

# East Goshen Township Comprehensive Plan 2015

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# East Goshen Township Comprehensive Plan 2015

## APPENDICES

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# East Goshen Township Comprehensive Plan 2015

## Appendix A-1

### REGIONAL PERSPECTIVE & INFLUENCES

#### Introduction

Many factors beyond the borders of East Goshen Township can have significant impacts on planning, growth, and resources. Employment centers, recreational facilities, commercial uses, major transportation corridors, and planning policies of surrounding municipalities are all examples of potential regional influences. This Appendix highlights the various relationships that East Goshen Township shares with its neighboring communities as well as the regionally important services, facilities, and growth trends.

#### Geographic Setting

East Goshen Township is approximately 10 square miles in size and is located in southeastern Pennsylvania, in southeastern Chester County. Philadelphia is located about 25 miles east and Wilmington, Delaware is located 20 miles south of East Goshen. West Chester Borough is located west of the Township and serves as a local Urban Center for the surrounding municipalities in the West Chester Region. Sharing the western boundary is West Goshen Township, which is a highly developed suburban municipality with significant industrial development south and east of West Chester Borough and the areas surrounding the Brandywine Airport. To the north and northwest, East and West Whiteland Townships are rapidly growing municipalities with a mix of suburban-scale development along the corridors of Routes 30 and 100 and the major transportation facilities of Route 202.

To the east, Willistown Township retains a significant rural landscape south of Paoli Pike, but has a more suburban development pattern north of Paoli Pike, in the areas surrounding Malvern Borough, and the areas in the southwestern corner of the Township adjacent to Route 3 (West Chester Pike). Westtown Township to the south has a high concentration of suburban development along with commercial uses along Route 3 and along Route 202.

This Appendix contains a detailed discussion of East Goshen Township's updated land use regulatory policies with those of the land use regulatory policies of the surrounding municipalities. Due to the long-term cooperation within the West Chester Region, there are only a few variations between East Goshen Township's current land use policies and those of surrounding municipalities.

#### Population Trends in Surrounding Municipalities

The population of East Goshen Township and surrounding municipalities has grown over the last two decades (see Table A-1), but (with the exception of West Whiteland Township) at a slower rate relative to Chester County as a whole.

**Table A-1: Population of Surrounding Municipalities**

Municipality	Population			Percent Change	
	1990	2000	2010	1990-2000	2000-2010
<b>East Goshen Township</b>	15,138	16,824	18,026	11%	7%
East Whiteland Township	8,398	9,333	10,650	11%	14%
West Goshen Township	18,082	20,495	21,866	13%	7%
Westtown Township	9,937	10,352	10,827	4%	5%
West Whiteland Township	12,403	16,499	18,274	33%	11%
Willistown Township	9,380	10,011	10,497	7%	5%
Chester County	376,396	433,501	498,886	15.2%	15.1%

Source: U.S. Census Bureau, 2010.

Between 1990 and 2000, East Goshen Township grew by almost 1,700 people for a growth rate of over 11%. This growth rate was moderate relative to the growth rate of East Goshen's municipal neighbors, which ranged from about 4% (Westtown) to as high as 33% (West Whiteland). East Goshen's rate of growth was exceeded by Chester County's growth rate, unlike the previous decade when it raced far ahead of the County growth rate (between 1980 and 1990 East Goshen experienced a growth rate of 51%, compared to 19% for the county as a whole). This reduction in the growth rate was due, in large part, to a decreasing amount of developable land and to the increasing costs of housing in the Township and surrounding municipalities.

Between 2000 and 2010, East Goshen Township experienced a slowing of the growth rate, and around half the rate experienced by Chester County as a whole. Of East Goshen's surrounding communities, only East Whiteland experienced any noticeable increase in their growth rate. The general trend for the surrounding communities has been one of slowing growth rates, below the county as a whole, which has been steady for the past two decades at around 15%.

With the exception of East Whiteland and Willistown, there has been a steady increase in the densities of all of the adjacent municipalities, with only West Whiteland Township exceeding the rate seen in East Goshen. Table A-2 shows the density per square mile in each municipality from 1980 to 2010. The percent increase in density mirrors the percent population growth seen in Table A-1. The number of persons per square mile in East Goshen increased by over 75% and almost doubled in West Whiteland. In comparison to the three decades leading up to 2000, which saw East Goshen's density increase by over three-fold, and Westtown and West Whitelands more than double, these figures represent a general slowing of development associated with a decreasing amount of developable land in the municipalities.

**Table A-2: Densities of Surrounding Municipalities**

Municipality	Density Persons per Square Mile				Percentage Change
	1980	1990	2000	2010	1980-2010
<b>East Goshen</b>	986	1,490	1,655	1,774	80%
Willistown Township	454	514	548	575	27%
West Whiteland Township	1,109	1,435	1,908	2,114	91%
Westtown Township	380	557	580	607	60%
West Goshen Township	1,347	1,507	1,708	1,822	35%
East Whiteland Township	1,024	1,016	1,129	1,288	26%
Chester County	417	496	571	657	58%

Source: Chester County Planning Commission, 2003.

## **Regional Transportation Facilities**

### **Regional Highway Corridors**

Several major transportation corridors are located in or near East Goshen Township and provide good access to the larger region. Route 352 (North Chester Road) and Boot Road provide the major north-south circulation routes through the center of the Township, with a linkage at the northwest corner of the Township to Route 202, the major transportation link for the West Chester Region to the Great Valley, King of Prussia, and the major employment centers in the northern and western suburbs of Philadelphia. Paoli Pike is the major east-west link between West Chester, Malvern, and the Paoli urban center and SEPTA/Amtrak rail station along Route 30. Route 3 (West Chester Pike), in the southwestern corner of the Township, provides a key commercial and residential linkage between West Chester and Philadelphia.

Proximity to Route 202, the Pennsylvania Turnpike, and Interstates 95 and 476 provide access for commuters working in and around Philadelphia and living in the West Chester Region.

### **Public Transit**

There are numerous public transit facilities in this area of the County. The Transportation Management Association of Chester County (TMACC) and SEPTA have provided bus and enhanced paratransit service to the West Chester Region. There are three bus routes through East Goshen that link to employment centers in the Township and also serve as links with connection points in West Chester, north to the Great Valley, and east along West Chester Pike. However, pedestrian access from residential neighborhoods is difficult due to a lack of pathways.

The SEPTA operates the R5 train service line along the central portion of the County with stops in Paoli, Malvern, and Exton. This line provides commuter service from the western suburbs and Main Line to Center City Philadelphia. This line also shares tracks with AMTRAK's service from Philadelphia west toward Harrisburg, and beyond. In addition, the SEPTA R3 service from Elwyn to Philadelphia is easily accessible by residents in the southern part of the Township.

The Chester County Paratransit System provides service throughout Chester County but is primarily intended for use by senior citizens and the handicapped (see Appendix G, Transportation and Circulation System Inventory, for more details). This system is particularly important to the Township to assist in transporting the aging population to the Urban centers.

### **Regional Airport Facilities**

The Township has access to airport facilities to link employment centers with additional means of transportation. The primary airports are the Brandywine Airport just west of the Township in West Goshen Township, the G.O. Carlson (Chester County) Airport in Valley Township west of Coatesville, and the Philadelphia International Airport. The Brandywine Airport is working on expansion plans.

## **Regional Facilities and Services**

East Goshen Township is in close proximity to many recreational, educational, and cultural facilities. These facilities enhance the quality of life for residents and add to the Township's value as an attractive place to live.

Several state and county parks, Revolutionary era Battlefields (Valley Forge, Paoli, Brandywine), conservation areas (Longwood Gardens, Winterthur, the Brandywine River Museum) and additional museums and historic sites near the region provide unique recreational and cultural experiences for Township residents. Several universities in Pennsylvania and Delaware, including two campuses of Penn State University, West Chester University, Immaculata University, Delaware County Community College, and Cheyney University are within easy commuting distance of the Township. In addition to those within the immediate area, numerous other colleges and universities are located throughout the greater Philadelphia region. In addition, the area boasts a number of excellent private secondary schools. Additional nearby facilities providing educational and cultural opportunities are the Chester County Library in Exton and its branch Malvern Library in Malvern.

Some of the regional services located in the area include West Chester Post Office and hospitals and medical facilities (Chester County Hospital, Paoli Hospital, Bryn Mawr Rehabilitation Center, Bellingham retirement complex, and the Wellington retirement complex). Other key facilities include the two Goshen Fire Company locations in or immediately adjacent to the Township, and the Malvern Fire Company, regional drop stations for Fedex and UPS, QVC Studios, and major shopping malls at Exton, and King of Prussia.

## **Regional Planning**

### **West Chester Regional Planning Commission**

East Goshen Township is an active participant in the West Chester Regional Planning Commission (WCRPC) that was formally established in 1959. The Commission consists of the municipalities in the West Chester Area School District (WCASD), including East Goshen, West Whiteland, East Bradford, Pocopson, Thornbury, West Goshen, and Westtown Townships, and West Chester Borough. In addition to sharing information on current activities in their respective municipalities, the Commission has undertaken a number of cooperative efforts over the years including a study of regional sewage facilities and issues, a regional Zoning Ordinance Analysis, joint purchasing and manpower agreements, Road and Street Address Directory, Regional Classification Study (Road), Long Range Transportation Study and educational planning forums.

The Commission is interested in undertaking additional work addressing the coordination of planning functions between member municipalities. An issue for consideration is the potential benefits of a formally connected planning program including coordination of regional planning as envisioned in the amendments to the Municipalities Planning Code (MPC) under Acts 67 and 68 of 2000. These amendments made it possible for Regional Planning to collectively address the requirements of "fair share" provision of all types of land uses and the coordinated growth management across a region including land use, transportation, and public infrastructure, as well as additional consideration for state and county funding and assistance, the potential for revenue sharing, and allowance of regional Transfer of Development Rights. Use of these benefits is contingent on the adoption of a multi-municipal comprehensive plan and an "Intergovernmental Cooperative Implementation Agreement" as described in the MPC. This implementation agreement must include a process for the participating municipalities to achieve consistency with the multi-municipal plan and a procedure for reviewing regionally significant developments.

### **West Chester Area Council of Governments**

In 2003, a new regional organization was formed under Article 9, Section 5 of the Pennsylvania Constitution and the Intergovernmental Cooperation Act of 1996 which authorizes two or more local governments to jointly cooperate with other local governments in the exercise or performance of their respective government functions, powers and responsibilities. The West Chester Area Council of Governments (WCACOG) is comprised of the Borough of West Chester and East Bradford, East Goshen, West Goshen, Westtown and Thornbury Townships, collectively referred to as the “Members.” The purpose of this organization is to:

- Provide a forum for the discussion of regional issues that affect the Members and their residents;
- Discuss and study local issues of mutual interest and concern to each member and its residents and to formulate solutions for common regional problems;
- Allow for regional planning and coordination on local government issues such as, but not limited to zoning, transportation, emergency services, geographical information systems (GIS), cable communications, technological electronic communication and any other issues which affect the West Chester region;
- Train municipal officials and employees in various municipal topics and laws that affect municipalities;
- Undertake, coordinate and administer programs of regional interest that benefit some or all of the Members;
- Create an alliance for obtaining more competitive rates on the purchase of goods and services for the Members; and
- Perform such other activities as the Members may mutually agree may be undertaken through the WCACOG that are related to the objectives identified above.

### ***Landscapes, Chester County Comprehensive Policy Plan***

The primary goal of the Chester County policy plan, *Landscapes 2*, adopted in 2009, is to build upon the original plan, *Landscapes*, and continue to reduce sprawling residential development by focusing new development in areas where it can best be accommodated and encouraging the revitalization of the County’s urban areas. The plan stresses the importance of protecting natural and historic resources and emphasizes the need to preserve farms and prime agricultural soils.

The plan identifies Liveable Landscapes that include both growth areas (urban and suburban landscapes, and suburban centers) and rural resource areas (rural and agricultural landscapes, and rural centers). The majority of East Goshen Township is located in the suburban landscape, with a small portion of East Goshen’s eastern edge characterized as rural landscape.

Because the County has no authority to mandate compliance with *Landscapes 2*, it seeks to partner with municipalities in implementing the plan and, through the Vision Partnership Program, provides grant funds to assist townships, boroughs, and regional planning groups with its implementation.

East Goshen Township joined the Vision Partnership Program (VPP) in 1996. A review of the Township's planning documents indicated that both its policies and land use regulations were generally consistent with the County's planning policies. The VPP review, dated May 6, 1997, stated that the Township should consider additional tools to effectively reduce land consumption from sprawl, and identify areas within its Suburban Landscape for higher density versus areas dedicated for lower density. In addition, the review states that the Township should continue its participation in the West Chester Regional Planning Commission, and consider regional implementation of land use as an option.

Other issues identified in the VPP Review that would increase consistency with *Landscapes2* include increased scenic, natural, and historic resources protection standards. The Township approved an historic preservation ordinance in 2003.

### ***Linking Landscapes, A Plan for the Protected Open Space Network in Chester County, Pennsylvania***

In February 2002, the Chester County Commissioners adopted *Linking Landscapes*, the first of the specific plan elements tied to *Landscapes, Landscapes2's predecessor*. The primary goal of *Linking Landscapes* is the protection of open space through the coordinated efforts of Chester County, municipalities, land trusts and conservancies, and private property owners. Where this plan has value for East Goshen Township and the West Chester Region is in the policy recommendations for creation of open space linkages and the development of recreational resource areas for utilization of Township residents.

### ***Watersheds, An Integrated Water Resources Plan for Chester County, Pennsylvania and Its Watersheds***

The Chester County Commissioners adopted the second specific plan element to *Landscapes* in September 2002. The primary goal of *Watersheds* is the development of an integrated resource protection model that ultimately links to the protection of water quality in each watershed in Chester County. Municipal recommendations are provided in *Watersheds*, including the following topical areas: involving the public in watershed stewardship, providing water-based recreation and cultural resources, establishing networks of forested riparian buffers, conservation (low-impact) development designs, land preservation for protecting natural resources, protecting ground water quality, protecting sources of public drinking water supplies, agricultural and landscape management, reducing stormwater and flooding impacts, natural stream restoration and stabilization, protecting ground water balances and stream baseflow, and integrated water resources planning.

### ***Connecting Landscapes, The Transportation Plan for Chester County, Pennsylvania***

Chester County is currently developing a plan for the transportation network and systems across the County, including highways, local road systems, pedestrian facilities, bicycle facilities, airports, mass transportation, and rail systems. The goal of this plan, in keeping with *Landscapes*, is to provide a coordinated framework for addressing transportation problems on individual systems while focusing on transportation infrastructure improvements in two ways: within the designated growth areas that need capacity, safety and modal options and along selected corridors that connect the growth area or serve special functions. Development of this plan element of *Landscapes* is currently in progress.

### ***Chester Creek Watershed Management Plan (Act 167) and Ordinance***

The adoption of the Chester Creek Watershed Management Plan (under the requirements of Act 167) in 2002 has brought with it an integrated approach to watershed management in Chester County. This Plan



incorporated the requirements of the state law while developing a plan of action and implementation measures, including a stormwater management model ordinance specifically attuned to Chester Creek. This Plan involved the coordination of all municipalities in the Chester Creek Watershed, crossing the boundaries of Chester and Delaware Counties. Municipalities included within the Chester Creek Watershed are being asked to adopt zoning changes to implement the recommendations of this Plan.

### **Ridley Creek Watershed Management Plan**

The Ridley Creek Watershed Management Plan was created to provide an integrated framework for watershed management for the Ridley Creek watershed basin. This Plan included a plan of action and implementation measures, including a stormwater management model ordinance to address specific areas of concern related to Ridley Creek. This plan was developed in cooperation with municipalities in the Ridley Creek Watershed, crossing the boundaries of Chester and Delaware Counties.

### **Delaware Valley Regional Planning Commission**

The Delaware Valley Regional Planning Commission was established in 1965 to provide comprehensive, coordinated planning for the orderly growth and development of the Greater Philadelphia region. This region includes Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC is an interstate, intercounty, and intercity agency that advises on regional policy and capital funding issues concerning transportation, economic development, the environment, and land use. Their mission is “to proactively shape a comprehensive vision for the region’s future growth.” They provide services to member governments through planning analysis, data collection, mapping services, and a variety of publications.

The Transportation Planning Division of DVRPC is responsible for coordinating the transportation planning process in the nine county region. Their activities include collecting and providing data for regional studies, conducting research, and developing the long-range transportation plan, and short-term transportation improvement program. Of particular interest to the Township is DVRPC’s responsibility for coordinating the Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of priority projects required by federal law (ISTEA and TEA-21). The TIP document must list all projects that intend to use federal funds, non-federally funded projects of regional significance, and also includes other State funded capital projects. In 2013, DVRPC adopted a new long range plan, *Connections 2040: Plan for Greater Philadelphia*, that seeks to plan for the future growth and development of the DVRPC region. The *Connections 2040* Plan includes land use, environmental, economic competitiveness, and transportation strategies, and puts forth a vision for investing in the transportation system. The Plan focuses on creating livable communities, managing growth and protecting the environment, building the economy, and establishing a modern multimodal transportation system. In July 2014, the transportation investments contained in the *Connections 2040* Plan were amended to account for the additional investment opportunities afforded by Pennsylvania Act 89.

### **Delaware River Basin Commission**

The Delaware River Basin Commission (DRBC) was formed in 1961 by compact among the four basin states (Pennsylvania, New Jersey, New York, and Delaware) and the federal government. The creation of the Commission marked the first time that the federal government and a group of states joined together as equal partners to form a regulatory agency for the purpose of river basin planning. The DRBC is a regional body with the force of law that oversees a unified approach to managing the river system without regard to political boundaries. East Goshen Township falls within the region regulated by DRBC. Within this area, proposed well withdrawals in excess of 100,000 gallons per day must be reviewed and approved by DRBC. The purpose of these regulations is to prevent the depletion of ground water and

protect the interests and rights of lawful users of the same water resource, as well as to reconcile alternative and conflicting uses of limited water resources in the region.

### **Regional Zoning Compatibility**

The analysis of compatible zoning between townships is an important method of determining regulatory differences in types of development that are permitted to occur, and is a valid means of working on a multi-municipal basis to resolve these differences and establish design or zoning changes to address these potential problems. This analysis includes evaluation of all zoning districts at township boundaries shared with East Goshen Township, including data and analysis previously compiled by the West Chester Regional Planning Commission in 1993, and verified by the Chester County Planning Commission in 2003.

Along the borders shared with adjacent townships, there are only a few inconsistent areas of zoning. These are indicated below.

1. **West Whiteland Township** – There are no use or density differences between East Goshen and West Whiteland.
2. **East Whiteland Township** – The primary locations of zoning difference are between East Goshen’s R-2 district and East Whiteland’s R-2 and R-4 Residential Districts. As provided above, East Goshen’s R-2 district provides for single family residential dwellings to be developed at a density of 1 unit/acre or 1.1 unit/acre using the residential open space option. East Whiteland’s R-2 district allows for predominantly single family residential development at a density of almost 2 units/acre. However, in the areas where these two R-2 districts meet (from Chester Road (Route 352) and along the intersection with King Road), the area is already developed with the same residential neighborhood spreading across the township borders.

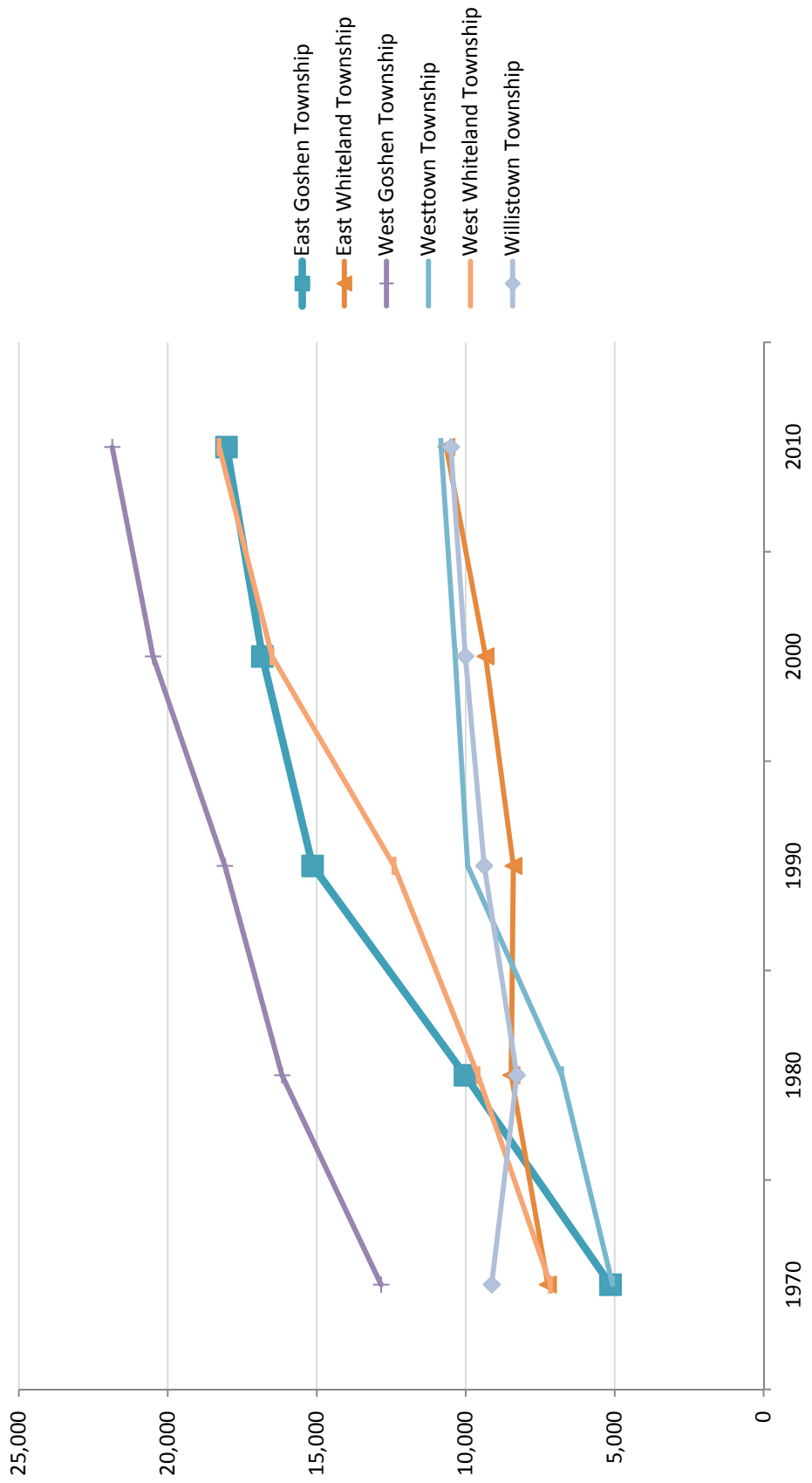
The issues between East Goshen’s R-2 district and East Whiteland’s R-4 district is more complex. The R-4 district permits a variety of residential units varying in density from 2.5 units/acre up to 6 units/acre. However, the R-4 district also provides a 35-foot buffer with any residential use of lesser density or intensity, and all parking is required to provide screening to reduce glare and noise.

3. **Willistown Township** – East Goshen has two zoning districts along its border with Willistown, the R-2 and I-2 districts. Willistown faces these two districts with three districts, the R-1 Residence District, the RA Residence District, and the RU Rural District. The I-2 district is the Applebrook development, which contains a variety of residential sites, along with a sizeable area for a golf course. The RA district is a low density single family residential district with a minimum lot size of 2 acres. The RU district is a rural farm and single family residential district with a minimum lot size of 4 acres for new dwelling units.
4. **Westtown Township** – There is a zoning difference in the location of East Goshen’s R-5 district in the southwest corner of the Township with Westtown’s A/C Agriculture/Cluster Residential District. The difference between the two districts is both density (up to 13.3 units/acre in the R-5 versus up to 1.25 units/acre utilizing a cluster option in the A/C) and types of uses permitted (R-5 allows a full range of residential uses while the A/C permits single family dwellings and accessory units). This issue is mitigated somewhat if the property designated A/C by Westtown is developed using their cluster option, which requires a 70 percent open space set aside in this district.

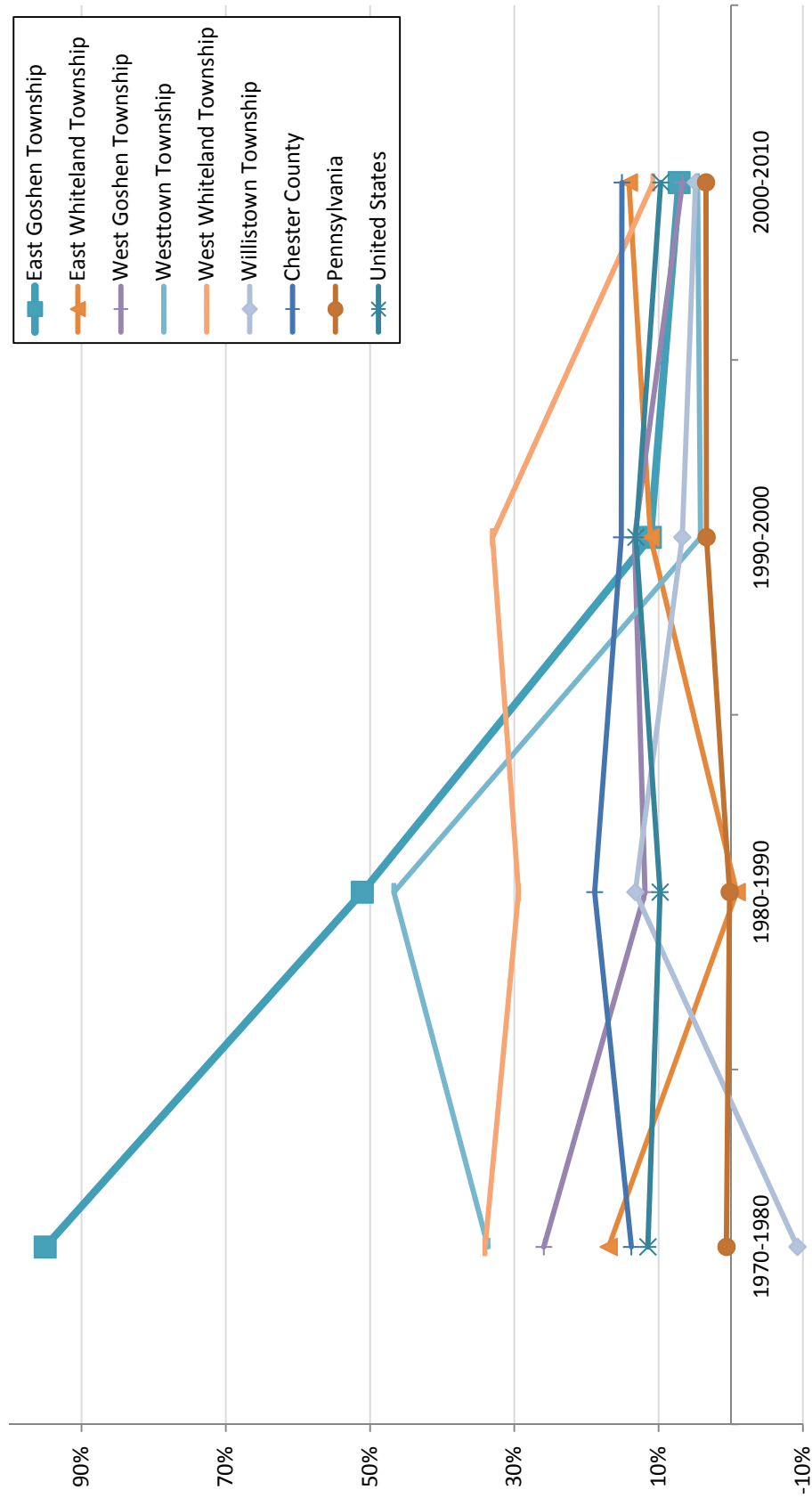
5. **West Goshen Township** – There are two areas of zoning variation:
- a. Adjacent to the BP district on Paoli Pike, West Goshen has designated the adjacent property (on the west side of Airport Road) as the R-3 Residential District. The difference between the two districts is primarily in the types of uses permitted (BP is East Goshen’s large industrial/research/office district, where R-3 is a single family residential district at a density of 1 to 2.5 units/acre). This variation point is somewhat addressed in that the R-3 properties adjacent to East Goshen are already occupied by a church ( The Bible Baptist Church of West Chester) and accompanying school, and the East High School/J.R. Fuggett Middle School complex.
  - b. Adjacent to an R-3 district on East Strasburg Road at Ellis Lane in East Goshen, West Goshen has designated a C-4 Special Limited Business and Apartment District. The differences between the two districts relate both to density and use. East Goshen’s R-3 district permits densities of 2.2 to 3.3 units/acre in single family residential units, while West Goshen’s C-4 district permits offices, research facilities, wholesale retail/storage/distribution, motels, and multi-family dwellings at a density of 6 units/acre. Both sides in this location are currently developed.

# East Goshen Township & Region Demographics

# Population 1950 – 2010



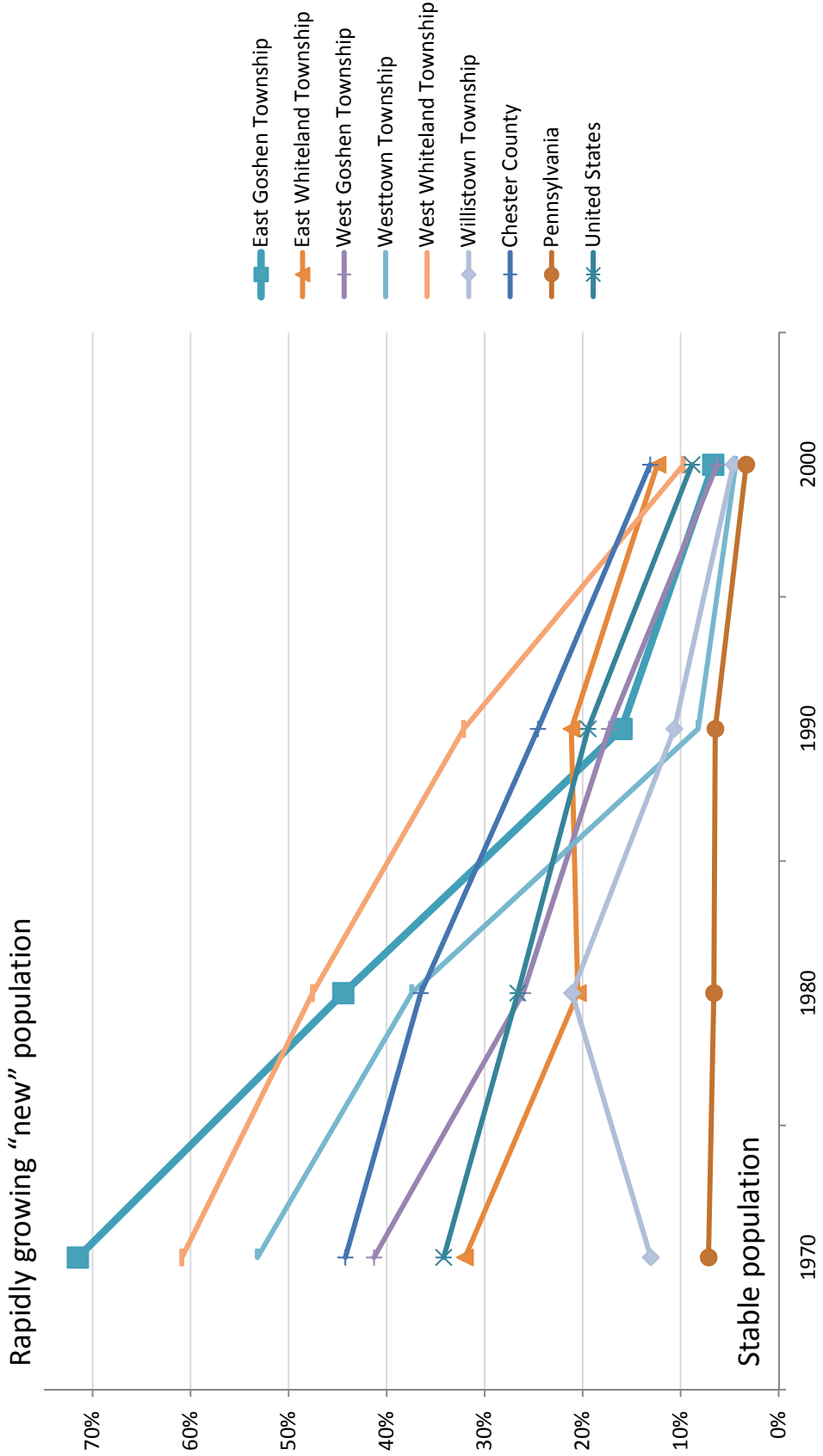
# Population Growth Rate 1950 – 2010



# Population Change 1950 – 2010

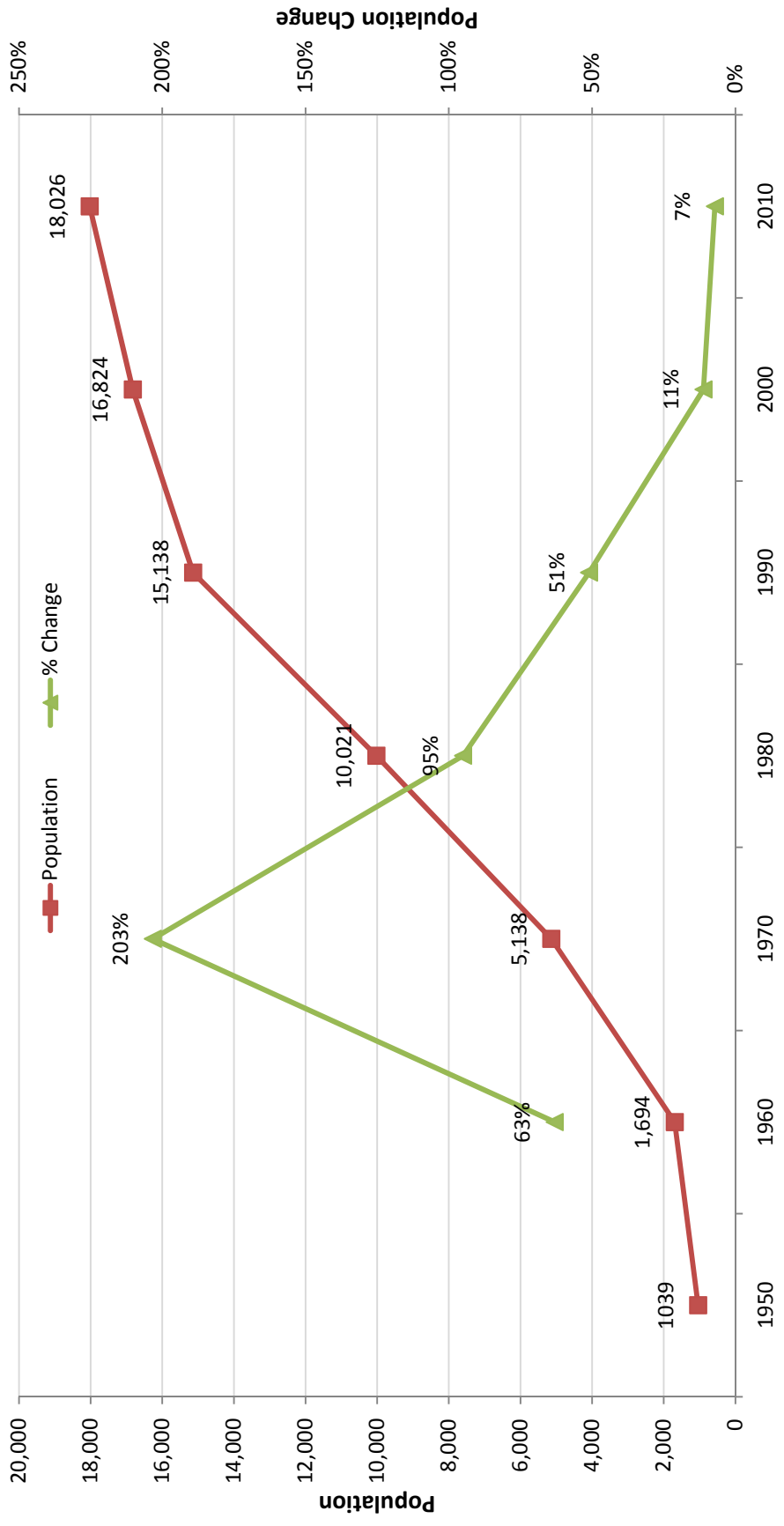


# Percent of Population Gained Since...



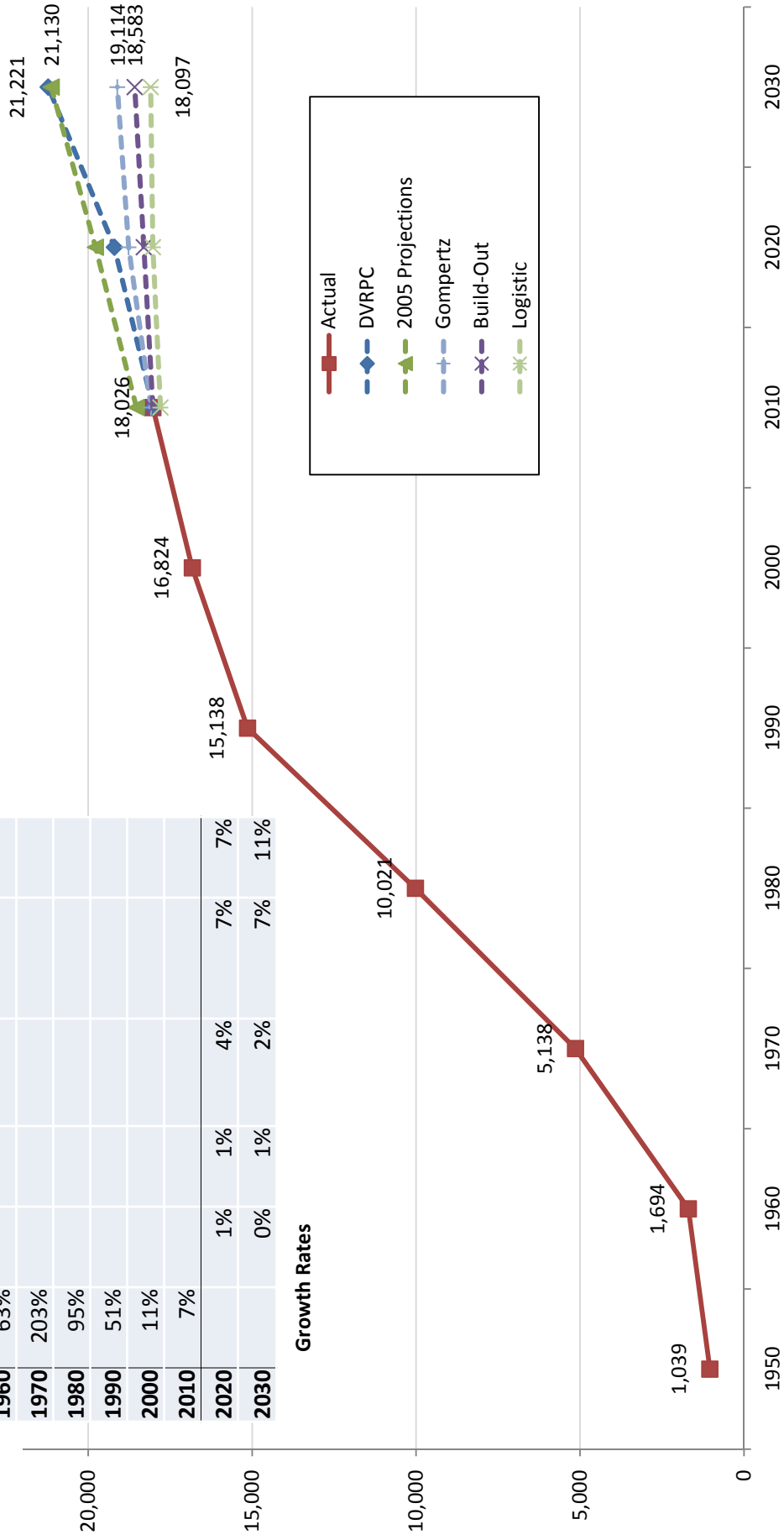


# Population & Population Change 1930 – 2010

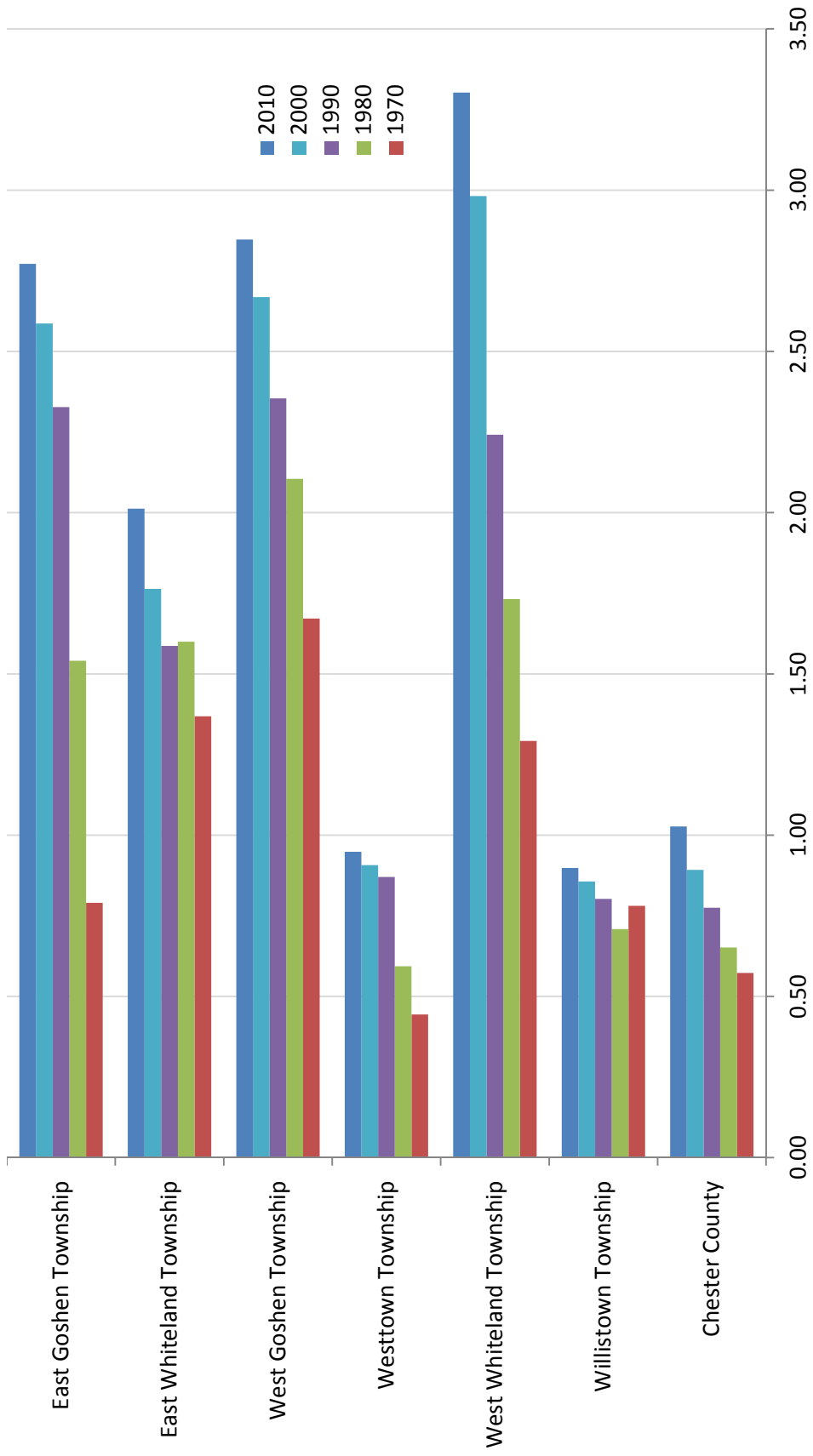


# Population Projections through 2030

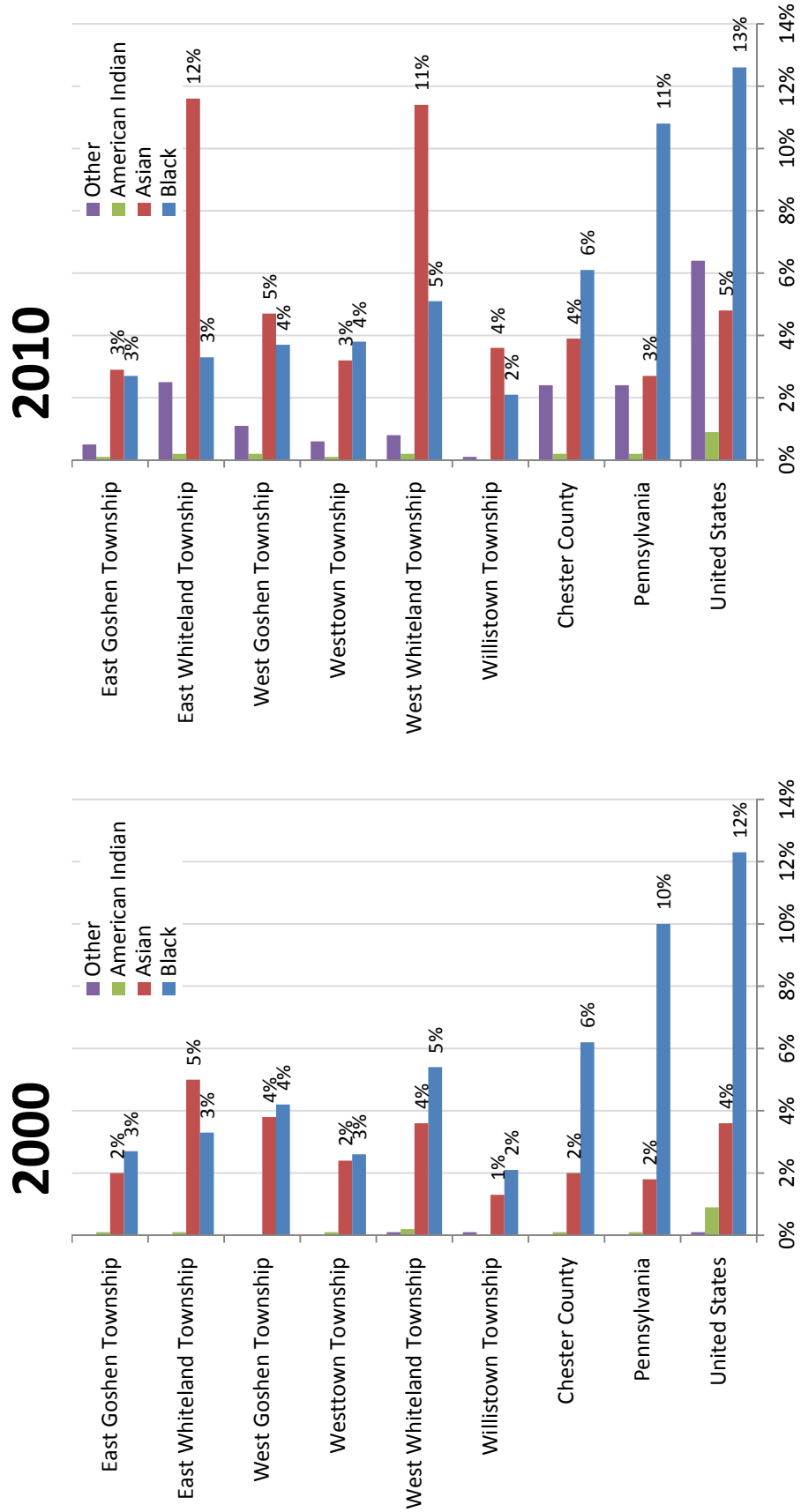
	Actual	Logistic	Build-Out	Gompertz	2005 Projections	DVRPC
1960	63%					
1970	203%					
1980	95%					
1990	51%					
2000	11%					
2010	7%					
2020	1%	1%	1%	4%	7%	7%
2030	0%	0%	1%	2%	7%	11%



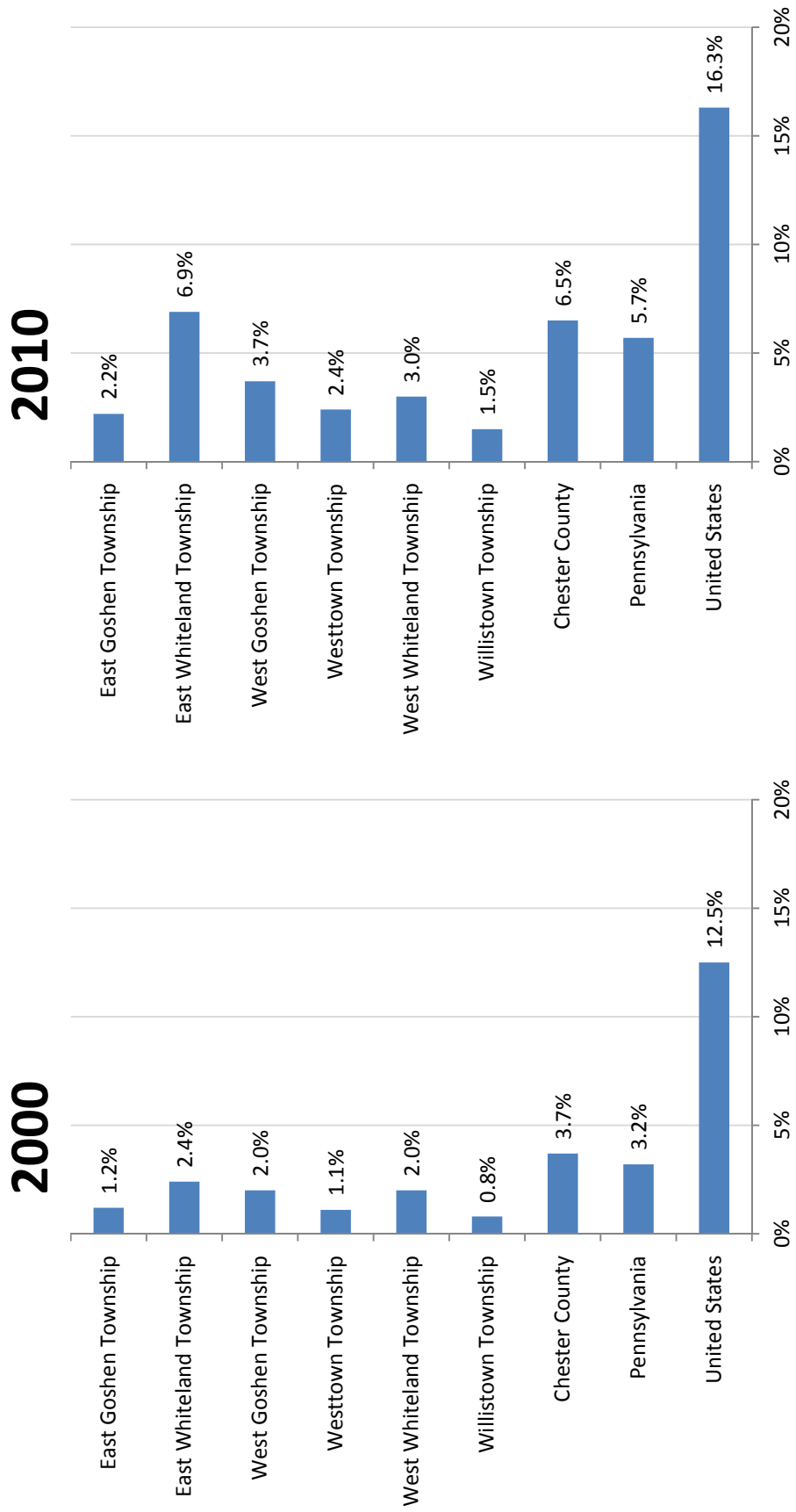
# Density (persons / ac) 1970 – 2010



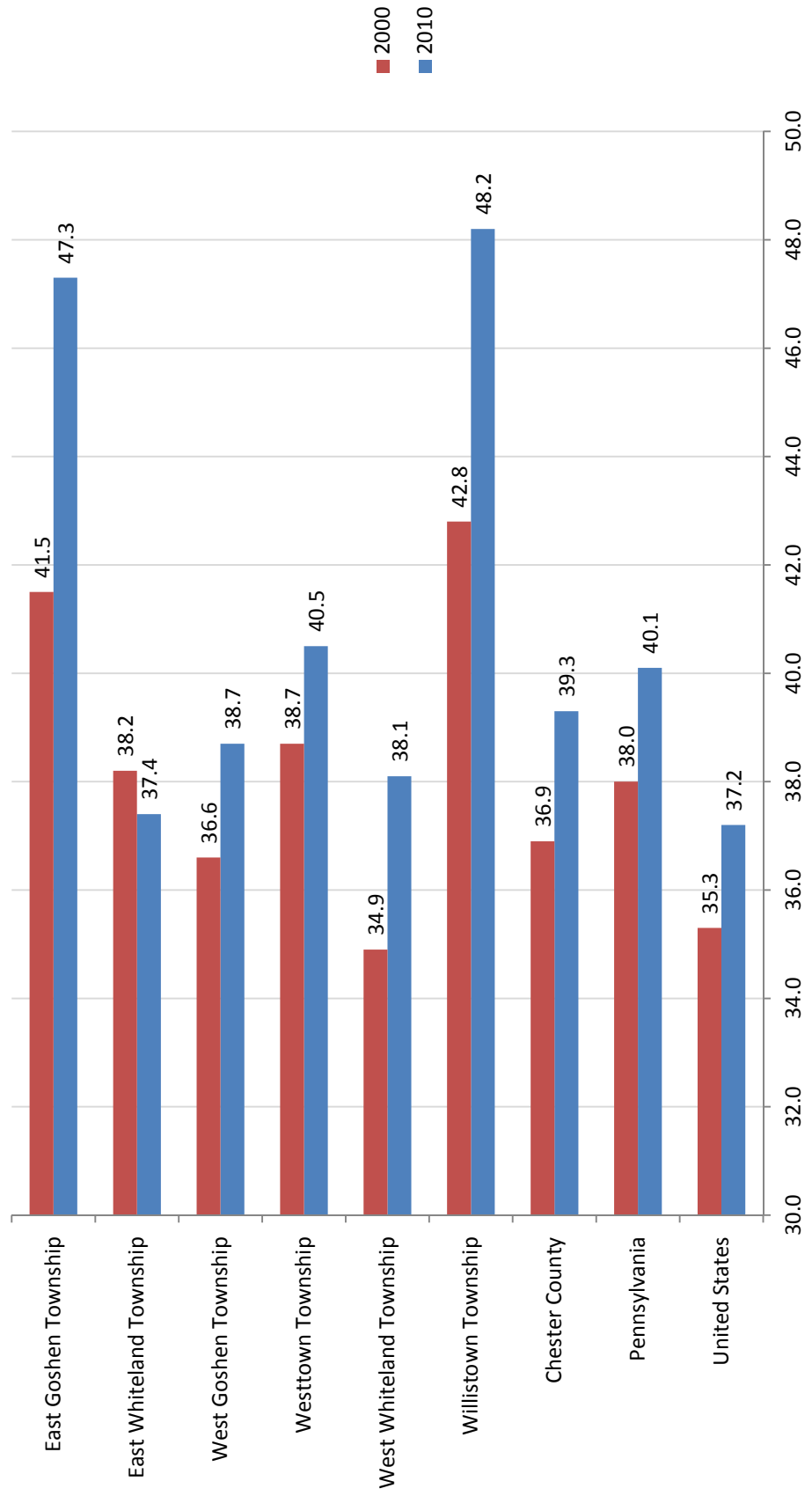
# Race (non-White) 2000 & 2010



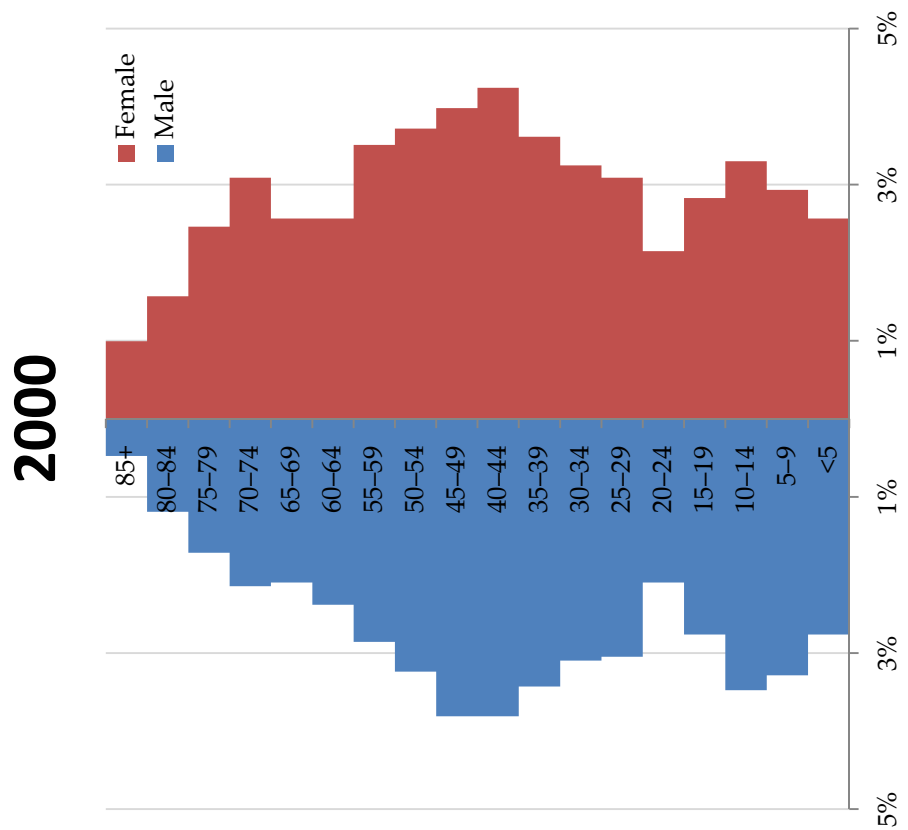
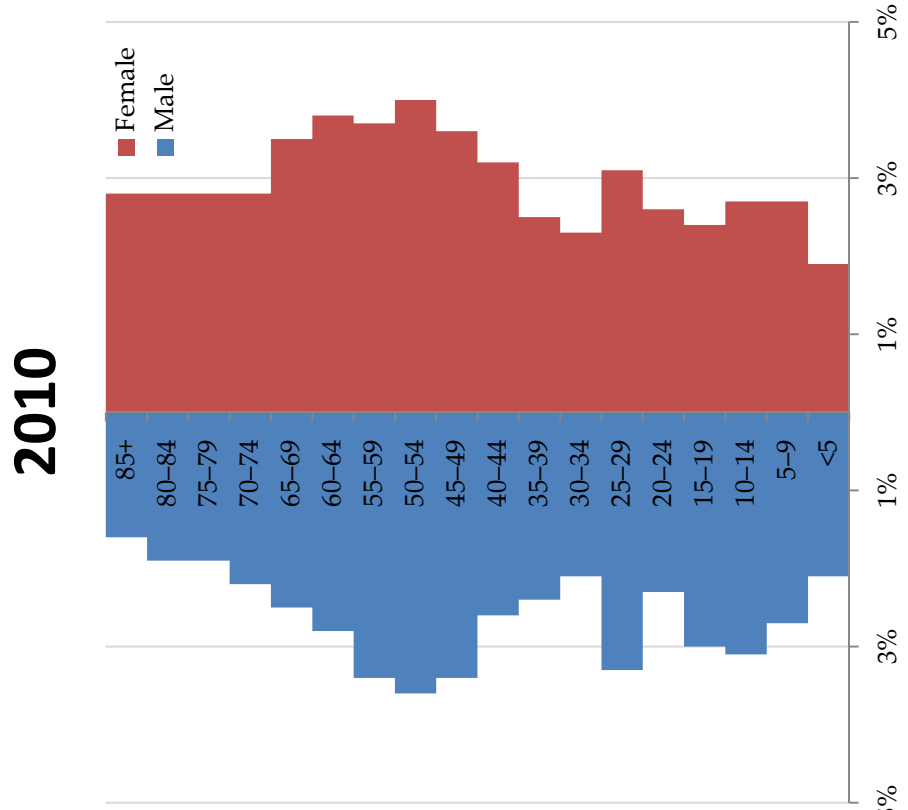
# Ethnicity (Hispanic & non-Hispanic) 2000 & 2010



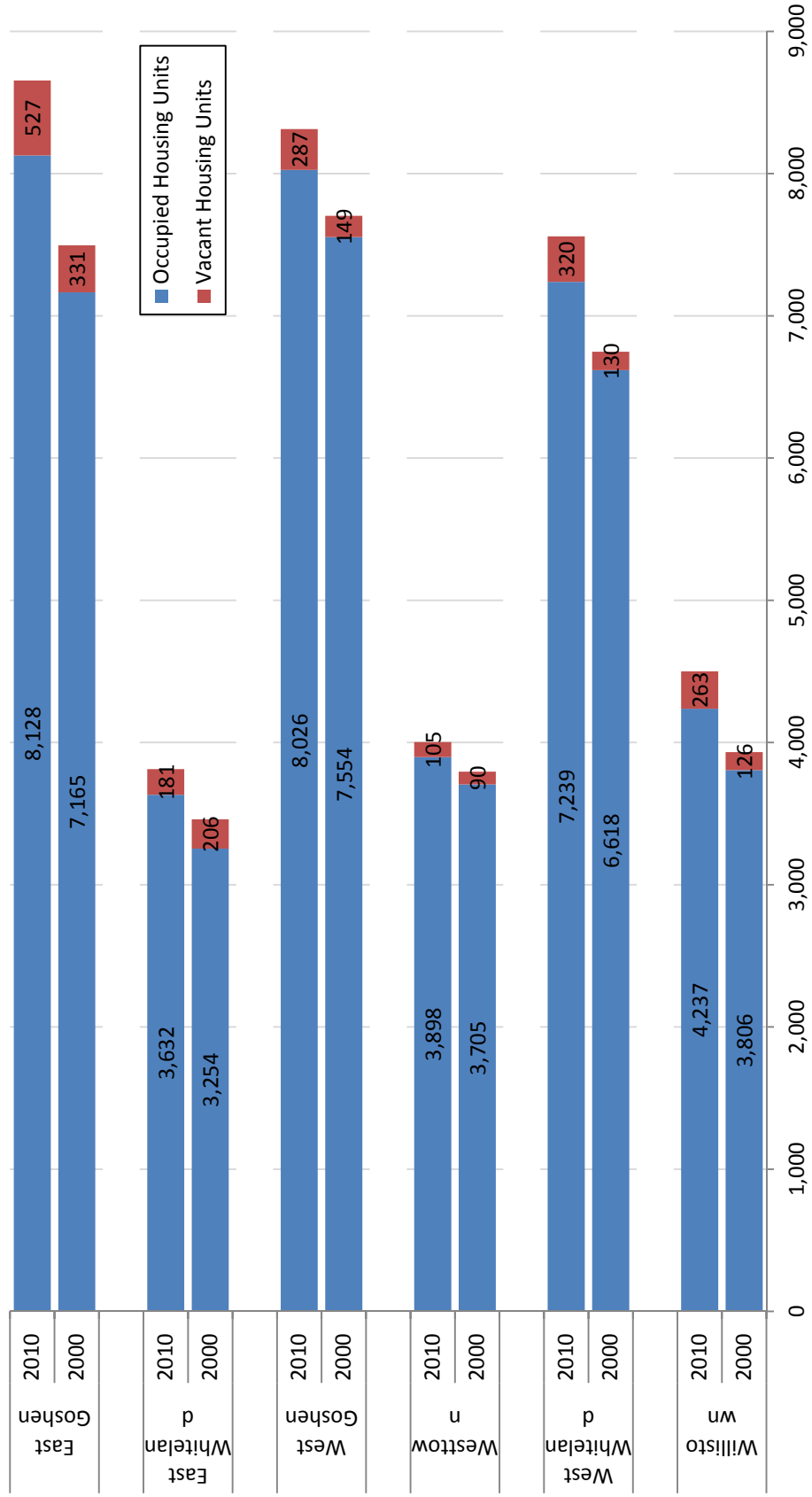
# Median Age 2000 & 2010



# Age by Sex 2000 & 2010

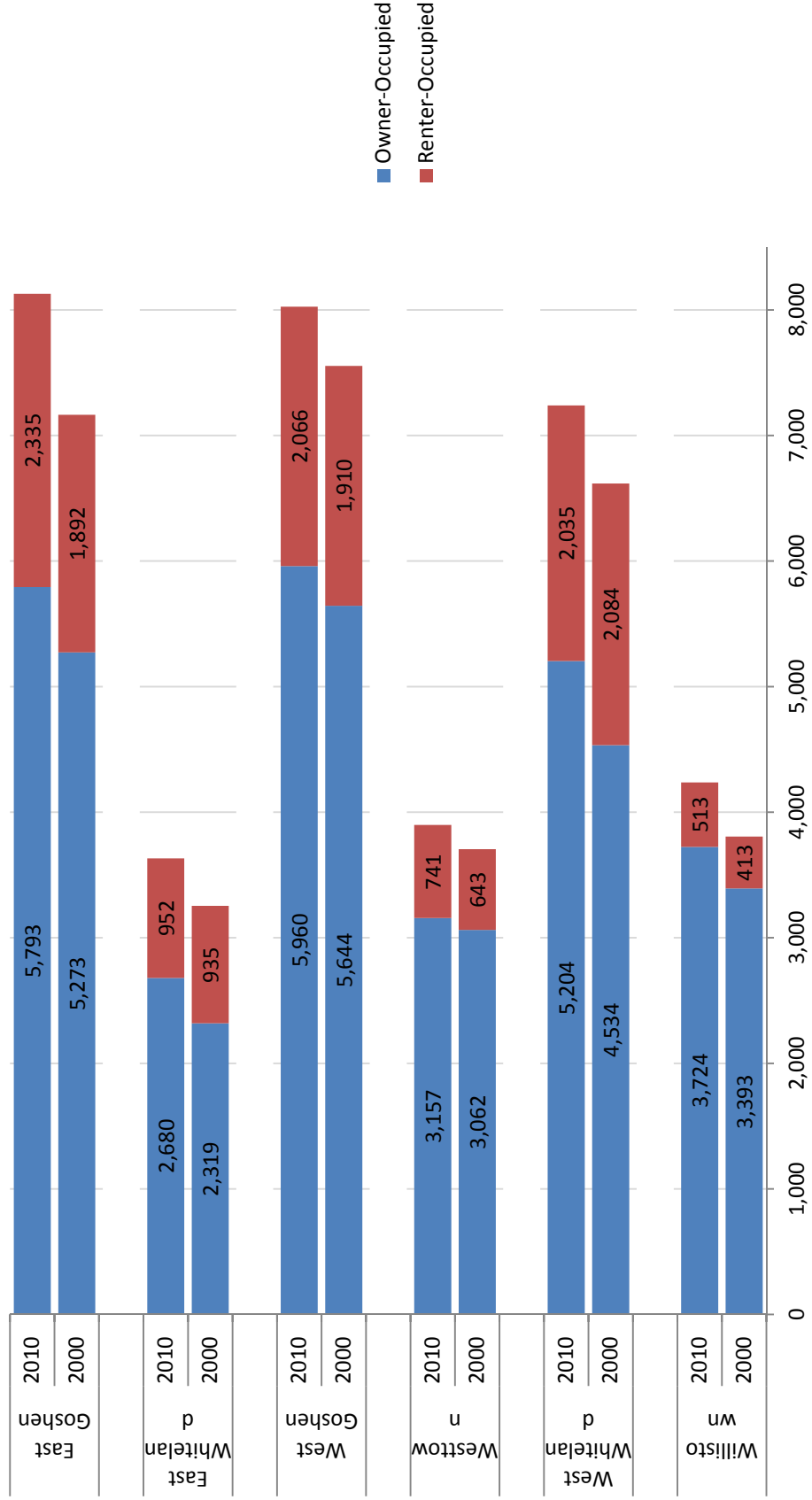


# Housing: Occupied & Vacant 2000 & 2010

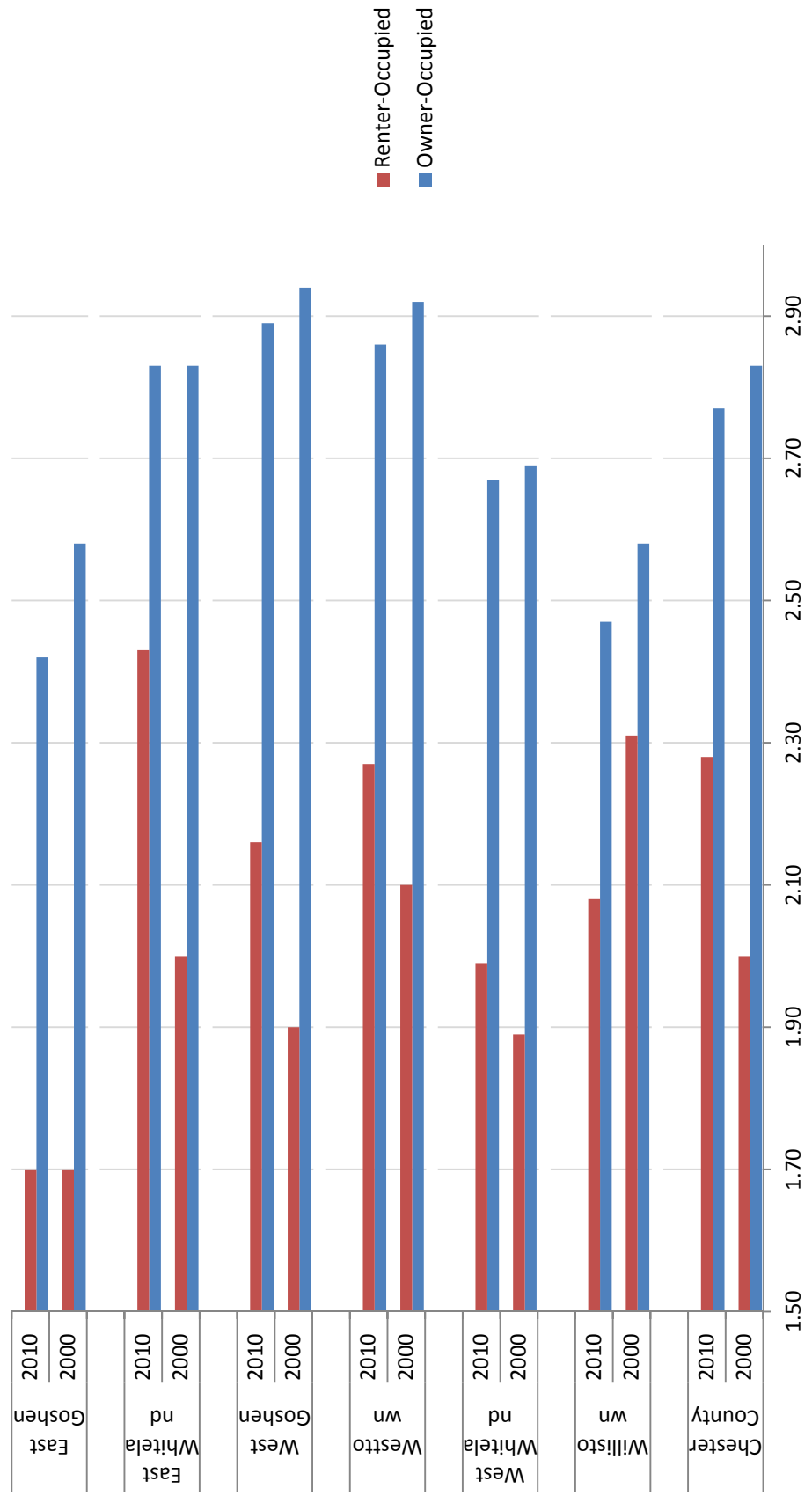




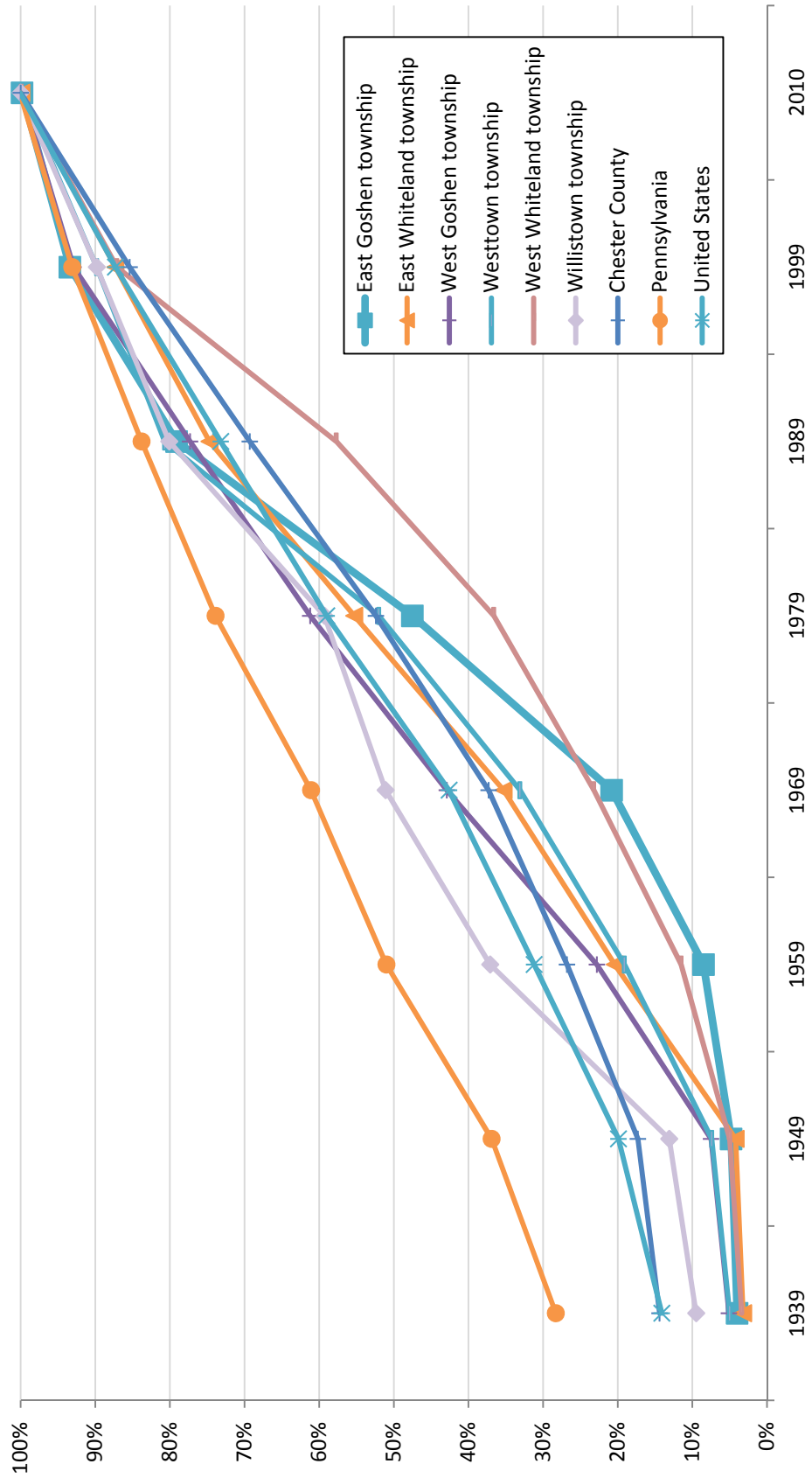
# Housing: Owner- and Renter-Occupied 2000 & 2010



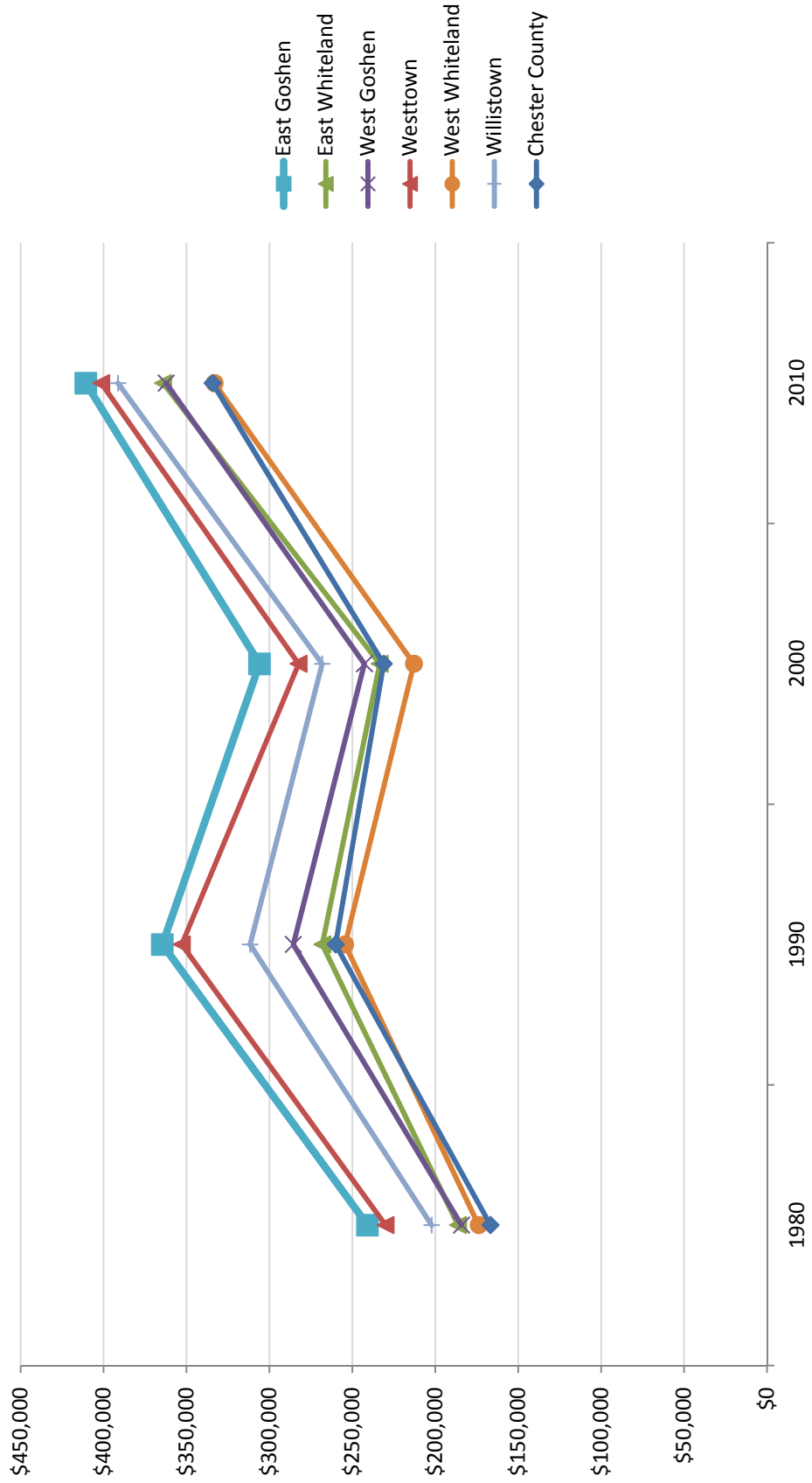
# Household Size: Owner- & Renter-Occupied 2000 & 2010



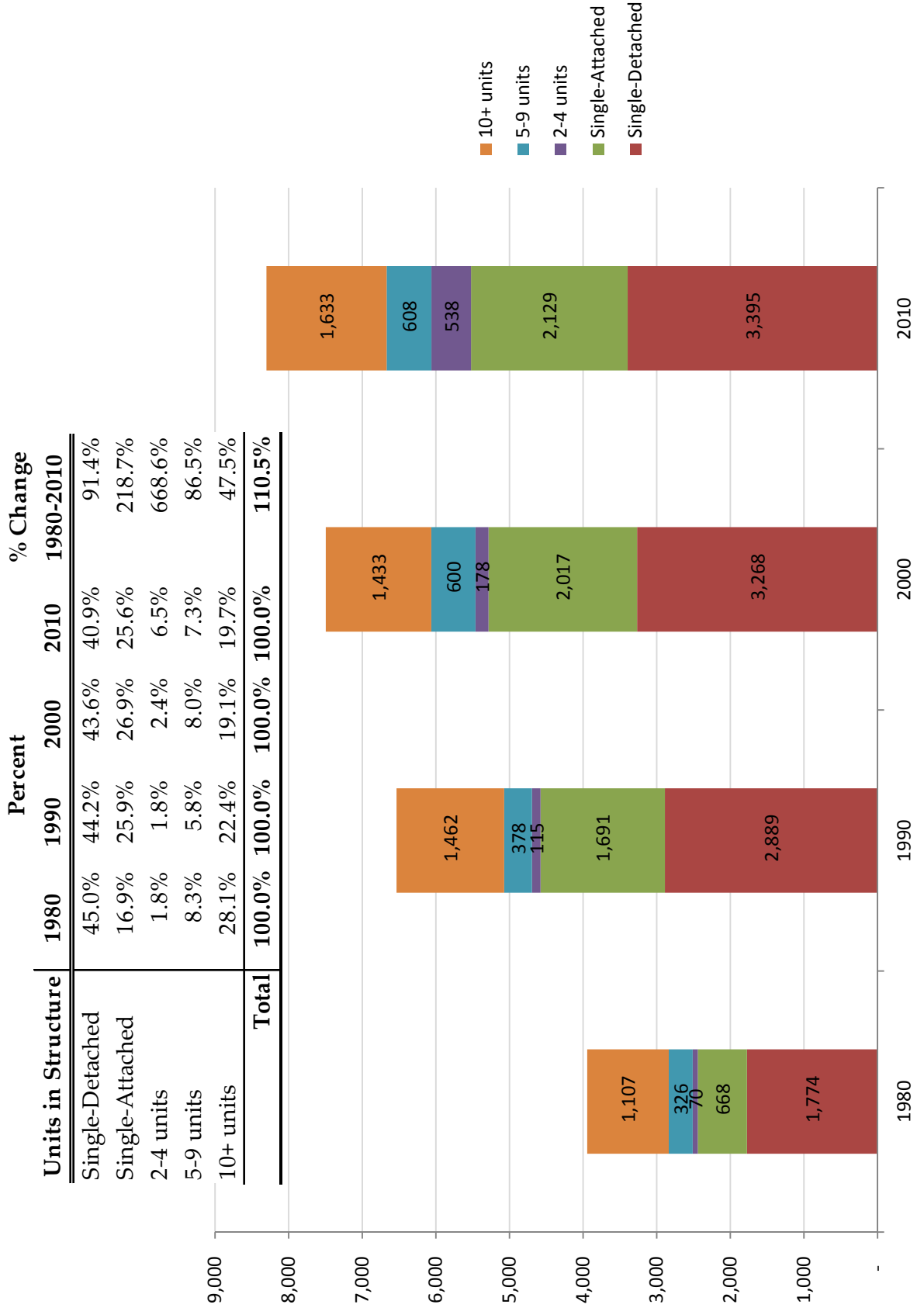
# Portion of Total Housing Built Before...



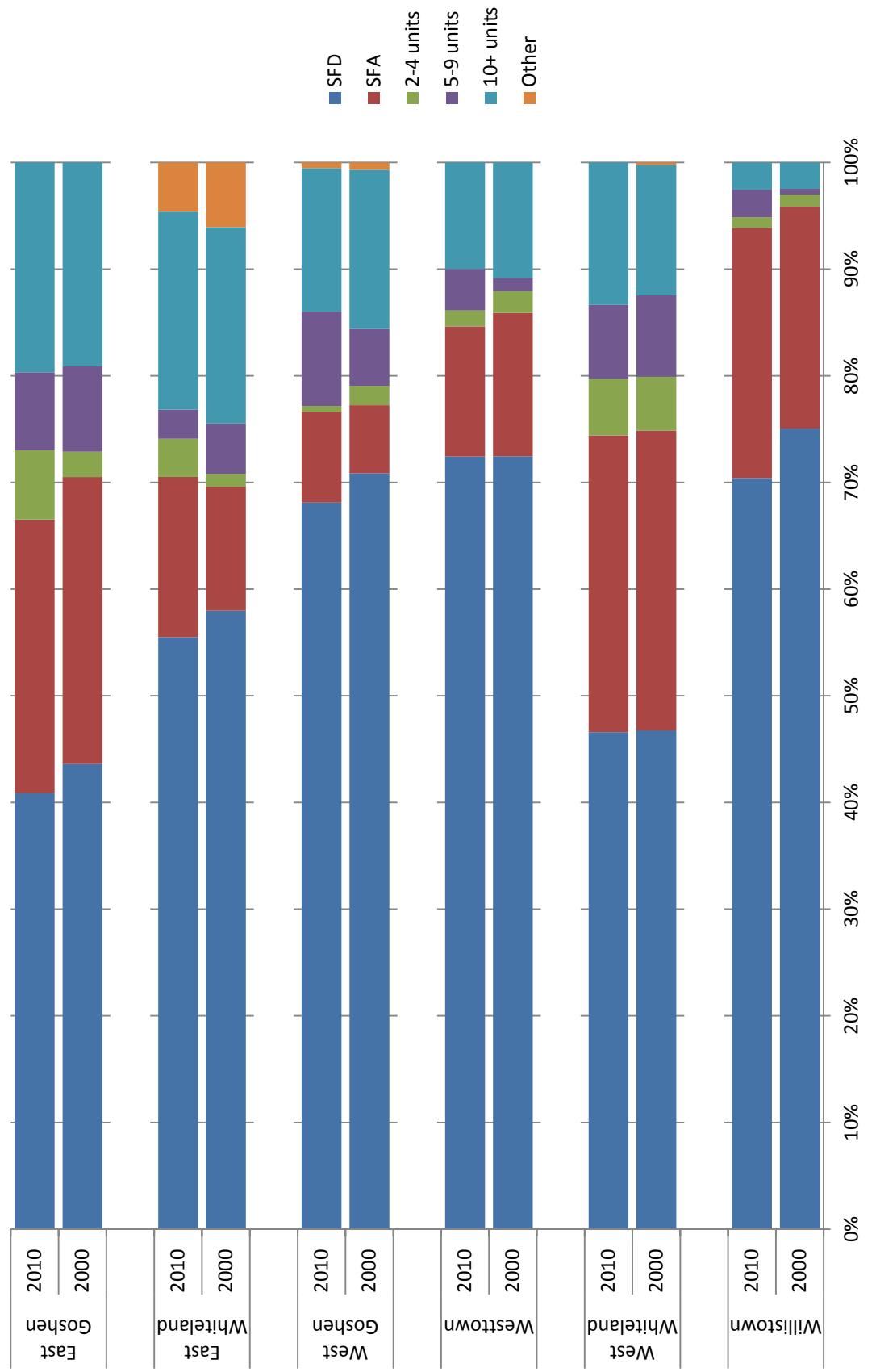
# Median Home Value in 2010 Dollars 1980-2010



# Number of Housing Units by Type 1980-2010



# Housing by Type 2000 & 2010



# Housing by Type 2000 & 2010

		SFD	SFA	2-4 units	5-9 units	10+ units	Other
<b>Willistown</b>	2000	75.1%	20.8%	1.1%	0.5%	2.5%	0.0%
	2010	70.4%	23.5%	1.0%	2.6%	2.6%	0.0%
<b>West Whiteland</b>	2000	46.8%	28.1%	5.1%	7.6%	12.2%	0.2%
	2010	46.6%	27.8%	5.3%	6.9%	13.3%	0.0%
<b>Westtown</b>	2000	72.5%	13.4%	2.0%	1.2%	10.8%	0.0%
	2010	72.4%	12.2%	1.5%	3.9%	10.0%	0.0%
<b>West Goshen</b>	2000	70.9%	6.4%	1.8%	5.3%	14.9%	0.7%
	2010	68.1%	8.5%	0.5%	8.8%	13.4%	0.5%
<b>East Whiteland</b>	2000	58.0%	11.6%	1.2%	4.7%	18.4%	6.1%
	2010	55.5%	15.0%	3.6%	2.7%	18.6%	4.6%
<b>East Goshen</b>	2000	43.6%	26.9%	2.4%	8.0%	19.1%	0.0%
	2010	40.9%	25.6%	6.5%	7.3%	19.7%	0.0%

# East Goshen Township Comprehensive Plan 2015

## Appendix A-3

### LAND USE

**Goal 5. In the context of the Land Use Plan of Chapter 5, provide for a diverse mix of residential, commercial, and other land uses in a way that enhances the Township’s suburban character, builds community, and respects the natural and historic resources.**

*East Goshen Township is one of the West Chester region’s premier suburban communities because of established and new residential neighborhoods that provide residents of all ages with a comfortable living environment. Convenient access to commercial services, good schools, employment centers, municipal government, emergency services, natural and historic resources, and a wide range of recreational activities also defines East Goshen’s desirability for continued residential and business investment. New development can be accommodated utilizing undeveloped and underutilized parcels and through context sensitive redevelopment of older residential and non-residential areas.*

Objective 5.1. – Transform the Town Center into a viable, walkable, visitable Place

Recommendation 5.1.1. – Hold a Public Workshop to develop a Concept Plan for an East Goshen “Town Center” within the triangle of land formed by Paoli Pike, Route 352, and Boot Road.

Action Item 5.1.1.1. - Conduct a Public Workshop for members of the public, design professionals, business owners, community leaders, and public officials to develop a design concept and design guidelines for the Town Center. This Workshop could incorporate the following tasks or topics:

- Small group sessions with design professionals to identify the existing assets and concerns of the public;
- Meetings with landowners to determine their interest/ideas for the Town Center
- Potential design solutions to unify the Town Center
- Linkages to a Paoli Pike Corridor master plan
- Ordinance amendments to address the planning and design recommendations
- Planning considerations such as: the potential mix of land uses, access control, reuse opportunities, pedestrian/bicycle connections to the Township Park, and site design standards.
- Provide a growth plan to maintain the economic viability of the Goshen Village Shopping Center.

Action Item 5.1.1.2. - Publish the results of the Public Workshop in a summary report, and determine next steps for implementation of the concept plan.



Objective 5.2. – Retain the Paoli Pike corridor as a key defining feature of East Goshen Township, connecting a variety of natural and built landscapes, and providing a sense of place within this premier suburban community.

*Paoli Pike offers a timely opportunity to help sustain the quality of life and economic prosperity. Travelers of this pike experience agricultural, natural, residential, high-tech/office, retail shopping, municipal, and recreational landscapes. Unlike the West Chester Pike corridor, the Paoli Pike corridor can, through careful planning, management, and enhancements: a) preserve the Township’s unique character; b) provide a wide range of land uses while encouraging continued investments in corridor’s built environment; and c) serve as a safe route for cyclists, joggers, and pedestrians.*

Recommendation 5.2.1. – Consistent with the Central Chester County Bike and Pedestrian Plan, explore the engineering feasibility of a proposed multi-purpose trail to run parallel to Paoli Pike.

Action Item 5.2.1.1. – Utilize available funding from DVRPC or Chester County to finance preliminary engineering of a multi-purpose trail and contract with a consultant to perform the work.

Action Item 5.2.1.2. – Seek funding for the construction of a multi-purpose trail in one or more phases.

Recommendation 5.2.2. – Explore design and other improvements at key locations along, and proximate to, the Paoli Pike corridor through a corridor master planning process.

Action Item 5.2.2.1. – Work with the Chester County Planning Commission and DVRPC to identify, and secure, funding for a Paoli Pike corridor master plan.

Action Item 5.2.2.2. – With funding, solicit proposals from qualified consultants and contract with a consultant to work with the Township to develop a master plan for the corridor, including: study/address intersection modifications, streetscape enhancements, access management, sidewalk construction, Town Center Workshop.

Action Item 5.2.2.3. – Identify priority projects stemming from the corridor master plan and develop an implementation timeline.

Action Item 5.2.2.4. – Create a funding strategy to advance project implementation.

Recommendation 5.2.3. – As part of the master plan, create a sense of place along the Paoli Pike corridor that helps to define the Township and promote ready access to Township amenities.

Action Item 5.2.3.1. – Define principal points of interest and destinations to be identified within the Paoli Pike Corridor.

Action Item 5.2.3.2. – Identify principal directional, gateway, landscaping and design needs to enhance the Paoli Pike Corridor, and develop signage and other project design materials.

Action Item 5.2.3.3. – Identify funding sources for signage, gateway, and other design recommendations.

Action Item 5.2.3.4. – Prioritize and construct projects once funding is secured.

Objective 5.3. – Insure that the West Chester Pike corridor continues to serve as a vital residential, commercial, and regional transportation corridor within East Goshen Township.

*A significant concentration of low-, medium-, and high-density residential uses, and retail, and service commercial uses, exist along that portion of West Chester Pike that traverses the southern end of the Township. The West Chester Pike corridor can, through careful planning, management, and enhancements: a) continue to accommodate more affordable housing opportunities in the Township; b) provide a wide range of shopping and commercial service uses to Township and area residents; c) provide incentives for reinvestment in some of the corridor's older uses that do not meet Township zoning or land development design standards; and d) serve as a safe, regional route for commuters and local vehicle trips alike.*

Recommendation 5.3.1. – Explore design and other improvements at key locations along and proximate to the West Chester Pike corridor through a corridor master planning process.

Action Item 5.3.1.1. – Work with the Chester County Planning Commission and DVRPC to identify, and secure, funding for a West Chester Pike corridor master plan.

Action Item 5.3.1.2. – With funding, solicit proposals from qualified consultants and contract with a suitable consultant or team that will work with the Township to develop a master plan for the corridor, including: study/address intersection modifications, streetscape enhancements, building architectural and site design guidelines and standards for non-residential uses, access management, sidewalk construction, and enhanced bicycle circulation.

Action Item 5.3.1.3. – Identify priority projects stemming from the corridor master plan and develop an implementation timeline.

Action Item 5.3.1.4. – Create a funding strategy to advance project implementation.

Recommendation 5.3.2. –Should the Township not move forward with the West Chester Pike corridor master plan, consider adopting design standards within the Ordinances to link land development approvals with standards that can create unifying visual features within existing commercial districts, primarily through landscaping, access control, sign regulation, and pedestrian/bicycle facilities.

Action Item 5.3.2.1. - Provide greater flexibility in the use of common driveways, including providing design or use incentives that allow for business owners to redesign existing parking areas to create greater driving and access safety. Incentives could be tied to modest modifications to landscape buffer requirements, setbacks, or parking reductions.

Action Item 5.3.2.2. - Establish a shared parking strategy that reduces the number of total parking spaces required for adjacent commercial and noncommercial uses. This strategy would incorporate a calculation that identifies peak hours of operation of adjacent uses, and uses this to identify the number of adjacent parking spaces that could be shared, thus reducing overall parking requirements.

Action Item 5.3.2.3. - Re-examine existing minimum parking requirements and, using the most recent available parking generation data, consider reducing the amount of parking required by the Zoning Ordinance.

Action Item 5.3.2.4. - Encourage alternative paving of parking areas to include use of porous paving systems and other proven stormwater infiltration techniques.

Action Item 5.3.2.5. - Review landscaping regulations to enhance landscaping for new uses, while recognizing the practical limitations of nonconforming uses and combined sites.

Objective 5.4. – Continue to provide guidance from the Authorities, Boards, and Commissions (ABC’s).

The ABC’s offer valuable talent and insight on numerous land use issues. The roles of the ABC’s should be maintained and expanded.

Recommendation 5.4.1. – Continue to meet in January of each year to review past achievements and current goals.

Action Item 5.4.1.1. – Continue to seek input and new creative ideas from the ABC’s for improving and enhancing the Township.

Objective 5.5. – Continue effective governance by the East Goshen Township Board of Supervisors.

Recommendation 5.5.1. – Continue to focus on all aspects of land use, development, and redevelopment.

Action Item 5.5.1.1. – Continue to rely on the input of the ABC’s.

Objective 5.6. – Continue to accommodate a diverse mix of residential, commercial, institutional, light industrial, and recreational uses in the Township utilizing the Future Land Use Plan as a guide.

Recommendation 5.6.1. – Insure that the Ordinances are consistent with and used to implement the Future Land Use Plan.

Action Item 5.6.1.1. – Compare the text and map of the Zoning Ordinance with the Future Land Use Map and consider updates to the Ordinance as needed to provide for land use decisions that are consistent with this map.

Action Item 5.6.1.2. – Review the Subdivision & Land Development Ordinance, with the Future Land Use Plan and consider needed revisions.

Objective 5.7. – Continue to provide for a variety of housing options within the Township to accommodate a diverse population.

*An extensive number of single-family detached dwellings on individual lots are located throughout the Township. In addition, the northern portion of the Township is home to Hershey’s Mill, a large, senior-oriented, and gated residential/golf course community that offers a mix of housing options. Higher-density housing in the form of townhomes and garden apartments is clustered along West Chester Pike at the southern end of the Township.*

*Consistent with national housing trends, most of the Township residents are likely to prefer remaining in their current housing as they grow older, or move to other forms of housing in the Township that can address their changing needs. Also, an increasing number of children of Township families, upon graduation from college, are expected to return to their parents' home while seeking suitable employment or while working to pay off student debt.*

Recommendation 5.7.1. – Evaluate the Zoning Ordinance in light of housing choices for changing demographics and income diversity.

Action Item 5.7.1.1. – Consider updating residential zoning districts to allow smaller residential lots, multi-generational homes, and principal and accessory residential dwellings on the same lot.

Action Item 5.7.1.2. – Continue to accommodate higher-density residential housing through zoning, especially near existing or planned commercial areas and where infrastructure capacity exists or is planned.

Objective 5.8. – Preserve the character and diversity of existing residential neighborhoods.

Recommendation 5.8.1. – Consider adopting provisions in the Zoning and Subdivision & Land Development Ordinances that encourage innovative design for new residential development while respecting the character of surrounding neighborhoods.

Action Item 5.8.1.1. – Encourage innovative development in areas of the Township designated Low Density Residential (LDR) Medium Density Residential (MDR) or Planned Community (PC) on the Future Land Use Map in order to better protect existing neighborhoods, historic structures, and natural resources.

Action Item 5.8.1.2. – Review and amend, if necessary, the existing lot area, width, and yard regulations of the R-3, Medium Density Residential District to more closely reflect the existing lot sizes within this district.

Action Item 5.8.1.3. – Utilize the input of the Township's Historic Commission and the Conservancy Board during review of sketch, preliminary, and final land development plan applications, as well as for Variance, Special Exception, and Conditional Use applications, to help address historic- or environmentally-related issues.

Action Item 5.8.1.4. - Review area and bulk regulations, and impervious coverage limitations in all residential zoning districts and update as necessary to provide for appropriately designed infill development.

Objective 5.9. – Retain and attract corporate investment on lands shown on the Future Land Use Plan as Business Park Industrial.

Recommendation 5.9.1. - Create opportunity for more compatible or co-dependent, uses, building expansion, and expanded amenities in existing corporate/business/industrial parks.

Action Item 5.9.1.1. – Consider modifying the B-P and I-1 zoning districts to provide for small retail stores and services as part of individual corporate facilities or stand-alone entities to support employee needs.

Action Item 5.9.1.2. – Allow for growth within the business and industrial parks by considering amendments to the B-P and I-1 zoning districts to increase the maximum building height beyond 3 stories or 35 feet, and to permit building coverage to exceed 30 percent and lot coverage to exceed 50 percent to accommodate business growth and expansion.

Action Item 5.9.1.3. - Explore the need for amendments to the B-P, I-1 and I-2 Districts to allow uses such as hotels, and other service-oriented business uses in the industrial and business park districts.

Objective 5.10. - Encourage and support regional planning initiatives that promote best planning practices.

Recommendation 5.10.1. - Continue township participation in the West Chester Regional Planning Commission (WCRPC) and West Chester Area Council of Governments (WCACOG).

Action Item 5.10.1.1. - Continue to coordinate planning initiatives, studies, services, and training, as appropriate, with member municipalities in these two regional organizations.

Action Item 5.10.1.2. - Support development of a regional comprehensive plan and other regional initiatives of interest to East Goshen Township.

Action Item 5.10.1.3. - Advocate for the WCACOG to become a leading organization for the coordinated planning of services and decision making.

Recommendation 5.10.2. - Maintain consistency with *Landscapes2* and coordinate planning efforts with Chester County.

Action Item 5.10.2.1. - Continue to participate in the Vision Partnership Program (VPP) provided by the County to coordinate the development of consistent plans and regulations in keeping with the recommendations of *Landscapes2*.

## East Goshen Township Comprehensive Plan 2015

### Appendix A-4 ECONOMIC DEVELOPMENT STRATEGY

**Goal 7. As a result of the findings described in Chapter 7, promote development and redevelopment opportunities that sustain the local economy, complement the Township's quality of life, and continue to make East Goshen a great place to live and work.**

*East Goshen Township has a strong, diverse, and viable economy. We are one of the most prosperous municipalities in Chester County, with an estimated 2012 household income of \$118,000, almost twice the national average. Within 25 minutes driving time of the Township, there is a workforce of approximately 370,000 well-trained individuals that can serve both existing and prospective businesses in East Goshen. A current listing of over 100 major Township businesses is maintained on the municipal website, and most of these are located in our two business parks, one industrial park, or along the Paoli Pike or West Chester Pike commercial corridors. Our continued economic viability is an essential, but often overlooked contributor to our quality of life – people need jobs, the Township needs businesses. Both are necessary to ensure a sustainable environment. To accomplish this, we focus on economic development objectives related to land, labor, and capital.*

#### LAND

Objective 7.1. – Expand businesses along the West Chester Pike Corridor through commercial re-zoning of the Goshen Fire Company grounds.

Recommendation 7.1.1. – Consider alternative zoning and land development options.

Action Item 7.1.1.1. – As part of the West Chester Pike corridor study, work with the Goshen Fire Company to explore the feasibility of selling portions of its property for private, commercial development.

Objective 7.2. – Expand businesses in the Town Center, especially at Goshen Village.

Recommendation 7.2.1. – Consider infill development and redevelopment options.

Action Item 7.2.1.1. – Conduct a detailed market analysis to explore the highest and best uses for the Goshen Village Shopping Center.

Objective 7.3. – Support newer commercial uses such as a Hotel in the Industrial District, and smaller incubator businesses in the corporate parks and the industrial park.

Recommendation 7.3.1. – Consider the diversification of development options.

Action Item 7.3.1.1. – Conduct a market analysis to explore the possibility of a hotel/convention center.

Objective 7.4. – Support cafes, coffee shops, juice bars, “shake shacks”, and other small like-type business enterprises.

Recommendation 7.4.1. - Explore opportunities for new investment within key business clusters along the Paoli and West Chester Pike corridors.

Action Item 7.4.1.1. – Develop design Standards for small scale commercial uses.

Objective 7.5. – Continue the use of East Goshen Township Community Park for the Farmers Market and other context-sensitive enterprises and activities.

Recommendation 7.5.1. – Consider expanded programs and activities at the Park.

Action Item 7.5.1.1. – Expand the days and hours for the Farmers Market.

Objective 7.6. – Continue the communications of the Commerce Commission with the business community, in order to identify and address needs pertaining to business growth and expansion.

Recommendation 7.6.1. – Expand the focus of the Commerce Commission to address land based innovations for business growth.

Action Item 7.6.1.1. – Continue the Commerce Commission’s annual breakfast for realtors, investors, county, regional, and state economic development agencies, and others, with an emphasis on zoning and land development innovations.

Recommendation 7.6.2. – Maintain open communication with the Township’s local businesses and industries and provide assistance whenever possible.

Action Item 7.6.2.1. – Through efforts of the Commerce Commission and Board of Supervisors, continue the highly successful workshops for local business and industrial owners/operators as a forum for discussion and issue resolution.

Action Item 7.6.2.2. – Through efforts of the Commerce Commission, continue the more individualized efforts of annually contacting the owners or operators of local businesses and industry as a way of Township introduction and responding to their needs.

Action Item 7.6.2.3. – Continue to provide information to local businesses through flyers, website interaction, and other material that inform businesses of available funding, labor force training and other business retention and development assets.

Objective 7.7. – Consider shared parking opportunities for smaller commercial lots, in order to stretch patronization.

Recommendation 7.7.1. – Evaluate parking requirements.

Action Item 7.7.1.1. – Amend the Ordinances to provide guidance on Shared Parking parameters.

Objective 7.8. – Continue No-Impact Home-Based Businesses, Home Occupations, and Home-Related Businesses.

Recommendation 7.8.1. – Support close to home business opportunities.

Action Item 7.8.1.1. – Inform residents of at home business opportunities through the Township Newsletter and Web Site.

Objective 7.9. – Foster the integration of good land use design with existing commercial development patterns to promote an efficient and sustainable business environment in the Township.

Recommendation 7.9.1. - Facilitate design improvements along the main commercial corridors that promote safe and efficient access to businesses, and enhance the aesthetic appeal of these areas for new investment.

Action Item 7.9.1.1. – Work with the Chester County Planning Commission and DVRPC to secure funding for design studies that offer recommendations for access, landscaping, roadway design, and other improvements for the Paoli Pike and West Chester Pike corridors.

Action Item 7.9.1.2. – Integrate future business needs of the Township within the Paoli Pike and West Chester Pike corridors.

Objective 7.10. – Explore land use changes and other strategies that accommodate a wider range of commercial development and promote business retention.

Recommendation 7.10.1. – Examine existing land use, density, and height limitations within the I-1, I-2, and B-P Districts to provide for the expansion of existing uses and provide for additional business space.

Action Item 7.10.1.1. – Consider amending the I-1 and B-P Districts to a) increase the maximum building height and impervious coverage limits, and b) provide for niche retail uses such as florists, dry cleaners and other convenience retailers within existing business parks.

Action Item 7.10.1.2. – Consider consolidating the I-1 and B-P Districts at their current locations to form a single zoning district that accommodates expansion of existing, and future office, R&D, and light manufacturing or industrial uses and supporting park amenities within the township’s three business parks.

Recommendation 7.10.2. – Work with the business community to explore ways to share services and facilities.

Action Item 7.10.2.1. – Explore the need for zoning changes that accommodate a greater range of accessory uses that support the day-to-day needs of business.

Action Item 7.10.2.2. – Explore opportunities for ride sharing and transit connections to area rail and bus stations.



## **LABOR**

Objective 7.11. – Work with existing businesses to identify any gaps in the local labor market and help them address their workforce needs.

Recommendation 7.11.1. – Promote programs that link municipal school students and adults with opportunities for local employment.

Action Item 7.11.1.1. – Continue to host Career Days that bring Township students, area employers and educational leaders together to promote the range of post-secondary employment opportunities for young people and adults.

Action Item 7.11.1.2. – Consider coordinating municipal outreach efforts with the goals and objectives of the Chester County Workforce Investment Board (WIB) by including WIB representation in the workshops hosted by the Commerce Commission.

Action Item 7.11.1.3. – Consider working with municipal businesses and corporations to explore the potential for “Jobs1st PA” grants and other funding to support apprenticeship programs and summer internships for young people.

Action Item 7.11.1.4. – Consider partnering with the Chester County Economic Development Council and other municipalities to host a Regional Job Fair.

Recommendation 7.11.2. – Explore the potential for providing direct access to training facilities and workforce development resources locally.

Action Item 7.11.2.1. – As part of a market analysis of the Paoli Pike and West Chester Pike corridors explore the potential for attracting a medical, health sciences, advanced manufacturing or other high technology training facility to the Township.

Action Item 7.11.2.2. – Expand connections with the Chester County WIB that provide direct access to “Chester County Job Locator,” “Hire One Survey Results,” and “On-the-Job Training Programs” that enhance local employment and workforce development opportunities.

## **CAPITAL**

Objective 7.12. – Enhance the visibility of the Township as a place for ongoing investment and economic development.

Recommendation 7.12.1. – Develop a marketing program for East Goshen Township.

Action Item 7.12.1.1. – Continue operating the Commerce Commission’s Bus Tour of Excellence effort to showcase the Township’s commerce, residential areas, and amenities available to business owners and their employees.

Action Item 7.12.1.2. – Create a marketing tag line, brochures and use other tools that explain why companies should locate in East Goshen Township.

Recommendation 7.12.2. – Expand outreach to commercial capital, public financing agencies, sources of venture capital, and lending institutions to help promote business expansion and sustain economic development in the Township.

Action Item 7.12.2.1. – Promote regular outreach efforts and meetings with the Pennsylvania Department of Community and Economic Development, Chester County Economic Development Council, and Delaware Valley Regional Planning Commission to keep local developers, and other interests to keep them engaged in the opportunities and services offered by East Goshen Township.

Action Item 7.12.2.2. – Consider creating a guide for “Financing Business Development and Expansion in East Goshen Township” that provides an overview of local, county, state and national resources for private and public sector business development capital and financing.

# East Goshen Township Comprehensive Plan 2015

## Appendix A-5

### TRANSPORTATION AND CIRCULATION SYSTEMS PLAN

**GOAL 8: In the context of Chapter 8, provide for a transportation and circulation system capability that optimizes mobility, insures safety and minimizes congestion.**

Planning for transportation networks is directly related to planning for land use. The opportunities and limitations provided by the transportation system strongly influence the location and suitability of different land uses. Modifications to the existing transportation network must be made with consideration to this interdependency, along with changes in land use and travel patterns.

Objective 8.1. - Continue to provide safe, well-maintained roads throughout the Township.

Recommendation 8.1.1. – Continue to refine the Road Maintenance Program.

**DISCUSSION:**

The Director of Public Works and road crew maintains Township roads and carries out the multiple-year road improvements programs. The Board of Supervisors maintains an updated record of improvements made and improvement needs, and utilizes these in the budgetary process for road maintenance.

**ACTION ITEMS:**

**8.1.1.1.** Continue the Road Maintenance Program to provide a safe and well maintained transportation network.

**8.1.1.2.** Provide more opportunities for residents to comment on roadway issues.

Objective 8.2. – Minimize speeding vehicular traffic on roadways.  
and

Objective 8.3. – Minimize cut-through vehicular traffic within neighborhoods.

Recommendation 8.2.1. – Evaluate the need to implement traffic calming measures.

**DISCUSSION:**

There are numerous local roadway sections throughout the Township that experience high volumes of traffic, safety concerns in terms of curves or hills, and the tendency for non-compliance with the posted speed limit. These roadways should be evaluated for the installation of traffic calming measures to reduce vehicle speeds. Neighborhoods where traffic speeding or safety concerns should be addressed include Charter Chase, Grand Oak/Bittersweet, Vista Farms, Highland/Taylor, Wentworth, Pin Oak/Marydell, Bow Tree, and Clocktower. Traffic calming techniques need to be carefully evaluated so that issues associated with one roadway are not shifted to another. It is also essential to coordinate with police, fire departments, school districts, and residents to evaluate the locations and techniques that may be implemented before any measures are installed. There are two major types of traffic calming measures:

***Passive Traffic Calming Measures***

These measures notify drivers to slow down or increase awareness, but do not physically force them to do so. Signs and painted road markings are examples of passive measures. These techniques are relatively inexpensive but effectiveness may be reduced without some measure of enforcement.

***Active Traffic Calming Measures***

These measures physically force drivers to alter their behavior. Speed bumps, curb extensions, speed humps, median barriers, and rumble strips are examples of active measures. These measures can be moderately expensive but are almost always effective in calming traffic. Local emergency services must always be involved in deciding whether or not to install such measures because the measures can have an effect on emergency response times.

The Township established a Local Traffic Advisory Committee in 2001 tasked with evaluating requests for traffic calming on a request by request basis. Implementing traffic calming measures on local streets requires approval of the Board of Supervisors and involves a local traffic study to define the nature and extent of the traffic problem and the responses to it, utilizing primarily the *Traffic Calming Handbook* prepared by PennDOT. It should be noted that any traffic calming requests on State-owned roadways will need to be coordinated through PennDOT.

Traffic calming measures of a more extensive nature, such as neighborhood traffic circles, chicanes or roundabouts, may require additional rights-of-way. That will be a consideration in whether they are strongly considered as strategies to be implemented. This could be offset by a savings in installation or operational costs for a signal system, if located at an intersection. Center islands at intersections could also assist with pedestrian crossings, although they must be evaluated in regards to turning radii.

**ACTION ITEMS:**

- 8.2.1.1.** Evaluate traffic calming measures for road segments that experience high traffic volumes, have numerous access points, and are located proximate to commercial, office, and high density residential land uses.
- 8.2.1.2.** Include installation of any traffic calming measures in the Township Roadway Maintenance and Improvement Plan.

Objective 8.4. – Implement vehicular traffic flow and traffic calming improvements for selected roads and intersections.

Recommendation 8.4.1. – Evaluate road sections or intersections where there are multiple traffic accidents or poor levels of service and facilitate improvements to reduce the number of accidents.

**DISCUSSION:**

There are several road sections and intersections where accidents or high congestion warrant improvements. Some of these improvements could include signalization or signal timing adjustments, while others could necessitate physical alterations. Where physical changes are required, the improvement should be balanced with maintaining the existing character of the surroundings.

The Township should periodically review its traffic signal warrants to determine if improvements to sidewalks and crosswalks can be made, so that “No Pedestrian Crossing” signs can be

removed. As utility poles are often involved in traffic crashes, cooperation with the utility companies to identify ways to pull poles back roadways is useful.

**ACTION ITEMS:**

- 8.4.1.1.** Evaluate road segments and intersections with multiple accidents to determine if roadway conditions can be improved to reduce the number of accidents
- 8.4.1.2.** Evaluate the scenic nature of Township roads before making substantial road improvements.

Recommendation 8.4.2. – Implement Regional Study Road Section and Intersection Improvements.

**DISCUSSION:**

The Township, along with other member municipalities, have completed the West Chester Regional Long Range Transportation Study (1997) which is comprehensive and prescriptive in scope. Some of the improvements recommended in the Long Range Transportation Study have already been completed, including intersection improvements along Paoli Pike (at Airport Road, Boot Road, and Route 352 (North Chester Road) and the Boot Road/Route 352 (North Chester Road) intersection. Encourage PennDOT to consider improvements along Route 352 (North Chester Road) between Taylor Avenue and Monte Vista Drive. In addition, a Circulation Needs Assessment has recently been completed by the West Chester Regional Planning Commission (WCRPC) to look at regional traffic conditions and at the Route 202/322 interchange.

**ACTION ITEMS:**

- 8.4.2.1.** Review recommendations outlined in the Regional Long Range Transportation Plan (1997) that are applicable to East Goshen for possible implementation.
- 8.4.2.2.** Re-evaluate and prioritize improvement needs annually.
- 8.4.2.3.** Factor improvements into the Township Road Improvements planning and capital programming budgets.

Recommendation 8.4.3. – Monitor and target enforcement of traffic controls.

**DISCUSSION:**

Traffic violations on local roads, particularly speeding along certain roadway segments or failures to heed traffic controls at intersections, create significant safety issues for local residents as well as non-resident drivers. Police enforcement of local traffic laws is the most direct method to address these issues.

**ACTION ITEM:**

- 8.4.3.1.** Monitor areas of traffic violations along specific roadway segments or problems at intersections through public comments, police feedback, or other observations.

Recommendation 8.4.4. – Pursue funding possibilities for improvements and strategies.

**DISCUSSION:**

Road improvements and signalization installations require a significant capital expense to complete. East Goshen is a leader among local municipalities in its ability to address these needs through Township budgets and capital programming. However, additional funding would enable the Township to increase its ability to address local traffic conditions and road improvements.

Table 8-1 includes a set of various funding opportunities to implement various road improvements. Coordination with PennDOT and DVRPC in applying for and procuring funding would assist East Goshen in meeting its road improvement needs.

Township roads should be evaluated to determine where shoulders or other measures might assist in enforcement efforts, particularly for vehicle speed. In addition, the Township should make similar recommendations to PennDOT in advance of repaving or reconstruction on PennDOT-maintained roadways.

**ACTION ITEMS:**

- 8.4.4.1.** Communicate with PennDOT and other appropriate agencies for further information, eligibility, and additional funding opportunities (see Table 8-1 on pages A-5-12 and A-5-13).
- 8.4.4.2.** Investigate additional funding opportunities on a continual basis so the Township can take advantage of new programs and plan to facilitate future improvements.

Recommendation 8.4.5. – Revise the Road Functional Classification designations to reflect current conditions and future needs.

**DISCUSSION:**

Changes to the roadway functional classification eliminate the inconsistencies between the municipalities within the West Chester Region and reflect the actual function of the roadways. Table 8-2 portrays the criteria for classification of roadways as approved by Chester County in 2003. These Classifications were developed to establish consistency within each municipality while creating a linear relationship among the classifications. For example, traffic volumes on local roads are the lowest and increase in an overlapping fashion until reaching the greatest volumes in the Expressway classification.

There are two primary changes. First, the collector designation in the 1992 Comprehensive Plan has been separated into major and minor collectors for more refined categorization. Minor collectors primarily consist of the remaining collector category from the 1992 Comprehensive Plan that are not designated as major collectors. Second, the local distributor classification was created to further distinguish categories of roads that serve more than a local function. This classification also reclassifies various roads classified as collector in the 1992 Comprehensive Plan. These classifications are the result of work completed by the Chester County Planning Commission, to compile classifications from the County's 73 municipalities and establish a unified set of classifications based on criteria included in Table 8-2, below. This classification system was adopted by the Chester County Planning Commission in June 2003, and is the official policy of the County with respect to roadway classifications.

However, this classification system has not been agreed to by PennDOT. Since the Township has both local and PennDOT roads within its boundaries, the classifications need to take this into account to avoid conflicts between agencies. PennDOT roads continue to carry the PennDOT road classifications.

**ACTION ITEM:**

- 8.4.5.1.** Consider implementing the revised functional road classifications for PennDOT roads within the Township after Chester County and PennDOT reach agreement on the definitions.

**Table 8-2: Recommended Functional Classification Criteria**

Criteria	Expressway	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Distributor	Local Road
Type of Trip Served	Inter- and intra-regional, emphasis on through trips	Inter- and intra-regional and through trips	Inter- and intra-regional trips; fewer through trips	Mostly intra-regional trips; inter-regional primarily near edges of region	Mainly local access functions, some intra- and inter-municipal trips	Primarily local access functions, but also provides some intra- and inter-municipal trips	Primarily local access functions, but due to connecting higher functioning roads, also provides mobility function
Travel Speeds*	Highest level speeds (55 - 65 mph)	High travel speeds (35 mph – urban; 55 mph – rural)	Moderate to high travel speeds (30 mph – urban; 45 mph – rural)	Moderate travel speeds (45 mph)	Slow travel speeds (25 - 35 mph)	Slow travel speeds (25 - 35 mph)	Very slow travel speeds (15 - 25 mph)
Mobility/ Access Orientation	Total mobility function	Primary mobility orientation, but provides some access	Priority on mobility, with moderate access component	Mix of mobility and access	Priority on access, with some mobility component.	Priority on access, with some mobility component	Nearly total access function
Access Controls	Limited access, interchanges only	Controlled access	Some control of access	Some control of access	Minimal control of access	No access controls	No access controls
Traffic Volumes	Highest volumes (25,000+ daily trips)	High traffic volumes (10,000 – 35,000 daily trips)	Moderate traffic volumes (5,000 – 15,000 daily trips)	Moderate to low traffic volumes (3,000 – 7,000 daily trips)	Low traffic volumes (1,000 – 4,000 daily trips)	Very low (less than 1,500 daily trips)	Very low (less than 1,000 daily trips)

Source: Chester County Planning Commission, 2003.

\*Design speeds *not* posted speed.

**Recommendation 8.4.6. – Improve access management.**

**DISCUSSION:**

Access management is a term for a group of technical design strategies which serve to reduce the number of traffic conflicts associated with driveways and to improve the safety and efficiency of traffic flow. A strategy for access management is a key element to consider in relation to land development and transportation system improvements. Access management problems occur where conflicts between mobility and access exist, resulting in congestion and safety issues. New access points to existing roads increase the number of conflicts between vehicle movements and intensifies problems along roadways. The management of new access points is critical to the functioning of the roadway network in terms of both circulation and safety.

**ACTION ITEM:**

- 8.4.6.1.** Identify areas that may be enhanced by access management improvements, and make improvements to those areas.

- Objective 8.5. – Reduce vehicular traffic by supporting public transportation opportunities, including bus service and bus shelters.  
and
- Objective 8.6. – Reduce vehicular traffic by supporting vehicular travel demand management techniques.

The availability of public transportation in East Goshen Township is limited to three SEPTA bus routes, two of which run along Route 3 (West Chester Pike) and the third runs to the Goshen Corporate Park on Paoli Pike. The nearest regional rail transportation lines are the SEPTA R5 line running to Philadelphia, with the nearest stations at Malvern and Paoli, and the SEPTA R3 line, with the nearest station at Elwyn. The majority of the Township has low housing densities which are insufficient to support expansion of public transportation. The role of the Township is to integrate opportunities for increased public transportation services within the West Chester Region, with the need to maintain existing bus services.

Recommendation 8.5.1. – Support regional efforts to expand public transportation.

**DISCUSSION:**

The Township should maintain communications with SEPTA and the TMACC and provide information, strategies, and ideas for expansion or route changes.

The Township should consider working with TMACC, SEPTA, and the neighboring municipalities to identify demand for a shuttle service to the proposed Paoli Transportation Center. Opportunities also exist to provide shuttle service to the Great Valley Corporate Center and other employment hubs in the area. These would serve as a way to capture transit riders prior to them getting into a single occupant vehicle.

**ACTIONS ITEMS:**

- 8.5.1.1.** Publish the availability of and changes to the SEPTA system.
- 8.5.1.2.** Support the proposed expansion of the Paoli Public Transportation Center and the transit center to be located in downtown West Chester.
- 8.5.1.3.** Consider future opportunities for expansion of rail transit in the West Chester Region, such as the potential Cross-County Metro route.

Recommendation 8.5.2. – Support establishment of a subscription bus service.

**DISCUSSION:**

The alternative to SEPTA supported bus service is the establishment of a subscription bus service. A subscription bus service provides bus transit for municipalities in the West Chester Region to area employers. This type of bus service is provided on a cost basis, in coordination with local municipalities, employers, and a transit service provider. Typically, a subscription service would be provided through a combination of user fees and funding from employers, with municipal assistance provided in the form of coordination to establish local transit stops. Such a system would provide an alternative to commuter traffic within the Region.



**ACTION ITEMS:**

- 8.5.2.1.** Investigate and, if warranted, support the establishment of a subscription bus service.

Recommendation 8.5.3. – Identify and support organized park and ride locations.

**DISCUSSION:**

Park and ride lots provide a significant opportunity to disperse employer traffic from major employment centers while also continuing to support local public transportation. Several locations are found in the West Chester Region, most notably adjacent to the West Goshen Shopping Center. These lots provide an additional means to reduce rush hour peak congestion. The initiation of park and ride lots may be a step in establishing more organized public transportation such as coordinating park and ride lots with SEPTA. If the park and ride lots prove to be successful, they may lead to established bus routes in the future. There are funds for park and ride lots available through the PennDOT Twelve Year Program. Parking lots near major commercial, office, or institutional uses are ideal locations. Providing adequate and visible signage is important. The locations along the Route 202 corridor through West Goshen are convenient to East Goshen. Additional locations may include the Boot Road corridor in the area near Greenhill Road.

**ACTION ITEMS:**

- 8.5.3.1.** Identify possible locations for park and ride lots and support park and ride lots already in existence.
- 8.5.3.2.** Communicate with local businesses and institutions that may have ideal locations for park and ride lots.
- 8.5.3.3.** Discuss the establishment of park and ride lots with the West Chester Regional Planning Commission and adjacent municipalities.

Recommendation 8.5.4. – Coordinate the establishment of local travel demand management programs with regional employers

**DISCUSSION:**

Travel demand management programs are another method to lower the peak hour congestion of employment traffic that runs along the Township's, as well as the West Chester Region's, thoroughfares. These programs are implemented through the cooperative efforts of regional employers, by offering employees incentives to pick alternative methods of transportation to work, either through flex time employment (arriving and leaving either earlier or later than the normal work day hours), carpools or vanpools, private bus circulators to remote locations, or encouraging the use of park and ride lots (see Recommendation 8.3.3., above). Such programs also may be eligible for funding through Federal TEA-21 transportation grants and other sources at the Federal and State levels.

**ACTION ITEM:**

- 8.5.4.1.** Work with area and regional employers and the TMACC to establish programs designed to address travel demand.

Objective 8.7. – Identify and implement regional highway improvement projects focused on enhancing mobility and safety, as well as reducing congestion.

Recommendation 8.7.1. – Continue to discuss and plan transportation issues at a regional level.

**DISCUSSION:**

Several of the recommendations in this Plan, such as park and ride opportunities, public transportation, and pedestrian circulation, are much more successful when implemented at a regional level. In the case of public transportation, the density of the West Chester Region is key to the probability of expansions of public transportation services. West Chester Region municipalities should consider joint bidding for services or sharing the cost of improvements, or sharing of equipment and manpower to reduce overall costs and efforts.

The Township, along with other member municipalities, have completed the West Chester Regional Long Range Transportation Study (1997) which is comprehensive and prescriptive in scope.

**ACTION ITEMS:**

- 8.7.1.1.** Ensure that transportation issues remain as active topics of discussion at the regional level and monitor the progress of each topic to assess how the Township may benefit from or participate in such efforts.
- 8.7.1.2.** Work with adjacent townships and the West Chester Region to continually plan for implementation of improvements along corridors of mutual interest.
- 8.7.1.3.** Advocate the updating of the West Chester Region transportation plan and model as a means to effectively plan for additional needs in the Region.
- 8.7.1.4.** Monitor transportation improvements in adjacent municipalities through the WCRPC
- 8.7.1.5.** Coordinate resurfacing efforts and other improvements with adjacent municipalities.

Recommendation 8.7.2. – Continue to work with West Goshen to resolve safety and noise issues related to the Brandywine Airport.

**DISCUSSION:**

The Brandywine Airport is a local transportation facility that is utilized by some local businesses and recreational flyers.

**ACTION ITEM:**

- 8.7.2.1.** Work with the Airport management, West Goshen, and local residents to find solutions to issues of safety and noise.

Recommendation 8.7.3. – Develop a plan and implementation program within the West Chester Region to address freight traffic.

**DISCUSSION:**

Freight traffic is a mitigating issue in the continued economic development of the Township and surrounding municipalities. Particular problems along Airport Road, Boot Road, and Paoli Pike add to general problems of traffic congestion due to inadequate design of various street intersections, poor signal timing, and other locational problems.

**ACTION NEEDED:**

- 8.7.3.1.** Identify, in coordination with adjacent municipalities, TMACC, and the West Chester Region, those locations where freight traffic is high, and create a regional plan to address the problems resulting from such traffic.
- 8.7.3.2.** Support the WCRPC study efforts to add a slip ramp from Brandywine Business Park to Route 202/322 to help reduce freight traffic on other roadways.

Objective 8.8. – Increase pedestrian circulation along Paoli Pike, especially in the form of a “Paoli Pike Promenade” with Sidewalks and Crosswalks.  
and

Objective 8.9. – Increase pedestrian circulation and pedestrian safety along Greenways, with Trails, Walkways, and Crosswalks.

Recommendation 8.8.1. – Consider adequate shoulder widths to facilitate bicycles and pedestrian mobility.

**DISCUSSION:**

A specific set of design standards for road improvements to accommodate bicycles and pedestrians should be adopted to facilitate widened or improved shoulders in coordination with other scheduled roadway improvements or resurfacing efforts. In general, a shoulder width of four feet is necessary to provide adequate width for bicycling and pedestrian activity on roadways. The addition of adequate shoulders should be a priority on roadways that connect residential developments to nearby commercial uses and rural roadways that are frequently utilized by bicyclists. The County Bicycle Network (2000), developed for the update of the Chester County Transportation Plan, should be considered for roadway improvements.

Road sections and intersections should also be evaluated for pedestrian and bicycle safety. The American Association of State Highway and Transportation Officials (AASHTO) has published the “AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities” and “Guide for the Development of Bicycle Facilities, 3<sup>rd</sup> Edition,” which can serve as references for this area.

**ACTIONS NEEDED:**

- 8.8.1.1.** Evaluate improvements to road sections and intersections for their impacts, both positive and negative, on pedestrian and bicycle movements.
- 8.8.1.2.** Consider a set of improvement standards for on-road bicycle facilities, utilizing established recommendations for road width and conditions. Design standards should include not only pavement width but lane separation (pavement striping) and signage.
- 8.8.1.3.** Identify township roadways for additional bicycle facilities improvements.
- 8.8.1.4.** Coordinate with PennDOT for additional bicycle facilities improvements on State-owned roads.
- 8.8.1.5.** Incorporate any bicycle lane improvements into both the annual resurfacing effort and the Road Maintenance Program.

Recommendation 8.8.2. – Consider the addition of sidewalks to increase pedestrian circulation and safety.

**DISCUSSION:**

Sidewalks improve the safety of people who wish to walk outside of the Township parks. Priorities for the extension of sidewalks include areas surrounding the Village of Goshenville, the Township Building, and the East Goshen Elementary School.

**ACTION NEEDED:**

- 8.8.2.1.** Consider sidewalk improvements in all future development approvals.
- 8.8.2.2.** Coordinate the construction of new sidewalks with the development of a trail network.

Recommendation 8.8.3. – Implement the Paoli Pike Trail Plan, and the Paoli Pike Promenade Plan.

**ACTION ITEMS:**

- 8.8.3.1.** Require Developers involved in development and redevelopment to improve their frontages in a manner consistent with the Trail and Promenade Plans.
- 8.8.3.2.** Seek funding to implement the Trail and Promenade Plans along the frontages of properties where development and redevelopment is unlikely.

**Table 8-1: Transportation Funding Opportunities**

<b>Source</b>	<b>Funding Title</b>	<b>Types Of Eligible Projects</b>	<b>Funding Split</b>	<b>Eligibility</b>	<b>Required Programming</b>
Federal (TEA-21)	National highway system (NHS)	Construction or reconstruction of “major” roads	80% Federal 20% State	Roads must be on the designated National Highway System	PennDOT 12 Year Program, DVRPC TIP
Federal (TEA-21)	Surface transportation program (STP)	Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways and bridges; Transit capital costs; travel demand reduction improvements	80% Federal 20% State/Local	For use on any roads which are not classified as local or rural or minor collectors	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Safety component of STP	Various types of safety improvements which mitigate documented safety problems	80% Federal 20% State	For use on any roads which are not classified as local or rural	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Transportation enhancement activities	Bicycle and pedestrian facilities; Acquisition of scenic easements and scenic or historic sites; landscaping and beautification; and other environmental related programs	80% Federal 20% State/Local	For use on any roads which are not classified as local or rural minor collectors	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Bridge	Construction, reconstruction or rehabilitation or bridges	80% Federal 20% State/Local	For any bridge on a public road	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Congestion mitigation and air quality improvements (CMAQ)	Projects which contribute to meeting the attainment of National Air Quality standards; Eligible projects to be determined by USDOT Secretary.	80% Federal 20% State	Projects must be part of a Congestion Mitigation Air Quality Plan	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal (TEA-21)	Toll roads	Construction and rehabilitation of toll facilities including roads, bridges and tunnels	50% Federal 50% State/Local	For use on publicly owned facilities and in some cases privately owned facilities	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget
Federal	Community Development Block Grant	Construction and rehabilitation of streets, bridges, pedestrian or parking facilities	100% Federal (HUD)	Project must benefit low-to-moderate income housing	Approval from County Office of Housing and Community Development and State Bureau of Housing and Development
State	Bridges	Construction, reconstruction or rehabilitation of bridges	100% State or 80% State & 20% Local	For use on State and Local Bridges	PennDOT 12 Year Program, DVRPC TIP, State Capital Budget

Source	Funding Title	Types Of Eligible Projects	Funding Split	Eligibility	Required Programming
State	Cooperative agreements	Limited safety and maintenance improvements	Materials provided by PennDOT, labor provided by municipality	State roads only, Less than \$5,000 cost	
State	Betterment or "3r"	Minor reconstruction or major resurfacing of roads and bridges	100% State	For use on State Roads	PennDOT 12 Year Program, DVRPC TIP (If Federal Funds are used)
County	Vision Partnership Program	Plans/Studies/ZO-SLDO Amendments	75% County 25% Municipal	Consult Chester County Planning Commission.	Grant Agreement, Scope of Work.
County	Bridges	Construction, reconstruction or rehabilitation of County Bridges	100% County (Liquid Fuels Fund)	For use on county bridges	County Engineer's Program
State/ Municipal	Transportation partnership	Various safety and capacity improvements	Federal or state share varies by project	Based on the requirements of State Act 47 of 1985	PennDOT 12 Year Program, DVRPC TIP (If Federal Funds are used)
State/ Municipal	Traffic impact fees	Various capacity improvements as defined in the required Land Use and Traffic Studies conducted by the municipality	Funding share is determined in the capital improvements plan; max. state participation is 50%	Based on the requirements of State Act 209 of 1990	Municipal Capital Improvements Plan, State Capital Budget, DVRPC TIP (if Federal Funds are used)
Municipal	Debt financing	Various capacity, safety or maintenance improvements as defined by appropriate statute	100% Municipal	Limit of indebtedness regulated by State statute; projects must be approved by governing body and in some cases by electorate	Municipal Budget
Municipal	General fund	Various capacity, safety or maintenance improvements as defined by appropriate statute	100% Municipal	Projects must be approved by the governing body; Restrictions are identified in the municipal code	Municipal Budget
Municipal	Liquid fuels fund	Construction, reconstruction or maintenance of bridges and roads	100% State Municipal Allocations Based On Legislative Formula	Projects must be approved by the governing body and PennDOT; Road must be on the approved liquid fuels system	Municipal Budget Program

Source: Chester County Planning Commission, 2003.

# East Goshen Township Comprehensive Plan 2015

## Appendix A-6 COMMUNITY FACILITIES AND SERVICES PLAN

**GOAL 9: In the context of Chapter 9, provide public services and infrastructure to insure the health, welfare and safety of East Goshen’s residents.**

Community facilities play an important role in ensuring a quality standard of living for Township residents, as well as impacting the location and type of development that occurs. The Township is directly responsible for and in control of only a few of these services. Therefore, it is important for the Township to maintain a high level of communication with service providers in order to monitor the effectiveness and provision of these services to sustain the quality of life in the community.

Objective 9.1. – Maintain and expand the Open Space, Recreation, and Trails Network.

Recommendation 9.1.1. – Expand Trails along creeks and streams.

Action Item 9.1.1.1. – Pursue easements to expand the greenway trail network.

Objective 9.2. – Develop the Paoli Pike Trail to create the linkage between West Chester and Malvern, through East Goshen, from West Goshen to Willistown.

Recommendation 9.2.1. – Construct the Paoli Pike Trail.

Action Item 9.2.1.1. – Refer to the Action Items in Chapter 8.

Objective 9.3. – Maintain and Enhance East Goshen Township Community Park.

Recommendation 9.3.1. – Expand the programs and activities at the Park.

Action Item 9.3.1.1 – Expand days and hours for the East Goshen Farmers Market.

Action Item 9.3.1.2. – Refurbish and upgrade play equipment.

Objective 9.4. – Continue to provide high quality Recreation Services.

Recommendation 9.4.1. – Support the new and expanded programs launched by the Recreation Director, and the Parks and Recreation Committee.

Action Item 9.4.1.1. – Consider seeking increased corporate contributions for recreation program expansion.

Objective 9.5. – Continue to provide Police, Fire and emergency service facilities, personnel, and equipment.

Recommendation 9.5.1. – Monitor staffing levels and response times of the Westtown-East Goshen Regional Police Department.

**DISCUSSION:**

Police protection is a primary service provided by East Goshen Township, in terms of financial and material support. The ability of the Regional Police Department to respond to emergencies, calls, and other events in the Township is a cornerstone issue in the continued maintenance of existing police services and the development of future services.

**ACTIONS ITEM:**

- 9.5.1.1.** Provide financial and material support for the Westtown-East Goshen Regional Police Department to ensure police protection.

Recommendation 9.5.2. – Continue to support the Goshen and Malvern Fire Companies.

**DISCUSSION:**

Fire protection and ambulance services are provided by organizations that the Township does not directly control. The Township financially supports the volunteer fire departments that serve the community. Ambulance services are provided by the same volunteer fire departments, along with basic life support emergency medical care.

**ACTIONS ITEMS:**

- 9.5.2.1.** Provide financial support to the Goshen and Malvern Fire Companies to ensure their capacity for effective service.
- 9.5.2.2.** Assist with publicity about fundraising events sponsored by the Fire Companies.
- 9.5.2.3.** Proactively acknowledge the efforts of the Fire Companies and assist in informing the public on the need to support them.

Recommendation 9.5.3. – Evaluate response times for the Township’s fire and ambulance service providers.

**DISCUSSION:**

Response times are critical not only for the protection of private property but also for the ability to provide effective life support in critical situations.

**ACTIONS NEEDED:**

- 9.5.3.1.** Monitor fire and ambulance services response times to ensure the coverage of Township residents and businesses.
- 9.5.3.2.** Evaluate the need for supplemental support to enhance emergency services.

Recommendation 9.5.4. – Review the Township Emergency Operations Plan annually, and update as needed.

**DISCUSSION:**

The Township has taken the proactive step of creating its Emergency Operations Plan, which was approved by the County Department of Emergency Services. Annual updates will maintain up-to-date information to effectively coordinate the emergency needs of the Township’s residents and employers.

**ACTION ITEMS:**

- 9.5.4.1.** Prepare facilities and maintain equipment necessary to meet the needs for potential implementation of the Emergency Operations Plan (EOP).
- 9.5.4.2.** Provide information to residents and businesses about their responsibilities as part of the EOP.



- 9.5.4.3.** Maintain the most up-to-date information and coordination response issues on a continuous basis, and regularly publish these for the benefit of residents and businesses.
- 9.5.4.4.** Review and update the EOP on at least an annual basis.

Objective 9.6. – Continue to provide effective administrative, public works, and recreational services.

Recommendation 9.6.1. – Evaluate the expansion of staff and personnel.

Action Item 9.6.1.1. – Evaluate Friends of the Park as a means of generating increased revenues.

Objective 9.7. – Continue to provide Key community facilities such as the East Goshen Township Building, the East Goshen Elementary School, and the Goshen Fire Company.

Recommendation 9.7.1. – Increase support for all Key community facilities.

Action Item 9.7.1.1. – Seek grants to help fund facility improvements.

Objective 9.8. – Provide resources to meet the administrative needs of the Township, the services required by residents and businesses and mandates by the state and federal governments.

Administrative and other municipal services are based at the Township building and facilities located on Paoli Pike. The Township continues to be administered by the Township Board of Supervisors with primary administration conducted under the direction of the Township Manager aided by Township administrative staff.

Recommendation 9.8.1. – Annually prepare the Budget and Four-Year Capital Improvement Plan.

**DISCUSSION:**

The Capital Improvements Plan (CIP) is the framework for financing identified capital improvements each year for a four-year timeframe. The CIP is beneficial in prioritizing and budgeting large capital expenditures such as vehicles, equipment, and facilities.

Unlike a CIP, which is voluntary, the Township is required to prepare an annual budget and a long-range (5-year) budget plan. The annual budget sets the real estate tax rate for the Township, and is a critical vehicle for the addition of capital improvements as well as non-capital and staff-related costs.

**ACTION ITEMS:**

- 9.8.1.1.** Maintain the CIP to budget for equipment replacement and upgrades.
- 9.8.1.2.** Review and consider non-capital and staffing needs during the budget process.
- 9.8.1.3.** Prepare and approve the annual budget, and factor CIP costs into the long-range budget plan.

Objective 9.9. – Evaluate available resources and programs to exploit economies of scale through regional services and programs.

Recommendation 9.9.1. – Continue involvement in regional planning efforts and participation in the West Chester Regional Planning Commission (WCRPC).

**DISCUSSION:**

East Goshen Township has participated in planning studies with the WCRPC since its formation in 1959. Most recent efforts included a Regional Zoning Study, completed in 1993, to examine border area zoning compatibility between municipalities and provide recommendations to address incompatible development, and a Regional Functional Classification Study, completed in 1995, to address the coordination of the functional classification of major roads in the West Chester Region. The WCRPC is currently undertaking a study related to the development of additional measures to the Route 322/Route 202 interchange and to address congestion along the south side of West Chester at Route 52 and Route 100.

**ACTION ITEM:**

**9.9.1.1.** Ensure representation at the WCRPC meetings.

Recommendation 9.9.2. – Maintain active dialogue with the West Chester Area School District (WCASD).

**DISCUSSION:**

East Goshen Township is located within the West Chester Area School District. As development continues, it is important to share information with the school district to aid in the provision of adequate educational facilities. Regular communication with the school district is necessary for issues such as the location of bus stops and bus routes, events that may require police services or cause increased traffic, and roadway maintenance or signs.

**ACTION ITEMS:**

**9.9.2.1.** Provide information on development proposals.

**9.9.2.2.** Maintain on-going communications with the WCASD.

Recommendation 9.9.3. – Continue to support the services provided by the Chester County Library System.

**DISCUSSION:**

The Township is within driving distance of three libraries of the Chester County Library System: the Malvern Library, the West Chester Library, and the Main Library located in Exton (West Whiteland Township). The Township contributes financially to the Malvern Library and is represented on the Library Board.

**ACTION ITEM:**

**9.9.3.1.** Ensure adequate support to the Malvern Library.

# East Goshen Township Comprehensive Plan 2015

## Appendix A-7

### NATURAL RESOURCES PROTECTION PLAN

**Goal 11. In sync with the recommendations of Chapter 11, preserve natural resources in the Township, and restore resources to a healthy, functioning condition where opportunities exist, for the benefit of existing and future generations.**

*East Goshen Township possesses important natural resources that contribute to the overall goal of being one of Chester County's premier suburban communities. These natural resources include vegetated floodplains, surface water features (streams, ponds), alluvial and hydric soils, wetlands, wooded areas and specimen trees, steeply sloped lands, serpentine rock outcroppings, a limited amount of remaining prime farmland soils, and wildlife common to Pennsylvania's more developed areas. Some of the Township's natural resources have been degraded or lost over time by changes in land use and land management practices. Excellent opportunities for restoration of such resources exist, and can be achieved in the Township through broad partnerships and technical and financial assistance.*

Objective 11.1. – Maintain Low Intensity Use of the Riparian Areas along Ridley and Chester Creeks and their tributaries.

*Chester and Ridley Creeks flow from north to south through the Township and are its two main surface water features. Ridley Creek is a Special Protection – High Quality (HQ) stream, and special regulations are in-place at the state level to help protect it from water quality degradation. The Township is also somewhat unique in that much of the floodplain associated with these two streams is owned by the municipality. Both the Chester and Ridley have recently been placed on Pennsylvania Department of Environmental Protection (PADEP)'s list of streams that do not meet federal drinking water standards. The poor water quality of these streams is likely caused by stormwater discharge from older land developments approved and constructed when state and local stormwater regulations were less stringent.*

Recommendation 11.1.1. – Identify measures that the Township and others, such as the Chester-Ridley-Crum Watershed Association, can implement to improve the water quality of Chester and Ridley Creeks.

Action Item 11.1.1.1. – Consider forming a watersheds partnership of area municipalities, conservation organizations, local conservation districts, and others to identify and prioritize steps to improve water quality for the Township's portions of Chester and Ridley Creeks.

Action Item 11.1.1.2. – Retrofit existing, underperforming stormwater facilities through watershed partnership efforts.

Action Item 11.1.1.3. – Consider initiating a water quality testing program for Chester and Ridley Creeks managed by the Township or watersheds partnership.

Action Item 11.1.1.4. – Reforest lands that drain to Chester or Ridley Creeks through watersheds partnership initiatives and landowner coordination.

Recommendation 11.1.2. – Evaluate and modify as needed Township regulations and the development review process to increase stream and water quality protection at the time of development or redevelopment.

Action Item 11.1.2.1. – Evaluate the Ordinances and consider changes to existing provisions that reduce stormwater run-off and utilize a site’s natural features to capture/infiltrate stormwater.

Action Item 11.1.2.2. – Consider adding to the zoning ordinance forested riparian buffer protection and restoration provisions that would apply to all water bodies and wetlands at the time of building and zoning permit approvals, conditional use, special exception, and variance approvals, and subdivision and land development approvals.

Recommendation 11.1.3. – Consider utilizing municipally-owned, as well as privately owned, open lands, for implementing reforestation program to off-set stormwater run-off impacts of developed lands.

Action Item 11.1.3.1. – Identify stream, pond, and wetland areas that could benefit from forested riparian buffer re-establishment, and prioritize municipally-owned areas and those owned by conservation organizations for initial reforestation efforts.

Action Item 11.1.3.2. – Contact landowners of privately-held open areas near streams and other water bodies to educate them on the benefits of forested buffers and determine their interest in sponsoring sites for future planting efforts.

Action Item 11.1.3.3. – Based on interest and funding availability for trees and supplies, work through the watersheds partnership to re-forest impacted riparian corridors, wetland perimeters, and other open space areas in the Township.

Action Item 11.1.3.4. – Seek MS4 credit from PA DEP for reforestation of Township riparian areas.

Objective 11.2. – Consider opportunities for a Greenway Network along Creeks and Streams.

*In addition to Ridley and Chester Creeks, woodlands, riparian buffers, wetlands, ponds, steeply sloped lands, serpentine outcroppings, wildlife, and other natural resources that exist within the Township and should be protected. In some cases, opportunities exist to increase the extent and improve the quality of these resources. For example, eroding stream banks can be replanted to re-establish forested riparian buffers that eventually stabilize erosive soils, intercept surface runoff and pollutants, and improve water quality.*

Recommendation 11.2.1. – Improve connectivity between open space areas.

Action Item 11.2.1.1. – Identify woodlands and riparian corridors that could be connected through land dedication and reforestation and seek these connections through land development and other Township approvals.

Action Item 11.2.1.2. – Insure that the Ordinances for residential open space design guidance promote the formation of natural corridors both on-site and on adjoining sites.

Recommendation 11.2.2. – Continue to protect sensitive natural resources through use of the Ordinances when new land uses are proposed.

Action Item 11.2.2.1. – Assess, and update as appropriate, resource protection-related provisions of the Ordinances to anticipate potential environmental impacts from continued build-out, and redevelopment, of vacant or underutilized properties.

Action Item 11.2.2.2. – Improve protections for woodlands in the Township by updating the subdivision and land development ordinance to expand the woodlands definition to reflect a woodlands ecological value. Consider also extending the “drip line” as defined in the subdivision and land development ordinance to better protect that trees’ root system.

Action Item 11.2.2.3. – Protect the Township’s serpentine outcroppings by inventorying and mapping their locations.

Action Item 11.2.2.4. – Review and update, as needed, provisions in the Zoning Ordinance to protect serpentine outcroppings and formations from land disturbance or new development.

Action Item 11.2.2.5. – Protect the Township’s oldest and most distinctive trees by updating the Ordinances to add the defined term - Heritage Tree, and require land use applicants to depict such trees when located on lands proposed for township approval. The following defines a Heritage Tree: 1) A tree 36 inches or greater dbh (diameter at breast height; note: 36 inches in diameter is approximately nine feet and four inches in circumference); 2) A tree of exceptional age or species regardless of its size; and 3) A historic tree connected to a notable or regional historic event, person, structure, or landscape. Consider the use of the zoning or subdivision or land development provisions that a) provide development incentives to protect heritage trees, and b) include significant tree-replacement requirements when removal or extensive pruning of such trees is determined by the Township to be unavoidable.

Action Item 11.2.2.6. – Consider adding provisions to Ordinances that emphasize the protection of avian wildlife habitat within the Upper Ridley/Crum Creek Important Bird Area (IBA).

Recommendation 11.2.3. - Seek from applicants/developers environmental sustainability measures for all new development proposed within the Township.

Action Item 11.2.3.1. – Consider expediting local subdivision and land development approvals when applicants for new development propose the use of green roofs, rain gardens, renewable energy systems, extensive use of recycled products, and other sustainable development features.

Recommendation 11.2.4. – Educate Township residents on the importance of natural resource protection.

Action Item 11.2.4.1. – Continue to educate Township residents, using a variety of media on the importance of natural resource protection. Specific focus areas include but are not limited to: the variety of important natural resources within walking distance of local

neighborhoods; the benefits of land preservation, and opportunities to do so; the variety of local and county environmental and conservation programs and advocates; the benefits of using native plants and establishing and maintaining rain gardens; the importance of stormwater quality and impacts of harmful runoff to wildlife and downstream landowners.

Objective 11.3. – Add Street Tree Plantings along our Streetscape in order to increase shade and cool temperatures during warm weather.

Recommendation 11.3.1. – Promote Street Trees and Shade Tree plantings along all Roads and Streets.

Action Item 11.3.1.1. – Amend Ordinances to increase Street Tree and Shade Tree planting requirements.

Objective 11.4. – Continue the advocacy role of the Conservancy Board to Protect and Nurture East Goshen’s natural resources and educate our citizens of their importance.

Recommendation 11.4.1. – Increase awareness of the Conservancy Board.

Action Item 11.4.1.1. – Expand publicity to better familiarize residents and property owners of the role of the Conservancy Board.

Objective 11.5. – Continue riparian buffer plantings throughout the Township.

Recommendation 11.5.1. – Require increased riparian buffer plantings for all new development and redevelopment proposals.

Action Item 11.5.1.1. – Condition approvals of land development projects on riparian buffer plantings.

Objective 11.6. – Continue to control invasive species in wetlands.

Recommendation 11.6.1. – Increase the removal of invasive species in wetlands.

Action Item 11.6.1.1. – Seek funding for invasive species removal.

Objective 11.7. – Improve woodland protection standards.

Recommendation 11.7.1. – Amend Ordinances to identify benefits of woodland protection.

Action Item 11.7.1.1. – Illustrate techniques for woodland protection.

Objective 11.8. – Improve tree replacement standards, with native (non-invasive) species that are appropriate to site conditions.

Recommendation 11.8.1. – Amend Ordinances to establish tree replacement standards.

Action Item 11.8.1.1. – Establish a sliding scale for replacement tree quantities based on the sizes of trees to be removed.

Objective 11.9. – Improve standards and requirements for “where not to build”.

Recommendation 11.9.1. – Amend Ordinances to explain adverse effects of inappropriate development.

Action Item 11.9.1.1. – Create graphic Design Standards to better explain Where Not to Build.

# East Goshen Township Comprehensive Plan 2015

## Appendix A-8

### ENERGY CONSERVATION STRATEGY

**Goal 12. In accordance with the focus of Chapter 12, encourage the conservation of energy and use of renewable energy systems.**

*Consistent with the overall goal of remaining one of Chester County's premier suburban communities, East Goshen Township embraces the following energy conservation objectives articulated in Chester County's Landscapes2 Comprehensive Plan: (1) reducing energy demand and consumption; (2) improving energy efficiency; (3) revitalization, reuse, and recycling; (4) alternative and sustainable energy generation; and (5) energy conservation practices. The Township will strive to promote more efficient uses of land, improve connectivity between land uses, consider the benefits of green buildings and seeking green development, provide for renewable energy systems that respect the Township's suburban residential character, improve municipal energy-related practices, and continue to educate the public on energy conservation.*

**Objective 12.1.** – Create more compact, mixed-use, walkable places, especially for our Town Center, along Paoli Pike, and along West Chester Pike.

*When appropriately planned, increasing the residential density or commercial intensity of uses in a given area helps to reduce energy consumption through more efficient land use. This practice can also benefit local commerce when located within or near new residences, and can also encourage walking and cycling as a simpler form of getting from one place to another.*

**Recommendation 12.1.1.** – Investigate the feasibility for more efficient use of land within the Township.

**Action 12.1.1.1.** – Investigate, as part of the Paoli Pike and West Chester Pike master planning efforts, appropriate residential, commercial, or mixed-use redevelopment of areas with older, less-efficient land uses.

**Action 12.1.1.2.** – Consider amending zoning districts as necessary to implement the Paoli Pike and West Chester Pike master plan recommendations regarding more efficient use of land.

**Action 12.1.1.3.** – Consider offering incentives for landowners/developers that encourage redevelopment of older, non-historic, energy intensive uses with more energy-efficient, sustainable uses.

**Action 12.1.1.4.** – Consider amending commercial and mixed-use districts to allow residential or office uses on upper floors of principal uses.

**Objective 12.2.** – Advocate energy conservation for residents, businesses, and institutions.

**Recommendation 12.2.1.** – Educate/inform township residents and business owners/operators of the importance of energy conservation.



Action Item 12.2.1.1. – Continue to educate Township residents and business owners/operators, using the website, newsletter, and other opportunities, on the importance of energy conservation.

Action Item 12.2.1.2. – Review all proposed HOA documents and discourage provisions that severely restrict normal energy conservation practices, such as the hanging of laundry, or seasonal, rather than frequent, mowing of open space meadows.

Objective 12.3. – Advocate green building practices and green site development practices.

*Green buildings come in many shapes and sizes, and a well-recognized program to achieve such construction is LEED. LEED, or Leadership in Energy and Environmental Design, is a certification process created by the U.S. Green Building Council (USGBC), a private, non-profit dedicated to improving the environment through better, or green, building design. LEED-certified buildings must meet a wide variety of environmental standards, from occupant health to water and energy conservation. In addition to LEED-certified buildings the USGBC has created the LEED-ND standard for new development (ND), which is essentially a certification process for green development.*

Recommendation 12.3.1. – Remove regulatory obstacles, create incentives, and disseminate information regarding green building and green development technology.

Action 12.3.1.1. – Consider updating the Ordinances, to incentivize the construction of green buildings and green developments.

Action 12.3.1.2. – Consider displaying educational materials at the Township Building regarding green building design for area builders, developers, and others, and refer to successful local examples, such as the LEED-Gold MARS Drinks headquarters.

Objective 12.4. – Promote Woodland Protection to help control temperature extremes, and to provide wind breaks; as well as encouraging Tree Plantings to increase shade and cool temperatures during warm weather.

Recommendation 12.4.1. – Increase awareness of the importance of woodland protection.

Action Item 12.4.1.1. – Amend Ordinances to illustrate techniques and benefits of woodland protection.

Recommendation 12.4.2. – Increase awareness of the importance of tree plantings.

Action Item 12.4.2.1. – Amend Ordinances to illustrate tree planting details.

Objective 12.5. – Reduce the amount of paving in large off-street parking lots as a means of conserving resources, by designating areas for compact car parking.

Recommendation 12.5.1. – Advocate smaller parking lots.

Action Item 12.5.1.1. – Amend Ordinances to require 10% of parking lots for compact car parking, and smaller parking spaces for certain types of uses.

Objective 12.6. – Encourage park and ride facilities, shared parking, and increased public transportation, as a means of conserving resources.

Recommendation 12.6.1. – Allow for, and encourage, more efficient parking to reduce pavement construction.

Action 12.6.1.1. – Consider supporting shared parking proposals when applicants can adequately show that intended users of a parking lot have complementary use schedules.

Action 12.6.1.2. – Review and update, as appropriate, the parking requirements of the Zoning Ordinance (i.e. ratios) to insure that no more parking is required for a given use than needed

Recommendation 12.6.2. – Educate/inform the benefits of ride sharing, and conserved energy through shared parking and public transit.

Action Item 12.6.2.1. – Increase the flow of information on the Township website regarding ride sharing, shared parking, and public transit.

Objective 12.7. – Provide infrastructure and best practices tips on the Township website.

Recommendation 12.7.1. – Educate/inform regarding best practices tips for conserved infrastructure.

Action Item 12.7.1.1. – Increase the flow of information on the Township website regarding how other communities conserve infrastructure.

Objective 12.8. – Improve connectivity between land uses.

*While residents and visitors can readily access all areas of the Township via public roads, provision of other convenient travel options, such as bicycle and pedestrian pathways that link various land uses, and public transit routes and stops, would allow greater auto-“independence”, reduce greenhouse gases, and provide energy savings.*

Recommendation 12.8.1. – Provide, to the extent feasible, different transportation choices available to Township residents and businesses for travel within or beyond Township boundaries.

Action 12.8.1.1. – Establish the Paoli Pike corridor multi-use Trail proposed as part of the Central Chester County Bicycle and Pedestrian Circulation Plan and endorsed by the Board of Supervisors.

Action 12.8.1.2. – Consider amending the Ordinances to require bicycle racks for appropriate commercial, private recreation, and institutional development. This would include shopping centers, schools, and health clubs/gyms, as well as residential apartments and other high-density residential uses.

Action 12.8.1.3. – Consider installing bicycle parking facilities at township-owned properties with public access, and encourage similar facility construction at public and private schools, and professional offices and other facilities located in the Township.

Action 12.8.1.4. – Consider as part of the West Chester Pike master plan, improvements to pedestrian, bicycle, and public-transit modes available to Township residents in the southern portion of the Township.

Objective 12.9. - Improve renewable energy systems regulations.

*Township ordinances should be designed to help facilitate landowner use of renewable energy systems to supplement, or substitute for, more conventional forms of energy.*

Recommendation 12.9.1. – Evaluate, and amend as appropriate, the zoning and subdivision and land development ordinances to allow landowner use of renewable energy systems for accessory residential and non-residential applications while respecting the Township’s suburban residential character.

Action Item 12.9.1.1. – Amend Ordinances to establish a minimum percentage of solar-oriented buildings in new developments.

Action Item 12.9.1.2. – Evaluate, and amend as appropriate, the zoning ordinance to permit accessory wind energy systems in the BP, C, and I Districts

Action Item 12.9.1.3. – Update the Ordinances, when appropriate, to be able to accommodate technological advances in renewable energy.

Objective 12.10. – Continue Township-managed energy conservation measures.

Recommendation 12.10.1. – Pursue new energy conservation actions.

Action Item 12.10.1.1. – Consider establishing a minimum average fuel efficiency standard for the purchase of Township vehicles, and investigate the feasibility of purchasing a portion of the Township’s power from renewable sources.

Action Item 12.10.1.2. – Consider the use of an energy consultant to conduct a thorough energy audit of Township facilities and operations to determine where energy savings may be made most efficiently.

Action Item 12.10.1.3. – From the audit results, consider establishing a township policy that a portion of the money saved from efficiency and conservation gains will be set-aside to pay for future energy conservation projects that otherwise would seem infeasible.

# East Goshen Township Comprehensive Plan 2015

## Appendix A-9

### HISTORIC RESOURCES PROTECTION PLAN

**Goal 13. Protect from loss historic resources in the Township for the benefit of existing and future generations.**

*East Goshen Township contains important historic resources that contribute to the overall goal of being one of Chester County's premiere suburban communities. The history and development patterns of the Township have, in part, defined current land use patterns, road systems, economics, points of interest, and place names.*

Objective 13.1. – Continue the focus of the East Goshen Historical Commission (EGHC) programs at the Blacksmith Shop and Plan House, and research and refinement of the Township Historic Property Inventory.

Recommendation 13.1.1. – Support the programs of the East Goshen Historical Commission.

Action Item 13.1.1.1. – Seek increased financial support for the Historical Commission through grants and corporate sponsorship.

Recommendation 13.1.2. – Support efforts to refine the Historic Property Inventory.

Action Item 13.1.2.1. – Seek assistance from the Chester County Historical Society and West Chester University with the refinement of the Inventory.

Objective 13.2. – Increase the role of the EGHC to comment on applications for subdivision and land development involving Class 1. and 2. Historic properties.

Recommendation 13.2.1. – Advocate a greater role of the Historical Commission in the review and evaluation of land development proposals.

Action Item 13.2.1.1. – Create graphic Design Guidelines to illustrate appropriate techniques for building protection and rehabilitation.

Objective 13.3. – Increase the role of the EGHC with Historic Resource Education through the Township website, Newsletter, and periodic programs.

Recommendation 13.3.1. – Inform/educate the public regarding Historic Resource Protection.

Action Item 13.3.1.1. – Document historic resource protection “Do’s and Don’ts” in Township communications.

Objective 13.4. – Utilize the form-based characteristics of Goshenville and Rocky Hill to guide the character of nearby development that may be proposed.

Recommendation 13.4.1. – Measure form-based characteristics of Goshenville and Rocky Hill.

Action Item 13.4.1.1. – Amend Ordinances to illustrate preferred building positioning, building heights, and building composition/proportion/massing.

Objective 13.5. – Maintain Historic Overlay Districts to address the Use, Rehabilitation, and Adaptive Re-Use of the Class 1. Historic Properties.

Recommendation 13.5.1. – Promote adaptive reuse of historical resources

Action Item 13.5.1.1. – Evaluate the provisions of Article VI., Historic Preservation, of the Zoning Ordinance to insure adaptive reuse helps to maintain historic resources.

Objective 13.6. – Draft simplified Historic District Design Standards that could be within the Subdivision & Land Development Ordinance to govern sympathetic land development practices in Historic Overlay Districts.

Recommendation 13.6.1. – Photograph typical Class I, II, and III historic resource characteristics.

Action Item 13.6.1.1. – Amend Ordinances to illustrate sympathetic land development and building construction practices on historic sites.

Objective 13.7. – Increase local and regional knowledge of the unique value that historic buildings and structures add to the Township’s overall quality of life.

*East Goshen has an extensive inventory of historic buildings and structures, an active Historic Commission and other volunteers, and annual, highly-successful heritage-related events. The Township’s zoning ordinance includes provisions that promote the retention of historic resources through adaptive re-use and oversight of demolition permits. Concerted efforts by historic property owners to maintain, and continue use of, buildings and structures is also essential to their preservation. Education through continuous landowner outreach and community events organized by the Township is key to preservation success.*

Recommendation 13.7.1. – Create an information program emphasizing the historic past of East Goshen Township.

Action step 13.7.1.1. – Develop information programs.

Action step 13.7.1.2. – Prepare and distribute informational materials

Action step 13.7.1.3. – Encourage use of approved historical names for all new developments and roads.

Action step 13.7.1.4. – Develop and implement a local plaque program for historic structures and properties.

Recommendation 13.7.2. – Continue to compile additional information for the historic resources inventory.

Action Item 13.7.2.1. – Update the historical documentation for properties on the historic resources inventory, or historic resource atlas prepared for the Township by Chester County.

Action Item 13.7.2.2. – Investigate opportunities for grants or funding to enhance the Township’s historic resource inventory, for example, by linking digital photos of buildings and structures to identified sites using GIS and Google Earth.

Action Item 13.7.2.3. – Evaluate the historical documentation and establish new preservation policies to incorporate as part of future comprehensive plan updates.

Recommendation 13.7.3. – Utilize historic re-enactment events to showcase daily life activities.

Action Item 13.7.3.1. – Continue to re-enact the typical life of Goshenville residents in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Action Item 13.7.3.2. – Provide sponsorship and facilities for historic events.

Action Item 13.7.3.3. – Coordinate activities of a historic nature.

Recommendation 13.7.4. – Comment on subdivision, land development, and building demolition permits filed with the Township.

Action Item 13.7.4.1. – Provide comments, suggested conditions of approval, and other helpful guidance in a timely manner to the Planning Commission, Board of Supervisors, and Zoning Officer.

Objective 13.8. – Promote the use of available non-regulatory methods for protecting historic resources.

*Many non-regulatory, private-stewardship tools are readily available for facilitating successful historic resource preservation and most of these are well-understood by Historic Commission members. Technical assistance with these tools can be sought from the Chester County Planning Commission or Parks and Recreation staff, Pennsylvania Historic and Museum Commission staff, or area historic preservation consultants.*

Recommendation 13.8.1. – Identify National Register-eligible sites and encourage owners to consider having their properties listed.

Action Item 13.8.1.1. – Support the education of owners of historic properties regarding the National Registration process.

Action Item 13.8.1.2. – Assist in the preparation of application materials to nominate eligible structures, sites, and districts for the National Register of Historic Places.

Recommendation 13.8.2. – Encourage the voluntary establishment of preservation or façade easements or other restrictive covenants through education, and through support of current historic resource owners.

Action Item 13.8.2.1. – Establish program guidelines, educational materials, and sample documents to encourage voluntary historic preservation measures to be taken by landowners.

Recommendation 13.8.3. - Consider the continued use of Historic Districts.

Action Item 13.8.3.1. – Review historical documentation to determine if new historic districts should be established.

Action Item 13.8.3.2. – Consider the establishment of a historic district for the Rocky Hill historic area.

Objective 13.9. – Continue to refine the Township’s involvement in local and regional historic preservation efforts.

Recommendation 13.9.1. – Create greater involvement in, and recognition of, Historical Commission tasks.

Action Item 13.9.1.1. – Clarify roles, responsibilities, and duties of the Historical Commission.

Action Item 13.9.1.2. – Use the Township website, newsletter, and other means to present Historical Commission activities and accomplishments to the East Goshen community.

## SUSTAINABLE COMMUNITIES ASSESSMENT FOR EAST GOSHEN TOWNSHIP, CHESTER COUNTY

2<sup>nd</sup> DRAFT—5/24/2013

### Overview

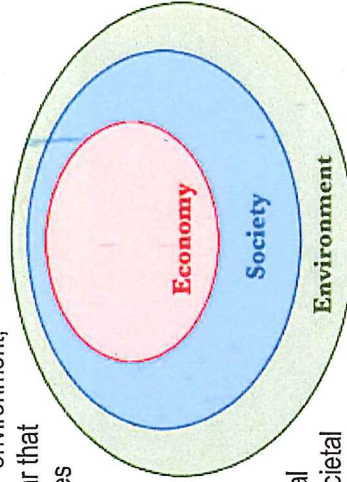
Between February and April of 2013, staff from the Brandywine Conservancy's Environmental Management Center (EMC) conducted a focused assessment of East Goshen Township's ordinances, plans, and policies (collectively, the "framework") as these pertain to community sustainability. Using the focused assessment approach allowed EMC staff to investigate East Goshen's broad and complex framework given limited time and resources, laying the groundwork for clear recommendations for future action during the comprehensive planning process.

*"A healthy environment, one that is supported by sound land-use policies, is essential for healthy communities and strong local economies."*

It may be helpful to define the term "sustainability". 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, and 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 East Goshen's environmental framework would mean an approach which *promotes the redevelopment of underused commercial centers to have a mix of uses, which would conserve vital natural resources and promote a strong local economy*.

Sustainability is often represented by the graphic shown here, at the center of the three nested circles: "environment," "society," and "economy." While this assessment looks principally at the outer, environmental, circle, it is clear that a healthy environment, one that is supported by sound land-use policies, is essential for healthy communities and strong local economies.

Specifically, we evaluated the following facets of sustainability: (1) Natural Resource Protection; (2) Water Quality & Quantity; (3) Land Use & Community Character; (4) Global Warming & Climate Change; (5) Renewable Energy & Energy Conservation; (6) Mobility & Transportation; (7) Community Health & Safety; and (8) Food Production & Security. Given the assessment's focus on ordinances, plans, and policies, we 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). Nor did we address the major components of the societal and economic circles (e.g., local economies), since we believe these issues may better be addressed through the comprehensive planning process per se. However, that being said, it would be impossible to entirely disentangle so-called "environmental impacts" from the social and economic dimensions.





## Methodology

EMC staff attended two meetings in support of the focused assessment, held at the start of the process to gather information and perspective, on February 25<sup>th</sup>, and another on April 22<sup>nd</sup> to discuss this draft assessment. Present at both meetings were staff from the Township. In addition, written comments regarding the draft were provided by the Township's civil, sewer, and traffic engineers. This revision incorporates many of the comments received, and once accepted by the Task Force, will be forwarded to the Board of Supervisors for review and comment. The final SCA will be made part of the Township's comprehensive plan update, and its findings will be addressed through various recommendations for plan implementation. The intent is that this be an iterative process involving the interplay of multiple knowledgeable stakeholders. Extensive research and analysis was conducted to perform the actual assessment, using either the electronic or paper versions of the following documents:

Plans, Studies, and Reports	East Goshen Township Code
✓ Comprehensive Plan (2005)	✓ Ch. 106. Burning, Outdoor
✓ Open Space, Recreation, and Environmental Resources Plan (1993)	✓ Ch. 129. Energy Conservation
✓ Act 537 Plan (1994)	✓ Ch. 131. Erosion and Sediment Control
✓ Act 209 Study (1997)	✓ Ch. 156. Noise
	✓ Ch. 188. Sewers
	✓ Ch. 194. Solid Waste
	✓ Ch. 195. Stormwater Management
	✓ Ch. 205. Subdivision and Land Development
	✓ Ch. 218. Trees
	✓ Ch. 240. Zoning

## Results and Recommendations

The results of the focused assessment of East Goshen's efforts are provided in the charts that start on this page. These charts are organized according to the issues evaluated, while the symbols "s" and "x" are used to indicate the strengths and weaknesses, respectively, of the Township's current regulations, plans, and policies as they relate to environmental sustainability. For the same criteria, the letter "n" is used to note a neutral, or adequate, evaluation; i.e., the Township's efforts are neither significantly strong nor notably weak.

Eventually, as the comprehensive planning process continues and as East Goshen's priorities are better understood, recommendations will be developed that will address the most important deficiencies, and build on the greatest strengths, of the township. To do so now, without a clear understanding of the township's vision for a sustainable future, would be premature.

+++++

Key Documents & Abbreviations
Comp Plan: East Goshen Township Comprehensive Plan
OSRER: Open Space, Recreation, and Environmental Resources Plan
Act 537 Plan (Wastewater Plan)
Act 209 Study (Traffic Impact Study)

Zoning Districts	
§240-8: R-1 Low Density Open Space Residential	§240-14: C-1 Community Commercial
§240-9: R-2 Low Density Residential	§240-15: C-2 Local Convenience Commercial
§240-10: R-3 Medium Density Residential	§240-16: C-4 Planned Highway Commercial
§240-11: R-4 High Density Suburban Residential	§240-17: C-5 Government, Finance and Office
§240-12: R-5 Urban Residential	§240-19: I-1 Light Industrial
	§240-20: I-2 Planned Business, Research and Limited Industrial Park
	§240-21: BP Business Park
	HR Historic Resource Overlay

## Natural Resource Protection

<p><b>General comments</b> These apply to all items below.</p>	<p>+ <b>Comp Plan.</b> Objective to prohibit development in highly sensitive environmental areas, and the use of best management practices in design and land development to protect natural resources.                  + <b>OSRER.</b> Resource priorities have been mapped.                  x <b>OSRER.</b> Has not been updated since 1993.                  + <b>\$205-14.</b> The township has established a Conservancy Board that reviews all sketch, preliminary and final plans and makes recommendations for the purpose of preserving the township's natural features.                  + <b>§§205-30 and -31.</b> Preliminary and final plans to include Conservation Plan.                  + <b>§240-25.</b> Requires all uses to be "developed in a manner consistent with the preservation of the quality of the existing environment and of any natural amenities present on the site."                  + <b>§240-28.</b> Single-family cluster development provides for opportunities to protect natural and cultural features.</p>
<p><b>Protect: floodplains</b> Floodplain protection serves both to protect private property and conserve valuable ecological resources, and should consider downstream users.</p>	<p>+ <b>Zoning Map.</b> Floodplains depicted on Zoning Map.                  + <b>§205-8.</b> Basements, cellars and slab foundations prohibited.                  + <b>§240-26.</b> Alluvial soils included within floodplains.                  n <b>§240-26.</b> Existing non-conforming uses and structures shall not be expanded or enlarged, except under certain conditions.                  x <b>§240-26.</b> Floodplain regulations largely focus on avoiding property damage and don't ensure protection of floodplain vegetation or prevent impervious surfaces therein. Protection of the floodplain's ecology also ensures the health, safety, and welfare of township residents.</p>
<p><b>Protect: riparian buffers</b> 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.</p>	<p>+ <b>Ch. 195, §401.C.</b> Stormwater management hierarchy prioritizes riparian buffers.                  + <b>Ch. 195, §404.A(2).</b> Riparian buffers to be maintained with appropriate native vegetation.                  n <b>Ch. 195, §404.A(2).</b> Riparian buffers to be minimum of 50'. Ridley Creek is a state-designated HQ waterway, and so carries a mandatory 150' buffer (when subject to an NPDES permit).                  + <b>Ch. 195, Appendix C.</b> Stormwater management ordinance includes "Riparian Buffer Technical Reference Guide."</p>
<p><b>Protect: woodlands &amp; hedgerows</b> It is hard to overstate the value of mature woodlands, which include wildlife habitat, stormwater mitigation, soil conservation, carbon</p>	<p>+ <b>Comp Plan.</b> Woodlands mapped.                  + <b>§218-2.</b> Ordinance prohibits damage to trees on township streets and property.                  + <b>§218-3.</b> Requires the removal of diseased trees.                  n <b>§205-7.</b> Definition of Tree Protection Zone extends to the drip line. Tree roots typically extend</p>

<p>sequestration, mitigation of temperature extremes, improved property values, and much more.</p>	<p>twice that distance, however, and soil compaction over the roots can damage a tree.          + §§205-30 and -31. Preliminary and final plans to include location of all trees 6" dbh or greater, and specifications for protecting existing trees that are to remain through construction.          + §205-59. Existing trees to be preserved whenever possible.          + §205-61. 80% of trees on wooded lots to be retained; up to 50% of trees may be removed if they are replaced on an inch-for-inch basis (among other conditions) on the same site or elsewhere in the township.          + §205-63. Extensive requirements for protection of trees during construction activities.          n §205-63.A(6). Damaged tree limbs to be pruned immediately. Should note that limbs should be pruned under the supervision of an arborist.          x §240-6. "Forest" defined as a community of trees covering at least 10 acres. Interior woodlands may cover an area as small as ~3,600 sq. ft., or 0.08 acres.          n §240-31.1. Detailed regulations for timber harvesting, but these regulations contain no recognition of the ecological value of the woodlands.</p>
<p><b>Protect: prime agricultural soils</b>          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.</p>	<p>n <b>Comp Plan.</b> Prime ag soils have been mapped.          x <b>Ch. 240.</b> Aside from definition of "prime agricultural land" and ability to protect open space through clustering, no specific provision for protection of remaining prime farmland soils or farms.          n <b>Ch. 240, Article II.</b> Farming permitted by right in R-1 and R-2 districts.          n <b>Ch. 240, Article IV.</b> Farming permitted by right in I-1, I-2, and BP districts.</p>
<p><b>Protect: wetlands &amp; hydric soils</b>          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.</p>	<p>+ <b>Comp Plan OSRER.</b> Wetlands and hydric soils mapped.          x §205-7. Definition of Wetland Margin/Freeboard provides only a limited buffer, or possibly none at all in some cases.          n §240-25. Requires delineation of all wetlands on a site; requires a 20' setback for all structures from identified wetland boundaries. Setback is not a protected buffer however.</p>
<p><b>Protect: steep slopes</b>          Steep slopes require protection primarily to prevent soil erosion and to protect downslope areas from flooding, but also provide valuable habitat.</p>	<p>+ <b>Comp Plan &amp; OSRER.</b> Steep and very steep slopes have been mapped.          + §205-7. Definition of Steep Slopes includes slopes of 15% grade or higher.          n §§205-7 and 240-6. "Very steep slopes" never explicitly defined (but can be inferred).          + §§205-30 and -31. Preliminary and final plans to include location of all steep (&gt;15%) and very steep (&gt;25%) slopes.          + §240-6. Definition of Steep Slopes includes slopes of 15% grade or higher.          + §240-25. Provides for extensive regulations of development on steep (&gt;15%) and very steep</p>

<p><b>Protect: rare species</b>                  No one wants to be a party to extinction, which famed wildlife biologist E.O. Wilson refers to as "the death of birth."  <b>Protect: air quality</b>                  From the municipal perspective, the primary means of protecting air quality are, (1) to provide for dense, mixed-use development that promotes human-scale transportation choices; and (2) to provide for green infrastructure, which cleanses the air of pollutants.</p>	<p>(&gt;25%) slopes.                  + <b>Comp Plan &amp; OSRER.</b> Serpentine formations have been mapped.                  + <b>OSRER.</b> PNDI sites mapped.                  + <b>\$240-25.</b> Requires delineation of all Serpentine rock formations, as well as the identification of all rare or endangered plants present.                  + <b>Ch. 106.</b> Burning of municipal waste, brush, grass, and leaves is prohibited.</p>
<p><b>Identify, map and protect greenways</b>                  Greenways represent a unique opportunity to connect disparate areas into one single whole, while also providing a showcase of a place's ecological wealth. They provide opportunities for recreation and non-vehicular mobility, and also provide wildlife with vital connections between natural areas.</p>	<p>+ <b>OSRER.</b> Open space areas and greenway corridors have been mapped. Unclear if up-to-date.</p>

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## Water Quality and Quantity

### Water Conservation

<p><b>Ordinance prevents depletion of groundwater and surface water supplies</b></p> <p>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.</p>	<p>+ <b>OSRER.</b> Aquifers and headwater areas mapped.</p> <p>+ <b>§131-6.C(1).</b> Post-construction runoff to roughly equal pre-construction and maximize infiltration.</p> <p>+ <b>§188-8.</b> Ordinance prohibits pumping of ground and surface water, by means of a sump pump or floor drain, into sewer system.</p> <p>+ <b>§240-25.D.</b> Prohibits activities which may result in pollution of groundwater.</p>
<p><b>Permit/promote harvested/recycled water (e.g., greywater systems, rain barrels) use</b></p> <p>Such measures reduce water consumption and save money and energy.</p>	<p>n No provisions.</p>
<p><b>Identify native and drought-tolerant plants for use in required landscaping plans</b></p> <p>Native plants are already adapted to the existing hydrologic conditions, and so do not require the extensive watering typical of introduced species.</p>	<p>+ <b>Board Resolution 2011-20</b> added a recommended list of approved Township tree and street free species, nearly all of which are native.</p>

### Water and Sewer Infrastructure

<p><b>Utilize existing public water/sewer lines before expanding or increasing capacity</b></p> <p>Controlling expansion of sewage capacity &amp; water supply is a key element in growth management.</p>	<p>n <b>Ch. 205.</b> New buildings placed within certain distance of public sewer line must hook into system.</p>
<p><b>Has a maintenance program for on-lot disposal systems (OLDS)</b></p> <p>Ongoing maintenance of OLDS is essential for protecting water quality and ensuring the long-term viability of such systems.</p>	<p>+ <b>Ch. 188, Article II.</b> Routine maintenance and regular pumping of on-lot sewage disposal systems mandated by ordinance.</p>

<p><b>Ensure the future land-use plan directs any expansion of water, sewer, stormwater capacities</b></p> <p>Proper growth management links the expansion of public utilities to community-created plans.</p>	<p>+ <b>Comp Plan.</b> Recommends Act 537 Plan be updated, as needed, to be consistent with Comp. Plan.</p>
<p><b>Update the community's Act 537 plan based on the future land-use plan</b></p> <p>Since the future land-use plan represents the community's vision, the sewage plan (Act 537 Plan) should be consistent with it.</p>	<p><b>n Act 537 Plan.</b> Act 537 Plan has been updated/amended as development plans are approved for specific properties. However, this ad hoc approach could be much improved.</p>
<p><b>Encourage spray/drip irrigation where use of existing treatment is not an option</b></p> <p>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.</p>	<p><b>Act 537 Plan:</b></p> <ul style="list-style-type: none"> <li>+ East Goshen has one remaining spray irrigation system -- Hershey's Mill (2,032 EDUs).</li> <li>n Public sewage is treated at the Ridley Creek Sewage Treatment Plant (0.75 MGD) and the West Goshen (Chester Creek) Wastewater Treatment Facility (1.00 MGD).</li> </ul>

*Stormwater Management*

<p><b>Implement stormwater BMPs / green infrastructure</b></p> <p>BMPs, aka "green infrastructure," represent low-cost, environmentally-integrated techniques for stormwater management, and can also create community amenities.</p>	<p><b>Ch. 195, Stormwater Management:</b></p> <p>The township's stormwater management ordinance will soon be greatly revised, pending the completion of the county's Act 167 process. Those portions that will not be revised are largely the result of state mandates.</p> <p><b>n §302.B.</b> For new impervious coverage that is exempted from quantity controls, infiltration only required to deal with "1" of runoff; if site conditions preclude infiltration, then detention of "1" is acceptable.</p> <p>+ <b>§401.C.</b> Stormwater management hierarchy prioritizes riparian buffers and infiltration.</p> <p>n <b>§401.D.</b> Applicants "highly encouraged" to use BMPs and to minimize new impervious surface.</p> <p>x <b>§403.</b> Broadly speaking, the focus on peak discharge has led to poor water-quality outcomes, and is inconsistent with the new emphasis on volume control.</p> <p>+ <b>§406.O.</b> Roof drains must discharge into a BMP providing infiltration.</p>
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	<p>n §404.D. Design of stormwater management systems "should" consider protection of aquatic and wildlife habitat, streambank erosion, and volume control.                  n Appendix B. Storm frequency table, from 1986, outdated. Storm intensities now much greater and more frequent.</p>
<p><b>Require Low Impact Development techniques</b>                  Low Impact Development (LID) is a design approach that focuses on conservation and use of natural features to protect water quality on-site.</p>	<p>n Ch. 195, §401.D. Applicants "highly encouraged" to use innovative site design techniques that minimize new impervious surface.                  + Ch. 195, §406.N. Minimization of impervious surfaces and infiltration are required.                  + §205-44.E(2). Board may reduce right-of-way and cartway widths for minor streets.</p>
<p><b>Require routine maintenance of stormwater management facilities</b>                  Like all infrastructure, stormwater management facilities are subject to degradation over time, and therefore benefit from ongoing maintenance.</p>	<p>+ Ch. 195, §702. Drainage plan shall contain an operations and maintenance plan.                  + Ch. 195, §704. The Township Engineer shall conduct routine inspection of all stormwater management facilities.                  + Ch. 195, §705. East Goshen Township has a stormwater management fund, which developers are required to pay into when facilities are accepted by the township for dedication.</p>

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## Land Use and Community Character

### Land-Use Planning

<p><b>Steer growth and new development to the most appropriate places within community/region</b></p> <p>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.</p>	<p><b>n Comp Plan.</b> The Future Land-Use Map shows nearly all of East Goshen to be developed. <b>n Zoning Map.</b> All of East Goshen is zoned for development.</p>
<p><b>Participate in multi-municipal/regional land use planning</b></p> <p>Many issues are best dealt with on a regional rather than municipal basis, and efficiencies of scale can reduce burden on local budgets.</p>	<p>+ <b>Comp Plan.</b> Objective 2E supports regional planning. + East Goshen participates in the West Chester Regional Planning Commission, established in 1959; and the West Chester Area Council of Governments.</p>
<p><b>Ensure planning policies and regulations are consistent with regional growth management plans</b></p> <p>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.</p>	<p><b>n Comp Plan and Landscapes2.</b> Most of East Goshen lies within the "Suburban Landscape," as identified in Landscapes2. This is largely consistent with East Goshen's development pattern.</p>
<p><b>Increase density/intensity in urban and village areas where appropriate</b></p> <p>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.</p>	<p>+ <b>Comp Plan.</b> Township's southwest corner planned for urban and high density residential (3-14 du's/ac). <b>n Ch. 240.</b> Areas in the southwest of the township have been zoned R-5 Urban Residential, and C-4 Planned Highway Commercial that allows two-story apartments and townhouses by conditional use approval. + <b>Ch. 240, Article II.</b> The R-4 and R-5 districts permit apartments at a density of 14.5 DUs/ac.</p>
<p><b>Encourage and/or incentivize infill development and redevelopment of previously-disturbed</b></p>	<p>+ <b>Comp Plan.</b> Several objectives in the Land-Use chapter support redevelopment at higher intensities, along with preservation of the remaining open space in the township.</p>

<p><b>lands</b></p> <p>Open space is a resource with limited capacity for regeneration, so it makes sense to encourage infill development and redevelopment of previously-disturbed lands.</p>	
<p><b>Adopt and implement Smart Growth principles</b></p> <p>Smart growth principles encourage the concentration of development in existing walkable &amp; bikeable communities; transit-oriented development; mixing of uses; a range of housing &amp; transportation options; a sense of place; distinct community boundaries; the preservation of open space and critical environmental resources; and community involvement in land-use decisions.</p>	<p><b>n Comp Plan.</b> Recommends the development of a Town Center, which may not have been implemented.</p> <p>+ <b>Ch. 205, Article V.</b> The township highly encourages the submittal of sketch plans, which often lead to better developments, as well as less cost to the developer.</p> <p>+ <b>\$205-58.</b> Developers required to consider reserving space within their developments to accommodate community facilities such as schools.</p> <p>x <b>Ch. 240.</b> Requires a generally suburban development pattern, which segregates uses and requires residents to be auto-reliant.</p> <p>+ <b>Ch. 240.</b> Generally promotes the preservation of sensitive environmental features and open space.</p>
<p><b>Allow for Traditional Neighborhood Development</b></p> <p>TNDs aim to be complete neighborhoods, with a mix of housing types, a network of well-connected streets and blocks, humane public spaces, and have amenities such as stores, schools, and places of worship within walking distance of residences.</p>	<p><b>n Ch. 240.</b> No such provisions, although little vacant land remains in the township to warrant adding this tool. How redevelopment is someday managed to produce more sustainable developments needs to be considered.</p>
<p><b>Adopt Transferable Development Rights ordinance</b></p> <p>TDRs are a market-based tool, often used for the preservation of farmland and natural areas, by transferring the "development rights" from these areas to areas with the infrastructure to support more intense/dense development.</p>	<p>x No provisions.</p>
<p><b>Update municipal comprehensive plan to promote sustainability</b></p>	<p><b>n Comp Plan.</b> The Comprehensive Plan reflects East Goshen's intentions to preserve remaining historic resources, open space, and particularly its commitment to protecting woodlands.</p>

<p>Municipal sustainability begins with the comprehensive plan, which can help to set the vision and subsequent priorities for sustainability.</p>	<p>Nevertheless, much could be done to better promote sustainability, such as the creation of mixed-use zones and higher-density, more walkable neighborhoods. The Town Center concept could potentially promote economic and social sustainability goals, yet the Plan's recommendations have not been pursued to date.</p>
<p><i>Character and Aesthetics</i></p>	
<p><b>Preserve, through zoning and other means, the community's significant historical resources</b> 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.</p>	<ul style="list-style-type: none"> <li>+ <b>Comp Plan.</b> Several objectives calling for the protection of the township's historic resources.</li> <li>+ <b>OSRER.</b> Scenic and historic resources mapped.</li> <li>+ <b>\$205-14.</b> The township has established a Historical Commission that reviews all sketch, preliminary and final plans (when applicable) and makes recommendations for the purpose of preserving and promoting the township's historic and cultural amenities.</li> <li>+ <b>\$240-20.</b> Provides for protection of National Register of Historic Places-eligible buildings.</li> <li>+ <b>\$240-38.2.</b> East Goshen Township maintains a historic resources inventory.</li> <li>+ <b>\$240-38.9.</b> All requests for a demolition permit for historic resources must be forwarded to both the Historical Commission and the Board of Supervisors. An impact study is also required.</li> </ul>
<p><b>Encourage and promote, through zoning, the adaptive reuse of historic buildings</b> A key element in historic preservation is the preservation of the usefulness of the historic structure, which often relies on creative reuse opportunities.</p>	<ul style="list-style-type: none"> <li>+ <b>\$240-38.5.</b> A variety of uses are permitted in historic structures, in addition to the uses permitted in the underlying zoning district.</li> </ul>
<p><b>Preserve through ordinance incentives significant cultural and scenic resources</b> In some cases, historic preservation is best achieved through other parts of the Code.</p>	<ul style="list-style-type: none"> <li>+ <b>Comp Plan.</b> Objective to protect scenic vistas.</li> <li>+ <b>\$240-38.6.</b> The Board may modify area and bulk requirements to facilitate re-use of historic resources.</li> </ul>
<p><b>Enact ordinances limiting both noise and light pollution</b> The livability of a place can be dramatically affected, for good or ill, by noise and lighting.</p>	<ul style="list-style-type: none"> <li>+ <b>Ch. 156.</b> Township has adopted a thorough noise ordinance.</li> <li>n <b>\$240-24.</b> Township repeats noise provisions, but in a different format, which may cause confusion.</li> <li>+ <b>\$240-8.E(7).</b> In PRDs, lighting shall not be located so as to shine into habitable rooms or yards.</li> <li>n <b>\$240-24.G(2)</b> Glare to be minimized.</li> <li>n <b>\$240-24.H.</b> Light and glare controls.</li> <li>n <b>§§240-24.H(2) and 240-27.C(7)(b).</b> Allows use of translucent covers of luminaires, which</li> </ul>

reduces glare but still permits some light pollution.

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**Global Warming & Climate Change**

*Greenhouse Gas Pollution Reduction*

<p><b>Enact ordinances to encourage mixed use/Transit-Oriented Developments (TODs)</b>                  Mixed-use and transit-oriented development is the hallmark of strong, well-planned communities. By reducing reliance on fossil fuels, they also have a positive impact on climate change.</p>	<p>+ <b>§240-16.</b> Single-family detached dwellings and townhouses are permitted in the C-5 Highway Commercial district.                  + <b>§240-20.</b> Single-family detached dwellings in various configurations are permitted in the I-2 district.                  n <b>§240-29.D.</b> "Convenience commercial" permitted within planned apartment developments. However, the density of the surrounding population is not sufficient to support such commercial areas.</p>
<p><b>Enact ordinances to allow live-work units and home-based businesses in residential zoning districts</b>                  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.</p>	<p>+ <b>§§240-9.E, -10.E, -11.E, and -12.E.</b> R-2, R-3, R-4, and R-5 districts permits home occupations, home-related businesses and no-impact home-based businesses as accessory uses.</p>
<p><b>Incentivize green building techniques for new developments and redevelopment projects</b>                  "Green" buildings have been shown to have greater value, be more affordable to maintain, be more attractive to certain demographics, and to have a high return-on-investment in terms of local employment.</p>	<p>x No such provisions have been made. Examples include density bonuses for LEED-certified construction; and the adoption of the Green Building Code (with state approval).</p>
<p><b>Promote and incentivize reforestation on open</b></p>	<p>x No provisions within ordinances that require reforestation with new or re-development.                  + <b>Conservancy Board</b> actively pursues reforestation of Township-owned properties.</p>

<p><b>space</b></p> <p>Reforestation provides greater habitat, variety of landscape, stormwater mitigation, and a sink for atmospheric carbon dioxide, the primary greenhouse gas pollutant.</p>	
<p><b>Encourage use of human-scale transportation (public transit, biking, walking)</b></p> <p>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.</p>	<p>x §205-56. Sidewalks not required. The Federal Highway Administration recommends that, in single-family developments of about ¼ DU/ac, that sidewalks be placed on one side of the street.</p>
<p><b>Develop, adopt and implement a Climate Action Plan to reduce greenhouse gas emissions</b></p> <p>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 saving money.</p>	<p>x The township has not adopted a CAP. However, as part of the Philadelphia metropolitan region, a greenhouse gas emissions and energy consumption inventory for the township has already been completed by DVRPC. This is a critical step in the development of a CAP.</p>
<p><i>Climate Change Adaptation</i></p>	
<p><b>Build resilience by developing, adopting and implementing an adaptation component to Climate Action Plan in the face of present, and projected future, impacts of climate change</b></p> <p>By many measures, climate change has already occurred and is already intensifying local weather patterns; this may be expected to continue.</p>	<p>x The township has not adopted a CAP.</p>
<p><b>Adapt: heat</b></p>	<p>x No specific provisions.                  + Nevertheless, the township has a clear commitment to woodland protection, which can mitigate</p>

<p>Steadily increasing temperatures, with increasing incidence of extreme temperatures, can be expected with very high scientific confidence. Local governments can take steps to adapt to this. Examples include green infrastructure installation, modifying any acceptable plants lists to include heat- and drought-tolerant plants, etc.</p>	<p>high temperatures. See notes elsewhere; particularly the <i>Natural Resources Protection</i> section.</p>
<p><b>Adapt: water</b>                  Climate scientists also have high confidence that one consequence of climate change is an intensifying hydrologic cycle: generally, precipitation will occur less frequently but, when it does occur, there will be more of it. Local governments need to prepare for increasing incidence of flash flooding interspersed with drought.</p>	<p>x No specific provisions.                  x <b>Ch. 195, Appendix B.</b> Storm frequency table, from 1986, outdated. Storm intensities now much greater and more frequent.                  n The township's commitment to riparian and wetland buffers helps to mitigate against flooding, but these buffers could be much stronger. See the <i>Natural Resources Protection</i> section.</p>

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**Renewable Energy and Energy Conservation**

*Renewable Energy*

<p><b>Allow solar panels by-right when accessory to a principal use</b>                  As the most accessible distributed, renewable energy technology for private property owners, it is important to reduce barriers to their installation whenever possible.</p>	<p>+ <b>§240-9.E(10), -10.E(10), -11.E(10), and -12.E(10).</b> In R-2, R-3, R-4, and R-5 districts, solar energy systems are explicitly permitted as accessory uses.                  n <b>§240-8.E.</b> Solar energy systems not listed explicitly as a permitted accessory use in R-1 district (nevertheless, §240-32.O permits accessory systems in all districts).                  + <b>Ch. 240, Article III.</b> Solar energy systems permitted accessory uses in all commercial districts.                  + <b>Ch. 240, Article IV.</b> Solar energy systems permitted accessory uses in all industrial and business park districts.                  + <b>§240-32.O.</b> Solar energy systems permitted by right as accessory uses in all districts.</p>
<p><b>Establish a minimum percentage of solar-oriented lots or buildings in new developments</b></p>	<p>x <b>Ch. 205.</b> No such provisions.                  x <b>Ch. 240, Article II.</b> No such provisions.</p>

<p>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.</p>	<p><b>Permit small wind energy conversion systems (WECS) in all zoning districts</b></p> <p>Small wind energy systems have minimal impacts, and are an important part of the overall energy mix.</p>	<p>+ §240-11.E(11) and -12.E.(11). In R-3 and R-4 districts, wind energy systems are permitted accessory uses.</p> <p>x Ch. 240, Article II. Wind energy systems not permitted in the R-1 and R-2 residential districts.</p> <p>x Ch. 240, Article III. Wind energy systems not permitted in any commercial district.</p> <p>+ §240-19. Wind energy systems permitted accessory uses in I-1.</p> <p>x Ch. 240, Article IV. Wind energy systems not permitted in any other industrial or business park districts.</p> <p>n §240-32.T Supplemental regulations for windmills.</p> <p>x §240-32.T(4) and (5). Restrictions on height and setback makes development of wind energy in East Goshen nearly impossible.</p>
<p><i>Energy Efficiency and Conservation</i></p>		<p><b>Encourage new &amp; renovated residential/commercial buildings to achieve LEED, Energy Star, or comparable standards</b></p> <p>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.</p>
<p><b>Add an energy element to the comprehensive plan</b></p> <p>Energy is the most crucial input to the economy, and it is arguable that comprehensive plans which do not consider energy are not truly comprehensive.</p>		<p>n Ch. 129. The Township has official adopted the International Energy Conservation Code, 2003 Edition (the use of an updated version of this is already mandated by the state legislature through the UCC).</p> <p>n <b>Comp Plan.</b> There is no energy conservation element in the present plan. However, one will be incorporated into the update.</p>

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**Mobility and Transportation**

*Non-vehicular Transportation*

<p><b>Encourage Transit-Oriented Development (TOD)</b>                  Mixed-use and transit-oriented development is the hallmark of strong, well-planned communities. By reducing reliance on fossil fuels, they also have a positive impact on climate change.</p>	<p>+ §§240-11.A &amp; -12.A. Specific intent of R-4 and R-5 districts to locate higher density in areas near public transit.                  x Ch. 240. While the R-4 and R-5 districts are specifically intended to offer higher densities in areas located near public transit, they are still single-use districts and could be more "TOD-like" by permitting some commercial and other uses by-right.</p>
<p><b>Establish sidewalks in residential, village, downtown areas</b>                  Sidewalks are the key element in safe, walkable, livable neighborhoods.</p>	<p>x §205-56. Sidewalks not required.</p>
<p><b>Require bike racks at appropriate locations in new/infill developments</b>                  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."</p>	<p>x No such provisions.</p>
<p><b>Establish maximum block widths that encourage, rather than discourage, walking and bicycling; and help to disperse traffic, reducing congestion.</b>                  Block width is a strong determinant in the friendliness of an area for pedestrian and cycling activity.</p>	<p>x §205-54. Minimum block width set at 600', with no consideration for the needs of pedestrians except for blocks exceeding 1,000' in length. Blocks in walkable areas are typically on the order of 250-500' in width. If that is not deemed feasible in a suburban context, however, then a mid-block path system could be required to improve pedestrian access. Paths should be clearly indicated and probably paved.                  n §205-54. Crosswalks required for blocks exceeding 1,000' in length.</p>



*Roads and Streets*

<p><b>Codify “complete streets” principles in the SALDO and embrace PennDOT’s new Smart Transportation design standards which emphasize context-sensitive design</b></p> <p>Complete streets designed and maintained to ensure accessibility to all users, including motorized and non-motorized traffic and public transit. Such streets would include sidewalks, crosswalks, medians and raised crosswalks where necessary, pedestrian signals, bulb-outs, staggered parking, street trees, pervious paving and other green infrastructure measures, etc.</p>	<p><b>x Comp Plan.</b> Goal to optimize mobility and minimize congestion at odds with objective to minimize cut-through traffic in neighborhoods. A well-connected street network disperses traffic and is of benefit to both motorists and non-motorists.</p> <p><b>x Ch. 205, Article IX.</b> Complete Streets principles (particularly the needs of non-motorized users) not explicitly considered.</p> <p><b>x §205-56.</b> Sidewalks not required.</p> <p><b>n §205-62.</b> Street trees at 3” dbh to be provided as determined by the Board of Supervisors or Planning Commission.</p>
<p><b>Eliminate the creation of new cul-de-sacs</b></p> <p>Cul-de-sacs discourage connectivity, thus fostering more driving (and fossil fuel consumption) than otherwise would be necessary. Traditional neighborhoods only rarely incorporate these elements.</p>	<p><b>x §205-42-D and -F.</b> New minor/local public streets to be designed to discourage through traffic; and use of cul-de-sacs not discouraged. Each provision concentrates traffic and reduces mobility.</p>
<p><b>Use future land-use plan to direct expansion of road capacities</b></p> <p>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.</p>	<p><b>+ Comp Plan.</b> Recognizes connection between land-use and transportation.</p> <p><b>x</b> The township has no Official Map.</p> <p><b>+ Act 209 Study.</b> East Goshen has adopted a traffic impact fee based on a land-use assumptions report.</p>
<p><b>Maximize existing road capacity (e.g., traffic calming, travel demand management [TDM], etc.) before constructing new roads</b></p> <p>Often, much can be done to use existing road capacity more efficiently, reducing or eliminating the need for new roads. This reduces capital</p>	<p><b>+ Comp Plan.</b> Objective to use travel demand management and improve public transit to better utilize existing road capacity.</p>

<p>construction costs and ongoing maintenance costs, which can be considerable.</p>	
<p><b>Plan road improvements to prioritize safety and pedestrian/bike uses</b></p> <p>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.</p>	<p>n <b>\$205-54.</b> Crosswalks required for blocks exceeding 1,000' in length.</p>
<p><i>Parking</i></p>	
<p><b>Establish a range of parking standards for commercial uses</b></p> <p>Appropriate parking standards can have far-reaching impacts on a community's development pattern. Often, maximum parking standards are warranted, rather than minimum (which unnecessarily increases the cost of development).</p>	<p>x <b>240-33.</b> Relies on minimum parking standards only; no provision for maximum limits.</p>
<p><b>Ordinances should require porous pavement, shade trees, landscape buffers in parking lots</b></p> <p>Such "green infrastructure" elements can result in a vastly superior built environment, from an aesthetic as well as a functional point-of-view.</p>	<p>+ <b>\$240-27.C(1).</b> 5% of interior of parking areas to be landscaped.</p>
<p><b>Permit on-street parking wherever possible and appropriate</b></p> <p>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</p>	<p>x <b>240-30.D.</b> On-street parking explicitly not permitted to count towards parking requirements in Townhouse developments.                  n On-street parking not otherwise addressed, although on-street parking is permitted on all streets within developments.</p>

<p>built environment, etc.  <b>Permit shared parking in non-residential zoning districts</b>                  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.</p>	<p><b>x 240-33.</b> No provision made for shared parking, although <b>240-33.B.(6)</b> allows a single parking lot to be used for more than one use provided each use's required parking is fully accommodated.</p>
<p><b>Promote parking demand management techniques</b>                  Parking Demand Management involves the efficient use of parking facilities through motorist information and enforcement. There are two major components to parking management: pricing and supply management. Benefits may include increased throughput, efficient use of the system, reduced demand and increased roadway capacity.</p>	<p>n While the Township Code has no specific provisions, some local employers are known to make use of this technique.</p>
<p><i>Trails</i>  <b>Require the establishment and maintenance of pedestrian/bike trails that connect to public facilities, parks, open space, schools, business/shopping</b>                  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.</p>	<p>+ <b>Comp Plan.</b> Objective to develop trail segments to connect residential communities to parks, open space, and area merchants.                  + <b>Comp Plan.</b> Objective to explore use of pedestrian and bike paths as alternative transportation network.                  + <b>\$240-8.</b> R-1 district requires 15% of tract (1/3 of total common open space) to be devoted to uses that include paths and trails.                  n <b>\$205-56.</b> The Board of Supervisors may require sidewalks and/or paths at their discretion.</p>

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## Community Health and Safety

### Public Health and Safety

<p><b>Require street trees and sidewalks in residential areas and village/downtown areas</b></p> <p>In addition to making for a more inviting environment for pedestrians, such amenities have been shown to improve public health.</p>	<p>x <b>§205-56.</b> Sidewalks not required.          + <b>Board Resolution 2011-20</b> added a list of approved Township tree and street tree species nearly all of which are native.          n <b>§205-62.</b> Street trees at 3" dbh to be provided as determined by the Board of Supervisors or Planning Commission.</p>
<p><b>Provide adequate active and passive recreational opportunities</b></p> <p>Exercise is a key element in an individual's health, and it has been shown that people exercise more regularly when given opportunity's to do so close to home and work.</p>	<p>+ <b>Comp Plan.</b> Regional coordination of recreation programs.          + <b>§205-14.</b> The township has established a Park and Recreation Board that reviews all sketch, preliminary and final plans (when applicable) and makes recommendations for the purpose of preserving and promoting the township's park and recreation facilities.          + <b>§205-58.</b> Developers required to make available open space for passive and active recreation.          + <b>§205-64.</b> Requires provision of common open space at 20% of total lot area in mobile home parks.</p>
<p><b>Require recycling centers/stations in new developments over a certain size</b></p> <p>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.</p>	<p>+ <b>§194-3.</b> Source-separation of recyclable materials mandated throughout the township; and leaf-waste pickup provided in spring and fall.          n <b>§194-8.</b> Recycling centers permissible for multi-family residential complexes.          + <b>§194-9.</b> Commercial, institutional, and municipal establishments required to recycle.</p>
<p><b>Adopt a construction debris demolition ordinance or require construction waste management plan</b></p> <p>A great deal of the waste generated by our modern society comes from development and</p>	<p>+ <b>§194-6.D.</b> Curbside disposal of building materials and hazardous materials prohibited.</p>

<p>redevelopment. A municipality can significantly reduce this waste stream by requiring construction waste to be reused or recycled.</p>	
<p><b>Require salvage/material recycling in demolition permit or land development approval</b></p> <p>Much of the waste generated from development and redevelopment isn't waste at all, and can be recycled back into productive use. Furthermore, a great deal of the waste reaching landfills is from development projects; builders have a responsibility to reduce this flow, which is a burden on us all.</p>	<p>x No such provisions.</p>
<p><i>Housing Diversity and Accessibility</i></p>	
<p><b>Create incentives to promote a diverse housing supply that includes affordable housing</b></p> <p>A diverse community is a much more robust community, both economically and socially.</p>	<p>+ <b>Comp Plan.</b> Supports housing diversity.                  + <b>§240-12.</b> R-4 district permits apartments and townhouses.                  + <b>§240-29.</b> Planned apartment developments permitted in R-4, R-5, and C-4 districts.                  + <b>§240-30.</b> Townhouse developments permitted in R-4, R-5, and C-4 districts.</p>
<p><b>Locate housing within walking distance of businesses, services, employment centers, public transportation</b></p> <p>Such a development pattern encourages walking and cycling, which can greatly improve the public's health, rather than driving, which reduces it.</p>	<p>+ <b>§§240-11.A &amp; -12.A.</b> Specific intent of R-4 and R-5 districts to locate higher density in areas near public transit and shopping.</p>
<p><b>Permit smaller lot sizes in appropriate residential zoning districts</b></p> <p>Smaller lot sizes can promote greater diversity of uses, which a complete neighborhood must have and which promotes walking and cycling.</p>	<p>+ <b>§240-10 and -11.</b> R-3 and R-4 district permits 12,000-ac and 10,000-ac lots (respectively) for semi-detached dwellings.</p>
<p><b>Permit accessory dwelling units (in addition to primary residence) on residential lots</b></p>	<p>n <b>§240-32.C.</b> Provision for apartment for care of a relative that must be converted once vacated.</p>

<p>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.</p>	
<p><b>Permit second-story (and greater) residential uses in commercial and mixed-use zoning districts</b></p> <p>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.</p>	<p><input checked="" type="checkbox"/> No such provisions.  <input type="checkbox"/> There is a laundry on West Chester Pike in a building that also contains two apartments.</p>

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**Food Production and Security**

<p><b>Incentivize through ordinances the permanent preservation of agricultural lands</b></p> <p>Agricultural lands are a non-renewable resource that, in a world of ever-increasing population, warrant protection.</p>	<p><input checked="" type="checkbox"/> No ordinance provisions, other than cluster, that protect, or incentivize the preservation of remaining agricultural lands.</p>
<p><b>Permit a broad range of agricultural uses by right in rural and semi-rural areas</b></p> <p>One way to steward the agricultural economy is to permit it to diversify by allowing complementary uses.</p>	<p><input type="checkbox"/> <b>Comp Plan.</b> Contains an agricultural land-use category but no specific agricultural zoning.  <input type="checkbox"/> <b>Ch. 240, Article II.</b> Farming permitted by right in R-1 and R-2 districts.  <input type="checkbox"/> <b>Ch. 240, Article IV.</b> Farming permitted by right in I-1, I-2, and BP districts.</p>
<p><b>Permit farmers' markets, farm stands, community gardens in public/open spaces,</b></p>	<p><input checked="" type="checkbox"/> <b>§240-10.E(17).</b> Seasonal sale of farm products permitted in R-3 district, as an accessory use.  <input checked="" type="checkbox"/> <b>§240-34.B.</b> Seasonal sale of farm products permitted in C-1 district.</p>

<p><b>residential vegetable gardens</b>                  These are all key elements in the agricultural economy, and in particular help to promote the culture of agriculture.</p>	
<p><b>Permit small-scale farming uses (e.g., egg production) w/ complementary structures in all residential or mixed-residential zoning districts</b>                  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.</p>	<p>x §240-32.A. Keeping of chickens limited to lots of two acres or more.</p>
<p><b>Permit small-scale manufacture of food products within appropriate zoning districts</b>                  Such operations help to promote local foods and support a local economy, while also providing food security.</p>	<p>n No specific provisions.</p>
<p><b>Allow composting as part of gardening and small-scale farming uses</b>                  Composting is a way to divert one of the primary sources of municipal waste away from the waste stream and back into productive use: soil. All sustainable agricultural operations, as well as home gardens, much incorporate composting.</p>	<p>n No specific provisions, but accessory composting on residential lots implicitly permitted.</p>
<p><b>Require or encourage fruit and nut trees as part of landscaping requirements</b>                  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.</p>	<p>x No specific provisions.</p>

## Conclusions and Summary

East Goshen has taken steps to towards sustainability at the municipal level, within the framework of its policies, plans, and regulations as they relate to environmental, social, and economic issues. Specifically, the township has adopted strong policies into its code to protect natural resources within the context of a suburban landscape: East Goshen has good policies for woodland protection, steep slope protection, and riparian buffer protection. The Conservancy Board's efforts to reforest Township-owned properties benefit several sustainability aspects, and encouraging the use of native plants for on-site landscaping and street trees is a positive step. The township also has a clear commitment to the preservation of its cultural heritage. Since a community's natural environment and cultural history are two of its most fundamentally defining aspects, these commitments are laudable—and should be built upon.

Still, there is room for improvement on East Goshen's path to sustainability. Within the *Natural Resources Protection* section, floodplain protection could be enhanced by protecting natural vegetation and pervious soils within. In *Water Quality and Quantity*, East Goshen should consider a more comprehensive update to its Act 537 Plan rather than piece-meal as development proposals are accepted. For *Land-Use and Community Character*, adopting special standards for parcels with underused commercial space, for example by permitting their reuse as a mixed residential/commercial community, could greatly promote sustainability and the local economy. In *Global Warming & Climate Change*, East Goshen should strongly consider developing a Climate Action Plan that focuses on both mitigation (carbon pollution reduction) and adaptation (to existing and future unavoidable climate change). In the *Renewable Energy & Energy Conservation* section, the single most important step would be to develop an energy conservation element into its comprehensive plan update—and implement it. Within the *Mobility & Transportation* section, it would be useful to develop an Official Map, adopt a "complete streets" ordinance, and revisit parking standards. For *Community Health & Safety*, East Goshen should revise its SALDO to require sidewalks in all zoning districts, and should consider allowing commercial and residential uses to mix within a single building (commercial below, residential above). Finally, in *Food Production & Security*, East Goshen has permitted most of its agricultural lands to be developed; those that remain ought to be provided with incentives for preservation and used for growing products that could be offered locally. The township should also consider adopting provisions to permit and support small-scale farming operations, or the keeping of chickens on smaller lots, in appropriate districts.

Seeking sustainability requires both continued vigilance and extensive patience. Accordingly, the recommendations described briefly above are intended to broadly guide efforts to achieve sustainability, above and beyond the Township's existing efforts. It is notable that many actions can be taken that promote sustainability within a variety of areas. Such actions ought to be prioritized. For example, expanding resource protection regulations can reduce greenhouse gas emissions while also providing protection from flooding, as well as having wildlife habitat, community health, and economic benefits. Decisions regarding which of the recommendations to implement, or which are even feasible, should be considered first by the Planning Commission in consultation with Township staff and consultants, appointed and advisory officials, and the public, with recommendations provided to the Board of Supervisors. EMC staff is ready to answer questions, provide additional information, and otherwise assist as the Township proceeds with its comprehensive plan update, and with implementation of this report.