79-8.C – The subdivision does not propose improvements to the property that would generate additional peak hour traffic, and as such, the development is not subject to the Township's Transportation Impact Fee at this time.

This concludes our review of the above referenced final minor subdivision application. We would recommend the plans be revised to address the above referenced comments. If you have any questions, please do not hesitate to contact me.

Sincerely,

David N. Leh

David N. Leh, P.E.
Vice President
Gilmore & Associates, Inc.

cc: Upper Uwchlan Township Board of Supervisors
Upper Uwchlan Planning Commission
Gwen Jonik – Township Secretary
Anthony Campbell – Township Zoning Officer
Kristin Camp, Esq. – BBM&M LLP
Oscar Senn Irrevocable Trust – Applicant
Keith Lieberman, PE – T&M Associates
Jacob Tackett, PE – T&M Associates
Alyson Zarro, Esq. - RRHC
Cameron Wolfson, Esq. - RRHC

SUBDIVISION / LAND DEVELOPMENT APPLICATION

☐ Preliminary Submittal ☑ Final Submittal

The undersigned hereby applies for review of the Plan submitted herewith and described below:

1. Name of Subdivision / Development: 480 Pottstown Pike
2. Plan Dated: June 21, 2024 County Deed Book/Page No. 1) UPI 32-3-25 (B: U47/P: 40) 2) UPI 32-3-24.1 (B: 6438/P: 1151)
3. Name of property owner(s):
   Oscar Senn Irrevocable Trust, by Irrevocable Deed of Trust dated January 29, 1974
   Address: P.O. Box 2773
   State/Zip: Huntersville, NC 28070 Phone No.:
   Email: oscarsenntrust@gmail.com
4. Name of Applicant (If other than owner):
   same as owner
   Address:
   State/Zip: Phone No.:
   Email:
5. Applicant's interest (If other than owner):
6. Engineer, Architect, Surveyor, or Landscape Architect responsible for Plan.
   Keith Lieberman, P.E., T&M Associates
   Address: 1700 Market Street, Suite 3110
   State/Zip: Philadelphia, PA 19103 Phone No.: (215) 486-4370
   Email: KLieberman@tandmassociates.com
7. Total acreage: 10.07 Number of Lots: 2
8. Acreage of adjoining land in same ownership: (If any) 2 acres (UPI No. 32-3-25.1)
9. Describe Type of Development Planned: Minor subdivision plan proposing to subdivide UPI No. 32-3-25 into two (2) lots and consolidating one of the subdivided lots with UPI No. 32-3-24.1 into a new lot, resulting in a total of two new lots.

10. This Application shall be accompanied by: the Application Fee as listed below, an aerial image of the property, and the quantity of plans/supporting information as detailed in the Township Code §162-8.B.(1)(b) and/or §162-8.C.(1)(d).
[One-half of the required plan submissions may be of a reduced size, i.e. 11 x 17]

11. List all subdivision and zoning standards or requirements which have not been met and for which a waiver or change is requested.
N/A

12. The Applicant or his/her agent shall enter into a Subdivision / Land Development Review Escrow Agreement (attached) and place into escrow with the Township at the time of application an amount estimated by the Township to cover all costs of engineering and professional planning reviews (not including County application fee), legal services and other professional services used by the Township in connection with the application.

Signature of Property Owner or Applicant: _____

By: Eric K. Senn

Date: 7/24/2024

*Development subject to ACT 209 Impact Fee.

*Park & Recreation Fee per residence is levied. Contact Township Offices to determine amount.

SUBDIVISION / LAND DEVELOPMENT APPLICATION FEE

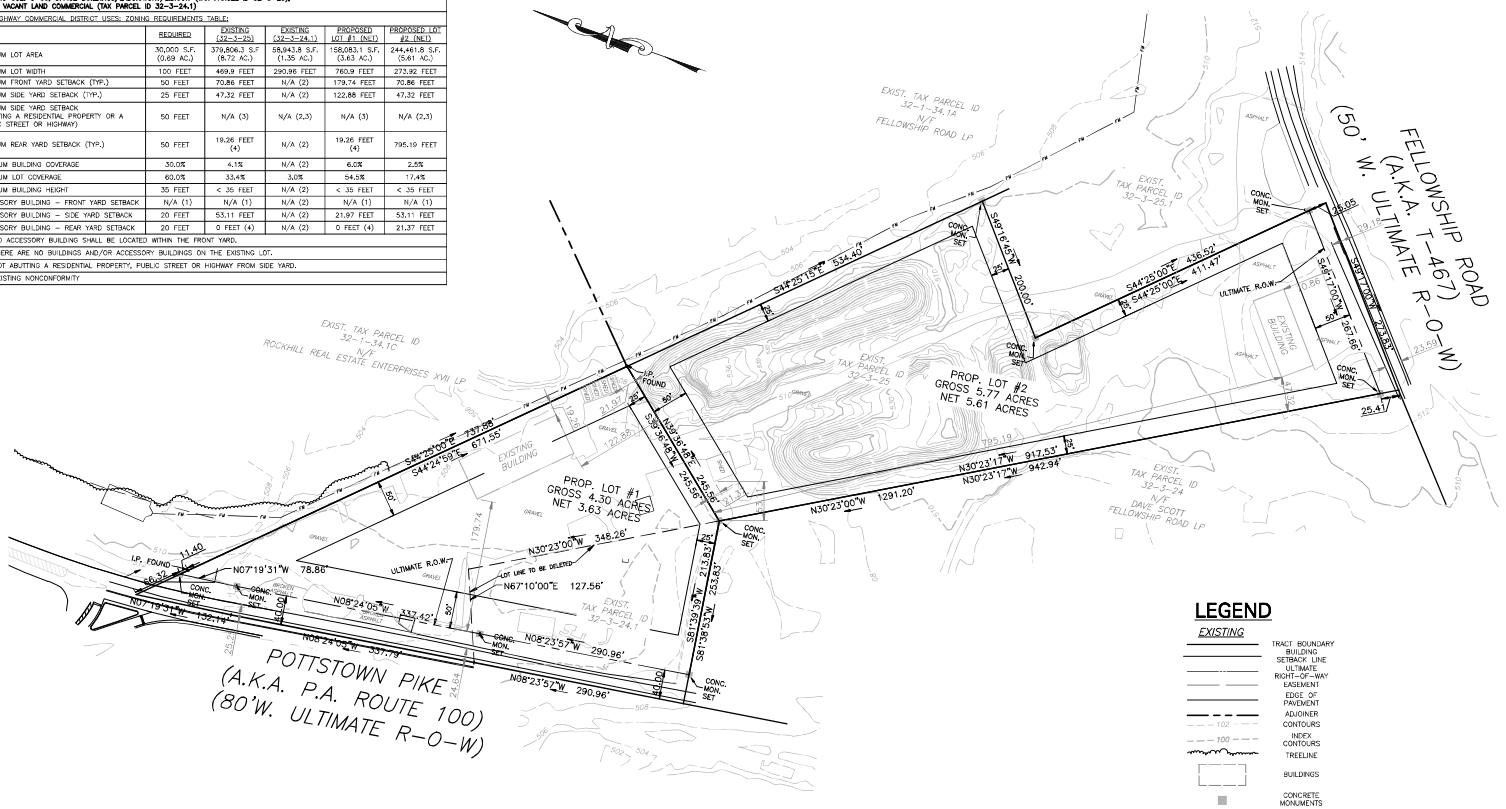
1-2 Lots $250

3-5 Lots $500
Plus $25 for each Lot over 3

Over 5 Lots $1000
Plus $50 for each Lot over 5

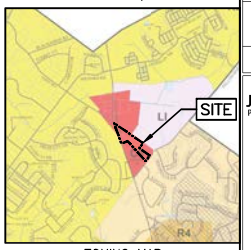
140 Pottstown Pike, Chester Springs, PA 19425
Phone: (610) 458-9400 • Fax: (610) 458-0307
www.upperuwchlan-pa.gov

ZONING INFORMATION TABLE					
EXISTING ZONING DISTRICT CLASSIFICATION: C3 – HIGHWAY COMMERCIAL DISTRICT					
EXISTING USE: C-60, OFFICE BUILDINGS/LABORATORY/LIBRARY (TAX PARCEL ID 32-3-25); V-11, VACANT LAND COMMERCIAL (TAX PARCEL ID 32-3-24.1)					
C3–HIGHWAY COMMERCIAL DISTRICT USES; ZONING REQUIREMENTS TABLE:					
	REQUIRED	EXISTING (32-3-25)	EXISTING (32-3-24.1)	PROPOSED LOT #1 (NET)	PROPOSED LOT #2 (NET)
MINIMUM LOT AREA	30,000 S.F. (0.69 AC.)	379,806.3 S.F. (8.72 AC.)	58,943.8 S.F. (1.35 AC.)	158,083.1 S.F. (3.63 AC.)	244,461.8 S.F. (5.61 AC.)
MINIMUM LOT WIDTH	100 FEET	469.9 FEET	290.96 FEET	760.9 FEET	273.92 FEET
MINIMUM FRONT YARD SETBACK (TYP.)	50 FEET	70.86 FEET	N/A (2)	179.74 FEET	70.86 FEET
MINIMUM SIDE YARD SETBACK (TYP.)	25 FEET	47.32 FEET	N/A (2)	122.88 FEET	47.32 FEET
MINIMUM SIDE YARD SETBACK (ABUTTING A RESIDENTIAL PROPERTY OR A PUBLIC STREET OR HIGHWAY)	50 FEET	N/A (3)	N/A (2,3)	N/A (3)	N/A (2,3)
MINIMUM REAR YARD SETBACK (TYP.)	50 FEET	19.26 FEET (4)	N/A (2)	19.26 FEET (4)	795.19 FEET
MAXIMUM BUILDING COVERAGE	30.0%	4.1%	N/A (2)	6.0%	2.5%
MAXIMUM LOT COVERAGE	60.0%	33.4%	3.0%	54.5%	17.4%
MAXIMUM BUILDING HEIGHT	35 FEET	< 35 FEET	N/A (2)	< 35 FEET	< 35 FEET
ACCESSORY BUILDING – FRONT YARD SETBACK	N/A (1)	N/A (1)	N/A (2)	N/A (1)	N/A (1)
ACCESSORY BUILDING – SIDE YARD SETBACK	20 FEET	53.11 FEET	N/A (2)	21.97 FEET	53.11 FEET
ACCESSORY BUILDING – REAR YARD SETBACK	20 FEET	0 FEET (4)	N/A (2)	0 FEET (4)	21.37 FEET
(1) NO ACCESSORY BUILDING SHALL BE LOCATED WITHIN THE FRONT YARD.					
(2) THERE ARE NO BUILDINGS AND/OR ACCESSORY BUILDINGS ON THE EXISTING LOT.					
(3) NOT ABUTTING A RESIDENTIAL PROPERTY, PUBLIC STREET OR HIGHWAY FROM SIDE YARD.					
(4) EXISTING NONCONFORMITY					





LOCATION MAP
SCALE: 1"=1,000'



ZONING MAP
SCALE: 1"=2,000'

LEGEND

EXISTING

- TRACT BOUNDARY
- BUILDING SETBACK LINE
- ULTIMATE RIGHT-OF-WAY
- EASEMENT
- EDGE OF PAVEMENT
- ADJOINER
- CONTOURS
- INDEX CONTOURS
- TREELINE
- BUILDINGS
- CONCRETE MONUMENTS
- IRON PINS

GENERAL NOTES:

1. RECORD OWNER:
   32-3-24.1
2. SOURCE OF TITLE(S):
   - 32-3-24, DEED BOOK 5715, PAGE 1159
   - 32-3-24.1, DEED BOOK 6438, PAGE 1151
   - 32-3-25, DEED BOOK U47, PAGE 40
   - 32-3-25.1, DEED BOOK 543, PAGE 233
3. THE SITE IS LOCATED IN ZONE C-3 (HIGHWAY COMMERCIAL DISTRICT).
4. VERTICAL DATUM IS NAVD 1988.
5. HORIZONTAL DATUM IS NAD 83, STATE PLANE COORDINATES OF PENNSYLVANIA.

REFERENCE PLANS:

1. EXISTING TOPOGRAPHY SHOWN ON THE PLANS IS TAKEN FROM A FIELD SURVEY PERFORMED BY T&M ASSOCIATES ON JUNE 4, 2024.
2. ADDITIONAL TOPOGRAPHY LIDAR DATA TAKEN FROM PASDA PENNSYLVANIA IMAGERY NAVIGATOR ONLINE APPLICATION (METADATA: PAMAP PROGRAM 3.2 FOOT DIGITAL ELEVATION MODEL OF PENNSYLVANIA).
3. NO BUILDING(S) IS BEING PROPOSED WITH THIS APPLICATION FOR A SUBDIVISION PLAN. AN APPLICATION FOR LAND DEVELOPMENT WILL BE SUBMITTED WHEN A BUILDING IS PROPOSED.

CERTIFICATE OF CONFORMANCE – P.E., P.L.S.

I HEREBY CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE, THESE PLANS ARE IN CONFORMITY WITH ENGINEERING, ZONING, BUILDING, SANITATION AND OTHER APPLICABLE TOWNSHIP ORDINANCES AND REGULATIONS.

JON S. TRESSLAR, P.E., P.L.S.
LICENSE NO. PE024085E

COMMONWEALTH OF PENNSYLVANIA, COUNTY OF CHESTER:

ON THIS THE _____ DAY OF _____, 20_____, BEFORE ME, THE SUBSCRIBER, PERSONALLY APPEARED **SENN IRREVOCABLE TRUST (CARL A. SENN & ERIK K. SENN, CO-TRUSTEES)**, AND THAT AS MUCH TO DO SO, HE EXECUTED THE FOREGOING PLAN BY SIGNING THE NAME OF SAID TRUST AS _____,CO-TRUSTEES, THAT THE SAID TRUST IS THE OWNER OF THE DESIGNATED LAND, THAT ALL NECESSARY APPROVAL OF THE PLAN HAS BEEN OBTAINED AND ENDORSED THEREON AND THAT THE SAID TRUST DESIRES THAT THE FOREGOING PLAN MAY BE DULY RECORDED.

BY: _____ TRUSTEE **CARL A. SENN**

BY: _____ TRUSTEE **ERIK K. SENN**

_____ NOTARY PUBLIC

MY COMMISSION EXPIRES ON THIS _____ DAY OF _____ , 20 ____.

REVIEWED

BY THE PLANNING COMMISSION OF **UPPER UWCHLAND TOWNSHIP, CHESTER COUNTY**, PENNSYLVANIA, THIS _____ DAY OF _____, 20_____.

_____ CHAIRPERSON

_____ MEMBER

_____ MEMBER

_____ MEMBER

_____ MEMBER

_____ MEMBER

_____ MEMBER

APPROVED

BY THE TOWNSHIP SUPERVISORS OF **UPPER UWCHLAND TOWNSHIP**, CHESTER COUNTY, PENNSYLVANIA, THIS _____ DAY OF _____, 20_____.

_____ CHAIRPERSON

_____ VICE CHAIRPERSON

_____ MEMBER

_____ MEMBER

_____ MEMBER

REVIEWED

BY THE **CHESTER COUNTY** PLANNING COMMISSION, THIS _____ DAY OF _____, 20_____.

_____ SECRETARY

REVIEWED

BY THE **UPPER UWCHLAND TOWNSHIP** ENGINEER, THIS _____ DAY OF _____, 20_____.

_____ TOWNSHIP ENGINEER

RECORDED

RECORDED IN THE OFFICE OF THE RECORDER OF DEEDS OF **CHESTER COUNTY AT WEST CHESTER**, PENNSYLVANIA, IN PLAN BOOK _____ PAGE _____, ON THIS _____ DAY OF _____, 20_____.

_____ (DEPUTY) RECORDER OF DEEDS

80' 40' 0 80' 160'
1" = 80'

NO.	DATE	REVISIONS	BY	CHKD

JON S. TRESSLAR, P.E.
PROFESSIONAL ENGINEER

6/21/2024
LICENSED PROFESSIONAL ENGINEER
STATE OF PA LICENSE No. PE024085E

SENN IRREVOCABLE TRUST

480 POTTSTOWN PIKE, CHESTER SPRINGS, PA

UPPER UWCHLAN TOWNSHIP, CHESTER COUNTY, PENNSYLVANIA

MINOR SUBDIVISION PLAN

YOUR GOALS. OUR MISSION.
74 WEST BROAD STREET, STE 830
BETHLEHEM, PA 18018
TEL 610-625-2999
FAX 610-625-2999

OFFICES LOCATED IN:
CALIFORNIA, INDIANA, KENTUCKY, MASSACHUSETTS, MICHIGAN, NEW JERSEY, OHIO AND PENNSYLVANIA

DESIGNED BY	KMB
CHECKED BY	JST
DRAWN BY	KMB
DATE	6/21/2024
SCALE	AS SHOWN
PROJ. NO.	PRTW-00001
DRAWING	MN-SB-1
SHEET	1 OF 1

COPYRIGHT 2024, T&M ASSOCIATES – ALL RIGHTS RESERVED. THE COPYING OR REUSE OF THIS DOCUMENT OR PORTIONS THEREOF FOR OTHER THAN THE ORIGINAL PROJECT AS AUTHORIZED BY T&M ASSOCIATES IS PROHIBITED WITHOUT THE WRITTEN PERMISSION OF T&M ASSOCIATES IS PROHIBITED.

PROJECT INFORMATION:
FILE PATH: G:\Projects\PRTW\00001\Plans\
FILE NAME: PRTW-00001 Minor Subdivision Plan.dwg
LAST SAVED BY: KMBabbaugh
LAST SAVE ON: 25 Jul 2024, 4:45PM

Parcels 32-3-25 & 32-3-24.1



COUNTY OF CHESTER

PENNSYLVANIA



Map Created:
Thursday, June 27, 2024

County of Chester

Limitations of Liability and Use:
County of Chester, Pennsylvania makes no claims to the completeness, accuracy, or content of any data contained herein, and makes no representation of any kind, including, but not limited to, the warranties of merchantability or fitness for a particular use, nor are any such warranties to be implied or inferred with respect to the information or data furnished herein. For information on data sources visit the GIS Services page listed at www.chesco.org/gis.

BUCKLEY BRION
MCGUIRE & MORRIS LLP

KRISTIN S. CAMP
p: 610.436.4400 Ext# 105
f: 610.436.8305
e: kcamp@buckleyllp.com
118 W. Market Street, Suite 300
West Chester, PA 19382-2928

MEMORANDUM

To:	Upper Uwchlan Township Board of Supervisors cc: Tony Scheivert, Manager (tscheivert@upperuwchlan-pa.gov) Gwen Jonik, Secretary (gjonik@upperuwchlan-pa.gov)
From:	Kristin S. Camp, Esquire
Date:	September 26, 2024
Subject:	Second Amendment to Expansion Agreement for the Route 100 Wastewater Plant – The Preserve at Marsh Creek

If you recall the Township entered an agreement with McKee Builders (operating as The Preserve at Marsh Creek, LLC) that requires McKee to expand the Township's sewer treatment plant in order to provide the sewer capacity needed to service the residential subdivision known as The Preserve at Marsh Creek. This agreement was entered on November 18, 2019 between the Authority, the developer and the Township and is referred to as the "Expansion Agreement." I've attached a copy of that agreement to this Memo.

In December of 2021, the Expansion Agreement was amended to allow an assignment to the developer's construction lender, M&T Bank, upon a default by McKee under its loan or the Expansion Agreement.

The developer has substantially completed the Expansion and the Authority is operating the Plant with the new equipment and upgrades. The Developer is seeking an interim payment of Two Million Dollars ($2,000,000.00) towards the Township's agreed contribution to the Expansion Costs. The Authority Solicitor drafted the attached Second Amendment to allow that interim payment. The Authority has approved the same.

I have reviewed the Second Amendment and am satisfied with its terms. This matter can be placed on your work session agenda for October for approval at the October 21, 2024 meeting.

SECOND AMENDMENT TO AGREEMENT FOR THE EXPANSION OF THE ROUTE 100 CENTRAL WASTEWATER TREATMENT PLANT

THIS SECOND AMENDMENT ("Second Amendment") is made and entered into as of the ____ day of _____, 2024 by and between **UPPER UWCHLAN TOWNSHIP**, a body corporate and politic, duly organized under the laws of the Commonwealth of Pennsylvania, with a principal office located at 140 Pottstown Pike, Chester Springs, Chester County, Pennsylvania 19425 (the "Township"), **UPPER UWCHLAN TOWNSHIP MUNICIPAL AUTHORITY,** a body corporate and politic, duly organized under the laws of the Commonwealth of Pennsylvania, with a principal office located at 140 Pottstown Pike, Chester Springs, Chester County, Pennsylvania 19425 (the "Authority"), and **THE PRESERVE AT MARSH CREEK LLC**, a Pennsylvania limited liability company, with a principal office located at 940 West Sproul Road, Suite 301, Springfield, Pennsylvania 19064 ("McKee").

BACKGROUND

A. Township, Authority and McKee are parties to that certain Agreement for the Expansion of the Route 100 Central Wastewater Treatment Plant dated November 19, 2019, as amended by that certain First Amendment dated December 28, 2021 (collectively, the "Expansion Agreement"), all of the terms, conditions and provisions of which are hereby incorporated by reference as if fully set forth herein. All capitalized terms not otherwise defined herein shall have the meanings set forth in the Expansion Agreement.

B. On September 17, 2024, McKee advised the Township and the Authority that the Expansion is "Substantially Complete" as provided under Section 4(a) of the Expansion Agreement.

C. During the course of construction of the Expansion, McKee incurred and paid certain material, equipment and labor costs which were in excess of the Expansion Budget but which were unavoidable due to market forces beyond the Parties control and/or which were unknowable at the time the Expansion Budget was developed and made part of the Expansion Agreement. Among the costs included in the Expansion Budget were those to upgrade the original SCADA systems at the Route 100 Wastewater Treatment Plant and the Upland Farm Effluent Facility. However, upon commencement of the work necessary for the Expansion it was

determined by all parties that it would be better to replace, rather than upgrade, those SCADA systems in order to take advantage of newer technologies and communications systems which would enhance the operation of all the Authority's systems.

D. While the Expansion is Substantially Complete and the Authority has operational control of the Expansion, dedication of the Expansion cannot be offered or accepted until (a) the Township Engineer issues a Certificate of Completion, and, (b) McKee, the Township and the Authority agree on the final Expansion Costs and the Township's proportionate share of those Expansion Costs under Section 5 of the Expansion Agreement following a full accounting of the Expansion Costs by McKee (the Township's obligation to pay to McKee a proportionate share of the Expansion Costs is hereafter referred to as the "Township Share").

E. Given the delay in completing the Expansion, much of which was beyond the control of any of the parties, and its having advanced all of the Expansion Costs to date, McKee has requested the Expansion Agreement be amended to permit the payment of an interim amount which would be credited against the Township Share at the time the Expansion is dedicated to the Township.

F. Notwithstanding the fact a full accounting of the Expansion Costs has not been completed or agreed to, the Township and the Authority reasonably believe the Township Share shall equal or surpass Two Million and 00/100 ($2,000,000.00) Dollars. Further, the Township and the Authority believe an interim payment to McKee in such amount is reasonable in light of all the circumstances of the Expansion and McKee's efforts to complete the Expansion.

G. Township, Authority and McKee desire to enter into this Second Amendment in order to confirm Substantial Completion of the Expansion and to amend the Expansion Agreement to provide for an interim payment to McKee, all on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the matters recited above and the agreements set forth below, the Township, the Authority and McKee, intending to be legally bound, agree as follows:

1. The Expansion is Substantially Complete within the meaning of the Expansion Agreement and the Expansion has been integrated into the Authority's larger systems; ***provided, however,*** agreement to such status by the Township and the Authority does not release, waive, or limit any of the Expansion work and/or punch list items which must be completed by McKee prior to dedication to the Township. With the Expansion being Substantially Complete, the Authority is

operating the Expansion as part of the Route 100 Wastewater Treatment Plant and the larger municipal sewage treatment and disposal system of which that plant is a part.

2. The Expansion Agreement, including but not limited to Section 5(e) thereof, is hereby amended so that the Township shall pay to McKee upon the full execution of this Second Amendment the amount of Two Million and 00/100 ($2,000,000.00) Dollars which sum shall be credited against the Township Share which shall be due when the Expansion is dedicated to the Township (the "Interim Payment").

3. The making of the Interim Payment shall not waive, release, or limit the right of the Township to seek a refund of any portion of the Interim Payment if the final accounting of the Expansion Costs determines the Township Share to be less than Two Million and 00/100 ($2,000,000.00) Dollars.

4. Any Interim Payment shall be made without prejudice to any rights possessed by the Township and/or the Authority under the Expansion Agreement or the law, and neither this Second Amendment nor the making of the Interim Payment shall be, or shall they be deemed to be, (a) an acceptance of the Expansion or any part thereof for dedication, (b) a waiver or release of any claim which the Township and/or the Authority may have against McKee for incomplete or defective work, (c) a waiver of any warranty, guaranty or bond in favor of the Township and/or the Authority, or (d) an agreement as to the Expansion Costs or the Township Share.

5. Except as specifically set forth herein, all other terms and conditions of the Expansion Agreement shall remain in full force and effect. Neither the Expansion Agreement nor this Second Amendment shall be modified except in a writing authorized and signed by all of the parties.

INTENTIONALLY LEFT BLANK, EXECUTION OF FOLLOWING PAGE

IN WITNESS WHEREOF, the parties have executed this Second Amendment by their duly authorized officers the date and year first above written.

Witness:

THE PRESERVE AT MARSH CREEK, LLC, a Pennsylvania limited liability company

_____

By: _____
Name: _____
Title: _____

Attest:

UPPER UWCHLAN TOWNSHIP

_____
Gwen Jonik, Secretary

By: _____
Jennifer F. Baxter, Chairperson

Attest:

UPPER UWCHLAN TOWNSHIP MUNICIPAL AUTHORITY

_____
G. Matthew Brown,
Authority Administrator

By: _____
Joseph Samarco, President

BUCKLEY BRION
MCGUIRE & MORRIS LLP

ARISTIDIS W. CHRISTAKIS
p: 610.235.0230
e: achristakis@buckleyllp.com
118 W. Market Street, Suite 300
West Chester, PA 19382-2928

MEMORANDUM

To:	Tony Scheivert, Upper Uwchlan Township Manager
From:	Aristidis W. Christakis, Esquire
Date:	October 3, 2024
Subject:	Struble Trail Extension – Drainage Improvement Maintenance Agreement
CC:	Steven Buck, RLA, Chester County Planning Commission Kristin Camp, Esquire

Enclosed herewith for the Board of Supervisors' consideration, approval, and execution at their meeting on October 21, 2024 is the Drainage Improvement Maintenance Agreement which requires Chester County to assume maintenance obligations for certain stormwater improvements related to the Struble Trail Extension and located in the PennDOT Right of Way at Dorlan Mill Road.

As you likely recall, last year, the Township's Board of Supervisors granted Final Land Development Approval for the construction of an extension of Chester County's Struble Trail over Dorlan Mill Road, and continuing some distance to the West. That work involves certain storm water piping that is intended to run under Dorlan Mill Road, within the PennDOT Right of Way.

Because municipalities bear statutory responsibility for maintenance of these improvements in certain contexts, it is customary for municipalities to enter into agreements which pass on those maintenance obligations to the developers who are installing (and benefitting from) the improvements. The enclosed Agreement achieves this purpose and protects the Township by requiring the County to primarily undertake any required maintenance or repair activities with respect to the piping installed below the road.

This Agreement also requires the approval of the County Commissioners. We anticipate that approval and execution will be obtained at their public meeting on October 23, 2024.

Kindly note that Exhibit "B" to the Agreement is the to-be-issued Highway Occupancy Permit for the work to be performed by the County. Once issued by PennDOT, that Exhibit "B" will be inserted after execution of the Agreement, but prior to recording of the same.

AFTER RECORDING RETURN TO:
Aristidis W. Christakis, Esquire
Buckley Brion McGuire & Morris LLP
118 West Market Street
Suite 300
West Chester, PA 19382

UPI No. 32-6-49.3 p/o

DRAINAGE IMPROVEMENT MAINTENANCE AGREEMENT

THIS DRAINAGE IMPROVEMENT MAINTENANCE AGREEMENT ("Agreement"), is made and entered into this ____day of _____, 2024, by and between the COUNTY OF CHESTER, a Pennsylvania County, with an address of _____ ("County") and UPPER UWCHLAN TOWNSHIP, a municipal subdivision of the Commonwealth of Pennsylvania ("Township").

BACKGROUND

A. County is the owner of certain easement rights over and through an approximately 2.7 acre parcel of land of Natural Lands, located on the westerly side of Dorlan Mill Road in Upper Uwchlan Township, Chester County, Pennsylvania, said parcel being identified as UPI No. 32-6-49.3 and being more particularly described in a Deed recorded in the Office of the Recorder of Deeds for Chester County, Pennsylvania, in Book 7525, Page 642 ("Property"), with the said easement rights described in that certain Public Trail Easement between County and the said landowner, Natural Lands, recorded in Book 11121, Page 2158.

B. County has previously received Preliminary Land Development Approval and Final Land Development Approval on July 17, 2023, wherein the Township approved the plan entitled "Struble Trail – Extension II" prepared by Bursich & Associates, Inc. dated May 1, 2019, last revised May 17, 2023 (the "Plan") which proposes the extension of the County's existing trail network over the Property as described in the Public Trail Easement Agreement.

C. County has applied to the Pennsylvania Department of Transportation ("PennDOT") for a Highway Occupancy Permit ("Roadway HOP") for construction of certain improvements in the right-of-way of Dorlan Mill Road (S.R. 4019).

D. A prerequisite of County's Roadway HOP approval will be a separate Stormwater Facilities PennDOT highway occupancy permit for the installation of certain drainage facilities ("Drainage HOP") in the right-of-way of Dorlan Mill Road including a subsurface storm pipe that

connects to existing or proposed storm water facilities on the east and west sides of Dorlan Mill Road (the "Drainage Facilities").

E. PennDOT is requiring that the Township be a co-applicant on the application for the Drainage HOP (and to become co-permittee) and that the Township accept ultimate responsibility for maintaining the Drainage Facilities in Dorlan Mill Road.

F. The Township is willing to join with County as co-applicant of the Drainage HOP (and to become co-permittee) subject to the terms, conditions and provisions set forth in this Agreement.

NOW, THEREFORE, County and the Township, each intending to be legally bound, agree as follows:

1. Background. The background set forth above is incorporated into and made part of this Agreement.

2. Drainage HOP Application. County shall cause to be prepared, at no cost or expense to the Township, an application to PennDOT for approval of the Drainage HOP ("Application"). The Application shall be prepared in a form and substance satisfactory to the Township and shall name the Township as the co-applicant for the Drainage HOP. Upon completion of the Application, the Township shall execute the Application and provide the Application to County's traffic engineer for submission to PennDOT for review. In the event PennDOT should require any modifications to the Application or request additional information in connection with the Application, the Township shall notify County of the same and County shall cause compliance with the same in a form and content satisfactory to the Township. Upon approval and issuance of the Drainage HOP, the Township shall notify County of the same and provide County with a copy of the Drainage HOP.

3. Construction of Improvements. Concurrent with the construction of the improvements set forth in the Plan, County shall cause to be constructed, at no cost or expense to the Township, the Drainage Facilities set forth in the Drainage HOP in a good and workmanlike manner and in conformance with the requirements of the Drainage HOP and the Plan and otherwise in conformance with other applicable PennDOT requirements and Township requirements. If PennDOT should require an improvement guarantee for the cost of construction and installation of the Drainage Facilities, County shall cause such financial security to be provided to PennDOT prior to the commencement of construction of the Drainage Facilities. If PennDOT does not require an improvement guarantee for the cost of construction and installation of the Drainage Facilities, County shall cause sufficient financial security for the Drainage Facilities to be posted with the Township.

4. Maintenance and Usage of Drainage Facilities. Attached as Exhibit "A" of this Agreement is a plan set entitled "PennDOT Highway Occupancy Permit Plans, Struble Trail – Extension II for Construction of Storm Drainage Improvements" prepared by Bursich & Associates, Inc. dated September 6, 2024, which depicts that portion of the Drainage Facilities for which PennDOT has assigned ultimate maintenance responsibilities to the Township. County shall

assume from the Township the maintenance responsibility for that area designated in Exhibit "A" and County shall perform all maintenance to said Drainage Facilities as may be required from time to time by PennDOT or the Township pursuant to applicable laws and regulations. The Township shall provide County written notice of any work required of County pursuant to the terms of this Agreement. Notwithstanding the foregoing, County shall have no responsibility for any relocation, modification or expansion of the subject Drainage Facilities that are not required for maintenance purposes. In addition, the Township shall not allow any additional land development within the upstream drainage field of the Drainage Facilities which would adversely impact the operation, integrity or maintenance of those Drainage Facilities County is required to maintain without the prior written consent of County.

A. Inspections. Except as modified below, County shall cause the Drainage Facilities to be inspected annually. Notwithstanding the foregoing, County may, with written notice to Township, choose to inspect the Drainage Facilities together with other contiguous or nearby County-owned drainage facilities. All such inspections shall be performed by a civil engineer licensed as such in the Commonwealth of Pennsylvania who shall prepare a written inspection report in which such civil engineer shall (i) identify the condition of the Drainage Facilities as of the time of his or her inspection thereof; (ii) identify any maintenance, repairs and/or modifications that County performed with regard to the Drainage Facilities during the twelve (12) month period immediately preceding such inspection; (iii) identify any maintenance, repairs and/or modifications then required in order to permit the Drainage Facilities to function in accordance with the design thereof; and (iv) other than as to such maintenance, repairs and/or modifications (if any), certify that the Drainage Facilities are functioning in accordance with the design thereof. The written inspection report shall be submitted to the Township Engineer within two weeks of completion of the report. If maintenance, repairs and/or modifications for the Drainage Facilities are/is recommended in the inspection report, County shall commence those within the shorter of: (i) the time required pursuant to applicable regulations, or (ii) within sixty (60) days of the date that PennDOT shall authorize the same and, within two (2) weeks after completion of the maintenance, repairs and/or modifications, the civil engineer who prepared the annual inspection report, as aforesaid, shall submit to the Township a follow-up inspection report pursuant to which he or she shall include a description of the maintenance, repairs and/or modifications performed and a certification that the Drainage Facilities are then functioning in accordance with the design thereof.

B. Township Right to Cure. In the event County fails to comply with the terms of this Agreement and Township shall elect to cure the Deficiencies (as hereinafter defined), Township shall send written notice to County specifying the areas of noncompliance ("Deficiencies") and the steps that County must take to comply. In the event County does not comply with the terms of the notice within thirty (30) days of the date thereof, or diligently pursue compliance in circumstances where compliance is not possible within such thirty (30) day period due to weather conditions, refusal or delay by PennDOT to authorize the same or otherwise, the Township shall have the right, but not the obligation, to complete any maintenance, repairs and/or modifications necessary to correct the Deficiencies and, thereafter:

1. collect the cost thereof from County by municipal lien against the Property; and/or

2. collect the cost thereof (together with Township's actual and reasonable engineering, legal and court costs) from County; and/or

3. pursue any other remedy allowed by law or equity.

C. Prohibition of Alteration or Removal. Except as expressly set forth in this Agreement or as required pursuant to applicable law to the contrary, County shall not alter or remove the Drainage Facilities unless County receives prior written approval for such alteration or removal from each of the Township and PennDOT.

5. Insurance; Indemnity.

A. Insurance. County shall obtain and maintain during the entire term of this Agreement one or more public liability and property damage insurance policy(ies) covering injury, death or property damage claims arising out of the installation, construction, operation or maintenance of the Drainage Facilities. Such insurance policies shall provide bodily injury, including death, and property damage coverage in the minimum amount of One Million and 00/100 Dollars ($1,000,000.00) per occurrence and Two Million and 00/100 Dollars ($2,000,000.00) in the aggregate. Such insurance policy(ies) shall be occurrence based and shall name Township as an additional insured. Any policy of insurance required hereunder shall provide that such policy may not be cancelled without first giving Township thirty (30) days' prior written notice of cancellation and shall contain a waiver of subrogation clause *vis-à-vis* the Township. County's insurance shall be primary and non-contributory to insurance coverage maintained by Township. County shall provide to Township a Certificate of Liability Insurance annually at the policy renewal which shall include the aforementioned limits, additional insured endorsement and prior cancellation notice clause. The insurance carrier providing such coverage shall be rated at minimum of "A" per A.M. Best insurance rating agency.

B. Indemnification of Township. Except for Township Claims (as hereinafter defined) arising out of or in any manner or form related to the negligence or willful misconduct of the Township and/or any of the Township's officials, agents, contractors, employees or subcontractors, County, for itself and its successors or assigns, shall at all times indemnify and defend the Township and, as applicable, its elected officials from and against any and all claims, suits, legal expenses or judgments arising out of or related in any respect to the installation, construction, operation or maintenance of the Drainage Facilities (collectively the "Township Claims"). County shall have the duty to defend the Township and, as applicable, its elected officials against any Township Claims made by any person who alleges that adverse conditions, damages, or loss have been caused by installation, construction, operation or maintenance of the Drainage Facilities (excepting maintenance that Township performs pursuant to Section 4.B. of this Agreement). In the event County fails to undertake the defense of any Township Claims and Township is required to enter upon its own defense, County shall reimburse the Township for all actual and reasonable defense expenses the Township incurs including engineering fees, expert witness fees, fines, penalties, reasonable legal fees, and court costs and, in addition, County shall pay any judgment rendered against the Township as a result of such Township Claim. In the event County shall fail to pay the proper costs, legal fees, other expenses or damages as herein provided and the Township is required to pay same, the Township shall have the right to receive the monies it has expended, together with the actual and reasonable attorneys' fees incurred in pursuing

reimbursement from County, either by (A) commencing a civil action against County in the Court of Common Pleas of Chester County, or (B) causing a lien to be placed on the Property in an amount equal to the sums required to be expended, or (C) any other manner permitted at law or in equity.

6. Drainage HOP Exhibit; Recording of Agreement. County and the Township understand and acknowledge that upon issuance by PennDOT of the Drainage HOP, a copy of said Drainage HOP shall be attached to this Agreement as Exhibit "B" and shall be incorporated into and made part of this Agreement. This Agreement shall then be recorded in the Office of the Recorder of Deeds for Chester County, Pennsylvania at the cost of County.

7. Notices. Any notices required or permitted to be given under this Agreement shall be given in writing and shall be delivered either:

(a) In person; or

(b) By commercial overnight carrier that guarantees next day delivery and provides receipt for the same; or

(c) By email (followed by hard copy delivered in accordance with the preceding subsections (a) or (b)); and

(d) Such notice is addressed as follows:

If to Township:
Upper Uwchlan Township
Attn: Township Manager
140 Pottstown Pike
Chester Springs, PA 19425
Telephone No. 610-458-9400
Email: tscheivert@upperuwchlan-pa.gov

If to County:
County of Chester
Attn: Director of Facilities
313 W. Market Street, Suite 5402
West Chester, PA 19380
Email: gmartynick@chesco.org

8. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Pennsylvania.

9. Covenants Running with the Land. This Agreement and the provisions herein shall solely be covenants running with the land and shall automatically transfer to and be binding upon County's successors in title to the Property. Neither County nor any of its successors in title to the Property shall have any liability under this Agreement after termination of their respective ownership interests in the Property.

10. Entire Agreement. This Agreement contains the entire agreement by and between County and the Township with respect to the subject matter set forth herein and supersedes any prior oral or written understanding.

11. Descriptive Headings. The descriptive headings used herein are for convenience only and they are not intended to indicate all of the matters in the paragraph which follows the descriptive heading. Accordingly, descriptive headings have no effect whatsoever in determining the rights and obligations of the parties under this Agreement.

12. Contingency. This Agreement is contingent upon issuance of the Drainage HOP referenced herein.

13. Counterparts. This Agreement may be executed in one or more counterparts, all of which when taken together shall be considered one and the same agreement and shall become effective when counterparts have been signed by each party and delivered to the other party, it being understood that both parties need not sign the same counterpart. In the event that any signature is delivered in .pdf format via electronic mail, such signature shall create a valid and binding obligation of the party executing (or on whose behalf such signature is executed) with the same force and effect as if such signature page were an original thereof. The Parties shall cooperate to obtain originals as may be required for recording.

[Signature Page(s) Follow]

IN WITNESS WHEREOF, the parties have caused this Agreement to be signed and delivered as of the day and year first above written.

ATTEST:

_____

COUNTY OF CHESTER

_____
Josh Maxwell, Chair

_____
Marian D. Moskowitz, Vice Chair

_____
Eric M. Roe, Member

COMMONWEALTH OF PENNSYLVANIA :
ss
COUNTY OF CHESTER :

On this, the ___ day of _____, 2024, before me, the undersigned officer, personally appeared **Josh Maxwell, Marian D. Moskowitz, and Eric M. Roe** who acknowledged themselves to be the Chair, Vice Chair, and Member, respectively, of the Board of Commissioners of **THE COUNTY OF CHESTER**, and that they, in such capacities of the Board of Commissioners of the County of Chester, being authorized to do so, executed the within instrument for the purposes therein contained.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

ATTEST: UPPER UWCHLAN TOWNSHIP

_____ By: _____
Jenn Baxter
Chairperson

COMMONWEALTH OF PENNSYLVANIA :
: ss.
COUNTY OF CHESTER :

ON this _____ day of _____, 2024, before me a Notary Public, the undersigned officer, personally appeared Jenn Baxter, who acknowledged herself to be the Chairperson of the Board of Supervisors of Upper Uwchlan Township, and that being authorized to do so as such officer executed the foregoing instrument for the purposes therein contained on behalf of the Township.

In witness whereof, I hereunto set my hand and official seal.

_____
Notary Public

Exhibit "A"

PennDOT Highway Occupancy Permit Plans, Struble Trail – Extension II for Construction of Storm Drainage Improvements"

prepared by Bursich & Associates, Inc.

dated September 6, 2024

HOP	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	6-0	CHESTER	4019	10	1 of 6
	UPPER UWCHLAN TOWNSHIP				
	REVISION NUMBER	REVISIONS		DATE	BY

PENNDOT HIGHWAY OCCUPANCY PERMIT PLANS
STRUBLE TRAIL - EXTENSION II

FOR

CONSTRUCTION
OF
STORM DRAINAGE IMPROVEMENTS

ROUTE SR 4019

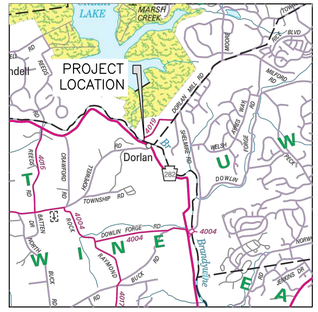
IN CHESTER **COUNTY**

STA. 203+36.91

SEGMENT 0010 OFFSET 0317

APPLICANT:

COUNTY OF CHESTER DEPARTMENT OF FACILITIES
313 W. MARKET ST., SUITE 5402
P.O. BOX 2748
WEST CHESTER PA 19380-0091



LOCATION MAP
NOT TO SCALE

SHEET INDEX:

SHEET NO.	DRAWING TITLE
1.	TITLE SHEET
2.	EXISTING FEATURES PLAN
3.	OVERALL SITE PLAN
4.	STORM SEWER INSTALLATION PLAN
5.	PROFILE & CONSTRUCTION DETAILS
6	MAINTENANCE & PROTECTION OF TRAFFIC PLAN

EXISTING FEATURES LEGEND:

BOUNDARY
EASEMENT LINE
CENTERLINE OF ROAD
RIGHT OF WAY
EDGE OF PAVEMENT
BUILDING
EXISTING CONTOURS
UTILITY POLE
GUY WIRE

PROPOSED FEATURES LEGEND:

EDGE OF PAVEMENT
MACADAM PAVING
GRAVEL SHOULDER
STONE UNDERDRAIN
PROPOSED CONTOUR
EXISTING ELEVATION × 289.86
PROPOSED ELEVATION × 289.86
INLET
STORM MANHOLE
TRENCH DRAIN
STORM SEWER PIPE

STANDARD DRAWING LIST

DETAILS OTHER THAN THOSE INDICATED ARE ON THE FOLLOWING STANDARD DETAILS FROM PENNDOT PUBLICATION 72M:

STANDARD DRAWING NUMBER	DRAWING DATE	DESCRIPTION
RC-45M	SEPTEMBER 15, 2016	INLET TOPS, GRATES AND FRAMES
RC-46M	SEPTEMBER 15, 2016	INLET BOXES

THE PERMITTEE IS REQUIRED TO PROVIDE THE CONTRACTOR WITH COPIES OF THE MOST CURRENT APPLICABLE RC DRAWINGS FROM PENNDOT PUBLICATION 72M.

PENNDOT PUB. 282 NOTES

1. THE EXISTING SPEED LIMIT ON S.R. 4019 IS 25 M.P.H.
2. THE RIGHT-OF-WAY IS FREE ACCESS.
3. ALL WORK IN PA STATE HIGHWAY RIGHT-OF-WAY IS TO BE PERFORMED CONSISTENT WITH THE FOLLOWING:
   1. PENNDOT PUBLICATION 13M, DESIGN MANUAL PART 2 - HIGHWAY DESIGN
   2. PENNDOT PUBLICATION 34, APPROVED AGGREGATE PRODUCERS (BULLETIN 14)
   3. PENNDOT PUBLICATION 35, APPROVED CONSTRUCTION MATERIALS (BULLETIN 15)
   4. PENNDOT PUBLICATION 41, PRODUCERS OF BITUMINUOUS MATERIALS (BULLETIN 41)
   5. PENNDOT PUBLICATION 42, PRODUCERS OF READY-MIX CONCRETE (BULLETIN 42)
   6. PENNDOT PUBLICATION 46, TRAFFIC ENGINEERING MANUAL
   7. PENNDOT PUBLICATION 72M, STANDARDS FOR ROADWAY CONSTRUCTION
   8. PENNDOT PUBLICATION 111, PAVEMENT MARKINGS AND SIGNING STANDARDS
   9. PENNDOT PUBLICATION 212, OFFICIAL TRAFFIC CONTROL DEVICES
   10. PENNDOT PUBLICATION 213, TEMPORARY TRAFFIC CONTROL GUIDELINES
   11. PENNDOT PUBLICATION 408, SPECIFICATIONS
4. PA STATE HIGHWAY RIGHT-OF-WAY MAY NOT BE USED FOR PARKING.
5. PERMITTEE IS RESPONSIBLE FOR MAINTENANCE OF ALL AUTHORIZED STRUCTURES, FACILITIES AND DRAINAGE.
6. PERMITTEE IS RESPONSIBLE FOR MAINTENANCE OF ALL AUTHORIZED SIGNS AND PAVEMENT MARKINGS.
7. CONTACT PENNSYLVANIA ONE-CALL (1-800-242-1776) THREE WORKING DAYS BEFORE EXCAVATION OR DEMOLITION WORK. SERIAL NUMBER 20231740165 FOR UPPER UWCHLAN TOWNSHIP.
8. THIS PERMIT MAY BE RESTRICTED ON WORKING HOURS AND TIMES FOR HOLIDAYS, WEEKENDS, AND SPECIAL OR UNFORESEEN EVENTS AND WILL REQUIRE APPROVAL FROM THE COUNTY OFFICE PRIOR TO WORKING DURING THESE PERIODS.
9. FINAL APPROVAL OF THE PROPOSED SAWCUT LOCATION WILL BE AT THE DISCRETION OF THE INSPECTOR-IN-CHARGE AND WILL BE CONFIRMED AT THE PRE-CONSTRUCTION MEETING. IF THE SAWCUT MUST BE LOCATED IN A TRAVEL LANE, IT WILL BE NECESSARY TO MILL AND OVERLAY THE TRAVEL LANE TO PREVENT A JOINT IN THE WHEEL PATH.
10. THE PROPOSED PAVEMENT SECTION BY CURB CUTS FOR RAMP INSTALLATION SHALL MATCH THE EXISTING AS FOUND IN THE FIELD.
11. ALL EXISTING PAVEMENT MARKINGS WHICH ARE NO LONGER APPROPRIATE SHALL BE ERADICATED BY THE PERMITTEE. THE PERMITTEE SHALL PLACE ALL REQUIRED NEW PAVEMENT MARKINGS.
12. ALL PAVEMENT MARKINGS OTHER THAN LONGITUDINAL LINES TO BE HOT THERMOPLASTIC (PENNDOT PUBLICATION 111, TC-8600).
13. MATCH EXISTING PAVEMENT MARKINGS AT THE LIMITS OF WORK.
14. MATERIAL CERTIFICATION MUST BE PROVIDED, BY AN APPROVED MANUFACTURER LISTED IN THE DEPARTMENT'S PUBLICATION 35 (BULLETIN 15), FOR ALL MATERIALS AND STRUCTURES WITHIN PENNDOT RIGHT-OF-WAY.
15. ALL PROPOSED PEDESTRIAN FACILITIES REFLECTED ON THESE PLANS, INCLUDING THOSE THAT ARE OUTSIDE OF PENNDOT LEGAL RIGHT-OF-WAY, SHALL BE CONSTRUCTED TO COMPLY WITH THE REQUIREMENTS OF THE U.S. ACCESS BOARD, PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) OF THE ACCESSIBILITY GUIDELINES OF BUILDINGS AND FACILITIES (ADAAG). PENNDOT DESIGN MANUAL PART 2, CHAPTER 6, AND PENNDOT STANDARDS FOR ROADWAY CONSTRUCTION (PENNDOT PUBLICATION 72M, RC-67M) PROVIDE GUIDANCE ON ADA ACCESSIBLE DESIGN FOR PEDESTRIAN FACILITIES AND CAN BE UTILIZED FOR REFERENCE.
16. ALL SLOPE MEASUREMENTS WILL BE INSPECTED/VERIFIED WITH A 2-FOOT SMART LEVEL.
17. IT IS THE RESPONSIBILITY OF THE PERMITTEE TO REMOVE ANY DEBRIS AND FLUSH OUT ALL EXISTING AND NEW STORM DRAINAGE FACILITIES WITHIN THE PROJECT LIMITS AT THE COMPLETION OF THE CONSTRUCTION.
18. MODIFICAITONS TO EXISTING DRAINAGE STRUCTURES MAY RESULT IN THE NEED TO REPLACE THE STRUCTURE. REPLACEMENT WILL BE AT THE DISCRETION OF THE INSPECTOR-IN-CHARGE.
19. THE PERMITTEE IS RESPONSIBLE FOR THE COORDINATION OF RELOCATING ANY CONFLICTING UTILITIES WHICH ARE A RESULT OF THESE IMPROVEMENTS.
20. ALL UTILITY RELOCATION PERMITS TAKE PRECEDENCE OVER THE UTILITY RELOCATION POSITIONS SHOWN ON THE HOP PLANS.
21. THE PENNDOT LEGAL RIGHT OF WAY INFORMATION OBTAINED FROM RIGHT OF WAY RECORD, COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF HIGHWAYS, ROUTE 15188, A PORTION DATED APRIL 14, 1851 (35' WIDTH), AND A PORTION PER ACT 69, DATED MAY 1, 1933 (33' WIDTH).
22. ALL SUBSTANDARD OR DAMAGED CURB WITHIN THE LIMITS OF WORK MUST BE REPLACED, AS NECESSARY.
23. NO UNSUITABLE MATERIAL IS TO BE USED IN ANY PORTION OF THE ROADWAY CONSTRUCTION. REMOVE ANY SUBGRADE THAT CANNOT BE PROPERLY COMPACTED AND THAT IS UNSUITABLE MATERIAL. UNDERCUTTING AND/OR SUBGRADE STABILIZATION MAY BE REQUIRED.
24. SAWLINE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DEEMED NECESSARY BY A PENNDOT REPRESENTATIVE.
25. ALL WORK PERFORMED WITHIN THE STATE LEGAL RIGHT OF WAY MUST BE IN ACCORDANCE WITH PENNDOT PUBLICATION 72M, STANDARDS FOR ROADWAY CONSTRUCTION, RC-0M TO 100M, AS AMENDED.
26. IF IT IS DETERMINED THAT THE CONDITION OF AN EXISTING PIPE IS SUBSTANDARD, THE ENTIRE PIPE MUST BE REPLACED.
27. ALL TRENCH OPERATIONS WITHIN THE LEGAL RIGHT OF WAY OF THE STATE HIGHWAY MUST BE CONDUCTED IN ACCORDANCE WITH OSHA'S EXCAVATION STANDARD 29CFR PART 1926, SUBPART P.
28. THE PERMITTEE IS REQUIRED TO PROVIDE THE CONTRACTOR WITH COPIES OF THE MOST CURRENT APPLICABLE RC DRAWINGS FROM PENNDOT PUBLICATION 72M. THIS REQUIREMENT WILL BECOME A CONDITION ON THE PERMIT.
29. DRAINAGE INSTALLED BY THIS PERMIT IS THE PRIMARY RESPONSIBILITY OF THE LOCAL GOVERNMENT TO CONTINUALLY MAINTAIN OR REPLACE.
30. PRIVATE CO-PERMITTEE IS RESPONSIBLE FOR PROVIDING FUNDING TO THE LOCAL GOVERNMENT TO OFFSET FUTURE MAINTENANCE COSTS ASSOCIATED WITH THE PERMITTED DRAINAGE FACILITIES.
31. DETAILS, OTHER THAN THOSE INDICATED, ARE ON THE FOLLOWING STANDARD DRAWINGS: SEE STANDARD DRAWING LIST, THIS PAGE.

GENERAL NOTES

1. ALL CONTRACTORS WORKING ON THIS PROJECT SHALL COMPLY WITH REQUIREMENTS OF P.L. 853, NO. 287, DECEMBER 1974, AS AMENDED ON OCTOBER 9, 2008 BY PENNSYLVANIA ACT 121, ENTITLED UNDERGROUND UTILITY PROTECTION ACT.
2. THE EXISTING TOPOGRAPHIC INFORMATION AND BASE SURVEY INFORMATION WAS DONE BY BURSICH ASSOCIATES, INC., DATED MARCH 28, 2023.
3. BURSICH ASSOCIATES, INC. MAKES NO CLAIM AS TO THE ACCURACY OF THE UNDERGROUND UTILITIES SHOWN ON THESE PLANS. THE EXISTING UTILITIES SHOWN ARE BASED ON THE INFORMATION PROVIDED BY THE UTILITY COMPANIES VIA PLANS AND SITE MARKOUTS, IN ADDITION TO ASSUMPTIONS MADE FROM THE SITE OBSERVATIONS OF VISIBLE SURFACE FEATURES. THE VERTICAL DEPTHS SHOWN ARE APPROXIMATE AS TAKEN FROM THE UTILITY PLANS (WHEN AVAILABLE) OR ASSUMED DEPTHS (WHEN NOT AVAILABLE, AND HAVE NOT BEEN ACCURATELY LOCATED BY TEST PITS, SOFT-DIG, OR OTHER GEOPHYSICAL TECHNIQUES. THE VERIFICATION OF EACH UTILITY SHOWN OR NOT SHOWN IS THE RESPONSIBILITY OF THE CONTRACTOR AND MUST BE DONE PRIOR TO THE START OF WORK
4. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT THE PA ONE CALL SYSTEM (PHONE: 1-800-242-1776) THREE WORKING DAYS IN ADVANCE OF ANY EXCAVATION FOR THE MARKOUT OF THE LOCATION OF UTILITIES AND NOTIFICATION OF COMMENCEMENT OF WORK. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL UTILITY MARKINGS WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE PROJECT. IF UTILITY MARKINGS ARE OBLITERATED, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING PA ONE CALL FOR A NEW MARKOUT.
5. PA ONE CALL SERIAL NUMBER 20231740165 WAS ASSIGNED TO THE PROJECT, DATED 06/28/23.
6. THE CONTRACTOR MUST COMPLY WITH ALL US DEPT. OF LABOR, OSHA REGULATIONS, LATEST REVISIONS. ALL CONSTRUCTION METHODS AND MATERIALS SHALL BE IN ACCORDANCE WITH PENNDOT SPECIFICATION PUBLICATION 408, LATEST REVISIONS, AND SHALL MEET OR EXCEED THE LOCAL MUNICIPALITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION.
7. THE PERMITTEE IS RESPONSIBLE FOR CONTACTING PENNDOT AND ISSUING PUBLIC NOTICE AT LEAST 14 DAYS PRIOR TO THE COMMENCEMENT OF WORK WITHIN THE STATE RIGHT OF WAY.
8. THE PERMITTEE IS RESPONSIBLE FOR CONTACTING MUNICIPAL OFFICIALS AT LEAST 3 WORKING DAYS PRIOR TO THE COMMENCEMENT OF WORK WITHIN THE STATE RIGHT OF WAY.
9. CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN PERFORMING ANY WORK ACTIVITIES ADJACENT TO PAVEMENT, STRUCTURE, ETC. TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING THE APPROPRIATE MEASURES AS NECESSARY TO ENSURE THE STRUCTURAL STABILITY OF PAVEMENT AND SIDEWALKS TO REMAIN, AND PROVIDE A SAFE WORK AREA.
10. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE DONE TO THE EXISTING ITEMS DURING CONSTRUCTION SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, SIDEWALK, ETC. REPAIR SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS. CONTRACTOR IS RESPONSIBLE TO PROVIDE DOCUMENTATION OF THE CONDITION OF EXISTING ITEMS TO THE OWNER'S DESIGNATED REPRESENTATIVE PRIOR TO CONSTRUCTION START.
11. IT IS THE RESPONSIBILITY OF THE PERMITTEE TO NOTIFY ANY AFFECTED PROPERTY OWNERS OF THE PROPOSED CONSTRUCTION AND MODIFICATIONS ALONG THEIR PROPERTY FRONTAGES WITHIN THE LEGAL RIGHT OF WAY PRIOR TO THE START OF CONSTRUCTION. A COPY OF THE WRITTEN NOTIFICATION MUST BE FORWARDED TO THE PENNDOT DISTRICT 6-0 PERMITS UNIT PRIOR THE ISSUANCE OF A PERMIT AND ALSO KEPT AS RECORD WITH THE APPLICANT'S COPY OF THE HIGHWAY OCCUPANCY PERMIT.
12. IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO GRADE ADJUST/REOLCATE OR HAVE ADJUSTED OR RELOCATED BY THE APPROPRIATE UTILITY COMPANY, ALL MANHOLES, VALVE COVERS, ETC. WHICH FALL WITHIN THE PROJECT LIMITS.
13. ACCESS TO ALL DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
14. ACCESS SIGNING AND PAVEMENT MARKINGS AUTHORIZED BY THE PERMIT MUST BE MAINTAINED BY THE PERMITTEE.
15. THE PERMITTEE IS RESPONSIBLE FOR MAINTAINING THE STORM DRAINAGE SYSTEM DURING CONSTRUCTION.
16. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ANY DEBRIS AND FLUSH OUT ALL EXISTING AND PROPOSED STORM DRAINAGE FACILITIES IN ACCORDANCE WITH PUBLICATION 408, WITHIN THE PROJECT LIMITS AT THE COMPLETION OF CONSTRUCTION.
17. THE RESPONSIBILITY FOR ENSUING THAT ALL UTILITY POLES WITHIN THE PROPOSED PAVING ARE RELOCATED OUTSIDE OF PAVED AREAS AND SHOULDERS SHALL BE THAT OF THE PERMITTEE. THE UTILITY POLES MUST BE RELOCATED BEFORE THE START OF ANY PAVING OPERATIONS.
18. IF THE PROPOSED IMPROVEMENTS REQUIRE THE RELOCATION OF PENNDOT FIBER OPTIC CABLE(S), THE PERMITTEE IS RESPONSIBLE FOR THE FULL EXPENSE OF RELOCATING THOSE FACILITIES.

PENNSYLVANIA ONE CALL SYSTEM, INC. 1-800-242-1776 STOP-CALL BEFORE YOU DIG!

Stop - Call Before You Dig!
Pennsylvania Act 181 (2007) requires notification by excavators, designers, or any person preparing to disturb the earth's surface anywhere in the commonwealth
Pennsylvania One Call System, Inc.
811 or 1-800-242-1776
DESIGN SERIAL NO.
20231740165

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

TITLE SHEET
SR 4019
HOP APPLICATION NO. _____

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

PREPARED BY:
BURSICH ASSOCIATES, INC.
POTTSTOWN, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
NICHOLAS E. FEOLA
ENGINEER
No. 046396-E

Nicholas E. Feola, P.E.
SEPTEMBER 6, 2024
DATE

F:\PROJECTS\CHE-22\137340-1A\DWG\LD_EXHIBITS\PENNDOT_HOP_UTILITY\PD_01.DWG, 9/9/2024 8:47:32 AM

HOP	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	6-0	CHESTER	4019	10	2 of 6
	UPPER UWCHLAN TOWNSHIP				
	REVISION NUMBER	REVISIONS		DATE	BY



0 25' 50'

GRAPHIC SCALE

EXISTING FEATURES PLAN
SR 4019

HOP APPLICATION NO. _____

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

PREPARED BY:
BURSICH ASSOCIATES, INC.
POTTSTOWN, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED
PROFESSIONAL
NICHOLAS E. FEOLA
ENGINEER
No. 046396-E

Nicholas E. Feola, P.E.

SEPTEMBER 6, 2024
DATE

F:\PROJECTS\CHE-22\137340-1A\DWG\LD_EXHIBITS\PENNDOT_HOP_UTILITY\PD_01.DWG, 9/9/2024 9:13:08 AM

HOP	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	6-0	CHESTER	4019	10	3 of 6
	UPPER UWCHLAN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

N/L COMMONWEALTH OF PENNSYLVANIA
UPI 32-6-49.1
DBV 7782 P 1798

N/L NATURAL LANDS TRUST
UPI 32-6-49.3
DBV 10981 P 1377

N/L COUNTY OF CHESTER
UPI 32-06-65.1

THE COUNTY OF CHESTER
UPI 32-6-66
DBV 7788 P 1441

N/L SHRYOCK BROTHERS INC
UPI 32-06-49
DBV 6537 P 85

WEST INFILTRATION TRENCH W/ 6" UNDERDRAIN

EAST INFILTRATION TRENCH W/ 6" UNDERDRAIN

¼ TO 1 SLOPE

PUBLIC TRAIL EASEMENT (VARIABLE WIDTH)

EXISTING TRAIL EASEMENT

TEMPORARY CONSTRUCTION EASEMENT

PENNDOT LEGAL RIGHT OF WAY LINE

EDGE OF PAVING

CL ROAD CENTERLINE

DORLAN MILL ROAD (S.R. 4019)

S.R. 4019
STA. 204+36.91
SEGMENT 0010
OFFSET 0.37

INLET

STORM MANHOLE

UTILITY POLE

10" WATERLINE

6" FIRE MAIN

ROOF DRAIN

TRENCH DRAIN

WELL HOUSE

WATERLINE AND MACADAM DRIVEWAY EASEMENT (NO FURTHER EXPANSION OF THE DRIVEWAY IS PERMITTED) 1,197 S.F.

CONCRETE WALK

CONCRETE PAD

MACADAM RAMP

STOP

RAIN GARDEN

UNCHLAN TOWNSHIP MUNICIPAL AUTHORITY SEWER EASEMENT

UNCHLAN TOWNSHIP MUNICIPAL SEWER EASEMENT

EXISTING RIGHT OF WAY LINE

AREA OF WORK

0 25' 50'
GRAPHIC SCALE

OVERALL SITE PLAN
SR 4019

HOP APPLICATION NO. _____

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

PREPARED BY:
BURSICH ASSOCIATES, INC.
POTTSTOWN, PA

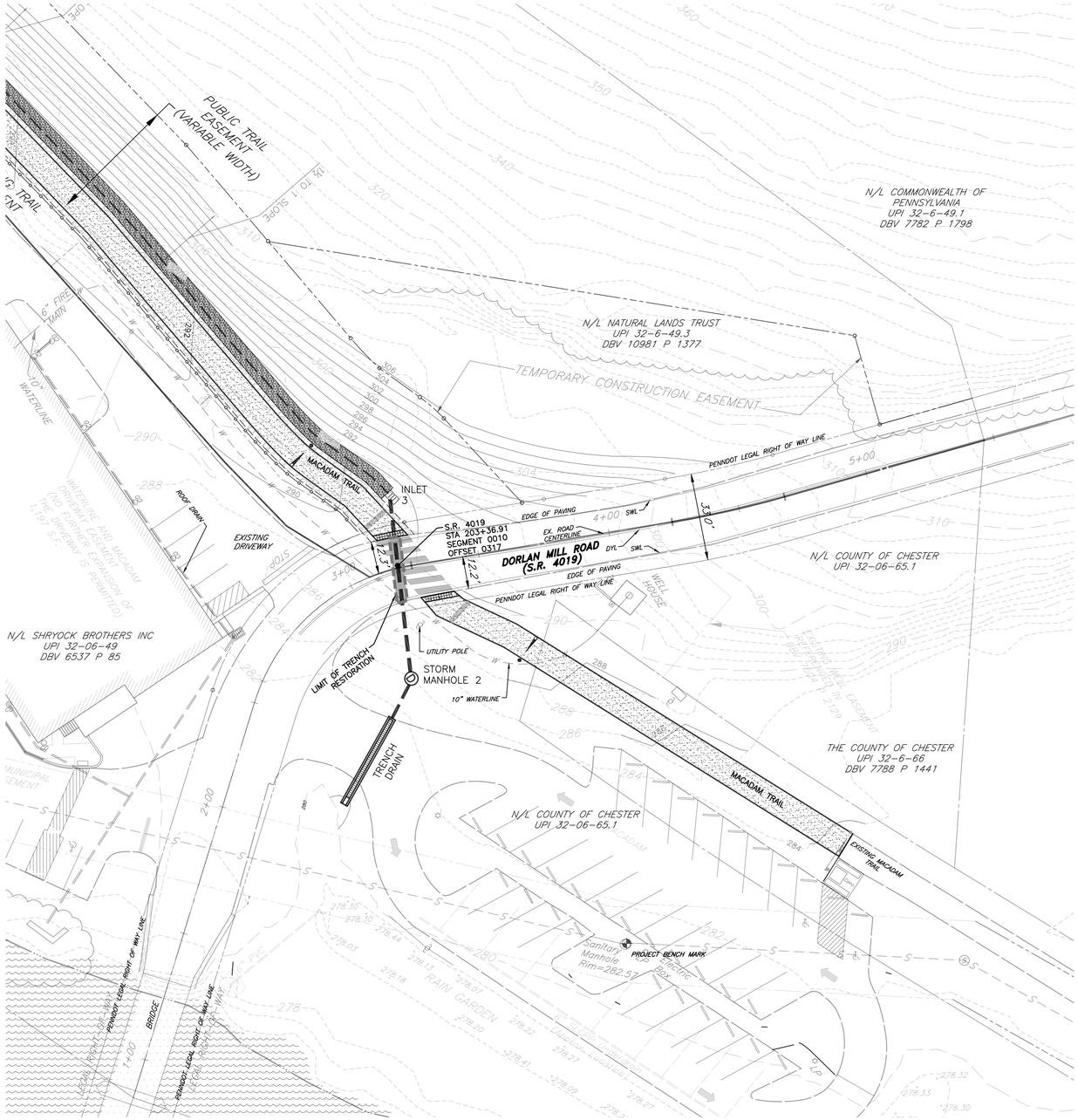
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
NICHOLAS E. FEOLA
ENGINEER
No. 046196-E

Nicholas E. Feola, P.E.

SEPTEMBER 6, 2024
DATE

F:\PROJECTS\CHE-22\137340-1A\DWG\LD_EXHIBITS\PENNDOT_HOP_UTILITY\PD_01.DWG, 9/9/2024 9:13:32 AM

HOP	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	6-0	CHESTER	4019	10	4 of 6
	UPPER UWCHLAN TOWNSHIP				
	REVISION NUMBER	REVISIONS		DATE	BY



0 25' 50'

GRAPHIC SCALE

STORM SEWER
INSTALLATION PLAN
SR 4019

HOP APPLICATION NO. _____

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

PREPARED BY:
BURSICH ASSOCIATES, INC.
POTTSTOWN, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
NICHOLAS E. FEOLA
ENGINEER
No. 046396-E

Nicholas E. Feola, P.E.

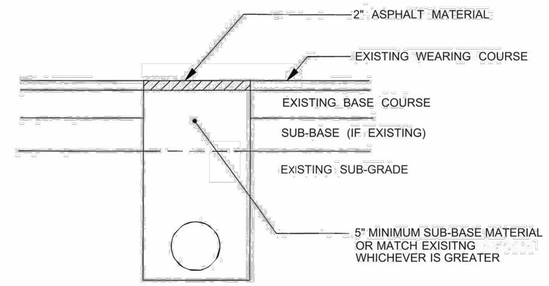
SEPTEMBER 6, 2024
DATE

F:\PROJECTS\CHE-22\137340-1A\DWG\LD_EXHIBITS\PENNDOT_HOP_UTILITY\PD_01.DWG, 9/9/2024 9:13:53 AM

HOP	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	6-0	CHESTER	4019	10	5 of 6
	UPPER UWCHLAN TOWNSHIP				
	REVISION NUMBER	REVISIONS		DATE	BY

TEMPORARY PAVEMENT RESTORATION
NOT TO SCALE

FIGURE C8-4

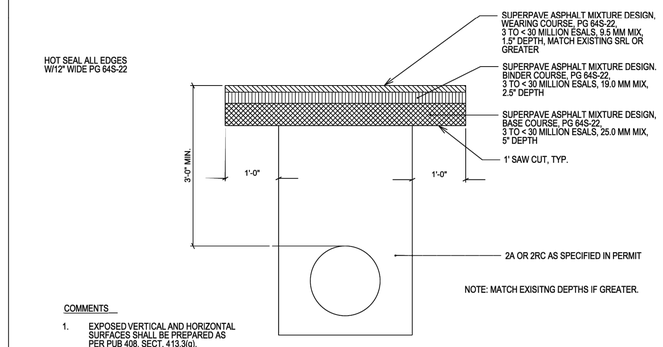


Note: Approved hot-mix or warm-mix asphalt material must be used for temporary restoration when available. Cold mix material will be permitted at the discretion of PennDOT.

11/2021

FLEXIBLE PAVEMENT RESTORATION
NOT TO SCALE

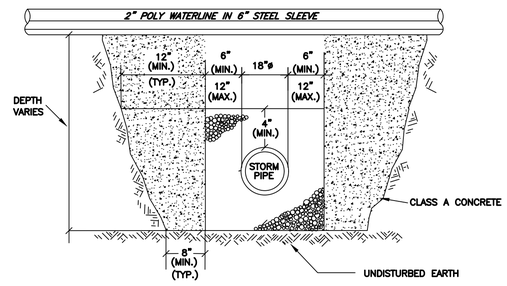
FIGURE C8-1



COMMENTS

1. EXPOSED VERTICAL AND HORIZONTAL SURFACES SHALL BE PREPARED AS PER PUB 408, SECT. 413.3(g).
2. MINIMUM 1' PAVEMENT CUTBACK, EXCAVATE OLD AND TEMPORARY MATERIAL RECOMPACT SUBBASE, TACK COAT ALL VERTICAL EDGES. INSTALL ONLY BASE COURSE AND BINDER COURSE IN ONE DAY.

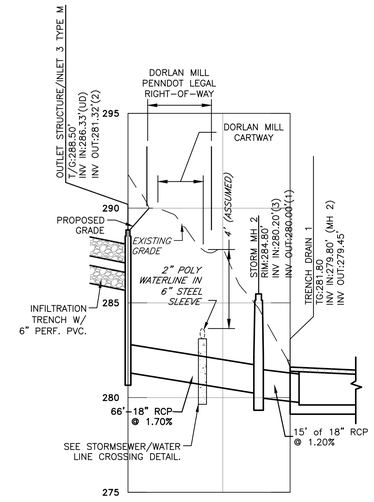
11/2021



NOTES:

1. PIER TO BE 5 FT. LONG CENTERED ON HIGHER UTILITY.
2. USE 4000 PSI CONCRETE.
3. FORM PIERS AGAINST SOLID TRENCH WALLS.
4. MAINTAIN SLOPE OF EACH UTILITY AT CROSSING

STORM SEWER/WATER LINE CROSSING
NOT TO SCALE



STORM PROFILE:
INLET 3 TO TRENCH DRAIN 1

PROFILE SCALE:
HORIZ: 1"=40'
VERT: 1"=4'

PROFILE & CONSTRUCTION DETAILS
SR 4019
HOP APPLICATION NO. _____

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

PREPARED BY:
BURSICH ASSOCIATES, INC.
POTTSTOWN, PA

COMMONWEALTH OF PENNSYLVANIA
REGISTERED
PROFESSIONAL
NICHOLAS E. FEOLA
ENGINEER
No. 046396-E

Nicholas E. Feola, P.E.

SEPTEMBER 6, 2024
DATE

F:\PROJECTS\CHE-22\137340-1A\DWG\LD_EXHIBITS\PENNDOT_HOP_UTILITY\PD_01.DWG, 9/9/2024 9:14:23 AM

HOP	DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	6–0	CHESTER	4019	10	6 of 6
	UPPER UWCHLAN TOWNSHIP				
	REVISION NUMBER	REVISIONS		DATE	BY

PATA 101-A

1. The shadow vehicle and TTC devices are not required if the work space is outside the highway right-of-way, behind barrier, more than 2' behind curb, or 15' or more from the edge of the roadway.

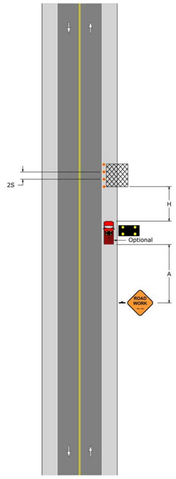
2. For operations of 60 minutes or less, all TTC devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.

3. When a shadow vehicle is not used, distance A is measured from the ROAD WORK sign.

Signs
ROAD WORK NEXT ... FT
W20-1

Sign Spacing, Channelizing Device Spacing, and Roll Ahead Space				
Speed	Channelizing Devices Spacing	Sign Spacing		Roll Ahead Space
		Urban	Rural	
S (MPH)	2S (Feet)	A (Feet)	A (Feet)	H (Feet)
25	50	100 - 200	500 - 800	150
30	60	100 - 200	500 - 800	150
35	70	100 - 200	500 - 800	150
40	80	350 - 500	500 - 800	150
45	90	350 - 500	500 - 800	150
50	100	350 - 500	500 - 800	250
55	110	350 - 500	500 - 800	250

PATA 101-A



PATA 107

1. Flaggers shall be clearly visible to traffic for a minimum distance of E.

2. For operations of 15 minutes or less:

   a) The ROAD WORK, ONE LANE ROAD, and FLAGGER SYMBOL signs are not required.

   b) All channelizing devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.

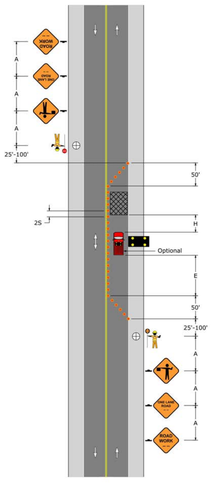
3. When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.

Signs		
ROAD WORK NEXT ... FT	ONE LANE ROAD	
W20-1	W20-4	W20-7

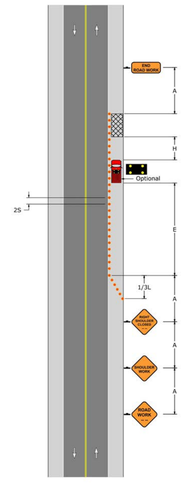
Sign Spacing, Channelizing Device Spacing, Buffer Space, and Roll Ahead Space					
Speed	Channelizing Devices Spacing	Sign Spacing		Buffer Space	Roll Ahead Space
		Urban	Rural		
S (MPH)	2S (Feet)	A (Feet)	A (Feet)	E (Feet)	H (Feet)
25	50	100 - 200	500 - 800	155	150
30	60	100 - 200	500 - 800	200	150
35	70	100 - 200	500 - 800	250	150
40	80	350 - 500	500 - 800	305	150
45	90	350 - 500	500 - 800	360	150
50	100	350 - 500	500 - 800	425	250
55	110	350 - 500	500 - 800	495	250

Taper Lengths and Minimum Number Of Channelizing Devices		
Speed	50' Per Lane Taper	
S (MPH)	Length (Feet)	Minimum Number Of Devices
25	50	6
30	50	6
35	50	6
40	50	6
45	50	6
50	50	6
55	50	6

PATA 107



PATA 202-A



PATA 202-A

1. TTC devices are not required if the work space is outside the highway right-of-way, behind barrier, more than 2' behind curb, or 15' or more from the edge of the roadway.

2. When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.

Signs			
ROAD WORK NEXT ... FT	ROAD CLOSED AHEAD	ROAD CLOSED THRU TRAFFIC DETOUR	END ROAD WORK
W20-1	W21-5	W21-5BR	G20-2

Sign Spacing, Channelizing Device Spacing, Buffer Space, and Roll Ahead Space					
Speed	Channelizing Devices Spacing	Sign Spacing		Buffer Space	Roll Ahead Space
		Urban	Rural		
S (MPH)	2S (Feet)	A (Feet)	A (Feet)	E (Feet)	H (Feet)
25	50	100 - 200	500 - 800	155	150
30	60	100 - 200	500 - 800	200	150
35	70	100 - 200	500 - 800	250	150
40	80	350 - 500	500 - 800	305	150
45	90	350 - 500	500 - 800	360	150
50	100	350 - 500	500 - 800	425	250
55	110	350 - 500	500 - 800	495	250

Taper Lengths and Minimum Number of Channelizing Devices		
Speed	Shoulder Taper: 1/3L	
S (MPH)	Length (Feet)	Minimum Number Of Devices
25	45	6
30	60	6
35	85	6
40	110	6
45	180	6
50	200	6
55	220	6

MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) NOTES

1. THIS WORK CONSISTS OF THE MAINTENANCE AND PROTECTION OF TRAFFIC AND THE PROTECTION OF THE PUBLIC WHEN APPROACHING AND DEPARTING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION.

2. FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES. MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES CONSISTENT WITH THE METHODS INDICATED ON THESE DRAWINGS AND THE FOLLOWING:

1. PENNDOT PUBLICATION 35;
2. PENNDOT PUBLICATION 46;
3. PENNDOT PUBLICATION 72M;
4. PENNDOT PUBLICATION 111;
5. PENNDOT PUBLICATION 212;
6. PENNDOT PUBLICATION 213;
7. PENNDOT PUBLICATION 236;
8. PENNDOT PUBLICATION 408; AND
9. MUTCD, CURRENT EDITION.

3. REMOVE THESE DEVICES IMMEDIATELY UPON COMPLETION OF THE WORK. PENNDOT WILL REMOVE ANY TRAFFIC CONTROL DEVICES ERECTED BY DEPARTMENT FORCES.

4. PERMITTEE MUST ARRANGE FOR INSPECTION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO START OF WORK.

5. COVER OR REMOVE ALL CONFLICTING SIGNS AND ERADICATE ALL CONFLICTING PAVEMENT MARKINGS.

6. MOUNT ALL LONG–TERM ADVANCE WARNING SIGNS ON TYPE III BARRICADES UNLESS OTHERWISE NOTED OR INSTRUCTED BY DISTRICT OFFICE.

7. ALL SIGNS AND DEVICES TO BE MAINTAINED IN NEW OR LIKE NEW CONDITION.

8. DRIVEWAYS WILL BE KEPT ACCESSIBLE AT ALL TIMES. LOCATE ALL SIGNS SO THAT SIGHT DISTANCES WILL NOT BE OBSTRUCTED AT DRIVEWAYS AND LOCAL ROADS.

9. ALL CHANNELIZING DEVICES, BARRICADES, AND SIGNS SHALL HAVE TYPE III OR BETTER PRISMATIC RETROREFLECTIVE SHEETING. SHEETING SHALL BE APPROVED AND LISTED IN PENNDOT PUBLICATION 35 (BULLETIN 15).

10. NO TRAFFIC RESTRICTIONS OR LANE CLOSURES ARE PERMITTED BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM MONDAYS THROUGH FRIDAYS OR ON LEGAL HOLIDAYS AND WEEKENDS ASSOCIATED WITH LEGAL HOLIDAYS. ALL RESTRICTIONS AND CLOSURES ARE TO BE REMOVED BY NOON ON THE DAY PRIOR TO THE LEGAL HOLIDAY. HIGHWAY OCCUPANCY PERMIT OPERATIONS MANUAL APPENDIX C2 – GENERAL PERMIT NOTES PUB 282 (7–17) C2–5

11. PERMITTEE SHALL NOTIFY LOCAL EMERGENCY AUTHORITIES (E.G., POLICE, FIRE, MEDICAL), AFFECTED BUSINESSES, SCHOOL DISTRICT(S), THE GENERAL PUBLIC, THE DISTRICT PERMIT MANAGER AND THE DISTRICT APRAS COORDINATOR AT LEAST FOURTEEN DAYS PRIOR TO ANY SIGNIFICANT TRAFFIC IMPACTS (E.G., LATERAL WIDTH RESTRICTIONS LESS THAN 16 FEET, DETOURS).

12. MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE FIGURES PATA 101–A, 107, & 202–A IN PENNDOT PUBLICATION 213, "WORK ZONE TRAFFIC CONTROL GUIDELINES," AMENDED MARCH 2021, AND TITLE 67 PA CODE, CHAPTER 212, "OFFICIAL TRAFFIC CONTROL DEVICES, DATED MARCH 2008 OR MOST CURRENT".

13. DROPOFFS CREATED BY CONSTRUCTION OPERATIONS SHALL BE TREATED CONSISTENT WITH PUBLICATION 408, SECTION 901.3(J).

14. REMOVE ALL SHORT–TERM WORK ZONE TRAFFIC CONTROL SIGNING UPON COMPLETION OF THAT DAY'S WORK PERIOD.

15. RESTRICTING TRAFFIC FLOW WITHIN THE WORK AREA SHALL BE MINIMIZED TO PREVENT TRAFFIC CONGESTION AND UNSAFE TRAFFIC CONDITIONS.

16. NOTIFY THE LOCAL MUNICIPALITY WHERE SIGNALIZED INTERSECTIONS FALL WITHIN THE WORK ZONE. DO NOT FLAG A SIGNALIZED INTERSECTION WITHOUT THE MUNICIPALITY' PLACING THE SIGNAL ON FLASH.

17. THE CONTRACTOR SHALL COMPLY WITH ACT 229 OF DECEMBER 2002 DURING CONSTRUCTION ACTIVITIES WITHIN PENNDOT'S RIGHT–OF–WAY.

18. THE CONTRACTOR MUST NOTIFY THE DISTRICT 6–0 REGIONAL TRAFFIC MANAGEMENT CENTER (RTMC) AT (610) 205–6934 FIFTEEN (15) MINUTES IN ADVANCE OF ANY PROPOSED LANE OR SHOULDER RESTRICTION OR ROAD CLOSURES. THE CONTRACTOR MUST NOTIFY THE RTMS WHEN THE ROAD IS RESTORED TO NORMAL OPERATION.

19. THE CONTRACTOR SHALL LIMIT DISRUPTION TO PEDESTRIAN FACILITIES DURING THE PROPOSED CONSTRUCTION AND SHALL PROVIDE ALTERNATIVE PEDESTRIAN ROUTES WHEN EXTENDED DISRUPTION TO THE PEDESTRIAN FACILITIES CANNOT BE AVOIDED.

SEQUENCE OF CONSTRUCTION

STAGE 1:
DORLAN MILL ROAD (SR 4019):
- COORDINATE WITH ALL UTILITY COMPANIES FOR MARK OUT OF EXISTING UTILITIES.
- INSTALL LONG TERM TRAFFIC CONTROLS IN ACCORDANCE WITH PUBLICATION 213 PATA FIGURE 202–A PRIOR TO BEGINNING ALL WORK WITHIN DORLAN MILL ROAD SR 4019 AT STATION 3+19.

STAGE 2:
DORLAN MILL ROAD (SR 4019):
- PROVIDE SHORT TERM TRAFFIC CONTROLS IN ACCORDANCE WITH PATA FIGURES 101–A, AND 107 AS REQUIRED.
- INSTALL PROPOSED STORM SEWER, INCLUDING TRENCH AND PAVEMENT RESTORATION.

STAGE 3:
DORLAN MILL ROAD (SR 4019):
- REMOVE ALL TEMPORARY SIGNS ARE REMOVED FROM THE AREA, AND THAT ALL SIGNS AND PAVEMENT MARKINGS ARE INSTALLED.

MAINTENANCE & PROTECTION OF TRAFFIC PLAN
SR 4019
HOP APPLICATION NO. _____

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

PREPARED BY:
BURSICH ASSOCIATES, INC.
POTTSTOWN, PA
COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — NICHOLAS E. FEOLA — ENGINEER — No. 046396–E
Nicholas E. Feola, P.E.

SEPTEMBER 6, 2024
DATE

F:\PROJECTS\CHE–22\137340–1A\DWG\LD_EXHIBITS\PENNDOT_HOP_UTILITY\PD_01.DWG, 9/9/2024 9:14:51 AM

Exhibit "B"

Drainage Highway Occupancy Permit

[To Be Inserted On Issuance, Prior to Recording]