



UPPER UWCHLAN TOWNSHIP
PLANNING COMMISSION
AGENDA

JUNE 9, 2022
7:00 p.m.

LOCATION

Upper Uwchlan Township Building
140 Pottstown Pike, Chester Springs PA 19425

- I. Call To Order

- II. Village Concept Plan
Review the 2010 Village Concept Plan "Issues and Recommendations"

- III. Approval of Minutes: May 12, 2022 Meeting

- IV. Next Meeting Date: July 14, 2022 7:00 p.m.

- V. Open Session

- VI. Adjournment

Village of Eagle/Byers

Concept Plan

June 1, 2010



Prepared by
Brandywine Conservancy
and
Upper Uwchlan Township Village Concept Committee

Village of Eagle/Byers

Concept Plan

June 1, 2010

Village Concept Committee Members

Bob Schoenberger

Mary Lou Farrow

Sally Winterton

Chad Adams

Shelly Krockner

John McTear

Ken Engle

Jim Dewees

Linda Layer

Ed Edwards

John Diament

Bob McHugh

Joe Stoyack

Nancy Copp

Simona Bonifacic

Brett Hand

Kevin Sherman

Bob Fetters, Jr.

Steve McNaughton

Gwen Jonik, Secretary

Village Planning Consultants

Sheila Fleming, ASLA, Brandywine Conservancy Environmental Management Center

Chris Williams, P.E., McMahan Associates, Inc.

Mission Statement

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

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

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

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

Site Analysis

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

Roadways

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

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

Building patterns

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

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

Zoning districts

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

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

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

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

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

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

Historic resources

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

Potential village expansion opportunities

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

The Village Concept Plan

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

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

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

1 Byers Station Historic District

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

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

2 Triangle

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

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

3 Senn Office/Industrial Park

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

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

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

4 Southwest Eagle

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

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

5 Turnpike

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

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

6 Parcel 5C

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

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

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

7 Eagle Village Core

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

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

Issues and Recommendations

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

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

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

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

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

Recommendations

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

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

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

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

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

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

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

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

Recommendations

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

Issue 3: Transportation-related Items

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

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

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

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

Recommendations

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

Issue 4: Architectural Standards

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

Recommendations

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

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

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

Issue 5: Zoning Provisions

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

Recommendations

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

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

Summary

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

Village Design Principles

1. More walking, less driving

- 10 foot wide sidewalks, minimum
- street trees
- street furniture
- crosswalks
- sidewalk details
- new development to provide civic space
- pedestrian streets, no cars
- seating areas for public use
- high quality public realm – sidewalks, trails, plazas, courtyards, seating areas, meeting places, etc.

2. Enhanced vehicular access

- interconnected streets to disperse traffic
- rear alleys
- cobble stone pavers to slow traffic in parking areas
- speed bumps, smaller turning radii, center islands, other traffic calming

3. Flexibility in site and building design

- increased impervious maximum
- reduced parking requirements/shared parking credits
- zero lot lines
- bonus residential density in units constructed on upper stories

4. Mix of compatible uses

- shops, offices, services, recreation, apartments, homes, all within 10 minutes walking distance of each other
- upper floor rentals/condos over retail/small business/services
- accessory structures – granny flats
- added density in exchange for civic open space

5. Quality architecture and site design

- glass store fronts/picture windows
- human scale architecture
- front overhangs, awnings
- signage

6. Sense of place in the core of the village

- central, defining open space at the village core
- public open space as civic art

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

7. Transportation alternatives

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

Principles of Smart Growth

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

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



UPPER UWCHLAN TOWNSHIP

Planning Commission Meeting

May 12, 2022

6:00 p.m. Workshop

7:00 p.m. Meeting

Minutes

Draft

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

In attendance:

Sally Winterton, Chair; Joe Stoyack, Vice-Chair; Chad Adams, David Colajezzi, Jim Dewees (meeting), Stephen Fean, Jim Shrimp, Jeff Smith

Mary Lou Lowrie, P.E. – Gilmore & Associates (meeting)
Gwen Jonik, Planning Commission Secretary

Absent: Ravi Mayreddy

6:00 p.m. Workshop

Discuss ordinances relating to parking, shared parking in the Village of Eagle, F-1 and F-2 Flexible Development Overlay Districts.

The Commission discussed the proposed elimination of the F1 and F2 Overlay Districts, which provides flexible development design and increased density for residential-zoned parcels over 10 acres as there are only a few of those sized properties left in the overlay districts. Recently there have been comments at public meetings calling for limitations on new residential development. Discussion included: if the overlays would be repealed, property owners can still develop their properties, but not as densely; increased density was intended to encourage open space, however, most of the open space is storm water management facilities or treated wastewater disposal facilities and not usable; elimination of the overlays at this time would provide time, as we update the Township's comprehensive plan, to determine location(s) and particular density we may want in the future; increased traffic from high-density development has become an issue.

Conversation included consideration of an agricultural-related zoning, and review of the by-right uses in the Limited Industrial (LI) and commercial (C1, C2 and C3) districts.

Parking. Joe Stoyack is researching other Townships' ordinances related to parking, shared parking, 'stealth' camping – sleeping in cars on public roads or in public parks. Some Townships prohibit camping and sleeping in public parks. Discussion included whether commercial properties/businesses may allow overnight sleeping; the Police Department hasn't had any 'stealth camping' issues to date anywhere in the Township; overnight parking / camping would be a police issue, not a zoning issue; the Township does have "no stopping, standing or parking" ordinances.

Shared parking in the Village is currently permitted via conditional use approval. Discussion included: modifications to required parking in Township Codes Section 200-73.K. can be confusing; should it remain as conditional use or structure the ordinance to remove some of the formality; encourage it where appropriate; would like to make the process easier on businesses;

allow Agreements between businesses and write into the Agreement that it has to be reviewed every "x" number of years, so they don't take advantage of their neighbor.

The Workshop concluded at 6:55 p.m.

Sally Winterton called the Planning Commission Meeting to order at 7:00 p.m. There were 7 citizens in attendance.

Byers Station Parcel 5C Lot 2B Commercial Lot ~ Amended Final PRD Plan

Alyson Zarro, Esq., representing Prosperity Property, Allan Greenberg of Celebree Schools, Guy DiMartino of TPD and Michael Baginski of Bohler Engineering were in attendance to discuss the consultants' reviews of the Amended Final PRD Plan dated March 15, 2022.

Ms. Zarro advised the developer would comply with most of the comments contained in Gilmore & Associates' May 5, 2022 review letter and the Lionville Fire Company/Fire Marshal letter dated May 12, 2022. Just a few comments needed to be discussed.

Updated elevations were provided, with Mr. Baginski providing details of the site plan which shows a drive-through restaurant, a separate building with retail space and a daycare center, a standalone pad to the south and 131 parking spaces. There is a play area next to the daycare center. Ms. Zarro distributed an aerial map showing the road connections to the residential developments on Parcel 5C – the Villages (on Lot 1) and Enclave (on Lot 2A).

Discussion included: the elevations were updated to address the comments made at the April meeting, with a break in the façade at the center and 2 additional 60' offsets; there are secondary exits for the retail shops and sidewalks will be added between the buildings; a monument sign would be at the corner of Pottstown Pike and Station Boulevard, and signs on both the front and back of the buildings; roof heights won't be higher than 1.5 story; there will be a 6-8' high retaining wall along Pottstown Pike (Route 100); we don't want travelers looking at utilities on the roofs; will Begonia Drive be a private or public road [post-meeting research determined it will be private]; PC members are concerned with whether the length of the left-in turn from southbound Route 100 to Iris Lane is adequate, and safe; County Planning Commission comment regarding right-of-way is provided for in the approved PennDOT highway occupancy permit; concerns with traffic congestion inside the site at peak hours with a drive-through and a daycare center; store deliveries, loading/unloading would be during the day, in certain parking spaces for off-peak hour unloading, which could be a lease restriction or written in the Plan Notes; restricted to box trucks; planned concrete curbs; stormwater served by the basin on the Enclave property, which was previously approved; single ownership of Lot 2B by Celebree but potential for condo agreements in the future; will comply with the Fire Marshal's comments; provide ADA compliant sidewalks; the updated Plan provides pedestrian connections from the retail stores to the Begonia Drive sidewalk; a mid-block trail crossing will connect the site with the trail across Station Boulevard, along Pickering Valley Elementary School, keeping the crossing further away from the Route 100 intersection; shared parking study takes advantage of the PRD approval to use discretion, and 131 parking spaces are provided rather than 160+; number of drive-through stacking spaces is critical; location of trash dumpsters?; there are a few McMahon comments that need to be clarified – a sidewalk location and number of stacking spaces from the drive-through window; the interior sidewalks will be 6' or 8' wide, not 10'; sewer capacity was previously approved but they'll recalculate; they'll comply with lighting comments; the daycare will be sprinklered, most likely all the buildings will be sprinklered; the daycare offers before- and after-school care – unknown if they'll need busing but they'd use 15-seat buses.

The Planning Commission would like to see projections of the internal traffic flow and they are concerned with the left-turn in from southbound Route 100.

Ms. Zarro advised revised Plans will be submitted most likely in June.

F1, F2 Flexible Development Overlay Districts Ordinance Amendment

The Commission discussed the elimination of the overlay districts, at least for the time being. The overlays were intended to encourage development with usable open space on residential-zoned parcels greater than 10 acres. While reviewing land use during the Comprehensive Plan update, the Township would like to reconsider where higher density development may be appropriate. The Township Solicitor had prepared a draft ordinance to propose the elimination of the overlay districts.

Joe Stoyack moved, seconded by David Colajezzi, to recommend the Board of Supervisors approve the Ordinance eliminating the F1 and F2 Flexible Development Overlay Districts. The motion carried with seven (7) in favor and one (1) opposed (Deweese).

Planning Commission Liaisons to the Historical Commission (HC) and Environmental Advisory Council (EAC)

Sally Winterton asked for volunteers to be liaisons to these 2 commissions. The liaisons would attend the HC or EAC meetings and advise them of the Planning Commission's activities and advise the Planning Commission of the HC's and EAC's activities.

Joe Stoyack has been serving as the HC's liaison and he'll continue in that capacity. Jeff Smith volunteered for the liaison to the EAC.

Joe Stoyack noted he'd attended a PaDEP presentation on their climate action plan, which provides interns and support of Environmental Advisory Councils.

Approval of Minutes

Jim Dewees moved, seconded by Jeff Smith, to approve as presented the minutes of the April 14, 2022 Planning Commission meeting. The motion carried unanimously.

Sally Winterton announced the next Planning Commission meeting is June 9, 2022, beginning at 7:00 p.m. A Work Session might be held at 6:00 p.m.

Open Session

Joe Stoyack advised that the Village Concept Plan review kick-off meeting will be held May 26 beginning at 7:00 p.m.; at the Board of Supervisors Workshop earlier this week, the Board had talked of the priorities they'd like to set during the update of the Comprehensive Plan; and the Solicitor is drafting the proposed amendment to the outdoor dining regulations.

Sally Winterton reminded attendees that the Historical Commission is hosting a "Chester County Town Tour & Village Walk" of the Village of Eagle, Thursday, May 23, and they're asking for volunteers to assist at this event.

Gwen Jonik advised that Natural Lands Trust/Shryock had provided an extension to July 31, 2022 regarding their lot line change plan review and scheduling a conditional use hearing; the Historical

Commission will participate in the “Life & Times of the Struble Trail” activity on May 15, 1:00-4:00; and the Township Block Party will be held Saturday June 18.

Sue Quake, Lauren Lane, appreciated the Commission’s traffic-related comments.
Gerry Stein, Greenridge Road, made comment of the aesthetics of the buildings proposed for Parcel 5C Lot 2B Commercial.

Adjournment

Joe Stoyack moved, seconded by Jim Dewees, to adjourn the meeting at 9:10 p.m. All were in favor.

Respectfully submitted,

Gwen A. Jonik
Planning Commission Secretary