



# Comprehensive Plan Update

*NEW GARDEN TOWNSHIP- CHESTER COUNTY, PA*



June 12, 2018



**RESOLUTION NO. 795**  
**NEW GARDEN TOWNSHIP, CHESTER COUNTY, PENNSYLVANIA**

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF NEW GARDEN TOWNSHIP PURSUANT TO ARTICLE III, SECTION 302 OF THE PENNSYLVANIA MUNICIPALITIES PLANNING CODE ADOPTING THE UPDATE OF THE TOWNSHIP COMPREHENSIVE PLAN**

WHEREAS, New Garden Township adopted a Comprehensive Plan on May 21, 2018, establishing the goals and objectives for the Township, which updated the Comprehensive Plan of 2005; and

WHEREAS, the Township has, to some degree, made minor changes to the approved Plan to include comments from the Chester County Planning Commission; and

WHEREAS, the Township has attached hereto a list of minor changes made to the approved Plan; and

WHEREAS, the Township desired to reevaluate and update their goals and priorities and with the assistance of the Chester County Planning Commission, the New Garden Planning Commission and the Comprehensive Plan Update Committee, the Township did review their goals and priorities; and

WHEREAS, The Township held public meetings, conducted an online resident survey, conducted in person interviews with key Township residents in 2017 and 2018; and

WHEREAS, the Township Planning Commission approved a draft of the Comprehensive Plan Update at its March 28, 2018, meeting; and

WHEREAS, the Township has reviewed this draft and shared it with local municipalities, the Kennett Area School District and the Chester County Planning Commission

WHEREAS, the Township Board of Supervisors has now determined that the Draft Comprehensive Plan Update, dated June 12, 2018, including as a part thereof the textual matter, maps (as listed in the Table of Contents), tables, charts, Appendix A (online survey results), Appendix B (community visioning exercises), and Appendix C (background report), and other matters prepared by Thomas Comitta Associates Inc., Town Planners & Landscape Architects, with the assistance of McMahon Associates, Inc., Transportation Engineers and Planners and the Brandywine Conservancy, which is attached hereto, and incorporated herein, is ready for adoption to the update to the 2005 Comprehensive Plan; and

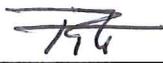
NOW, THEREFORE, be it resolved that the Board of Supervisors of New Garden Township hereby adopts the Comprehensive Plan Update for New Garden Township as dated June 18, 2018.

Resolved this 18th day of June, 2018.

THE NEW GARDEN TOWNSHIP BOARD OF SUPERVISORS by:

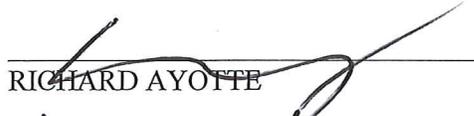
ATTEST:

  
\_\_\_\_\_

  
\_\_\_\_\_  
RANDY GEOUQUE, Chairman

  
\_\_\_\_\_  
MICHAEL LOFTUS, Vice Chairman

  
\_\_\_\_\_  
STEPHEN ALLABAND

  
\_\_\_\_\_  
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\_\_\_\_\_  
J. PATRICK LITTLE



## ACKNOWLEDGEMENTS

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### *PREPARED BY:*



THOMAS COMITTA ASSOCIATES, INC.  
*Town Planners & Landscape Architects*



### *WITH:*



**BRANDYWINE  
CONSERVANCY**

Special thanks to Jeannine Speirs, VPP Monitor, Chester County Planning Commission for her assistance.

### FUNDING PROVIDED BY:

This Plan was funded in part by the Chester County Board of Commissioners through the Vision Partnership Program as administered by the Chester County Planning Commission.



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## *Glossary and Abbreviations*

Access Management – A set of transportation planning techniques used to control access to high volume roadways, increasing the capacity of these roads, manage congestion and increase safety.

Adaptive Reuse – The repurposing of an existing building for a new use that it was not originally intended for in order to maintain the building’s viability.

BMP – Best Management Practices – Practices that are used to improve the quality of stormwater prior to discharge to receiving waters including utilization of artificial wetlands, stormwater quality inlets, detention basins, etc.

Chester County Planning Commission (CCPC) – The entity responsible for providing overall county-wide planning and oversight in Chester County.

Complete Streets – Streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Delaware Valley Regional Planning Commission (DVRPC) – The regional planning entity responsible for nine counties in Pennsylvania and New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region.

Form Based Code- A zoning code that concentrates on the form of development as well as uses.

Historic District – A geographically definable area (urban, rural, small or large) possessing a significant concentration, linkage or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development.

Landscapes<sup>2</sup> – The county-wide growth management plan updated in 2009. *Linking Landscapes* is the open space and recreation component of the Plan. *Watersheds* is the water resources component of the plan. The Plan also includes the Chester County Public Transportation Plan.

Landscapes<sup>3</sup> – The update to the County Comprehensive Plan under development during the writing of this plan.

LERTA (Local Economic Revitalization Tax Assistance Law) 72 P.S. § 4722 et seq., - LERTA was created under the authority of Article VIII, Section 2(b)(iii) of the Pennsylvania constitution, and allows a municipality and school district to “establish special tax provisions” to a taxpayer for a period of no more than 10 years in order to “encourage improvement of deteriorating property or areas by an individual, association or corporation.”

Multi-modal Transportation – A transportation system that accommodates all users, including pedestrians, bicyclists, and public transportation users, as well as the vehicle.



Municipalities Planning Code (**MPC**) – The legal code that governs actions of Pennsylvania municipalities relating to land use, planning, and zoning.

Official Map – A map that depicts a municipality’s interest in acquiring lands for public purposes, such as street connections, parkland, trails, sidewalks, and open space, and notifies developers and property owners of this interest. Use of the Official Map is regulated by Section 107(b) of the Municipalities Planning Code (MPC), and is similar to a Zoning Map in that it is officially adopted by a municipality’s elected board.

Pennsylvania Department of Transportation (**PennDOT**) – The state agency governing state roads and other forms of transportation within the state.

Residential development open space option – A development option intended to preserve significant portions of development lots as permanent open space.

SCCRP – Southern Chester County Regional Police

Total Maximum Daily Load (**TMDL**) -The maximum amount of a pollutant allowed to enter a waterbody so that the waterbody will meet and continue to meet water quality standards for that particular pollutant.

Transfer of Development Rights (**TDR**) Program - A program that allows a landowner with an undeveloped parcel to transfer his development rights to another parcel, in which the land will be developed at a somewhat higher density than would otherwise be permitted. Landowners in designated “sending areas” retain open space while selling their development rights to a landowner with a parcel in a “receiving area”.

Traffic Calming – Design techniques utilized to slow traffic on residential streets.

Universal Design – A method of designing the built environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

Vision Partnership Program (**VPP**) – A grant program operated by the Chester County Planning Commission to assist municipalities in completing their planning efforts. Grant recipients must adopt plans that are consistent with Landscapes2.

Wayfinding – A system of signage, logos, and directional markers that guide people through a physical environment and enhance their understanding and experience of the place.



## I. Introduction and Overview

New Garden Township is more than 300 years old. This rich history is integrated into the landscapes, villages, and farmsteads of the Township and connects its residents to the lives, work and landscapes of our predecessors. However, the Township is a transitioning suburban community located in Southern Chester County that is rich in history, natural resources, and farmland. While nearby Kennett Square holds its place as “mushroom capital of the world”, New Garden Township to the west is home to a large concentration of farming and composting operations that support this regional industry.

Since the 1990s, the Township has been transforming from a quiet, agricultural community to a growing, suburban Township where rural features and agriculture are highly valued, but nestled amid residential communities, innovative tech companies, and modern distribution centers. Over the past ten years, New Garden has made tremendous strides toward becoming a more mature and progressive Township that is serious about the quality of life of its residents. A short list of notable achievements since 2005 include:

- Formation of an open space preservation program funded through a dedicated open space tax and the preservation of open space;
- Acquisition of the New Garden Flying Field;
- Support and participation in the formation of the Southern Chester County Regional Police;
- The pending sale of the New Garden Township municipal sewer system to Aqua Pennsylvania;
- Increased transparency and communications with residents;
- Maintenance of a stable tax base through fiscal responsibility; and
- The recent recognition of the Township as a Certified Sustainable Community by the Sustainable Pennsylvania Community Certification Program.

**A Comprehensive Plan** is a strategic policy document that defines township goals, objectives, and priorities for a ten year timeframe and creates an action plan for achieving them.

Many of these achievements were first conceived as part of the Township’s Comprehensive Plan. A Comprehensive Plan is a strategic policy document that defines Township goals, objectives, and priorities for a ten year period, and creates an action plan for achieving them. Comprehensive Plans are governed by the Pennsylvania Municipalities Planning Code (MPC), which specifies the topic areas (housing, transportation, historic resources, etc.) and adoption process, and requires that such plans be reviewed every ten (10) years, and, as needed, updated.



This Plan Update looks ahead and guides the Township's development policies and strategies from 2018 to 2028.

## **Plan Organization**

This Comprehensive Plan Update is organized into the following parts:

**Part I, Introduction and Overview**, provides the context for this Plan including an overview of the planning process and key planning considerations that arose from the Background Report.

**Part II, Planning Policies and Key Implementation Strategies**, describes New Garden Township's Planning Policies (goals and objectives) and priority action items for the next 10 years.

**Part III, Priority Focus Areas**, highlights issues of particular importance to the Township. While the Comprehensive Plan covers many areas, the Township has limited resources and must make choices on what it will implement over the coming years. Defining these issues resulted from the public process and Comprehensive Plan Committee. This section introduces each priority, discusses its importance to the Township's future, and provides strategic recommendations.

The six **Priority Focus Areas** for New Garden Township from 2018 to 2028 are:

1. Open Space and Natural Resources;
2. Greenways and Trails;
3. the Route 41 Corridor;
4. Historic Resources;
5. Toughkenamon Village; and
6. Economic Development.

**Part IV, General Policies and Practices**, summarizes the overall policies and actions that will guide the Township, including Land Use, Transportation, Community Facilities and Energy Conservation.

**Part V, Implementation**, lays out a framework for action in the coming years by listing and prioritizing recommendations, considering funding mechanisms and lead agency.

## Planning Process and Public Participation

The development of this Plan was guided by a multifaceted one year planning process intended to maximize stakeholder input and result in a detailed action plan.

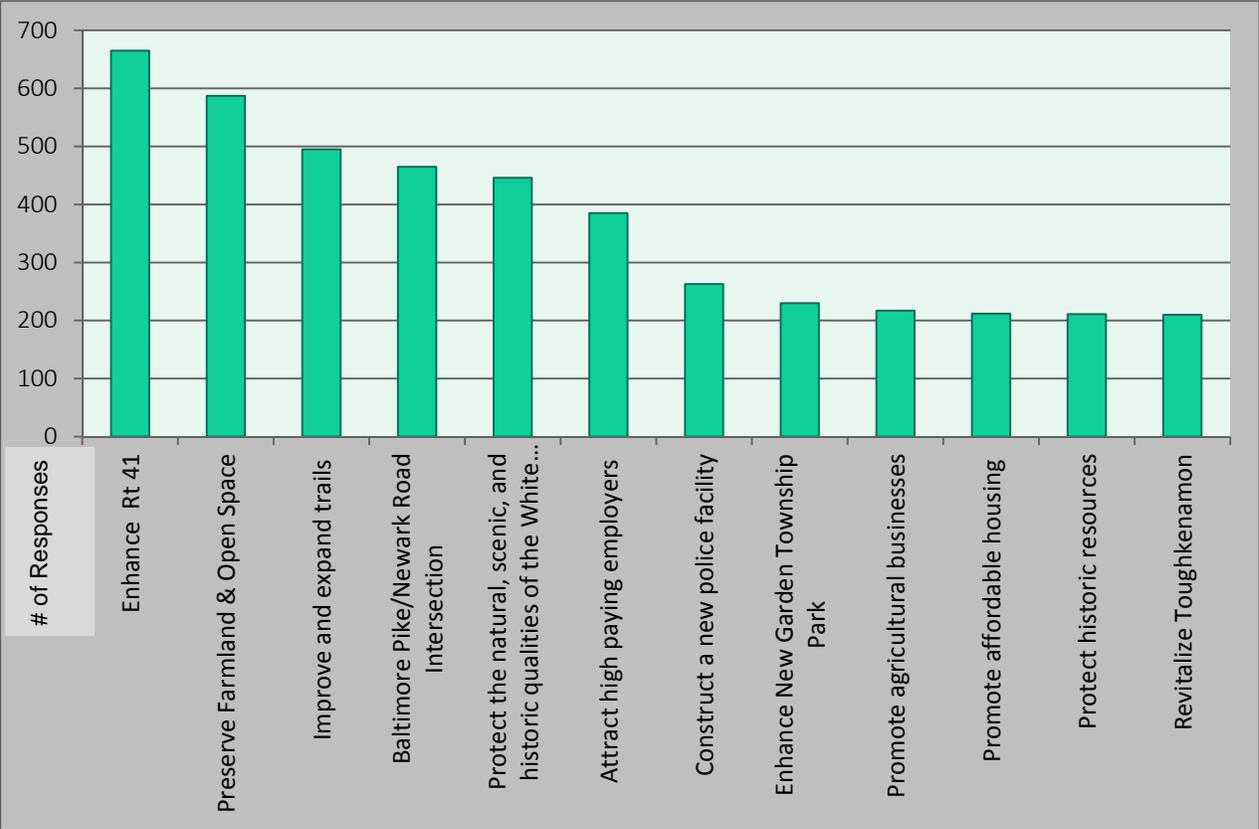
**Comprehensive Plan Committee:** The New Garden Township Board of Supervisors appointed a 14 member Steering Committee to assist in formulating this Comprehensive Plan Update. This Committee is comprised of appointed Township officials representing the New Garden Flying Field, Zoning Hearing Board, Historical Commission, Open Space Review Board, Communications Committee, and Planning Commission, as well as representatives from New Garden businesses and residents. Members of the Township's elected governing body, the Board of Supervisors, serve as *ex officio* Committee members, as do Township staff, including the Township Manager. Members committed to attending monthly meetings from February 2017 through February 2018 to learn and discuss issues, and provide direction on the focus on the plan, interpret the community's input, and prioritize key recommendations for implementation.

**Public Participation:** The public was invited to participate in several stages of the Plan's development. On May 31, 2017, the Township hosted a *Community Visioning Session* at the Township Building. The public was invited to provide comment on a variety of aspects of Township life, including historic resources, economic development, development patterns, open space, and transportation. The Community Visioning Session was followed up by an *online*



*survey* that asked similar, but more specific questions pertaining to residents' priorities and development preferences. The combined results of this survey, Community Visioning Session, Stakeholder interviews, and Committee input were used to designate specific Priority Focus Areas within this plan. The community's priority items are shown below. Summaries for the Community Visioning Session and online survey are included in the Technical Appendices.

Online survey results: Most important issues for New Garden residents



**Public Review of Draft Plan:** After a yearlong process, the Committee directed the draft plan be released for public review and comment. To this end, and in accordance with the MPC, a **Public Meeting** before the Township Planning Commission was held on March 28, 2018. The draft Plan was also reviewed by the surrounding Townships and Boroughs, the Chester County Planning Commission, and the Kennett Consolidated School District. The draft plan was refined to respond to suggestions and concerns by the public, Township officials, and other stakeholders. On May 21, 2018 there was a **Public Hearing** before the Board of Supervisors, at which time, further public comment was heard. The Board adopted the Comprehensive Plan on June 18, 2018.

## *II. Planning Policies and Priority Projects*

This Chapter outlines the Township's goals and objectives, its planning policies, for the next ten years. Following the policies is a summary of the key implementation, or action items that will be undertaken to meet the goals and objectives. Both sections are organized as follows:

- Land Use and Housing
- Economic Development
- Transportation
- Open Space and Natural Resources
- Greenways and Trails
- Route 41 Corridor
- Historic Resources
- Toughkenamon Village
- Community Facilities
- Energy Conservation

## Goals & Objectives<sup>1</sup>

### *Land Use & Housing*

#### Goals:

1. Focus on the infill and redevelopment of areas with existing infrastructure in order to fulfill the future needs for residential and economic development.
2. Promote development that enhances the traditional character of New Garden Township, accommodates protected natural resources and open space, and enriches the quality of life of the community.
3. Encourage a full range of safe, suitable, and affordable housing choices for all ages, household types and abilities.

#### Objectives:

- A. Focus new growth into four main areas of the Township:
  - i. Infill and redevelopment along Baltimore Pike;
  - ii. Infill and redevelopment within and adjoining Toughkenamon,
  - iii. Redevelopment of the Kaolin site at Route 41/Limestone Road areas; and
  - iv. New development within the Business Park area adjoining the New Garden Flying Field.
- B. Increase the diversity of housing in New Garden Township by enabling medium density housing in and around Toughkenamon Village and the eastern end of Route 41.
- C. Promote access to quality, affordable housing to accommodate farm workers and their families.
- D. Encourage the maintenance and rehabilitation of the Township's existing housing stock to maintain safe housing and stable neighborhoods.
- E. Continue active enforcement of the Township building code and other applicable codes related to housing and property maintenance.
- F. Encourage flexible design standards that promote innovative housing and mixed use developments that respond to the evolving demands of current and future residents.
- G. Promote tools that assist residents to age in their own homes in New Garden Township
- H. Promote strategies that attempt to reduce or avoid conflicts between new residential development and existing farm operations.

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<sup>1</sup> Goals and objectives are presented in no particular order and are not intended to infer priorities.

## *Economic Development*

**Goal:** Nurture diverse economic opportunities that support a sustainable and stable tax base, complement the community's character and environment, and optimize use of existing infrastructure and resources.

### **Objectives:**

- A. Ensure land is zoned and available to attract and retain innovative, high-tech, medical, research, and similarly high paying industries to New Garden Township.
- B. Encourage the mushroom industry to expand and thrive in New Garden Township in appropriate areas, balancing the needs of the industry with planned growth and development.
- C. Be flexible in promoting and permitting innovative agricultural practices, such as indoor agriculture, aquaculture, and micro-farming.
- D. Continue to support and permit a wide range of agriculture related businesses (wineries, farm to table, and growers market).
- E. Promote the competitive advantages of the New Garden Flying Field and explore unique opportunities related to transportation technology and distribution, such as drone activity.
- F. Leverage the existing cold storage and distribution centers.

## *Transportation*

**Goal:** Provide a safe and efficient multimodal transportation network that supports the movement of people and goods, promotes economic and community development, and reflects the character of the Township.

### **Objectives:**

- A. Improve safety, operations, and multimodal access at priority intersections.
- B. Develop gateway enhancements, traffic calming, and other streetscape features to improve the appearance along key corridors, including Route 41, Baltimore Pike, and Newark Road.
- C. Plan for new roadway connections to relieve congestion and expand access.
- D. Leverage key existing transportation assets, including the US 1 Interchange at Newark Road and the New Garden Flying Field.
- E. Expand facilities and connections for walking, biking, riding transit, and ride sharing.
- F. Enhance existing bus stop facilities along Baltimore Pike and plan for future public transportation services to Wilmington, Delaware.
- G. Maintain Township owned transportation infrastructure, including roads, bridges, traffic signals, and the New Garden Flying Field.
- H. Support safe conditions for motorists, bicyclists, and pedestrians by reducing and/or calming vehicular speeds and cut-through traffic.

- I. Ensure Township ordinances and policies for the planning and design of transportation infrastructure are aligned with the Township's goals, as well as other applicable standards.
- J. Seek funding from traditional and non-traditional sources for transportation capital improvement projects.
- K. Enhance and protect the aesthetic and scenic quality of local roads.
- L. Support and participate in regional transportation plans and projects.

### *Open Space and Natural Resources*

**Goal:** Continue to recognize and protect the important and inherent benefits of natural resources and open space: maintaining the rural character of the Township; providing valuable ecosystem functions such as storm water and nutrient management, crop pollination, and local climate regulation; and ensuring the economic viability of agriculture.



#### **Objectives:**

- A. Direct growth and development away from areas with sensitive environmental resources and into designated growth areas.
- B. Protect and prioritize the remaining valuable open spaces, including agricultural lands and prime agricultural soils, within the Township.
- C. Create greenways by linking isolated parcels with protected lands, both within and adjoining the Township.
- D. Protect and expand woodlands, especially those that contain interior woodland and those along riparian corridors.
- E. Promote appropriate stewardship of natural resources and open space, including Homeowner Association lands.
- F. Protect and enhance Exceptional Natural Areas identified in the 2010 Botanical Survey of New Garden.
- G. Continue to protect steep slopes, woodlands, floodplains, wetlands, wetland margins, and riparian corridors through Township ordinances.
- H. Promote restoration of forested riparian buffers.
- I. Minimize erosion and sedimentation of waterways.

## *Greenways and Trails*

**Goal:** Provide residents with an integrated network of greenways and trails that promote health and wellness and provide for safe, bike and pedestrian connections between neighborhoods, natural areas, schools, commercial districts and cultural and recreational facilities, as well as provide valuable corridors for wildlife and habitat diversity.

### **Objectives:**

- A. Continue implementing the recommendations of the 2008 Trails and Greenways Plan, including exploring a 'Safe Routes to School' demonstration project.
- B. Work in conjunction with the goals for open space by acquiring property or trail easements connecting the existing isolated trail systems throughout the Township.
- C. Utilize the Township Park as a trail hub for the Township as a whole.
- D. Provide pedestrian and bicycle connectivity between the village of Toughkenamon and the Boroughs of Avondale and Kennett Square and Kennett Township.
- E. Explore options to create a Rails-to-Trail facility along the Octoraro rail line if it were to become inactive.
- F. Link New Garden trails and greenways to the broader regional network of trails and greenways outside of the Township.
- G. Evaluate the opportunity for a Broad Run Greenway connecting Somerset Lake and Harrogate residential communities with the White Clay Creek trail system, as well as commercial opportunities along Route 41.

## *Route 41 Corridor*

**Goal:** Improve the overall appearance, function and safety of the Route 41 corridor.

### **Objectives:**

- A. Create welcoming gateways at the New Garden Township boundaries.
- B. Promote redevelopment of the PREIT site/former Kaolin Mushroom facility.
- C. Preserve open space and working agricultural lands fronting the corridor to the greatest extent feasible.
- D. Safely accommodate pedestrians and cyclists along the Corridor.
- E. Create a cohesive streetscape concept for different areas along the corridor.
- F. Improve safety and operations at priority intersections.
- G. Plan and advocate for future transit service along the Corridor with connections to Delaware.

## *Historic Resources*

**Goal:** Preserve and enhance the historic, cultural and scenic features of the Township.

### **Objectives:**

- A. Complete and maintain an accurate inventory and map of historic resources in the Township.
- B. Develop an inventory of scenic resources (roads and vistas) in the Township
- C. Improve the effectiveness of Township ordinances in the protection of these resources.
- D. Increase public appreciation for the value of these resources in creating a unique identity for the community.
- E. Encourage adaptive reuse of historic structures and incorporation of resources into new development and redevelopment.
- F. Support and expand the efforts of the Historical Commission to inventory and protect resources, and educate residents on the long-term value of these resources to the New Garden community.



## *Toughkenamon Village*

**Goal:** Reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township.

### **Objectives:**

- A. Promote infill development and redevelopment that will promote an efficient use of land and mix of commercial, residential and recreational uses.
- B. Encourage a diversity of housing opportunities in the village.
- C. Maintain and enhance the traditional street grid within Toughkenamon and expand the village and its road network to surrounding areas.
- D. Create a bike and pedestrian friendly village that connects Toughkenamon to the growing regional trail network for both recreation and transportation.
- E. Create a Township park within or adjacent to Toughkenamon.
- F. Improve the overall appearance and safety of properties within the village.
- G. Promote the village as a hub for economic development opportunities using innovative tools.

## *Community Facilities*

**Goal:** Provide effective and efficient Township administration, facilities, and services that supports development in appropriate areas, is responsive and respectful of resident needs, ensures public safety, and operates with fiscal soundness.

### **Objectives:**

- A. Communicate regularly with utility providers regarding sewer, water, electricity, natural gas, phone, cable, and internet services to address ongoing issues, planned improvements, and coordinate planned growth.
- B. Continue to monitor on-lot septic systems and advance opportunities to connect to the public sewer system, where feasible.
- C. Explore innovative, green, and high impact strategies for meeting federal and state mandates for improving water quality and addressing storm water management.
- D. Continue to support the new Southern Chester County Regional Police Department as it seeks to modernize, expand, and effectively and efficiently serve the public.
- E. Continue to work with fire and EMS personnel to more effectively and efficiently meet mutual goals for public safety and fiscal responsibility now and in the future.
- F. Continually seek out opportunities for inter-municipal communication and cooperation to increase cost-sharing, improve efficiency, prevent redundancy, and leverage funding opportunities for all public facilities and services.
- G. Foster diverse and accessible recreational opportunities for all ages and abilities.
- H. Periodically assess the ability of Township administration, commissions, boards and committees to meet Township goals and objectives.
- I. Continue to support the education and programming provided by the Kennett Library at Bayard Commons.
- J. Continue to improve Township transparency and communications with residents through a variety of means.



## *Energy Conservation*

**Goal:** Reduce the demand and consumption of energy in the Township while promoting increased efficiency.

**Objectives:**

- A. Improve energy efficiency of Township services and facilities.
- B. Encourage greater energy efficiency in the built environment.
- C. Cultivate more efficient use of land and transportation infrastructure to decrease auto dependency.
- D. Promote greater use of renewable energy sources by Township residents and businesses.
- E. Consider public-private partnerships that encourage greater energy efficiency and local energy production, such as microgrids.

## Priority Projects

The following list of projects represents the top “to- do” items resulting from this Comprehensive Plan. Recommendations in each section are categorized as Tier 1, Tier 2, or ongoing. This list represents Tier 1 projects that will achieve the goals and objectives previously outlined. Tier 1 tasks are those that are intended to be started within the first 3 years after adoption, if not before.

This does not represent an exclusive list of tasks that the Township will achieve, but those that will receive more immediate attention and resources. A complete list of implementation recommendations, as well as the lead agency, and priority can be found in **Chapter 5, Implementation.**

Priority Projects	Plan Reference
Create a Comprehensive Plan Implementation Committee	
Develop and adopt a Township Official Map	Tr1; Rt 41-1; Tk3;
Pursue Zoning Map and Ordinance Amendments to support priority focus areas	OSG 2,3,7,9; Tr2; Rt41-2; HR2;HR3; Tk1&2; LU3;
Preserve priority open space and update the 2008 Greenways and Trails Plan	OSG1
Develop and implement streetscape improvement plans for Toughkenamon and Baltimore Pike	Tk4
Continue with plans to improve the intersection of Baltimore Pike and Newark Road	Tk6
Conduct a market analysis	ED1
Establish clear traffic calming policy, including procedures for reviewing requests; and establish a Traffic Committee	Trans3
Update the Township’s Historic Resource Inventory	HR1
Implement the New Garden Flying Field master plan	ED5
Pursue funding and advance design and construction of intersection improvements at Route 41 and Sunny Dell Road	Trans1
Trails: Advance trail connections along Baltimore Pike; formalize the Mason Dixon trail alignment; and establish a trails subcommittee	Tr3,4,5
Create a New Garden Township brand and identity	CF5
Establish a Township park in or in close proximity to Toughkenamon	Tk5



### III. Priority Focus Areas

Comprehensive plans by nature are thorough, lengthy and wide-ranging in their purview. However, municipalities increasingly benefit from a comprehensive review and analysis that results in defined priorities and implementation tasks based on priority issues. With limited resources, staff time and funding, efforts need to be focused in a clear strategic manner that will achieve results and focus on community's stated priorities. As the saying goes, *if everything is a priority, nothing is a priority.*

With the results of the community survey in the forefront, and as New Garden Township looks ahead to 2030, there are six distinct areas considered to be of high priority:

- (1) Open Space and Natural Resources;
- (2) Trails and Greenways;
- (3) The Route 41 corridor;
- (4) Historic Resources;
- (5) The Village of Toughkenamon; and
- (6) Economic Development.

Each section provides a brief background, goal(s), and recommendations. Supporting background data can be found in the Technical Appendices.

Recommendations are categorized into two tiers. **Tier 1 items** are considered to be the essential and strategic next steps for achieving the Township's goals. They are based upon the need and feasibility of implementation beginning in the next 1 to three years. **Tier 2 items** are also important, but may not be immediately feasible. These items are anticipated to begin within the next four to seven years, though this category also includes ongoing actions.

***Tier 1 Recommendations should be initiated within the next 3 years***

***Tier 2 Recommendations should be initiated within the next 3 to 6 years***

## A. Open Space and Natural Resources



*East Branch White Clay Creek*

### Overview

Protecting and stewarding natural resources and open space provides a variety of environmental and societal benefits to Township residents, and in many cases, helps define the character of a community. In fact, protecting permanent open space was the key priority of the 2005 Comprehensive Plan. As a direct outgrowth of that Plan, New Garden Township pursued and its residents approved a referendum to support a dedicated open space tax equal to 0.125% of earned income. Over the last 12 years the Township permanently protected 285 acres of open space and agricultural lands through conservation easements. Discussions for an additional 140 acres and other future acquisitions and easements are also underway.

Another key outcome of the 2005 Plan was the development of a natural resource protection ordinance. Adopted in 2013, the ordinance provides strong protections for steep slopes, riparian buffers, and wetlands.

The preservation of open space remains a key priority of the Township and its residents. When asked in the online community survey, preservation of farmland and open space was ranked as the second most important issue for residents.

While New Garden's success in permanently protecting open space in the Township since 2005 should be applauded, many opportunities still exist within the Township to protect additional acreage that can help build a more cohesive and interconnected network of Open Space, while also protecting critical natural resources and productive farmland.

## Future Open Space Protection Priorities Map

The Future Open Space Protection Priorities Map depicts the properties that the Township and its Open Space Review Board seek to conserve as open space through a variety of tools, including easements. The large number of parcels shown represent a wide variety of open space interests: some parcels could provide greenway and trail connections, while others represent large areas of working farmland that contribute to the iconic character and economic base of the Township. Acknowledging that not all parcels hold equal value, prioritization is needed. The Township is refining its ranking system based on the following criteria (in no particular order):

1. Preserves vital natural and scenic resources
2. Protects/enhances water resources: addresses agricultural and other runoff, source water protection, water balance
3. Preserves habitat for flora and fauna (native and endangered)
4. Preserves aesthetic/recreational assets of the watersheds
5. Contributes to improved air quality (woodlands)
6. Facilitates erosion control
7. Preserves/establishes greenways and wildlife corridors
8. Larger properties (economy of scale)
9. Owner desire to participate in conservation efforts and sell/donate
10. Community access via trails, parks, recreation
11. Presence of historic features and resources
12. Existing zoning and land use
13. Risk of land degradation or development
14. Adjacency to or ability to connect to existing protected lands
15. Past stewardship performance of property owner
16. Supports the County's Landscape 2 designation
17. Potential connection as shown on the New Garden Township Greenways Plan and multi-municipal trails
18. Protects prime agricultural soils
19. Promotes retention of agriculture that is compatible with urbanization
20. Supports cooperation between mushroom industry and community organizations

**Goal:** Continue to recognize and protect the important and inherent benefits of natural resources and open space: maintaining the rural character of the Township; providing valuable ecosystem functions such as storm water and nutrient management, crop pollination, and local climate regulation; and ensuring the economic viability of agriculture.



*Hoopes Farm, Landenberg, PA*

## **Recommendations:**

### Tier 1

1. *Adopt an Official Map that identifies opportunities for future land or easement acquisition for public open space.*

An Official Map shows the locations of planned future public lands and facilities such as streets, sidewalks, trails, parks and open space. The Official Map depicts a municipality's interest in acquiring lands for public purposes and notifies developers and property owners of this interest. The Official Map in that it is officially adopted by a municipality's elected board. Use of the Official Map is regulated by Section 107(b) of the Municipalities Planning Code (MPC). If a landowner seeks to build on or subdivide land noted on the Official Map, the municipality has up to a year to acquire the land from the owner before the owner may build or subdivide.

Developing and adopting an Official Map will help the Township achieve its open space goals, but also many other goals and objectives throughout this plan. See for example, sections on trails and greenways, transportation, and Toughkenamon.

2. *Establish a Township-wide open space plan that identifies key properties for preservation and provides strategies, programs and resources for their protection.*

Developing a Township-wide open space plan affords the Township the opportunity to be proactive and strategic in its open space preservation efforts in the future. In addition, the process provides opportunities for the public to provide input, support and direction for preservation efforts within the Township. The County's Vision Partnership Program provides grant funds to help finance such an effort, and the development and adoption of a Township-wide open space plan provides the Township with a competitive advantage when applying for additional funds for open space acquisition and easements.

3. *Evaluate use of Transfer of Development Rights (TDR) within the Zoning Ordinance to protect farmland and other resource lands by shifting development density to areas of the Township planned for development.*

Transfer of Development Rights programs enable landowners located in valuable natural resource or agricultural areas to be financially compensated for choosing not to develop their lands, while providing developers the opportunity to purchase and utilize those rights at another location within the Township to increase density or intensity above what may be allowed through regular zoning. Several municipalities in both Chester and Lancaster Counties have adopted TDR programs. Kennett Township recently adopted a TDR Ordinance and was successful in utilizing the program to acquire Barking Field Park in 2017. Warwick Township in Lancaster County has been successful in preserving over twenty-five farms and more than 1,500 acres utilizing their TDR program, first adopted in 1991.

The development of a TDR Ordinance for New Garden Township would be eligible for financial assistance through Chester County's Vision Partnership Program and its municipal grants. Sending areas could include those lands shown on the Future Open Space Protection Priorities Map, while receiving areas could be focused on Toughkenamon and its surrounds, along Baltimore Pike, the PREIT site on Route 41, and the Business Park area.

4. *Continue to encourage the use of Best Management practices and innovative storm water management strategies, particularly those that rely on non-structural, nature-based methods.*

Traditional, structural storm water facilities tend to be costly, both during construction and for long-term maintenance requirements. Nature based, or green infrastructure, solutions tend to be more cost effective and can provide benefits for storm water management and the reduction of erosion and sedimentation, as well as providing additional environmental benefits and services to the community. As part of its draft 2018-2023 storm water management plan, the Township already has a rain garden demonstration project located in Township Park and provides information on its website and newsletter. The Township should consider continuing these efforts and consider directing specific efforts towards home owners associations who manage open space lands.

## Tier 2

### 5. *Consider an Environmental Advisory Committee (EAC).*

Appointed by the Board of Supervisors, an Environmental Advisory Committee advises elected officials, as well as other Boards, Commissions, and committees, on the protection, conservation, management, promotion and use of natural resources within the municipality.. An EAC may also play a role in spearheading environmental issues and/or projects that are important to the Township, such as riparian buffer plantings, recycling, energy efficiency or alternative energy sources, or habitat improvement, including the removal of invasive plants. Environmental Advisory Committees are most effective when they have a positive and productive working relationship with the elected body and municipal staff.

New Garden, like many Townships, struggles with finding volunteers willing to make such commitments on the many desired committees and boards. The enactment of an EAC needs to be weighed against other Township priorities.

### 6. *Expand the Township Agricultural Security Area with landowner support.*

The Agricultural Security Area (ASA), authorized through Pennsylvania Act 43, PL 128, No. 43, are areas legally recorded where members receive special consideration regarding local ordinances affecting normal farming practices. In addition, use of eminent domain for public projects is restricted within an ASA. Membership of the ASA is voluntary and is focused on strengthening agricultural communities. Most importantly, with respect to Open Space Preservation, membership within a recognized ASA makes the property eligible for the sale of its development rights through the County and/or State agricultural conservation easement program. Additional members to an ASA can be added at any time.

### 7. *Continue to proactively strive to improve regulation and communication with the mushroom industry and related agencies.*

The mushroom industry has a significant impact upon land use, natural resources, employment, transportation, and economic activity in New Garden Township. These impacts, both beneficial and negative, are likely to continue for some time into the future. Developing strong, mutual communications between the industry, the Township, and local regulating agencies will ultimately benefit both the mushroom industry and the Township and its residents.

### 8. *Outreach and educate the public on the benefits and available volunteer opportunities to:*

- Reforest riparian buffers in the Township, by educating and engaging residents and other landowners, and securing funding to support these efforts;
  - The installation of riparian buffers is one of the most cost-effective means of managing and reducing storm water runoff and improving water quality. Riparian woodlands also provide greenways and corridors for wildlife, opportunities



*Courtesy Chester County Planning Commission*

for passive recreation, valuable pollinator habitat, and scenic benefits.

- Manage and/or remove invasive species (including providing a list of native alternatives to plant in their place); and
- Model best management practices on Township-owned properties to educate and inspire other landowners to do the same.
- Engage volunteers in stewardship opportunities on Township-owned land through “community days” or “workdays” can provide a valuable labor pool and develop advocates that promote best management practices in their own backyards and neighborhoods.

9. *Continue to enforce Township ordinance protections for steep slopes, woodlands, floodplains, wetlands, wetland margins, and riparian corridors and consider strengthening Township Ordinance provisions.*

Given the emphasis on water quality, more natural storm water management techniques, and best management practices, the Township may wish to consider strengthening the following areas through Ordinance Amendments:

- i. Identify and enhance protection of headwaters by reducing impervious coverage permitted within these areas and increasing open space in developments proposed in these areas.
- ii. Enhance groundwater resource protection standards;
- iii. Require a certain percentage of plantings be native species;
- iv. Permit low-mow, meadow areas as part of community open space;
- v. Review protections for forest interiors and their surrounding woodlands;
- vi. Consider protections for heritage trees; and
- vii. Consider allowing tree replacement plantings to be done off-site and directed to priority areas, such as unforested riparian buffers.
- viii. Ensure the regulatory ordinances protect open space and require appropriate stewardship of those lands.





10. *Coordinate with regional partners to achieve natural resource and open space goals, pursue funding opportunities, develop consistent natural resource standards and implement appropriate land stewardship techniques on both public and private lands. Such partners include:*

- Chester County Planning Commission;
- Local land trusts and other area conservation organizations, such as Brandywine Conservancy, Natural Lands, The Land Conservancy for Southern Chester County;
- The Stroud Water Research Center;
- White Clay Creek Watershed Association;
- Brandywine Red Clay Alliance;
- Christina Watersheds Partnership Pilot Program;
- Delaware River Basin Commission (DRBC); and
- SAVE (Safety, Agriculture, Villages, and Environment, Inc.).

## B. Greenways and Trails



*Trail in the Hartefeld Community*

### Overview

The 2005 Comprehensive plan placed importance on establishing trails and greenways throughout the Township. As a direct outgrowth of the 2005 Plan, New Garden developed and adopted a Township-wide greenways plan in 2008 that sought to identify and delineate existing natural areas, green corridors, and other greenway enhancement opportunities within the community. While the 2008 Plan spurred several projects, including a complimentary master plan for trails within the Phelps property and the construction of nearly three miles of trails in the Landenberg area, many opportunities still exist to enhance the trail and greenways system of New Garden. New Garden's geographic location provides it with a strategic opportunity to take advantage of several trail projects/initiatives underway in neighboring communities. Creating connections to this growing network of trails could provide New Garden and its residents with a variety of expanded recreational destinations and non-motorized commuting opportunities.

When asked about the most important trail destinations in the Township, residents responded with the following priorities:

1. Connections to trails in adjoining Townships, Kennett Square, and beyond;
2. Connections to schools;
3. Connections to Township Park;
4. Connections along Baltimore Pike; and
5. Connections to New Garden Flying Field.

## Greenways and Trails Map

The Greenways and Trails Map depicts planned trail connections within the Township and to the larger community. The alignments shown are conceptual and field conditions and/or development proposals may make other options more feasible.

**Goal:** Provide residents with an integrated network of greenways and trails that promote health and wellness and provide for safe, bike and pedestrian connections between neighborhoods, natural areas, schools, commercial districts and cultural and recreational facilities, as well as provide valuable corridors for wildlife and habitat diversity.

### Recommendations:

#### Tier 1

1. *Adopt an Official Map that identifies trail and greenway connections in the Township. (See Official Map under Open Space Section A.)*
2. *Ensure the Township's regulatory ordinances promote trail connectivity between existing and proposed land uses as part of any new development/redevelopment or road construction projects and specify trail design standards.*

Through the Zoning and Subdivision and Land Development Ordinances (SALDO), municipalities have opportunities to require trail development through the development process, fulfilling broader community goals for trail connectivity. Similarly, the design and engineering process for major road construction projects, such as bridge replacement, intersection modifications and road widening, potentially provides opportunities to more cost effectively implement or improve trail connectivity and facilities.

The current SALDO does not specify the width or other design features of trails. Update ordinance language to include trail design standards.

3. *Consider a trails subcommittee of the Parks and Recreation Committee.*  
While Open Space and trail development and maintenance often come hand-in-hand, other trail opportunities can arise outside of the purview of the Open Space Review Board. Creating a Trails Committee could provide an opportunity to oversee trail acquisition, development, and maintenance for the Township in a coordinated manner across the various Boards and Commissions within New Garden Township, helping realize some of the goals of the 2008 Greenways Plan.
4. *Advance bike and pedestrian connections along Baltimore Pike in accordance with the vision for the regional [Baltimore Pike for Everyone Plan](#).*  
Baltimore Pike is a key connector in the north central section of the Township and has great potential to serve the cycling, pedestrian and public transit communities. As redevelopment of Toughkenamon, of the Baltimore Pike/Newark Road intersection, and along Baltimore Pike progress, a concerted effort to implement the vision of the regional plan should be made.

This vision includes an off-road paved, multi-use trail from the Kennett Township boundary to Chambers Road.

5. *Formalize the alignment of the Mason Dixon Trail within New Garden Township.*

A regional, multi-state trail that connects the Appalachian Trail with the Brandywine Trail, the Mason Dixon Trail traverses the southern portion of New Garden Township. Currently, within the Township, the trail follows roads and is marked with blue blazes. Opportunities to formalize the trail and realign the trail off-road could greatly enhance the use of this regional trail and provide a non-motorized connection to White Clay Creek Preserve in London Britain Township and White Clay Creek State Park in Delaware.

6. *Pursue funding to implement the master plan for the Phelps and Szymanski Properties.*

The Township's 2009 Greenways & Open Space Plan incorporated a Master Site Plan for the Phelps/Szymanski Properties.

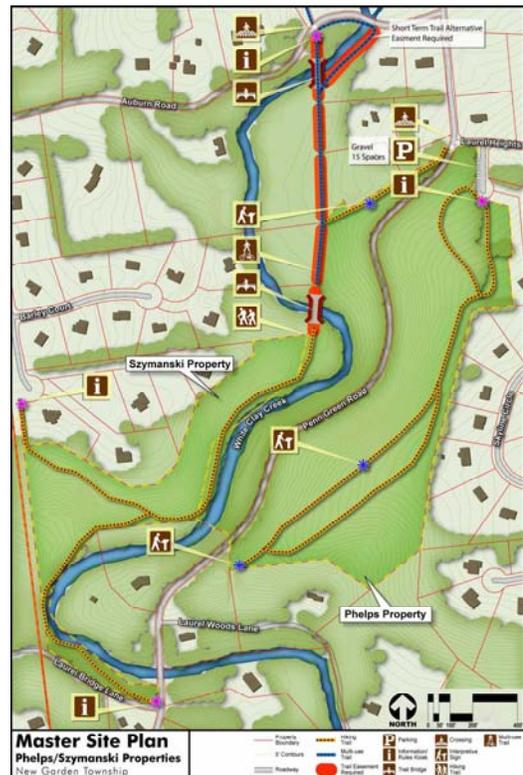
7. *Encourage public access to protected lands as part of the negotiation process and open space easement agreement.*

The negotiation process to acquire easements to protect lands offers an opportunity to also ensure public access through trail easements. While not always feasible, a property should be considered to be of higher priority for open space protection if trail connections are feasible and public access will likely be granted.

8. *Coordinate with surrounding municipalities, Chester County, Delaware Greenways, Kennett Greenway and other regional initiatives to position New Garden within broader regional trail networks and priorities.*

9. *Foster and encourage Friends of the New Garden Trails.*

The Friends of the New Garden Trails is a dedicated group of over 150 volunteers who have worked to develop, maintain, and promote existing trails within New Garden Township. The group provides a valuable community service that benefits the Township and its residents. Members of the group could be candidates for a New Garden Township Trails Committee.



## Tier 2

10. *Take advantage of opportunities as they arise through development applications and road projects to make connections to existing or planned trail connections in accordance with the Trail Map.*
  
11. *Promote use and educate users about existing and future trails.*
  - Educating users on trail etiquette, focusing on young children, teens, and families. Ensure that trail rules and regulations are visible and conveniently located.
  - Promote trail use for education programs.
  - Consider developing an effective and cohesive signage program for trails, parks and open spaces as part of the overall branding of New Garden Township.



*Laurel Woods Trail entrance*

## C. Route 41 Corridor

### Overview

The Newport Gap Pike/State Route 41 Corridor is a primary roadway traversing New Garden Township from east to west and connecting New Castle County, Delaware to Lancaster County, Pennsylvania. According to the online survey results, Route 41 is a key issue for New Garden residents and business owners. This is primarily due to a combination of transportation and land use factors.

On the transportation side, Route 41 carries an average of 19,000 vehicles per day, including over 2,500 trucks. It functions as a regional arterial and trucking route and provides a key connection between Wilmington, DE, and Lancaster, and Harrisburg. In addition, it supports local traffic and access to businesses and residences within the Township. Safety and congestion are key concerns along the corridor due to the traffic volumes, high travel speeds, and conflicts between local and through traffic. Additionally, the transportation options are limited along Route 41 due to the lack of sidewalks, bicycle facilities, speed differentials, and lack of public transit service. Over the last twenty years, PennDOT has completed numerous planning and safety studies for the Route 41 corridor through New Garden Township and southern Chester County, but implementation of improvements has been limited.

These transportation factors combine with an incongruous mix of mushroom and composting operations, distribution facilities, gas stations, municipal facilities (the municipal public works garage and police station are both located along Route 41), rolling farm fields, and older residences. The resulting incohesive land use is further accentuated by the former Kaolin mushroom facility site at the Township's eastern boundary. Redevelopment efforts here have thus far failed, leaving the site in limbo and a constant maintenance challenge for the community. Its location close to the entrance to the Township causes further concern over the first impression it leaves with visitors and passersby.



*A portion of the PREIT site along Rt. 41*



*The Taylor Barn*



*Land use at the intersection of Rt. 41 and Newark Road*

**Goal:** Improve the overall appearance, function and safety of the Route 41 Corridor.

**Recommendations:**

Tier 1

1. *Promote land uses in accordance with the Future Land Use Plan.*

The future land use vision for Route 41 consists of three hubs of economic development, each with its own character: Penn Green Road, Newark Road and Limestone Road, interspersed with agricultural and residential uses.

- Penn Green Road and Route 41: The western end of Route 41 is characterized by a mix of agribusinesses, mushroom houses, farm worker housing, and supporting development. Penn Green Road holds the largest concentration of composting operations and mushroom farms in the “mushroom capital of the world”. Other agribusiness opportunities thrive here including a small winery. The future vision for this area retains this key industry in New Garden Township.
- Newark Road and Route 41: Newark Road is currently characterized by two gas stations, a pharmacy and mushroom operation. With the Township Park and a soon to be constructed state of the art police facility, this intersection has the potential to become a neighborhood hub and commercial area that connects to the Sunny Dell Road and the Small Scale Mixed Use area to the east;
- Limestone Road and Route 41: For many years, the eastern end of Route 41, known to many as Kaolin, has held the potential to be a community hub containing a mix of residential and commercial uses in a walkable setting, even being designated as a “Rural Center” in the County’s Landscapes Plan in 2000. While this designation has since changed to suburban and a former proposal for big box development was strongly opposed by the community at large, there remains community interest in a smaller scale mix of uses with opportunities for recreation and entertainment not found nearby.
- Open Space: Between these commercial hubs is a mixture of low-to medium density residential, single use commercial, and two large farms. It is the Township’s intent to preserve open space and working agricultural lands fronting the Corridor to the greatest extent feasible. Both of these farms are on the Township’s Future Open Space Protection Priorities Map (See section on Open Space).

2. *Promote a transportation vision for Route 41 that consists of a two-lane cross-section with a consistent center turn lane.*

Multiple driveways (both private and business) cause a high number of left turning movements along Route 41. A center turn lane removes turning vehicles from the through travel lane, which increases safety and reduces delay. Additionally, vehicles making left turns to exit driveways along the corridor would have an area of refuge before merging with through traffic. This improvement combined with access management strategies has the potential to drastically improve current and future congestion and safety issues along the

corridor. Planning and design of such an improvement must be closely coordinated with property owners, business owners, and the community.



*A consistent 3-lane cross-section is envisioned for Route 41 in New Garden Township*

- Monitor and evaluate traffic volumes, congestion, and crashes along Route 41
- Identify areas to implement access management strategies and coordinate with property owners
- Coordinate with the Chester County Planning Commission to edit the County's Transportation Improvements Inventory to reflect the Township's vision for Route 41 as outlined in this plan

### 3. *Improve safety and operations at priority intersections.*

Plan, evaluate improvement options, coordinate with PennDOT, and pursue opportunities to advance design and construction intersection improvements:

- Top Priority: PA 41 and Sunny Dell Road: Signalization and left turn lane for northbound Route 41
- PA 41 and Penn Green Road: Left-turn lanes on Penn Green Road and signal retiming
- PA 41 and Sharp Road: Signalization and realignment
- PA 41 and Limestone Road: Traffic signals, turn lanes, or new interchange configuration

## Tier 2

### 4. *Promote redevelopment of the PREIT site/former Kaolin Mushroom facility.*

Redevelopment of the PREIT site is a highly desired goal for the Township. While the Township would like to see improvement sooner than later, such action is not directly within its control. In contrast to the big box town center concept previously proposed for this site, the Township and many residents would prefer a mixed-use concept that is smaller in scale, yet still provides services and entertainment thought to be lacking in the Township. This can be encouraged through review and revision to the Township's Unified Development Zoning District.

## 5. *Promote a cohesive streetscape along the corridor.*

As development occurs along the corridor, the appearance can be improved through the addition of landscaping, street trees, curbs, and other amenities. Since the physical character of Route 41 changes from rural to suburban, this streetscape vision needs to respond to these changes as it continues to evolve. As the long-term vision for the corridor is one that is primarily commercial, few changes are anticipated to occur until the transportation issues are resolved.

Streetscape elements should include:

- Gateway opportunities at municipal boundaries;
- Provision of sidewalks and bike routes in accordance with the Greenways and Trails Plan;
- Landscaping of off-street parking lots;
- Street trees; and
- Bus Shelters.

One potential gateway on the eastern end of Route 41 could be the Taylor Barn. The township envisions the barn to be reused as a gateway when the PREIT property is redeveloped.

Location of these amenities will need to be coordinated with the overall transportation vision, which may include widening at certain sections in order to accommodate a consistent center turn lane. The design of gateways and signage for Route 41 will be more effective for the Township as a whole if coordinated with an overall package for “branding” that includes Toughkenamon, park signage, and other wayfinding opportunities. Gateways should be located at both ends of Route 41, as well as at the Route 1/Newark Road interchange; and south Newark Road.

## 6. *Safely accommodate pedestrians and cyclists along the Corridor.*

The Township’s trail and greenways plan depicts the planned network of bike routes, multi-use trails, and trails throughout the Township. Not all of Route 41 is considered appropriate for bike or pedestrian use and this is reflected in the plan. However, sidewalks, bike routes, and trails should be promoted within the Newark Road and Limestone Road hubs for internal circulation and connection to the larger planned network.



7. *Plan and advocate for future transit service along the Corridor with connections to Delaware.*

Identify locations and plan for bus stops and park-n-ride facilities to support use of future public transit services along the corridor, as well as ride sharing.

Various strategies may be employed to develop park-and-ride facilities along the PA Route 41 corridor in New Garden Township. They include: municipal- led development, developer coordination, and shared use agreement. These strategies should be evaluated by the Township to determine the most feasible actions to design and construct a modern park-and-ride to serve the needs of carpoolers and potential transit service along the corridor. Key design elements of any park-and-ride lot includes safe and convenient access to Route 41, appropriate landscaping, lighting, and preferably adequate turning radii for buses. The Township should also consider and plan for ongoing maintenance of the park-and-ride facility.

## D. Historic Resources

### Overview

Historic resources can be buildings, structures, objects, sites, landscapes, or archaeological artifacts that have been identified as historically significant in their community context. Historic resources also can be defined in terms of historic districts, larger areas which possess a significant concentration or continuity of historic buildings, structures, objects, or sites, even while also including sites within their bounds that may not contribute to the historical context.

In order for these resources to be preserved so that future residents can enjoy them, the Township needs to take steps to protect them. Historic resource protection has been a priority for the Township since its inclusion in the 1993 Comprehensive Plan. Township residents continue to support these efforts.

The Township's Historical Commission was first created in 1991 and continues to lead this work by reviewing, documenting, and mapping historic and cultural resources throughout the Township. Several achievements include:

- Saving the Landenberg Bridge: The historic superstructure was saved and reused on the new bridge, which substructure of which was designed for much heavier loads.
- Saving the Lamborn House: The house was left vacant and unused for some time and fell into disrepair. The house was recently renovated by the Historical Commission and is now a rental property occupied by a family. It is located within the Township Park.
- Saving and moving the Lyceum Building onto the Township Park property: the building has been saved and is being maintained while the Township considers an appropriate reuse.



*Landenberg Bridge*

**Goal:** Preserve and enhance the historic and scenic features of the Township.

**Recommendations:**

Tier 1

1. *Expand the Township's existing historic resources inventory and map to more comprehensively reflect existing resources and complete the Historic Resources Atlas. Further improve the effectiveness of the Historic Resources Map by:*
  - Clearly identifying all contributing structures on any historic property;
  - Define "contributing;"
  - Expanding the inventory to include "structures" and sites which are not buildings, yet historically important, such as the Delaware line markers;
  - Adding to the inventory any resource included in the National Register or having received a determination of eligibility for the National Register, even if post 1940; and
  - Clarifying that the inventory IS the "Official List" referred to in the Township ordinance.
  
2. *Amend Zoning Ordinance to:*
  - Clearly define "demolition" and "demolition by neglect," as applicable under the Township ordinance;
  - Bring the time line for Historical Commission review and Zoning Officer action into conformity for all applications;
  - Consider adding additional adaptive re-use opportunities, such as: Antique Shop or similar low-turnover retail, Artist's Studio/Crafts Workshop/Cultural Studio, Child or Adult Day Care, Personal Service or Repair Service, or Catering or Food Preparation (no on-site consumption);
  - Consider making certain actions or re-use opportunities subject to Conditional Use approval and including any recommended design standards as conditions of approval; and
  - Consider adding a formal requirement for submission of an Historic Resource Impact Study for any subdivision or land development including or within a set distance of any inventoried historic resource(s).
  
3. *Consider village overlay districts and regulations for Landenberg and New Garden Villages.*

The villages of Toughkenamon, Landenberg, and New Garden have unique identities due to their individual role in the history and cultural development of New Garden. These areas contain an interesting mix of buildings, styles that reflect their unique settings, cultural heritage, and circulation patterns. Because of their location, these crossroads continue to serve as community focal points.

While Toughkenamon is addressed separately as part of this plan, Landenberg and New Garden Villages need to be addressed as well. The homes and businesses in these villages vary in terms of integrity. Protecting both the buildings and the development pattern should be routinely incorporated into both short and long term planning efforts.



*Iconic buildings in historic Landenberg*

Tier 2:

4. *Consider developing an inventory of scenic resources in the Township and the regulatory framework to promote their preservation.*

Scenic resources may be considered as a landscape or vista viewed from the road, a road itself as it winds its way through a landscape in a particular way, or a waterway, such as the Wild & Scenic White Clay Creek. Historic and scenic resources do not always coincide, so historic resource protection will not always preserve these iconic and memorable places. Additional protections are available for scenic resources through a similar process of inventorying and developing regulations.

5. *Create opportunities for historic interpretation and hands-on educational experiences for the general public, including annual recognition of preservation efforts, information kiosks at community events, newsletter articles, social media posts, and the like.*

The value of historic resources goes beyond our ability to view them as passersby. Outreach and education that encourage our connection to history increase their value as well as build support and respect within the community. The Historical Commission undertakes much of this work and should be supported as it continues to do so. Partnerships are often needed to implement these types of efforts.

6. *Continue to participate in the Brandywine Battlefield Task Force and consider implementation of the Strategic Landscape recommendations from the Brandywine Battlefield Preservation Plan.*

Other work that has informed the history of the Township is that of the Brandywine Battlefield Task Force, which has grown to become a regional planning group. This volunteer group was formed in 1993 and continues to drive the research, interpretation and preservation activities associated with the Brandywine Battlefield and its National Historic Landmark, historic districts, numerous historic resources, and historic landscapes. Recent discoveries regarding troop movements during the Revolutionary War have shown activity as far northwest as Avondale Borough with a skirmish site in the vicinity of the meetinghouse in New Garden Township.



The Township should continue to participate in the Brandywine Battlefield Task Force and its Historic Resources and Interpretation Subcommittee as well as implementing recommendations from the Brandywine Battlefield Preservation Plan and Brandywine Battlefield Strategic Landscapes planning documents.

7. *Pursue partnerships and funding opportunities that will strengthen and leverage the Township's efforts in historic resource preservation and reuse.*

Much as the partnership with the Brandywine Battlefield Task Force may bolster the Township's historic resource protection efforts, continued partnerships with other entities, including Chester County, will also provide more opportunity and inspiration for improving access to funds and resources.

## E. VILLAGE OF TOUGHKENAMON

### Overview

The village of Toughkenamon, anchored by the congested and unsafe intersection at Baltimore Pike and Newark Road, is a historic village that has the “bones” of a walkable area with gridded streets, a mix of housing types, and limited retail and community uses. However, Toughkenamon shows signs of deterioration and neglect stemming from lack of investment, absentee landlords, and in some cases, overcrowding. The lack of sidewalks is overshadowed by the lack of destinations.

The revitalization of this area was a top consideration in the Township’s 2005 Comprehensive Plan, though developers and the community showed little interest in such an effort at that time. While community support for revitalization is not as strong as for other initiatives, Toughkenamon is at a crucial crossroads that could be leveraged for the benefit of the Township and there are several reasons to do so.

First, nearby Kennett Square Borough has had a resurgence of popularity and energy, becoming a restaurant destination and experiencing a mini-housing boom with the creation of new mixed use buildings and multi-family units in the post- Great Recession era. Several developers interviewed as part of the public process for this Comprehensive Plan cited the proximity to the active growth within Kennett Square Borough, as well as the relatively inexpensive land costs in Toughkenamon as key indicators that Toughkenamon was “ripe” for positive change. Additionally, the community survey reflected the desire of many residents for some restaurant, retail, and entertainment opportunities close to home. Toughkenamon, with its historic buildings, walkable blocks, and opportunity for infill and redevelopment could provide this need for the community.

As well, the Township has successfully acquired sufficient funding to significantly improve the intersection at Newark Road and Baltimore Pike. These improvements (discussed in more detail in the recommendations) present a vital opportunity to improve the streetscape along both roadways, as well as create a welcoming entrance into Toughkenamon.



*Above: businesses along Newark Road;  
Below: Intersection with Baltimore Pike from  
Newark Road*



Finally, Toughkenamon provides needed housing diversity and affordability that is lacking in other parts of the Township which are predominantly single family detached houses on large lots. More housing diversity is still needed in the Township to address the aging population and young families who cannot afford or do not desire the upkeep associated with detached housing. Toughkenamon is the best opportunity for the Township to encourage more diverse housing options for all ages and abilities, while creating a place where local residents can support local businesses and restaurants, create community cohesion and identity, and diversify the tax base of the Township.

**Goal:** Reenergize Toughkenamon into a village with a variety of restaurants and shops that serve the local community, a diversity of housing options for all ages, and attractive open spaces and streetscapes that welcome visitors and residents to the heart of New Garden Township.

### **Recommendations**

#### Tier 1

1. *Encourage infill, adaptive reuse, and redevelopment with a mix of uses and housing types in the Toughkenamon Village Core.*

Though primarily built-out, the village core has opportunity for infill (development on vacant lots), adaptive reuse (repurposing existing and sometimes historic buildings to a viable new use) and redevelopment (the demolition of existing buildings or uses in order to make way for new development). The Build-Out Analysis Map shows an analysis of what could be built in Toughkenamon under current zoning regulations. Development should be coordinated and integrated with the Township's desire to preserve its sense of place and historic resources.

Current regulations deter new development with lot sizes that are larger than many infill sites, limiting commercial uses, and requiring stringent parking ratios. In order to maintain and enhance the design elements that distinguish a village from a suburban subdivision, design standards within the R-3 District need to be revised to reflect the existing characteristics of buildings within the village (i.e., setbacks, height, front porches, pitched roofs, etc.).

In order to encourage new investment and attract new residents and businesses to Toughkenamon, consider amending the following zoning regulations, using a Form-Based Code approach. A form based code is more oriented toward the relationship between the buildings, the streetscape, and street than conventional zoning. It also is typically more flexible on the types of uses permitted, thus is more conducive to mixed-use zoning.

- a. Within the R-3 District:
  - i. Adjust by-right minimum lot sizes for different residential uses to reflect existing conditions;
  - ii. Allow retail oriented commercial uses as of right along portions of Newark Road-focused at Main Street, particularly on the first floor, with office and residential permitted above.



For a variety of reasons, permitting a diversity of housing types adjacent to Toughkenamon makes sense for New Garden Township. These reasons include:

- i. Increasing the housing options available in New Garden Township in order to better meet the needs of existing residents who wish to age in place in Southern Chester County, as well as attract new residents who may not desire a large lot single family detached dwelling.
- ii. Directing growth into the area surrounding the village can help to preserve open space in other areas of the Township through a Transfer of Development Rights program (TDR) (see more in the future land use section); and
- iii. More “rooftops” will help to support existing and new local businesses.



*Existing housing in Toughkenamon*

This proposed Village Residential area should be created through a new zoning district that includes design standards to ensure:

- i. An interconnected network of streets with walkable blocks;
- ii. A mix of at least two (2) housing types, focusing on multi-family rental units with some townhouse, carriage house, and/or independent living units;
- iii. A variety of open spaces that offer amenities (consider a dog park or dog run, multi-use green that serves as a space for informal gathering, and the incorporation of community gardening space)
- iv. Trails and other pedestrian connections;
- v. A pedestrian oriented streetscape that includes on-street parking, street trees, street lights, sidewalks, and pedestrian amenities; and
- vi. Landscape buffers that soften the transition from single-family detached housing to the more intense multi-family residential.

### 3. [Develop Design Guidelines for infill development and redevelopment as part of the Zoning Ordinance Amendments.](#)

Toughkenamon has its own character with its charming older buildings with front porches and lawns, narrow streets, and mature trees. New development should be respectful and emulative of the existing development in terms of the form and placement of buildings. The following elements should be addressed and incorporated:

- i. Shallow setback from the street (no more than 10 feet) on side streets and up to a maximum of 30 feet along Newark Road;



*Existing streetscape in Toughkenamon*

- ii. A maximum building length of approximately 150 feet;
  - iii. No parking between the residence and the street (rear detached garage or access from an alley);
  - iv. Maximum height of two to three stories;
  - v. Windows or doors on any street facing façade (no blank walls);
  - vi. Maintain on-street parking on side streets; and
  - vii. Hip or gabled roof with dormers.
4. *Develop an Official Map that depicts future sidewalk and crosswalk locations, intersection improvements, new roadway and trail connections, and open space.*  
 Discussed more fully, under the Open Space and Greenways section, the Official Map should focus on:
- i. Sidewalks and crosswalks,
  - ii. Trail connections along the rail line,
  - iii. Proposed street connections to expand and connect the Village core with future surrounding development, and
  - iv. Designating future parkland to serve this area of the Township.

5. *Designate future parkland opportunities within or close to Toughkenamon.*  
 There is a need for additional parkland in the northern portion of the Township. There is a need for playground space, but also for outdoor gathering areas that lends itself to community events, farmers market, and informal gathering. A location or locations within Toughkenamon Village would serve the village and surrounding residents and increase interest in Toughkenamon as a place to live.

While some parkland may be acquired as part of the development process, the Township should consider available parcels and ideal use of such property.

6. *Develop and implement a coherent streetscape plan that includes sidewalks, pedestrian – oriented street lights, street trees, plantings, benches, and crosswalks along Newark Road and Baltimore Pike.*

Currently, many streets in Toughkenamon appear uninviting due to sporadic sidewalks and curbing, narrow to no shoulders, and gravel driveways and alleys. While the gridded streets and short blocks provide a solid framework for a walkable neighborhood, pedestrians must use the street or grass in many places.



*Streetscape enhancements in the Village of Marshallton, West Bradford Township*

A coherent and unified streetscape would create a welcoming appearance to residents and businesses that Toughkenamon is ready for investment. Streetscape elements should include:

- Sidewalks and crosswalks;
- Street trees;
- Pedestrian-scaled street lights (shorter lights oriented to pedestrians and cyclists rather than the vehicle);
- Curbing and curb cuts;
- Consideration of bike routes;
- Amenities such as planters, banners, wayfinding signage, bike racks, benches and trash receptacles, and bus shelters.



*A unified streetscape example*



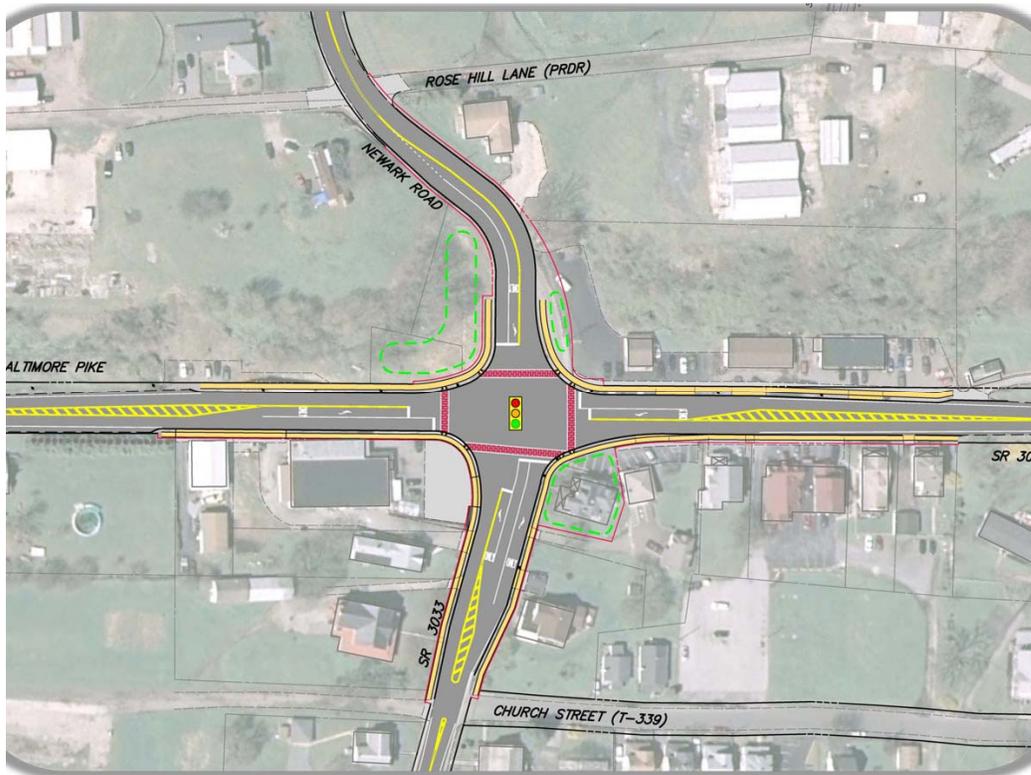
*Potential cross section for Newark Road in Toughkenamon*

The streetscape along Baltimore Pike should be coordinated with adjoining Townships and Boroughs, while also protecting a unique identity of Toughkenamon. The streetscape design should focus on the main corridors for the along the interior roadways of Toughkenamon should be consistent in terms of trees and sidewalks and lights.

7. *Continue pursuing funding; coordinate with PennDOT, and advance design and construction of improvements at the intersection of Newark Rd and Baltimore Pike.*

New Garden Township proactively initiated design of intersection improvements at Baltimore Pike and Newark Road in the mid-2000s. Over the last decade, the Township has refined the conceptual design while pursuing grant funding for engineering, right-of-way, and construction. The conceptual design includes realignment of the northern leg of Newark Road at Baltimore Pike, upgrading and modernizing the traffic signal, providing separate left turn-lanes for all four approaches, and providing new sidewalk connections and decorative crosswalks at the intersection. In 2017 and 2018, the Township received two separate state grants totaling \$2.6 million from the Multimodal Transportation Fund programs administered

by the Commonwealth Financing Authority and PennDOT. Additionally, the project is being considered for inclusion on the Delaware Valley Planning Commission's (DVRPC) FY2019 Transportation Improvement Program (TIP) with programming for federal and state transportation funds for final design, right-of-way, and construction. Identification and commitment of various funding sources will enable the Township to focus on advancing design and implement critical improvements at this priority intersection.



*Concept plan for the improvement of the Baltimore Pike/Newark Road intersection*

8. *Consider a Toughkenamon Task Force or Business Advisory Committee to assist with the planning and coordination of revitalization efforts.*

While other priority areas have established committees that focus on the topic, including the Open Space Review Board and Friends of New Garden Trails, Toughkenamon does not have a specific champion within the Township. Involvement of the business community and residents will be needed to help guide the vision for redevelopment and gain community support.

9. *Review and prioritize needed upgrades to storm water collection systems in Toughkenamon.* Managing storm water in older development that predates the regulations and standards in effect today can be a daunting task under any circumstances. The more compact development in Toughkenamon coupled with the existing mushroom facilities and increasing demands from the Pennsylvania Department of Environmental Protection (PADEP) and the EPA to improve water quality complicates these factors many times. In lieu of a piecemeal

approach to stormwater that addresses each parcel individually, a comprehensive assessment and prioritized list of upgrades should be undertaken so that the Township can more effectively work with developers and others for the betterment of the village as a whole.

Tier 2:

10. *Consider relocating the New Garden Growers Market into Toughkenamon.*

The New Garden Growers Market currently takes place in front of the Township maintenance garage on Route 41. Running from May through November, the market creates a community feel and offers residents the opportunity to gather, while supporting local growers and taking home healthy foods. Moving the market into Toughkenamon, or possibly a vacant lot just outside of Toughkenamon, will help to reintroduce residents to this unique area of the Township and support the businesses.



11. *Enhance Township's code enforcement of ordinances and work with the Southern Chester County Regional Police (SCCRP) to ensure language in the ordinances allows for effective enforcement on their end.*

In the stakeholder interview with the SCCRP, the Police Chief stated that there are property maintenance and safety issues that are insufficiently addressed in Township ordinances due to vague wording and therefore difficult to enforce. Some of these issues may also be remedied through the rental registration and inspection ordinance also discussed in the Future Land Use section of this plan. The Township should request input from the SCCRP on any ordinance revisions to ensure wording directly supports efficient enforcement.

12. *Consider a façade improvements incentives program.*

Consider a façade grants program to help business owners upgrade their building facades. This could address a wide range of upgrades such as a new coat of paint, replacement doors and windows, replacement of signage, and addition of landscaping.

13. *Explore a LERTA (Local Economic Revitalization Tax Assistance law) program and other economic development incentives in order to encourage the redevelopment and improvement of properties within Toughkenamon.*

LERTA, or The Local Economic Revitalization Tax Assistance Law, 72 P.S. § 4722 et seq., was created under the authority of Article VIII, Section 2(b)(iii) of the Pennsylvania constitution, and allows a municipality and school district to “establish special tax provisions” to a taxpayer for a period of no more than 10 years in order to “encourage improvement of deteriorating property or areas by an individual, association or corporation.”

LERTA assists commercial property owners who improve their properties by delaying the increased tax on the improvements for a set period of time (maximum of 10 years), perhaps



allowing them to offset the cost of the improvement. Since the lion's share of real estate taxes fund school districts in Pennsylvania, LERTA is a much stronger incentive if the School District is on board. In the stakeholder interviews conducted with the Kennett Consolidated School District for this Plan, the School District expressed a willingness to discuss a LERTA program to benefit the Toughkenamon area.

In pursuing LERTA, the Township would conduct a feasibility study to determine the parcels to be included in the district, as well as package of tax provisions that would provide the greatest incentive to the first developers willing to create a positive change in line with the Township's vision.

14. *Partner with the private and nonprofit entities to encourage housing rehabilitation and maintenance.*

Toughkenamon provides a needed source of diverse and affordable housing. The village has many older homes, so affordability may be impacted by the sometimes higher need for maintenance and upkeep in older homes. In Toughkenamon, many of these homes have been converted to rentals by absentee landlords and/or are occupied by older residents unable to manage the upkeep.

The public, private and nonprofit sectors can work together to make affordable rehabilitation and maintenance services available to those who need them and keep these homes safe and available for continued use. All these efforts can stabilize or increase property values and create a stronger sense of community and civic pride. The report, *Housing and Transportation Options in Southern Chester County*, documents several organizations and recommendations that can be promoted at the Township level. These include:

- Good Neighbors Inc.
- Good Works, Inc.
- Habitat for Humanity of Chester County
- Housing Partnership of Chester County

## F. Economic Development



*Mushroom houses along Baltimore Pike*

### Overview

Business development is a vital component of maintaining a sustainable and stable municipal tax base. In New Garden Township, the nonresidential tax base is primarily supported by its largest industry: the mushroom and composting industry. Though a limited amount of retail, a single large shopping center, and a variety of corporate enterprises are represented within the Township, these make up a much smaller portion of tax ratables.

The mushroom industry and its supporting composting industry are the largest land users in the Township. However, economic pressures, including labor shortages, threaten the industry's stronghold in Chester County.<sup>2</sup> For New Garden Township, this is a

double sided threat to both its tax base and its agricultural character as trends show a continued loss of agricultural land to residential development.

Acknowledging that myriad challenges face the mushroom industry, the Township looks to continue to support that industry, while also seeking to diversify its business base and attract new, innovative and craft industries. Potential businesses could include those that benefit from



*New Garden seeks to diversify its employment base*

<sup>2</sup> Wood, S., (Jan 22, 2018). Chester County's powerhouse mushroom farms have a new vision to expand: growing veggies indoors. [www.Philly.com](http://www.Philly.com)

proximity to the Township's airport and available lands at the adjoining business park, emerging agricultural industries that benefit from the existing cold storage and distribution facilities, as well as smaller local businesses that serve the surrounding community or represent "overflow" from Kennett Square Borough. New businesses can help to support the services and amenities (parks, trails, police service) in demand by residents as well as offset mandated upgrades to aging infrastructure and stormwater management.

**Goal:** Nurture diverse economic opportunities that support a sustainable and stable tax base, complement the community's character and environment, and optimize use of existing infrastructure and resources.

## Recommendations

### Tier 1

1. *Consider a market analysis to better understand business opportunities that could be attractive and successful in New Garden Township.*

A market analysis examines the existing supply and demand of a variety of industries in the region in order to identify potential new business opportunities. Such a report could help the Township understand how to market its assets, promote available properties, and create realistic expectations.

2. *Promote properties available for business development.*

The Township can set a tone that says "open for (appropriate) business" by helping businesses easily find what is available and working closely with employers that fit the Township's desire for sustainable, higher paying businesses that can develop in a manner sensitive to the Township's character. Listing potential properties on a website, providing tours of potential sites to perspective employers, and working with the Southern Chester County Chamber of Commerce are important steps.

3. *Continue to participate in the Southern Chester County Chamber of Commerce.*

The Southern Chester County Chamber of Commerce has advanced the Route 1 Initiative, which is focused on economic development along the Route 1 corridor, including in New Garden Township. The Township's continued participation and partnership in this initiative will help to bring appropriate development in the Township's growth areas.

4. *Work with local banks to offer Small Business Loans or low interest rate loans to businesses and developers.*

Such loans help small businesses attain the financing they need to offset startup costs, especially in areas with higher risks, such as Toughkenamon. The Township can work with local banks to create a revolving loan fund, similar to that of Kennett Square Borough, or simply provide contacts and assist in helping potential small businesses through the process.



*New Garden Flying Field*

*5. Implement the New Garden Flying Field Master Plan.*

New Garden Flying Field is a key asset to the Township and a unique asset compared to other communities. Implementation of the master plan is an ongoing project with a phased approach that will take several more years to complete, but is intended to expand the capabilities and tenant space on site.

*6. Explore options for high speed internet in the New Garden Township area.*

High speed internet is considered a must for new businesses looking to gain a foot in the marketplace. Thus it could be a key consideration in making New Garden Township a more attractive place for business development. The Township should cooperate with regional partners to explore the feasibility of broadband infrastructure.

*Tier 2*

*7. Review Township ordinances to ensure there are no unintended barriers to deter new and innovative businesses, including agri-businesses from locating within the Township.*

The Township seeks to attract new businesses and retain those already established and growing. A review of Township ordinances should focus on any unintended barriers that regulations can sometimes create. This is particularly true of emerging, innovative businesses that use new business models or technologies. These could include: marijuana facilities, drones, indoor agriculture, but also includes the needs of agribusinesses that are often co-located with agricultural operations, though falling under different use categories.

## V. General Policies and Issues

### A. Land Use and Housing

The Land Use Plan is the culmination of the Township's intended approach towards housing, open space, and economic development. Just as the overall goals and objectives have not changed much over time, the Land Use Plan retains its general framework and categories with areas of emphasis being added and refined. As discussed in previous sections, this Plan does refine the land use vision in two specific areas: Toughkenamon Village and Route 41.

In addition, the Resource Protection area has been expanded slightly to protect stream corridors and riparian buffers, and exceptional natural areas with rare species.

#### Goals:

1. Promote development that enhances the traditional character of New Garden Township, accommodates protected natural resources and open space, and enriches the quality of life of the community.
2. Encourage a full range of safe, suitable, and affordable housing choices in neighborhoods that offer opportunities for walking, biking, and access to open space.
3. Nurture diverse economic opportunities that support a sustainable and stable tax base, complement the community's character and environment, and optimize use of existing infrastructure and resources.

#### *Land Use Map*

Overall, the Future Land Use Map reflects a continuation of established policies for

- Infill and redevelopment along Baltimore Pike;
- Infill and redevelopment within and adjoining Toughkenamon;
- Redevelopment of the Kaolin site at Route 41/Limestone Road area;
- New development within the Business Park area adjoining the New Garden Flying Field;
- Preserving working farmlands and the White Clay Creek area; and
- Promoting the continued viability and desirability of the established neighborhoods throughout the township.

All future land use categories and their descriptions are shown in the table below.

## Future Land Use Category Descriptions

Resource Conservation	
<p><i>Resource Protection</i></p> <ul style="list-style-type: none"> <li>✓ Greatest protections for natural resource</li> <li>✓ Lands under conservation easement</li> <li>✓ Larger vacant lands envisioned to be preserved</li> <li>✓ White Clay Creek and Broad Run</li> <li>✓ Potential TDR Sending Areas</li> </ul>	<p><i>Site Sensitive Development</i></p> <ul style="list-style-type: none"> <li>✓ Low density residential</li> <li>✓ Mushroom industry</li> <li>✓ Municipal and community uses</li> <li>✓ Parkland, trails, and open space</li> <li>✓ Development is intended to maximize protection of "mother nature"</li> <li>✓ Potential TDR Sending Areas</li> </ul>
Growth Areas	
<p><i>Village Mixed Use</i></p> <ul style="list-style-type: none"> <li>✓ Reuse of historic structures</li> <li>✓ Infill and redevelopment opportunities for mixed-use</li> <li>✓ Higher density and multifamily housing</li> <li>✓ First floor commercial along Newark Road and Baltimore Pike</li> <li>✓ Potential TDR Receiving Area</li> </ul>	<p><i>Village Residential</i></p> <ul style="list-style-type: none"> <li>✓ Primarily residential uses</li> <li>✓ Traditional neighborhood design elements</li> <li>✓ Maintain connected road network</li> <li>✓ Variety of housing types with common open space</li> <li>✓ Potential TDR Receiving Area</li> </ul>
<p><i>Suburban Residential</i></p> <ul style="list-style-type: none"> <li>✓ Existing suburban development and infill of similar character</li> <li>✓ Limited opportunities for residential infill similar to existing</li> <li>✓ Enhance walkability through sidewalk and trail connections</li> </ul>	<p><i>Small Scale Mixed Use</i></p> <ul style="list-style-type: none"> <li>✓ Redevelopment of the PREIT site with a variety of residential, commercial and recreational uses that are interconnected and have a coherent character</li> <li>✓ Avoid strip center, large format "big boxes", and large areas of surface parking</li> <li>✓ Potential TDR Receiving Area</li> </ul>
<p><i>Economic Development</i></p> <ul style="list-style-type: none"> <li>✓ Variety of commercial, industrial, office, and intensive agricultural uses</li> <li>✓ High tech encouraged</li> <li>✓ Larger scale and more intensive uses, (excluding agricultural uses), intended for Baltimore Pike</li> <li>✓ Neighborhood commercial uses at Newark Rd and Rt. 41</li> </ul>	<p><i>Planned Development District</i></p> <ul style="list-style-type: none"> <li>✓ Commercial and industrial uses that complement and build upon the NG Airport</li> <li>✓ Includes recreational and community amenities</li> <li>✓ Designed as part of a campus environment with pedestrian links to Toughkenamon</li> <li>✓ Potential TDR Receiving Area</li> </ul>

## Recommendations:

In addition to the recommendations found in the Priority Focus Areas, the following recommendations should be considered:

### Tier 1

1. *Amend the R-3 to permit the Toughkenamon Mixed-Use Village and Village Residential Districts in accordance with the Future Land Use Plan. (See Toughkenamon)*
2. *Amend the Unified Development District to better respond to market realities and conditions and therefore promoting the redevelopment of the PREIT site. (See Route 41).*
3. *Consider a vacancy ordinance to register and regulate vacated structures.*

Long-term vacancies (typically defined as at least one year) are not rampant in New Garden. However, when they do occur, it is most often in historic buildings and structures, leading not only to the loss of the historic resource, but also producing an eyesore, creating safety issues, and generating nuisances for surrounding residents. A registration and inspection process will help the Township to keep tabs on such structures, hold the owners accountable for the conditions, and enforce fines.

4. *Enhance the regulations for the licensing and inspection of rental properties.*

A more rigorous licensing and inspection of rental units in New Garden Township could help to alleviate many of the housing concerns surrounding issues of crowding, unsafe conditions, and vacancies. Such a program would require additional staff, but could be structured to at least partially support itself through associated fees and fines. The benefits would support the revitalization efforts in Toughkenamon, and advance safe housing conditions, especially for low-income populations.

5. *Promote Township policy to allow reasonable accommodations, which may include zoning variances and/or SLDO waivers, for housing for individuals with disabilities and those who wish to age in place.*

Permitting residents to age in place in the Township will require flexibility and common sense in the enforcement of existing ordinances. Reviewing policies to ensure that improvements typically needed to accommodate the older population, such as ramps, can efficiently be made without undue expense, time for review, or processes will be an important part of serving the population.

6. *Consider amending Township Ordinances and the Zoning map to:*

- Reflect the updated Future Land Use plan;
- Permit accessory apartments in the R-2 and R-4 Zoning Districts;
- Increase opportunities for congregate living sites for the seniors and people with special needs along Baltimore Pike;
- Consider permitting multifamily housing along Baltimore Pike in close proximity to Toughkenamon Village;
- Consider specific ordinance requirements for on-site farm worker housing.

## Tier 2

### 7. *Promote education and communication regarding housing rehabilitation.*

- Educate residents regarding opportunities for assistance with home repair, weatherization, and maintenance needs through regional programs.
- Coordinate with agricultural operations and non-profit housing agencies to assist low-income workers access safe and decent housing that is close to employment.

### 8. *Promote universal design in new housing units.*

Universal design is the concept of designing a house with the needs of all ages and abilities in mind, thus increasing the viability of these structures into the future. By promoting such design in new housing stock, it increases the viability and marketability of such units for the long term.

### 9. *Review Township signage regulations to ensure compatibility with the character of evolving districts, particularly the R-3/Toughkenamon Village district.*

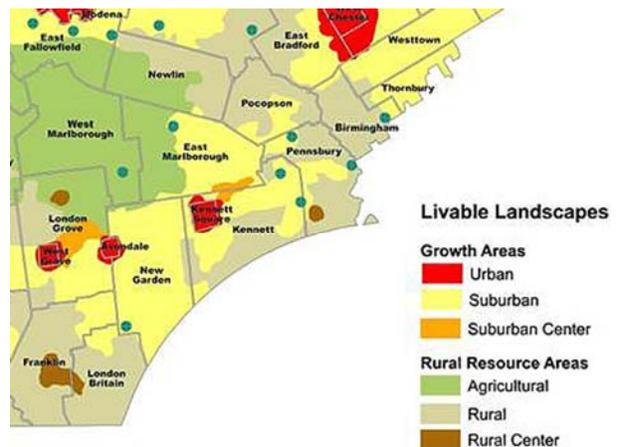
## Consistency with adjoining and Regional Land Use Plans

**Landscapes2:** This Comprehensive Plan Update is intended to be consistent with the goals and objectives of Chester County. As shown right, Chester County's Comprehensive Plan designates New Garden Township as a suburban landscape, with a narrow swath of Rural Landscape along the Bucktoe Preserve area bordering Kennett Township and the Urban designation immediately surrounding Avondale Borough.

The County is currently developing its 2018 update, Landscapes3. Initial drafts of the land use map indicate that the Suburban and Rural landscape designations will remain in New Garden Township, though the Suburban designation potentially gains area from both the Rural and the Urban landscape designations, reflecting the likelihood that a more suburban style development will take place around the Borough.

New Garden Township borders 8 municipalities, including New Castle County, Delaware. The proposed land use plan for the Township is consistent, complimentary or of lower intensity than those depicted on the Future Land Use Plans for each of its neighbors.

**Avondale Borough:** Avondale is essentially built out *with residential uses to the north of the commercially oriented Baltimore Pike, and more industrial uses to the south.* New Garden





*Township's land use designation bordering the Borough are not proposed to change, with commercial and mushroom facilities along Baltimore Pike and Site Sensitive residential to the north.*

*East and West Marlborough Townships* – Based on the joint Comprehensive Plan completed in 2011 there is great consistency between these municipal visions for land use. The northern New Garden border is characterized entirely as Site Sensitive, thus creating a buffer for the heavily agricultural West Marlborough and the rural, New Bolton Center and suburban areas in East Marlborough.

*Franklin Township* – Franklin Township's shared border with New Garden Township consists of Low Intensity Uses, including residential and agriculture, and greenways surrounding the White Clay Creek. This designation is essentially matched on the New Garden side, where Resource Protection and Site Sensitive Development continue to be planned.

*Kennett Township* – The largest border shared with a single municipality is with Kennett Township to the east of New Garden. These two Townships have much in common in terms of goals for trails and sidewalks, preservation of open space, and retention of the mushroom industry. Kennett Township goes as far as designating specific areas for this specialized agricultural industry. In terms of consistency, both Townships direct the greatest intensity development north of the rail line and along Baltimore Pike, while south of the rail line is a combination of low intensity, rural conservation or rural residential.

*London Britain Township* – London Britain Township borders New Garden's southwestern corner and is entirely designated as Resource Protection or Conservation Residential with high priorities on the preservation of open space and the development of a greenway between White Clay Creek and Fair Hills in Elkton, MD. This section of New Garden Township is a combination of suburban and site sensitive development. The proposed future land use plan shrinks the area of Suburban residential making it more consistent with this neighbor.

*London Grove Township* – London Grove Township and New Garden Township are consistent with the exception of the northwestern side of Avondale where high density residential is designated on the London Grove side and Resource Protection/Site Sensitive Residential on the New Garden side. It should be noted that the London Grove designation is consistent with Landscapes2.

## B. Transportation

### Overview



New Garden Township benefits from a multimodal transportation network that supports the movement of people and goods. Key features of this transportation network include: access to the regional highway system via the US Route 1 Interchange at Newark Road; the New Garden Flying Field; ChescoBus SCCOOT service with bus stops along Baltimore Pike; and the Octoraro Freight Rail Line which parallels Baltimore Pike. These assets, in addition to the Township's broader roadway network are the basis for local and regional mobility for New Garden Township.

Along the main corridors (PA 41, Baltimore Pike, and Newark Road) and on local streets the fundamental issues are roadway capacity and safety. Transportation demands often exceed roadway capacity; leading to spill-over onto local roadways as people try to avoid traffic congestion. This results in high speeds and cut-through traffic in residential areas. Intersection improvements and new roadway connections to address critical bottlenecks in the network and traffic calming to discourage cut-through traffic and improve safety could potentially address these issues.

Facilities for people who bike or walk are generally limited in New Garden Township. Select residential developments have internal pathways. There are bicycle lanes on Baltimore Pike from the western Township border to just west of Newark Road. Sidewalks are being installed along Baltimore Pike from the eastern Township border to the intersection of Scarlet Road. Expanding facilities for people to bike, walk, rideshare, and ride transit will provide additional options for moving about the Township, making New Garden Township's transportation network even more robust.

Ensuring the proper maintenance and operation of over sixty (60) miles of roads, four (4) bridges, eight (8) traffic signals, and the New Garden Flying Field is the responsibility of New Garden Township. Additionally, the Township can play a key role in addressing regional transportation issues through coordination with partners like PennDOT, Chester County, TMACC, East Penn/Octoraro Railroad, and neighboring municipalities.

**Goal:** Provide a safe and efficient multimodal transportation network that supports the movement of people and goods, promotes economic and community development, and reflects the character of the Township.

**Recommendations:**

Tier 1

1. *Intersection Improvements*

Continue to pursue funding, coordinate with PennDOT, and advance design and construction of the two top priority safety and operational intersection improvement projects:

- Newark Road and Baltimore Pike: Roadway realignment, turn lanes, signal upgrades and retiming, sidewalks, crosswalks
- Route 41 and Sunny Dell Road: Potential signalization and left turn lane for northbound Route 41

2. *Traffic Calming*

- Develop and establish a traffic calming policy and procedures that outline how requests for traffic calming measures are reviewed, evaluated, and recommended for implementation.
- Establish a standing Township Traffic Committee that meets regularly to discuss traffic and transportation-related issues, including requests for traffic calming measures.

3. *Baltimore Pike Corridor*

- Develop gateway enhancements, signage, streetscape features, and traffic calming measures to enhance the overall appearance of the Baltimore Pike Corridor.
- Maintain existing and develop new bicycle and pedestrian facilities consistent with the regional Baltimore Pike for Everyone plan to transform Baltimore Pike into a more “complete street.” Provide a consistent sidewalk along the south side of Baltimore Pike.
- Enhance existing bus stops for the ChescoBus SCCOOT, including the provision of pedestrian facilities and crossings at bus stop locations. (See Township Ordinance Updates and Public Transit strategies below)

4. *Route 41 Corridor*

See Route 41 Priority Focus Area

5. *Toughkenamon Village Improvements*

See Toughkenamon Priority Focus Area

Tier 2

6. *Intersection Improvements*

Continue to plan, evaluate improvement options (including roundabouts), coordinate with PennDOT, and pursue opportunities to advance design and construction of other intersection improvements:

- Route 41 and Penn Green Road: Left-turn lanes on Penn Green Road and signal retiming
- Route 41 and Sharp Road: Potential signalization and realignment
- Route 41 and Limestone Road: Traffic signals, turn lanes, or new interchange configuration (including options with roundabouts)
- US 1 and Newark Road Interchange: Traffic signals or roundabouts and turn lanes
- Newark Road and Bucktoe Road/New Garden Road: Safety improvements
- Newark Road and Hillendale: PennDOT is leading the design and implementation of safety improvements at this intersection. Construction is anticipated to begin in 2018.

#### 7. *Newark Road Corridor*

Monitor and proactively plan for potential increases in traffic volumes, particularly truck traffic, along Newark Road due to potential improvements at the US 1 Interchange, the Baltimore Pike Intersection, and between US 1 and Baltimore Pike. These improvements may result in PennDOT lifting the existing truck restriction between US 1 and Route 41. Evaluate ways to minimize negative impacts associated with increased traffic volumes, including increased truck traffic. Improving Route 41 for designated truck traffic could make Newark Road less of an appealing alternate truck route.

#### 8. *New Roadway Connections*

- Advance planning and evaluate the feasibility of new roadway connections to relieve congestion and improve access. Potential new roadway connections include:
  - Maple Lane extension to Chambers Road
  - Connection between Newark Road and Bancroft Road opposite Airport Way on Newark Road
  - Connection between Center Street and Newark Road
  - Connection between Reese Street and Newark Road
- Consider adoption of an Official Map to depict planned new roadway and trail connections. (See also Greenways and Trails Strategies.)

#### 9. *Roadway Functional Classification*

- Coordinate with PennDOT, DVRPC, and Chester County Planning Commission to request revisions to the federal, state, and county roadway functional classifications to reflect current conditions and consistency with the Township's vision.
- Review and update Township ordinances that are based on roadway functional classification. Ensure that the Roadway Functional Classification Map in the Comprehensive Plan is referenced appropriately in Township ordinances.

#### 10. *Township Ordinance Updates*

- Review and update the Township's Zoning Ordinance, Subdivision and Land Development Ordinance (SALDO), and other Township policies related to the planning and design of roadways, sidewalks, trails, public transit, and parking facilities.

- *Streets:* The current SALDO (Chapter 170, Article VI) includes street design standards. Many of the standards are related to functional classification, including street widths, right-of-way widths, shoulder widths, access management requirements, and maximum grade. Consider revising these requirements based on current PennDOT criteria, and base the functional classification of roadways established as part of this Comprehensive Plan update.
- *Impact Statements:* The current SALDO (Chapter 170, Article V, Section 20(10)) includes requirements for preparation of traffic impact statements for proposed developments. The ordinance does not require evaluation of bicycle, pedestrian, or transit access for the proposed development. Consider revising the ordinance, particularly for proposed developments along the Route 41 and Baltimore Pike corridors.
- *Sidewalks:* The current SALDO (Chapter 170, Article VI, Section 34) specifies a minimum sidewalk width of four feet within residential neighborhoods. PennDOT's Design Manual, Part 2, requires a minimum sidewalk width of five feet, but allows for a reduction to four feet if passing areas are provided every 200 feet. This design standard is based on the American with Disabilities Act (ADA) Accessibility Guidelines. Revise the ordinance language to specify consistency with federal ADA requirements and/or PennDOT design standards for sidewalk widths.
- *Sidewalks:* A sidewalks fee-in lieu program would allow developers to make a payment in lieu of providing sidewalks in remote, but required locations. The Township could then use these designated funds to construct sidewalks in designated hubs and more heavily utilized areas of the Township.
- *Bus Stops:* The current SALDO does not include any references to bus stop design. Update ordinance language to specify the need to coordinate with public transit provider(s) as part of the land and include bus stop design standards.
- *Parking:* The current Zoning Ordinance (Chapter 200, Article XVI, Section 109) specifies minimum off-street parking requirements by land use categories. In order to encourage alternatives to driving, plan for future transportation options, and decrease impervious surfaces, the Township may consider revising parking requirements. This can include eliminating minimum requirements, and instead require a parking demand study for new developments based on current trends and accepted outside resources, requiring bicycle racks for non-residential uses, and allowing reductions if shared parking or park-n-ride spaces are provided.
- *Pick-up/Drop-off Areas:* Develop ordinance language to establish requirements and design guidelines for pick-up/drop-off areas for new developments that reflect the increased use of ridesharing and other technological advances for transportation.

## 11. Funding

- Submit identified transportation projects to the Chester County Planning Commission for inclusion on the Transportation Improvement Inventory (TII). The following priority

intersection improvements are not included on the 2017 TII and should be considered for submission and inclusion in the 2019 TII update.

- Route 41 within New Garden Township: Consistent center left turn lane
- Route 41 and Sunny Dell Road: Signalization and left turn lanes for northbound Route 41
- Route 41 and Penn Green Road: Left-turn lanes on Penn Green Road and signal retiming
- Route 41 and Sharp Road: Signalization or reconfiguration
- Route 41 and Limestone Road: Traffic signals, turn lanes, or new interchange configuration
- Newark Road and Bucktoe Road/New Garden Road: Safety improvements
- Dedicate Township resources for the continued maintenance of Township-owned transportation infrastructure, including roads, bridges, traffic signals, and the New Garden Flying Field.
- Consider developing an Act 209 Transportation Impact Fee Ordinance in order to assess fees on new development based on the impact of the traffic generated by the new development, and utilize funds collected to improve the capacity of key roadways and intersections.

#### *12. Public Transportation*

- Enhance existing bus stops for the ChescoBus SCCOOT route as part of adjacent land development projects or other capital improvement projects along the Baltimore Pike Corridor.
- Identify locations and plan for park-n-ride facilities to support use of existing and future public transit services, as well as ride sharing. Potential priority locations for developing new park-n-ride locations include the US 1 and Newark Road Interchange area and along the Route 41 corridor.
- Support enhanced and more frequent service to West Chester and other regional transit services.
- Support further planning and evaluation of direct and convenient transit service between southern Chester County and Wilmington, DE.

#### *13. New Garden Flying Field*

- Support continuance and development of the Airport as a transportation asset through maintenance of the airport facilities, including runway and hangar projects.

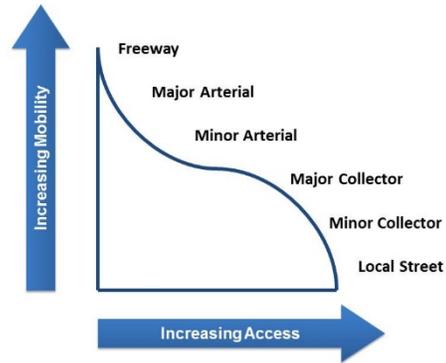
#### *14. Regional Coordination*

- Coordinate with surrounding municipalities, Chester County, the Transportation Management Association of Chester County (TMACC), the Delaware Valley Regional Planning Commission (DVRPC), DART (Delaware Transit Corporation) and PennDOT to address regional transportation issues, particularly related to critical corridors that cross the Township's borders, goods movement (including East Penn/Octoraro Rail Line), public transit services, and regional trail connections.

- 
- o For US 1 Improvements: Coordinate with PennDOT regarding the design of US 1 and specifically the Newark Road Interchange.
  - o For regional bicycle and pedestrian planning: Coordinate with Kennett Square, Kennett Township, and other advocacy groups regarding regional bicycle and pedestrian connections, including the Kennett Greenway and other elements of the region's growing active transportation network.

## Roadway Functional Classification

Functional classification refers to the categorization of roadways according to the function they serve. Different roadways serve varying traffic volumes, trip lengths, and accommodate different travel speeds. Functional classification can be used to establish roadway design guidelines, access management policies, and prioritize improvements. Function also reflects the relationship between access and mobility. Typically, the higher the roadway's capacity to facilitate traffic flow, the lower its ability to provide efficient access to adjacent properties, and vice versa.



PennDOT has a statewide roadway functional classification that is used to identify appropriate roadway design guidelines, as well as federal funding eligibility. Chester County Planning Commission also has roadway functional classification for the County that reflects local conditions and has been used to promote consistency across municipal borders. The table below presents Chester County's Road Functional Classification Variables and Criteria from the *Multimodal Transportation Handbook (2016)*, which identifies key differences between the roadway classifications.

### Chester County Planning Commission Road Functional Classification—Variables and Criteria

Variables	Expressway	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Distributor	Local
Daily Traffic Volume Range (1)	15,000 to over 100,000 vehicles	10,000–60,000 vehicles	8,000–20,000 vehicles	4,000–10,000 vehicles	1,000–5,000 vehicles	Less than 1,500 vehicles	Less than 1,000 vehicles
Mobility	Strict priority to moving vehicles	Mobility more critical than property access	Mobility more critical than property access	Even priority to mobility and access	Even priority to mobility and access	Access more important than mobility	No priority to mobility
Access	Only at interchanges	Strict median access control	Some control of property access	All roads and properties have access	All roads and properties have access	Priority is given to property access	Priority is given to property access
Corridor Length	Over 15 miles	Over 15 miles	Over 10 miles	4–15 miles	2–10 miles	Less than 4 miles	Less than 2 miles
Connections (Relationship to LANDSCAPES)	Connects states, regions, counties, cities and landscapes urban centers	Connects regions, counties and multiple landscapes centers	Connects multiple landscapes centers some inter-county trips	Connects landscapes centers and villages, primarily intra-county trips	Connects villages and multiple neighborhoods primarily intra-county trips	Connects neighborhoods some intermunicipal trips	Links individual properties to distributors and collectors
Truck Traffic	Highest truck mobility	High truck mobility	High truck mobility	Moderate truck mobility	Moderate truck mobility	Local delivery only	Local delivery only
Basic Geometry and Design	Wide lanes and shoulders; medians; more than 2 through lanes	Wide lanes and shoulders; occasional median; turning lanes	Wide lanes and shoulders; no medians; turning lanes	Two lanes; no medians; limited turning lanes	Two lanes; no medians; limited turning lanes	Narrow Lanes	Narrow Lanes
On-Street Parking	Prohibited	Only in urban areas	Only in urban areas	Discouraged outside "centers"	Discouraged outside "centers"	Limited use outside "centers"	Appropriate on selected streets
Through Traffic (2)	Over 50%	Over 50%	Over 50%	25–50%	25–50%	Less than 25%	Less than 10%
Vehicle Speed (Posted)	55–65 mph 40 mph minimum	35–55 mph	35–55 mph	35–55 mph	35–55 mph	Less than 45 mph	Less than 35 mph
Bicycle Pedestrian Access	Only through separate facilities	Specially designed facilities	Adjacent facilities and crossings	Adjacent facilities and crossings	Adjacent facilities and crossings	High priority to bike and pedestrian access	High priority to bike and pedestrian access

(1) Wide range of traffic volumes accounts for differences between urban, suburban, and rural areas.

(2) Through traffic has no origin or destination in the immediate neighborhood, community, village or center.

Source: Adopted by Chester County Planning Commission, 2003

Based on the 2005 Comprehensive Plan, updated traffic volumes available from PennDOT, and other information, the Recommended Roadway Functional Classification is listed on the table below and the attached map. The table highlights key changes from the 2005 Comprehensive Plan in yellow and includes a comparison with the PennDOT and Chester County roadway functional classifications.

**Roadway Functional Classification Table**

<b>Focus Roadways</b>	<b>Recommended Functional Classification <i>Comp Plan 2018</i></b>	<b>Township Functional Classification <i>Comp Plan 2005</i></b>	<b>Chester County Functional Classification</b>	<b>PennDOT Functional Classification</b>
U.S. Route 1	Expressway	Expressway	Expressway	Expressway
PA Route 41 (Gap Newport Pike)	Major Arterial	Major Arterial	Major Arterial	Principal (Major) Arterial
PA Route 3013 (Limestone Road) <i>Between Rt. 41 &amp; DE State Line</i>	Major Arterial	Major Arterial	Major Arterial	Principal (Major) Arterial
PA Route 3013 (Limestone Road) <i>Between Rt. 41 &amp; Kaolin Road</i>	Major Collector	Major Collector	Major Collector	Major Collector
PA Route 3013 (Kaolin Road) <i>Between Limestone Road &amp; Kennett Township</i>	Major Collector	Major Collector	Major Collector	Major Collector
PA Route 3046 (Baltimore Pike)	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
PA Route 3046 (Cypress Street)	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
PA Route 3033 (Newark Road) <i>Between DE State Line &amp; Rt. 1</i>	Major Collector	Major Collector	Major Collector	Major Collector
PA Route 3033 (Newark Road) <i>Between Rt. 1 &amp; W. Marlborough Twp</i>	Minor Collector	Minor Collector	Minor Collector	Major Collector
Hillendale Road <i>Between Newark Road &amp; Kennett Township</i>	Minor Collector	Minor Collector	Minor Collector	Major Collector
PA Route 3024 (Broad Run Road) <i>Between Newark Road &amp; London Britain Township</i>	Minor Collector	Minor Collector	Minor Collector	Local
PA Route 3024 (Landenberg Road) <i>Between Newark Road &amp; Penn Green Road</i>	Local Distributor	Minor Collector	Minor Collector	Major Collector
Mercer Mill Road	Local Distributor	Minor Collector	-	-

PA Route 3009 (Penn Green Road) <i>Between Baltimore Pike &amp; London Britain Township</i>	Minor Collector	Minor Collector	Minor Collector	Major Collector
Buttonwood Road <i>Between Newark Road &amp; Broad Run Road</i>	Local Distributor	Minor Collector	Minor Collector	-
Mill Road	Minor Collector	Minor Collector	Local Distributor	-
Starr Road	Minor Collector	Minor Collector	Minor Collector	-
Line Road	Minor Collector	Minor Collector	Local Distributor	-
Bucktoe Road	Local Distributor	Local Distributor	Local Distributor	-
Laurel Heights Road	Local Distributor	Local Distributor	Local Distributor	-
PA Route 3024 (Sunny Dell Road)	Local Distributor	Local Distributor	Local Distributor	Major Collector
Southwood Road <i>Between Buttonwood Road &amp; DE State Line</i>	Local Distributor	Local Distributor	Local Distributor	-
Buttonwood Road <i>Between Newark Road &amp; Southwood Road</i>	Local Distributor	Local Distributor	Local Distributor	-
Ellicot Road	Local Distributor	Local Distributor	Local Distributor	-
PA Route 3035 (Church Road)	Local Distributor	Local Distributor	Local Distributor	Major Collector
Cedar Spring Road	Local Distributor	Local Distributor	Local Distributor	-
Scarlett Road	Local Distributor	Local Distributor	Minor Collector / Local Distributor	-
Reynolds Road	Local Distributor	Local Distributor	Local Distributor	-
PA Route 3024 (Chesterville Road)	Local Distributor	Local Distributor	Local Distributor	Major Collector
New Garden Road <i>Between Rt. 41 &amp; Newark Road</i>	Local Distributor	Local Distributor	Local Distributor	-
Bancroft Road	Local Distributor			
Chambers Road	Local Distributor			
Sharp Road	Local Distributor			
Thompson Road	Local Distributor			

## C. Community Facilities

### Overview

There are a wide range of facilities, institutions, and services that support a high quality of life in New Garden Township. Maintaining appropriate services and enhancing service levels where needed is a vital part of managing growth and planning for the future. Since the 2005 Comprehensive Plan, New Garden Township has modernized the way it manages its facilities by achieving two primary goals:

- Regionalizing its police force; and
- Selling its sewer infrastructure and operation to Aqua PA, a private company.

These achievements are discussed further under the appropriate headings below. In addition, the Community Facilities Map provides an overview of community facilities serving the Township.

**Goal:** Provide effective and efficient Township administration, facilities, and services that support development in appropriate areas, is responsive and respectful of resident needs, ensures public safety, and operates with fiscal soundness.

### Recommendations

#### Tier 1

1. *Continue to explore options for cost sharing with adjoining municipalities, including but not limited to code enforcement, fire marshal services, storm water management, expanding the SCCRP service area, and recreational facilities and programming.*

As municipalities are faced with aging infrastructure, growing and/or aging populations, and increased demands (i.e., storm water TMDL requirements), many struggle to maintain fiscal soundness while maintaining quality of life. Sharing services with other municipalities offers options to share costs and decrease capital expenditures, creating economies of scale that also result in increased efficiency and possible more effective service.

New Garden Township has already demonstrated its ability to explore shared services, most recently through its regional police force. The sale of the sewer system, while not cost sharing, is also an example of creative thinking that will allow the Township to focus on its core mission and functions. Though not formalized, there are informal regional partnerships that address TMDL requirements. There is potential in the future for a regional storm water utility (a regional organization dedicated to addressing storm water runoff issues and collects fees and runs the program to do so).

2. *Complete construction of a new police headquarters along Route 41.*

The current headquarters of the Southern Chester County Regional Police is a series of trailers located along Route 41. With the commitment to regionalization and modernization of a 24-hour police force, there is also need for appropriate facilities. The Township has committed to making this capital improvement and groundbreaking is anticipated in 2018.

3. *Locate an appropriate site for a public park in close proximity to the Village of Toughkenamon.*

New Garden currently has one community park. While centrally located and hosting a variety of active and passive recreational activities, Township Park does not meet the needs for local, neighborhood recreation, and it may not sufficiently address recreational needs for the growing population. Additional properties are under consideration, however, the northern area is underserved and so should be a key focus. A public park that will meet the needs of Toughkenamon residents (current and future) and bolsters revitalization efforts there is needed.

4. *Pursue opportunities for multi-municipal planning and funding opportunities for mutually beneficial projects.* As demands on municipal budgets rise, the opportunities to plan and coordinate on a regional basis provide options for more efficiencies and increase chances for receiving grant funding.

5. *Create a New Garden Township “brand” and identity.*

This Plan advocates for a variety of signage, gateways, wayfinding and other opportunities to brand the community in a unique way. In order to promote a coordinated signage program, a simple yet unique messaging system and logo should be developed and utilized.

## Tier 2

6. *Continue to require inspection and monitoring of private septic systems and monitor any failing systems throughout the planning period.*

Failing septic systems are a threat to water quality and a health hazard. Where expansion of the public sewer system is not desirable or feasible, regular inspections and monitoring of private systems are a clear solution and are approved by the DEP. However, with the pending sale of the Township sewer system, connecting to the public system may become more economical and should be encouraged in appropriate growth areas.

7. *Assess and respond to community needs for diverse, accessible and age appropriate recreational opportunities.*

In many parts of Chester County, the demand for active recreation fields far outweighs the availability of facilities. At the same time, it is often noted that these active fields only serve a limited segment of the population and do not necessarily meet the needs of older residents. A recent survey by the Township (outside of the comprehensive plan process) was conducted to help determine master planning needs for the Township Park. Such assessments should be regularly conducted in order to ensure the Township enables diverse recreational offerings.

8. *Continue to support the Kennett Library in its mission.*

New Garden residents recently passed a referendum to provide additional support to the Kennett Library in its mission to serve the region. With this vote, the residents now pay their “fair share” for services and expressed their support for its valuable services.

9. *Periodically assess Township communications with residents and businesses via online surveys and adjust communications accordingly.*

## D. Energy Conservation

### [Overview](#)

An energy conservation plan is a new addition to the New Garden Township Comprehensive Plan, though it has been an optional component in the MPC for many years.

As the topics of climate change, renewable energy and future energy supplies continue to become increasingly important, it also becomes increasingly important for the Township to consider policy in these areas as part of the Comprehensive Plan Update.

While the Background Report contains useful information related to current energy usage and spending in the Township and surrounding municipalities, this Section focuses on the Goal and Recommendations for improving Energy Conservation in the Township moving forward.

New Garden Township is a recognized Sustainable Community through the Sustainable Pennsylvania Community Certification program. New Garden Township is recognized at the Silver level of certification for meeting the program's rigorous performance criteria which tracks 131 policies and practices that define a sustainable community.

**GOAL:** Reduce the demand and consumption of energy in the Township while promoting increased efficiency.





Solar panels; Courtesy Chester County Planning Commission

## Recommendations:

### Tier 2

#### 1. *Consider amending Township ordinances to:*

- Permitting a solar energy facility as a principle use in appropriate areas
- Address outdoor wood-fired boilers, anaerobic digesters, and geothermal energy systems as primary and accessory uses
- Permit the installation of electric vehicle charging stations
- Continue to review and revise ordinances to ensure that unintended barriers are not incorporated as technologies change

#### 2. *Reduce auto-dependency through land use patterns and bike/pedestrian connectivity.*

The single largest consumer of energy in the Township is the individual automobile. Thus anything the Township can do to alter auto-dependency, including promoting mixed-use areas and redevelopment near transit and increasing multi-modal opportunities for biking, walking, and transit can reduce future dependency.

#### 3. *Increase Energy Efficiency of the Built Environment.*

Consider providing incentives for Energy Star or LEED-ND (neighborhood development) certification in new development or redevelopment. These standards, while not perfect, can increase energy efficiency. Some municipalities require a certain number of standards be met as part of a Conditional Use or rezoning application. Others provide incentives through reduced permit fees or review times.

#### 4. *Enhance the Township's "green infrastructure" by protecting open space, natural areas, promoting native plantings, and reducing barriers to low-mow areas, etc.*



5. *Promote energy conservation at the individual and household level through residential outreach and information campaigns, providing information on programs such as Solar City or PECO Smart House Call.*

6. *Be a Role Model.*

The Township can play a key role in energy conservation by creating demonstration projects (such as the stream restoration project in the Township Park), undergoing an energy audit of its buildings, vehicles and operations; and adopting a policy for replacing conventional vehicles with more fuel efficient models.

## V. Implementation Plan

There are numerous recommendations contained in this plan. Even the Tier 1 recommendations could fully occupy township staff and resources well beyond the intended 10-year planning horizon.

For this Plan, the Township has created a list of priority projects and secondary projects to guide implementation. The table in Figure 20 summarizes the top 10 Priority Projects with cross references to the Plan recommendations they address. Priority Projects are considered essential first steps to gaining momentum in several Priority Focus Areas and/or are achievable in the short term. Secondary projects are important, but more often only address one focus area or build upon the Priority Projects. Figures 21 and 22 lay out the framework for the implementation of these projects with time frames, lead agency, and potential funding sources, followed by a detailed description of the Priority Projects.

It is important to note that the Action Plan in Figures 21 and 22 is not an all-inclusive list of the recommendations found in this plan, though all recommendations contained in this plan are fully supported by the Township. The Action Plan concentrates on the Priority Focus Areas and other priorities deemed most critical at this time in the Township's development.

The following Recommended Actions achieve goals across multiple elements of this

\*Implementation Timeline: Priority 1 = 1 to 3 Years; Priority 2 = 3 to 6 Years; O = Ongoing

Plan Section	Recommended Action	Priority*	Lead Parties
<b>Open Space and Natural Resources</b>			
OSG1	Develop and adopt a Township Official Map	1	BOS/Admin
OSG2	Develop a township-wide Open Space Plan	1	OSRB
OSG3	Evaluate use of TDR within zoning ordinance to protect farmland and other resource lands by shifting development density to areas of the Township planned for development.	1	PC/ZC
OSG4	Develop best practices for land stewardship of township-owned natural resources and encourage Best Management practices and innovative storm water management strategies.	1	OSRB
OSG5	Consider an Environmental Advisory Committee.	2	BOS
OSG6	Expand the Township Agricultural Security Areas with landowner support.	2	OSRB
OSG7	Continue to proactively improve regulation and communication with the mushroom industry and related agencies.	O	BOS/ Admin
OSG8	Outreach and educate the public on the benefits and volunteer opportunities.	O	CC
OSG9	Continue to enforce Township ordinance protections for natural resources.	O	CE
OSG10	Coordinate with regional partners.	O	Admin/OSRB

<b>Greenways and Trails</b>			
Tr1	Develop and adopt an Official Map	1	BOS
Tr2	Ordinance recommendations to promote trail connectivity	1	PC/ZC
Tr3	Consider the need for a trails subcommittee of the Open Space Review Board.	1	BOS/ Admin
Tr4	Advance bike and pedestrian connections along Baltimore Pike.	2	Admin/PC
Tr5	Formalize the alignment of the Mason Dixon Trail within New	1	OSRB/TC

	Garden Township.		
Tr6	Implement the Master Plan for the Phelps/Syzmanski properties.	1	PR
Tr7	Promote public access as part of the easement acquisition process.	O	OSRB
Tr8	Coordinate with local and regional partners	O	Admin/PC
Tr9	Foster and encourage Friends of the New Garden Trails.	O	BOS
Tr10	Take advantage of opportunities as they arise through development or road projects to make connections to existing or planned trail connections in accordance with the Trail Map.		
Tr11	Educate users about trails etiquette, usage, and locations.	O	OSRB/TC

### Route 41

Rt41-1	Amend the Unified Development District in the Zoning Ordinance.	1	BOS
Rt41-2	Encourage a consistent 3-lane cross-section.	1	PC/Admin
Rt41-3	Improve safety and operations at priority intersections along Rt. 41.	1	PennDOT/BOS
Rt41-4	Promote the redevelopment of the PREIT site in accordance with the township's vision.	O	BOS
Rt41-5/6	Repurpose the Taylor Barn at the eastern end of Route 41 and consider its potential as a gateway to the township.	2	HC
Rt41-5/6	Coordinate gateway enhancements/signage and traffic calming measures for the corridor with wayfinding and branding of the Township.	2	Admin/BOS/ PennDOT
Rt41-5/6	Promote a cohesive streetscape along the corridor.	2	PC/Admin
Rt41-7	Identify locations and plan for bus stops and park-n-ride facilities to support use of future public transit services along the corridor, as well as ride sharing.	2	Admin/BOS/ PennDOT

### Historic Resources

HR1	Expand the historic resources inventory and complete the Historic Resources Atlas survey.	1	HC
HR2	Ordinance Amendments as described below	1	PC/ZC

HR3	Consider Village overlays for Landenberg and New Garden Villages.	1	HC/PC
HR4	Define, identify and map scenic roads and scenic landscapes throughout New Garden.	2	HC/PC
HR5	Create opportunities for historical interpretation and hands-on educational experiences.	0	HC
HR6	Provide Township representation and participation on the Brandywine Battlefield Task Force and consider implementation of the Strategic Landscape recommendations from the Brandywine Battlefield Preservation Plan.	0	HC
HR7	Pursue partnerships and funding opportunities that will strengthen and leverage the Township's historic resource protection efforts.	0	HC

### Toughkenamon

Tk1,2, 3	Ordinance and Map Amendments as described below	1	PC
Tk4	Develop an Official Map	1	BOS
Tk5	Explore options for acquiring Township parkland within Toughkenamon.	1	PR
Tk6	Develop and implement plans for a coherent streetscape along Newark Road and Baltimore Pike.	1	BOS
Tk7	Continue to pursue funding, coordinate with PennDOT, and advance design and construction of improvements at the intersection of Newark Road and Baltimore Pike.	1	BOS
TK8	Consider creating a committee focused on the revitalization of Toughkenamon	1	BOS
Tk9	Review and prioritize needed upgrades to storm water collection systems in Toughkenamon	2	BOS/PC
Tk10	Consider relocating the New Garden Growers Market into Toughkenamon.	2	BOS/Admin
Tk11	Enhance Township code enforcement by improving the effectiveness of the provisions.	2	ZC
Tk12	Consider a façade improvements incentives program.	2	BOS/Admin
Tk13	Explore the need for a LERTA program in Toughkenamon.	2	BOS
Tk14	Partner with private and nonprofit entities to encourage housing rehabilitation.	0	BOS/Admin

<b>Economic Development</b>			
ED1	Consider a market analysis to better understand economic opportunities and gaps in the region	1	BOS
ED2	Promote properties available for business development on township website, newsletters, etc.	1	CC
ED3	Continue partnership with the Southern Chester County Chamber of Commerce	1	BOS/Admin
ED4	Work with local banks to offer Small Business Loans or low interest rate loans to businesses and developers in Toughkenamon		Admin
ED5	Implement the New Garden Flying Field Master Plan	1	BOS/Admin
ED6	Evaluate ordinances to ensure unintended barriers to new business development, including a wide range of existing and emerging agribusinesses.	O	ZC
ED7	Review ordinances and reduce barriers to business development.	O	ZC

<b>Land Use and Housing</b>			
LU1	Amend the Zoning Ordinance: See Toughkenamon	1	PC/ZC
LU2	Amend the Zoning Ordinance: Route 41/Unified Development District	1	PC/ZC
LU3	Adopt a Vacancy Ordinance	1	PC/ZC
LU4	Enhance the rental registration and inspection ordinances	1	Admin/ZC
LU5	Clarify a policy to accommodate necessary alterations to support aging in place	1	Admin/PC
LU6	Amend the Zoning Ordinance to better support a wider range of housing.	1	PC/ZC
LU7	Promote resources and agencies that assist with housing rehabilitation.	2	CC
LU8	Promote universal accessible design in housing units.	2	PC
LU9	Review township signage regulations to ensure compatibility with the character of evolving districts, such as Toughkenamon.	2	PC

## Transportation

Trans1	<p>Intersection Improvements</p> <p>Continue to pursue funding, coordinate with PennDOT, and advance design and construction of the two top priority safety and operational intersection improvement projects at:</p> <ul style="list-style-type: none"> <li>• Newark Road and Baltimore Pike and</li> <li>• Route 41 and Sunny Dell Road</li> </ul>	1	Admin
Trans2	<p>Traffic Calming</p> <ul style="list-style-type: none"> <li>• Develop and establish a traffic calming policy and procedures that outline how requests for traffic calming measures are reviewed, evaluated, and recommended for implementation.</li> <li>• Establish a standing Township Traffic Committee that</li> <li>• meets regularly to discuss traffic and transportation-related issues, including requests for traffic calming measures.</li> </ul>	1	BOS/Admin
Trans3	<p>Baltimore Pike:</p> <ul style="list-style-type: none"> <li>• Develop gateway enhancements, signage, streetscape features, and traffic calming measures to enhance the overall appearance of the Baltimore Pike Corridor.</li> <li>• Maintain existing and develop new bicycle and pedestrian facilities consistent with previous plans and studies to transform Baltimore Pike into a more “complete street.” Provide a consistent sidewalk along the south side of Baltimore Pike.</li> <li>• Enhance existing bus stops for the ChescoBus SCCOOT, including the provision of pedestrian facilities and crossings at bus stop locations.</li> <li>• Maintain and consider upgrades to the traffic signals, including retiming and installing the latest technologies to improve traffic flow and safety</li> </ul>	1	Admin/BOS
Trans6	<p>Continue to plan, evaluate improvement options, coordinate with PennDOT, and pursue opportunities to advance design and construction of other intersection improvements.</p>	2	Admin
Trans7	<p>Newark Rd</p> <p>Monitor and proactively plan for potential increases in traffic volumes, particularly truck traffic, along Newark Road due to</p>	2	Admin/BOS

	potential improvements at the US 1 Interchange, the Baltimore Pike Intersection, and between US 1 and Baltimore Pike. Evaluate ways to minimize negative impacts associated with increased traffic volumes.		
Trans8	New Roadway Connections  Advance planning and evaluate the feasibility of new roadway connections.	2	Admin/BOS
Trans9	Roadway Functional Classification: <ul style="list-style-type: none"> <li>• Coordinate with PennDOT, DVRPC, and Chester County Planning Commission to request revisions to the federal, state, and county roadway functional classifications to reflect current conditions and consistency with the Township’s vision.</li> <li>• Review and update Township ordinances that are based on roadway functional classification. Ensure that the Roadway Functional Classification Map in the Comprehensive Plan is referenced appropriately in Township ordinances.</li> </ul>	2	Admin/ PC/ZC
Trans10	Update Township Ordinances related to streets, sidewalks, trails, public transit, and parking.	2	BOS/Admin
Trans11	Funding <ul style="list-style-type: none"> <li>• Dedicate Township resources for the continued maintenance of Township-owned transportation infrastructure, including roads, bridges, traffic signals (retiming and modernization), and the New Garden Flying Field.</li> <li>• Submit identified transportation projects to the Chester County Planning Commission for inclusion on the Transportation Improvement Inventory (TII).</li> </ul>	0	Admin
Trans12	Public Transportation  Support enhanced and more frequent service to West Chester and other regional transit services, including convenient transit service between southern Chester County and Wilmington, DE.	0	Admin
Trans13	Support the continued development of the Airport as a transportation asset.	0	
Trans14	Regional Coordination: Coordinate with surrounding municipalities, Chester County, the Transportation Management Association of Chester County (TMACC), the Delaware Valley Regional Planning Commission (DVRPC),	0	Admin

and PennDOT to address regional transportation issues.

<b>Community Facilities</b>			
CF1	Explore additional options for cost sharing with adjoining municipalities, including the potential for regional partnerships on storm water projects.	1	BOS/Admin
CF2	Pursue opportunities for multi-municipal planning and funding of mutually beneficial projects, such as trails, sidewalks, and sewer.	1	BOS/Admin
CF3	Complete construction of a new police headquarters along Route 41.	1	BOS/SCCRP
CF4	Locate an appropriate site for a public park in close proximity to the Village of Toughkenamon.	1	BOS/OSRB
CF5	Create a New Garden Township brand and identity that will coordinate all gateways, signage and wayfinding in Toughkenamon, Route 41, Route 1 interchange, and Baltimore Pike.	1	Admin
CF6	Continue to require inspection and monitoring of private septic systems and monitor any failing systems throughout the planning period.	2	PR
CF7	Assess and respond to community needs for diverse, accessible and age appropriate recreational opportunities.	2	PR
CF8	Continue to support the Kennett Library in its mission to serve New Garden Township.	O	BOS
CF9	Periodically assess township communications with residents and businesses and improve outreach as feasible.	O	CC

<b>Energy Conservation</b>			
EC1	Consider amending Township Ordinances to encourage renewable energy.	2	PC/BOS
EC2	Reduce auto-dependency/Encourage bike/pedestrian connectivity	O	PC
EC3	Consider incentives for the incorporation of Energy Star, LEED, or Passive House standards.	2	ZC/BOS
EC4	Enhance green infrastructure	2	ZC

EC5	Promote education and outreach regarding energy conservation at the individual and household level.	O	CC
EC6	Be a role model for energy conservation.	O	BOS/OSRB

**Admin- Administration and Staff**  
**BOS- Board of Supervisors**  
**CC- Communications Committee**  
**IC - Implementation Committee**  
**PR- Parks and Recreation Committee**

**OSRB – Open Space Review Board**  
**TC- Trails Committee/Friends of New Garden Trails**  
**ZC - Zoning Committee**

## Summary of Ordinance Amendment Recommendations

Various ordinance recommendations are discussed throughout this plan. The list below summarizes those presented. Those listed in **BOLD** are considered to be of highest priority for implementation in the next 1 to 3 years.

### *1. Revitalize Toughkenamon:*

- a. **Extend the R-3 Village Zoning District to reflect the boundaries of Toughkenamon Village on the Future Land Use Map, with consideration for two distinct zones: a Village Mixed-use and Village residential zone/overlay district.**
- b. **Provide form based code type design guidelines.**
- c. **Increase opportunities for medium density multifamily residential.**
- d. **Adjust by-right minimum lot sizes within the village core for residential uses to reflect existing conditions and encourage consolidation of lots.**
- e. **Allow commercial uses within the village mixed-use areas of the village core, focusing on retail and restaurant uses on the ground floor with office and/or residential uses above.**
- f. **Examine the adaptive reuse standards to encourage continued vitality of historic buildings within the village.**
- g. **Examine on- and off- street parking requirements, such as**
  - i) **revise off-street parking requirements for residential uses based upon number of bedrooms;**
  - ii) **adjust parking standards to reflect opportunities to reduce impervious coverage where mixed use development may have complimentary or shared parking needs; and**
  - iii) **allow on-street parking to count towards parking requirements within the village.**
- h. **Require sidewalks for redevelopment and new development.**

### *2. Land Use, Housing and Economic Development:*

- a. **Review and revise the Unified Development District to reduce barriers to redevelopment and development along the eastern end of Route 41.**
- b. Continue to promote flexible and innovative subdivision design that protects open space and natural resources and complements township character, while allowing developers to respond to market demands for increased housing diversity.
- c. Review zoning and other ordinances to consider permitting accessory dwelling units on existing residential properties in the R-2 and R-4 districts, in order to assist residents aging in place.
- d. Consider incentive provisions to provide for a percentage of affordable workforce housing in appropriate locations.
- e. **Increase opportunities for congregate living opportunities for seniors and people with special needs.**
- f. Consider specific ordinance requirements for on-site farm worker housing.
- g. Enhance the Rental Property Ordinance to register and regulate rental properties.
- h. **Create and adopt a Vacancy Ordinance to register and regulate vacated structures.**

- i. Promote universal design in new housing units.
- j. **Review ordinances to ensure there are no unintended barriers that deter new and innovative businesses from locating within the township.**

*3. Historic Resources.* Amend the Township Zoning Ordinance to:

- a. **Clearly define and distinguish “demolition” and “demolition by neglect”;**
- b. **Bring the time line for Historical Commission review and Zoning Officer action into conformity for all applications;**
- c. **Consider adding additional adaptive re-use opportunities, such as: Antique Shop or similar low-turnover retail, Artist’s Studio/Crafts Workshop/Cultural Studio, Child or Adult Day Care, Personal Service or Repair Service, or Catering or Food Preparation (no on-site consumption);**
- d. Consider making certain actions or re-use opportunities subject to Conditional Use approval and including any recommended design standards conditions of approval; and
- e. Consider adding a formal requirement for submission of an Historic Resource Impact Study for any subdivision or land development including or within a set distance of any inventoried historic resource(s).
- f. Consider village overlay district and regulations for Landenberg and New Garden Villages.

*4. Open Space, Natural Resources, Greenways and Trails.* Consider strengthening township Ordinance provisions to:

- a. **Evaluate use of TDR within zoning ordinance to protect farmland and other resource lands by shifting development density to areas of the Township planned for development.**
- b. Identify and enhance protection of headwaters by reducing impervious coverage permitted within these areas and increasing open space in developments proposed in these areas.
- c. Enhance groundwater resource protection standards;
- d. Require a certain percentage of plantings be native species;
- e. Permitting low-mow, meadow areas as part of community open space;
- f. Review protections for forest interiors and their surrounding woodlands;
- g. Consider protections for heritage trees;
- h. Consider allowing for tree replacement plantings to be done off-site and directed to priority areas, such as unforested riparian buffers.
- i. Review ordinance language to ensure the provision of trail connectivity between existing uses and any new development redevelopment.

*5. Energy Conservation.* Amend Township Ordinances to:

- a. Permit a solar energy facility as a principle use in appropriate areas;
- b. Address Outdoor wood-fired boilers, anaerobic digesters, and geothermal energy systems; and
- c. Permit the installation of electric vehicle charging stations.
- d. Continue to review and revise ordinances to ensure that unintended barriers are not incorporated as technologies change.

- e. Consider incentives, such as reduced permit fees for renewable energy systems.
- f. Consider incentives, such as increased density or reduced permit fees, for buildings with Energy Star, LEED, or Passive House certification.
- g. Require that new development or redevelopment meet certain standards for energy efficiency, such as a minimum percentage of solar-oriented lots and/or solar ready roofs.
- h. Establish standards for renewable energy systems specific to historic properties.

*6. Transportation.* Review and update the Township's Zoning Ordinance, Subdivision and Land Development Ordinance (SALDO), and other Township policies related to the planning and design of roadways, sidewalks, trails, public transit, and parking facilities.

- a. **Streets:** The current SALDO (Chapter 170, Article VI) includes street design standards. Many of the standards are related to functional classification, including street widths, right-of-way widths, shoulder widths, access management requirements, and maximum grade. Consider revising these requirements based on current PennDOT criteria, and base the functional classification of roadways established as part of this Comprehensive Plan update.
- b. **Impact Statements:** The current SALDO (Chapter 170, Article V, Section 20(10)) includes requirements for preparation of traffic impact statements for proposed developments. The ordinance does not require evaluation of bicycle, pedestrian, or transit access for the proposed development. Consider revising the ordinance, particularly for proposed developments along the Route 41 and Baltimore Pike corridors.
- c. **Sidewalks:** The current SALDO (Chapter 170, Article VI, Section 34) specifies a minimum sidewalk width of four feet within residential neighborhoods. PennDOT's Design Manual, Part 2, requires a minimum sidewalk width of five feet, but allows for a reduction to four feet if passing areas are provided every 200 feet. This design standard is based on the American with Disabilities Act (ADA) Accessibility Guidelines. Revise the ordinance language to specify consistency with federal ADA requirements and/or PennDOT design standards for sidewalk widths.
- d. **Trails: The current SALDO does not specify the width or other design features of trails. Update ordinance language to include trail design standards.**
- e. **Bus Stops:** The current SALDO does not include any references to bus stop design. Update ordinance language to specify the need to coordinate with public transit provider(s) as part of the land and include bus stop design standards.
- f. **Parking:** The current Zoning Ordinance (Chapter 200, Article XVI, Section 109) specifies minimum off-street parking requirements by land use categories. In order to encourage alternatives to driving, plan for future transportation options, and decrease impervious surfaces, the Township may consider revising parking requirements. This can include eliminating minimum requirements, and instead require a parking demand study for new developments based on current trends and accepted outside resources, requiring bicycle racks for non-residential uses, and allowing reductions if shared parking or park-n-ride spaces are provided.

- g. Pick-up/Drop-off Areas: Develop ordinance language to establish requirements and design guidelines for pick-up/drop-off areas for new developments that reflect the increased use of ridesharing and other technological advances for transportation.

*7. General:*

- a. Provide incentives and reduce barriers for agri-business and agri-tourism and help remaining farm properties remain viable in an increasingly suburban environment.
- b. Incorporate requirements to ensure that new development and redevelopment creates pedestrian connections (trails and/or sidewalks) to surrounding neighborhoods, the Township Park, existing or planned trails, and other community facilities.
- c. Review township signage and offsite advertising (billboard) regulations to ensure compatibility with township character.