

# Atglen Borough

Chester County, Pennsylvania

## Comprehensive and Revitalization Plan



Adopted November 5, 2018

# Atglen Borough

Chester County, Pennsylvania

## Atglen Borough Comprehensive and Revitalization Plan, 2018

Adopted November 5, 2018

### Atglen Borough Council

Charles Palmer, Jr. – President  
Denim Kurtzhals-Vice President  
Joshua Glick  
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### Borough Solicitor

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### Technical Assistance and Funding

This plan was prepared by Atglen Borough with the technical assistance provided by the Chester County Planning Commission. Funding was provided, in part, through a grant from the Vision Partnership Program sponsored by the Chester County Board of Commissioners. The plan has been prepared in conjunction with the principles of the County's policy plan, Landscapes, as a means of achieving greater consistency between local and county planning programs.

## **RESOLUTION # 583-18**

### **BOROUGH OF ATGLEN CHESTER COUNTY, PENNSYLVANIA**

A RESOLUTION ADOPTING THE ATGLEN BOROUGH COMPREHENSIVE AND REVITALIZATION PLAN YEAR 2018, REPEALING THE ATGLEN BOROUGH COMPREHENSIVE PLAN ADOPTED IN YEAR 2000, REPEALING THE MAIN STREET PLAN ADOPTED IN YEAR 2001, REPEALING THE REVITALIZATION PLAN ADOPTED IN YEAR 2002, AND REPEALING THE REVITALIZATION ACTION PLAN ADOPTED IN YEAR 2010

**WHEREAS**, the Borough of Atglen organized a Planning Task Force in October 2016 to review the Borough Comprehensive Plan adopted in Year 2000, review the Revitalization Plan adopted in Year 2002, review the Revitalization Action Plan adopted in Year 2010, and develop a new Comprehensive and Revitalization Plan for the Borough; and

**WHEREAS**, the Borough held public open houses and conducted in person interviews with key Borough residents, the homeowners associations, the Park and Recreation Commission, and business owners prior to developing the draft Comprehensive and Revitalization Plan; and

**WHEREAS**, the Planning Task Force and the Borough Planning Commission received public comment on the Comprehensive and Revitalization Plan draft at a public meeting held on August 22, 2018 in accordance with the Municipalities Planning Code; and

**WHEREAS**, at the August 22, 2018 Planning Commission meeting the Borough Planning Commission reviewed the Comprehensive and Revitalization Plan draft and recommended it be forwarded to Borough Council for adoption; and

**WHEREAS**, the Borough has reviewed the proposed Comprehensive and Revitalization Plan draft and shared it with local municipalities West Fallowfield and West Sadsbury Townships, the Octorara Area School District and the Chester County Planning Commission; and

**WHEREAS**, the Borough has held a public hearing pursuant to public notice to inform the public and obtain public comment on the draft Comprehensive and Revitalization Plan; and

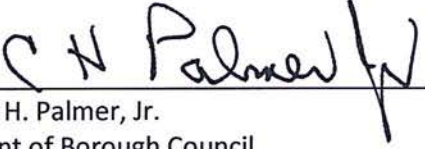
**WHEREAS**, the Borough Council has determined to adopt the draft Comprehensive and Revitalization Plan, dated September 2018, including as part thereof the text, maps, charts, Appendices and other matters, all of which is incorporated herein by reference as though fully set forth at length as the Atglen Borough Comprehensive and Revitalization Plan;

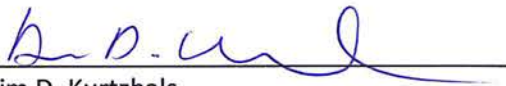
**NOW THEREFORE, BE IT RESOLVED** that the Council of the Borough of Atglen hereby adopts, pursuant to Article III of the Pennsylvania Municipalities Planning Code, the Comprehensive and Revitalization Plan of the Borough of Atglen, Year 2018, in its entirety including the maps, charts, text, Appendices and other matters, as set forth therein.


**BE IT FURTHER RESOLVED**, that the previous Comprehensive Plan of the Borough of Atglen adopted in Year 2000, Main Street Plan adopted in Year 2001, Revitalization Plan adopted in Year 2002, and Revitalization Action Plan adopted in Year 2010, are hereby repealed and rescinded.

**ADOPTED** this 5<sup>th</sup> day of November 2018 by the Borough Council of the Borough of Atglen, Chester County, Pennsylvania in lawful session duly assembled.

**BOROUGH OF ATGLEN**


  
\_\_\_\_\_  
Charles H. Palmer, Jr.  
President of Borough Council

  
\_\_\_\_\_  
Denim D. Kurtzhals  
Vice President of Borough Council

  
\_\_\_\_\_  
Brian T. Hahn  
Councilperson

  
\_\_\_\_\_  
Joshua H. Glick  
Councilperson

  
\_\_\_\_\_  
Melissa A. McClay  
Councilperson

ATTEST:   
\_\_\_\_\_  
Caren D. Andrews  
Manager/Secretary



# Atglen Comprehensive and Revitalization Plan

## Table of Contents

### Chapter 1 | Introduction

What is a Comprehensive Plan .....	1-1
Plan Development and Adoption .....	1-2
Plan Content .....	1-3
Vision .....	1-4
Themes .....	1-4
How to Use This Plan .....	1-5
Implementation .....	1-5

### Chapter 2 | Community Profile

Regional Setting and Influences.....	2-1
Development Patterns.....	2-2
Planning History and Context .....	2-4
Demographic Characteristics .....	2-7

### Chapter 3 | Implementation Strategy

Introduction.....	3-1
Ch. 4 Town Center Plan.....	3-4
Ch. 5 Economic Development Plan.....	3-6
Ch. 6 Neighborhoods Plan .....	3-7
Ch. 7 Connectivity Plan .....	3-8
Ch. 8 Borough Services and Facilities Plan.....	3-10

**Chapter 4 | Town Center Plan**

Goals and Objectives ..... 4-1

Recommendations..... 4-2

    Zoning, Design Guidelines, Redevelopment and Infill Opportunities..... 4-2

    Parks and Recreation ..... 4-6

    Streetscaping and Gateways ..... 4-8

    Institutional and Cultural Resources..... 4-9

    Intersection Improvements ..... 4-10

    Parking..... 4-11

    Historic and Cultural Heritage and Character ..... 4-12

    Map 4 Town Center Plan Map ..... 4-14

**Chapter 5 | Economic Development Plan**

Goals and Objectives ..... 5-1

Recommendations..... 5-2

    Programs, Coordination, and Funding Sources for Business Development..... 5-2

    Community Events ..... 5-9

    Promotion ..... 5-11

**Chapter 6 | Neighborhoods Plan**

Goals and Objectives ..... 6-1

Recommendations..... 6-2

    Parks and Recreation ..... 6-2

    Improvements ..... 6-4

    Safety and Community ..... 6-5

**Chapter 7 | Connectivity Plan**

Goals and Objectives ..... 7-1

Recommendations..... 7-2

    Bicycles and Pedestrians ..... 7-2

    Additional Studies, Mapping, and Ordinances ..... 7-8

    Road Improvements ..... 7-10

    Public Transportation ..... 7-11

    Signs ..... 7-12

    Connectivity Plan Map 7a (Borough Map) ..... 7-13

    Connectivity Plan Map 7b (Regional Map) ..... 7-14

**Chapter 8 | Borough Services And Facilities Plan**

Goals and Objectives ..... 8-1

Recommendations..... 8-4

    Parks and Recreation ..... 8-4

    Historic Resources ..... 8-6

    Communication ..... 8-8

    Community Facilities ..... 8-8

    Emergency Services ..... 8-10

    Education..... 8-10

    Budget/Funding/Infrastructure/Codes/Ordinances..... 8-11

    Natural Resources ..... 8-13

    Cultural Resources Map 8..... 8-15

**Chapter 9 | Future Land Use**

Introduction..... 9-1

Future Land Use Categories..... 9-1

Future Land Use Map 9 ..... 9-5

**Chapter 10 | Revitalization**

Introduction..... 10-1

Action Plan List ..... 10-2

Existing Revitalization Accomplishments ..... 10-21

## Appendix A | Existing Conditions

Chapter Organization.....	A-1
Land Use .....	A-1
Transportation Network .....	A-5
Borough Facilities and Services.....	A-8
Community Services .....	A-15
Natural Resources.....	A-18
Parks, Recreation, and Open Space .....	A-27
Historic Resources .....	A-36

## Appendix B | Plan Maps And Illustrations

Figure 4-1: Eastern Gateway Development Opportunities .....	B-2
Figure 4-2: Church Street Borough Park Concept .....	B-3
Map 4: Town Center Plan .....	B-4
Figure 6-1: Valley Avenue Borough Park Concept.....	B-5
Figure 7-1: Federal Highway Administration; Small Town and Rural Multimodal Networks. Selected concepts for Atglen Borough. ....	B-6
Figure 7-4: Existing Ordinance Matrix .....	B-7
Connectivity Plan Map 7a.....	B-8
Connectivity Plan Map 7b.....	B-9
Cultural Resources Map 8.....	B-10
Future Land Use Map 9 .....	B-11
Figure A-2: Existing Land Use Map .....	B-12

## Appendix C | Trail Town Economic Development Information

Implementing Trail-Based Economic Development Programs.....	C-1
Pennsylvania Borough News. Open for Business.....	C-5

## Appendix D | Glossary of Terms and Acronyms

Definition of Terms .....	D-1
Commonly Used Acronyms.....	D-12



# Chapter 1

# Introduction

## What is A Comprehensive Plan?

A comprehensive plan documents existing conditions and provides a strategy for future changes. This Plan is a framework for the Borough to be proactive in dealing with issues, needs, and changes. It is both a guide for making day to day decisions and longer term strategic decisions toward a better future.

The Atglen Borough Comprehensive and Revitalization Plan was developed to define the policies to guide land use, development decisions, and economic development over the next ten years. The Borough has undergone changes since Route 41 “bypassed” the Borough and as development in the region occurred. Regional emphasis on the Borough decreased, which resulted in a decline in businesses and amenities within the town center. The Borough has made efforts such as streetscape improvements along Main Street to spur revitalization. Atglen Borough committed to an overall revitalization strategy beginning with the 2000 Comprehensive Plan and is continuing with this updated Plan, building upon successes by identifying new land use and redevelopment strategies.

The Plan recommendations provide a wide range of actions, some specific and immediate, others more general and continuous. While the Borough may not be able to implement all of the recommendations within the timeframe of this Plan, they represent a realm of possibilities to which priorities are assigned. As the higher priorities are addressed, the Borough can begin initiating the remainder of the recommendations as opportunities arise. Chapter 3, Implementation Strategy provides a matrix of the Plan recommendations including the priority, method, funding source, and entity responsible for implementation.

Atglen envisions a revitalized future as a “Trail Town.” With the continuing development of the Enola Low Grade Trail and Chester Valley Trail and potential connections to Wolf’s Hollow Park, Atglen aspires to take advantage of the trail and bicycle route connections that will increase visitors and potentially bring businesses and new residents. The Borough envisions a walkable, bikeable, vital town center with thriving small businesses, institutional uses, public amenities, engaging events, and a variety of recreational opportunities. This Plan provides a guide for Atglen to achieve this future.



*A comprehensive plan documents existing conditions and provides a strategy for future changes.*

## Plan Development and Adoption

This comprehensive and revitalization planning effort was lead by a Task Force consisting of representatives from the Borough Planning Commission and Borough Council, the Mayor, and the Borough Manager. In addition to regular monthly meetings of the Task Force the process included the following:

- The Plan Task Force exercise to identify key challenges and opportunities to shape the direction of the Plan (October 2016).
- Public open house to engage residents and business owners (February 2017).
- Meetings and interviews with homeowners associations, the Borough Parks and Recreation Commission, business owners, and other local stakeholders.
- Subgroup meetings on key topics (April and May 2017).
- Public open house to present draft plan recommendations and solicit feedback (January 2018).
- Full draft Plan released for review and comment (August 2018).
- Planning commission public meeting (August 22, 2018).
- Borough Council public hearing to adopt the Plan (tba).

The 2018 Atglen Borough Comprehensive and Revitalization Plan was adopted in accordance with the provisions stipulated in the Pennsylvania Municipalities Planning Code (MPC). The Plan was adopted by Borough Council on November 5, 2018. Both the public meeting and hearing were held pursuant to public notice as required by the MPC. Legal advertisements concerning the meetings were placed in the Daily Local News. Attendance at both the public meeting and the public hearing was encouraged through the means available to the Borough, including advertising on the Borough website, Borough Facebook page, newsletters, invitation of community groups, and personal invitations.



**Opportunities and Challenges:**  
The following are some preliminary items from the plan task force. Please feel free to agree or elaborate on them or add your own!

Please vote on or add to the list of opportunities and challenges. *Atglen Borough Council*

Comment	Place your vote here
Capitalize on local resources/assets such as future trail connections, railroad history, and the regional farming community.	✓✓✓✓✓
Bring in new businesses such as small retail shops, coffee shops/cateries, craft brewery, a gym, or similar uses.	✓✓✓✓✓
Experiment with pop up uses or events such as a farmers market, "first Friday", block parties, bicycle races, etc. that might lead to more permanent uses and attract interest in the Borough.	✓✓✓✓✓
Work with adjacent municipalities and agencies such as the County to pursue completion of trail connections (Enola Low Grade, CVT, to Wolfs Hollow, etc.) and add to/enhance Borough parks.	✓✓✓✓✓
Increase park and recreation facility amenities.	✓✓✓✓✓
Make sure future changes complement the existing character and growth is well managed.	✓✓✓✓✓
The Borough has a value of neatness/cleanliness and is safe, quiet, and quaint.	✓✓✓✓✓
<b>Write your own!</b>	<b>Place your vote here</b>
Establish a program area at the corner with bus and left turn driving	✓✓✓✓
expand 2nd commercial area the L	✓✓✓
review noise ordinance / parking lots	✓✓
Tax abatements LERTA	✓
good schools continue to be a priority	✓✓✓✓✓
Soccer Fields/Basketball courts	✓

## Plan Content

The Comprehensive and Revitalization Plan was completed in compliance with the provisions of Article III of the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968, as amended. This legislation enables municipal land use controls in Pennsylvania and provides the framework for developing and implementing plans and land use regulations. It specifically enables municipalities to produce and adopt comprehensive plans and to regulate development through the use of various regulatory tools including zoning and subdivision and land development ordinances. Further, the MPC specifies that municipal or multimunicipal comprehensive plan must be reviewed at least every ten years.

This Plan fulfills these requirements through the various chapters, goals and objectives, and recommendations. This Plan is organized by major topics of interest as specified by the Task Force, stakeholders, and residents throughout the planning process.

Plan chapters address the following topics: town center, economic development, neighborhoods, connectivity, borough services and facilities, and revitalization. Recommendations for each chapter were discussed in detail and consensus was reached on these actions prior to the drafting of the complete plan chapters. The full chapters were then reviewed by the Task Force in addition to Borough staff and other contributing members. Chapter 3, the Implementation Strategy, focuses on the action, priority, responsibility, and method of implementation for each recommendation and can be used as an overview or reference guide for this Plan.



*Atglen Borough's Main Street.*

## Vision

This Plan includes goals and objectives that are included in each of the Plan Chapters (4-9). However the overarching vision for the Borough to achieve by implementing this Plan is as follows:

## Themes

This Plan includes recommendations in each of the Plan Chapters (4-9) which are prioritized in Chapter 3, Implementation Strategy. The overarching themes for the Borough are:

### 1. Develop a master plan for parks, recreation, and trail connections.

This step involves recommendations from various Chapters and several from Chapter 7 to create more detailed plans to “cost out” improvements in order to move forward applications for funding for installation of parks and trails. DCNR’s C2P2 grant is one primary funding source.

### 2. Continue to make improvements to streetscapes, expand sidewalks, and implement bike routes in preparation for and anticipation of trail connections.

This step involves several recommendations from various Chapters including Chapters 4, 6, and 7. Making these improvements ahead of and anticipation of trail connections is important so that amenities and connections from trails are already in place prior to the opening of regional trail connections.

### 3. Create marketing materials and volunteer groups such as the Economic Development Committee and Historic Commission to spur economic development, business expansion, and other efforts in anticipation of the trail connections.

The Borough should begin efforts in anticipation of trail connections and building towards trail openings. Using the future trail connections as opportunities to draw economic development is an advantage that should be initiated prior to the trail connections being completed. Creating volunteer committees to expand capacity to implement plan recommendations will spur economic development in addition to ordinance changes, coordinating with other agencies, infrastructure improvements, and fostering new business and redevelopment.

### 4. Improve the gateway to the Borough on Lower Valley Road.

This includes ordinance amendments, developing an Official Map, and creation of design guidelines to influence future development to meet the goals of the Borough for the gateway. Installation of gateway features such a welcome sign, landscaping, and lighting is another aspect that will require design, coordination, funding, and potential land acquisition, donation, or easements.

## Vision

*To become a thriving and vibrant town center, relevant for current and future generations, by creating a safe, connected, sustainable, attractive, and diverse community that leverages multiple trail connections to foster community and economic growth.*



## How to Use This Plan

This Plan is divided into the following sections:

- Implementation Strategy, Chapter 3: Recommendation Priorities (“Cliff Notes” of the Plan)
- Plan Chapters, Chapter 4-9: Goals and objectives, recommendations
- Revitalization Plan, Chapter 10: Specific infrastructure improvement list
- Background, Chapter 2, Appendix A: Community profile and existing conditions
- Appendices

Chapter 2, Community Profile and Appendix A Existing Conditions provide background and a broad context, while the Plan Chapters were informed by the critical opportunities and challenges identified through the plan development process. These chapters address issues relevant to the topic at hand, identify goals and objectives to address those issues, and provide recommendations to achieve the goal and objectives.

## Implementation

The Plan’s policies are implemented through various means by entities in an organized and coordinated manner consistent with local goals. Many are implemented through the zoning ordinance or subdivision and land development ordinance, while others are implemented through collaboration, outside programs and funding sources, special programs, administrative activities, and planning activities. The planning horizon for the Plan is ten years.

The implementation tables in Chapter 3 contain a complete set of the recommendations and indicate who, what, when, and how the actions are to occur. The recommendation describes the action to be undertaken (what), the priority (when) establishes the importance of the actions, the entity (who) describes who is responsible to implement or initiate the recommendation, and method (how) describes what process, document, or other action will facilitate the recommendation. The implementation tables provide a summary of all of the plan recommendations in one place with cross references to the page where the recommendation is located and described in more detail.

While useful and prudent to think very long-term when developing a plan, this Plan is intended to direct Borough actions for ten years (2028), with reviews of progress as necessary. It is recommended that a limited review of progress be conducted annually, and an in-depth review be conducted at the five year mark (2023).



# Chapter 2

# Community Profile

## Regional Setting and Influences

Atglen Borough is located in western Chester County near the border with Lancaster County. Parkesburg, Chester County lies roughly two miles to the east and Christiana Borough in Lancaster County is only one mile to the northwest. The West Sadsbury Commons Shopping Center five miles to the northeast is the nearest opportunity for shopping and services for Borough residents. Although the region is primarily rural and agricultural, it is influenced by its proximity to Philadelphia, Lancaster, and Wilmington, Delaware.

Route 41 runs directly through the eastern edge of the Borough and is the primary roadway access. This road is a primary route between Lancaster and Wilmington and is heavily used by trucks from the Port of Wilmington to access Route 30 and the PA Turnpike to points west. Route 30 is a few miles north of the Borough providing access to West Chester, Exton, Great Valley, King of Prussia, Philadelphia, and connections to the national highway system. PA Route 30 is a remnant of the first “road to the west”, which later became a part of the historic trans-continental Lincoln Highway, connecting New York to San Francisco. A rail line currently used by Amtrak cuts east-west across the Borough, however there is no station or stop in Atglen, and the nearest stop is in Parkesburg.



*Atglen Borough in the regional context.*  
 Image source: Google Maps.

## Development Patterns

As a whole, Atglen experienced very limited growth until recent decades, with the largest growth during the 1990's (48%) before slowing during the 2000's. Atglen's neighboring communities have had similar levels of growth, as the area has sought to limit growth and density. In the coming decades growth is forecasted to continue but remain at more moderate levels. In particular, municipalities within the region such as West Fallowfield and Highland Townships have and will continue to experience low growth due to the large number of protected farms.



Atglen contains a dense historic town center surrounded by neighborhoods with smaller lots in a traditional grid pattern.



Newer housing on larger lots in a more curvilinear pattern has occurred in the western and southern portions of the Borough.

Source: Pictometry.





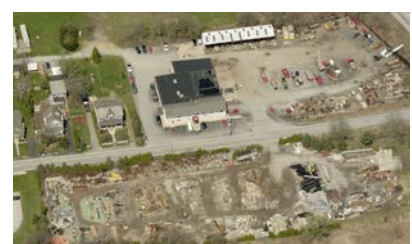
A majority of the northern portion of the Borough remains undeveloped with large landholdings to the east and west side of Zion Hill Road.



The southeastern corner of the Borough includes portion of a farm in West Sadsbury Township



The western end Atglen remains undeveloped, containing two parcels owned by the Borough in addition to a few larger undeveloped parcels.



A few light industrial businesses are located in the western portion of the Borough, just north of the railroad tracks, and along Lower Valley Road just west of Route 41.

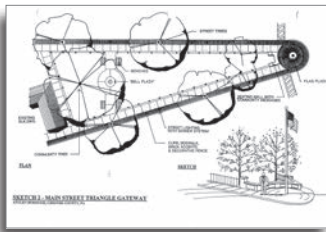
Source: Pictometry.

## Planning History and Context

### ■ Atglen Planning Documents

#### Atglen Borough Comprehensive Plan 2000

In addition to implementation of various recommendations, the 2000 Comprehensive Plan led to several key follow up plans and ordinance updates mentioned below.



#### Atglen Urban Center Revitalization Plan (UCRP) 2002/2010

The URCP was adopted in 2002 and updated in 2010. This plan provides additional detail including cost estimates and other specific project information. Having projects listed in the UCRP is a prerequisite for receiving funding from the Chester County Department of Community Development Community Revitalization Program.

#### Atglen Borough Main Street Plan 2001

This plan provided a specific plan for streetscape improvements and a phased redevelopment of the town center. The plan focused on the four-prong approach of the National Trust for Historic Preservation's Main Street Center, including organization, promotion, economic restructuring, and design. The Main Street Plan was adopted as an amendment to the Comprehensive Plan.



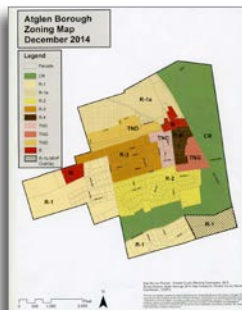
#### Atglen Borough Ordinance Updates 2001

The Borough's land use regulations received a major overhaul with the adoption of amended zoning, subdivision and land development, and stormwater management ordinances.



#### Atglen Station Concept Plan, 2012

Atglen Borough, Chester County Planning Commission, and Urban Engineers completed a concept plan for the design of a new passenger rail station. The potential Atglen rail station is listed on SEPTA's long range improvement plan.



#### Atglen Borough Zoning Ordinance Update 2014

An updated Borough Zoning Ordinance was adopted 2014, addressing the gateway (Lower Valley Road), town center, the addition of a transit oriented development (TOD) district surrounding the future train station site, and conservation residential design requirements for areas in the northern section of the Borough. The update also clarified definitions and made other minor adjustments to land uses, supplemental uses, and natural resource protection regulations.



## ■ Regional Planning

### Octorara Regional Comprehensive Plan (2004)

The Octorara Regional Plan includes the Boroughs of Atglen and Parkesburg in addition to West Sadsbury, West Fallowfield, Highland, and Londonderry Townships. The municipalities sought to take a proactive approach to growth management by planning together for an appropriate level and location of development, while simultaneously protecting sensitive environmental resources and the rural character that forms the identity of the Octorara Region.

While the regional planning commission is not currently active, the Regional Plan remains adopted policy of the participating municipalities which remain relevant for policy and land use decisions.

The plan considers Atglen as a “town center” and an area for more dense and commercial development within the region. This updated Borough plan is consistent with that theme and incorporates some of the relevant recommendations from the Regional Plan.



### Chester County Planning Commission; Landscapes2

Landscapes2 was adopted in 2009 as Chester County’s Comprehensive Policy Plan, championing a balance between growth and preservation. Landscapes2 is currently being updated, and draft Landscapes3 materials renew the county’s commitment to balancing growth and preservation while embracing the characteristics that make the county a cherished place to live, work, and play. The Landscapes map depicts growth areas (Urban Center, Suburban Center, Suburban, and Rural Center landscapes) and rural resource areas (Agricultural and Rural landscapes). Map overlays also address natural and historic resources.

Atglen was depicted as an Urban Center in Landscapes2, and retains that designation in draft Landscapes3 materials. Agricultural landscapes are located south of the borough, and Suburban landscapes border to the north and east. This plan is consistent with the Urban Center designation, and supportive of the Landscapes3 goal areas of Preserve, Protect, Appreciate, Live, Prosper, and Connect. Landscapes3 adoption is anticipated to occur late in 2018.



*Landscapes Map*

## Delaware Valley Regional Planning Commission

The Delaware Valley Regional Planning Commission (DVRPC) provides comprehensive, coordinated planning for the orderly growth and development of the Greater Philadelphia region. This region includes Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC is an interstate, intercounty, and intercity agency that advises on regional policy and capital funding issues concerning transportation, economic development, the environment, and land use.

As the region's Metropolitan Planning Organization (MPO), DVRPC is also responsible for coordinating the Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of transportation priority projects required under federal law. The TIP must include all transportation related projects that intend to use federal funds, non-federally funded projects of regional significance, and other State funded capital projects.



Image source: DVRPC

## Connections 2045

In 2017, DVRPC updated and adopted their long-range plan, Connections 2045. The plan identifies Greater Philadelphia's vision for land use, the environment, economic development, equity, and transportation; develops strategies to achieve regional goals; contains a fiscally-constrained list of region transportation investments; and uses performance-based planning to ensure efficient use of resources. The five core principles of the plan are: Sustain the Environment, Develop Livable Communities, Expand the Economy, Advance Equity and Foster Diversity, and Create an Integrated, Multimodal Transportation Network.





## Demographic Characteristics

Understanding the demographic characteristics of Atglen Borough residents, from simple population counts to population forecasts, as well as other data such as income, age, and education, provides context for what services and facilities are needed now and in the future. Data is primarily derived from the U.S. Census (which provides counts every ten years) and the American Community Survey (ACS) (which collects data and provides estimates on an annual basis, averaged over five years).

### ■ Population

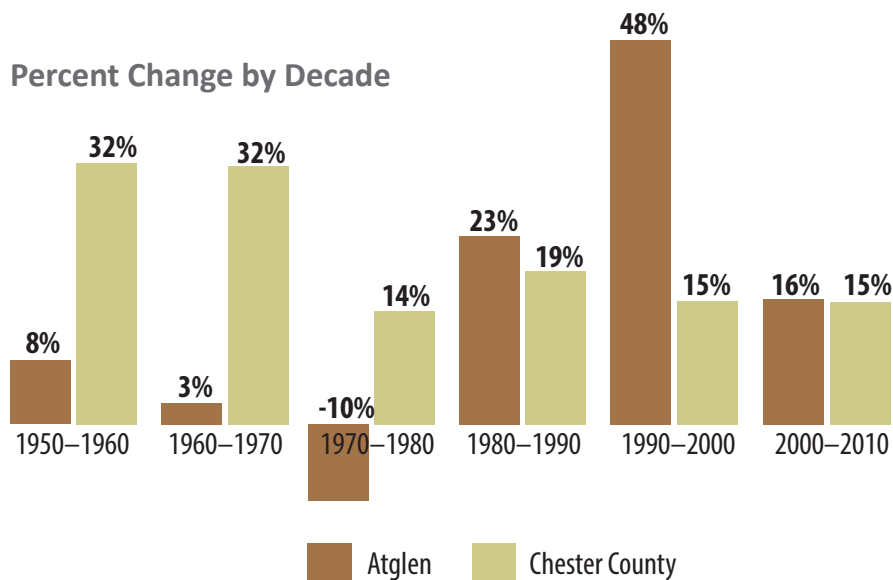
Atglen Borough is one of sixteen urban centers located in Chester County. The 2010 population of Atglen ranks as the fifth lowest in Chester County, having more than only Elverson, Avondale, South Coatesville, and Modena. In recent years the Borough's population has grown faster than the county's population rate.

### Historical Population

	1950	1960	1970	1980	1990	2000	2010
Atglen	668	721	740	669	825	1,217	1,406
Chester County	159,141	210,608	277,746	316,660	376,396	433,501	498,886

Source: U.S. Census Bureau, 1950–2010.

### Percent Change by Decade



Source: U.S. Census Bureau, 1950–2010.

## Population Forecast

**57%** Atglen's population is expected to increase by 797 residents between 2010 and 2040

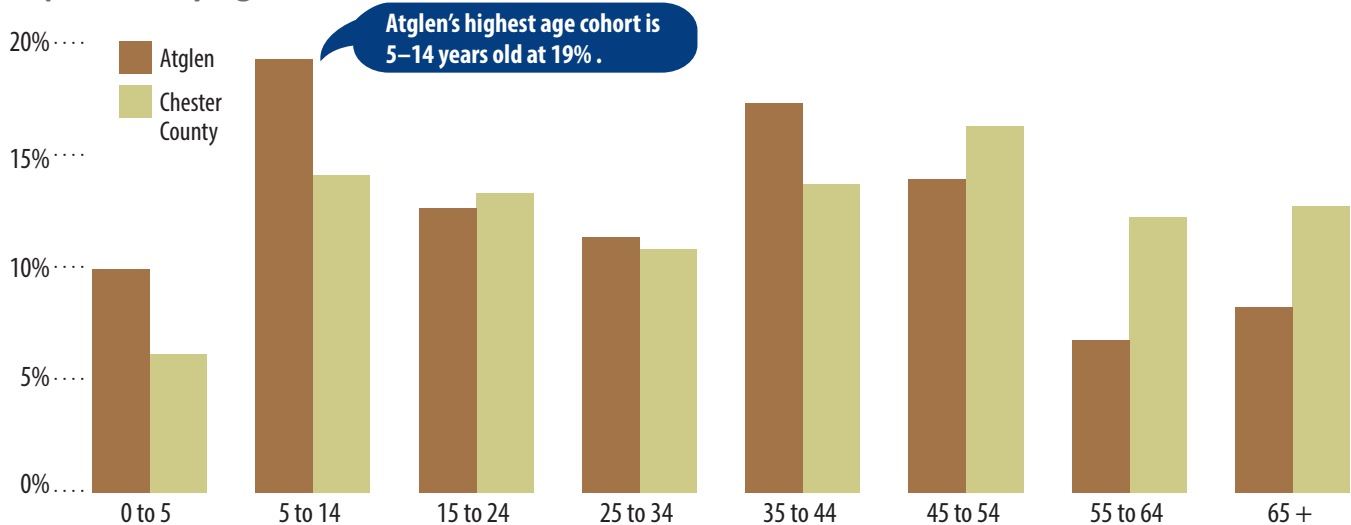
	2010 Actual	Projected population			Projected change 2010–2040	
		2020	2030	2040	Number	Percent
Atglen Borough	1,406	1,532	1,858	2,203	797	57%
Chester County	498,886	538,809	607,407	647,330	148,444	30%

Source: Delaware Valley Regional Planning Commission Forecasts, 2013; U.S. Census Bureau.

## ■ Age

In 2010 the Borough's median age was 31, well below the county's median age of 39. Consequently, it is not surprising that Atglen has 54 percent of residents younger than 35, and 46 percent older than 35; in contrast, the county has 55 percent of its residents older than 35. The largest cohort in the Borough is between the age of 5-14 (19%) followed by 35 to 44 (17%) and 45-54 (14%). Atglen has maintained an almost equal gender proportion of female (52%) and male (48%), as the population has grown.

## Population by Age

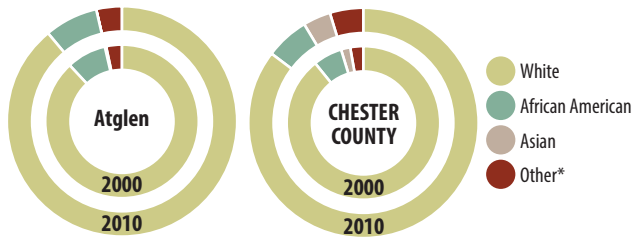


Source: Delaware Valley Regional Planning Commission Forecasts, 2013; U.S. Census Bureau.

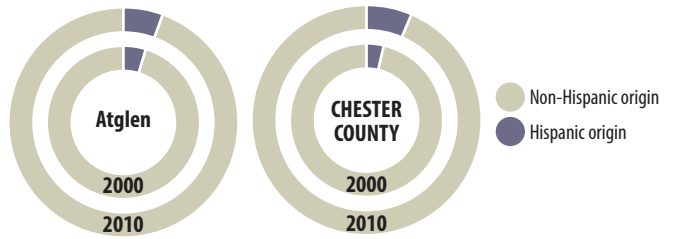
## Population Diversity

Atglen Borough and Chester County are becoming more diverse. In 2010, the white population accounted for nearly 90 percent of the population of Atglen. The Hispanic population grew nearly 37 percent between 2000 and 2010. An even greater increase was seen at the county level with a 101 percent increase in the Hispanic population.

### Race



### Hispanic Origin



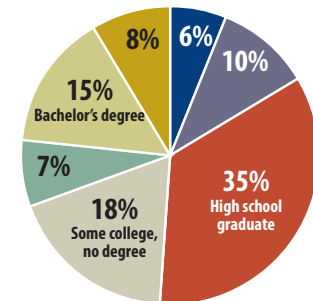
Source: U.S. Census Bureau, 2000-2010; ACS 2010-2014

\*Includes Races designations of American Indian/Alaska Native, Native Hawaiian/Other Pacific Islander, Some other race and Two or More.

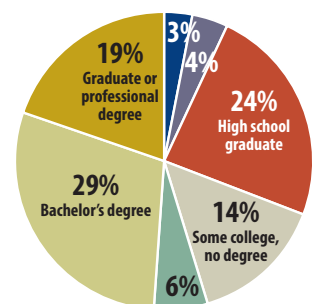
## Education

According to the 2014 ACS, Atglen residents have similar levels of education compared to the region but not the county. Roughly two-thirds of the Borough has graduated from high school and pursued higher education. The percentage of Atglen residents who earned a bachelor's degree or higher are comparable to the region, a difference of three percent, but is less so with the county at a difference of 26 percent.

### Educational Attainment



#### Atglen



#### Chester County

#### Population 25 years and older

- Less than high school
- No high school diploma
- High school graduate
- Some college, no degree
- Associate's degree
- Bachelor's degree
- Graduate or professional degree



Source: <http://parkesburg.today/octorara-air/>

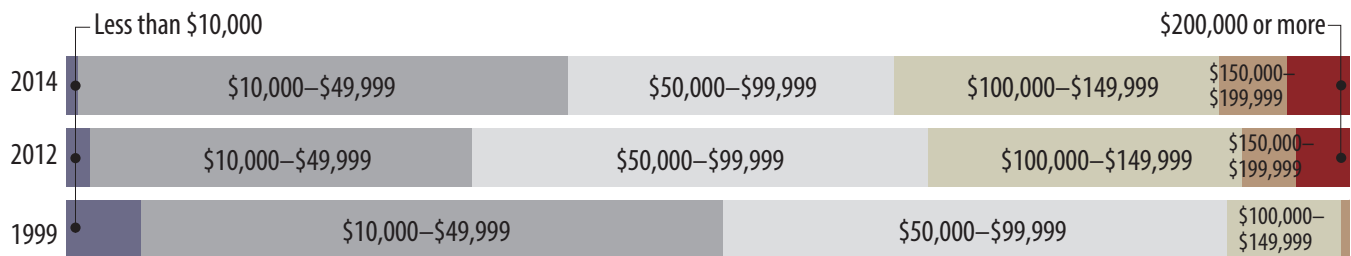
Source: U.S. Census Bureau, ACS 2008-2012

## Income and Poverty

Atglen has a median household income of \$69,904, an increase of 45 percent since 1999. According to the 2014 ACS, the Borough earns roughly \$16,000 less than the county, but approximately \$12,000 more than the surrounding region. The 2014 ACS data also shows that the Borough's largest share of households earned between \$100,000-\$149,999 (25%), which was an increase of 12 percent since 1999.

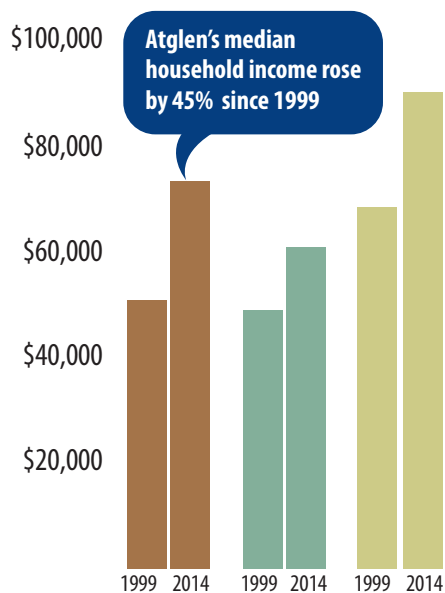
Approximately six percent of Atglen's residents are living below the poverty line, which is slightly lower than that of the county's total. Poverty in the Borough has decreased by more than 10 percent since 2000. The region as a whole has not fared as well with regard to poverty as they have an average of 8.35 percent, which is almost a two percent increase since 2000.

### Household income



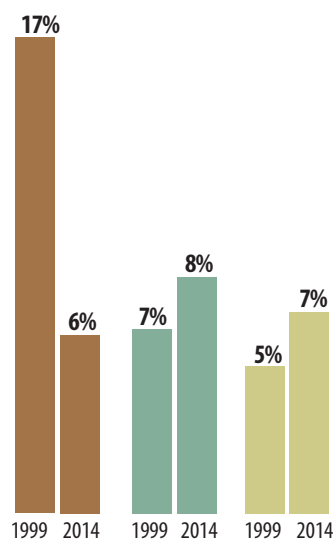
Source: U.S. Census Bureau, 2000 & ACS 2008-2012

### Median Household Income



Source: U.S. Census Bureau, 2000 & ACS 2010-2014

### Percent of Persons Below Poverty Level



Source: ACS 2008-2012.

Atglen Atglen Region Chester County

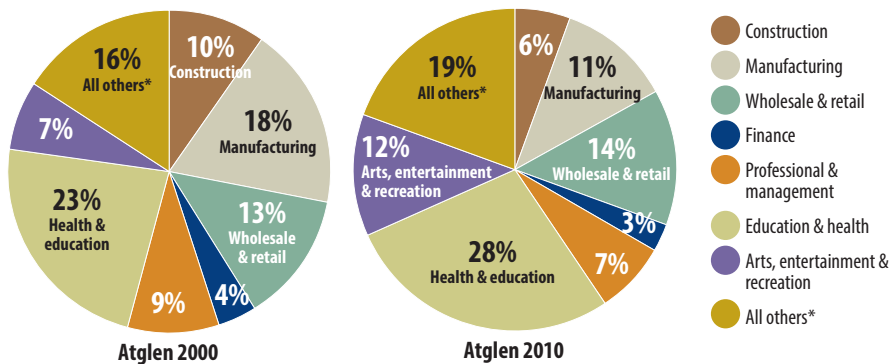
## ■ Employment

The economic recession of 2008-2011 had a more distinct effect on Atglen's workforce than it did to the region and the county as a whole. In 2000, Atglen had an unemployment rate lower than that of most of the county at three percent, whereas the county had an unemployment rate of four percent respectively. By 2014 the unemployment rate more than tripled to 11 percent in Atglen and the region. The county saw an increase of the unemployment during the same period of time, but this was less than double the earlier figure.

From 2000 to 2010 a number of changes occurred in Atglen's employment and affected industries differently. The Borough had an increase of 23 percent in total employed workers. However, a decline occurred in three industries: construction (-30%), manufacturing (-24%) and finance (-17%). In contrast, some industries increased substantially, such as education and health (48%) and arts, entertainment and recreation (115%). The county grew more equally over all of the industries in the same time period, and had an overall growth of 15 percent in comparison to the Borough's 23 percent.

Historically Atglen's employment totals steadily increased until 2000, but saw a small drop in 2010; overall not affecting the total change since 1980 of 64 percent. Future forecasts show that Atglen and the surrounding region are ripe for future job development.

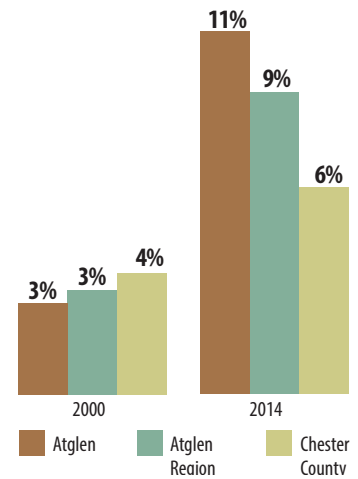
### Employment by Industry



Source: U.S. Census Bureau, 2000 & ACS 2008-2012

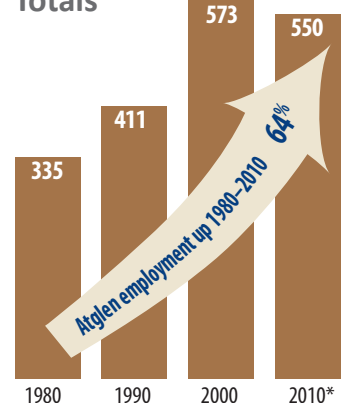
\* All Others Includes: Agriculture, Forestry, Fishing, Hunting & Mining; Transportation, Warehousing & Utilities; Information; Other Services; Public Administration

### Unemployment



Source: U.S. Census Bureau, 2000 & ACS 2010-2014

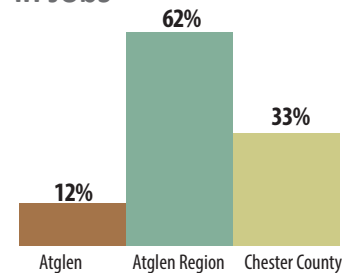
### Historic Employment Totals



Source: U.S. Census Bureau, 1970-2000

\* DVRPC Employment Forecast, 2013

### Forecasted Change in Jobs



Forecasted change 2010-2040

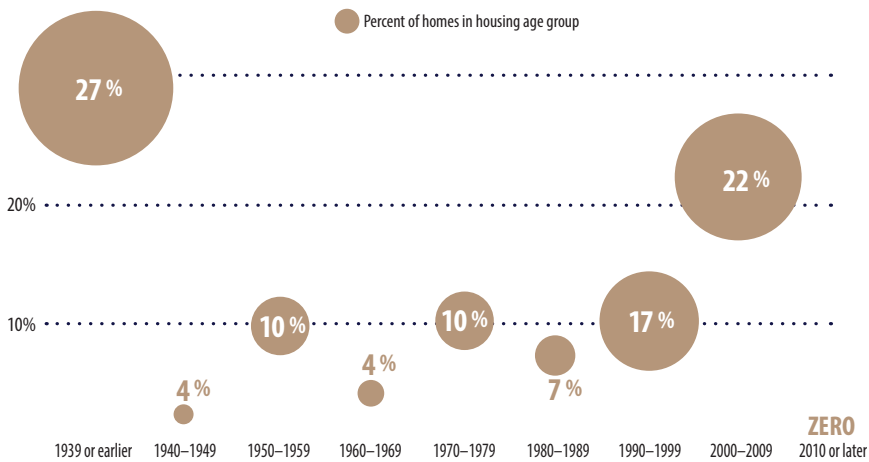
Source: Delaware Valley Regional Planning Commission Forecasts, 2013



## ■ Housing

Atglen has a diverse and historic housing stock. For the age of the homes located in the Borough, much of its housing stock has been well maintained. More than a quarter (27%) of the Borough's homes were built before 1940, while almost half of the homes were built after 1970. From 2000-2009, 22 percent of the housing stock was built. Since 2009 the Borough has had limited development, in comparison the neighboring Borough of Parkesburg saw an increase of 54 homes in the same time period. Several large subdivisions have been proposed in the northeast and southwest corners of the Borough but have not been approved.

### Housing Stock

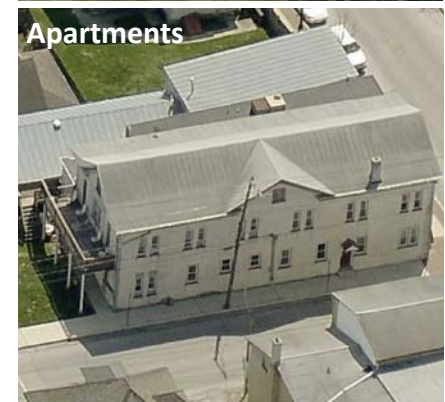
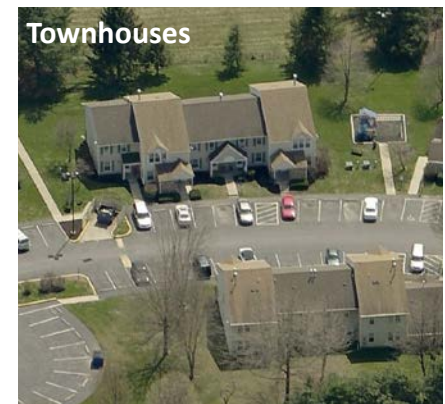


Source: U.S. Census Bureau, ACS 2008-2012



Source: Pictometry.

### Housing types



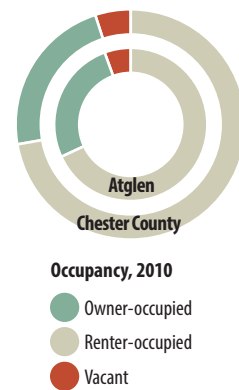


In 2010 there were a total of 451 occupied dwelling units in Atglen. Of those units 330 (72%) were owner-occupied and (28%) 127 were renter-occupied. This distribution closely reflects that Atglen follows the trends of the county overall, with 76 percent owner-occupied units and 24 percent renter-occupied, and they both share the same vacancy rates of five percent.

Of the 451 housing units estimated in the 2014 ACS, the Borough consists of 307 single family detached, 60 single family attached, 3 mobile homes, 63 (two to four dwelling units) and 63 (five or more dwelling units). Many of the units are single family units, which make up 68 percent of the Borough.

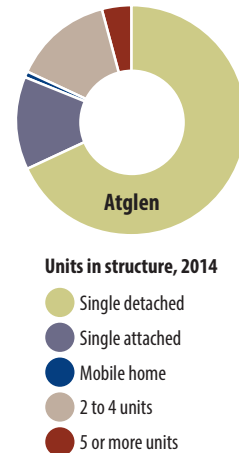
In 2014 the median housing value for the Borough was \$224,300 (see Figure 2-16). Compared to Chester County, the median housing value was \$323,600 (\$99,300 more). According to the CCPC Housing Cost Profile 2010-2013, the Octorara School District Region is the most affordable region in the county. Atglen is also affordable to renters, with a third of renters paying \$500-\$749 a month in rent (2014 ACS). The median rent was \$827 a month compared to the Region's median rent of \$899 and county's median rent of \$1,192.

## Housing Tenure



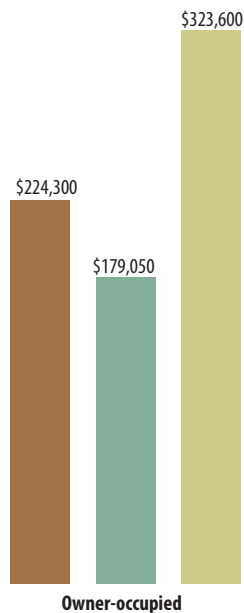
Source: U.S. Census Bureau, 2000-2010

## Units in Structure

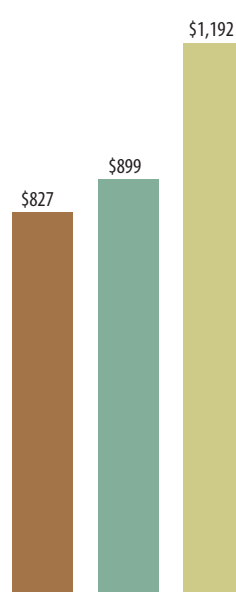


Source: U.S. Census Bureau, ACS 2010-2014

## Median Home Value



## Median Gross Rent



Atglen Atglen Region Chester County

Source: U.S. Census Bureau, ACS, 2010-2014



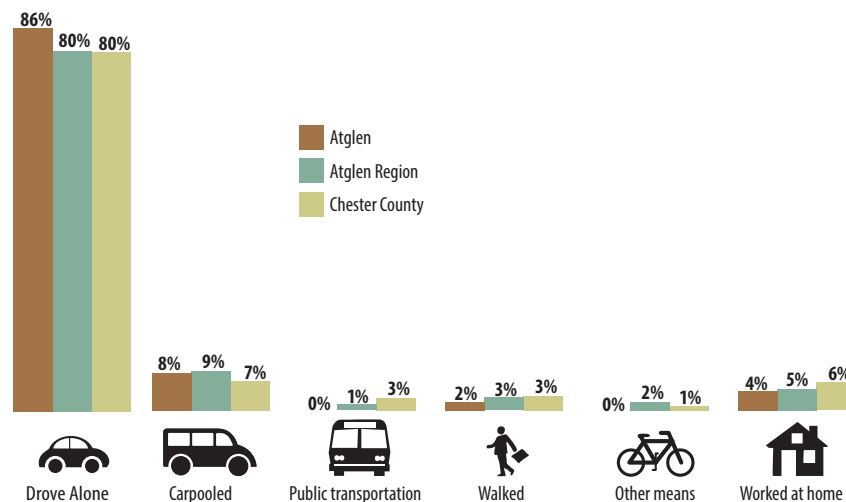
Housing tenure

## ■ Transportation

Atglen residents, like most county residents, predominantly commute by car. More than 85 percent of Borough residents who commute to work by car drove alone (75%). Most Atglen households own at least two vehicles with 23 percent owning at least one vehicle. This is comparable to the county's total at 72 percent that own two or more vehicles, and 27 percent owning just one vehicle. The Borough and Region lead the county in percentage of workers carpooling at 8.3 and 8.8 respectively. This may be partly due to the higher proportion of Amish in the region and several businesses in the Borough that involve trucking. This not only illustrates the critical role the road network has in Atglen but also demonstrates the lack of public transportation in the area at zero percent.



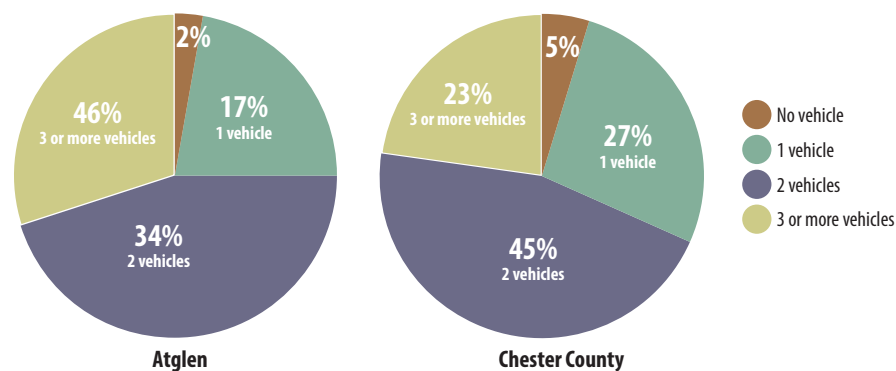
### Commuting Mode Share



Source: U.S. Census Bureau, ACS, 2010–2014



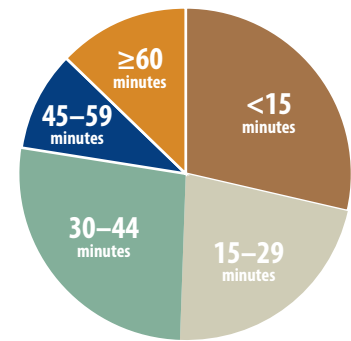
### Car Ownership



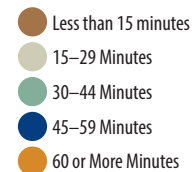
Source: U.S. Census Bureau, ACS, 2010–2014

For the majority of Borough residents, the mean travel time to work is 29 minutes. Of the 831 total commuters, 50 percent of Borough's residents take less than 30 minutes to commute to work. This most likely is the result of jobs located in close proximity along the Route 30 corridor or in the Lancaster area. The other half of commuters take 30 or more minutes and of that percentage, 22 percent commute 45 minutes or more. Workers in this group are most likely commuting to other points in Chester County, New Castle County (DE), Delaware County, Montgomery County, Lancaster County and the City of Philadelphia. Place of Work notes that the 831 residents who work, 72 percent of them work in the county but only eight percent work in Atglen.

### Travel Time to Work

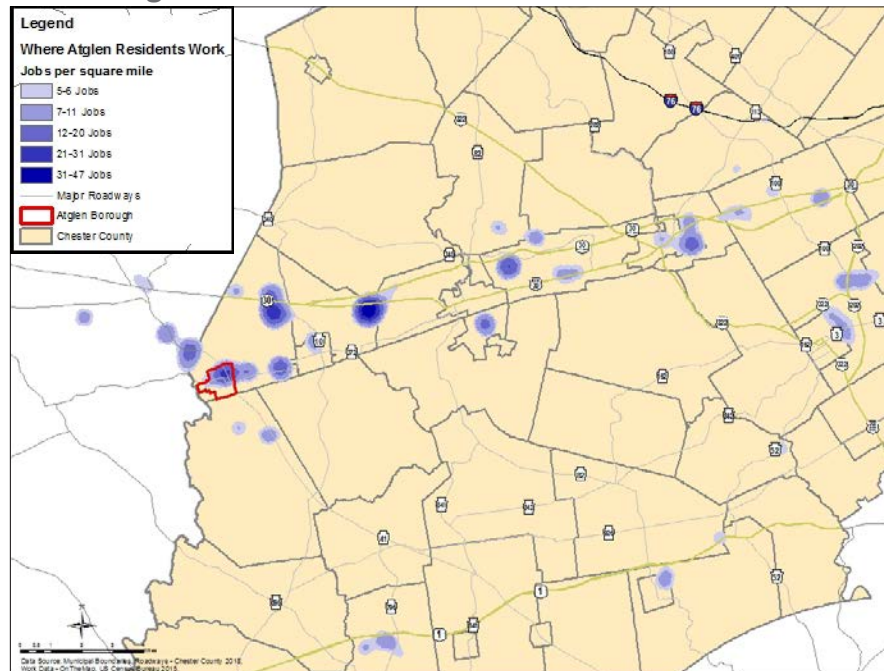


#### Atglen residents

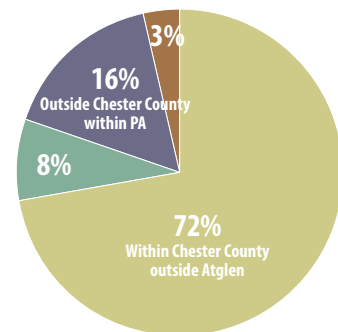


Source: U.S. Census Bureau, ACS, 2008–2012

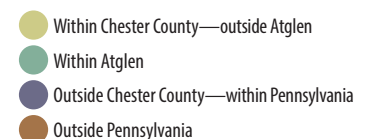
### Where Atglen residents work



### Place of Work

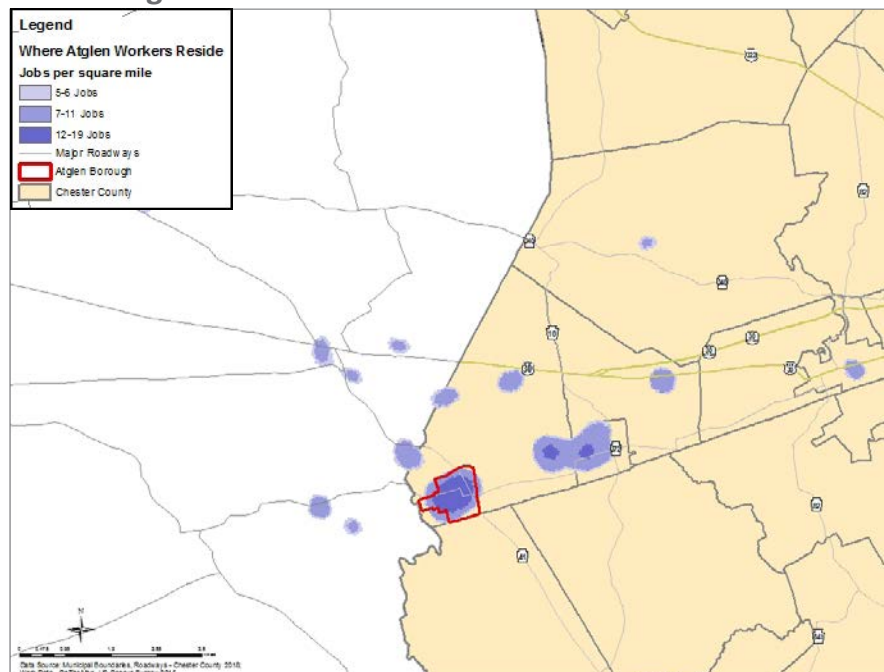


#### Atglen residents



Source: U.S. Census Bureau, ACS, 2008–2012

### Where Atglen workers reside



Several manufacturing businesses in the Borough provide employment.



# Chapter 3

# Implementation Strategy

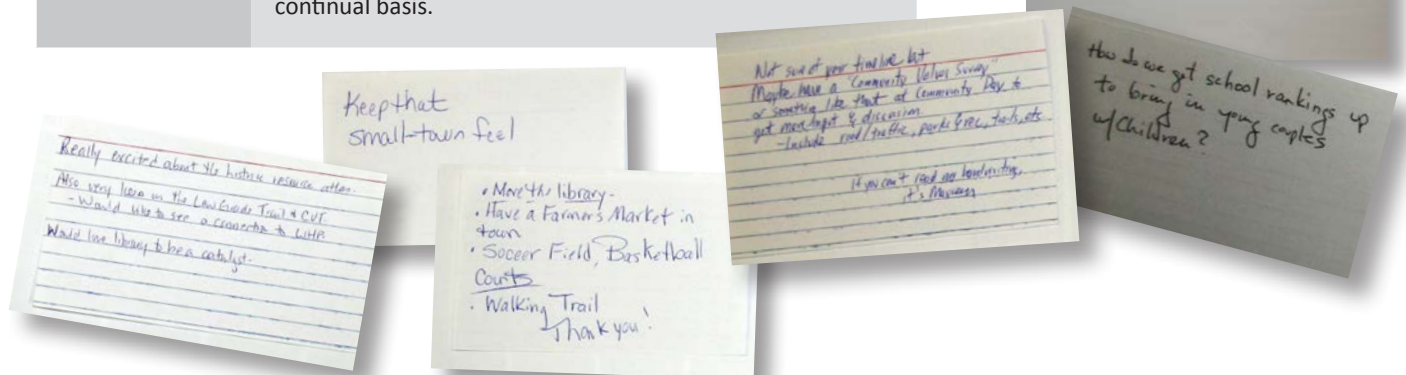
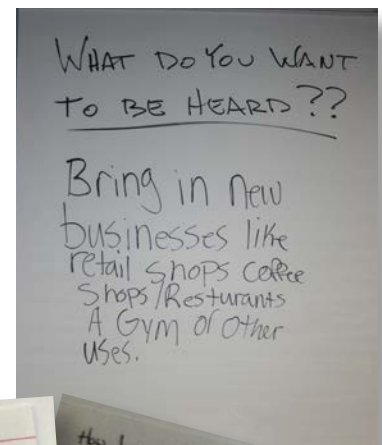
## Introduction

The Implementation Strategy includes the recommendations described in more detail in Plan Chapters 4-8 and provides guidance for implementation. In addition to the specific recommendations in chapters 4-8 outlined here, Chapter 9, Future Land Use and the Action Plan within Chapter 10, Revitalization are additional components for the revitalization and development of the Borough. The recommendations presented in Figures 3-1 through 3-5 are organized in the same manner they are presented in the Plan Chapters. Included with each recommendation is corresponding priority, organization/agency responsible for its implementation, and method/funding.

## Priority

The general priorities assigned to each recommendation should be interpreted as follows:

<b>High (H)</b>	Actions that should require immediate attention toward implementation and are of greatest importance to the Borough. Typically these types of recommendations are accomplished in one to three years or are the first step in a program.
<b>Medium (M)</b>	Actions that are accomplished in three to five years.
<b>Low (L)</b>	Actions that require additional analysis and/or studies prior to implementation or are not as critical as medium or high priorities. These actions may be accomplished if the opportunities arise or in the latter part of the plans horizon.
<b>Ongoing (OG)</b>	Actions that require attention on an annual, regular, or continual basis.





## Responsible Parties

Generally the entities with the most responsibilities assigned are the Borough's Planning Commission, Council and Staff. In the case of regulatory updates, while it is the Borough Council that must adopt a proposed ordinance, primary responsibility for ordinance development falls to the Planning Commission. Working with outside entities may require funding or advocacy to advance the Borough's interests. Abbreviations for the responsible entities are (See also Appendix D):

<b>BC</b>	Borough Council
<b>PC</b>	Borough Planning Commission
<b>Staff</b>	Borough Staff (Manager, Codes, Public Works)
<b>Police</b>	Police Department (Christiana/State)
<b>SW</b>	Borough Sewer and Water
<b>EDC</b>	Borough Economic Development Committee
<b>EVC</b>	Borough Events Committee
<b>HC</b>	Borough Historic Commission
<b>PRC</b>	Borough Parks and Recreation Commission
<b>CCPC</b>	Chester County Planning Commission
<b>CCDCD</b>	Chester County Department of Community Development
<b>CCEDC</b>	Chester County Economic Development Council
<b>WCCCC</b>	Western Chester Co. Chamber of Commerce
<b>TMACC</b>	Transportation Management Association of Chester County
<b>PENNDOT</b>	Pennsylvania Department of Transportation



## Funding/Method

This column describes either potential funding sources or the method by which the recommendation will be accomplished. Abbreviations for funding/method strategies are (See also Appendix C):

<b>VOL</b>	Volunteers		
<b>BORO</b>	Borough Program (staff, etc.)		
<b>COORD</b>	Coordination between agencies		
<b>WEB/FB</b>	Borough website/Facebook page		
<b>ORD</b>	Borough zoning/subdivision ordinance amendment		
<b>SUB</b>	Subdivision/land development activity		
<b>CODE</b>	Code enforcement		
<b>PADCNR</b>	PA Dept. of Conservation and Natural Resources.		
	Funding	<b>C2P2</b>	Community Conservation Partnerships Program (Grant)
<b>PAFINA</b>	Commonwealth Financing Authority		
<b>PHMC</b>	Pennsylvania Historical and Museum Commission		
			Pennsylvania's Historic Preservation Tax Credit Program
	Funding	<b>KHP</b>	Keystone Historic Preservation Grants
		<b>RITC</b>	Federal Rehabilitation Investment Tax Credits
<b>CCPC</b>	Chester County Planning Commission.		
	Funding	<b>VPP</b>	Vision Partnership Program
<b>CCDCD</b>	Chester County Department of Community Development		
	Funding	<b>CRP</b>	Community Revitalization Program
<b>CCEDC</b>	Chester County Economic Development Council		
<b>WCCCC</b>	Western Chester Co. Chamber of Commerce		
<b>TMACC</b>	Transportation Management Association of Chester County		
<b>PENNDOT</b>	Pennsylvania Department of Transportation		
	Funding	<b>TIP</b>	Transportation Improvement Program
<b>DVRPC</b>	Delaware Valley Regional Planning Commission		
		<b>TCDI</b>	Transportation and Community Development Initiative
		<b>TII/TIP</b>	Transportation Improvements Inventory/Program
		<b>TAP</b>	Transportation Alternatives Program
		<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program



Figure 3-1: Implementation Strategies – Town Center

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Zoning, Design Guidelines, Redevelopment and Infill Opportunities</b>				
4-1	Reevaluate zoning restrictions for residential uses on the south side of Lower Valley Road.	H	BC, PC, Staff	ORD, VPP
4-2	Review and modify zoning requirements for the TNC, TNG, and R-4 zoning districts.	L	BC, PC, Staff	COORD, VPP
4-3	Work with property owners to facilitate rehabilitation or redevelopment that enhances the Borough's character.	M/OG	Staff, EDC	COORD, BORO,
4-4	Develop design guidelines to enhance the town center.	H	BC, PC, Staff	ORD, VPP
4-5	Ensure that public renovation and new construction set the example and provide models for future 'town center aesthetic' expectations.	M	BC, PC, Staff	ORD, CODE, SUB, COORD, BORO
4-6	Consider local incentives for building improvements and techniques to encourage property maintenance.	M	BC, PC, Staff, EDC	COORD, BORO, VOL
4-7	Consider implementing Transfer of Development Rights.	L	BC, PC	ORD, VPP
<b>Parks, Recreation, and Open Space</b>				
4-8	Improve the Borough's Church Street Park.	H	BC, PC, PRC	C2P2, TDCI, CRP, PRC, VOL
4-9	Improve the Borough's Main Street pocket park.	H	BC, PC, PRC	C2P2, TDCI, CRP, PRC, VOL
4-10	Consider improvements to the green space at the existing Borough Hall.	M	BC, PC, PRC	C2P2, TDCI, CRP, PRC, VOL
<b>Streetscaping and Greenways</b>				
4-11	Extend streetscaping within the Town Center.	H	BC, PC, Staff	CRP
4-12	Maintain and improve streetscaping and amenities.	M/OG	BC, PC, Staff	CRP, BORO
4-13	Develop an eastern gateway entrance to the Borough from Route 41.	H	BC, PC, Staff	CRP, SUB, ORD
<b>Institutional and Cultural Resources</b>				
4-14	Support the relocation and development of the Atglen Public Library on Main Street, recognizing the library as an important community gathering place in the Borough.	H	BC, PC	COORD, VOL
4-15	Consider moving Borough Hall to the eastern gateway.	L	BC, PC, Staff	SUB, ORD
4-16	Support existing community institutions, such as the Atglen Public Library, the post office, Borough Hall, local churches, and other institutions.	H/OG	BC, PC, Staff	COORD, BORO
<b>Intersection Improvements</b>				
4-17	Install a Four-Way stop and crosswalks at the intersection of Main Street and Lower Valley Road.	M	BC, PC, Staff	PROG, CRP, COORD
4-18	Install crosswalks at the intersection of Main Street and Valley Road.	H	BC, PC, Staff	PROG, CRP, COORD

continued on next page...

Figure 3-1 (...continued)

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Parking</b>				
4-19	Periodically reevaluate on-street parking availability, configuration, and pricing.	L/OG	BC, PC, Staff	ORD, BORO
4-20	Expand the parking lot at Borough Hall.	L	BC, PC, Staff	PROG, CRP
4-21	Reevaluate the parking requirements in the Borough's land use ordinances.	L/OG	BC, PC, Staff	ORD, VPP
4-22	Encourage bicycle racks at public locations such as borough hall, the post office, Atglen Public Library, new businesses, and parks.	H	BC, PC, Staff	COORD, BORO, VOL
<b>Historic and Cultural Heritage and Character</b>				
4-23	Incorporate aspects of Atglen's history into the town center to promote the Borough's identity.	M/OG	BC, PC, HC	HC, EDC, BORO, COORD, VOL
4-24	Consider developing a National Register Historic District.	M	BC, PC, HC	HC, VOL

Figure 3-2: Implementation Strategies – Economic Development

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Programs, Coordination, and Funding Sources for Business Development</b>				
5-1	Undertake an economic development study.	H	Staff, PC, EDC	CCEDC, VPP
5-2	Work with the Atglen Public Library to serve as a catalyst for economic development through programs to build capacity/demand.	H/OG	Staff, EDC	COORD, BORO, WCCCC, CCEDC
5-3	Facilitate training on business planning and operations.	L	Library, SCORE, EDC	PROG, COORD, SCORE, WCCCC, CCEDC
5-4	Coordinate regularly with the WCCCC and CCEDC.	H/OG	Staff, PC, BC, EDC	COORD, WCCCC, CCEDC
5-5	Create an economic development committee.	H	BC	BORO, VOL
5-6	Target underutilized properties located in the town center for new uses, redevelopment, or infill.	M/OG	BC, PC, EDC	BORO, VOL, ORD, CODE
5-7	Permit and encourage pop-up uses.	H	BC, Staff	ORD, CODE
5-8	Attract targeted businesses to encourage investment.	M/OG	BC, EDC, Staff	BORO, COORD, WCCCC, CCEDC
5-9	Create incentives and funding strategies to promote investment interests to develop and enhance the Town Center.	M/OG	BC, PC, EDC	BORO
5-10	Consider Public Private Partnerships (P3s).	M/OG	BC, Staff	COORD, WCCCC, CCEDC
5-11	Create a program for local coordination and incentives for subsidizing economic development and rehabilitation and construction.	M	BC, Staff, EDC	BORO, COORD
5-12	Establish a volunteer recognition program to acknowledge residents and businesses that significantly contribute to the Borough and to promote volunteerism.	M	BC, EDC	BORO, COORD
<b>Community Events</b>				
5-13	Support and promote events to increase tourism and business interest in the Borough.	H/OG	BC, Staff, PRC, EDC	VOL, BORO, COORD
5-14	Develop an events committee to oversee and coordinate community events.	H	BC, Staff, PRC	BORO, VOL
5-15	Utilize a variety of social media and traditional means to promote events and information about the Borough.	OG	BC, Staff, EDC	WEB, COORD
<b>Promotion</b>				
5-16	Develop marketing and educational materials to take advantage of the Boroughs history and emerging trail opportunities.	M	BC, Staff, EDC	BORO, COORD, VOL, WCCCC, CCEDC
5-17	Undertake efforts to market the Borough and increase tourism.	M/OG	BC, VOL, PRC, HC	BORO, EDC, VOL, COORD, WCCCC, CCEDC
5-18	Encourage a seasonal farmers market with connections to local farmers on Borough property, within the park, and periodically as a part of temporary events.	H/OG	BC, Staff, PRC, EDC	BORO, COORD, VOL
5-19	Consider a “Town Tour” for Atglen.	M	BC, Staff, HC	BORO, COORD, VOL, CCPC



Figure 3-3: Implementation Strategies – Neighborhoods

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Parks and Recreation</b>				
6-1	Create a park on the Borough owned parcels on western Valley Road.	H	BC, PC, Staff, PRC	C2P2, CRP, TCDI
6-2	Encourage the maintenance and enhancement of the Penningtonville Church park/tot-lot.			
<b>Improvements</b>				
6-3	Develop gateways at the entrances to the Borough.	M	BC, PC, Staff	CRP, ORD, SUB, BORO
6-4	Evaluate alleys and repaving/reconstruction.	M	BC, PC, Staff	CRP, TII/TIP, BORO
6-5	Consider local incentives to encourage property maintenance.	M	BC, PC, Staff, EDC	BORO, COORD, WEB, VOL
<b>Safety and Community</b>				
6-6	Consider limiting parking to one side of the street in Penningtonville and install traffic calming measures.	M	BC, PC, Staff	CRP, BORO
6-7	Consider a traffic calming program.	L	BC, PC, Staff	BORO, ORD
6-8	Consider developing neighborhood groups/associations or a town watch program.	L	BC, PC, Police	BORO, COORD, VOL

Figure 3-4: Implementation Strategies – Connectivity

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Bicycles and Pedestrians</b>				
7-1	Complete the sidewalk network.	M/OG	BC, PC, Staff	
a	Require sidewalks for new land developments.	M	BC, PC, Staff	ORD
b	Pursue funding for the installation of priority sidewalks.	M	BC, PC, Staff	CRP, TCDI
7-2	Complete the three spokes of the regional trail system.	H	BC, PC, Staff, CCPC	
a	Pursue extension of the Enola Low Grade trail (ELG) to Atglen.	H	BC, PC, Staff	C2P2, TCDI, CCPC
b	Pursue the extension of the Chester Valley Trail (CVT) to Atglen.	H	BC, PC, Staff, CCPC	C2P2, TCDI, CCPC
c	Develop an off-road trail to Wolf's Hollow Park.	H	BC, PC, PRC	C2P2, TCDI, COORD, CCPC
d	Encourage the improvement and maintenance of the Creekside Knoll HOA pedestrian trail on Steelville Mill Road.	M	BC, PC, Staff	COORD, BORO, VOL
e	Consider a pedestrian trail connection through the Penningtonville HOA.	M	BC, PC, Staff	COORD, BORO, VOL, DCNR, MS4
7-3	Advance safe on-road bicycle connections.	M	BC, PC, Staff3	
a	Install signs and pavement markers along priority bike routes.	H	Staff	BORO, COORD, PENNDOT,
b	Initiate roadway improvements to create bike routes.	M	BC, PC, Staff	BORO, TII/TIP, COORD, PENNDOT
7-4	Update and enforce bicycle/pedestrian friendly regulations.	H	BC, PC, Staff	ORD, VPP, UP
7-5	Consider requiring bicycle racks.	H	BC, PC, Staff	BORO, ORD, VPP
7-6	Implement "Complete Streets" concepts.	H	BC, PC, Staff	ORD
<b>Additional Studies, Mapping, and Ordinances</b>				
7-7	Adopt an Official Map.	H	BC, PC, Staff	OM, VPP, UP
7-8	Consider additional measures such as requiring traffic impact studies, traffic calming, and the inclusion of pedestrian and bicycle facilities.	L	BC, PC, Staff	ORD, BORO
7-9	Participate in a Regional Bicycle and Pedestrian Plan.	L	BC, PC, Staff	COORD, VPP
<b>Road Improvements</b>				
7-10	Apply for road improvements funding.	M	BC, PC, Staff	CRP, TII/TIP, BORO
7-11	Initiate specific street improvements.	M	BC, PC, Staff	CRP, TII/TIP, BORO
7-12	Work with PennDOT and properties along Route 41 to enhance buffering.	M	BC, PC, Staff	ORD, SUB, BORO, COORD

continued on next page...

Figure 3-4 (...continued)

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Public Transportation</b>				
7-13	Explore the potential for bus or shuttle service to the Borough.	M	BC, Staff	COORD, TMACC
7-14	Pursue opportunities and funding for transit options.	M	BC, Staff	COORD, TMACC
7-15	Continue to support the establishment of passenger rail and the Atglen train station.	H	BC, PC, Staff	COORD, CCPC, TMACC, SEPTA
<b>Signs</b>				
7-16	Evaluate and enhance signage to adequately alert and direct traffic through the Borough while increasing safety, mobility, and wayfinding.	M	BC, PC, Staff	ORD, BORO, VPP
7-17	Continue the sign and pavement markings maintenance program.	M	Staff	BORO
7-18	Coordinate signs to better alert truck traffic for the railroad underpass clearance constraints.	M	Staff	BORO, COORD

Figure 3-5: Implementation Strategies – Borough Services and Facilities

Recommendation	Priority	Responsible Parties	Funding/Method
<b>Parks and Recreation</b>			
8-1 Create a hierarchy of parks within the Borough.	H	BC, PC, Staff, PRC	BORO, C2P2, CRP, TDCI, Master Plan
8-2 Create additional parks.	H	BC, PC, Staff, PRC	BORO, C2P2, CRP, TDCI, SUB, Master Plan
8-3 Require parks and open space within new land developments.	M	BC, PC, Staff	ORD, SUB
8-4 Pursue joint-public-private recreation initiatives.	M	BC, PC, PRC	COORD
8-5 Establish a fee schedule for use of recreational amenities to generate income for park maintenance and/or upgrades.	M	BC, PC, Staff, PRC	BORO
8-6 Provide Borough input into regional recreation programming for youth, seniors and families.	M	BC, PC, Staff, PRC	COORD, VOL, BORO
<b>Historic Resources</b>			
8-7 Reestablish the Historical Commission.	H	BC, PC, Staff, HC	VOL
8-8 Complete a windshield survey of historical resources and create an atlas.	H	BC, PC, Staff, HC	VOL, VPP
8-9 Adopt historic resource ordinance standards.	M	BC, PC, Staff, HC, CCPC	ORD, VPP
8-10 Become a Certified Local Government (CLG).	L	BC, PC, Staff, HC, CCPC	BORO, PHMC
8-11 Apply for historic preservation funding.	M	BC, PC, Staff, HC, CCPC	BORO
8-12 Develop an education and outreach program.	M	BC, PC, Staff	HC, VOL, COORD
<b>Communication</b>			
8-13 Distribute welcome packets for new residents and business owners.	M/OG	BC, PC, Staff, EC	BORO
8-14 Communicate routinely with residents and property owners.	H/OG	BC, PC, Staff	WEB, BORO, COORD
<b>Community Facilities</b>			
8-15 Maintain and enhance the functioning of the public wastewater system, to keep pace with the need for capacity, increase efficiency, and meet regulatory obligations.	H	BC, PC, Staff, SW, CCPC	BORO, CRP
8-16 Periodically update the Act 537 Plan to consider population growth and the potential to implement best management practices that would reduce impacts on natural resources	M	BC, PC, Staff, SW, CCPC	BORO, SUB
8-17 Monitor public water quality and quantity to protect the water supply at its source.	H/OG	BC, PC, SW, CCPC	BORO
8-18 Utilize 'best management practices' to address stormwater management throughout the Borough.	H	BC, PC, Staff, SW, CCPC	BORO, SUB, ORD
8-19 Amend stormwater management ordinances as necessary to ensure compliance with Act 167 and mandate proper design, construction, and maintenance of stormwater management infrastructure.	L	BC, PC, Staff, SW, CCPC	ORD
8-20 Fulfill requirements of the NPDES Phase II/MS4 permit.	H	BC, PC, Staff, SW, CCPC	BORO, SUB

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Figure 3-5 (...continued)

Recommendation		Priority	Responsible Parties	Funding/Method
<b>Emergency Services</b>				
8-21	Monitor state police and contracted police staffing levels, response times, and coordination to ensure that adequate protection is provided.	M/OG	BC, PC, Staff, Police	COORD
8-22	Ensure residents are aware of police contact information and procedures.	M/OG	BC, PC, Staff, Police	WEB, COORD
8-23	Monitor fire and ambulance staffing levels, response times, and the number of calls within the Borough to ensure that adequate protection is being provided.	M/OG	BC, PC, Staff	COORD
8-24	Support, encourage, and promote fund-raising efforts for fire, ambulance, and police services that serve the Borough.	H/OG	BC, PC, Staff	COORD, BORO, WEB
8-25	Promote volunteerism for local fire departments to maintain volunteer staff level to reduce costs for this service.	M/OG	BC, PC, Staff	COORD, BORO, WEB
8-26	Continue intermunicipal cooperative efforts and look for new opportunities, ensuring roles and responsibilities are established clearly and liabilities abated and recognized.	L	BC, PC, Staff, CCPC	COORD, VOL
<b>Education</b>				
8-27	Continue to communicate on a regular basis with the Octorara School District regarding development plans that may impact student enrollment levels and use of school facilities for community and recreational purposes.	M/OG	BC, PC, Staff	BORO, COORD, VOL
8-28	Encourage stronger communication between the Borough, residents, and the School District.	M	BC, PC, Staff	BORO, COORD, VOL
8-29	Communicate with the School District regarding any special needs of Atglen residents and areas of common interest.	L/OG	BC, PC, Staff	BORO, COORD, VOL
<b>Budget, Finance, and Infrastructure</b>				
8-30	Utilize appropriate funding sources and the County's Transportation Improvement Inventory (TII)/Urban Center Improvement Inventory (UCII) to prioritize and implement projects.	H	BC, PC, Staff	CCPC, TII/TIP, CRP
8-31	Enhance the capital improvements inventory.	L/OG	BC, Staff	BORO
8-32	Consider developing a capital improvements program.	H	BC, Staff	BORO
8-33	Continue to enforce and explore new, successful code regulation programs.	M	BC, PC, Staff	BORO, CODE
8-34	Update the Borough Subdivision Ordinance and amend the Zoning Ordinance as necessary.	H	BC, PC, Staff	BORO, CODE, CCPC
8-35	Amend ordinance requirements for bed and breakfasts and consider adoption of an ordinance related to online rental housing.	M	BC, PC, Staff	BORO, CODE, CCPC
<b>Natural Resources</b>				
8-36	Amend ordinances to ensure natural and scenic resources are effectively protected while balancing development goals and objectives.	M	BC, PC, Staff	ORD, VPP, CODE
8-37	Provide incentives and opportunities for best management practices including but not limited to inclusion of green infrastructure and LEEDs certified construction.	M	BC, PC, Staff, EDC	ORD, VPP, CODE
8-38	Educate and engage landowners regarding options for installation and management of riparian buffers.	M/OG	Staff, VOL	ORD, SWO, COORD, VOL



# Chapter 4

## Town Center Plan

### A Historic Small Town and Community Asset

The small town character of Atglen is defined by the historic integrity of the town center which is a community asset that residents value.

**GOAL.** Maintain and enhance the existing town center while promoting a mix of residential, commercial, recreation, and institutional uses and allowing for redevelopment and infill development that complements the characteristics of Atglen.

### OBJECTIVES

1. Maintain the existing scale and size of buildings and structures while promoting redevelopment and infill development that is consistent with and enhances the unique character of the town center while providing opportunities for a mix of uses.
2. Provide places for the community to gather that support events and create recreational opportunities.
3. Provide a safe, walkable, inviting, and vibrant town center that serves both residents and visitors while fostering business activity appropriate for the size and character of the Borough.
4. Promote bicycle and pedestrian infrastructure and take advantage of regional trail connections for tourism opportunities.
5. Provide opportunities to continue the existing mix and diversity of housing types to ensure equal access to housing.
6. Promote property maintenance, improvement, and beautification of existing properties and structures.
7. Provide appropriate and adequate parking facilities in the town center.
8. Identify, preserve, protect, and enhance the integrity of institutional, historic, and cultural resources in the town center to maintain the Borough's heritage and character.
9. Recognize Atglen Borough as one of Chester County's urban landscapes, which means the Borough serves as one of the County's mixed use centers providing commercial activity, employment opportunities, institutions, diverse residential opportunities and a sense of community.

*Future changes and growth must complement the existing character of Atglen Borough and keep the small town feel.*



## Recommendations

The recommendations below are specific actions intended to implement the goal and objectives for this chapter. See Map 4: Town Center Plan. See also Chapter 3, Implementation Strategies.

### Zoning, Design Guidelines, Redevelopment and Infill Opportunities

#### 4-1. Reevaluate zoning restrictions for residential uses on the south side of Lower Valley Road.

The Traditional Neighborhood Gateway (TNG) District created in the 2014 zoning update does not permit residential uses along Lower Valley Road. This restriction should be reconsidered for the south side of the road in light of development potential and proximity of existing residential uses immediately adjacent to the south. New development along Lower Valley Road should include sidewalks and streetscaping complementary to Main Street and serve as a gateway to the community.

#### 4-2. Review and modify zoning requirements for the TNC, TNG, and R-4 zoning districts.

These districts make up the town center. The Traditional Neighborhood Core (TNC) and TNG in particular include specific design standards and regulations limiting or establishing criteria for building mass, setbacks, and other specifications. These should periodically be evaluated and modified as necessary to meet the goals of the Borough for the town center. Permitted uses, area and bulk requirements, parking requirements, and design standards are examples of standards that may be adjusted to meet the Boroughs goals for the town center. For example, to reach the goals of this Plan, Zoning Section 904a.A should be reconsidered to apply streetscape design standards to the TNG District.

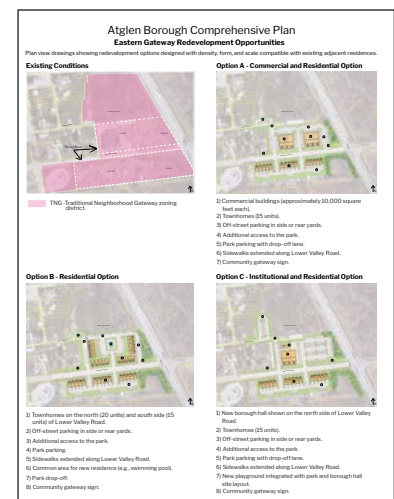
#### 4-3. Work with property owners to facilitate rehabilitation or redevelopment that enhances the Borough's character.

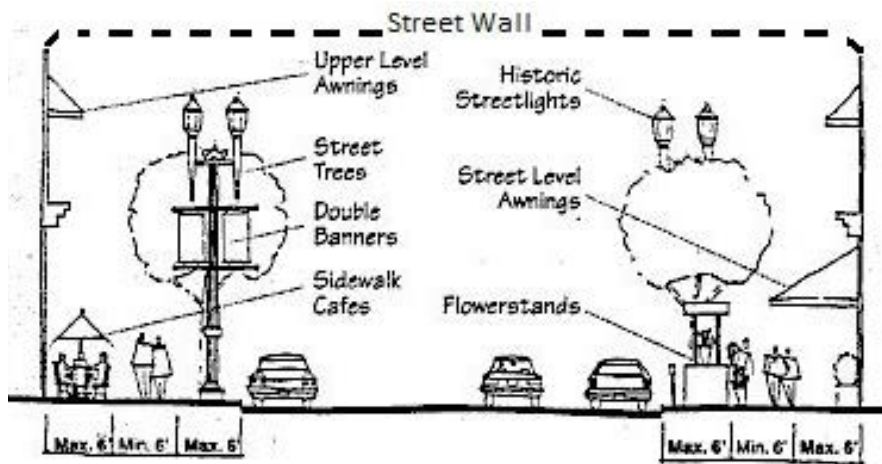
Atglen's "downtown" along Main Street has a good core, but there remains some capacity for redevelopment of properties that do not strongly contribute to the "main street" aesthetic or infill development to complement or enhance the existing aesthetic.

For example there are corner properties where the buildings do not face/front upon Main Street. Other properties are not indicative of the types of buildings that contribute to a "main street" in size, height, or building type. Lastly, underutilized open lots or double lots break up the "street wall" that typifies a main street and these sites should be encouraged to develop in a way that contributes to and enhances the town center. See Figure 4-1. See Map 4.

**Figure 4-1**

*See larger version in Appendix B*





*Street Wall: The line of building facades, decorative low fences or walls, hedges, or landscaping that defines the vertical boundaries of a street and public sidewalk/realm. The street wall helps establish the built environment near the street and public sidewalk, improves aesthetics, and encourages pedestrian activity. Source: Abington, PA Zoning Ordinance 2013, with modifications.*

#### 4-4. Develop design guidelines to enhance the town center.

Design guidelines are a set of illustrations and descriptions that convey development aesthetic preferences. Design guidelines may be directly referenced by the subdivision and land development ordinance and/or the zoning ordinance depending on the level of enforcement the Borough wishes to attribute to the guidelines. They may be as simple or complex as preferred and may include items such as streetlight type, sidewalk design (material and pattern), trash receptacle and bench type, preferred building types (Victorian or Italianate, mansard or gable roofs), fenestration (window dimension and spacing), building entrance styles, requirements for facade variation (pilasters, cornices, belt courses), or parking lot design. Design guidelines may be enforced in accordance with the zoning ordinance as enabled by the MPC Section 708-A regarding Traditional Neighborhood Development Districts, which would apply to the Traditional Neighborhood Core and Traditional Neighborhood Gateway zoning districts.

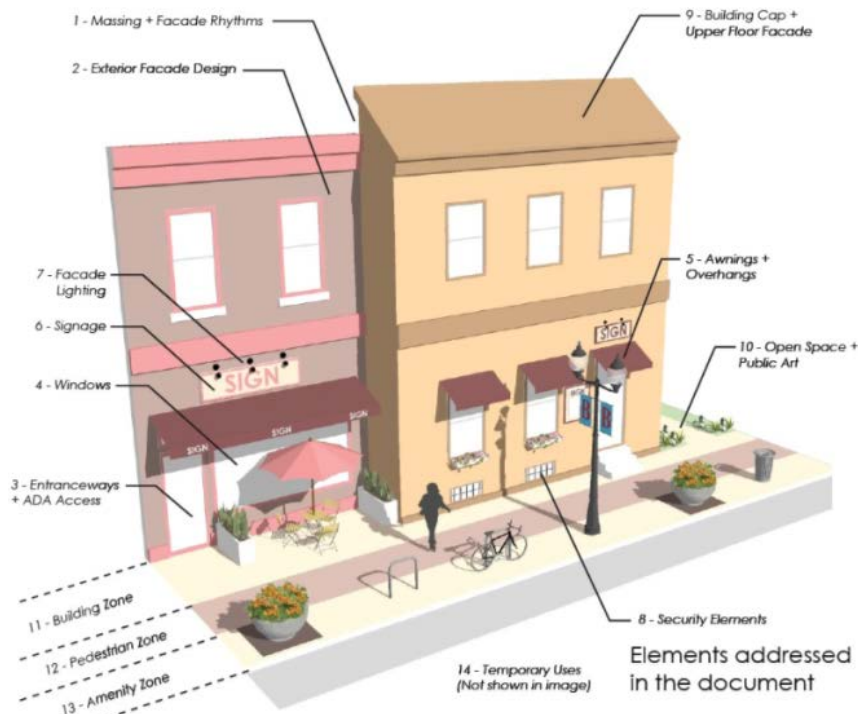


Image credit: Group Melvin Design/City of Camden NJ.  
[www.groupmelvindesign.com/broadway-design-guidelines.html](http://www.groupmelvindesign.com/broadway-design-guidelines.html)



As progress and growth are desired in Atglen, commercial development can sometimes come in the form of chain stores. Chain stores can disrupt the fabric and be nonconforming to a small-town historic building character like that of Atglen. For example, the properties along Lower Valley Road in the TNG District could become the target of a chain store. As the examples of customized fast-food restaurants portray, it is possible to require franchises to conform to the community character. Employing design standards in the town center that requires new development fit in with the community would ensure that the town's character be preserved while allowing for economic development. See Map 4, Town Center Plan.

- 4-5. Ensure that public renovation and new construction set the example and provide models for future 'town center aesthetic' expectations.**



*Standard CVS*



*CVS using urban design standards. Rear parking, varied façade, zero lot line, etc.*

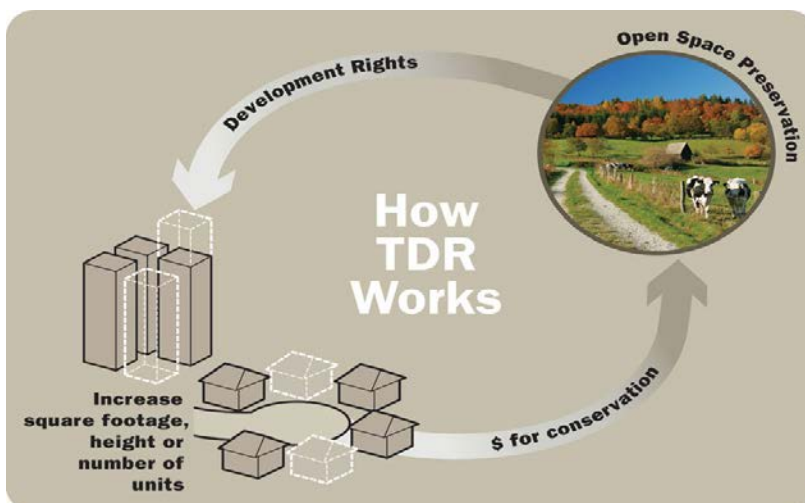
#### 4-6. Consider local incentives for building improvements and techniques to encourage property maintenance.

- A. **Consider annual awards** in the form of a plaque, sign, or citation from Borough Council to property owners who undertake noticeable and significant improvements a building or property that are consistent with and enhance the town center.
- B. **Consider a façade grant program.** This recommendation must be superseded by either design guidelines (Rec. 4-4) or a historic district (Rec. 4-24). The façade grant program may be locally funded by the Borough and/or donations from local businesses, banks, or other contributors. Where historical properties are involved funding is available from PHMC. If the Borough initiates a Main Street program funding is available from the Pennsylvania Department of Community and Economic Development Main Street Program to serve as an incentive to stimulate private investment in façade renovations.

A façade grant provides funding to commercial property owners, or business owners with property owner approval, to encourage restoration of building façades enhancing the existing appearance per established design guidelines. See Historic Kennett Square's program for more information: (<http://historickennettsquare.com/facade-grant-info-forms/>)

#### 4-7. Consider implementing TDR.

The Borough should consider adopting transfer of development rights (TDR) in conjunction with either West Sadsbury or West Fallowfield Township (or both). TDR is a way of preserving open space, natural resources, historic resources, and farmland in the region while allowing development incentives in a receiving area, typically within a Borough. A TDR program, although implemented through the zoning ordinance, is optional and depends on voluntary use by private landowners and developers for its success. Municipal involvement can also improve TDR program success. Nearby Honey Brook Borough and Township have a joint TDR program that has been used successfully.



## Parks and Recreation

### 4-8. Improve the Borough's Church Street Park.

The need for additional or upgraded parks and recreation were a key consideration during early public meetings and interviews for this plan. Some residents were not even aware of the existing park.

In addition to improving pedestrian access (See Chapter 7), enhancements to the park are necessary. Possible improvements include parking, picnic tables (seating), walking/nature trails, playground equipment, a dog park, and basketball courts. Consideration for community gardens were brought up as a way to draw residents to the park, increase its use, create “eyes on the park”, and facilitate community interaction. The park may also serve as a place for events, festivals, fundraisers, and other activities in addition to serving as a vital and useable recreation area for residents. When the library moves to the northeast corner of Main and Valley Avenue, some library programming could occur in the park.

A CSA (community supported agriculture) committee or “Friends of the Park” committee could be created to help the Borough with the administration of the gardens and the park. This could also be an independent committee or subcommittee of the existing Parks and Recreation Committee.

A community charrette could be held to assist in the planning for the park or a formalized and park planning effort could be sought using a professional. Potential funding sources for the planning and construction of park improvements include PA DCNR C2P2 and the Chester County Vision Partnership Program, Community Revitalization Program, and Open Space Municipal Grant Program. See Figure 4-2 for illustrations of potential park improvements and Map 4 for the park and related facilities (pedestrian connections and improvements outside the park). See also Chapter 7 Connectivity Plan and Map 7a.



Existing Church Street Park

**Figure 4-2:  
Church St. Borough Park  
—Concept**

*See larger version in Appendix B*





**4-9. Improve the Main Street pocket park.**

This small parcel on the west side of Main Street serves as “pocket park” that currently is an unimproved grass lot.

Landscaping and vegetation should be considered in addition to amenities such as benches, trash receptacles, and hardscaping such as walkways or a patio. A small stage, patio, or other structure should be considered to facilitate small events such as an outdoor presentation or live music. This parcel had landscaping and a pavilion that were destroyed by a fire in 2015. Similar conditions may be appropriate for future use of the site.

A community charrette could be held to assist in the planning for the pocket park and neighboring property owners should be included in the process in addition to solicited for a potential “Friends of the Park” group or subcommittee of the Parks and Recreation Committee to help oversee maintenance and improvements. Funding from the County CRP program may be available for improvements.



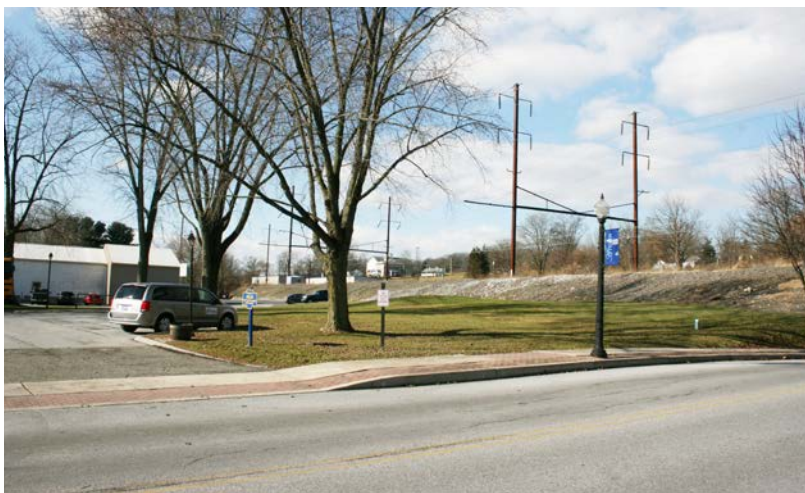
*Existing Conditions*



*Previous condition*

**4-10. Consider improvements to the green space at the existing Borough Hall.**

This area is currently mown lawn but could be improved to provide amenities. Park benches and picnic tables are low cost minor improvements that should be considered. This space may provide vital green space for library patrons when the library moves across Main Street from Borough Hall. Some reservation should be had regarding major improvements because of the future train station proposed for the site, as this green space would become part of the station development. However, low cost improvements should not be avoided in the meantime to provide a useable green space for residents and library patrons.



*Atglen Borough Hall property*

## Streetscaping and Gateways (See Map 4)

### 4-11. Extend streetscaping within the Town Center.

The Borough should extend streetscaping similar to that of the Main Street streetscape by applying for County CRP funding. This would create a unified town center theme with a similar environment as the Main Street streetscape. See Map 4, Town Center Plan Map.

### 4-12. Maintain and improve streetscaping and amenities.

The 2012 streetscape improvements on Main Street are an amenity that creates a positive experience. However maintenance and occasional refreshing is required to maintain and enhance this asset. Periodically evaluating various streetscape elements is critical. Replacing inappropriate (due to species) or dying street trees, replacing worn trash cans, and making sure streetlights look good and provide appropriate lighting are all important. Providing additional elements such as benches, bicycle racks, and seasonal banners on light posts should be considered both for existing streetscaping and for future expansions. PADCED Keystone Program, County CRP funding, or tax revenue from a potential LERTA/revolving loan fund are all possible funding sources.



*Main Street south of Valley Avenue*

### 4-13. Develop an eastern gateway entrance to the Borough from Route 41.

The boundaries of Atglen are not necessarily readily discernable and it is easy to cross municipal borders without knowing it. Gateways are an opportunity to create a positive first impression for visitors, market the Borough, and foster pride among existing residents.

Prominent signage and attractive landscaping that incorporate elements that are unique to Atglen such as railroading aesthetics should be located at the entrance to the Borough. A “Welcome to Atglen” sign that is unique and reflects the community should be considered. Appropriate night time lighting and potentially other elements may be included. Coordinating with PennDOT and properties near the intersection may be required. The Borough should explore using local artists, engineers, landscapers, designers or other contractors to assist the design, funding, and implementation of the gateway.



*Sample gateway sign. Source: [www.fredericktown.net](http://www.fredericktown.net)*



## Institutional and Cultural Resources

### 4-14. Support the relocation and development of the Atglen Public Library on Main Street, recognizing the library as an important community gathering place in the Borough.

The Library has investigated moving to Main Street across from Borough Hall. This location would provide additional space, meet ADA requirements, and provide off-street parking which are all issues at the current location. The location on Main Street would provide an anchor that may assist in increasing the vitality of the town center (See Chapter 5). The Library already serves as a community center for the Borough. It is a key location for families and especially children due to youth programs and draws people from both within and outside the Borough. The Borough should assist the Library in this effort regarding reviews, code, and approvals.



*Existing Atglen Public Library*



*Proposed library location*

### 4-15. Consider moving Borough Hall to the eastern gateway.

If the business on Lower Valley Road just west of Route 41 moves out of the Borough, relocating Borough Hall to this location should be considered. This would establish a gateway to the Borough and unify Borough Hall with the Church Street Park providing parking, recreation, and event space for the community. The Borough should investigate this opportunity through discussions with the property owner and evaluate the space requirements and fiscal capacity for it to occur. Several opportunities include:

- The Borough could sell its existing public works site north of the railroad tracks, which may assist in funding this concept and consolidate Borough operations in one location.
- A land swap with the existing gateway property owner and/or a third party.
- Funding including but not limited to County CRP grants.
- The Borough could rent or lease the existing Borough Hall building to provide revenue and use the building as a business incubator or multifunctional space.
- The Borough could sell the existing Borough Hall to a prospective business and put it back on the tax rolls.
- The property on the north side of Lower Valley Road should be placed on an Official Map (Recommendation 7-7).



*Lower Valley Road west of Route 41*

*Source: Pictometry.*

**4-16. Support existing community institutions, such as the Atglen Public Library, the post office, Borough Hall, local churches, and other institutions.**

These institutions all contribute to the fabric of the Borough both from a physical standpoint and a community and social standpoint. The Borough should communicate regularly with the various institutions to coordinate regarding physical, structural, parking, and public service (water/sewer) needs so that these intuitions remain assets to the community, providing gathering places and contributing to the social and cultural well-being of the Borough.

## Intersection Improvements

**4-17. Install a Four-Way stop and crosswalks at the intersection of Main Street and Lower Valley Road.**

The traffic on Main Street at this intersection is currently uncontrolled while east and westbound traffic on Lower Valley and Ridge Avenue have stop signs. Crosswalks are marked but the lines are faded and are not consistent with more contemporary high-visibility crosswalks and related signs. To facilitate safety for residents and in conjunction with an anticipated increase in pedestrian traffic associated with improvements to the Church Street Park and economic development in the town center, this intersection should be modified to a four-way stop and the crosswalks should be improved. Textured crosswalks or high-visibility sidewalks, signs, and lighting (in pavement LEDs) should all be considered. This will also increase safety for motorists and reduce confusion, particularly for visitors to the Borough as four-way stops in urban centers are more common than the current situation. Coordination with PennDot will be necessary in addition to the Chester County Planning Commission. The Borough should consider placing this improvement on the County Transportation Improvement Inventory (TII). See Map 4, Town Center Plan.



*Existing Main Street and Lower Valley Road*



*Example of crosswalk improvements*

**4-18. Install crosswalks at the intersection of Main Street and Valley Avenue.**

To facilitate safety for residents and an increase in pedestrian traffic expected with the Library moving to the east side of Main Street, improvements to the Church Street Park, and economic development in the Town Center, crosswalks improvements should be made at this important intersection. Textured crosswalks or high-visibility sidewalks, signs, and lighting (in pavement LEDs) should all be considered. Coordination with PennDot will be necessary in addition to the Chester County Planning Commission. The Borough should consider placing this improvement on the (TII). See Map 4, Town Center Plan.



*Existing Main Street and Valley Avenue*

## Parking

### 4-19. Periodically reevaluate parking availability, configuration, standards, and pricing.

On-street parking in the Borough is currently unmarked and free. The Borough will need to periodically evaluate the need to clearly mark (stripe) on-street parking in addition to meter spaces when and if necessary. As new uses locate in the Borough or redevelopment occurs, the Borough should prepare ahead of time so that parking issues are considered prior to parking becoming an issue including periodic evaluation and adjustments to off-street parking standards.



*Unmarked on-street parking along Main Street*

### 4-20. Expand the parking lot at Borough Hall.

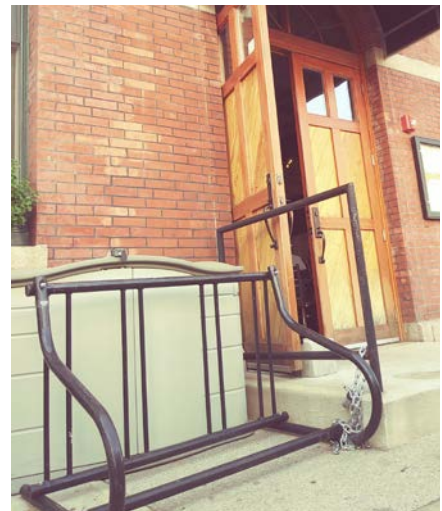
The Borough should consider expanding the parking lot at Borough Hall to provide additional parking. This may coincide with the Library moving across the street, enhancements to the open space adjacent to Borough Hall as a pocket park, and/or the reuse of Borough Hall as a business or other use if the Borough moves to the eastern gateway. Providing an off-street parking facility may prove to be a good investment prior to additional uses moving into the Borough and when Main Street is closed for community events. CRP funding from the County and other funding sources are available.

### 4-21. Reevaluate the parking requirements in the Borough's land use ordinances.

Periodically evaluate if requirements provide appropriate flexibility and innovation to allow property owners to meet parking needs in constrained areas such as the town center. Provide for shared parking concepts such as agreements for joint parking facilities and off-peak sharing between uses. The Multi-modal Circulation Handbook for Chester County and other publications are available to provide examples. Assistance from the Chester County Planning Commission is available for guidance and funding regarding ordinance updates.

### 4-22. Encourage bicycle racks at public locations such as borough hall, the post office, Atglen Public Library, new businesses, and parks.

The Borough should encourage bicycle racks at key locations within the Borough such as the Library, Post Office, churches, and at Borough facilities (Borough Hall and parks). Individuals, groups, agencies, nonprofits, and businesses could sponsor bicycle racks, with the sponsors name placed on the rack facilitated by a plaque, engraving, or other means.



*Example of a bike rack*



## Historic and Cultural Heritage and Character

Note: additional recommendations regarding historic resources are found in Chapter 5 and 8.

### 4-23. Incorporate aspects of Atglen's history into the town center to promote the Borough's identity.

Historic banners on light posts, placement of plaques or markers describing Atglen's history, and events celebrating or incorporating historic or cultural relevance are elements for consideration. The placement of plaques of Atglen's history at Borough Parks, Borough Hall, and the Library should be considered. The placement of historical markers is available through a program of the Pennsylvania Historical and Museum Commission.

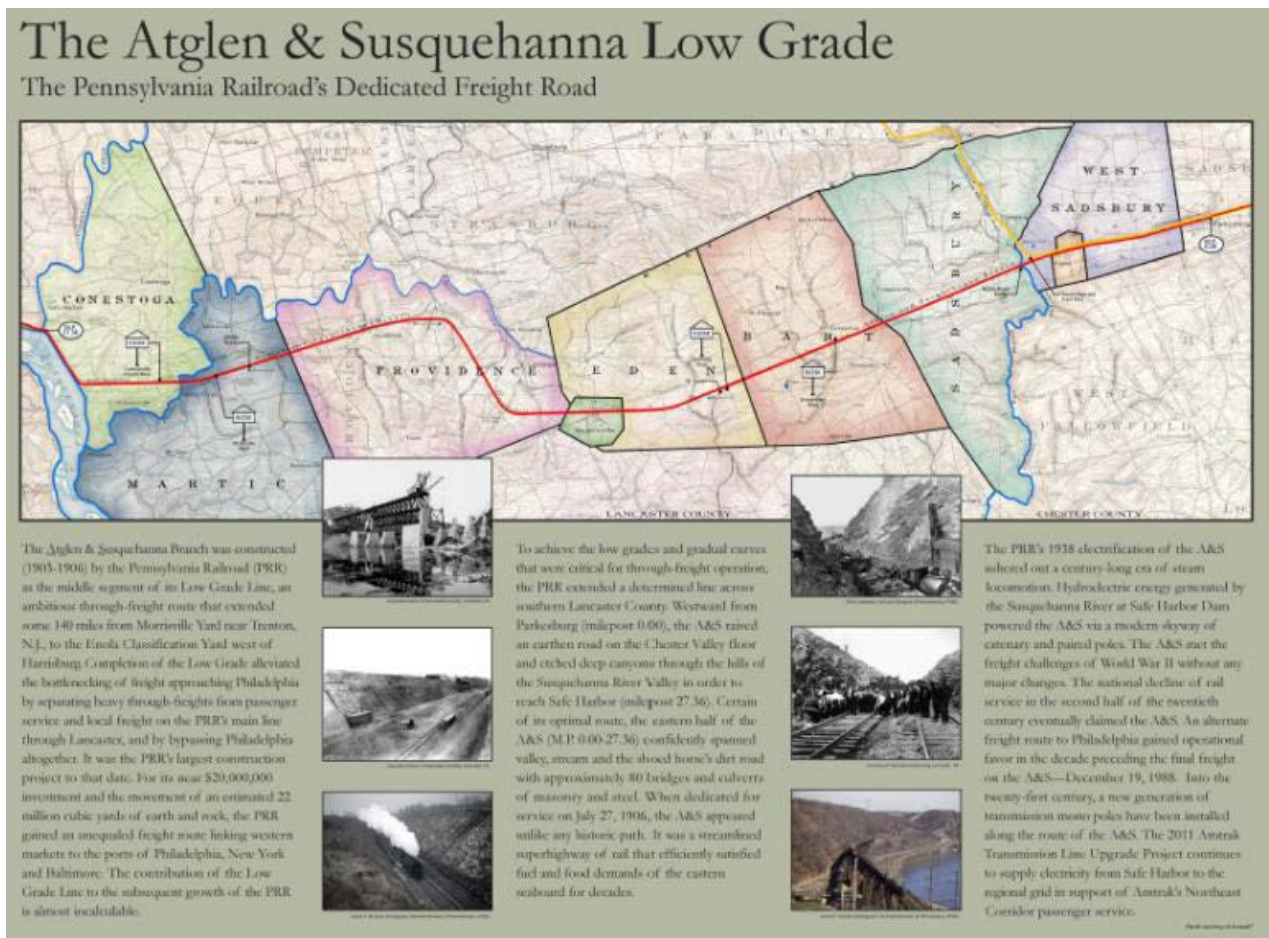


Image courtesy of AMTRAK

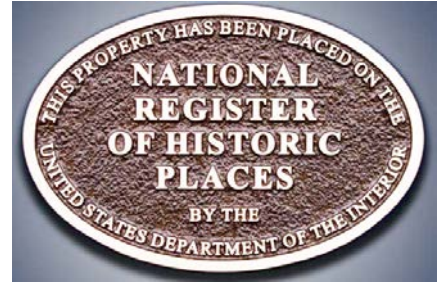
**4-24. Consider developing a National Register Historic District.**

Historic districts reflect community pride and inspire maintenance and improvement of contributing structures while enhancing tourism and funding opportunities. It is important to note that a National Register District is a designation that in and of itself does not regulate or establish limitations on historic properties.

This distinction may require the use of professional consultants and additional work by the Borough Historical Commission potentially with the assistance of other volunteers. There appears to be a sufficient density and number of contributing structures for a district designation. An initial survey is available from prior efforts (see Chapter 8 and Map 8) but further work will be required to gather photography and additional information on potential contributing structures through a comprehensive historic resource inventory. Funding is available from Chester County and other sources. Ultimately a National Register nomination application will need to be completed and submitted to the National Park Service.

Plaques designating contributing structures should be placed on each building. The plaques provide identification of each structure by a nationally recognizable marker and provide a sense of distinction for the property owner.

National Register distinction also provides property owners the ability to use historic preservation tax credits for income producing properties that are contributing structures. This benefit can assist with the maintenance of and improvement to historic properties (See Recommendation 5-9B).





Map 4 (See larger version in Appendix B)



# Chapter 5

# Economic Development Plan

## PROMOTE A WELL ROUNDED AND VIBRANT BUSINESS COMMUNITY

Attracting new businesses, events, and activities to the Borough will offer residents and visitors opportunities for community gatherings, special events, shopping, and services which will build a more vibrant community and tax base.

**GOAL.** Improve and expand the Borough's economic base by encouraging a balanced variety of business activities and events that will provide local job opportunities, goods and services, and support the local tax base while limiting the intensity and location of the activity to maintain the character of the Borough.

### OBJECTIVES

1. Maintain and enhance a town center containing a mix of uses to meet daily needs and convenience of Borough residents by encouraging businesses within designated areas.
2. Support and develop community events that foster community interaction and pride while drawing interest in and businesses to the Borough.
3. Develop programs and incentives to draw a variety of business and services to meet the needs of residents while creating a vibrant array of uses and activities in the Borough.
4. Provide incentives and direction for existing and prospective property owners to enhance existing properties and structures while facilitating appropriate redevelopment or infill development.
5. Coordinate with local and regional agencies to assist with economic development programs, marketing, and financial assistance for existing and potential businesses.
6. Use the Borough's cultural resources, historic identity, future trail connections, and the surrounding agricultural region to forge a unique identity and marketing strategy for economic development.

*New uses and events will increase vitality, exhibit community culture and pride, and enhance the attractiveness of the Borough.*



## Recommendations

The following pages contain specific recommendations to achieve the goals and objectives of this chapter. See also Chapter 3, Implementation Strategies.

### Programs, Coordination, and Funding Sources for Business Development

#### 5-1. Undertake an economic development study.

A study can further research and refine strategies for business development, infill and redevelopment, market capacity, coordination, and collaboration. The study can provide specific regulatory changes, strategies for implementation, and specific steps to activate progress. Ideally an economic development study should include more than one municipality to establish a wider base for study and implementation. However, a specific study for Atglen should not be discounted. The County Vision Partnership Program is one funding source for this activity. The Kennett Region Economic Development Study (2016) is a recent local example.

#### 5-2. Work with the Atglen Public Library to serve as a catalyst for economic development through programs to build capacity/demand.

The Library's future location on Main Street across from Borough Hall will provide additional space and capacity for books and programs. The Library provides wireless access, PCs, copying, faxing, scanning, and access to a business librarian. A larger library with dedicated off-street parking will draw additional users which can positively influence additional economic development in Atglen. Additionally, relocating the library to the principal corner of the town center on Main Street provides a proper "anchor" for the town center in addition to the current Borough Hall. The new location and larger space may also provide the following benefits:

**A. Programs.** The Library could provide classes and information to assist interested local residents in gaining capacity to start new businesses in Atglen either as home occupations or in commercial locations within the Borough. The Library could host programs, classes, or individual meeting times for potential new businesses owners and a SCORE representative. See Recommendation 5-3, below, for additional information.

**B. Capacity/Demand building.** The future Atglen Public Library location on Main Street has the potential to foster capacity and demand for ventures that could provide employment for Borough residents, create a local social location, and provide services that residents expressed interest in during the plan process. In addition to coffee service, other opportunities may include yoga classes, art exhibitions, and performing arts events. Once demand exceeds capacity at the Library, these opportunities may lead to the development of shops and stores locating in other structures within the Borough.

### 5-3. Facilitate training on business planning and operations.

SCORE is a nationally recognized non-profit that administers programs focused on small business assistance and education. Because SCORE is supported by the U.S. Small Business Administration (SBA) and a network of 10,000 volunteers, it is able to deliver services at no charge or at very low cost. Workshops, webinars, roundtables, or mentoring sessions could be held at the Library or Borough Hall. SCORE has a mission to “foster vibrant small business communities through mentoring and education.” There are a variety of programs offered consisting of free mentoring, business tools, business counseling, and workshops.

SCORE programs could offer Atglen business owners and potential entrepreneurs the guidance to begin or grow small businesses in the Borough. SCORE services would be beneficial in assessing the impacts of business decisions such as locating and marketing new business, securing funding, and elongating operating hours into the evening or on weekends. The Borough and Economic Development committee should recommend and promote SCORE as a resource to potential small business owners or startups. Promotional materials for SCORE should be located in Borough Hall, on the Borough website, and at the Library. <https://www.score.org/>



### 5-4. Coordinate regularly with the WCCCC and CCEDC.

WCCCC. The Western Chester County Chamber of Commerce (WCCCC) service area includes 20 municipalities in western Chester County. The Chamber’s Mission is focused on connecting its members to new ideas, resources, and relationships to achieve their goals. The Borough should actively communicate with WCCCC to increase awareness of the attractiveness of Atglen for small businesses. The availability of potential business locations should be expressed in addition to the accessibility from Route 41 for customers. With the advent of smart phones, online marketing may easily provide access to customers traveling along Route 41 for businesses such as unique restaurants, artisan or antique stores, brew pubs, gyms, and other opportunities. The WCCCC has the capacity to advertise and connect with business owners and entrepreneurs that might find Atglen an attractive place to locate. <http://www.westernchestercounty.com/>



CCEDC. The Chester County Economic Development Council (EDC) The Chester County Economic Development Council (CCEDC) is a private, non-governmental entity that promotes a competitive edge for existing and new businesses by providing proven financial solutions; cultivating workforce talent; leveraging business partnerships; and fostering entrepreneurial collaboration for more than 50 years. CCEDC services improve the business community and enhance the quality of life in Chester County and the region. <https://ccedcpa.com/>



EDC offers a variety of programs such financing, site selection, grant management, workforce development and business retention and expansion, and data for economic development initiatives. EDC offers assistance with tax exempt mortgages or bonds which can play a role



in business financing and can be used to finance land acquisition, buildings, associated machinery and equipment. Lenders using tax exempt loans are not required to pay taxes on the interest income from the loan which enables them to offer lower interest rates to the borrower. Tax exempt loans are limited to eligible borrowers which include manufacturers, first time farmers, and 501c3 organizations. The EDC financing team can help applicants navigate the many nuances involved in acquiring a tax-exempt loan. <http://ccedcpa.com/services/financing/tax-exempt-financing/>

#### **5-5. Create an economic development committee.**

The formation of this committee may include a variety of participants appointed by Borough Council to develop ideas, coordinate between various entities, or discuss specific opportunities. Members may include representatives from Borough Council, Borough Planning Commission, residents, local business owners, real estate agents, WCCCC, CCEDC, farmers, library, and school district. Special guests may be invited to discuss certain topics such as financing new businesses, rehabilitating structures, developing parking strategies, zoning amendments, or similar topics. This committee can add capacity and diversity to solve challenges and take advantage of opportunities over and above what existing Borough staff and committees have the ability to achieve.

The meetings of the economic development committee should be advertised and open the public to facilitate transparency and the opportunity of residents to be aware of topics and discussions. Public focus groups or roundtable discussions with Borough officials, residents, and businesses owners regarding economic development issues such land developments, zoning, underutilized or redevelopment sites, zoning or code modifications, new business opportunities, and similar topics will provide opportunities to discuss initiatives and issues. This will foster open communication and awareness to advance objectives while they are in process and promote local interest and public support in the development and enhancement of the town center.

#### **5-6. Target underutilized properties located in the town center for new uses, redevelopment, or infill.**

Targeting underutilized buildings in the town center for commercial uses would help create a more vibrant economy in Atglen. The Borough should emphasize the reuse of existing, older structures along Main Street for attracting new businesses. Due to the limited size of Main Street, opportunities for vacant first floor space should be a priority. The character of older buildings is valued by Borough residents and visitors alike and the reuse of these structures is viewed as an efficient method of helping to further the success of economic development.

However, opportunities for infill development on vacant or underutilized properties or redevelopment of existing structures that are not ideal should not be avoided (see Rec. 4-3). Encouraging two



*Infill or redevelopment opportunities exist in the town center.*



story infill or redevelopment can provide a mixed use (apartments above commercial uses) and live-work environment facilitating a variety of businesses and affordable housing within the Borough. The owners of key properties should be contacted to discuss opportunities. Available properties should be advertised on the Borough website in addition to working with the WCCCC and CCEDC to market properties to prospective businesses.

#### 5-7. Permit and encourage pop-up uses.

A nationwide trend that could be employed is the use of pop-up shops, restaurants, or offices. Pop-Ups offer the unique opportunity to test a business through short term (3-6-9 month) leases. The value of the pop-up shop is said to manifest from the risk-reduction, the ability to off-set risk has made pop-ups attractive to local artisans, entrepreneurs, restaurateurs, and other new businesses (Source: DVRPC pop-up toolkit). Landlords of underutilized properties may benefit from pop-ups or temporary leasing by collecting revenue for at least a temporary period of time. Borough Hall and the Library may be ideal locations to host pop-up business in the short term, in addition to fostering reuse of existing vacant storefronts. Another alternative is to permit food trucks or mobile stores (mobile farm stand or variety shop) to locate in the Borough Hall parking lot or at a specific permitted location. These uses should comply with all applicable requirements and be able to show proof of compliance (Chester County Health Department).

The Borough should establish a permit or ordinance prior to allowing pop-up uses. There are a variety of examples in Chester County and the region available to evaluate and utilize for consideration prior to adopting appropriate permits or ordinances. See the DVRPC publication “The Pop-Up Economy, Nov. 2014” for more information.

Examples of pop-up events may incorporate food, live music, and other market vendors into one temporary or weekly event. Successful examples of a pop-up economy are not limited to large urban areas, and vary greatly in type from pop-up shops, restaurants, or offices, to pop-up events, and pop-up planning. Coordination between the municipality and private business owners is crucial to the success of these temporary installations. Coordination and collaboration can pay off, as local businesses are able to test the market in a low-cost, low-risk situation; the economy is spurred by small catalyst projects.

#### 5-8. Attract targeted businesses to encourage investment.

Catalyst projects can infuse town center investment and excitement. A successful catalyst must be the kind of business that will serve as a dynamic addition and can generate incremental investment through its success, resulting in regeneration of the urban fabric. The catalyst does not necessarily serve as the end product for revitalization, but as an anchor or focal point that leads to progress and growth.

Borough residents have voiced the aspiration for downtown to incorporate restaurants and retail opportunities in addition to



recreational and entertainment uses, and more. One or two catalyst projects may spawn additional and more permeant businesses. A coffee shop, for example, in addition to being a business, may become a social and focal point that may spawn food service and retail activity that may branch off and relocate in other available spaces within town. The Borough should identify and market to specific needs and wants.

A coffee shop is a fairly simple endeavor that does not require as significant space or capital as some more elaborate uses. As stated elsewhere, Borough Hall or other locations could house a pop-up or entrepreneur coffee shop. A bicycle shop, with repair services, may be another ideal choice. There are no bicycle shops within proximity of the Borough and bicycling is an existing and growing sport within the Borough and the surrounding region. Marketing the future expansion of the CVT and Enola Low Grade trails in addition to popularity of cycling on regional rural roads to prospective bicycle store owners should be a consideration. A gym was another common request from residents during the plan development. Crossfit and similar entrepreneurial gyms can locate in fairly small spaces and are often located in garages or light industrial spaces. Coordination with the CCEDC and WCCCC should be established to collaborate upon and market catalyst business.



*A bicycle shop would be attracted by the emerging regional trail connections.*

#### **5-9. Create incentives and funding strategies to promote investment interests to develop and enhance the Town Center.**

There are many options for incentivizing economic investment and attracting growth that are applicable for a small urban center such as Atglen Borough. Two potential options include:

- A. LERTA. Local Economic Revitalization Tax Assistance Act (LERTA) (Act 76 of 1977, P.L. 237; 72 P.S. § 4722). In older communities where revitalization is desired in a targeted area, property owners can take the reins of economic development through a LERTA. The following is a quote from the State regarding Act 76: “While the specific terms of the tax abatement is decided at the local level, the state enabling legislation allows municipalities to exempt the value of all improvements made to a property from local taxes for a certain period of time not to exceed 10 years. Unlike other tax abatement programs, properties still pay a local tax but do not see any increase in local taxes based upon the value of renovations made to the property within the LERTA boundary.”

Typically a LERTA program will have target zones for infill of commercial uses which help reduce vacancy rates while allowing businesses to gain success during the 10 year graduated tax-abatement period. While attracting new businesses ought to remain a goal for the Borough, economic development can extend to existing businesses wishing to expand, and LERTA could assist in encouraging the existing businesses to make improvements. The tax-abatement allows a property owner to recuperate some of the investment made in improvements to go back into the business and

#### **What is LERTA**

- ▶ LERTA stands for the Local Economic Revitalization Tax Act, a state law adopted over 30 years ago to encourage economic development statewide.
- ▶ LERTA provides for real estate tax incentives for new construction or property improvements for business properties.
- ▶ LERTA does not apply to residential development.

keep the momentum for growth and revitalization. It is important to note that active marketing to property owners is crucial to the success of the LERTA district. Within Chester County, Phoenixville Borough and Caln Township employ LERTA's. They are distinctly different due to the nature of the target area, Phoenixville targeted four different areas in the Borough whereas Caln Township targeted the Route 30 corridor. [http://www.dvrpc.org/SOS/Roundtable/pdf/2015\\_06\\_19\\_RCEDF\\_CalnLERTA.pdf](http://www.dvrpc.org/SOS/Roundtable/pdf/2015_06_19_RCEDF_CalnLERTA.pdf)

As investment grows due to the LERTA, a portion of new incremental borough taxes received from the increase in investment could be diverted into a revolving loan fund. This program can help further key redevelopment opportunities as a match to other programs. Revenues from the fund could also be invested into necessary shared infrastructure improvements to further facilitate revitalization efforts.

- B. Historic Preservation Tax Credits. Tax credits may become available as an outcome of the implementation of other plan recommendations (4-24, 8-9). Rehabilitation Investment Tax Credits (RITC) are the most widely used historic preservation incentive program. Certain expenses incurred in connection with rehabilitating an old building are eligible for a tax credit. RITCs are available to owners and certain long term leases of income-producing properties. There are two rates; 20 percent for a historic building and 10 percent for a non-historic building, with different qualifying criteria for each rate. As an example, the eligibility requirement for the 20 percent tax credit is as follows:

- The building must be listed on the National Register, either individually or as a contributing building within a National Register Historic District, or be a contributing building to a Certified Local District (a locally designated historic district that has been certified by the National Park Service).
- Building must be used for income producing purposes, for example office, retail, residential rental, bed and breakfast, and light manufacturing uses. The building must be a depreciable building and not used as a private residence.
- Rehabilitation work itself must be undertaken according to the Secretary of the Interior's Standards for Rehabilitation.
- The project must meet the "substantial rehabilitation test." This test is where the amount of money to be spent on the rehabilitation must exceed the adjusted basis of the building or \$5,000, whichever is greater. Generally, projects must be finished within a 24-month period.
- After rehabilitation, the building must be owned by the same owner and operated as an income producing property for five years.



*Historic designations can provide economic benefits to property owners.*

**5-10. Consider Public Private Partnerships (P3s).**

A consideration for larger projects within the Borough is using a private/public partnership, commonly referred to as a P3 approach. Public entities have utilized the P3 approach to develop a diverse range of projects, such as student housing, parks and public spaces, transit infrastructure, parking structures, and mixed use developments. The P3 process allows experienced private developers to use their expertise in financing, design, and construction to undertake projects that achieve public goals and public improvements. This strategy allows public entities to take advantage of opportunities that would otherwise be outside of the expertise or funding capabilities of smaller towns, such as Atglen. An outstanding regional example is the Allentown Parking Authority Spiral Deck Renovation. Tim Haahs Associates and Boyle Construction partnered with the City of Allentown to renovate a parking deck with an additional 700 spaces for a total project value of \$3.4 million, a sum typically out of reach for a smaller city like Allentown.

Many larger national banks and financial organizations have become interested in community revitalization and have developed programs for funding to help small towns develop community assets, such as a catalyst project. A local example is the Wells Fargo Regional Foundation. The Foundation is aimed at improving the quality of life in income-eligible areas within the tri-state area. The Foundation programs including neighborhood planning grants, neighborhood implementation grants, and neighborhood implementation renewal grants.

Wells Fargo also has a Community Development Corporation associated with the Regional Foundation. This non-profit organization offers indirect and direct investment loans in communities that are invited to apply and have a mission of community and economic development. The individual-grant making body of Wells Fargo, the Regional Foundation, provides an alternate avenue of funding for economic development that is a specific advantage for Southeastern Pennsylvania.

<https://www.wellsfargo.com/about/corporate-responsibility/community-giving/regional-foundation/>

**5-11. Create a program for local coordination and incentives for subsidizing economic development and rehabilitation and construction.**

Communicate with local business, contractors, artisans, and property owners to establish coordination on redevelopment, rehabilitation, construction, and other economic development efforts. Local contractors have an incentive to assist in the enhancement of the Borough and may be willing to provide services for a reduced price or in enhance for services or other compensation. Developing a list of services and contacts should be established and promoted to property owners and prospective businesses. This listing of local contractors and artisan should be posted to the Borough webpage and distributed to residents and prospective business owners.



**5-12. Establish a volunteer recognition program to acknowledge residents and businesses that significantly contribute to the Borough and to promote volunteerism.**

Acknowledging volunteers via an annual luncheon, awards program, or recognition on the Borough website and newsletter are simple ways Atglen can thank volunteers for their time, promote volunteerism within the community, and increase familiarity between residents, business owners, agencies, and officials.

## Community Events

**5-13. Support and promote events to increase tourism and business interest in the Borough.**

Several events occur annually in concert with other organizations within the Borough such as Community Day each September. These events foster interest in the Borough, create a sense of community and pride, and attract future business.

Additional events should be added to take advantage of the various seasons, the agricultural heritage of the region, the Borough's railroading history, and potential as a trail town. Striving for a variety of events throughout the course of the year should be a goal.

Various groups such as the Parks and Recreation Committee, local churches, athletic organizations, fire and police (EMS) organizations, schools, and other local entities should be encouraged to participate in order to reduce the burden on the Borough to create and administer events.

Events could be held at the Borough's Church Street Park or Main Street pocket park, by shutting down a block or two of Main Street, or in the Borough Hall parking lot depending on the size or the scale of the event. Pursue coordinating with local events promoters such as Victory, events that have a larger draw such as sanctioned runs/races, and event routes that include the Borough.

Christmas tree lighting, farmers markets, food truck festivals, 5k runs, movies in the park, community days, fall festivals, block parties, parades (Halloween, Memorial Day), and other similar ideas are all potential event concepts. The Covered Bridge Classic, Main Street Car Cruise, and Octorara Homecoming Parade are events that previously occurred within the Borough that could be revitalized.



2018 Wizard Faire

Photos courtesy of Atglen Public Library.





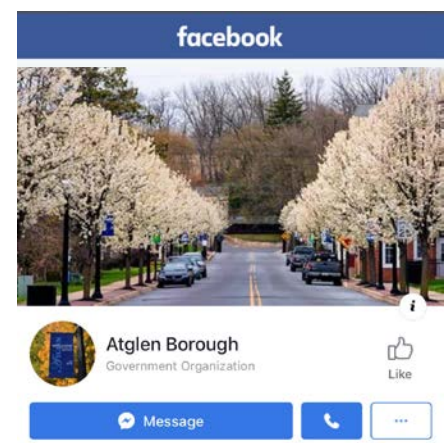
2018 Wizard Faire  
Photos courtesy of Atglen Public Library.

**5-14. Develop an events subcommittee to oversee and coordinate community events.**

This subcommittee of the Parks and Recreation Committee may include representatives of Borough Council, Borough staff, the Planning Commission, Parks and Recreation Committee, Library, local churches, police, fire department, and other organizations to plan and coordinate events throughout the year. The Committee should work in conjunction with Borough staff and is a means to reduce the burden on staff to facilitate and coordinate additional events in a unified manner. This can add capacity and diversity to developing future events and maintaining a strong volunteer base. This committee could consider becoming a 501.c.3 to take advantage of tax advantages which may encourage donations.

**5-15. Utilize a variety of social media and traditional means to promote events and information about the Borough.**

Posting notices on Facebook and other social media sites, advertising in local papers (Community Courier), coordinating with the WCCCC to inform residents and potential visitors regarding upcoming events and solicit volunteers and vendors. “Pushing out” events on social media on social media and on regional websites will assist with broadening the audience for local events to garner additional participants. Additionally, making sure residents are aware of upcoming events may avoid conflicts or issues in addition to garnering participation, particularly among new residents.



## Promotion

### 5-16. Develop marketing and educational materials to take advantage of the Borough's history and emerging trail opportunities.

The Borough should begin developing marketing materials geared towards celebrating and promoting Atglen's railroading past, its historic resources, and its future opportunity as a trail town. In addition, Atglen's position within an agricultural area and proximity to both Lancaster County tourism and Chester County attractions should be highlighted. To compete with national stores and shopping centers, such as Walmart (located at West Sadsbury Commons five miles away), the historic town center and benefits of Atglen's location should be maximized to draw unique small businesses to the Borough by offering a unique shopping experience.

A marketing initiative will encourage businesses that offer places to shop, dine, and play in Atglen. Feedback from residents and stakeholders indicate that downtown Atglen is not seeing it's potential in terms of providing local business, restaurants, and specialty stores. A marketing initiative is a next step to encourage new business and employment opportunities in the downtown. The desired results of a marketing initiative are:

- Attract new businesses that the market in Atglen can support and supply prospective businesses with a vision of why they should locate in Atglen.
- Create a unique commercial main street and events that will attract shoppers and new businesses from the region.

Critical to the progress of downtown Atglen is the attraction of 'right kind' of business. A significant critical step in the process of determining what will be viable in the Atglen market is performing a market analysis that will indicate specifically the types of commercial activity will currently be supported in the community.

In order to begin a marketing initiative, a grassroots effort identifying capacity using local social "capital", such as the Library, Borough Parks and Recreation Committee, and Western Chester County Chamber of Commerce, is paramount to seeing a marketing initiative through to fruition. A program such as the Department of Community and Economic Development's (DCED) Marketing to Attract Business program would be applicable. As stated in the guidelines published by DCED, eligible applicants are 'any Pennsylvania based non-profit organization whose core mission is business attraction, retention, and expansion.' The Chester County Economic Development Council (EDC), WCCCC, and Wells Fargo Foundation are potential funding sources and assistance. Other national and regional programs such as The Trail Town Program should be consulted. The Great Allegheny Passage is a fantastic example in Pennsylvania that can serve as model for websites and marketing materials. <https://gaptrail.org/> See Appendix C.

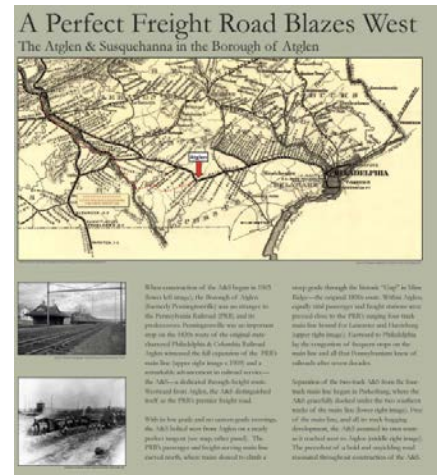


Image courtesy of AMTRAK



**5-17. Undertake efforts to market the Borough and increase tourism.**

This effort will include coordination between members of Borough Council, the Planning Commission, Historical Commission, Parks and Recreation Committee, HOA's, library, members of the business community, realtors, and Borough residents. Regular coordination with agencies such as WCCCC, CCPC, and CCEDC, and gathering community input regarding marketing and tourism opportunities and initiatives should be key initiatives. Partnering with these agencies to promote the materials developed under recommendation 5-16 is an additional step. Meetings should be open to the public should to allow for open discussion and consideration of issues and opportunities.



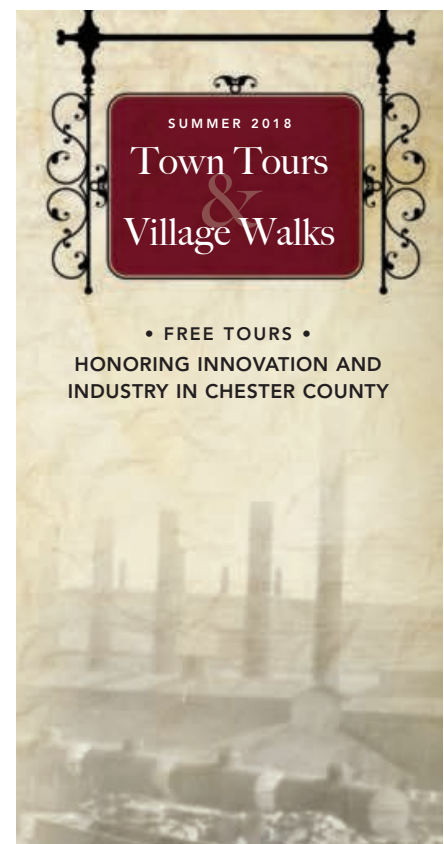
**5-18. Encourage a seasonal farmers market and/or open air market with connections to local farmers on Borough property, within the park, and periodically as a part of temporary events.**

The Borough and event partners should actively communicate with and solicit local farmers and vendors to participate in a seasonal farm market in addition to having them participate in other events to sell products. Having local farm products at events may increase the interest in and marketability of events, benefiting from the rich agricultural heritage of the region and tourism in Lancaster County. A fall festival that includes sale of pumpkins and including hay rides and similar items is one example. Finding a way to take advantage of travelers along Route 30 and 41 should be considered in addition to using social media and other media outlets.

**5-19. Consider a “Town Tour” for Atglen.**

Town Tours & Village Walks is a series of free summer strolls through historic neighborhoods, hamlets, villages and sites. Offered during summer, participants can explore Chester County's heritage on Thursday evenings, June through August. Each tour is designed to inform, entertain and increase awareness of Chester County's rich heritage and historic landscape. An Atglen Town Tour would help promote the Borough to the region and help the Borough celebrate its heritage and foster community pride and investment in historic properties.

Town Tours & Village Walks are a program of The Chester County Board of Commissioners through the Chester County Planning Commission; the Chester County Historical Society; Westtown Township; the Chester County Historic Preservation Network; and the Chester County Conference and Visitors Bureau.





# Chapter 6

## Neighborhoods Plan

### A VARIETY OF HOUSING TYPES FOR A DIVERSE POPULATION

Community amenities and activities attract and retain residents by improving the quality of life, while housing options and opportunities offer an appealing place to live for residents across generations, socioeconomic status, and cultures.

**GOAL 1.** Maintain existing neighborhoods while allowing for development that complements the existing character of the community.

**GOAL 2.** Provide opportunities to continue the existing mix and diversity of housing types and values.

**GOAL 3.** Protect and enhance those aspects of the existing community which are highly valued, including: neatness, quiet, diversity, safety, and the size of the town.

#### OBJECTIVES

1. Protect and enhance existing residential areas by ensuring property maintenance and appropriate buffers between different uses.
2. Connect new development with existing pedestrian and street networks, concentrating on safe pedestrian access throughout the entire Borough while maintaining the traditional character of the Borough.
3. Support and enhance pedestrian access to regional trails and community gathering places such as parks, Borough Hall, Library, Post Office, and other institutions so they are walkable from all parts of the Borough.
4. Maintain and enhance public safety and community interaction throughout the Borough.





## Recommendations

The following pages contain specific recommendations to achieve the goals and objectives of this chapter. See also Chapter 3, Implementation Strategies.

### Parks and Recreation

#### 6-1. Create a park on the Borough owned parcels on western Valley Avenue.

The need for additional or upgraded parks and recreation were a primary request during early public meetings and interviews for this plan. The vacant (sometimes farmed) Borough owned land on western Valley Avenue presents an opportunity for larger recreational activities than the Church Street Park in the town center and the Penningtonville Church “tot lot.” Two parcels combine for 17 acres which may facilitate ball fields (soccer, etc), walking trails, and pavilions. This site may serve as a trailhead for the Enola Low Grade trail and other local trails and should contain bicycle related facilities such as bike racks, locked bicycle tool stations, a bike wash, and facilities. A pump track or skills park could be considered due to the potential for significant cycling activity associated with the Enola Low Grade Trail.

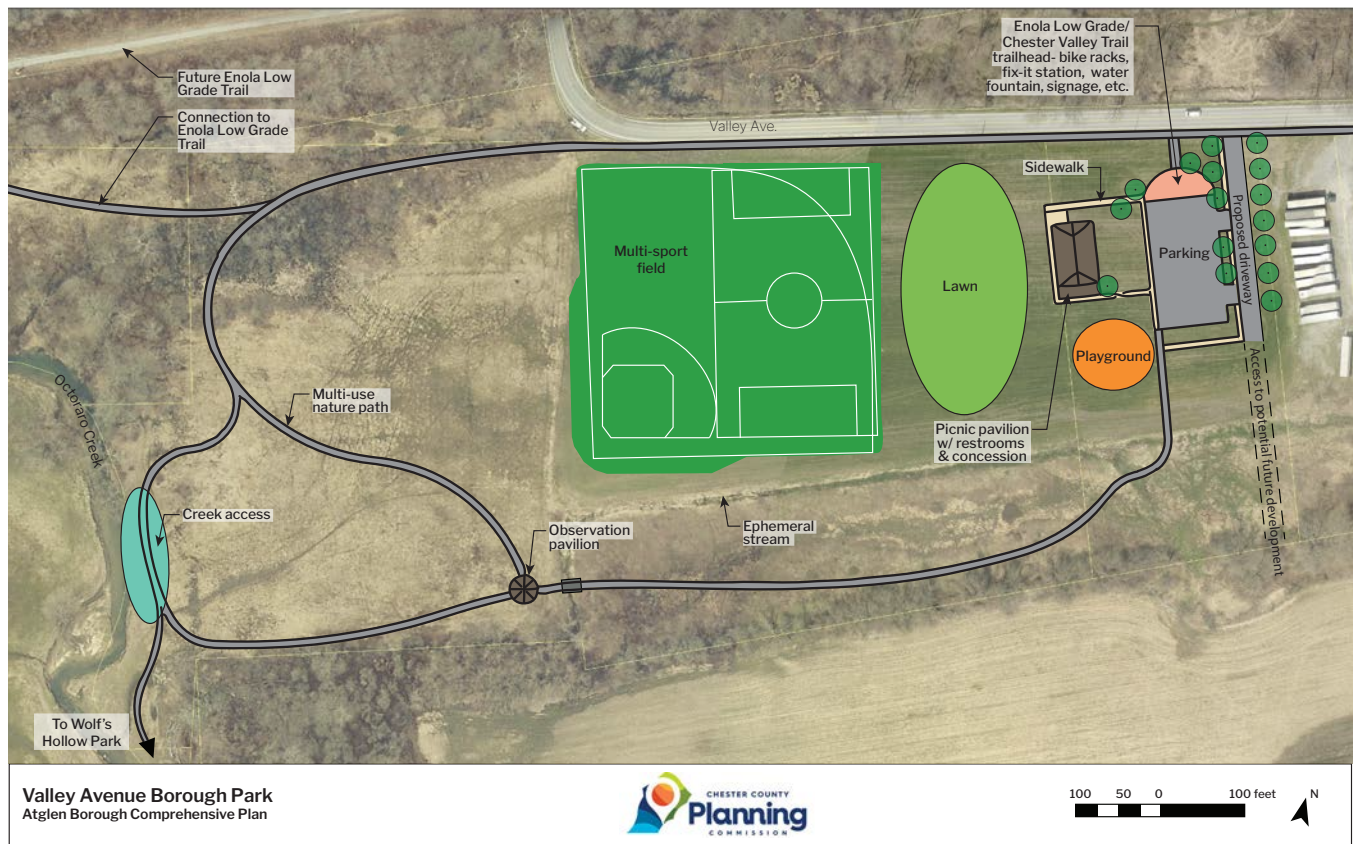
A “Friends of the Park” committee could be created to help the Borough with the planning, administration, and maintenance of the park. This could be a subcommittee of the Parks and Recreation Committee. A community charrette could be held to assist in the planning for the park in addition to undertaking a more formalized and professional park planning effort.

Working with the County is essential regarding coordination with the Enola Low Grade trail and a trailhead which may be funded and maintained by the County. County Vision Partnership (Special Study), CCDCD CRP, PADCNr, DVRPC, and other sources are available for the planning and construction of park improvements. See Figure 6-1 for an illustration of potential park improvements and Map 7a and 7b for the park and related facilities (pedestrian connections and improvements outside the park). A larger version of Figure 6-1 is available in Appendix B.

An alternative consideration would be to sell the property to the Natural Lands Trust, Brandywine Conservancy, or similar organization with agreement for trails and passive recreational uses with protected open space accessible by the public.



*Borough property on Western Valley Avenue*

**Figure 6-1: Valley Ave. Park Concept** (See larger version in Appendix B)*Penningtonville Church park/tot-lot*

## **6-2. Encourage the maintenance and enhancement of the Penningtonville Church park/tot-lot**

This existing park/tot-lot is widely used, especially by younger children due to the playground equipment. The Borough should work with the church and continue to encourage the maintenance and use of this park to facilitate a hierarchy of parks in the Borough with this lot serving the youngest age bracket.

## Improvements

### 6-3. Develop gateways at the entrances to the Borough.

Aside from a more prominent gateway from Route 41 recommended in Chapter 4, additional gateway signage on Zion Hill, Swan Road, Steelville Mill Road, and Main Street should be established. See Map 7a and 7b, Connectivity Plan Maps.

The boundaries of Atglen are not necessarily readily discernable, it is easy to cross municipal borders without knowing it. Gateways are an opportunity to create a positive first impression for visitors, market the Borough, and foster pride among existing residents.

Include prominent signage and attractive landscaping at the entrances to the Borough. Incorporate elements that are unique to Atglen such as railroading aesthetics. A “welcome to Atglen” sign that is unique and reflects the community should be considered. Appropriate minimal night time lighting and other elements may be considered. Coordinating with PennDOT may be required along state roads. The Borough should explore using local artists, engineers, landscapers, designers or other contractors to assist the design, funding, and implementation of the gateway.



*Looking west at the intersection of Route 41 and 372*

### 6-4. Evaluate alleys and repaving/reconstruction.

Several alleys do not meet design standards and are in need of repair. The Borough should apply for improvement grants and consider alley redevelopment as green alleys/stormwater improvements by using permeable surfaces. Other communities in the state have successfully used this concept. This may lead to lessen stormwater impacts, create funding opportunities, and be a progressive effort by the Borough. Consider using the “woonerf” technique of making alleys safe areas for children, pedestrians, and cyclists (particularly those who are not comfortable cycling on streets or larger roads).

\*Woonerf: A street or alley that utilizes various techniques to share space for different traffic modes (pedestrians, bicycles, automobiles), institute traffic calming, achieve low speed limits, and accomplish other goals such as stormwater management through permeable pavement.

### 6-5. Consider local incentives to encourage property maintenance.

The Borough could consider a Borough-wide cleanup day. Neighborhood groups or the Parks and Recreation Committee could be engaged to facilitate clean-up days/block parties. A spring clean-up in conjunction with Earth Day is an example of potential events.



## Safety and Community

### 6-6. Consider limiting parking to one side of the street in Penningtonville and install traffic calming measures.

Limiting parking to one side of the street may create a safer environment and create better sight distances at certain locations within the neighborhood. Since Penningtonville was developed without sidewalks there may be an opportunity to create a designated and safer walking and bicycling area by limiting parking on one side of the street and striping a dedicated walking and bicycling “lane” on the side of the street without parking. Options may include a Yield Road or Advisory Shoulder (See Figure 7-3). Traffic calming measures can be as simple as installing signs or intensive as installing traffic tables or other physical measures. Further study and analysis is required before implementation may occur. See Figure 6-2 and Map 7a, Connectivity Plan Map.

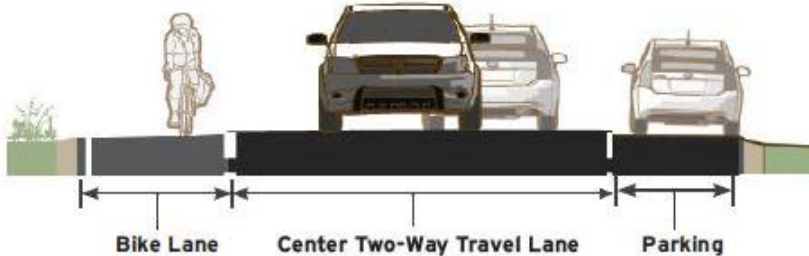


Figure 6-2:  
Bicycle/Pedestrian lane

### 6-7. Consider a traffic calming program.

A traffic calming program may be created with differing levels of formality. It could be as simple as where more than a certain percentage (a majority, or specific %) of residents on a certain block request traffic calming measures, the Borough would agree to discuss and install appropriate measures. Other options include a traffic calming ordinance that must be developed and adopted that outlines criteria, a process, and certain measures to be installed via ordinance. Kennett Square Borough has an ordinance that may be referenced and used as an example. Examples of traffic calming measures include crosswalks (with signs and/or lighting), speed tables, raised intersections, bulb-outs, gateway treatments, and similar elements.





## 6-8. Consider developing neighborhood groups/associations or a town watch program.

**A. Encourage neighborhood associations/groups.** The only neighborhood groups in the Borough are the Penningtonville and Creekside Knoll HOA groups, which were specifically organized to administer their HOAs. Other neighborhoods and various blocks in the grid portion of the Borough should be encouraged to create neighborhood groups to discuss issues, distribute information, and welcome new residents into the Borough. Neighborhood groups could organize block parties, street or park clean ups, play groups, or other activities of interest as necessary.

**B. Town Watch.** The National Association of Town Watch is a program dedicated to the development and promotion of organized, law enforcement-affiliated crime and drug prevention programs. The Christiana police chief indicated he would welcome and assist with the development, training, and maintenance of a town watch if there was interest from Atglen residents. An example of possible objectives for a town watch are as follows:

- To help deter and reduce crime and undesirable behavior in our neighborhoods, while improving the daily safety of citizens residing within the Borough.
- To help improve the quality of life within the Borough while raising civic pride, awareness, and respect in our community.
- To provide a communication and warning network linking law abiding citizens within our community.
- To aid and lawfully support law enforcement personnel in policing our Borough by providing pertinent supplemental information to law enforcement.
- Not hinder or interfere with law enforcement personnel lawfully engaged in the performance of their duties or engaged in an investigation.

Events that may be undertaken or overseen by a town watch include but are not limited to:

- Community Clean-up: You are already working on cleaning up the crime in your community make it a beautiful place to live at the same time.
- Victim Assistance: Should one of your neighbors be victimized, you can know how to help that person. Contact the Police Department or Town Watch Association for more information.
- Town Watch Signs: The Town Watch could purchase signs with the assistance of the community and Borough Council. Specific neighborhoods or blocks may wish to purchase signs that identify neighborhoods where citizens look after each other.
- National Night Out: Every year, the National Town Watch Association invites communities to participate in National Night Out Against Crime.

As a vital element of community-supported law enforcement, a town watch must remain up-to-date and relevant to the Borough. Regularly scheduled updates of a town watch website and modernization of the website design on a regular basis are opportunities to consider. Involvement in marketing initiatives offers opportunities to revamp town watch brochures and remain relevant in the community. Offering outreach events and service awards annually encourages year-round involvement.

# Chapter 7

## Connectivity Plan

A WALKABLE AND CONNECTED COMMUNITY ACCESSIBLE TO THE GREATER REGION BY TRAILS.

Walkability and safe cycling routes are the priority for the Borough to provide connections within the Borough and to regional destinations.

**GOAL 1.** Expand upon pedestrian and bicycle facilities and connections within and outside of the Borough.

**GOAL 2.** Ensure a safe and effective roadway system that is consistent with the traditional borough character and accommodates for all modes of transportation.

**GOAL 3.** Develop strategies to attract and improve access to public transportation options.

### OBJECTIVES

1. Connect Atglen Borough to the growing regional trail system and regional recreation facilities.
2. Enhance physical connections to and the visibility of parks.
3. Pursue bicycling connections to destinations within and outside of the Borough.
4. Enhance wayfinding and transportation signage.
5. Design new development in keeping with the original Borough street patterns to maintain the character and pedestrian-orientation of the community. Continuing and connecting to the traditional grid pattern is a priority.
6. Connect new and infill redevelopment with the sidewalk and trail network, concentrating on safe pedestrian access throughout the entire Borough.
7. Develop strategies to resolve roadway and sidewalk deficiencies which improve the functioning of the roadway, bicycle, and pedestrian network.
8. Coordinate transportation priorities and funding needs to promote effective and efficient improvements to the Borough's vehicular and non-vehicular facilities.

*"I really like the idea of bringing trails closer to town, connecting them and sidewalks, and accessing Wolf's Hollow from the Borough."*



## Recommendations

The following pages contain specific recommendations to achieve the goals and objectives of this chapter that work in conjunction with Map 7a and 7b, Connectivity Plan Maps. See also Chapter 3, Implementation Strategies.

### Bicycles and Pedestrians

#### 7-1. Complete the sidewalk network.

- A. Require sidewalks for new land developments.** Regardless of proximity of sidewalks on adjacent properties, the Borough should require the installation of sidewalks for all new development within the Borough.
- B. Pursue funding for the installation of priority sidewalks.** In addition to streetscapes within the town center, the Borough should pursue funding for studies, engineering, and installation of sidewalks as indicated on Map 7a and 7b, Connectivity Plan Maps. Apply for CRP and other funding sources for sidewalk installation.



*A share the road sign along Strasburg Road in East Bradford Township.*

#### 7-2. Complete the three spokes of the regional trail system.

- A. Pursue extension of the Enola Low Grade trail (ELG) to Atglen.** The ELG is a multi-use trail in Lancaster County that is expected to be complete by 2019. Installing the short connection from the County boundary to Atglen could be achieved more quickly than awaiting the extension of the Chester Valley Trail from the east. Work with West Sadsbury and the county to extend the ELG to Atglen from the Lancaster County border. Coordination with the County Planning Commission and Facilities Department will be necessary. Appropriate locations for trailheads should be considered in planning the ELG extension. See also Chapter 4, Town Center Plan.
- B. Pursue the extension of the Chester Valley Trail (CVT) to Atglen.** The CVT is a multi-use trail in the eastern portion of the County that is planned to extend west to Atglen from its current terminus near Exton. The Borough should work with the County and adjacent municipalities to bring the CVT to Atglen to connect with the Enola Low Grade Trail, regional bicycle routes, other trail connections, and the Borough sidewalk network.



- C. Develop an off-road trail to Wolf's Hollow Park. An off-road trail connection to Wolf's Hollow Park should be pursued along the Octorara Creek as indicated by other plans and studies (Octorara Region Plan, etc.). A trail head could be established at the future Valley Avenue Park providing connections to the ELG trail and Atglen's town center. The trail could proceed south along the creek to Wolf's Hollow via a pedestrian bridge over the Octorara Creek. An off-road trail would be roughly 6,725 feet or 1.27 miles in length and 3,350 feet or .63 miles from Steelville Mill Road to the park. This would provide a shorter route than the 8,035 feet/1.52 mile on-road route described in Recommendation 7-3 below.

**D. Encourage the improvement and maintenance of the Creekside Knoll HOA pedestrian trail on Steelville Mill Road.**

This existing trail is not well maintained. The Borough should work with the HOA to make improvements to the trail and regularly maintain it in addition to connecting it to other facilities.



*Creekside Knoll pedestrian trail along Steelville Mill Road*

**E. Consider a pedestrian trail connection through the Penningtonville HOA.**

There was a footbridge over Valley Creek in the past allowing residents to walk to Steelville Mill Road. Due to flooding issues some remediation would be required to create a passable trail from Penningtonville to Steelville Mill Road across the narrow piece of HOA owned land in addition to a replacement bridge. This trail would only be possible if stormwater/flooding remediation along Valley Creek were to occur as part of the project. However, this may increase funding opportunities. This should be considered as both an improvement project for the creek and an additional connection from Borough to Wolf's Hollow Park aside from Main Street or a trail along Octorara Creek. See Map 7a and 7b, Connectivity Plan Maps.



### 7-3. Advance safe on-road bicycle connections.

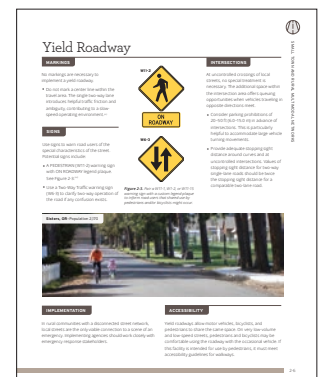
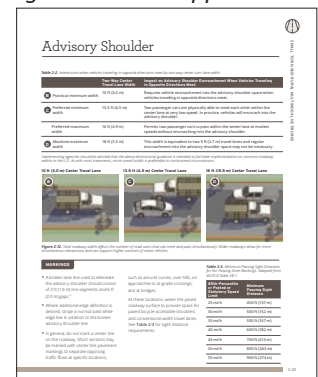
**A. Install signs and pavement markers along priority bike routes.** This is a preliminary step to implementation of Recommendation 7-3.B below. Installation of “share the road” and “bicycle route” signage and pavement markers increases awareness of bicycle routes and alerts motorists to be more aware of cyclists and pedestrians. Such signs and pavement markers should be installed along the routes noted in B, below, while further efforts for infrastructure improvements are being pursued. Coordination with adjacent municipalities and PennDOT will be required as applicable. Funding is available from the state for installation of share the road signs. See Map 7a and 7b.

**B. Initiate roadway improvements to create bike routes.** This is a more intensive effort that will provide increased safety and is a more comprehensive improvement than the signs and pavement markers recommended in 7-3A, above. In 2017 PennDOT made a significant policy change regarding on-road bicycle facilities by eliminating the Bikeway Occupancy Permit (BOP) and replacing it with a Bike Lane Request/Approval Letter. Contacting the PennDOT District 6 and the Bicycle/Pedestrian (BP) Coordinator during the project scoping process is required so PennDOT can advise in the conceptual stage of the project where state roads are concerned. Working with adjacent municipalities is required where local roads are concerned, which removes the necessity of PennDOT involvement. One potential is that shoulder widening and lane restriping to accommodate cycling can be established during regular repaving/maintenance efforts. Paved shoulders for bicyclists range in width from four to six feet. PennDOT typically requires five feet on state roads. The Borough should coordinate with the Chester County Planning Commission and PennDOT to assist with coordinating these additional connections and improvements. The Borough should coordinate with PennDOT to facilitate bicycle improvements in conjunction with road maintenance or improvements on state roads. In addition to bike lanes, Advisory Shoulders and Yield Roadways are two other alternatives (See Figure 7-1). See Figure 7-2 for state roads and Map 7a and 7b.

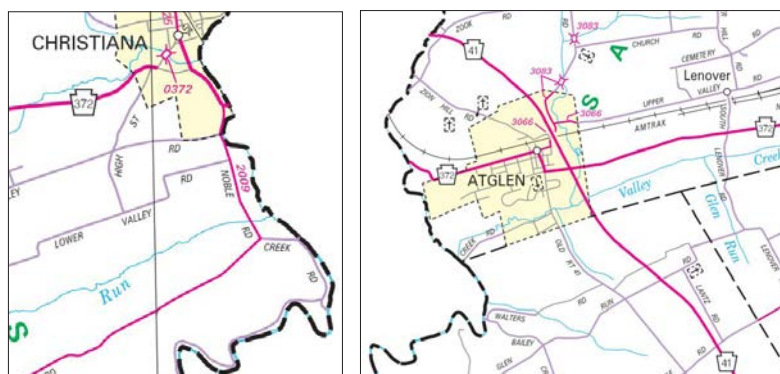


*Bike route signage on the Chester Valley Trail*

**Figure 7-1:**  
See larger version in Appendix B



**Figure 7-2: State Roads**



- 1) To Wolf's Hollow Park.** Pursue coordination and funding to establish a route along Steelville Mill Road within the Borough and West Sadsbury Township, Creek Road in Sadsbury Township (Lancaster County) and Bailey Crossroads Road and Glen Run Road in West Fallowfield Township in Chester County.

Residents indicated this route is a popular cycling, running, and walking route and measures should be taken to improve safety for these users, particularly until an off-road trail can be created, which may not be able to provide cycling capabilities due to constraints.



*Mercer's Mill Covered Bridge between Atglen and Wolf's Hollow Park*

Consideration should be given for widening the roadway slightly specifically to accommodate bicycles and pedestrians by providing wider and striped road shoulders. Advisory Shoulders or Yield Road techniques are alternatives which may be appropriate due to low traffic volumes and posted speeds (See Figure 7-1). This route does not include any state roads and thus can be initiated at the local level which may expedite completion. See Figure 7-3 as an example of modifications to Steelville Mill Road.

- 2) To Christina Borough.** Pursue coordination and funding to establish a bicycle route along Valley Road (Route 372). This will require coordination with PennDOT, West Sadsbury, and Christina Borough and CCPC. Advisory Shoulders or Yield Road techniques may also be appropriate due to low traffic volumes and posted speeds (See Figure 7-1). As Route 372 is a PennDOT road this route may be implemented when PennDOT repaves or makes improvements to Route 372.

- 3) To Parkesburg.** Pursue coordination and funding to establish a bicycle route along Green Street, Swan Road, and Upper Valley Road to Parkesburg. This will require coordination with PennDOT for the portion within Atglen and Parkesburg, however the remaining route is owned by West Sadsbury and will require coordination with that municipality. This route is preferable to Route 372 in the short term because it has lower traffic speeds and volumes. Establishing a bike route to Parkesburg may be a preliminary step prior to the installation of the Chester Valley Trail extension. Advisory Shoulders or Yield Road techniques may also be appropriate due to low traffic volumes and posted speeds (See Figure 7-1). As portions of the route are along a PennDOT road this route may be implemented when PennDOT repaves or makes improvements.

**Figure 7-3:  
Steelville Mill Road  
Potential Bicycle  
Improvements**





#### 7-4. Update and enforce bicycle/pedestrian friendly regulations.

To get a better understanding of what is needed from a regulatory perspective, Atglen should periodically review and amend its zoning ordinance, subdivision ordinance, and other Borough regulations to ensure that roadway and sidewalk standards are current. The Borough should also work with applicants during the land development process to promote implementation of multimodal improvements shown in this Plan. Many of the facility types mentioned in the complete streets section cannot be accomplished if standards to require them are not within the Borough's ordinances. Although Atglen's regulations are currently up to date, technical standards are evolving, particularly in regard to bikeways and trails.

Figure 7-4 illustrates a regulatory assessment inventory for Atglen as it pertains to these facilities. This inventory should be used by the Borough when updating ordinances to better address all forms of mobility in Atglen. Sample ordinance language and standards are available in the Multi-Modal Circulation Handbook for Chester County ([www.chesco.org/DocumentCenter/View/26940](http://www.chesco.org/DocumentCenter/View/26940)) and the Central Chester County Bicycle and Pedestrian Circulation Plan ([www.chesco.org/DocumentCenter/View/12219](http://www.chesco.org/DocumentCenter/View/12219)).

Examples of potential amendments include providing definitions for sidewalks, trails, and bicycle facilities in the Borough Subdivision Ordinance (SLDO), updating required parking standards (SLDO §603 and Apx. 22), and requiring consideration of pedestrian and trails identified on Map 7a and 7b in subdivision submissions.

#### 7-5. Consider requiring bicycle racks.

In conjunction with recommendation 7-4, the Borough should consider requiring bicycle parking/racks for new uses of a certain size or character within the zoning and/or subdivision ordinance. Requiring bicycle racks encourages cycling and may be used to reduce the number of required vehicular off-street parking spaces.



**Figure 7-4:**  
**Existing Ordinance Matrix**  
*See larger version in Appendix B*

Yes	Effective standards are in place.
Limited	Standards are in place but a significant issue was identified that limits their effectiveness.
No	No standards are in place for this particular concept.
<b>Pedestrian Facilities - Sidewalks</b>	
Are pedestrian facilities defined?	ZO
Support purpose statement?	ZO
When required? (i.e., for what types of uses)	SLDO
Where required? (i.e., location, etc.)	SLDO
Are sidewalks mandatory or optional?	Man./SLDO
Is a minimum sidewalk width specified?	Yes
Reference ADA standards? (curb cuts)	
Are bus shelters required?	
<b>Trail Facilities</b>	
Are trail facilities defined?	ZO
When required? (i.e., for what types of uses)	
Where required? (i.e., location, etc.)	
Are trails mandatory or optional?	Op. R-1a
Is a minimum trail width included?	ZO Defs
Is a surface treatment specified?	ZO Defs
<b>Bicycle Facilities</b>	
Are bicycle facilities defined?	
When required? (i.e., for what types of uses)	
Where required? (i.e., location, etc.)	
Is a surface treatment specified?	
Are bicycle parking facilities required?	
<b>Transit Facilities</b>	
Is bus shelter defined?	
When required? (i.e., for what types of uses)	
Where required? (i.e., location, etc.)	
<b>Official Map (recommended in plan, not adopted)</b>	
Are trails/paths/sidewalks designated?	
Are bike routes designated?	



## 7-6. Implement “Complete Streets” concepts.

Complete streets are designed and operated to enable safe access for all users. The National Complete Streets Coalition provides the following when defining Complete Streets:

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”

Elements that can be found on a complete street may include: sidewalks, share the road/wide shoulders, bike lanes/buggies lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, or similar features.

The Chester County Planning Commission is an advocate for the implementation of complete streets especially in urban centers such as Atglen which already contain some of the components of a complete street. CCPC has published several documents (available online at [www.chescoplanning.org/transportation/OtherPlans.cfm](http://www.chescoplanning.org/transportation/OtherPlans.cfm)) which may provide guidance including:

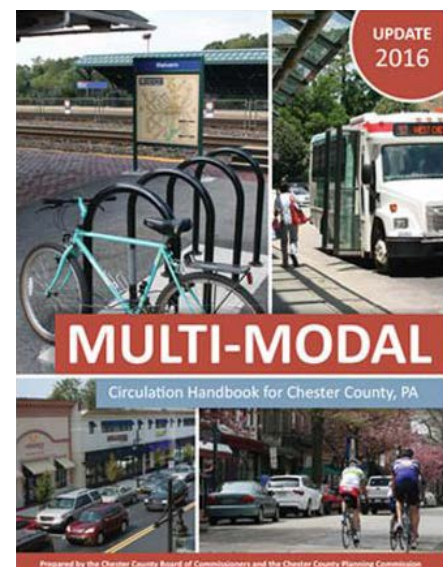
- The Chester County Public Transportation Plan
- The Baltimore Pike Complete Street Study
- The Multimodal Circulation Handbook
- Enhancing the Transit Environment

The Multimodal Circulation Handbook is a resource that includes guidelines for the design of transportation facilities as well as case studies that illustrate how various design elements may be implemented through the land development process ([www.chesco.org/DocumentCenter/View/26940](http://www.chesco.org/DocumentCenter/View/26940)).

The Borough should consider adopting a complete streets policy in the form of a resolution to show the Borough’s commitment to complete streets. The resolution should contain factual findings that support the municipality’s need to pass the resolution based on the goals of the Borough. These statements should be specific to the needs and desires of the Borough and should contain information that documents the need for complete streets in Atglen.

Lastly, to accommodate all forms of travel the Borough should communicate with farmers (Plain Sect and English) and the rest of the agricultural community in the region to identify circulation needs for the movement of farm vehicles and buggies in addition to cyclists.

To further implement complete streets, the Borough needs to identify streets where complete streets improvements should occur. These may include: Lower Valley Road, Main Street, and Valley Avenue to facilitate access to the future Borough park and Enola Low Grade trailhead from the town center.





## Additional Studies, Mapping, and Ordinances

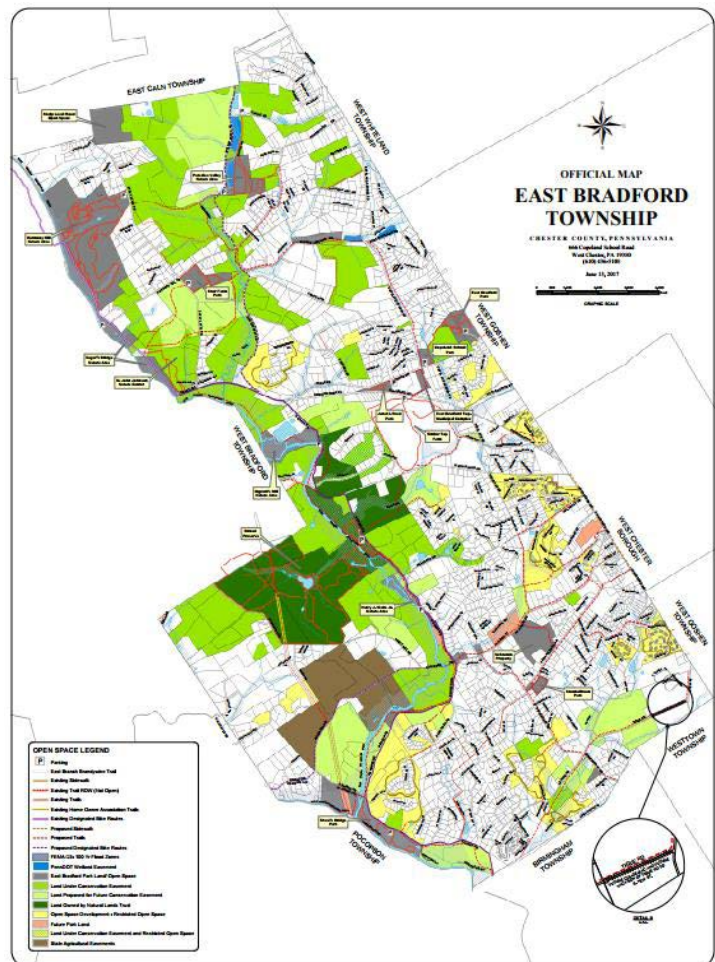
### 7-7. Adopt an Official Map.

An Official Map identifies desired locations of planned public lands and facilities including pedestrian and bicycle facilities. Official maps can serve as valuable tools for reserving transportation options without requiring an immediate commitment. The Borough should adopt an official map as a tool to further public improvements such as roads, sidewalks, streetscaping, trails, parks, open space, water and sewer facilities, recreational facilities, and bicycle facilities.

An official map is an independent adopted map and ordinance (not a zoning map or ordinance) enabled by Article IV of the Pennsylvania Municipalities Planning Code. It allows a municipality to identify land needed for future public uses by delineating their locations on an official map. This does not obligate the municipality to purchase the land or rights-of-ways identified, however, the municipality must be given the first right of refusal if the property is proposed for development. The reservation becomes void one year after the property owner notifies the municipality of the intention to develop, or has applied for a building permit. Funding for official maps is available from the Chester County Planning Commission.

For further information on official maps see PennDOT publication PUB703, The Official Map: A Handbook for Preserving and Providing Public Lands and Facilities. The document is available on the PennDOT website: [www.dot.state.pa.us](http://www.dot.state.pa.us)

East Bradford Township in Chester County is a municipality that has an official map and used it to great effect for open space preservation in addition to bicycle and pedestrian facilities. Their Official Map is available on the Township's webpage: [www.eastbradford.org/publicinfo/Maps/Official%20Map.pdf](http://www.eastbradford.org/publicinfo/Maps/Official%20Map.pdf). See Figure 7-5 for an example of an official map.



**Figure 7-5: Official Map**  
*Image courtesy of East Bradford Township*



*Steepleville Mill Road could be a potential bicycle route.*

**7-8. Consider additional measures such as requiring traffic impact studies, traffic calming, and the inclusion of pedestrian and bicycle facilities.**

These various measures are tools available to maintain and expand an effective transportation network. This effort should begin with the Borough Planning Commission's reviews of sketch and preliminary plans and taking a proactive approach towards making recommendations for improvements during the preliminary phases of development proposals. PennDOT's Traffic Impact Fees: A Handbook for Municipalities, provides a thorough explanation of determining whether a Traffic Impact Ordinance is appropriate for a municipality, the steps required for preparing an ordinance, and how to administer the ordinance to. Traffic calming may also be incorporated through the land development review process. Bicycle and pedestrian facilities may be incorporated into traffic impact ordinances/studies and land development if ordinances are written to require consideration of these facilities during their development. See the Multi-Modal Circulation Handbook for Chester County for additional information ([www.chesco.org/DocumentCenter/View/26940](http://www.chesco.org/DocumentCenter/View/26940)).



*A variety of funding is available for capital improvements.*

**7-9. Participate in a Regional Bicycle and Pedestrian Plan.**

Consider undertaking a regional bicycle and pedestrian plan in conjunction with West Sadsbury and West Fallowfield Township, the Octorara Region, or any other identified grouping of municipalities. Connecting the Enola Low Grade Trail, Chester Valley Trail, and connections to Wolf's Hollow Park and other locations should be considered in addition to identifying regional bicycle and pedestrian routes for tourism. See the Central Chester County Bicycle and Pedestrian Plan as an example of a regional bicycle and pedestrian plan.



## Road Improvements

### 7-10. Apply for road improvements funding.

Continue to apply for funding such as TCDI (DVRPC) for planning and engineering and Community Revitalization Program (CRP) for construction of projects such as streetscapes, trails, or sidewalk improvements and road/alley reconstruction projects that directly impact the Borough's transportation network. Coordinate with Chester County to have priority improvements listed on the Transportation Improvements Inventory (TII) and the Transportation Improvements Program (TIP) for funding. See Figure 7-6 for a listing of projects for Atglen on the TII and TIP.

### 7-11. Initiate specific street improvements.

The Borough maintains a list of potential improvement projects through the County UCII and CRP program. In addition to those already included on the UCII, the Borough should list the high priorities from this Plan and the CRP to facilitate construction. Additional funding sources include DVRPC TCDI, TAP, and CMAQ. Additional TII and UCII projects will be listed within this Plan in Chapter 10, Revitalization.

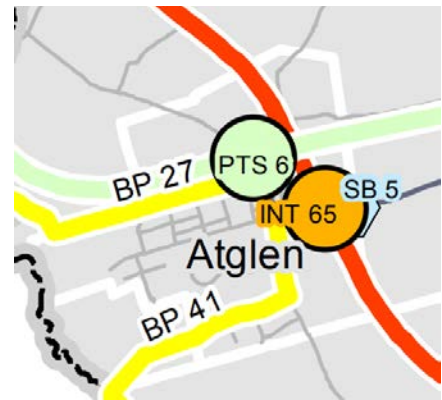
### 7-12. Work with PennDOT and properties along Route 41 to enhance buffering.

Heavy traffic volumes and trucks on Route 41 can create sound impacts and visual impacts on borough properties. Enhancing the buffer along the roadway should be undertaken in conjunction with other projects such as park improvements or installation of gateway treatments. Greater impact may occur during winter months when deciduous trees are bare. Planting of evergreen species and other methods should be considered. The Borough should engage property owners who abut Route 41 and consider partnering on buffer enhancement. Funding opportunities may be available in addition to volunteer projects and planting opportunities from local conservation organizations. Sound and visual buffering may improve property values in addition to meeting Borough goals and objectives.



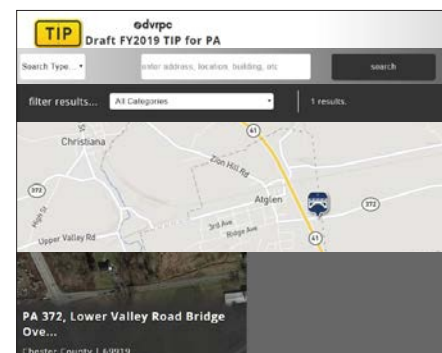
*Increased buffering of Route 41 could reduce noise impacts.*

**Figure 7-6:  
Atglen TII Listing (2017 TII)  
and DVRPC FY2017 TIP for PA  
(FY2017-2020)**



#### TII Projects

TII #	Project	Project Type
PTC 1	Septa Paoli/Thorndale Line Extension	Extend to C'ville, P'burg, Atglen
PTS 6	Atglen Train Station	Construct New Station
BP 27	Enola Low Grade Extension	Trail
BP 41	Octoraro Trail: Atglen to Wolfs Hollow	Multi-use trail
SB 5	PA 372 Over Officers Run	Replacement
INT 65	PA 41 @ PA 372	Signal Upgrade



[www.dvrpc.org/tip/draft/](http://www.dvrpc.org/tip/draft/)

## Public Transportation

### 7-13. Explore the potential for bus or shuttle service to the Borough.

Atglen should consider the potential for expanded or alternative transportation services. Currently, Atglen residents are without direct access to public transportation. Existing options include expanding the Coatesville Link to provide service to Atglen. The nearest stop of the Link is in Parkesburg five miles to the east.

Communication and coordination with major employers of the Borough and regional employers (Wal-Mart, Home Depot) who may have employees living in the Borough should be considered to evaluate the potential for ridesharing or shuttle service.

Shuttle services have been accomplished in other parts of the County and can both reduce congestion and potentially create cost savings. The success of a shuttle service may provide a first step towards establishing regular bus services from public providers (TMACC Coatesville Link extension). Coordination with the County Planning Commission and TMACC is a priority to evaluate this concept.

New service should be considered, as it could provide a link to passenger rail service prior to the Atglen train station being developed and could also assist with marketing Atglen for potential businesses.

### 7-14. Pursue opportunities and funding for transit options.

Additional opportunities include vanpooling, car-pooling, and shuttle-service facilitated by surveying residents and businesses where there might be potential for commuters to utilize shared services. The survey should evaluate potential customers and accommodate special needs. A private shuttle may be a first step towards securing public service from TMACC or SEPTA. Coordination with the County Planning Commission and TMACC should be priority.

### 7-15. Continue to support the establishment of passenger rail and the Atglen train station.

The Borough should periodically coordinate regarding the progress regarding the future train station and rail service both to be aware of when the station might be funded and to advocate for its development. Coordination with the Chester County Planning Commission, DVRPC, and SEPTA will be necessary.





## Signs

**7-16. Evaluate and enhance signage to adequately alert and direct traffic through the Borough while increasing safety, mobility, and wayfinding.**

Additional signs to assist in directions to and the identification of Borough Hall, the library, parks, and future facilities such as CVT and ELG trailheads and the train station should all be considered. Share the road signs for bicycle routes, signs for crosswalks, and special event signs (banners, Borough pole signs, etc.) are all considerations to assist with safety and promotion of Borough facilities and events.



*Signs assist with wayfinding.*

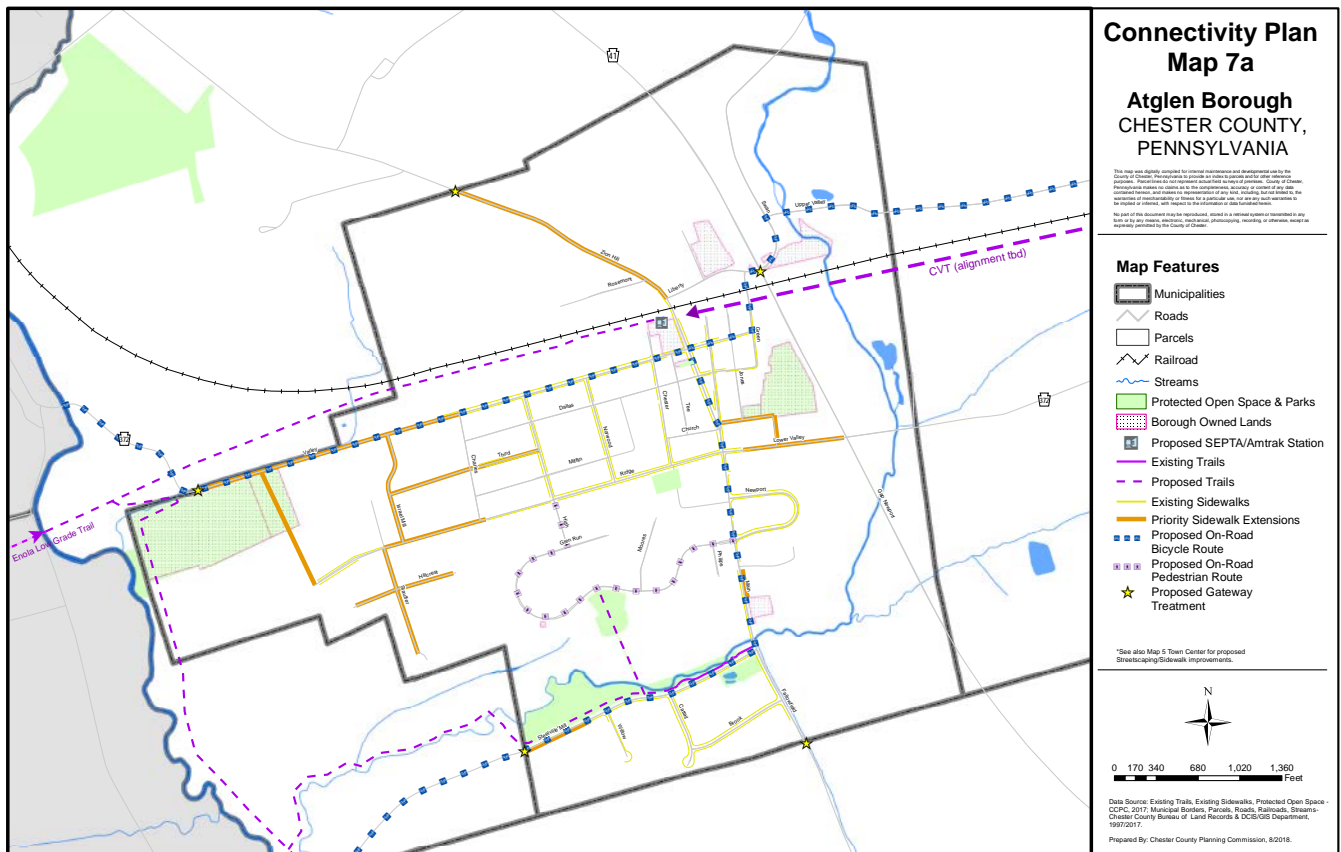
**7-17. Continue the sign and pavement markings maintenance program.**

The Borough program for the periodic maintenance and improvements of signs, pavement markings, and other wayfinding tools, should be enhanced to include pedestrian zones, crosswalks, and bicycle markings such as sharrows to implement the recommendations in this Plan.

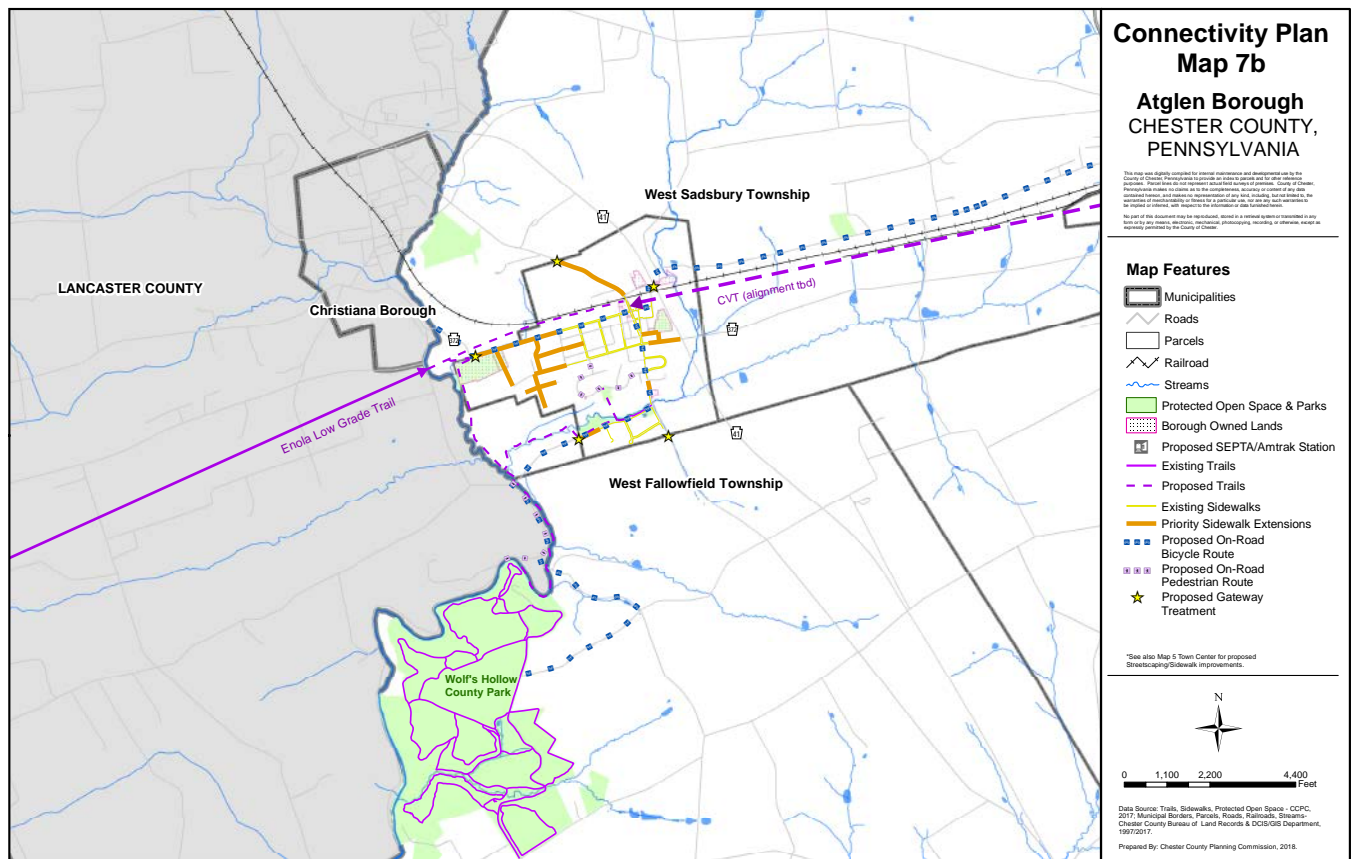
**7-18. Coordinate signs to better alert truck traffic for the railroad underpass clearance constraints.**

The Borough should work with West Sadsbury, Christiana Borough, and PennDOT to improve signage along roadways (Zion Hill, Swan Road, Main Street, etc) to notify trucks regarding the railroad underpass constraints. This continues to be an issue that warrants further efforts to reduce occurrences of trucks having to back up or reroute due to the underpass and reduce unnecessary truck traffic along Zion Hill and Swan Road.

Map 7a (See larger version in Appendix B)



**Map 7b (See larger version in Appendix B)**



## Chapter 8

# Borough Services and Facilities Plan

A SAFE, EFFICIENT, EFFECTIVE, AND FUN COMMUNITY WITH RELIABLE FACILITIES.

Education, recreation amenities, functional infrastructure, and safety are critical to the community of Atglen and offer areas of improvement for retaining and attracting residents. Natural features provide buffers and contribute to water quality of local streams and protection of wildlife.

*“Good police and emergency coverage are very valuable to residents of Atglen.”*

**GOAL 1.** Promote the establishment and maintenance of a network of recreational facilities, parks, and open space lands that provide public health, ecological, economic, and quality of life benefits.

### OBJECTIVES

1. Develop sufficient parks, recreation facilities, trails and trail connections, open space, and community events to provide a variety of active and passive recreation opportunities for current and future residents and visitors to the Borough.
2. Support a balanced diversity of recreational facilities and activities by coordinating with athletic leagues, public schools, adjacent municipalities, regional groups, events, and other recreation stakeholders.

**GOAL 2.** Maintain open communication to provide information and opportunities for discussion on community issues and promoting community initiatives.

### OBJECTIVES

1. Promote awareness of opportunities for individuals and businesses to participate in Borough committees, public services, and activities.
2. Maintain effective and routine communication between residents, businesses, property owners, borough officials, and staff regarding meetings, events, issues, and news in the community.





**GOAL 3. Provide and promote effective, safe, accessible, and fiscally responsible emergency and health services to the community.**

**OBJECTIVES**

1. Support an emergency services system (police, fire, ambulance, and emergency management) that protects the health and safety of residents and businesses by maintaining open lines of communication with each service.
2. Pursue opportunities to coordinate community facilities and services on a regional basis.
3. Continue to ensure police protection and service to the residents and businesses of the Borough.

**GOAL 4. Provide and promote accessible, efficient, reliable, and fiscally responsible community services and facilities.**

**OBJECTIVES**

1. Provide government staffing, budgets, and services in an efficient and cost effective manner.
2. Continue inter-municipal cooperative efforts and regular communication with adjacent municipalities that are mutually beneficial planning or infrastructure activities.

**GOAL 5. Maintain, improve, and enhance public utility services and facilities, including public water, wastewater, stormwater, and solid waste.**

**OBJECTIVES**

1. Provide public water and wastewater services with the exception of areas where public water or wastewater services are prohibitive due to environmental or physical constraints.
2. Continue to monitor public water quality and quantity, take measures to protect the public water supply at its source, and plan for reliable expanded and/or alternative sources to meet future needs.
3. Ensure adequate and safe water supply, sewage treatment and disposal, and solid waste disposal through coordination and interaction with providers and regulatory agencies.
4. Ensure proper management of stormwater through regulations that are current and evolve with changes in technology and standards.

**GOAL 6. Identify, preserve, protect, and enhance the integrity of historic and cultural resources and their settings to maintain the Borough's heritage and character.**

**OBJECTIVES**

1. Promote local interest and public support for the protection of historic, cultural, and scenic resources.
2. Ensure regulatory provisions minimize impacts on historic and cultural resources while providing for opportunities to preserve and protect resources.
3. Encourage appropriate maintenance and continued integrity of historic and cultural resources.
4. Protect and maintain historic and cultural resources through support of public education and other non-regulatory efforts regarding the Borough's history.

**GOAL 7. Protect, enhance, and maintain natural resource and scenic features, landscapes, and systems to sustain natural habitats, public health, and quality of life.**

**OBJECTIVES**

1. Limit the disturbance of land resources to minimize runoff, prevent degradation of water quality, encourage biological diversity, and maintain the character of the Borough's natural features and landscapes.
2. Promote innovative design and best management practices to protect surface and groundwater quality and quantity.
3. Preserve and protect areas that provide wildlife habitat and natural diversity, including steep slopes, wetlands, streams, floodplains, and woodlands.
4. Address items that may visually impair natural scenic landscapes through regulatory provisions.

## Recommendations

The following pages contain specific recommendations to achieve the goals and objectives of this chapter. See also Chapter 3, Implementation Strategies.

### Parks and Recreation

#### 8-1. Create a hierarchy of parks within the Borough.

The Borough should incorporate a strategy of creating a hierarchy of parks including: a) smaller tot-lots or pocket parks in higher density areas and for small children; b) the Church Street Park in as a green space in the town center to serve young adults and as a gathering or social park; c) the potential Valley Avenue Park along the western border to be developed into ballfields and larger recreational uses, including a future trailhead for the Enola Low Grade trail. Note: see Recommendation 4-8 and 6-1 regarding the Church Street Park and proposed Valley Avenue Park.

#### 8-2. Create additional parks.

The Borough should periodically assess the need for additional pocket parks throughout the Borough to provide small gathering spaces and to facilitate community. Pocket parks may contain playground equipment, community gardens, picnic tables, or other minor amenities. Pocket parks could be created on vacant parcels or when subdivision or sale of larger residential parcels occur the Borough could approach the owner to obtain a portion of a property for a pocket park.

#### 8-3. Require parks and open space within new land developments.

New residential developments should have considerations for open spaces such as pocket parks for green space, social/community gathering spaces, and for children, particularly for development within the R-1a Cluster Zoning District. Green space and civic spaces are required in the TND District north of the railroad tracks and should be carefully planned and considered when development occurs to serve as public amenities.



*Parks provide social gathering places.*



*Park facilities should accommodate all ages.*

#### **8-4. Pursue joint-public-private recreation initiatives.**

Support private and institutional entities (schools and clubs) that provide community recreation opportunities such as organized team sports, community events, and active recreation areas. The Borough could charge a reasonable fee to sports clubs for the use of facilities at the existing Church Street and potential Valley Avenue park. This would create a win-win scenario providing affordable fees for sports clubs, revenue for the Borough, and increasing visitation to the Borough to facilitate economic development goals.

#### **8-5. Establish a fee schedule for use of recreational amenities to generate income for park maintenance and/or upgrades.**

The Borough should consider developing a fee schedule in conjunction with improvements to the Church Street park, Main Street pocket park, and potential Valley Avenue park. The fees should be consistent and appropriate to the improvements made and activities permitted. For example renting the park for a day for a family reunion or birthday party may be permitted in addition to a small fee for plot in community garden.

#### **8-6. Provide Borough input into regional recreation programming for youth, seniors and families.**

The Borough in conjunction with the Parks and Recreation Committee should coordinate with regional recreation providers and programs to facilitate activities the Borough would not otherwise be able to provide. Examples include local little league programs and similar organizations. The use of Borough park facilities to facilitate programs in addition to outreach to Borough residents are both opportunities.



## Historic Resources

Note: See also Recommendations 4-23, 24 and 5-16, 19.

### 8-7. Reestablish the Historical Commission.

The Borough has formally established a Historical Commission but it has been inactive for some time. Efforts should be made to select new members by advertising open positions to interested residents. The Commission should review the Historic Commission Ordinance and make changes as necessary and develop a work program. Completing the survey in Recommendation 8-8 below should be the first project and used as a method to draw interest. The work program may include overseeing the development of mapping and inventory of historic and cultural resources, developing and promoting educational materials, and overseeing programs and preservation opportunities. Reestablishing the Commission is the first step towards an important series of recommendations regarding the Borough's Historical Resources.

### 8-8. Complete a windshield survey of historical resources and create an atlas.

Map 8 includes data from the 1979-1981 Chester County Historical Resources Survey. Additional work is required to complete a windshield survey that would collect data such as age, materials, style, and condition. This survey should be used as a project to garner interest and reestablish the Borough Historical Commission. The survey may be completed by the Commission with assistance from volunteers. This work should be completed in conjunction with the Chester County Heritage Preservation Coordinator. Once complete, the survey should be compiled as a Historic Atlas that is accepted by the Borough by resolution. This survey and atlas is a preliminary step towards the establishment of a National Register Historic District recommended in Chapter 4 (Recommendation. 4-24).

### 8-9. Adopt historic resource ordinance standards.

Once the survey is completed and the Atlas has been finalized and accepted, zoning ordinance amendments should be made to include delay of demolition and provide incentives for preservation of historic structures. These may include additional uses, incentives for adaptive reuse, and modifications to area and bulk requirements. Sample regulations are available from other Chester County municipalities and CCPC. Funding or technical assistance for amendments is available from CCPC.



*Historic homes contribute to the Borough's unique character.*

**8-10. Become a Certified Local Government (CLG).**

This program sets aside a portion of the PA Historic Preservation Fund for distribution to CLG's. A National Park Service program enabled by the National Historic Preservation Act, the CLG program gives municipalities the option of strengthening local historic preservation activities through exclusive funding incentives and enhanced technical assistance.

In Pennsylvania, the CLG program is administered by the Pennsylvania and Historical and Museum Commission's (PHMC) State Historic Preservation Office (SHPO). To receive certification, local governments agree to expand their preservation programming by undertaking qualified activities and providing a brief annual report on the municipality's preservation activities.

SHPO can assist local governments in applying for and achieving Certified Local Government status. After enrollment in the program, funding exclusive to CLGs becomes available and the SHPO can assist local governments in applying for and achieving Certified Local Government status. After enrollment in the program, funding exclusive to CLGs becomes available and the SHPO will provide enhanced technical assistance to the local government. Note: Implementation of other historic resource recommendations and more specifically establishing a National Register Historic District is required before the Borough may apply for CLG status.

**8-11. Apply for historic preservation funding.**

A variety of funding programs are available. Some sources may assist with items such as survey development while others are available after a historic district has been approved. The PHMC has several grants such as the Keystone Historic Preservation Planning/Construction Grant Program in addition to funding from the Chester County Planning Commission.

**8-12. Develop an education and outreach program.**

The Historic Commission and the Borough should develop a program to educate and engage the community regarding historic resources, their importance, and the opportunities they provide by:

- Hosting historic talks, workshops, or a Town Tour. (See Recommendation 5-19).
- Notifying and educating residents regarding historic resources.
- Acknowledging historic resource volunteers, resource owners who undertake maintenance or improvements, and events at Borough Council meetings and on the Borough website.



*The original Atglen Borough Hall bell*

## Communication

### **8-13. Distribute welcome packets for new residents and business owners.**

The Borough should continue this program in addition to making sure residents and businesses are aware of the Borough Facebook page and website, and register on the Borough website for email blasts.

### **8-14. Communicate routinely with residents and property owners.**

The newsletter should be distributed to all residents and property owners in Atglen while using new technology and social media such as Facebook, Twitter, and apps to create awareness of Borough meetings and events, solicitation for community volunteers, notification of emergency information, and announcements of community activities. Regular communication with residents and business owners is important, particularly when they join the community, regarding events, volunteer opportunities, and functioning of various aspects of the Borough. The Borough should ensure residents are aware of upcoming events to avoid conflicts or issues in addition to garnering participation, particularly among new residents. Encouraging all residents and business owners to be a part of the Borough Facebook page is an effective way to accomplish this task in addition to using the page to distribute information, advertise meetings, and publicize events to the community.

## Community Facilities

### **8-15. Maintain and enhance the functioning of the public water and wastewater system, to keep pace with the need for capacity, increase efficiency, and meet regulatory obligations.**

### **8-16. Periodically update the Act 537 Plan to consider population growth and the potential to implement best management practices that would reduce impacts on natural resources.**

As the Act 537 Sewage Facilities Plan is updated over time, it should maintain logical and consistent service areas and incorporate best management practices to continue to meet permit requirements. An important environmental policy to promote in sewage facilities planning is the use of sewage facilities that boost groundwater recharge as opposed to those that export water out of the local watershed. Atglen should consider the possibility for recharge of groundwater in Act 537 Plan updates and in future plans for the sewage disposal facility.

### **8-17. Monitor public water quality and quantity to protect the water supply at its source.**

In addition to monitoring water quality and quantity, the Borough should continue to be proactive regarding the protection of lands surrounding its wells. The Borough should consider the development



*The Borough sewage treatment plant*

of wellhead protection regulations that limit development and uses surrounding wells in West Sadsbury Township. Further discussion with Engineer required.

**8-18. Utilize ‘best management practices’ to address stormwater management throughout the Borough.**

The Borough stormwater ordinance should be routinely enforced and apply the highest level of best management practices to achieve compliance with regulations. Additionally, education and promotional materials should be offered to residents and businesses to achieve voluntary stormwater improvements outside of regulated or development activities. The use of rainbarrels, dry wells, permeable materials, and similar practices should be encouraged.

**8-19. Review and amend stormwater management ordinances as necessary to ensure compliance with Act 167 and mandate proper design, construction, and maintenance of stormwater management infrastructure.**

With Chester County’s adoption of an Act 167 Plan in 2013, the Borough must ensure that its stormwater regulations meet the minimum requirements of that Plan. Stormwater management is an evolving field, and the Borough will need to periodically review its regulatory controls to ensure that they are meeting the requirements of Act 167, the MS4 program, the needs of the Borough, and other state and federal requirements. Regulations should also keep current with emerging technologies and practices and advocate for innovative and best practices. New development should be held to the most current standards to ensure prevention and minimization of stormwater runoff and flooding.



*Stormwater management reduces the impact of flooding.*

**8-20. Fulfill requirements of the NPDES Phase II/MS4 permit. Atglen Borough required by PADEP to fulfill the requirements of the MS4 permit.**

These permit requirements may change with time, and many requirements of the permit are of an on-going nature. The Borough needs a continuous focus on the different requirements of the program, which range in nature from maintenance issues to public education. MS4 requirements include:

- Regular inspection of inlets and outfalls.
- Updates to mapping of stormwater infrastructure as necessary.
- Opportunities for the public to participate in stormwater management program development and implementation, and development of a plan to reduce runoff from municipal properties and operations.

Additional information on MS4 regulations can be obtained from the Chester County Water Resources Authority at [www.chesco.org/water](http://www.chesco.org/water).



## Emergency Services

**8-21. Monitor state police and contracted police staffing levels, response times, and coordination to ensure that adequate protection is provided.**

During the course of the plan development there was discussion regarding improved coordination between the two police services operating in Atglen. The Borough should engage both services to advocate for changes that provide the best service for residents.

**8-22. Ensure residents are aware of police contact information and procedures.**

The Borough should inform residents regarding who to contact in an emergency and how to report incidents. Proper education is necessary to provide appropriate service and ensure residents safety.

**8-23. Monitor fire and ambulance staffing levels, response times, and the number of calls within the Borough to ensure that adequate protection is being provided.**

**8-24. Support, encourage, and promote fund-raising efforts for fire, ambulance, and police services that serve the Borough.**

**8-25. Promote volunteerism for local fire departments to maintain volunteer staff level to reduce costs for this service.**

**8-26. Continue intermunicipal cooperative efforts and look for new opportunities, ensuring roles and responsibilities are established clearly and liabilities abated and recognized.**



*Emergency services are important for quality of life.*

## Education

**8-27. Continue to communicate on a regular basis with the Octorara School District regarding development plans that may impact student enrollment levels and use of school facilities for community and recreational purposes.**

**8-28. Encourage stronger communication between the Borough, residents, and the School District.**

The Borough should engage the school district to develop more consistent communication to discuss and provide information and education regarding initiatives, sharing of resources, disaster response, volunteer positions, and similar issues or opportunities.

**8-29. Communicate with the School District regarding any special needs of Atglen residents and areas of common interest.**

This may include coordination regarding issues such as bus routing and safety of children at bus stops, tax base development, adult education and work-force development and training, and student participation in local government and services.

## Budget/Funding/Infrastructure/Codes/Ordinances

### 8-30. Utilize appropriate funding sources and the County's Transportation Improvement Inventory (TII)/Urban Center Improvement Inventory (UCII) to prioritize and implement projects.

Given that public infrastructure needs far outweigh available funds, it is imperative that the Borough remain proactive in advocating for its projects, and diligent in seeking out funding from all available sources.

Atglen should continue to review its budget on an annual basis to minimize annual fluctuations and thoroughly review potential capital purchases before the actual investment is made. The Borough should continue to identify additional funding sources, such as grants, to address specific facility or service needs as well as planning and regulatory programs. The Borough should also continue to coordinate with the Octorara Region for joint purchases, such as, materials, equipment, or the shared provision of services that could result in cost savings and greater efficiency.

Coordination with CCPC and CCDCD on public infrastructure needs is critical to translating identified needs into projects, and putting them on the path to funding. It is particularly important that Atglen advance projects with feasibility studies, engineering studies and other preliminary planning work through coordination with CCPC and other agencies as appropriate, as these efforts can advance projects while awaiting final engineering and construction funding.

Having projects identified, prepared, and placed on inventories such as the County Transportation Improvement Inventory (TII), Urban Center Improvement Inventory (UCII) and the State Transportation Improvement Program (TIP) can assist greatly when applying for construction funds.



*Capital improvements inventories or plans assist with leveraging funding.*

### 8-31. The Borough should enhance the capital improvements inventory.

The Borough maintains an inventory for roads, sidewalks, sewer, water and stormwater, and other capital items based on existing conditions. However, enhancements could be made to make better use of this effort. Mapping of and prioritization of improvements are two examples that could be added to the inventory. These inventories should be comprised of a conditions map, prioritized designations (high, medium, low), a description on issues, estimated costs, and responsible party. Once completed proposed improvements can be added to the UCII and/or TII.



**8-32. Consider developing a capital improvements program.**

The Borough should develop a dedicated Capital Improvements Plan (CIP) to effectively plan for future spending and critical equipment and infrastructure needs. A CIP is a multi-year (typically five year) plan that is developed through a dedicated review and approval process, updated annually, and promotes an effective means for budgeting future capital improvements. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities and funding opportunities.

This program should research each items cost and establish priorities to determine which year a desired purchase should be scheduled. Priorities could be designated as the following:

- **Immediate Need:** High priority items including improvements needed to remedy a danger to public health and safety or to meet a required state or federal regulation.
- **Short-term Need:** This category includes improvements needed to correct existing deficiencies, but which are not considered public safety hazards. Items that need to be purchased in the near term, such as open space which may not be available in the future, can also be appropriate in this category.
- **Long-term Need:** Those items that are desirable but where funding can be flexible because there is no immediate need.
- **Ongoing:** These improvements are desirable but not pressing and are not feasible within the time frame of the current CIP.

**8-33. Continue to enforce and explore new, successful code regulation programs.**

The primary code enforcement in the Borough with regards to buildings is Pennsylvania's statewide building code, generally known as the Uniform Construction Code (UCC). The Borough operates under the International Property Maintenance Code and has a semi-annual inspection permit for rental properties.

The publication of the Blight to Bright Toolkit by the Housing Alliance of Pennsylvania is an excellent source to guide Pennsylvania municipalities with the most effective tools for turning vacant properties into productive use. Helpful takeaways concerning blight remediation are shared in the handbook and can be summarized as, "eliminating blight reduces crime, improves health and increases property values and tax revenues."

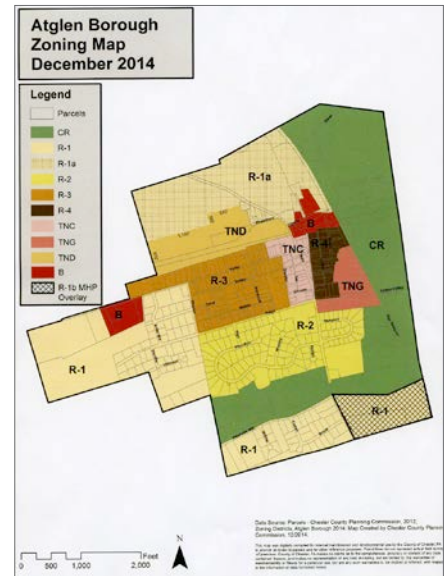
The Housing Alliance of Pennsylvania's Blight to Bright Toolkit is a source of information regarding this topic. [www.nxtbook.com/nxtbooks/swell/fromblighttobright/#/0](http://www.nxtbook.com/nxtbooks/swell/fromblighttobright/#/0)

**8-34. Update the Borough Subdivision Ordinance and amend the Zoning Ordinance as necessary.**

A full rewrite of the zoning ordinance was adopted in 2014. However the subdivision ordinance was adopted in 1993 and amended several times, the last being in 2001. The subdivision ordinance should be updated to bring it up to current standards and practices. Amendments to the zoning ordinance should be made in light of other recommendations of this plan in addition to further adjustments that might be identified during the amendment process. Funding and assistance is available from the Chester County Planning Commission.

**8-35. Amend ordinance requirements for bed and breakfasts and consider adoption of an ordinance related to online rental housing.**

The future regional trail connections will likely spur requests for both bed and breakfast uses and the use of online rental housing in the Borough. Bed and breakfast is permitted as an accessory use by special exception for single family residential detached dwellings within all zoning districts. The Borough should review the regulations and permits associated with this use. The use of online rental housing such as AirB&B and HomeAway has been a controversial issue across the country allowing for the short-term rental of apartments or houses. Some municipalities permit and tax these short term rentals while others prohibit them. Potential concerns include parking and increased number of transient people in an increasing number of homes on a regular basis. The Borough should investigate this issue and determine a preference for how to handle these uses in conjunction with consultation with the Borough Solicitor. The Chester County Planning Commission may offer funding and assistance with both of these issues.



## Natural Resources

**8-36. Periodically review and amend ordinances to ensure natural and scenic resources are effectively protected while balancing development goals and objectives.**

In addition to ensuring regulations effectively protect resources, changes in information, best practices, and mandates from agencies such as FEMA require that regulations be periodically amended. Funding and technical assistance is available from CCPC and in some cases from other agencies.

**8-37. Provide incentives and opportunities for best management practices including but not limited to inclusion of green infrastructure and LEEDs certified construction.**

Requiring certain best practices cannot always be mandated but permitting incentives such as exempting permeable paving from being counted as impervious surface may help encourage the use of best management practices. The Borough should examine which technologies it wishes to encourage and what incentives may be appropriate to facilitate their use.



*Preserved open space protects natural and scenic resources.*





*Riparian buffers are a cost-effective means of meeting regulatory requirements.*

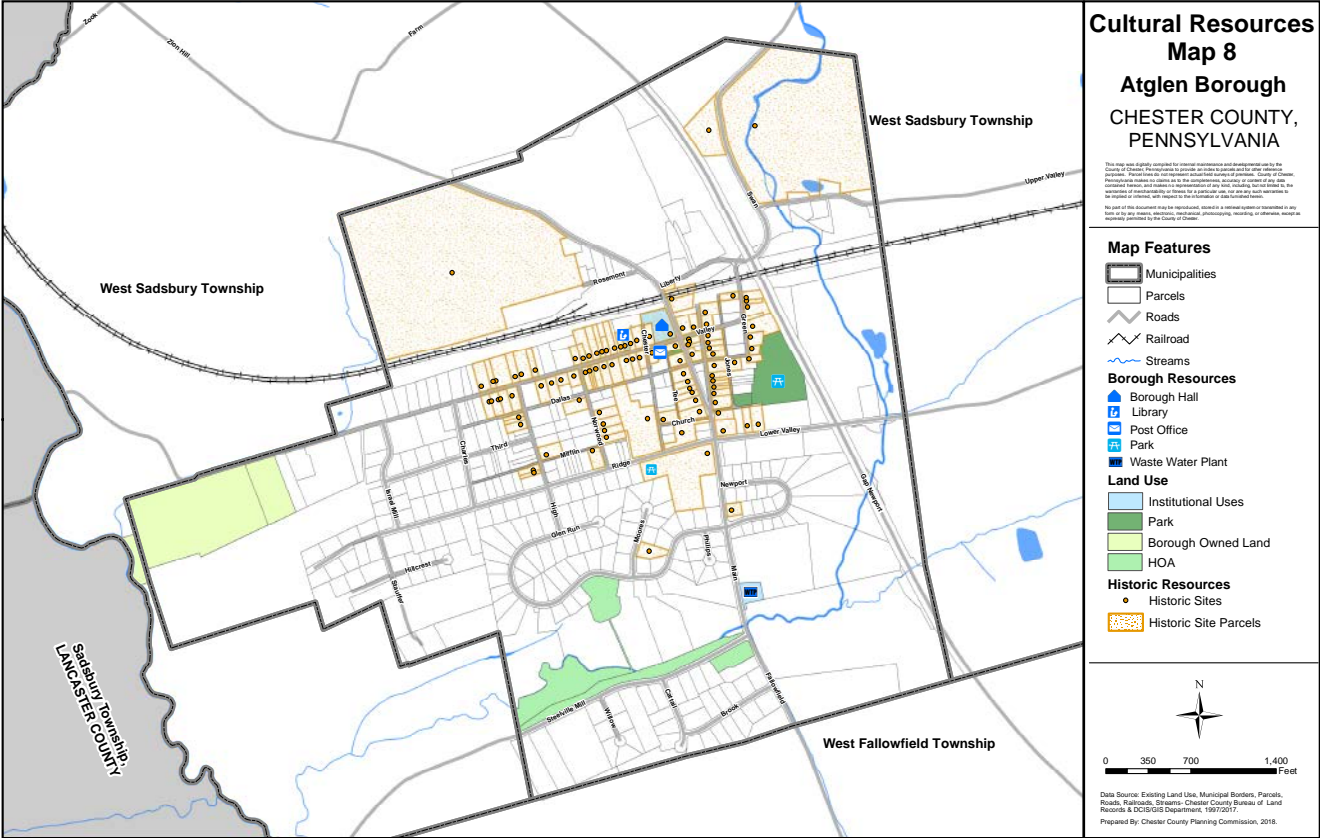
#### **8-38. Educate and engage landowners regarding options for installation and management of riparian buffers.**

There are several waterways traversing the Borough with varying types of riparian buffers or areas where buffers would be beneficial to the environmental health of the Borough. The Borough should work with landowners, the County Conservation District, organizations such as the Brandywine Conservancy, and other agencies, projects, and programs to establish and manage riparian buffers. The many benefits of riparian buffers include stormwater remediation, improved functioning of floodplains, increased wildlife habitat and corridors, improved water quality, and a low cost method of achieving MS4 requirements and improvements to impaired streams such as Valley Creek.

Educating landowners regarding the importance of and establishment of riparian buffers is critical as most regulations only apply when there is a land development or improvement that affects a stream. The Borough should engage owners of properties that contain streams to partner with and encourage them to establish and maintain riparian buffers through efforts such as:

- A burgeoning technique is to allow “farming” as a means of establishing and managing riparian buffers by actively planning crops such as raspberries, fruit trees, and other cash crops in addition to other more traditional vegetation to both establish riparian buffers as well as create a mechanism and funding for establishment. This could be done along the stream and floodplain on the larger parcels in Penningtonville in addition to other locations. Coordination with landowners, the Conservation District, and agencies, organizations, and qualified farmers will be necessary.
- Other methods of installation may include Boy Scouts projects or other volunteer programs. In addition, there are state and regional funding sources for riparian buffer installation.

Map 8 (See larger version in Appendix B)





# Chapter 9

## Future Land Use

### Introduction

Future land use provides the overall framework for guiding land use, housing, economic development, and related policy decisions for the time horizon of the plan.

This plan provides the overarching policy for Borough land use patterns in the future (See Map 9 at the end of this Chapter). The objective is to maintain the existing integrity of land use patterns while permitting future development that complements these patterns, provides housing options, supports the business community, and enhances recreational and cultural opportunities. Future land use informs the Borough zoning ordinance regulations and map regarding the location, use, massing, and intensity of land uses within the Borough in conjunction with recommendations in the plan chapters. The Borough zoning ordinance was updated in 2014 and is generally consistent with the future land use map however modifications may be necessary. Existing land use is located on page A-2 and current zoning districts and zoning map are provided on pages A-3 and A-4.

## Future Land Use Categories

### Residential 222 acres

**Current Zoning:** R-1, R-2, R-3 Residential Districts

Residential represents the largest land use category encompassing the core of the Borough's traditional grid pattern residential neighborhoods in addition to more recent additions such as Penningtonville, Creekside Knoll, and Glenbrook. This area is primarily comprised of single-family residences with a few mixed use parcels, twins, apartments, and townhouses (Glenbrook) serviced by public sewer. Several larger parcels remain available for development in the western and southwest corner of the Borough. A few vacant parcels exist and several parcels are large enough to offer the opportunity for additional infill development.

#### Recommendations

All new subdivisions, infill, and redevelopment proposals should respect the established scale, massing, and aesthetics of existing structures in the various distinct neighborhoods. To the extent possible and where applicable, the grid pattern of streets should be continued to provide an interconnected street system. Curvilinear streets and cul-de-sacs should be avoided in future development unless warranted due to environmental conditions. Sidewalks should be included in all new development. Specific recommendations for Neighborhoods are within Chapter 6.



*Several larger tracts of developable land remain in the Borough.*



## Conservation Residential 146 acres

### Current Zoning: Conservation Residential (CR) District

Conservation Residential represents the second largest land use category encompassing the area east of Route 41 and continuing along Officers Run just north of Steelville Mill Road. This area is comprised of a variety of single-family residences on larger lots, vacant land, and agricultural parcels. The minimum lot size for this zoning district is one acre. Acreage is available in this designation for limited infill development in the areas east of Route 41, primarily due to the large number of natural constraints (floodplain, steep slopes, etc.).

### Recommendations

Moving forward, the Borough should continue to enforce its natural resource protection requirements to limit development in this area to protect sensitive features and maintain and reduce stormwater impacts. Conservation residential areas are intended to provide for the lowest density single-family residential units in the Borough and protection of natural features. Specific recommendations for natural features within Chapter 8.

## Cluster Residential/Agriculture 93 acres

### Current Zoning: R-1a, R-1 Residential Districts

This area includes the northern section of the Borough west of Route 41 and the southeastern corner of the Borough. The southeastern corner is an active agricultural use. The northern quadrant consists of several large parcels. West of Zion Hill road is a farmstead on land that is a large estate property. Between Zion Hill Road and Route 41 are several vacant and wooded parcels owned by a realtor with a plan for this area that has never been developed. A gas line runs east/west across this area, steep slopes exist in certain areas, and there are significant woodlands along the eastern border.

### Recommendations

If developed, new development should utilize a cluster/open space design intended to provide for low-density single-family residential units using creative design and open spaces that foster the protection of sensitive natural resources and provide for the preservation of natural resources and open space. Preservation of remaining woodlands, steep slopes, ridgelines, and create open spaces for residents to enjoy should be key elements of any future development. New development should connect to the existing developed portion of the Borough through sidewalks and streetscape design. The existing farmland in the southeast corner of the Borough is part of a viable farm in West Sadsbury and should continue to remain in agriculture. Specific recommendations for natural resource protection and pedestrian connections are within Chapters 7 and 8.



*The R-1a district requires protected open space.*

## Mixed Housing 18 acres

**Current Zoning:** R-4 Residential; TNG Districts

This area east of East Main Street contains a variety of residential housing types and the highest densities within the Borough with minimum lot sizes as small as 8,000 square feet. Some vacant lots are available and infill potential exists in this designation that provides for single family, two-family, and multi-family units. The southern side of Lower Valley Road contains a church parking lot and a storage area for an existing industrial use.

### Recommendations

Moving forward, Atglen should maintain the unique character of the portion of the town center east of East Main Street. All infill and redevelopment proposals should respect the established scale, massing, and aesthetics of existing structures in this distinct neighborhood. A mix of housing types is encouraged, continuing the established development pattern. Expansions of modern infrastructure and amenities such as streetscaping and sidewalks should be incorporated into all projects proposed within this area. Additional connections to the Borough's Church Street Park are recommended to provide better access to the town center and the residents of this neighborhood.

A change in zoning will be necessary to better accommodate development to the south of Lower Valley Road. Sidewalks, crosswalks, development of a gateway, and connections to the Church Street Park are key considerations for this area. Specific recommendations are located in Chapter 4.



*The Borough permits a variety of housing types.*

## Mixed Use 41 acres

**Current Zoning:** TNC, TNG, TND

This area is divided into three parts. The area along the north side of Lower Valley Road is currently an industrial use. The central portion is the traditional Borough town center. The portion north of the railroad includes a business, some vacant land, and a portion of the "farmstead" estate to the north. This area has potential for significant development and redevelopment.

### Recommendations

Along the northern side of Lower Valley Road, the Borough would like to see redevelopment providing a mix of uses (commercial, institutional, and/or residential) that creates a "gateway" into the Borough from Route 41. Infill and redevelopment proposals on Lower Valley Road should respect the established scale, massing, and aesthetics of the Borough as outlined in the TNG Zoning District. Sidewalk connections, crosswalks, pedestrian amenities, improved access to the park, and a gateway (sign, landscaping) should all be included in future development.

Development in the town center should promote a mix of uses resulting from the established development pattern by protecting and enhancing the traditional town center along Main Street, allowing for small lots, a mix of



*A mix of uses contributes to the fabric of the town center.*

uses, building design standards, and building size limitations. Enhancements to streetscape amenities such as sidewalks, green/community gathering space, benches, and trash receptacles, in addition to parking and bicycle facilities should be incorporated into all projects proposed for the town center. The TNC zoning district allows for small lots, a mix of uses, building design standards, and building size limitations.

The area north of the railroad tracks is an opportunity to expand the town center in light of future transit and particularly potential future rail service. The TND zoning district allows for smaller lots, requires a mix of uses, and includes building design standards and maximum size limitations. Sidewalk connections to the existing town center are required.

Specific recommendations for the Town Center are located within Chapter 4.

## Commercial/Industrial 13 acres

**Current Zoning:** B Zoning District

Commercial/Industrial areas are located north of the railroad and east of Zion Hill Road and toward the western end of Valley Avenue.

### Recommendations

These two relatively small areas of the Borough represent long standing and stable businesses within the Borough. No change is anticipated within this category aside from promoting the continuation of businesses that contribute to the Borough's tax base and employment opportunities. However, where possible, properties in this area should be encouraged to make aesthetic improvements, incorporate green infrastructure, improve landscaping, and similar enhancements.



*Businesses provide employment and tax ratables.*

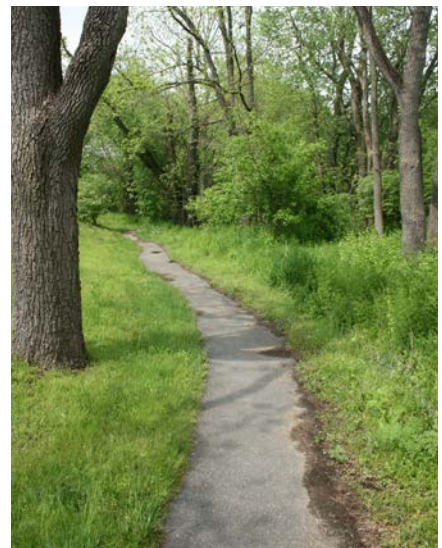
## Park/Trail Corridor 32 acres

**Current Zoning:** R-1, R-2, R-4 TND, TNG, B Zoning Districts

This category consists of existing Borough parks, Borough owned land proposed for future parks, the Penningtonville Church park, and SEPTA right-of-way just south of the active Amtrak railway.

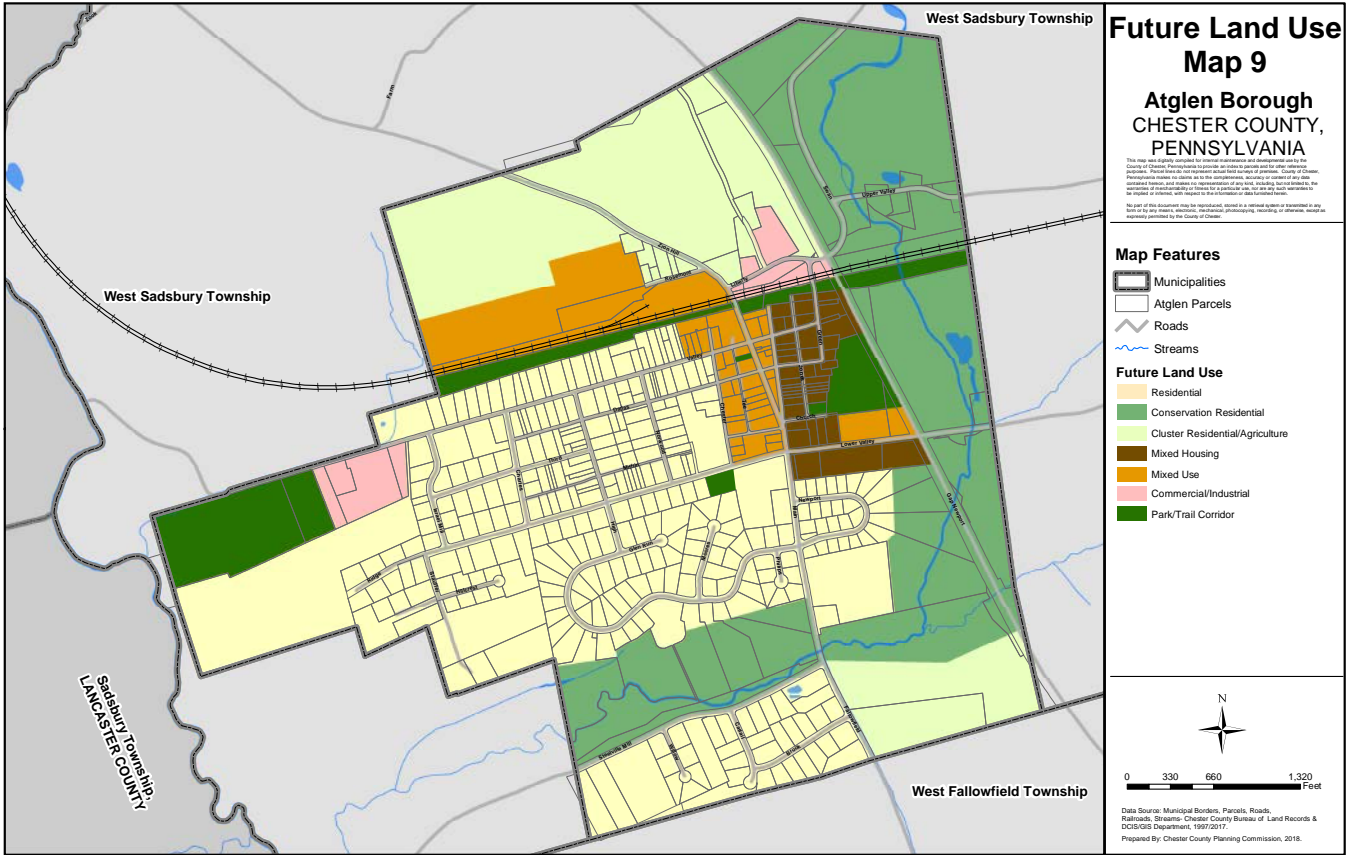
### Recommendations

The Borough plans on creating a hierarchy of parks from smaller pocket parks, the larger Borough Church Street Park with more amenities, and the Borough's potential future park on Valley Avenue containing ballfields, open space, walking trails, and trailheads for the Enola Low Grade and Chester Valley Trail. Plans are underway to bring the Enola Low Grade into the Borough from the Lancaster County border and continue along the rail line utilizing the SEPTA property to connect to the Chester Valley Trail to the east. Specific recommendations for parks and trails are within Chapters 4, 6, 7, and 8.



*Connecting regional trail facilities is a primary goal of this plan.*

Map 9 (See larger version in Appendix B)







# Chapter 10

# Revitalization

Plan actions and priorities for funding

## Introduction

This chapter serves as a guide and important basis to apply for capital improvements funding. This chapter fulfills a prerequisite for eligibility for funding from Chester County through the County's Community Revitalization Program (CRP), in coordination with the County's Urban Center Improvement Inventory (UCII). The focus is narrower than but consistent with the Plan as a whole. For example, action items under the heading of "Sidewalks" should be reviewed in terms of the recommended action items in Plan Chapter 7, Connectivity. The action plan within this chapter in addition to the recommendations of Plan Chapters 4-8 fulfill the four categories required for an urban centers revitalization plan. For example, recommendations 4-1 and 4-2 contribute towards the required Housing element.

The Atglen Borough Revitalization Plan was originally prepared in 2002 as a follow up to the 2000 Comprehensive Plan update and the 2001 Main Street Plan. The Action Plan was updated and adopted by a Resolution of Borough Council in 2010. As time has passed and recommended actions have been completed, this Revitalization Plan and Action Plan became outdated.

The Action Plan in this Chapter replaces in its entirety the 2002 Revitalization Plan and Action Plan update adopted in 2010. The Vision Statement located on page 1-4 and planning goals and objectives located in Chapters 5-9 are guiding forces regarding these revitalization actions. This Action Plan works cohesively with Chapter 3, Implementation Strategy, Plan Chapters 4-8, and Chapter 9 Future Land Use to provide guidance for revitalization efforts for Atglen Borough. A listing of previously accomplished Actions are located beginning on page 17 to document and highlight the success of the Borough's revitalization efforts.

# Action Plan List

## PROGRAM COMPONENT

## WATER INFRASTRUCTURE

### Action 1

Replacement of Water Main Distribution Line on Ridge Avenue and Hillcrest Drive (Priority: High)

Replacement of approximately 3,000 feet of 4" and 6" diameter water main with new 8" ductile iron water main. The 4" and 6" diameter pipe causes a constriction in the Borough's water supply, restricts flow, and negatively impacts the system's water pressure throughout the Borough. The replacement of this section of water main will increase the capacity and pressure for normal domestic usage as well as for fire flow conditions. In 2017 the Borough received a CRP grant for a portion of this project. Additional funding is required.

**Estimated Project Cost:** \$469,000 (2014) See Figure 10-A1 below

**Potential Funding:** Chester County Department of Community Development Revitalization Grant /Community Development Block Grant/DCED Small Water Grant/ Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3; Rec. 8-15

**Figure 10-A1**

<b>Ridge Avenue &amp; Hillcrest Drive Water Line Replacement Project</b> Atglen Borough Project No. 14-109-01 Preliminary Construction Cost Opinion March 13, 2014					
Item	Description	Unit	Quantity	Unit Price	Total Price
1	Connect 8-Inch Water Line to Existing Water Line, Complete In Place	EA	2	\$4,000.00	\$8,000.00
2	8-Inch Class 52 DICL Water Line, Complete In Place	LF	1,950	\$75.00	\$146,250.00
3	8-Inch Gate Valves, Including Valve Boxes, Complete In Place	EA	5	\$1,500.00	\$7,500.00
4	Fire Hydrant Assembly w/ 6-Inch Gate Valve, Complete In Place	EA	2	\$4 800.00	\$9,600.00
5	Abandon Existing Water Line In Place	EA	1	\$1 000.00	\$1,000.00
6	Reconnect Existing Water Service, Complete In Place	EA	30	\$1,500.00	\$45,000.00
7	Temporary Borough Road Restoration, Complete In Place	LF	1,650	\$20.00	\$33,000.00
8	Permanent Borough Road Restoration, Complete in Place	LF	1,650	\$30.00	\$49,500.00
9	Lawn/Field Restoration, Complete In Place	LF	600	\$5.00	\$3,000.00
10	Concrete Encasement/Concrete Cradle	LF	50	\$100.00	\$5,000.00
11	Traffic Control	LS	1	\$7,500.00	\$7,500.00
12	Erosion & Sedimentation Control	LS	1	\$1,000.00	\$1,000.00
13	Mobilization & Demobilization	LS	1	\$5,000.00	\$5,000.00
14	Bonds & Insurance	LS	1	\$6,427.00	\$6,427.00
Estimated Construction Cost					\$327,777
20% Construction Contingency					\$65,555
Design, Permitting, Bidding & Construction Period Services (20%)					\$65,555
Legal, Administrative/Soft Costs					\$10,000
Total Estimated Construction Cost					\$468,868

## Action 2

Replacement of Water Main Transmission Line from Church Road Water Plant to the Quarry on Swan Road. (Priority: High)

Replacement of approximately 3,500 feet of 6" diameter water main with 10" diameter ductile iron water main. This pipe is the main transmission line from the Borough's Church Road Water Plant located in West Sadsbury Township to the distribution systems for customers in Atglen Borough. Portions of the transmission main are 100 years old. The current 6" diameter pipe causes a constriction in the Borough's water supply, restricts flow, and impacts the system's water pressure.

The replacement of this section of the water transmission line will stabilize the public water distribution system. Furthermore, the new 10" inch line will increase the capacity and pressure for normal domestic usage and for fire flow conditions throughout the Borough.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/PennVest/DCED Small Water Grant/ Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3; Rec. 8-15



**Action 3****Upgrade Water Main Distribution Service and Fire Hydrants.**

The replacement of these sections of water main will increase the capacity and pressure for normal domestic usage as well as for fire flow conditions.

**Task 1:** Rosemont Avenue. Upgrade Water Main Service and Fire Hydrants.  
(Priority: High)

Replacement of approximately 575 feet, 4" diameter water main with 8" or 10" diameter ductile iron water main and upgrade 2 fire hydrants.

**Task 2:** Third Avenue, 700 Block. Upgrade Water Main Service.  
(Priority: Low)

Replacement of approximately 750 feet, 6" diameter water main with 8" diameter ductile iron water main between Israel Mill and Charles Street.

**Estimated Project Cost:** \$145,300 (2014) See Figure 10-A3.2 below

**Potential Funding:** Chester County Department of Community Development Revitalization Grant /Community Development Block Grant/ DCED Small Water Grant/ Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3;  
Rec. 8-15

**Figure 10-A3.2**

<b>Third Avenue Water Line Replacement Project</b> Atglen Borough Project No. 14-109-03 Preliminary Construction Cost Opinion May 23, 2014					
Item	Description	Unit	Quantity	Unit Price	Total Price
1	Connect 8-Inch Water Line to Existing Water Line, Complete In Place	EA	2	\$2,500.00	\$5,000.00
2	8-Inch Class 52 DI CL Water Line, Complete In Place	LF	750	\$65.00	\$48,750.00
3	8-Inch Gate Valves, including Valve Boxes, Complete In Place	EA	2	\$1,500.00	\$3,000.00
4	Fire Hydrant Assembly w/ 6-Inch Gate Valve, Complete In Place	EA	2	\$4,800.00	\$9,600.00
5	Abandon Existing Water Line In Place	EA	2	\$1,000.00	\$2,000.00
6	Reconnect Existing Water Service. Complete In Place	EA	10	\$1,500.00	\$15,000.00
7	Temporary Borough Road Restoration. Complete In Place	LF	950	\$30.00	\$28,500.00
8	Lawn/Field Restoration, Complete In Place	LF	100	\$5.00	\$500.00
9	Concrete Encasement/Concrete Cradle	LF	20	\$100.00	\$2,000.00
Estimated Construction Cost					\$114,350
15% Construction Contingency					\$17,153
Design, Permitting, Bidding & Construction Period Services (12%)					\$13,722
Total Estimated Construction Cost					\$145,225

**Action 4****Install Security Measures at the Church Road Water Plant (Priority: High)**

Secure the Borough's Church Road water treatment plant and provide alarm capabilities/emergency back-up power to allow for a more efficient means to operate the water treatment facility. Project includes installation of new fencing, residential buffer plantings, site lighting, a new phone line to the property, emergency auto-dialer, and emergency generator.

**Estimated Project Cost:** \$237,400 (2017) See Figure 10-A4 below.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/ DCED Small Water Grant/ Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3; Rec. 8-15.

**Figure 10-A4**

<b>Atglen Borough Water Treatment Facility</b> Site Improvements Atglen Borough Project No. 18-109-01 Preliminary Construction Cost Opinion December 14, 2017					
Item	Description	Unit	Quantity	Unit Price	Total Price
1	6' High Chainlink Fence (w/ 3-strand barbed wire), including Swing Gates, Complete In Place.	LF	600	\$30.00	\$18,000.00
2	10' Long Electric Slide Gate, Complete in Place	EA	1	\$4,500.00	\$4,500.00
3	Site Lighting (Post Mounted LED Fixtures, 12' High Mounting Poles, wall mounted LED Fixtures, Complete in Place	LS	1	\$5,000.00	\$5,000.00
4	8-Channel Auto-Dialer, Complete in Place	EA	1	\$4,000.00	\$4,000.00
5	Outdoor Emergency Generator, Transfer Switch & Appurtenances, Complete in Place	EA	1	\$100,000.00	\$100,000.00
6	Electrical Work, Complete In Place	LS	1	\$20,000.00	\$20,000.00
7	General Site Work, Grading, Lawn/Field Restoration, Stone Paving, Buffer Plantings, Complete In Place.	LS	1	\$20,000.00	\$20,000.00
8	Erosion & Sedimentation Control	LS	1	\$2,500.00	\$2,500.00
9	Mobilization & Demobilization	LS	1	\$5,000.00	\$5,000.00
10	Bonds & Insurance	LS	1	\$3,580.00	\$3,580.00
Estimated Construction Cost					\$182,580
10% Construction Contingency					\$18,258
Design, Permitting, Bidding & Construction Period Services (20%)					\$36,516
Total Estimated Construction Cost					\$237,354

**Action 5****Install Water Tower off of Zion Hill Road (Priority: Low)**

Construction of an elevated steel water storage tank to provide the Borough with added fire protection, storage during drought conditions, and higher and more reliable water pressures. This entails upgrading the water distribution lines on West Main Street and Zion Hill to 10" diameter ductile iron water main. This tower will provide infrastructure for future smart growth in the northern part of the Borough.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/PennVest/Private Partnerships/Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3; Rec. 8-15

**PROGRAM COMPONENT****SEWER INFRASTRUCTURE****Action 6****Rehabilitation to Reduce Infiltration and Inflow from Entering the Public Sanitary Sewer System (Priority: High)**

The Borough operates a Wastewater Treatment Plant (WWTP). To control flows and treatment expenses the Borough focuses annually on eliminating inflow and infiltration (I/I) from entering the sanitary sewer line trunk lines and laterals. During high periods of rain and snow melt, the flows into the WWTP are elevated.

**Task 1: Rehabilitation of Approximately 100 Manholes (Priority: High)**

The repair of the manholes will increase the lifespan of the manholes and reduce storm water infiltration into the sanitary sewer system.

**Estimated Project Cost:** \$100,000

**Task 2: Repair of Collection System Lines and Laterals (Priority: Medium)**

The repair of the collection system lines and laterals will increase the lifespan of the pipes and reduce the storm water infiltration into the sanitary sewer system. Videoing of the lines will be required.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/PA Small Sewer Grant/ Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3; Rec. 8-15

**Action 7****Sanitary Sewer Security Features at the West End Pump Station.  
(Priority: High)**

Secure the Borough's West End sanitary sewer pump station facility and provide alarm capabilities/emergency back-up power to allow for a more efficient means to operate the pumping station. Project includes installation of new fencing, residential buffer plantings, site lighting, a new phone line, emergency auto-dialer, and emergency generator.

**Estimated Project Cost:** \$147,500 (2017) See Figure 10-A7 below.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant Borough Funds

**Relevant Planning Objectives/Reference:** Ch.8: Goal 5; Objectives 1, 2, 3; Rec. 8-15

**Figure 10-A7**

<b>West End Pumping Station</b> Site Improvements Atglen Borough Project No. 18-109-01 Preliminary Construction Cost Opinion December 14, 2017					
Item	Description	Unit	Quantity	Unit Price	Total Price
1	6' High Chainlink Fence (w/ 3-strand barbed wire), including Swing Gates, Complete In Place.	LF	225	\$30.00	\$6,750.00
2	16' Long Electric Slide Gate, Gate Operator, Complete in Place	EA	1	\$5,000.00	\$5,000.00
3	Site Lighting (Post Mounted LED Fixture, 12' High Mounting Pole), Complete in Place	LS	1	\$3,000.00	\$3,000.00
4	8-Channel Auto-Dialer, Complete in Place	EA	1	\$4,000.00	\$4,000.00
5	Outdoor Emergency Generator, Transfer Switch & Appurtenances, Complete in Place	EA	1	\$50,000.00	\$50,000.00
6	Electrical Work, Complete In Place	LS	1	\$20,000.00	\$20,000.00
7	General Site Work, Grading, Lawn/Field Restoration, Stone Paving, Buffer Plantings, Complete In Place.	LS	1	\$15,000.00	\$15,000.00
8	Erosion & Sedimentation Control	LS	1	\$2,500.00	\$2,500.00
9	Mobilization & Demobilization	LS	1	\$5,000.00	\$5,000.00
10	Bonds & Insurance	LS	1	\$2,225.00	\$2,225.00
Estimated Construction Cost					\$113,475
10% Construction Contingency					\$11,348
Design, Permitting, Bidding & Construction Period Services (20%)					\$22,696
Total Estimated Construction Cost					\$147,518



PROGRAM COMPONENT

## STREETSCAPING

### Action 8

#### Main Street Streetscape Maintenance (Priority: Low to Medium)

Maintain Main Street's Streetscape including repairing/replacement of sidewalks, curbs, trees, plantings, trash cans, and veteran's memorial.

**Estimated Project Cost:** \$60,000

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Borough General Funds/Community Development Block Grant

**Relevant Planning Objectives/Reference:** Ch. 4: Goal and Objectives 2, 3, 4; Rec. 4, 5, 11, 12; Map 4, Town Center Plan Map.

### Action 9

Expand the Streetscape Theme as indicated on Plan Map 4, Town Center Plan Map.

**Task 1:** Expand the Streetscape Theme on Lower Valley Road east of Main Street. (Priority: High)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans on Lower Valley Road between Main Street and Route 41. Install storm water facilities where required. By expanding the downtown streetscape theme to the eastern gateway this project will improve the entrance into the Borough, promote future development, and provide safe pedestrian travel.

**Task 2:** Expand the Streetscape Theme on Valley Avenue from Green Street to Main Street. (Priority: High)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on Valley Avenue from Green Street to Main Street. Install storm water facilities where required. This will continue the existing downtown streetscape theme within the town center core and provide safe pedestrian connections along the roadway.

**Task 3:** Expand the Streetscape Theme on Green Street from Dallas Street to the railroad bridge. (Priority: Medium)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on Green Street from Dallas Street to the railroad bridge. Install storm water facilities where required. This will continue the existing downtown streetscape theme and provide safe pedestrian connections along the roadway in addition to applying the town center aesthetic for this northern entrance to the town center, notifying motorists they are entering a multi-modal situation.

**Task 4:** Expand the Streetscape Theme on Dallas Avenue from Green Street to Chester Street. (Priority: Medium)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on Dallas Avenue from Green Street to Chester Street. Install storm water facilities where required. This will continue the existing downtown streetscape theme within the town center core and provide safe pedestrian connections along the roadway.

**Task 5:** Expand the Streetscape Theme on East Main Street from Church Street to Valley Avenue. (Priority: Medium)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on East Main Street from Church Street to Valley Avenue. Install storm water facilities where required. This will continue the existing downtown streetscape theme within the town center core and provide safe pedestrian connections along the roadway.

**Task 6:** Expand the Streetscape Theme on East Church Street from Main Street to the Church Street Park. (Priority: High)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on East Church Street from Main Street to the Church Street Park. Install storm water facilities where required. This will continue the existing downtown streetscape theme within the town center core and provide safe pedestrian connections and a gateway into the Borough's Church Street Park that is currently missing.

**Task 7:** Expand the Streetscape Theme on Jones Alley from Dallas Street to Church Street. (Priority: Low)

Installation of sidewalks and appropriate elements on Jones Alley from Dallas Street to Church Street. Install storm water facilities where required. This will continue the existing downtown streetscape theme within the town center core and provide safe pedestrian connections to the Borough's Church Street Park that are currently missing. The streetscape along Jones Alley may be more subdued and have fewer elements (trash cans, etc.) due to the functioning and lower traffic of this roadway. Consideration of the "woonerf" technique indicated by Recommendation 6-4 of the Plan should also be incorporated.

**Task 8:** Expand the Streetscape Theme on Valley Avenue from Main Street to Chester Street. (Priority: High)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on Valley Avenue from Main Street to Chester Street. Install storm water facilities where required. This will continue the existing downtown streetscape theme within the town center core.

**Task 9:** Expand the Streetscape Theme on Main Street from Lower Valley Road to the Glenbrook Apartments. (Priority: Low)

Installation of sidewalks, street lights, curbs, trees, plantings, and trash cans, on Main Street from Lower Valley Avenue to the Glenbrook Apartments will create an enhanced connection to this development and Penningtonville to the town center. Install storm water facilities where required.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/PennDot/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 4: Goal and Objectives 2, 3, 4; Rec. 4, 5, 11, 12; Map 4, Town Center Plan Map.

## Action 10

Reconstruct Liberty Street, Main Street Underpass, and Zion Hill Road to Improve Storm Water System, Install Curbs and Sidewalks, and Improve the Roadways and Intersection to Accommodate Truck Traffic. (Priority: High)

**Task 1:** Improvements to Liberty Street and Repair Main Street Underpass.

Install curbs, sidewalks, street lights, trash receptacles, and improve the storm water facilities on Liberty Street from Main Street to Green Street. Make improvements to sidewalks on Main Street at the underpass. Repair storm water system at the Main Street Underpass. Resurface the roadways.

**Task 2:** Reconstruct Zion Hill Road and Expand the Streetscape Theme on Zion Hill Road.

Install curbs, sidewalks, street lights, trees, plantings, and improve the storm water facilities on Zion Hill Road between the railroad bridge to the Borough limits and the area at the underpass with where Zion Hill Road meets Main Street. Redesign and resurface the roadways. This will continue the existing streetscape theme to future development in the northeastern portion of the Borough, providing a consistent aesthetic and safe pedestrian connections.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/Private Partnerships/ Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 4: Goal and Objectives 2, 3, 4; Rec. 4-11; Map 4, Town Center Plan Map. Ch. 7: Goal 1 and 2, Objective 6 and 7. Ch. 8: Goal 5, Objective G5.O4; Rec. 8-18, 20.

## PROGRAM COMPONENT

**PUBLIC TRANSPORTATION****Action 11****Atglen Train Station (Priority: Medium)**

Description of Action: The Borough supports the extension of the SEPTA regional rail service into Atglen Borough. A Needs and Opportunities Study for the extension was completed by the Delaware Valley Regional Planning Commission (DVRPC) in 2007. This project is identified as a Major Regional Transit Project in Connections, DVRPC's Long Range Plan. The Atglen Train Station Concept Plan was completed in 2012. Preliminary cost estimates for construction, rail operating costs, and projected ridership are defined in the 2012 Plan. In 2014 the Borough adopted a Transit Oriented Development (TOD) district in the form of the TND Zoning District of the Zoning Ordinance for the north side of the railway. The TNC District to the south of the railway is consistent with traditional neighborhood development zoning. The proposed train station will support the Borough's efforts in its transformation into a trail town and attract new businesses, new residents, and smart growth.

**Train Station Design and Construction:** Based on the 2012 Train Station Concept Plan, the Borough will coordinate with SEPTA and Amtrak for the design and construction of a new train station and related infrastructure/development. Outside funding sources from the SEPTA and Amtrak partners are required to support both design and construction.

**Estimated Project Cost:** \$2 million to \$6 million

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/SEPTA/Amtrak/State Transit Grants/Federal Transit Grants/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 7: Goal 3, Objective 9; Recommendation 7-15.



## PROGRAM COMPONENT

**PARKS, RECREATION, TRAILS****Action 12**

Expand the Circuit Trail System and Adapt for Multi-Modal transportation (Priority: High)

**Task 1:** Expansion of the Circuit Trail Network: Extension of the Chester Valley Trail (CVT) to connect to the Enola Low Grade Trail (ELGT).

Extending the Enola Low Grade Trail into Atglen is a key goal of the Plan and economic development strategy. The Chester County Planning Commission's Chester Valley Trail West feasibility study anticipates an extension of the CVT will pass through Atglen on the former Enola Low Grade rail corridor, currently owned by SEPTA, to connect with the eastern terminus of Lancaster County's Enola Low Grade Trail. The roughly 29-mile ELGT is anticipated to be completed in Lancaster County to the Chester County border by 2020. Optimally the CVT would extend along the SEPTA-owned inactive rail corridor from the county line to Atglen Borough Hall, a distance of approximately one mile. If SEPTA determines extending the trail this far could interfere with future rail service, the trail could be extended approximately 1,200 feet to the bridge over Valley Avenue (PA 372) to connect with a future trailhead at the Borough owned property on the south side of Valley Avenue near this bridge. Coordination with West Sadsbury Township, the Chester County Planning Commission and PA Department of Conservation and Natural Resources (DCNR) will be necessary. See Plan Map 7b, Connectivity Plan Map.

**Estimated Project Cost:** \$1,000,000 from the county line to Atglen Borough Hall

**Task 2:** Create Multimodal Connections to Future Circuit Trail.

In order to welcome and accommodate future users of the Enola Low Grade and Chester Valley Trails, Atglen Borough plans to implement two trailheads: one at the site of the future borough park along Valley Ave on the western end of the borough, and one behind Borough Hall. These trailheads would feature parking as well as signage indicating points of interest and amenities within the Borough. Multiuse paths will connect these trailheads to the future Chester Valley Trail on the rail corridor. The Borough is currently seeking funding to plan these trailheads and multimodal connections between them and other recreation facilities.

**Task 3:** Multimodal Circuit Trail System: Create a trail connection between the future Chester Valley Trail and Wolf's Hollow Park. The future Chester Valley Trail and Wolf's Hollow Park are the primary nodes in Atglen's recreation system. Creating a safe, off-road connection between these two points would strengthen the multimodal network and provide an amenity for residents and visitors. The

borough should conduct a feasibility study to determine a preferred alignment for the trail. As this connector trail would pass through several municipalities, a feasibility study would require coordination with West Sadsbury Township, Sadsbury Township in Lancaster County and West Fallowfield Township. Potential funding sources for the feasibility study include DCNR's Community Conservation Partnership Program (C2P2), Chester County Vision Partnership Program (VPP) and DVRPC's Transportation Community Development Initiative (TCDI). See Plan Map 7b, Connectivity Plan Map.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/Borough Funds/DVRPC TCDI/Additional notes include:

- The Enola Low Grade trail in Lancaster is being funded in part by DCNR's C2P2 program.
- Federal grants including Congestion Mitigation and Air Quality (CMAQ) program and Transportation Alternatives Set-Aside Program (administered by PennDOT)
- State grants such as the Multimodal Transportation Program (both PennDOT and DCED/Commonwealth Financing Authority have programs), DCED Greenways, Trails and Recreation program
- DVRPC's Regional Trails program funds planning, design and construction of trails on the Circuit (William Penn Foundation money)

**Relevant Planning Objectives/References:** Ch. 4: Objective 4. Ch. 6 Goal 4; Ch. 7: Goal 7, Objective 1, 2, 3, 4, 6, 8; Rec. 7-2; Map 7a, 7b Connectivity Plan Maps.

### Action 13

Upgrade Existing Park and Plan for Future Borough Parks (Priority: High)

**Task 1:** Develop a Master Parks Site Development Plan for the Four Borough Owned Parcels. (Priority: High)

Develop a Master Parks Site Development Plan for the 17 acre Borough owned parcel on Valley Avenue, the 5 acre parcel on Church Street, the pocket parcel on Main Street, and the Borough Hall parcel. Investigate recreation and park elements, green elements, and the trail connections to the CVT and ELGT.

**Estimated Project Cost:** \$62,000

**Task 2:** Implement the Master Parks Site Development Plan (Priority: High)

Develop parks consistent with the recommendations and specifications in the Master Parks Plan developed in Task 1. Do project in phases as determined by Task 1, the community, and fiscal resources.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/PA DCNR/Private Partnerships/Borough Funds

**Relevant Planning Objectives/Reference:** Ch.4: Goal 1, Objective 2; Rec. 4-8, 9, 10; Figure 4-1; Map 4 Town Center Plan Map. Ch. 6: Rec. 6-1; Figure 6-1. Ch. 7: Objective 2. Ch.8: Goal 1, Objective G1O2; Rec. 8-1, 2.

#### PROGRAM COMPONENT

## SIGNS AND GATEWAY FEATURES

### Action 14

Eastern Gateway Sign and Landscaping (Priority: High)

Develop a Gateway Entrance into the Borough from Route 41 absorbing elements from the downtown streetscape theme. Install a Welcome to Atglen Borough sign, landscaping, lighting, and if possible public art.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 4: Goal 1, Objective 1, 8; Rec. 4-13; Map 4 Town Center Plan Map.

## PROGRAM COMPONENT

## ROAD, ALLEY, SIDEWALK, AND CROSSWALK IMPROVEMENTS

### Action 15

#### Install Sidewalks and Curbs (Priority: Medium)

This will expand the interconnectivity of the existing sidewalk system, increase the safety of pedestrians, and provide safe access to the Borough parks, CVT and ELGT, and downtown.

#### Task 1: Install Sidewalks and Curbs on Third Avenue (Priority: Medium)

Install sidewalks and curbs on Third Avenue from High Street to Israel Mill Road along with road pavement and storm water facility improvements as required.

**Estimated Project Cost:** \$391,000 (2014) See Figure 10-A15 below.

**Figure 10-A15**

<b>3Rd Avenue Road Improvements</b> Opinion Of Probable Cost For Improvements - Sidewalk On North Side Of 600 Block Sidewalk On Both Sides Of 700 Block Atglen Borough ELA Project No: 176-043 May 14, 2014					
Item	Description	Unit	Quantity	Unit Price	Total Price
<b>A. Site Preparation</b>					
A.1	Traffic Control	LS	1	\$5,000.00	\$5,000.00
A.2	Mobilization	LS	1	\$7,500.00	\$7,500.00
A.3	Clearing and Demolition	LS	1	\$5,000.00	\$5,000.00
A.4	Large Tree Removal	EA	4	\$2,000.00	\$8,000.00
A.5	Large Shurb Removal	LS	1	\$500.00	\$500.00
A.6	Class 1 Excavation	CY	460	\$19.00	\$8,740.00
A.7	Remove Existing Sidewalk	S	225	\$12.00	\$3,060.00
A.8	Pavement Milling	SY	1,980	\$3.50	\$6,930.00
<b>B. Roadway Improvements</b>					
B.1	Full Depth Paving w/o Overlay	SY	620	\$20.00	\$12,400.00
B.2	Pavement Overlay	SY	4,005	\$12.00	\$48,060.00
B.3	Pavement Leveling Course	SY	1,450	\$12.00	\$17,400.00
B.4	Concrete Curb	LF	2,530	\$22.00	\$55,660.00
B.5	Concrete Sidewalk	SY	1,085	\$70.00	\$75,950.00
B.6	Brick Pavers	SF	1,960	\$15.00	\$29,400.00
B.7	Concrete Steps	LS	1	\$5,500.00	\$5,500.00
B.8	Driveway Restoration	SY	175	\$35.00	\$6,125.00
B.9	Type "C" Inlet	EA	4	\$1,900.00	\$7,600.00
B.10	Street Light Replacement	EA	2	\$5,000.00	\$10,000.00
B.11	Property Restoration	LS	1	\$12,000.00	\$12,000.00
B.12	Fence Relocation	LF	60	\$65.00	\$3,900.00
B.13	Earthwork	LS	1	\$10,600.00	\$10,500.00
B.14	Erosion & Sedimentation Pollution Control	LS	1	\$4,200.00	\$4,200.00
B.15	Topsoil Placement, Grading, and Seeding	LS	1	\$6,500.00	\$6,500.00
B.16	Landscaping (new trees and shrubs)	LS	1	\$4,000.00	\$4,000.00
B.17	Pavement Markings and Signage	LS	1	\$1,500.00	\$1,500.00
Total (A and B)					\$355,425
10% Contingency					\$35,543
Total					\$390,968



**Task 2:** Install Sidewalks and Curbs on Israel Mill Road (Priority: Medium)

Install sidewalks on Israel Mill Road between Valley Avenue and Ridge Avenue, along with road pavement and storm water facility improvements as required.

**Task 3:** Install Sidewalks and Curbs on Valley Avenue (Priority: Medium)

Install curbs and sidewalks on one side of Valley Avenue between Charles Avenue to the future Borough park and trail system located at the western edge of the Borough. The project includes road pavement and storm water facility improvements as required.

**Task 4:** Install Sidewalks on Charles Street (Priority: Medium)

Install sidewalks on Charles Street between Ridge Avenue and Valley Avenue, along with road pavement and storm water facility improvements as required.

**Task 5:** Install Sidewalks, Curbs and Resurface Hillcrest Drive and Stauffer Drive (Priority: Medium)

Install curbs, sidewalks, and stormwater facilities where necessary on Hillcrest Drive and Stauffer Drive. Resurface the deteriorated road surface.

**Task 6:** Install Sidewalks or a Paved Pedestrian path on Main Street from the Glenbrook Apartments to the pedestrian walkway leading to the bridge over Valley Creek (Priority: Medium)

Install sidewalks or a paved pedestrian pathway on Main Street from the Glenbrook Apartments to connect to the existing pedestrian pathway along the west side of Main Street to the bridge over Valley Creek. This will fill the missing link to connect the existing sidewalk network in Creekside Knoll and along Steelville Mill Road. A crosswalk from the east to west side of Main Street should be included to provide a safe crossing.

**Task 7:** Install Sidewalks on the south side of Steelville Mill Road from the existing sidewalks to the Borough limits. (Priority: Low)

Install Sidewalks on the south side of Steelville Mill Road from the existing sidewalks to the Borough limits. This will assist in pedestrian safety for residents using this route to walk for recreation and to reach Wolf's Hollow Park.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 7: Goal 1, Objective 6, 7, 8; Rec. 7-1; Map 7a, 7b Connectivity Plan Maps.

**Action 16**

Widen the 600 and 700 Block of Ridge Avenue, Install Sidewalks and Curbs (Priority: Medium)

Widen the 600 and 700 Block of Ridge Avenue to be consistent with the remainder of the road to the east and west. Install curbs, sidewalks, and storm water facilities where necessary. This will allow for on street parking, a safer situation for oncoming vehicles to pass one another, and improve safety for snow plowing operations and emergency vehicles.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 7 Goal 2, Objective 7, 8; Rec. 7-10, 11.

**Action 17**

Reconstruct Alleys Using Best Management Practices (Priority: High)

Reconstruct Tee Alley, Mifflin Street, Jones Street, and Church Street, approximately 3,000 feet. Explore using permeable paving and MS4 best management practices. If economically impractical to install permeable paving then pursue the utilizing traditional materials.

**Task 1:** Reconstruct approximately 425 feet of road surface on Tee Alley. (Priority: High)

**Task 2:** Reconstruct approximately 485 feet of road surface in the 500 Block of Mifflin Street. (Priority: High)

**Task 3:** Reconstruct approximately 575 feet of road surface in the 600 Block of Mifflin Street. (Priority: High)

**Task 4:** Reconstruct approximately 395 feet of road surface on Jones Street. (Priority: High)

**Task 5:** Reconstruct approximately 415 feet of road surface in the 100 Block of Church Street. (Priority: Medium)

**Task 6:** Reconstruct approximately 405 feet of road surface in the 300 Block of Church Street. (Priority: Medium)

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/Community Development Block Grant/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 7 Goal 2, Objective 7, 8; Rec. 7-10, 11. Ch. 8: Goal 5 and 7, Objective G5O4, G7O2; Rec. 8-18, 20.

### Action 18

Install Four-way Stop Signs and Pedestrian Crosswalks at Main Street, Ridge Avenue, and Lower Valley Road; and a crosswalk to the church parking lot (Priority: High)

Design and install four way stop signs, pedestrian crossing signs, painted stop bars on pavement, and pedestrian crosswalks. The current road conditions are hazardous to the driving public, pedestrians, and the Amish horse and buggies.

Install a crosswalk from Penningtonville Presbyterian Church to the Church's lot on the east side of Main Street.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/PA Liquid Fuels Funds/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 4: Goal, Objective 3, 4; Rec. 4-17; Map 4 Town Center Plan Map. Ch. 7: Goal 1 and 2, Objective 2, 4, 6, 7, 8; Rec. 7-10, 11.

### Action 19

Install Pedestrian Crosswalks at Main Street and Valley Avenue (Priority: High)

Design and install pedestrian crossing signs, painted stop bars on pavement, and pedestrian crosswalks. The current road conditions are hazardous to the driving public, pedestrians, and the Amish horse and buggies. Installation of crosswalks will increase safety at this key town center intersection that is vital to the economic development of the Borough.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/PA Liquid Fuels Funds/Borough Funds

**Relevant Planning Objectives/Reference:** Ch. 4: Goal, Objective 3, 4; Rec. 4-8; Map 4 Town Center Plan Map. Ch. 7: Goal 1 and 2, Objective 2, 4, 6, 7, 8; Rec. 7-10, 11.

## PROGRAM COMPONENT

**BOROUGH FACILITIES****Action 20**

Improve and Repave Borough Hall Parking Lot Using Best Management Practices (Priority: Medium)

Repave and improve the Borough Hall parking lot. Explore using permeable paving and MS4 best management practices. If economically impractical to install permeable paving then pursue the utilizing traditional materials.

**Potential Funding:** Chester County Department of Community Development Revitalization Grant/General Funds

**Relevant Planning Objectives/Reference:** Ch. 7 Goal 2, Objective 7, 8; Rec. 7-10, 11. Ch. 8: Goal 5 and 7, Objective G5O4, G7O2; Rec. 8-18, 20.

## PROGRAM COMPONENT

**BOROUGH ORDINANCES****Action 21**

Update the Borough Subdivision Ordinance (Priority: High)

A full rewrite of the zoning ordinance was adopted in 2014. However the subdivision ordinance was adopted in 1993 and amended several times, the last being in 2001. The subdivision ordinance should be updated to bring it up to current standards and practices.

**Estimated Project Cost:** \$40,000

**Potential Funding:** Chester County Vision Partnership Program

**Relevant Planning Objectives/Reference:** Ch. 4, Objective 1, 3, 4, 5, 7; Ch. 6, Goal 1, Objective 1, 2, 3, 4; Ch. 7, Goal 1, Goal 2, Objective 1, 4, 5, 6, 7; Ch. 8: Goal 7, Objective 1, 2, 3, 4; Rec. 8-34



**Action 22**

Modify the Zoning Ordinance regarding Bed and Breakfast regulation and adopt an Ordinance regulating online rental housing (Priority: High)

The future regional trail connections will likely spur requests for both bed and breakfast uses and the use of AirB&B in the Borough. Bed and breakfast is permitted as an accessory use by special exception for single family residential detached dwellings within all zoning districts. The Borough should review the regulations and permits associated with this use. The use of online rental housing such as AirB&B and HomeAway has been a controversial issue across the country allowing for the short-term rental of apartments or houses. Some municipalities permit and tax these short term rentals while others prohibit them. Potential concerns include parking and increased number of transient people in an increasing number of homes on a regular basis.

**Estimated Project Cost:** \$5,000

**Potential Funding:** Chester County Vision Partnership Program/Urban Planner Technical Assistance

**Relevant Planning Objectives/Reference:** Ch. 4: Goal 1, Objective 1, 3, 5; Rec. 8-35.

**Action 23**

Adopt an Official Map (Priority: Medium)

An Official Map identifies desired locations of planned public lands and facilities including pedestrian and bicycle facilities. Official maps can serve as valuable tools for reserving transportation options without requiring an immediate commitment. The Borough should adopt an official map as a tool to further public improvements such as roads, sidewalks, streetscaping, trails, parks, open space, water and sewer facilities, recreational facilities, and bicycle facilities.

**Estimated Project Cost:** \$6,000

**Potential Funding:** Chester County Vision Partnership Program

**Relevant Planning Objectives/Reference:** Ch. 4, Objective 2, 3, 4; Ch. 6, Objective 2, 4; Ch. 7: Goal 1, 2, 3, Objectives 1-7; Ch. 8 Goal 1, Objective G101, G102, Goal 5; Rec. 7-7.

## Existing Revitalization Accomplishments

Atglen has experienced positive revitalization efforts to help maintain its small town charm. The Borough has worked diligently to revitalize its downtown through various streetscape/utility improvement projects. These improvement projects have enhanced the Borough's pedestrian mobility, neighborhoods, and overall quality of life.

The following is a list of Completed projects the Borough successfully received funding for since the initial 2002 Atglen Urban Center Revitalization Plan.

Activity	Year	Funding Source	Amount Funded
Comprehensive Streetscape Design Plan	2001/2002	Borough	\$15,000
Sewer and Water Improvements	2002/2003	CRP	\$294,000
Streetscape Improvements	2003	CBDG	\$110,600
Streetscape Improvements	2002/2003/2006	CRP	\$1,166,109
Old Gap Newport Pike (Valley Creek) Bridge	2005+	Borough/PennDOT	\$296,950
Infrastructure Improvements	2008	CRP	\$251,762
Infrastructure Improvements	2009	CBDG	\$230,000
Street, Curb, Sidewalk, and Stormwater Improvements	2009	CRP	\$353,987
Well Project	2010	CRP	\$500,000
Zoning Ordinance Update	2012-2014	CC VPP	\$36,000
Sewer and Water Improvements	2017	CRP	\$450,000
Comprehensive Plan/Revitalization Plan Update	2016-2018	CC VPP	\$39,920
Total			\$3,729,328

### Borough Accomplishments Achieved Through Chester County Community Revitalization Program Funding (CRP)

#### 2002/2003

**Action 1:** Underground Infrastructure Replacement and Improvement

**Task 2:** Construct raw sewage pumping station & emergency generator at existing wastewater treatment plant.

**Task 3:** Replace four inch water main Green & Dallas Street.

**Funds Awarded:** 2002-2003 (\$294,000)

### 2003–2006/2008

#### Action 1: Streetscape Improvements Program.

**Task 1:** Place Underground utilities lines on Main Street.

**Task 2:** Replace curb and sidewalk and improve stormwater facilities on Green and Dallas Street.

**Funds Awarded:** Funds were awarded for the following years; 2002, 2003 & 2006, totaling (\$1,166,109) for Actions 14, 15 & 17.

**Task 3:** Improve curbs, sidewalk, streets and stormwater facilities between Green and East Main Streets.

**Funds Awarded:** 2008 (\$251,762 )

### 2002–2006

#### Action 2: Streetscape Improvements Program.

**Task 3:** Streetscape improvements on Main Street from Lower Valley to Railroad Bridge.

**Funds Awarded:** Funds were awarded for the following years; 2002, 2003 & 2006, totaling (\$1,166,109) for Actions 14, 15 & 17.

### 2002–2006/2009

#### Action 3: Streetscape Improvements Program.

**Task 2:** Install curbs, sidewalks and stormwater improvements on Ridge Ave. from Main to Norwood Street.

**Funds Awarded:** 2009 (\$353,987)

**Task 3:** Streetscape improvements from Main Street from Lower Valley Road to Railroad Bridge.

**Funds Awarded:** Funds were awarded for the following years; 2002, 2003 & 2006, totaling (\$1,166,109) for Actions 14, 15 & 17.

### 2010

#### New well and well house.

The construction of a new well and well house, Well #4, was completed in 2013. The Well produces slightly less than 1 million gallons of drinking water per month.

**Funds Awarded:** 2010 (\$500,000)

**2017****Well No. 4 Nitrate Removal System, Outdoor Emergency Generator, and Ridge Avenue Water Line Replacement Project.**

The project includes an approximate 20' x 10' building addition to the existing Well No. 4 well house, installation of nitrate removal equipment, installation of an additional sanitary sewer wet well, installation of a permanent outdoor emergency generator and replacement of approximately 1,450 feet of 4-inch Asbestos Cement and Cast Iron water main along Ridge Avenue between High Street and Stauffer Drive with new 8" Cement Lined Ductile Iron water main. Well No. 4 is a major water source for the Borough and nitrate levels in the raw water have been increasing over the last few years. Installation of nitrate removal equipment, along with emergency power provisions, will ensure an uninterrupted potable water supply to the existing Borough water system customers. The Ridge Avenue water main is one of the main transmission lines from the Borough's water supply to the Borough's water distribution system. The size, age and material of the pipe creates a constriction within the Borough's water distribution system which results in restricted flow and decreased water pressure throughout the Borough. The replacement of this section of water main will increase the water system capacity and system pressure for normal domestic usage as well as for fire flow conditions throughout the Borough.

**Funds Awarded:** \$450,000

<b>Well No. 4 Nitrate Removal System, Outdoor Emergency Generator, And Ridge Avenue Water Line Replacement Project</b> Atglen Borough Project No. 17-109-01 Preliminary Construction Cost Opinion February 17, 2017					
Item	Description	Unit	Quantity	Unit Price	Total Price
1	Connect 8-Inch Water Line to Existing Water Line, Complete in Place	EA	2	\$4,000.00	\$8,000.00
2	8-Inch Class 52 DICL Water Line, Complete In Place	LF	1,450	\$80.00	\$116,000.00
3	8-Inch Gate Valves, including Valve Boxes, Complete in Place	EA	3	\$1,500.00	\$4,500.00
4	Fire Hydrant Assembly w/ 6-Inch Gate Valve, Complete in Place	EA	1	\$4,800.00	\$4,800.00
5	Abandon Existing Water Line In Place	EA	1	\$1,000.00	\$1,000.00
6	Reconnect Existing Water Services, Complete in Place	EA	21	\$1,500.00	\$31,500.00
7	Temporary Borough Road Restoration, Complete in Place	LF	1,150	\$20.00	\$23,000.00
8	Permanent Borough Road Restoration, Complete in Place	LF	1,150	\$30.00	\$34,500.00
9	Lawn/Field Restoration, Complete in Place	LF	400	\$5.00	\$2,000.00
10	Nitrate Removal Equipment	LS	1	\$65,000.00	\$65,000.00
11	20' x 10' Building Addition & Appurtenances	LS	1	\$40,000.00	\$40,000.00
12	Outdoor Emergency Generator & Appurtenances	LS	1	\$45,000.00	\$45,000.00
13	Additional Sanitary Sewer Wet Well	LS	1	\$7,500.00	\$7,500.00
14	General Site Work & Grading	LS	1	\$10,000.00	\$10,000.00
15	Traffic Control	LS	1	\$2,500.00	\$2,500.00
16	Erosion & Sedimentation Control	LS	1	\$5,000.00	\$5,000.00
17	Mobilization & Demobilization	LS	1	\$5,000.00	\$5,000.00
18	Bonds & Insurance	LS	1	\$8,106.00	\$8,106.00
Estimated Construction Cost					\$413,406
10% Construction Contingency					\$41,341
Design, Permitting, Bidding & Construction Period Services (20%)					\$82,681
Total Estimated Construction Cost					\$537,428



## Atglen UCRP Accomplishments Achieved Through Funding Other than Community Revitalization Program Funding

### 2001–2002

#### Comprehensive Streetscape Design Plan

- Select design elements of streets, gateways, civic core, and public parking.
- Develop master plans for streetscape, gateways, civic core, and public parking.
- Fit projects into the Revitalization Plan Action Plan.

**Municipally Funded:** 2001-2002 (\$15,000)

### 2003

#### Action 2: Streetscape Improvements Program

- Streetscape improvements on Main Street from Lower Valley Road to Railroad Bridge.

**Funds Awarded (CDBG):** 2003 (\$110,600)

### 2005

#### Old Gap Newport Pike Bridge

- Prepare engineer studies (Preliminary Design)

**Federal, State & Municipal Funded (PennDot):** 2005+ (\$296,950)

### 2009

#### Action 3: Underground Infrastructure Replacement and Improvement Program

- Replace water main in Ridge Ave. between Norwood and Chester
- Street and continue to Main Street and Chester Street.

**Funds Awarded (CDBG):** 2009 (\$230,000)

### 2012

#### Old Gap Newport Pike Bridge

- Constructed

### 2012–2014

#### Zoning Ordinance Update.

- Complete update to the Borough zoning ordinance.

**Funds Awarded:** \$36,000 County Vision Partnership Program in-kind services

### 2013–2014

#### Wastewater Treatment Plant Modernization.

**Funding Source:** Borough provided 2.5 million plus additional funds

**2016–2018****Comprehensive and Revitalization Plan Update.**

- Complete update to the 2000 Borough Comprehensive Plan and 2002 Revitalization Plan.

**Funds Awarded:** \$39,920 County Vision Partnership Program in-kind services

**2018+****Traffic Signal improvements at the intersection of Route 41/372 (Lower Valley Road).**

**Funding Source:** PennDOT

**2018+****Route 372 Bridge reconstruction over Officers Run east of Route 41.**

**Funding Source:** PennDOT/Federal Funds.



# Appendix A

## Existing Conditions

Many factors within and beyond the borders of Atglen Borough impact resources, planning, and growth within the Borough. This chapter, in addition to the Community Profile in Chapter 2, provides an overview of the Borough's existing conditions and context. This chapter addresses the following:

### Chapter Organization

- Land Use p. A-1
- Transportation Network p. A-5
- Borough Facilities and Services p. A-8
- Community Services p. A-15
- Natural Resources p. A-18
- Parks, Recreation, Open Space, and Scenic Resources A-27
- Historic Resources p. A-36



**Atglen**  
Borough

## Land Use

### Neighboring Municipalities and Land Use Patterns

#### West Sadsbury Township

West Sadsbury borders Atglen to the north, west, and east. The majority of the township is agricultural and rural except for the Route 30 Corridor and along Route 372 between Atglen and Parkesburg. Sporadic commercial uses are located along Route 30 with more substantial development surrounding the intersection of Route 30 and Route 10 including the West Sadsbury Commons Shopping Center, Wawa, CVS, and additional planned development. Route 372 to the east of the Borough contains a variety of light industrial uses such as a shed manufacturer, publishing company, auto repair facilities, and Victory Brewing Company.

The West Sadsbury zoning map identifies the area along the western edge of the Borough as Rural. The area to the north and east of Zion Hill Road is Office Commercial and contains an existing business. The remaining area to the north and northeast is designated as Medium and Low Density Residential. Lastly, the area to the east along Route 372 is zoned Industrial.

#### West Fallowfield Township

This Township to the south of Atglen is largely agricultural except for the village of Cochranville along Route 41 roughly five miles south of Atglen. Wolfs Hollow County Park is located in West Fallowfield just southwest of the Borough along the Octoraro Creek. Land uses in West Fallowfield Township adjacent to Atglen are agricultural and rural and zoned Agricultural with a minimum lot size of 25 acres.

## Atglen Existing Land Use

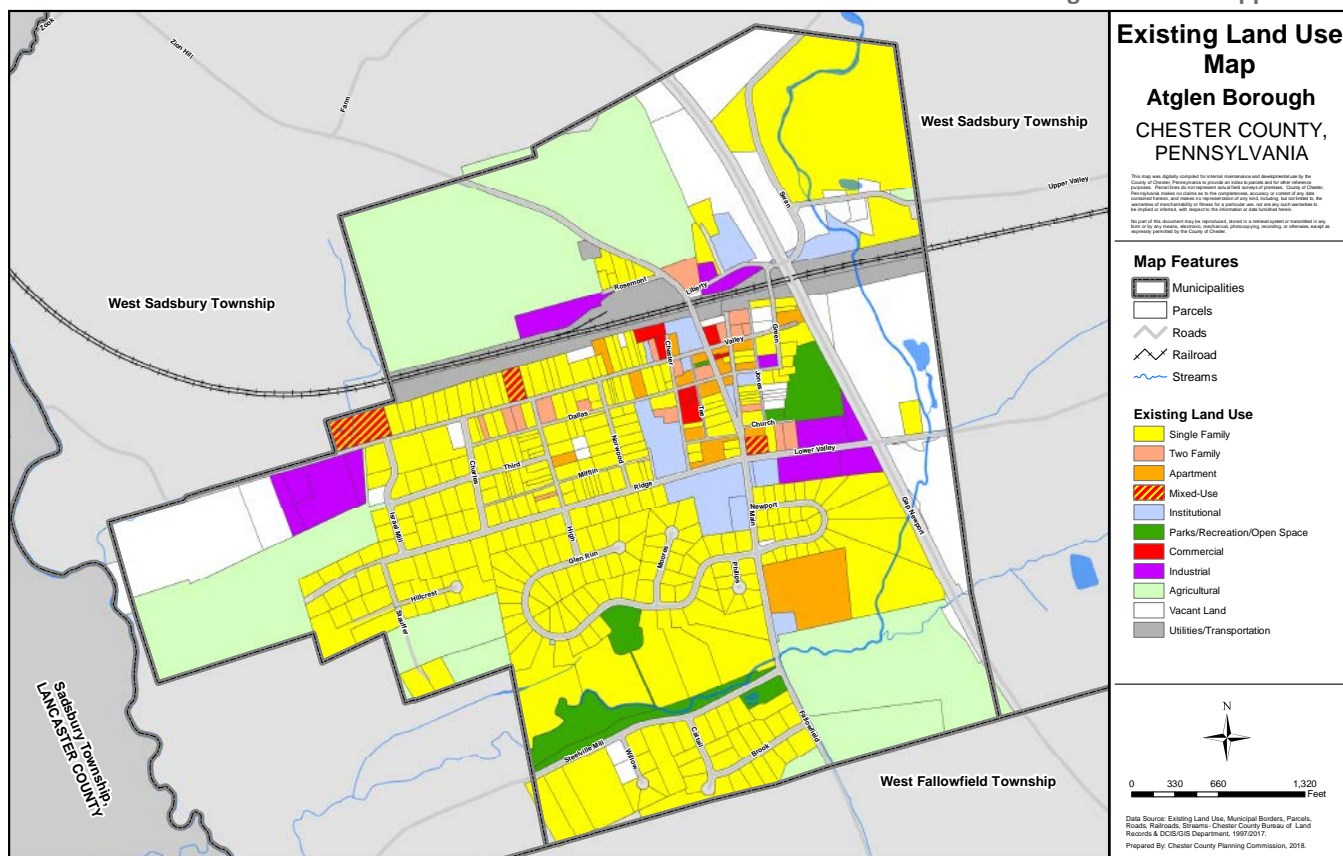
Atglen is comprised of 567 acres or .088 square miles (CCPC, 2017). The Borough consists of twelve different land uses characterized by Figure A-1 and A-2. The existing land use portrays the actual use of each parcel of land as of 2017. However, land may be designated differently depending on the application. For example the Borough owned property on the western end of Valley Avenue is considered vacant from an existing land use standpoint but can also be classified as open space as categorized in Figure A-21.

Types of Land Use	Atglen	
	Acres	Percent
Single Family	211	37.2%
Two Family (Twin)	6	1.0%
Multi Family	12	2.2%
Agriculture	140	24.7%
Mixed use (Res/Com)	3	0.6%
Commercial	2	0.4%
Industrial	17	3.0%
Institutional	17	3.0%
Parks/Recreation/Open Space	15	2.7%
Utilities (Railroad/Sewer)	23	4.0%
Vacant	69	12.1%
Road Right-of-way	52	9.1%
<b>Total Land Use</b>	<b>567</b>	<b>100.0%</b>

**Figure A-1:  
Existing Land Use**

**Figure A-2:  
Existing Land Use**

See larger version in Appendix B





## Town Center Character

Atglen has a unique character developed over a long period of time and a development pattern driven by the railroad and former train station. Main Street offers a variety of architectural styles and provides a sense of place and urban character.

The Borough undertook a streetscape enhancement program in 2012, as recommended in its Revitalization Plan. Utilizing a County grant and assistance for the Borough, the streetscape enhancements were installed on Main Street from the railroad to Lower Valley Road. This included installation of new sidewalks, brick highlights, ADA ramps, streetlights, and street trees. The new streetscapes have brought further charm to the town center and have made it more walkable and attractive for residents and businesses.



*Photo credit: Ed and Zach Heaton.*

## Current Land Use Regulations

Atglen's Zoning Ordinance provides guidance and requirements for the development of land within the Borough. The current ordinance includes the following zoning districts (See Figure A-3):

**TNC** – Traditional Neighborhood Core is intended to protect and enhance the traditional town center along Main Street by allowing for small lots, a mix of uses, building design standards, and building size limitations.

**TNG** – Traditional Neighborhood Gateway is intended to promote redevelopment along Lower Valley Road as a gateway to the Borough by allowing for smaller lots, a mix of uses, and building design standards.

**TND** – Traditional Neighborhood Development is intended to promote extension of the town center north of the railroad tracks around the future train station. This district allows for smaller lots, requires a mix of uses, and includes building design standards and maximum size limitations.

**B** – Business is located north of the railroad and east of Zion Hill Road and along the west end of Valley Avenue. The district is intended to allow businesses within these areas.

**CR** – Conservation Residential District is located in the eastern portion of the Borough and is intended to provide for the lowest density single-family residential units in the Borough and protection of natural features. The minimum lot size for single family detached dwellings in this district is one acre.

**R-1a** – Cluster Residential District is located in the northern portion of the Borough and is intended to provide for low-density single-family residential units using creative design and open spaces that foster the protection of sensitive natural resources and provide for the preservation of natural resources and open space. The minimum lot size for single family detached dwellings in this district is 20,000 square feet in conventional development and 7,500 square feet when conservation design is used.

**R-1** – Low Density Residential District in the western and southern portion of the Borough is intended to provide for lower-density single-family residential units that foster the protection of sensitive natural resources. The minimum lot size for single family detached dwellings in this district is 20,000 square feet.

**R-2** – Medium Density Residential District in the central portion of the Borough is intended to provide for medium density single-family residential units. The minimum lot size for single family detached dwellings in this district is 15,000 square feet.

**R-3** – Traditional Neighborhood Single Family Residential District is intended to provide for higher-density single-family residential units that foster the protection of the traditional and historic grid pattern neighborhoods of the Borough. The minimum lot size for single family detached dwellings in this district is 10,000 square feet.

**R-4** – Traditional Neighborhood Residential District just east of the town center is intended to provide for high density single family detached, single family attached, and multi-family residential uses. The minimum lot size for single family detached dwellings in this district is 8,000 square feet.

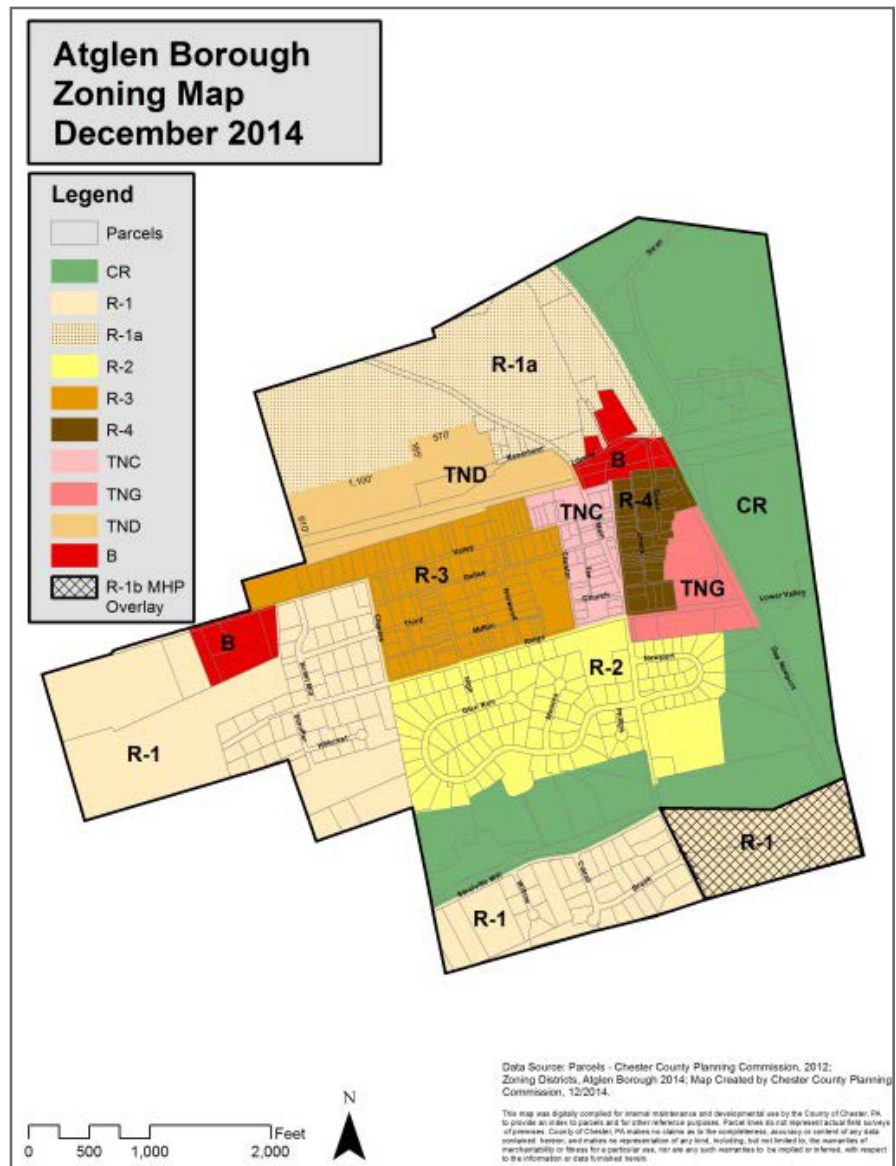


Figure A-3: Atglen Zoning Map

# Transportation Network

## Roadways

### Major Roads

Atglen is served by two state roadways (PA Routes 372 and 41). PA Route 41, a two-lane arterial, is a prominent truck route connecting from US 30 in the village of Gap (Lancaster County) to Wilmington, Delaware, US 1, and I-95 to the south. Within the immediate vicinity of Atglen Borough, Route 41 is grade-separated from Liberty Street/Swan Road and Amtrak's Keystone Line. South of the bridge overpass, Route 41 intersects Route 372 (Lower Valley Road) at a signalized intersection. Average daily traffic volumes on Route 41 range from 17,000 near Gap to 10,000 within West Fallowfield Township. Route 41 in the Borough is screened from the majority of the Borough with trees and surrounding rolling hills.

Route 372 is the main east/west roadway that travels through the Borough, which enters to the east on Lower Valley Road and leaves to the west on Valley Avenue. Route 372 connects to PA Route 10 in Parkesburg and PA Route 82/US 30 in Coatesville to the east and connects to Christiana, PA Route 896, Quarryville, and US 222 to the west. The bridge on 372 just east of Route 41 is slated to be replaced by 2020 (DVRPC TIP).

### Traffic Counts

Most of the local roads do not carry a large amount of traffic (Source: DVRPC) and traffic counts on local roads include the following:

- The local road with the heaviest volume in the Borough is Lower Valley Avenue entering the Borough from Route 41 (2,748 vehicles, 8/2012).
- Valley Avenue exiting the Borough headed west (1,200 vehicles, 12/2014).
- Zion Hill Road carries roughly 800 vehicles (12/2014).
- Route 41 (14,570 vehicles, 6/2014) passes through the Borough and is the primary access to the Borough but otherwise is not connected with or greatly impact the local grid of streets.





## Public Transit

There are no public transportation services directly within the Borough. Passenger rail service in Atglen ended in 1952, however Amtrak rail service travels through Atglen on a daily basis. The Amtrak rail line is located in the northern third of the borough, traveling east to west. The following services are available within the region.

### Amtrak Rail Line. Keystone Service

The Parkesburg train station provides service between Philadelphia and Harrisburg by Amtrak's Keystone Service. Parkesburg station is served by ten weekday trips to Philadelphia and nine weekday trips to Harrisburg. On the weekends, seven trips are provided to Philadelphia and six trips to Harrisburg. Travel time to both Harrisburg and Philadelphia is approximately 60 minutes from the Parkesburg station.

### Atglen Train Station Concept Plan (2012)

Atglen Borough, Chester County Planning Commission and Urban Engineers completed a concept plan for the design of a new passenger rail station. Since that time ridership analyses, operation costs and other research has been done to propose the extension of commuter rail service to Atglen.

The potential Atglen rail station is listed on SEPTA's long range improvement plan. The Chester County Planning Commission's county-wide public transportation plan envisions commuter service from Atglen and Parkesburg in the 2040 horizon.

### Coatesville Link

The closest bus service to Atglen is the Coatesville LINK, a service managed by the Transportation Management Association of Chester County (TMACC). This route connects to the Parkesburg Amtrak Station, West Sadsbury Commons Shopping Center, the Coatesville Amtrak Station, and Krapf's "A" Bus Line to Exton and West Chester. The LINK operates 13 weekday roundtrips and 12 Saturday roundtrips between Parkesburg and Coatesville.

### ROVER

Atglen is also served by a county-wide paratransit service, ROVER. The ROVER service is designed for those who no longer drive, have no means of transportation or may need special assistance to travel. ROVER provides prescheduled service to private individuals Monday through Friday with limited hours restricted to specialized services on Saturday and Sunday.

## Parking

Atglen, like many urban centers in the county, has a limited supply of parking especially within the town center along Main Street and Valley Avenue. There are approximately 105 unmarked on-street parking spaces within the town center and Borough Hall serves as the only public parking lot (16 spaces). The Penningtonville Presbyterian Church has a 57 space parking lot at the southeast corner of Main and Lower Valley Roads that is occasionally used for events and other functions.







# Borough Facilities and Services

## Municipal Administration

### Municipal Structure

There are four types of municipalities in Pennsylvania – e.g. counties, cities, boroughs and townships. Atglen Borough operates under the Borough Code. The Borough Code defines the governmental structure as well as the general and specific powers of the borough.

Atglen Borough is governed by a mayor and a five member Borough Council elected by the Borough's voters. The Council's main responsibilities are to enact an annual budget, provide local public services, hire personnel, establish policies and legislation with enforcement procedures, and address local quality of life matters such as land development, zoning, building, and public safety. The Borough Council appoints members to the Planning Commission, Zoning Hearing Board, Parks and Recreation Commission, and ad hoc committees. The Council engages the Borough Manager, Borough Engineer, Borough Solicitor, Fire Marshal, Emergency Management Coordinator, Auditor, Building Code Official, Zoning Officer, Code Enforcement Officer, and Junior Councilperson.

The Mayor represents the Borough at ceremonial community events, breaks the ties votes of Council, and administers the oaths of local office.

The Borough Manager serves as the Chief Administrative Officer. The Public Works Department, Administration Department, and Building/Zoning/Code officials report directly to the Borough Manager. Some of the responsibilities of the Borough Manager include but are not limited to the following: administering the Council's legislation and policies; interacting with the public; developing the annual budget; pursuing grant funding; overseeing financial activities; working directly with the Borough Engineers, Solicitors, Auditor, Police Chief, and other professionals; and supervising Borough staff.

### Administration and Facilities

Borough Hall is located at 120 West Main Street, on the northwest corner of the intersection of Main and Valley Streets, in the heart of the Borough. The Borough Hall includes a meeting space and offices. The Public Works Department has a maintenance facility at 125 Liberty Street.

Atglen Borough employs a full time Borough Manager, a part-time Administrative Assistant, a full-time Public Works Manager, a full-time Public Works Laborer, a part-time Sewer and Water Operator, and seasonal public works staff.

The Public Works department handles snow removal, road repairs, the maintenance of the Public Water and Public Sewer systems, the preservation of the downtown streetscape, the maintenance of the municipally owned properties and equipment, and park maintenance.



### Volunteer Groups/Citizen Participation

The support and involvement of residents, who volunteer their time and skills, is essential to effective and efficient local government operations. Many Atglen Borough residents are actively involved in supporting community efforts. Citizen participation allows the Borough to make use of local knowledge, ensures that Atglen is responsive to residents and business needs, and preserves the appearance of the community and quality of life. The following is a list of active (2018) Borough volunteer and citizen groups:

- Planning Commission
- Zoning Hearing Board
- Parks and Recreation Commission
- Comprehensive and Revitalization Plan Taskforce Committee

### Consultants/Contractual Work

Positions currently filled include the code enforcement officer, zoning officer, building code official, solicitors, engineer, and auditor. The Borough also hires consultants on an as needed basis for services such as planning, ordinance amendments, and grant assistance.

### Public Outreach

Public outreach is essential in keeping residents, the business community, and interested people informed, giving everyone an opportunity to voice concerns, volunteer, and participate in the community. Atglen Borough publishes a periodic newsletter summarizing Borough business and community events and maintains a user friendly website, [www.atglen.org](http://www.atglen.org). The website provides contact information for Borough officials and staff, current events, Borough activities, Council minutes, ordinances, frequently asked questions, and public meeting schedules. Facebook is utilized to announce community events and communicate critical time sensitive messages. The meetings of Borough Council and other Commissions/Committees are open to the public, providing the public an opportunity to engage with the local officials and volunteer boards.

### Finance and Budget

The Borough has five funds as follows: General Fund, Water Fund, Sewer Fund, Capital Fund, and Highway Aid Fund. A summary of the fiscal status of each fund is found in Figure A-5.

The Borough Council works with the Borough Manager on preparing the annual budget for each fund. The Manager obtains input from the Public Works Manager and office staff in preparing the preliminary budget. Immediate and future goals are established in the budget documents. The Borough Council reviews the preliminary budget documents at public



*Volunteers contribute to the functioning of the Borough.*

Fund	Fund Balance as of 12/31/2016	2017 Budget Total Revenues
General	\$ 1,380,486	\$ 688,000
Water	\$ 340,241	\$ 279,250
Sewer	\$ 783,362	\$425,200
Capital	\$ 285,774	\$ 48,900
Highway Aid	\$ 94,612	\$ 44,126

**Figure A-5:  
Budget Items**

meetings in October and November. The final budget documents are approved by Council at the December public meeting. The preliminary and final budgets are available for public review on the Borough's website or at Borough Hall.

Each month the Borough Council receives the Treasurer's Report, Budget to Actual Report, Check Register, and Bills List. Financial discussions are held regularly at the public meetings. The Borough Council approves all expenses and signs the vendor checks.

The Borough's Funds are fiscally stable. The fund balance for the General Fund has almost doubled since Year 2010. The fund balance for the Capital Fund, which was established to address capital infrastructure, vehicle, and equipment needs and emergencies, has tripled in value since 2010. The Borough is doing the same with the Highway Aid Fund to be fiscally prepared to address a road maintenance project. The 2017 General Fund Budget is displayed in Figure A-6.



**Figure A-6:  
General Fund**

<b>Atglen Borough General Fund Budget, Year 2017</b>			
<b>Revenue</b>		<b>Expenditures</b>	
Real Estate Taxes	250,000	General Government	157,550
Earned Income, Real Estate Transfer, & Per Capita Taxes	169,600	Public Safety	177,100
Intergovernmental Revenues	22,000	Public Works & Sanitation	206,290
Charges for Services, Permits, & Licenses	142,700	Culture, Library, & Recreation	18,500
Interfund Operating Transfers	15,000	Insurance	23,400
Cash Reserves	81,000	Interfund Transfers	38,400
<b>Total</b>	<b>688,000</b>	<b>Total</b>	<b>688,000</b>

Atglen Borough is fiscally creative, with staff doing more assignments in-house and securing County, State, and Federal grants. Capital infrastructure projects such as the reconstruction of the Old Gap Newport Bridge, the aesthetically appealing downtown streetscape, a new public water well, new sidewalks, upgraded sewer and water lines, and road resurfacing were funded with grants between 2002 and 2016. In 2017 the Borough was awarded a Chester County Community Revitalization Grant in the amount of \$ 450,000 for well and water line improvements. The Chester County Vision Partnership grant funded the 2014 Zoning Code update and the 2018 Comprehensive and Revitalization Plan update. As of early 2018, the Borough had received \$ 3.2 million dollars of grant money excluding the Federal and State funded bridge project.

In 2013-14 the Wastewater Treatment Plant was modernized to accommodate smart growth and meet the revised PA DEP regulations. A \$2.5 million Federal Recovery Zone Economic Development Note was the financing source for the Wastewater Treatment Plant project. This Note was converted to a traditional bank loan in Year 2016 saving the Borough \$289,000 over the lifetime of the loan.

## Sewage Facilities

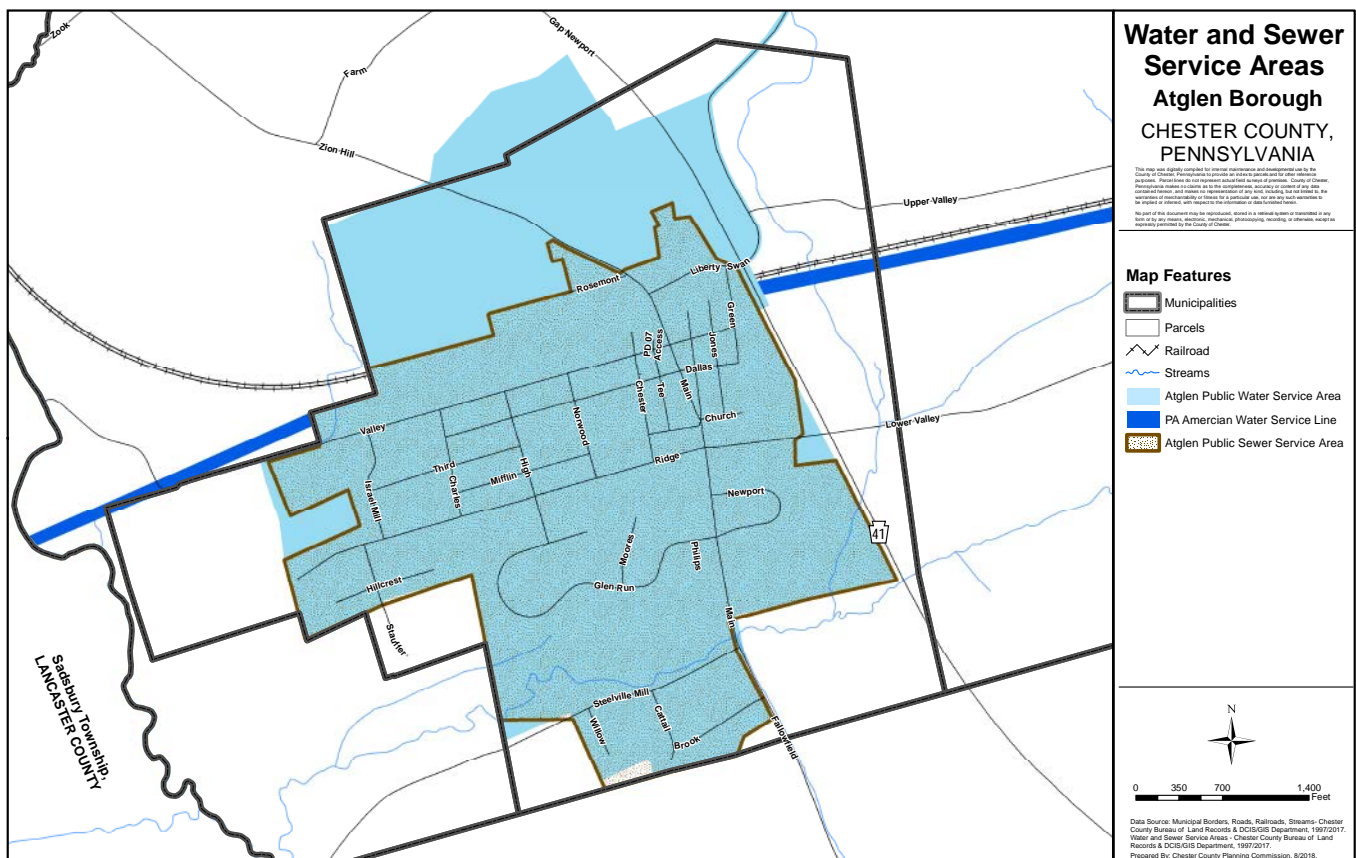
The majority of Atglen is served by public sewer, which is owned and operated by the Borough of Atglen. There is one wastewater treatment facility in Atglen, located in the southeastern corner of the Borough. Generally, public sewer serves the developed portions of the Borough but does not extend to a limited number of parcels at the Borough's fringes.

The sewerage collection system was upgraded in 2012 with new treatment units which will accommodate future development in the Borough. The wastewater treatment system has excess capacity, being permitted for 155,000 gallons per day with flows averaging 70,000 gallons per day in 2016. See Figure A-7.

## Sewage Facilities Planning

Sewage facilities planning in Pennsylvania is governed by the Act 537 Sewage Facilities Plan. Primary purposes of the plan are to determine how sewage facilities can best be provided to meet anticipated future land use needs and protecting public health by eliminating or repairing existing systems that are malfunctioning. The plan can also be used to establish the most preferred methods of sewage treatment for new development. PADEP originally approved an Act 537 Plan for Atglen Borough in 1994, and an update was completed in 2002 and 2015. See Figure A-7.

**Figure A-7:**  
**Water and Sewer**  
**Service Areas**





## Water Facilities

The majority of Atglen is served by the public water system operated by the Borough Public Works Department. Atglen makes use of high-capacity community wells which have a capacity of 172,000 gallons per day serving approximately 1,400 people with 437 domestic and eight commercial connections through a system of water mains extending across a majority of the Borough. All three wells that provide water to the system are located outside of Borough boundaries, in West Sadsbury Township, on Borough owned property. The groundwater is treated and then distributed by a pressurized system. The Borough has an emergency interconnection with Pennsylvania American Water Company if issues arise and the system must be shut down temporarily.

A handful of parcels on the fringes of Atglen are not served. These parcels remain dependent on private wells that are located on-lot. Individual wells are not subject to any ongoing monitoring requirements however, and individual owners are responsible for monitoring their water quality. The Chester County Health Department permits and enforces water quality and quantity standards for new wells.

## Stormwater Management

Stormwater is runoff from rain events or snow melt which is a leading cause of water pollution. Degradation of both surface and groundwater can occur as a result of stormwater runoff that carries oil, grease, pesticides, fertilizers, sediment, and trash that is picked up by the stormwater. Stormwater management - the safe and effective collection, control, infiltration, and treatment of the stormwater that flows overland into streams after a rain event or snow melt - minimizes intermittent flooding, reduces erosion and sedimentation of streams, and reduces the contamination of groundwater, surface water, the natural ecosystem, and drinking water sources. Stormwater management in Atglen consists of road inlets, piping, retention basins, outfalls, and some on-lot drip beds for downspouts on newer homes. There are additional stormwater collection systems within the newer residential subdivisions, which are owned and maintained by homeowners' associations.

Because of the importance of stormwater management in watershed protection and planning, one of the seven major goals of the Chester County Water Resources Plan, Watersheds (2002) is to "reduce stormwater runoff and flooding." Stormwater management is addressed by three major pieces of legislation:

- Pennsylvania Stormwater Management Act (Act 167 of 1978)
- Pennsylvania Erosion and Sedimentation Control Act, Chapter 102
- National Pollutant Discharge Elimination System (NPDES) Phase II regulations, specifically MS4





## Act 167 – Stormwater Management

Act 167 assigns responsibility for addressing stormwater to the municipal level. Chester County finalized an Act 167 Plan that covers all municipalities in the County, with the exception of those municipalities/watershed areas that have adopted individual Act 167 Plans since 2005. The Act 167 Plan was adopted by Chester County and approved by PADEP in 2013. The deadline for municipal adoption and enactment of the minimum standards and criteria was early 2014. Atglen Borough adopted the Act 167 requirements in April 2014.

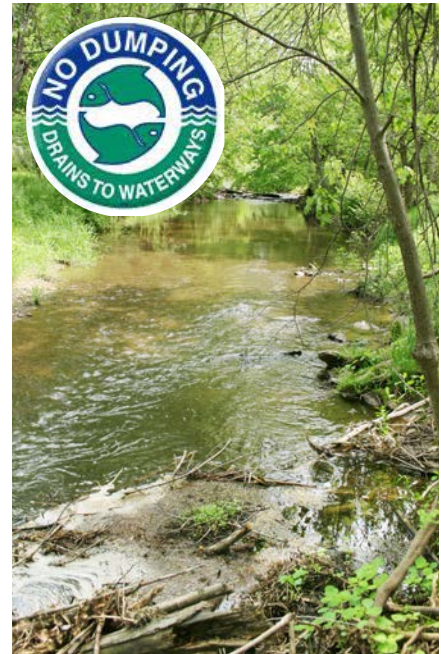
## PA Chapter 102 – E&S Control

The Pennsylvania Erosion and Sedimentation Control Act, Chapter 102, establishes the basic planning and implementation requirements to be followed for any earth disturbance. Chapter 102 establishes the threshold requirements for notifying PADEP of land disturbing activity, and in some cases the permitting requirement through PADEP. The Chester County Conservation District has local responsibility for specific Chapter 102 program activities through an agreement with the PADEP.

## NPDES – MS4

The Environmental Protection Agency (EPA), and specifically the NPDES program, designates urbanized areas as “municipal separate storm sewer systems” (MS4) and requires compliance with the NPDES MS4 permit program. In Pennsylvania the NPDES MS4 program is administered by PADEP and the Chester County Conservation District. MS4 does not currently apply to Atglen and the Borough requested a waiver. The permit program requires municipalities under its authority to implement several activities, as follows:

- Provide public education and outreach activities regarding stormwater;
- Provide public participation and involvement opportunities regarding stormwater management program development and implementation;
- Develop and implement a plan to detect and eliminate illicit discharges to the storm sewer system;
- Develop, implement, and enforce an erosion and sediment control program for construction activities that disturb one or more acres of land;
- Develop, implement, and enforce a program to address discharges of post-construction storm water runoff from new development and redevelopment areas; and
- Develop and implement a program with the goal of preventing or reducing pollutant runoff from municipal operations.



## Chesapeake Bay and TMDL

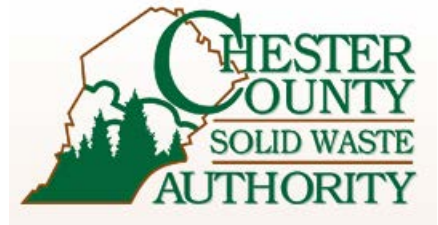
Atglen is located in the Octoraro Creek watershed (which drains to the Susquehanna River and into the Chesapeake Bay). Efforts to improve water quality within the Chesapeake Bay continue to evolve and are becoming more mandated and regulatory in nature, impacting stormwater management and point and non-point sources of pollution. States within the watershed of the Chesapeake Bay are required to submit a Watershed Implementation Plan (WIP) to meet permitted levels of Total Maximum Daily Load (TMDL). The EPA approved the WIP for the Chesapeake Bay watershed in Pennsylvania in 2010.

The WIP focuses on enforcement of existing regulations, including Concentrated Animal Feeding Operations (CAFOs) under the National Pollutant Discharge Elimination System (NPDES) program, the Nutrient Management Act (Act 38), and the Clean Streams Law (Chapter 102). The EPA monitors compliance with the WIP and sediment and nutrient pollution levels, performing a full review every two years. If progress is not satisfactory, other measures will be implemented. TMDL limits were approved for the Chesapeake Bay basin watersheds, including Octoraro Creek. Additional detail on TMDLs is available at the Chester County Water Resources Authority website, [www.chesco.org/water](http://www.chesco.org/water). Officer's Run has higher water quality and is not impacted by TMDLs, although the Octoraro Creek Watershed does have TMDLs in place.



## Solid Waste

Solid waste collection within the Borough for residential uses is provided through a contract between the Borough and a private hauler. This contract is currently with A.J. Bolenski, Inc. Non-residential users are not provided service through this contract and must independently contract with waste haulers.



# Community Services

## Emergency Management

Outside of the traditional emergency response supplied by police, fire, and ambulance providers, every municipality has a responsibility to its residents to prepare for a variety of emergency situations. Emergency management is the process of planning in advance for appropriate responses in the event of a major incident such as a tornado, snowstorm, flooding, major accident, or terror activity. Preparation of a Basic Emergency Operations Plan (EOP), and annual updates to that plan, is one step municipalities are required to take to identify potential hazards and plan an appropriate response. Emergency management requirements are detailed in Pennsylvania's Consolidated Statutes, Title 35, and most specifically in Sections 7101 – 7707, also referred to as the Emergency Management Services Code.

Current records of the Chester County Department of Emergency Services indicate Atglen's current EOP was adopted by Resolution in March 2015. A critically important part of the EOP is an annual update, to ensure that current Borough elected officials and staff are accounted for within the plan and made aware of its existence, contents, assignments, and responsibilities. Atglen Borough has a Emergency Management Coordinator, who is responsible for the EOP annual update and coordinating with other emergency management officials and agencies. Atglen Borough has signed onto the Chester County Hazard Mitigation Plan, which was updated in 2014. The Hazard Mitigation Plan includes goals, objectives, and actions to decrease the impact of future disasters, as well as historical data on past events.



Photo courtesy of Atglen Public Library.

## Police

Atglen Borough is served by the Christiana Borough Police Department (Lancaster County) on a part- time basis providing approximately thirty-six hours of paid coverage per week. Otherwise, Atglen is served by the State Police. Emergency calls for service in Atglen are dispatched by Chester County Emergency Services.



Christiana Volunteer Fire Company is located on S. Bridge Street in Christiana Borough, Lancaster County.

## Fire

Fire service in the Borough is provided by the Christiana Fire Company, Station 52, a volunteer-driven organization. Station 52 is located at 214 S Bridge Street in Christiana Borough, serving all of Christiana Borough and eighty-percent (80%) of Sadsbury Township in Lancaster County in addition to Atglen Borough. Incident responses across the entire service area are noted in Figure A-8. Responses have ranged in the past several years, but have averaged less than one a day in each year.

The Christiana Fire Company has been a long standing fire company, dating back to the late 1880's with two major expansions over the years, in 1949 and again in 2002. In March 2012, the Christiana Fire Company expanded their district to include Atglen Borough. As of 2016, Station 52 apparatus consisted

**Figure A-8:**  
**Station 52**  
**Incident Responses**

Year	Incidents
2016	249
2015	254
2014	290
2013	216
2012	215

Source: [www.christianafire.com](http://www.christianafire.com);  
accessed March 5, 2018

of five pieces, two of which included ‘Pumpers/ Tankers’ and three auxiliary vehicles, all housed at their facility on Bridge Street.

Funding to the Christiana Fire Company is provided by each municipality served, and Atglen Borough determines on an annual basis the amount they will provide support.

## Ambulance

Christiana Community Ambulance Association is a non-profit EMS organization located in Gap, Pennsylvania and provides service to Atglen Borough and other parts of western Chester County, as well as a large portion of southeastern Lancaster County. A combination of paid and volunteer staff are used to provide service.

## Atglen Public Library

Incorporated in 1945, the Atglen Public Library is located at 413 Valley Avenue, a convenient, walkable location in the heart of town. The library is a non-profit independent library but is a member of the Chester County Library System which enables cardholders to check out and return materials to any member library, borrow books world-wide with inter-library loan, and manage their accounts online or by telephone. In addition to books, the library offers a DVD collection, copy, fax and wireless internet services, and a public computer center with four computers on a high-speed fiber optic network.

The library is operated by part-time staff. There are a variety of regularly scheduled events held at the library serving all ages. Events include: book sales (twice annually), basketBINGO, pancake breakfasts, summer reading program, science in the summer program, crochet club, and child, adult, and adventure book clubs. In 2016 the library organized community bus trips to both Washington, D.C. and New York City which were highly attended. The library also co-hosts Atglen Community Day with Penningtonville Presbyterian Church. The library serves as a significant community organizer and amenity in the Borough of Atglen. The current facility lacks handicap accessibility and has limited on-street parking.



*Existing Atglen Public Library*

## Education

Schools impact and interact with their local communities in a variety of ways. Land use is a critical interaction, with new residential development spurring population growth to which the schools must respond. Engagement between schools and their local community can help make the schools an important community resource beyond their educational value to students.

In addition to the public school system, discussed in detail below, there are alternative options for K – 12 education in Atglen. Home schooling and private schooling provide families with options beyond the public school system and reduce the burden on the public school system. A variety of Preschool options exist within the surrounding area. Higher education options are abundant in the broader region and within commuting distance of Atglen, but not available in close proximity.



### Octorara Area School District

Atglen Borough is one of eight municipalities within the Octorara Area School District (OASD). In addition to Atglen, OASD includes Sadsbury Township, Parkesburg Borough, Highland Township, Londonderry Township, West Fallowfield Township, and West Sadsbury Township in Chester County and Christiana Borough in Lancaster County. The District currently operates five public schools and all are located on one main campus on Highland Road in West Fallowfield Township.

Within this predominantly rural school district, school enrollment has decreased overall since 2010. The 2015-2016 school year saw an increase of 7.3 percent to 2,710, however this figure remains below that of 2009-2010 (Figure A-9).

The District offers specialized education through the Octorara Area Career and Technical Education Programs (OCTEP) including STEM (Science, Technology, Engineering and Math) and other programs such as Engineering and Drafting Technology. It is one of the few in the region to offer a specialized agricultural program called “OA-BEST”, Octorara Agriculture, Business, Environmental Science and Technology.



*Octorara School District complex at the southeast corner of Route 41 and Highland Road in West Fallowfield Township.*

**Figure A-9: Octorara School District Enrollment**

Year	Octorara PLC	Octorara ES	Octorara IS	Octorara JHS	Octorara SHS	Total
2009-2010	534	369	395	413	867	2,829
2010-2011	531	386	418	387	891	2,683
2011-2012*	556	384	404	1,260		2,604
2012-2013*	534	379	400	1,250		2,563
2013-2014*	543	370	390	1,199		2,502
2014-2015*	549	368	381	1,227		2,525
2015-2016*	576	399	408	1,327		2,710

Source: Chester County Intermediate Unit (CCIU), 2010-2016

\* The Octorara Junior and Senior High Schools enrollment combine during these years.

## Healthcare

Healthcare is provided outside of the immediate vicinity of Atglen. Options include Brandywine Hospital to the east, Jennersville Hospital to the south, and Lancaster General Hospital to the west. Locally, Lancaster General Urgent Care near the intersection of Routes 10/30 or Lancaster Medical Center in Christiana Borough provide minor emergency treatment for non-life threatening injuries or illnesses, as well as physical therapy, radiology, and lab services.



*Access to healthcare includes Lancaster General Health Urgent Care near the intersection of Route 30 and Route 10.*

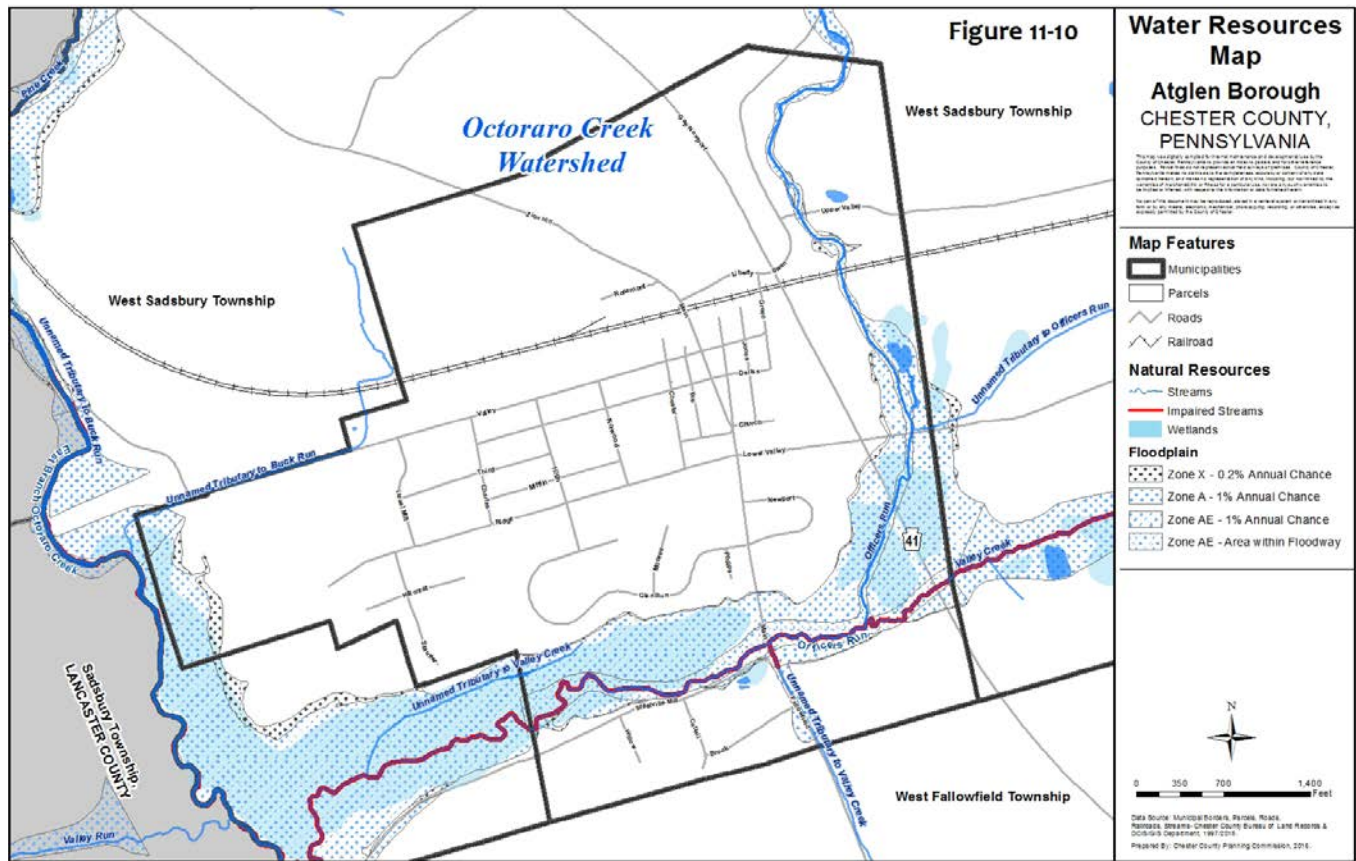


# Natural Resources

## Water Resources

The creeks, streams, and rivers throughout Chester County have influenced development patterns and quality of life for centuries. Proper management of water resources is necessary to meet growing demands for its use, protect it from degradation, and sustain and/or improve water quality. Detailed mapping of water resources is found in Figure A-10.

**Figure A-10:**  
Water Resources Map



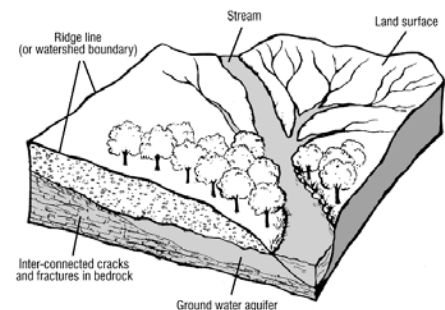
## Watersheds

A watershed is defined as 1) an area of land that drains into a particular river or body of water; usually divided by topography or ridgelines or 2) the total area of land above a given point on a waterway that contributes surface runoff and groundwater to the flow at that point. The precipitation that falls within a watershed flows from surrounding ridgelines toward, and becomes the source of, stream flow and groundwater (Figure A-11).

The Borough of Atglen is located entirely within the Octoraro Creek Watershed, which covers a total of 187 square miles, in 23 municipalities across Pennsylvania and Maryland. Octoraro Creek flows into the

**Figure A-11:**  
Typical Watershed

Source: CCWRA, 2007



Susquehanna River above Port Deposit, Maryland. Altogether, there are 22 municipalities in two Pennsylvania counties, and Rising Sun, MD and unincorporated areas of Cecil County, Maryland that are either fully or partially within the watershed. The Octoraro Creek is part of the Susquehanna River Basin, which flows into the Chesapeake Bay at Havre de Grace, Maryland. More specifically, Atglen Borough is in the Upper East branch of the Octoraro Creek Subbasin. The subbasin covers a total of 28.71 square miles, with 40.5 total stream miles and 23.5 miles or 58% first order streams.

The two streams in Atglen Borough (see Figure A-10), are Officers Run and Valley Creek. Officers Run (roughly 1.03 miles) runs north-south through the eastern portion of the Borough and drains into Valley Creek. Valley Creek ( $\frac{3}{4}$  quarters of a mile) lies in the southern portion of the Borough and drains into the Upper Branch of the Octoraro Creek. A small tributary to the Upper Branch of the Octoraro Creek also ties into Valley Creek from the south.

### Stream Order/Headwaters

Within a watershed, stream order refers to the relative position of a stream in a drainage network. The smallest streams in the network have no tributaries and are called first order streams. When two first order streams join, they form a second order stream; where two second order streams converge, they create a third order stream, and so on.

Headwaters are lower-order streams, typically first, second, and third ordered streams as shown on Figure A-12. Atglen is in the headwaters area of Upper East Branch of Octoraro Creek Watershed, and contains approximately sixty-percent (60%) first order streams. Headwaters are important from a planning perspective because their watersheds often contain critical recharge areas. Additionally, these streams exhibit very low flows and their water quality is highly vulnerable to impacts from pollutants and runoff.

### Stream Designations

The Pennsylvania Department of Environmental Protection (PADEP) has put programs into effect to protect and improve water quality, promote preservation of higher quality streams, and achieve compliance with Chapter 93 of Pennsylvania's Clean Streams Law and Federal water regulations. The following designation applies to streams and watersheds in the Borough:

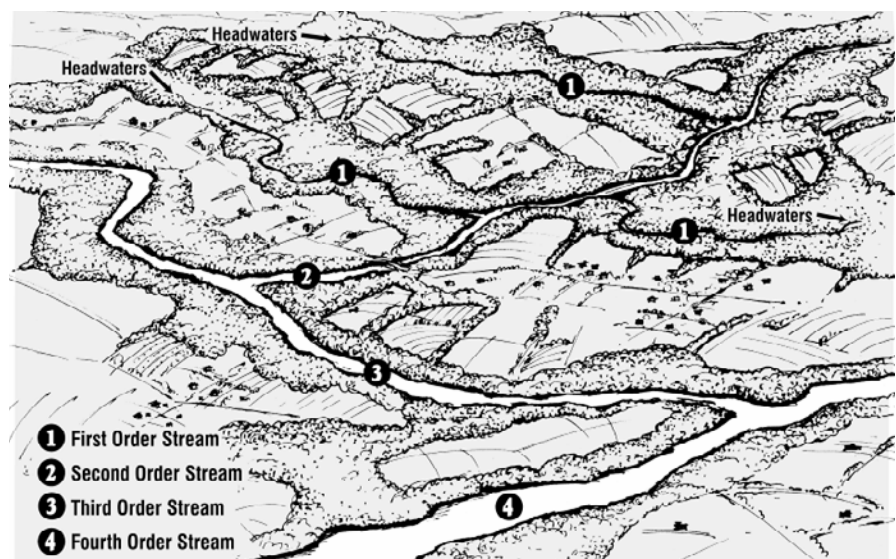
**Impaired Streams.** Impaired streams are sections of watercourses that do not meet Pennsylvania's Chapter 93 use designations for water quality standards (in regard to sediment and nutrient load). Valley Creek and a tributary of the Upper East Branch of Octoraro Creek have been identified as impaired as indicated by the red line on Figure A-10 indicating issues with agricultural runoff and siltation.

*Clean water is the cornerstone of healthy communities. It is impossible to overstate the value and importance of clean water for people, fish and wildlife. Our health, quality of life, economy and ecosystem depend on it.*

*American Rivers*

**Figure A-12:  
Stream Ordering**

Source: CCWRA, 2004

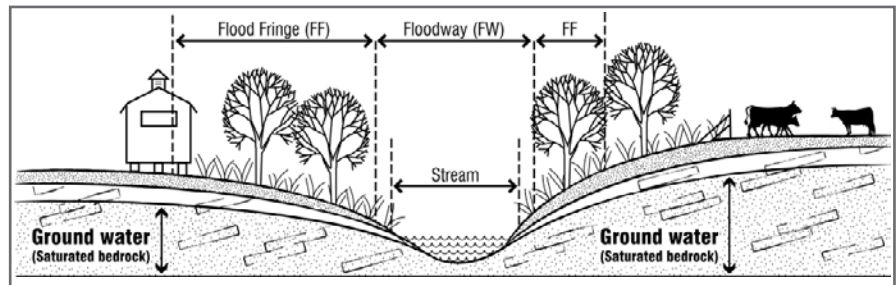


## Floodplain

According to the Federal Emergency Management Agency (FEMA), a 100 year floodplain is defined as the flood elevation that has a one percent chance of being equaled or exceeded each year. FEMA's definition of a floodplain is divided into two parts: the floodway and the flood fringe (Figure A-13). The floodplain in Atglen runs tightly along Officers Run, and broadly along Valley Creek, covering a total of approximately 85 acres in the Borough (see Figure A-10). According to FEMA, the floodway must be reserved to carry the base floodwaters without increasing the base flood elevation more than one foot. Any obstructions within the floodway that might raise the base flood elevation should be prohibited. In general, the floodplain should remain undeveloped and undisturbed to reduce hazards and to limit potential for erosion, downstream sedimentation, non-point source pollution, and alteration of the floodway.

In addition to its floodway and environmental functions, floodplain areas can provide recreational, scenic, and open space opportunities, particularly through the use of stream corridors to link existing parks and open space areas. However, use for passive recreation, such as hiking trails, must be balanced with flood control, other resource protection goals, and provision of critical habitat for wildlife. Updated floodplain regulations were adopted by the Borough in 2017 to meet revised FEMA requirements.

**Figure A-13:**  
Typical Floodplain



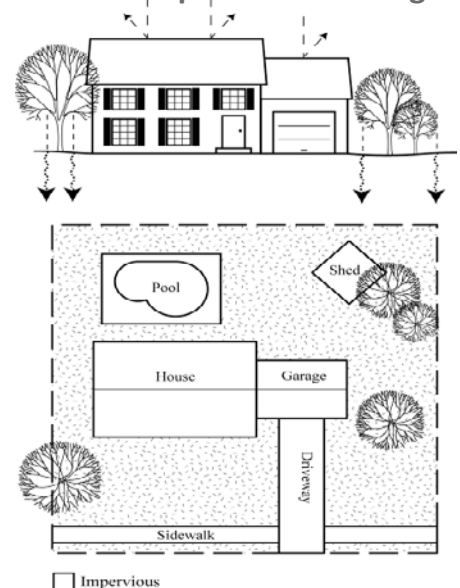
## Groundwater

Groundwater is an indispensable resource that occupies the porous openings, fractures, and fissures of underground soils and rock units (geology), creating an aquifer. Groundwater becomes surface water when it is exposed to the atmosphere in creeks, rivers, and lakes. Atglen is entirely dependent on groundwater sources for its water supply though wells the Borough owns in West Sadsbury Township.

## Impervious Coverage

Impervious coverage refers to areas or structures that restrict the infiltration of stormwater and reduce groundwater recharge and increases stormwater runoff (Figure A-14). For example, an asphalt driveway, house, or storage shed restricts the infiltration of stormwater and increases runoff. Runoff occurs when there is more water than the land can absorb. The excess water flows across the surface of the land and into nearby creeks, streams, or ponds. Gardens, wildflower meadows, or wooded areas slow stormwater runoff, allowing for increased infiltration to groundwater. Impervious coverage are controlled by Atglen's ordinances.

**Figure A-14:**  
Impervious Coverage





## Land Resources

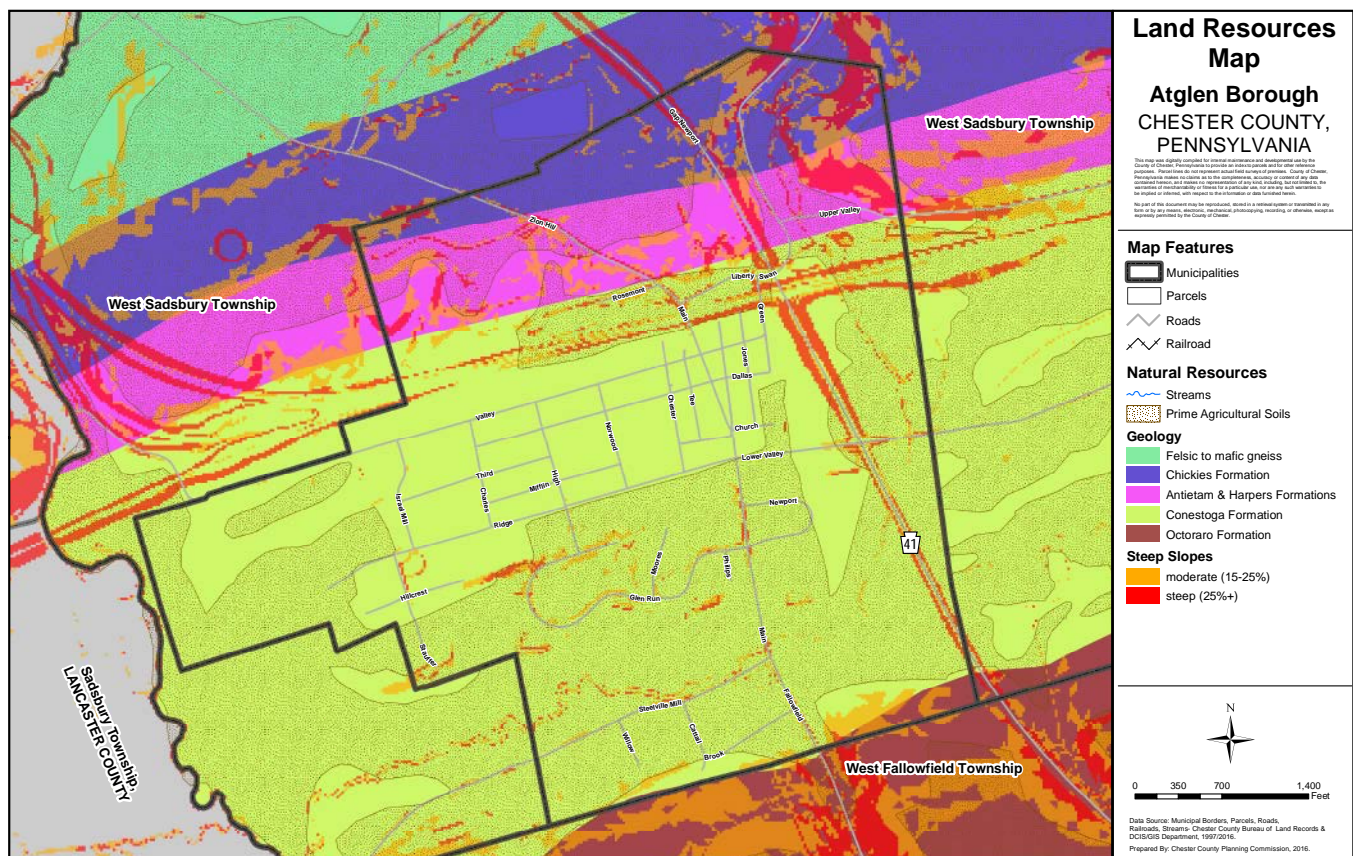
Land resources should be protected not only for their production value (agriculture, forests, and meadows) but because inappropriate uses and poor maintenance practices can lead to the degradation of related water and biotic resources. Such degradation impacts the functions of these resources and increases hazards, such as flooding and reduced groundwater recharge. Detailed mapping of land resources is found on Figure A-15.

### Geology

Atglen Borough falls entirely within the Piedmont Province, a band of gently undulating to steeply rolling countryside that stretches from the Hudson River to Georgia, between the Atlantic Coastal Plain and the Blue Ridge Mountains. This Province is further divided into three physiographic sections, the Gettysburg-Newark Lowland, the Piedmont Lowland, and Piedmont Uplands. Atglen is located entirely within the Uplands area of the Piedmont, and contains five formations within the small geographic area of the Borough: Felsic to Mafic Gneiss, Chickies Formation (quartzite), Antietam and Harpers (undivided quartzite, phyllite, schist), Conestoga Formation (limestone), and Octoraro Formation (schist, gneiss). Carbonate rocks and quartzite dominate the geohydrology in Atglen Borough. The Borough's geology influences a number of physical attributes, including slope, erosion and stability properties, groundwater yield, and foundation stability.



**Figure A-15:**  
**Land Resources Map**



Geologic Formation	Range (gallons per minute)	Median (gallons per minute)
Chickies Formation	<1 to 100	10
Conestoga Formation	<1 to 1,500	500
Antietam and Harpers Formations, undivided	<1 to 100	10

**Figure A-16:**  
**Reported Domestic Well Yields**

*Source: Engineering Characteristics of the Rocks of Pennsylvania, Pennsylvania Geological Survey, 4th Series, Harrisburg, PA*

**Groundwater Yields and Foundation Stability**

The geologic formations exhibit a wide range of groundwater yields as indicated in Figure A-16. The geology and precipitation of an area largely determine the water-producing capability of an aquifer. Because the Borough, and much of the surrounding region, continues to rely on on-lot and community wells that draw from groundwater, the protection of the aquifer is of regional importance.

Foundation stability for each of the geologic formations is good, indicating that bearing capacity is sufficient for the heaviest classes of construction, except where located on intensely fractured zones or solution openings.

**Steep Slopes**

The Borough’s Land Use Ordinances define steep slopes in two categories, precautionary slopes (15-25%) and prohibitive slopes (25% and greater). Steep slopes are located primarily in the eastern half of the Borough. There is a concentration in the northeastern corner of the Borough and along the Route 41 Corridor (Figure A-15). Steep slopes have shallow soils and are very vulnerable to erosion, particularly when vegetation has been disturbed. Once erosion has begun, it is difficult and expensive to control. Atglen’s ordinances restrict disturbance of steep slopes.

**Erosion**

Excessive erosion and sedimentation damages the ecosystem, threatens aquatic life, and negatively impacts water quality. Erosion of steep slopes tends to spread along the side slopes, eventually threatening larger areas and multiple properties. Maintaining woodlands and protecting vegetated steep slopes provide a natural system of erosion protection, as well as wildlife habitat. Atglen’s ordinances restrict disturbance of steep slopes, protect wetlands, and require effective stormwater management to reduce the impacts of erosion.

**Agricultural Soils**

Agricultural soil classifications have been established by the United States Department of Agriculture (USDA) and the National Resource Conservation Service (NRCS) for “Prime Farmland” and “Farmland of Statewide Importance.” Agricultural Soils are identified as Capability Units 1, 2, and 3 which account for about 60 percent (or 341 acres) of the Borough’s soils (Figure 11-15). In the absence of agriculture or development, these soils could support a richly mixed forest of Oak, Beech, and Hickory, and still do in the northern and southern portions of the Borough (Figure A-15).

The characteristics that make agricultural soils suitable for agriculture or forest land also make it attractive for development. These soils are deep, not prone to erosion, nearly level, well-drained, and generally devoid of stones and rocks. Because of the existing development patterns in Atglen, Borough policy has not focused on conservation of agricultural soils.



*Farmland in the southeastern corner of the Borough includes prime agricultural soils.*

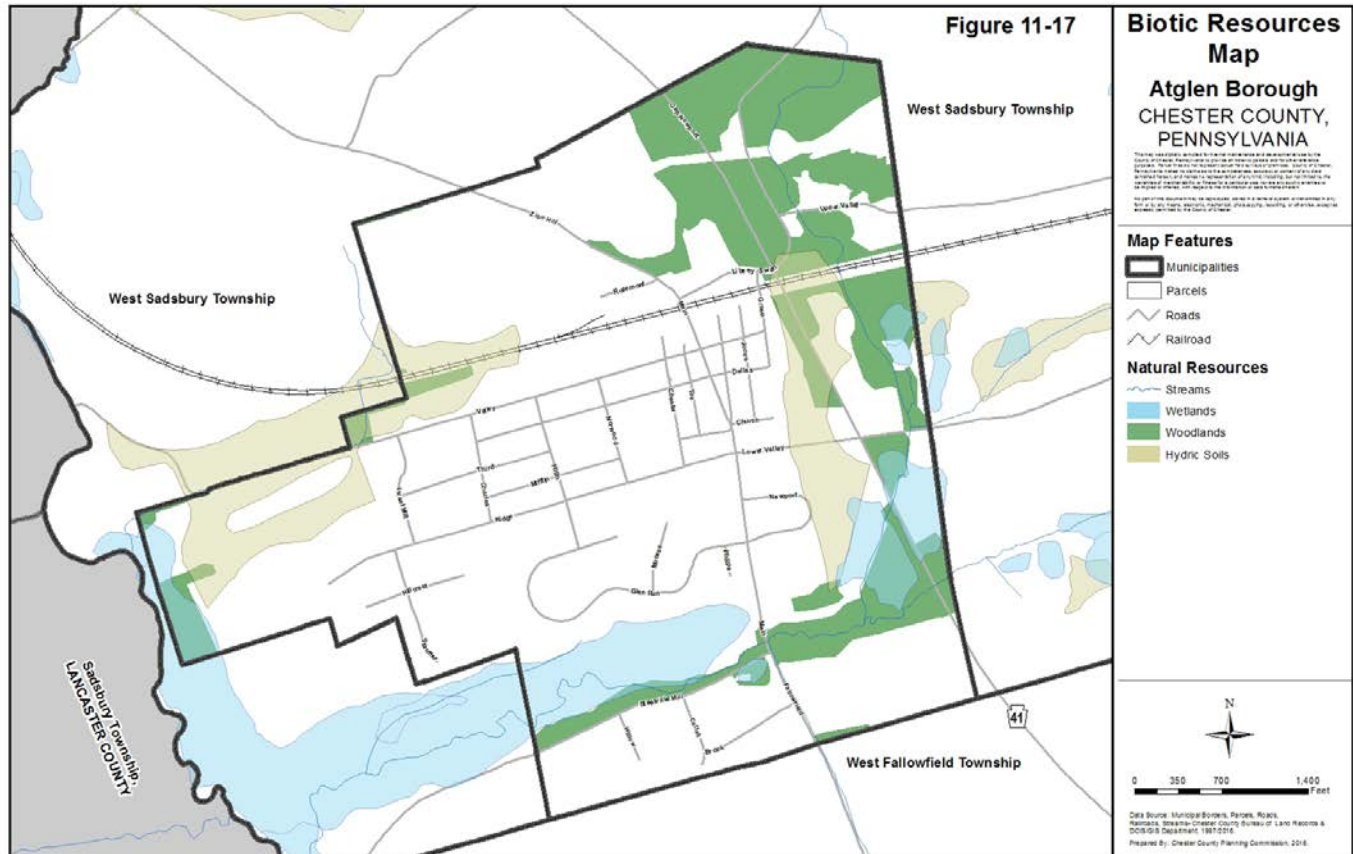
*Source: Pictometry.*



## Biotic Resources

Biotic refers to plant and animal life and their habitats. Biotic resources are also a defining element of scenic character. This section discusses the importance of maintaining natural diversity and describes major habitat areas in the Borough. Detailed mapping of biotic resources is found on Figure A-17.

Figure A-17: Biotic Resources



### Woodlands

Wooded areas still account for about 15 percent of the land area in Atglen, most predominantly east of the Route 41 corridor and north of the railroad right-of-way (Figure A-17). Woodlands provide protective ground cover and stability for soils on steep slopes and contribute to water quality. Canopies of trees play an important role in reducing the intensity of rainfall, providing shade, and reducing the impacts of temperature extremes. Woodlands serve as buffers from cold northwesterly winds, visual infringements, and noise while providing scenic quality and improving land value. Woodlands are a critical component in maintaining natural diversity by providing vital habitat for native vegetation and wildlife. In some cases, a healthy forest ecosystem is critical to the survival of certain species of forest plants and wildlife. Atglen's ordinances restrict disturbance of woodlands and requires replacement of woodlands disturbed by new development.



*Significant woodlands are located along and to the east of Route 41 in addition to along Officers Run.*

*Source: Pictometry.*

Riparian Buffers

Riparian areas are the lands adjacent to water bodies that serve as a transition between aquatic and terrestrial environments and directly affect or are affected by that body of water. Mature vegetation, preferably forest cover, can create an effective buffer between upland land uses and the receiving water body (Figure A-18). A forested riparian buffer provides multiple functions, reducing the impact of upland sources of pollution by trapping, filtering, and converting sediments, nutrients, and other chemicals while supplying food, cover, and thermal protection to fish and other wildlife.

Forested riparian buffers also serve to slow stormwater runoff, improving flood control. To be most effective, buffers should ideally be at least 100 feet wide with stringent protection standards for the areas closest to the stream. However, functions such as nutrient and sediment removal can be provided in areas as narrow as 35 feet, while flood control requires buffers of at least 75 feet.<sup>3</sup> Atglen’s stormwater ordinance includes requirements for the protection of riparian buffers.



Riparian buffers provide many ancillary benefits.

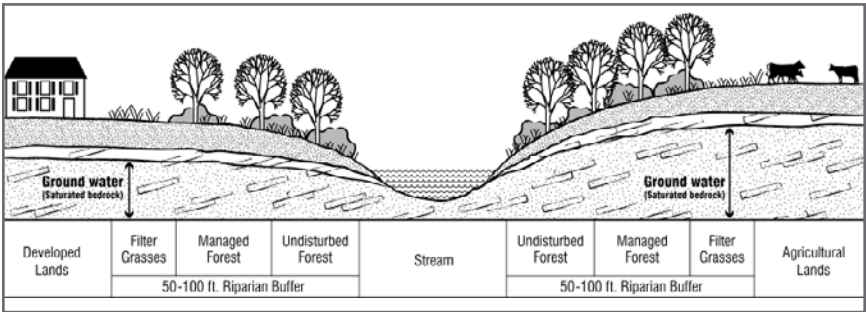


Figure A-18:  
Forested Riparian Buffer

Wetlands

Wetlands are low-lying areas inundated or saturated by water at a frequency and duration sufficient to support wetland vegetation. Wetlands offer key wildlife habitat, are important storage areas for surface and groundwater, and filter nutrients and sediments from runoff. The Army Corps of Engineers regulate wetlands under Section 404 of the Clean Water Act of 1977; the PADEP regulates wetlands under 25 PA Code § 105. From a regulatory standpoint, the presence of wetland areas is determined based on a site’s soil, hydrology, and vegetation. Areas lacking any one of these three parameters are not wetlands.

The National Wetlands Inventory (NWI) identifies wetland areas based on aerial photography. There are about 46 acres of NWI wetlands in the Borough (Figure A-17). The NWI provides only a preliminary indication of wetlands; site-specific wetland studies are the only reliable method to accurately determine the full extent of wetlands in the Borough. Atglen’s ordinances require delineation and buffering of wetlands.

Hydric Soils

Hydric soils contain high amounts of moisture and are typically found in low-lying areas and can serve as an indicator of possible wetland areas. Hydric soils account for about 54 acres in Atglen (see Figure A-17). Hydric soils have a shallow depth to the underground water table, making them particularly sensitive to alteration and very susceptible to contamination of groundwater. Development in these areas is generally not appropriate.

<sup>3</sup> Palone, R.S. and A.H. Todd. 1997. Chesapeake Bay Riparian Handbook: A Guide for Establishing and Maintaining Riparian Forest Buffers. United States Department of Agriculture: Forest Service.

## Natural Diversity

Natural diversity is defined as the variety of plants and animals in a given habitat, or the variety of features found in a given population of one type of plant or animal. There are currently two Natural Heritage Areas identified as Core Habitats by the Pennsylvania Natural Heritage Program in Atglen. One site is called the Atglen Meadow Natural Heritage Area and is located along the border with Lancaster County where the East Branch Octoraro Creek runs along the western edge of the Borough. This site is comprised of wooded riparian habitat and wet early successional habitat, surrounded mostly by agricultural fields and wooded habitat. A wet meadow occurs at this location that supports a population of a sedge (*Carex tetanica*), a state threatened plant species of concern. The other site is called Officer's Run Natural Heritage Area (NHA) and is located along Officer's Run and valley streams in Atglen. It contains a mix of agricultural fields, woodlots, and residential development with several patches of open and forested wetland habitat. Routes 41 and 372 cross through the NHA, as well as railroad and utility right-of-ways. There are a number of plant species concerns present, including: bog goldenrod, eastern coneflower, flowered nutrush, and stiff cowbane, mead's sedge, and eupatorium and scarlet Indian-paintbrush. Additional information on Pennsylvania's rare, threatened, and endangered species is available from the Pennsylvania Natural Heritage Program at: [www.naturalheritage.state.pa.us](http://www.naturalheritage.state.pa.us).

## Native Vegetation

Native or indigenous vegetation is vegetation that currently or previously inhabited or grew in a specified location, and which was not introduced to that location as a result of human activity. Native species are adapted to environmental conditions of an area such as climate, soils, topography, winds, precipitation, wildlife, and other living organisms. A plant species that is native has already developed a series of cultural requirements to survive in these local conditions such as: hardiness, soil requirements, and resistance to biological disorders, drought, and flood conditions.

## Invasive Species: A Threat to Natural Diversity

Aside from the well understood threat of development and resulting loss of habitat, invasive species also threaten natural diversity. Across much of Chester County, including Atglen Borough, woodlands and wetlands are being overrun by invasive species. Invasive species are predominantly non-native tree, shrub, or herbaceous species that grow or reproduce aggressively, usually because they have few if any natural predators. Characteristics of invasive species include a rapid growth rate, adaptability, high reproduction rate, and a lack of control mechanisms in the local environment.

Invasive species displace native vegetation, typically offer reduced food and cover benefits to native wildlife, result in a reduction of plant and wildlife diversity, and impede the ability of woodlands to regenerate. Within woodlands, riparian areas, meadows, hedgerows, and along roadways,



*Japanese knotweed (above) and mile-a-minute weed (below) are invasive species seen throughout southeastern Pennsylvania.*





invasive species such as the Norway Maple, Multiflora Rose, and Mile-a-Minute Weed are overrunning existing native species and becoming the dominant species. Within wetlands, invasive species such as Common Reed, Purple Loosestrife, and Reed Canary Grass can dominant the landscape, impairing the wildlife and filtration functions of the wetland. Atglen's ordinances provide a recommended plant list that requires preferred native species to reduce invasive species in new developments.

## Resource Protection Measures

Figure A-19 provides a summary of the existing natural resource protection measures in Atglen Borough. Understanding the level of protection that is currently afforded by the Borough's Land Use Ordinances is a key step in understanding where improvements are needed.

The protection of natural resources is a high priority for municipalities throughout Chester County, not only for their environmental and aesthetic value but to meet state and federal requirements for their conservation and protection, and reduction in natural hazards such as flooding. Although Atglen is a Borough and an Urban Landscape, there are areas of natural resources remaining that have not been disturbed by development or otherwise, providing Atglen an opportunity to conserve and protect remaining natural resources.

According to the assessment of current natural resource protection standards (zoning subdivision and land development ordinance) and in Figure A-19, there is potential for new or revised standards for a number of resources and related activities. These include riparian buffers, wetlands, timber harvesting, and tree protection.

**Figure A-19:  
Assessment of Current  
Natural Resource  
Protection Measures**

Ordinance Section	SLDO - Article VI Design Standards	Zoning Ordinance - Article IX Natural Features Conservation
<b>Water Resources</b>		
Floodplains/Floodplain Overlay District	§ 608	§ 1200
<b>Land Resources</b>		
Steep Slope Conservation	Required on plans by §401, §402, §403	§1304
Erosion Control	§608	n/a
<b>Biotic Resources</b>		
Woodlands, Hedgerows, Specimen Trees	§609	§1306
Riparian Buffers	n/a	§1305/SWO
Wetlands and Wetlands Margins	Required on plans by §401, §402, §403	§1303
Timber Harvesting Plan	n/a	§1306/§1611
Tree Replacement	§609	n/a
Tree Protection during Construction		n/a
Yes	Effective resource protection standards are in place.	
Limited	While standards are in place for the protection of the resource(s), additional standards should be adopted to meet the natural resources goal and objectives.	
No	No standards are in place for the protection of the resource(s).	



# Parks, Recreation, and Open Space

## Parks and Recreation

Park and recreation facilities fall under the following three general categories of ownership:

**Public parks or recreational facilities** are owned and maintained by a government entity and provide recreation opportunities to the general public.

**Limited-Public Access recreation facilities** are owned and maintained by schools and other institutions, for the most part. They may be used by the public for informal recreation, but the facility owner maintains the option to limit or ban public use.

**Private parks and recreational facilities** are privately owned properties such as golf courses, arboretums, and internal trail/sidewalk systems. Public access is usually granted by permission of the owner, and may be limited to paying members. These facilities may be non-profit or commercial facilities.

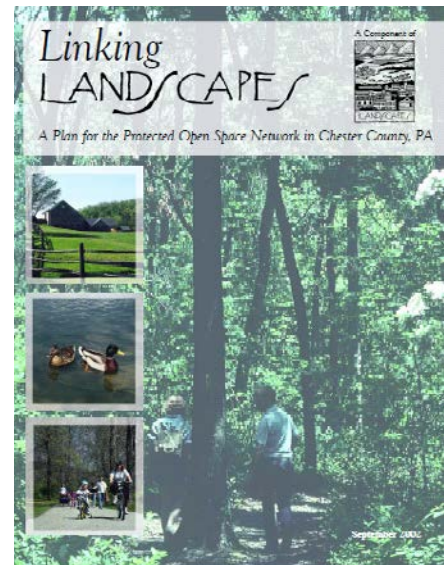
### Existing Conditions

#### Public Parks within Atglen Borough

Atglen Borough has one municipally-owned and managed park (Church Street Park) which is located west of the Route 41 corridor along Jones Alley and Church Street. The Atglen Community Park is privately owned by the Penningtonville Presbyterian Church and is located on their property along Ridge Avenue. This park is maintained by the Church and open to the public. The Penningtonville subdivision has a roughly two acre open space/park that is privately owned by the homeowners association (HOA), which use is subject to enforcement by the HOA. Details regarding Church Street Park and Atglen Community Park, including a list of the park and recreation features located at each are listed in Figure A-20. The Borough also owns a small parcel on the west side of Main Street just south of Borough Hall that was a grassed open lot as of 2018.

Both existing parks are located within a short distance of one another in the eastern half of the Borough. The Borough's Church Street Park is much less visible, located along a street with no sidewalk access, compared to the more centrally located church-owned park with sidewalk access along Ridge Avenue. User amenities such as public restrooms, water fountains, and wayfinding signage are not present in either park. The active recreation features are limited, however, this maintains medium to low levels of required maintenance. A map of Borough parks and open space is found on Figure A-21.

**Limited-Public Access Facilities.** The Octorara School District campus is located along Highland Road, approximately two miles south of Atglen Borough. Recreation features at the school campus include a large



*Linking Landscapes provides a vision for multi-municipal open space planning on a countywide basis.*



*The Borough's Church Street Park provides an open field, tennis court, and basketball court. Some amenities require maintenance and renovation.*

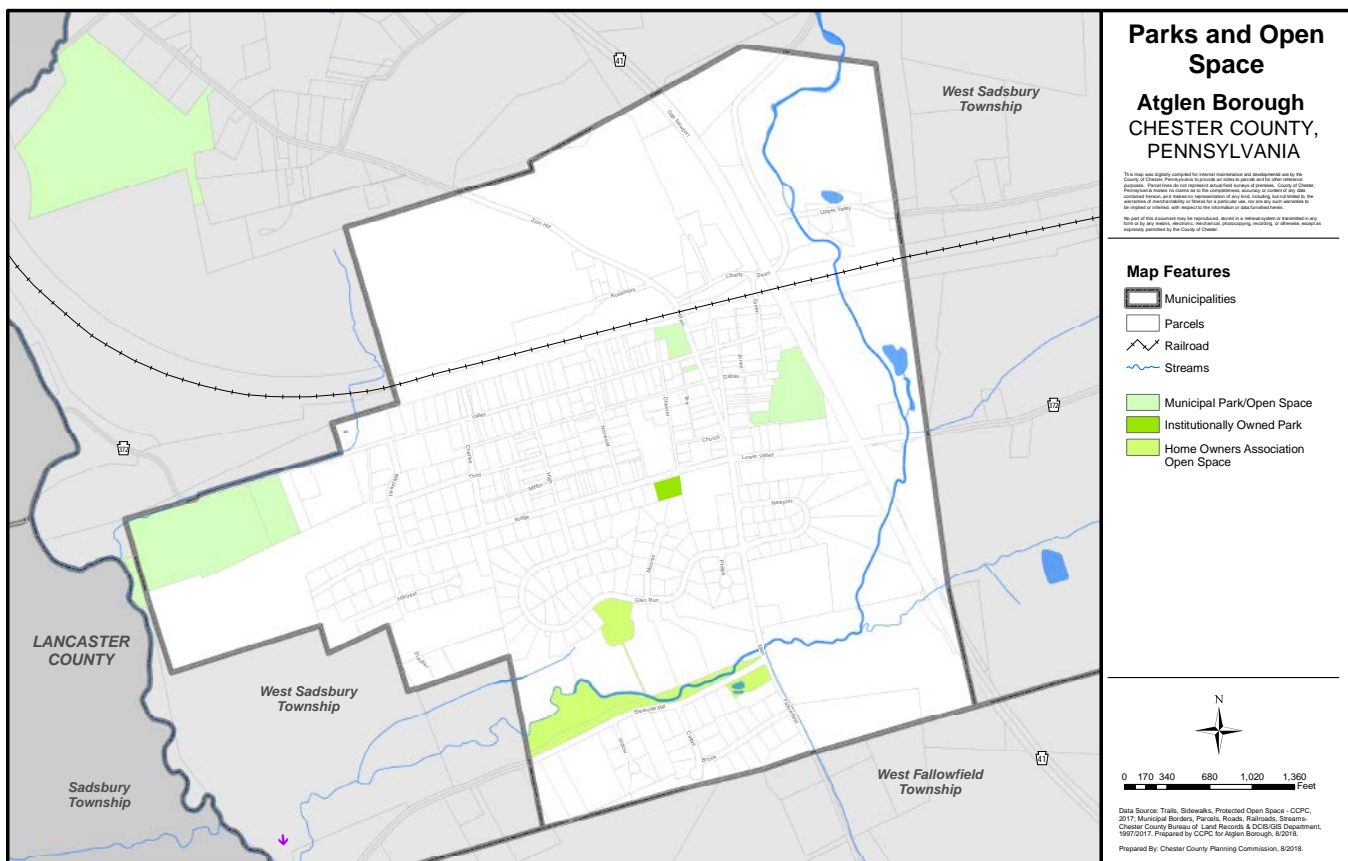
playground, basketball and tennis courts, all-purpose fields, and a track, which are accessible by the public outside of regular school hours.

**Regional Parks and Recreation Facilities.** Residents of Atglen Borough have access to a number of recreational facilities located within five to ten miles of the Borough. They include: Wolf's Hollow County Park, Octorara YMCA, Moccasin Run Golf Course, and Sadsbury Woods Preserve. Figure A-22 provides a list of current regional recreation features and programs.

**Figure A-20:  
Public Parks and  
Recreation Facilities  
within Atglen Borough**

Park or Recreation Features	Borough Church Street Park	Atglen Community Park
Size	5.1 acres	.75 acres
Active Recreation Features	Basketball courts, all-purpose field	Swings, playground, kickball/wiffleball field, and open space
Passive Recreation Features	--	Covered pavilion, picnic tables
User Support Amenities	n/a	n/a
Level of Maintenance	Medium	Low
Ease of Access by Pedestrians	Accessible from Church Street and Jones Alley	Accessible from Ridge Avenue

**Figure A-21:  
Parks and Open Space Map**



#	Facility Name/Location	Recreation Features and/or Programs (active and passive)
1	Wolf's Hollow County Park	Hiking trails
2	Octorara YMCA	Fitness center, swimming pool, summer camp programs and after school programs, youth sports
3	Moccasin Run Golf Course	Golf
4	Sadsbury Woods Preserve (Natural Lands)	508 acre preserve with 3-6 miles of hiking trails

**Figure A-22:  
Regional Recreational  
Facilities near Atglen  
Borough (10 miles)**

## Needs Evaluation

### Population Trends

Understanding the demographics of the community can help ensure that the recreation needs and preferences of all age groups are taken into consideration. For example, age distribution data from the 2010 Census shows that almost 20 percent of the Borough's population is in the 5 to 14 age group. The 35 to 44 age group represents the next largest cohort in Atglen at 17 percent. This indicates that young children and potentially their parents make up nearly 40 percent of Atglen's population. These characteristics indicate a need for recreation planning and programming to place a special emphasis on active recreation, while providing appropriate facilities for all age groups.

### Population-Based Recreational Park Needs: Active Recreation

In 2002, Linking Landscapes applied the county standards to evaluate Atglen Borough's projected recreation needs considering the existing parkland and the projected population for 2040. This analysis determined that the Borough would need 7.8 acres of park or recreation land for the 25-year horizon (or until 2025). This finding is reflective of acreage and does not consider amenities. Additionally, 2002 Linking Landscapes recommended Atglen needed one community park, one neighborhood park, and one mini-park by 2025.

### Passive Recreation Needs

Typically, passive parks focus on protecting or conserving a specific natural, historic, or locally significant landscape regardless of population. The proposed extension of regional trails through the Borough, discussed later in this chapter, represent a significant passive recreation feature in the community. Regional passive recreation is fairly extensive, as shown in Figure A-22, particularly within Wolf's Hollow County Park.

### Sports Fields and Outdoor Facilities

When planning to acquire property for sports fields or other outdoor recreation facilities, local officials and community leaders should be aware of the dimensional standards for the facilities that they wish to accommodate. The National Recreation and Park Association (NRPA) includes design standards for the most common sports and outdoor recreation facilities on their website: [www.nrpa.org](http://www.nrpa.org). Sports fields are not available within the Borough although there is a large open lawn at the Church Street Park which can facilitate field sports. Otherwise the nearest sports fields are at the Octorara School District complex.

## Trails, Bicycle, and Pedestrian Network

A trail is a type of recreation facility. In this chapter, trails, paths, and routes will be discussed using definitions in the Multimodal Circulation Handbook for Chester County and based on terminology used by the American Association of State Highway and Transportation Officials (AASHTO).

### Terminology

**Multi-Use Trails.** These off-road facilities are intended for multiple user modes physically separated from the roadway and typically accommodate bi-directional travel by both bicyclists and pedestrians. A trail can be located within a publicly owned right-of-way, an exclusive right-of-way, or an easement and typically have an improved surface (e.g., asphalt, concrete, compacted gravel, etc.). The recommended width (per AASHTO) is 10 feet, although a minimum width of 8 feet may be used where space is constrained or when located in environmentally sensitive areas.

**Sidepaths.** These multi-use trails parallel a roadway and can provide bicycle connections between on- and off-road facilities. Due to being located either within or directly adjacent to the roadway right-of-way with the potential for multiple vehicular crossings, these facilities often require a more in-depth operational and safety analysis.

**Use-Restricted Trails.** These off-road facilities are in certain cases mode specific, primarily used for one form of travel or by one type of user such as bicyclists or pedestrians. These trails are typically paved or have an improved surface. Use-restricted trails limit the allowable user groups based on one or more of the following factors: grades, surfacing, widths, potential user-conflict, ownership, and/or programming.



*The Chester Valley Trail is a multi-use trail in Chester County*



## Existing Conditions

**Local Trails.** The only trail currently located in to the Borough is located along the north side of Steelville Mill Rd in Creekside Knoll's HOA.

The Octorara Regional Comprehensive Plan identifies four proposed multi-use corridors: Upper Valley Road, PA 372/Lower Valley Road, Steelville Mill Road/Valley Creek, and a corridor following the Octoraro Creek. These trail corridors are consistent with Chester County's Linking Landscapes plan, which identifies the Chester Valley and Octoraro corridors as regional recreation corridors (Linking Landscapes, 2002. P. 12.51 and Figure 12.20).

Wolf's Hollow County Park, located in West Fallowfield Township, is the closest recreation area with trails in proximity to the Borough. The 569 acre park contains roughly 11 miles of hiking trails with various topographies that transverse the entire park. The Octorara Regional Plan recommends trail connections from Atglen to Wolf's Hollow via existing roadways and the Octoraro Creek.

Lancaster County's Open Space and Recreation plan, Greenspaces, identifies the former Enola Low Grade rail corridor as a proposed trail connecting the Susquehanna River to Atglen Borough. This trail should be complete to the Chester County border by the end of 2019. The Chester County Planning Commission is also currently studying how to connect the Chester Valley Trail currently terminating in Exton, to Atglen and the Enola Low Grade Trail. When completed, these two trails will link Harrisburg to Philadelphia combining for nearly 70 miles of continuous multi-use trail.

**Sidewalks.** The Borough has a nearly complete network of approximately five miles of sidewalks that provide a circulation network for pedestrians. The sidewalks are generally prevalent within the established portion of the Borough and interconnect various neighborhoods via Main Street, Valley and Ridge Avenue. Atglen Borough's zoning and subdivision and land development ordinances require sidewalks within residential, commercial, and institutional land developments.

**Pedestrian Amenities.** Atglen's streetscape improvements along Main Street supported the development of a safe pedestrian network and created a small plaza at the center of the Borough through Chester County's Community Revitalization Program funds. The Borough also owns a small pocket park along the west side Main Street, just south of Borough Hall, which once housed a paver walkway, a pagoda, and landscaping but is currently a grassed lot.



*Wolf's Hollow County Park provides for walking/hiking trails just south of the Borough in West Fallowfield Township.*



*Sidewalks and streetscaping along Main Street provide for pedestrian mobility and pleasant experience for residents and visitors.*

## Recreation Administration and Programming

In the past, municipal recreation planning focused primarily on acquiring and constructing parks and recreation facilities. Increasingly, local governments use civic events such as parades, concerts, and craft festivals as a way to improve their quality of life while boosting the local economy. Overall coordination of recreational events or programming is necessary to ensure that events respond to the community’s needs.

### Existing Conditions

**Cultural Events.** The Atglen Community Park is used for a number of popular outdoor events that draw visitors from the community and surrounding area, most notably Atglen Community Day. Atglen Community Day is co-hosted by the Penningtonville Presbyterian Church and Atglen Library and the event is attended by a majority of the community. The Penningtonville Presbyterian Church also holds a number of other community events. Periodically, the church will host blood drives or CPR class, which are led by their partner organizations but held at the Church. The Borough provides assistance spreading the word via website and newsletter and, in some cases, funding for events. The Atglen Library hosts a number of events and programs for the public that serve to bring the community together. See Figure A-23.

**Recreational Sports Programs.** There are currently no sports programs operating in the Borough. Residents of Atglen who want to participate in a team sports program must travel outside of the Borough.

**Recreation Administration and Staffing.** Atglen Borough has recently (2016) re-activated their parks and recreation commission. The committee helps to organizing cultural events, monitor the use of the existing parks and features, and plan for the upgrade or renovation of existing facilities, as necessary.



Photo courtesy of Atglen Public Library.

Figure A-23: Outdoor Events and Festivals in Atglen

Event	Activities	Location	Time of Year
Easter Sunrise Service	Outdoor Sunday service	Community Park	Easter Saturday
Community Day	Outdoor festival	Community Park	September
Pumpkin Carving & Chili Contest	Pumpkin carving and judging, chili contest	Community Park	October
Senior Citizen Thanksgiving Dinner	Thanksgiving Meal	Community Park	3rd Wednesday in October
Book Sale	Book sale	Atglen Library	Twice annually
Science in the Summer	Science camp	Atglen Library	June-August
Christmas Tree Lighting	Atglen Community Park	Community Park	Dec. 24th

## Open Space

### What is Open Space?

For the purposes of this Plan, open space is categorized as protected or unprotected. In Linking Landscapes, protected open space is defined as land and water areas that have little or no development; are used for recreation or preserving cultural or natural resources, including agricultural soils; and are protected either permanently or on a long-term basis. If there is no formal written agreement stating that a parcel of land is protected open space, such as an easement, the parcel should be regarded as unprotected.

### Existing Conditions

There are approximately 34 acres of protected open space in Atglen, which is approximately 6 percent of the total land area of the community. Figure A-24 breaks out the different types of open space in the community, which are depicted on Figure A-21.

There is one parcel for Penningtonville Homeowner's Association open space and two parcels that make up the Creekside Knoll HOA open space. The Borough Church Street Park and pocket park are the only municipal recreational open space, but there are two parcels of non-recreational open space that the Borough owns on the western boundary. Penningtonville Church's Atglen Community Park is the only other open space open to the public. There are no conservation easements in Atglen Borough, which are typically associated with an agricultural use or a large residential/estate property.



*The farm on Atglen's eastern boundary, south of Lower Valley Road.*

*Source: Pictometry.*

**Figure A-24: Open Space within Atglen**

Type of Open Space	Acres
HOA Open Space Lands- Penningtonville (1 parcel)	6.5 acres
HOA Open Space Lands- Creekside Knoll (2 parcels)	3.7 acres
Public/Private Recreation – Atglen Community Park	.75 acres
Municipal Open Space – Valley Ave. Borough Property	17.33 acres
Municipal Recreation – Borough Main St. Pocket Park	.1 acres
Municipal Recreation – Borough Church Street Park	5.1 acres
Total	33.48 acres

## Scenic Resources

### Types of Scenic Resources

Each category of scenic resources has unique characteristics that separate it from the other, and together they are distinct from the related natural, historic, and agricultural resource categories.

**Scenic Feature.** A specific feature, visible from multiple public viewpoints, but limited in overall geographic scale, that has inherent scenic or aesthetic value. Trees, stone walls, or rock outcrops would be examples of scenic features.

**Scenic Vista.** A physiographic area composed of natural, historic, agricultural, and/or cultural elements that may be viewed from a public area such as a roadway or park, and which has inherent scenic qualities and/or aesthetic values.

## Borough Scenic Resources

Atglen has several scenic roads, vistas, and features that may be considered scenic:

**Roads.** Atglen has several scenic roads including Steelville Mill Road, Swan Road, and Zion Hill Road. These roadways provide a unique traveling experience as a result of characteristics of the road including adjacency to wooded stream corridors and scenic ridge views. Coordination with both the County and with PennDOT on any proposed road projects is important in maintaining the character of these roadways.

**Vistas/Features.** The view westward from Zion Hill overlooks a historic farmstead and stone barn with views of the town center in the background and hills and farms in the distance. Views of the farmstead and open fields, in addition to the undeveloped ridgeline to the north can be seen from the town center. Views of the forested riparian buffer of Valley Creek are seen from Steelville Mill Road and south Main Street. Swan Road offers a wooded corridor and the western end of Valley Avenue provide views of farmland to the west.



*Borough land on Valley Avenue*



## Scenic Intrusions

Scenic intrusions are those manufactured objects or structures that detract from the landscape, such as: poorly sited or designed development, light pollution, inappropriate signage, utility structures or transmission lines, parking facilities, and abandoned or unkempt properties. A single intrusion can tarnish an otherwise scenic landscape, and depending on how topography and landscaping either permit or obscure views, it can diminish a scenic landscape from multiple viewpoints. While a comprehensive listing of existing, individual, scenic intrusions does not exist, avoiding the creation of new scenic intrusions is desirable.

## Resource Protection Measures

Atglen Borough currently has natural resource protection measures, sign regulations, and lighting requirements that assist in reducing impacts on scenic resources. However, there are limited regulatory provisions related specifically to scenic resources.



*The view from Zion Hill Road looking west into one of the remaining large properties in the Borough.*

*Photo credit: Ed and Zach Heaton.*

# Historic Resources

## Historic Overview

The community that became Atglen was first settled by Europeans in the 1720s, attracted by the water power of the east branch of the Octoraro Creek. Andrew Moore had made improvements, including a tub mill, in the North Hills by 1723, while James Miller owned a large parcel in the valley by 1729. Ellis Lewis erected a grain mill at Officer's Run and Valley Creek in 1743. Gideon Irwin acquired the Ellis Lewis mill in 1767, while his brother Josiah ran the neighboring saw mill. Together with an older brother, John, who owned the tavern just south of them in West Fallowfield Township, the three Irwin brothers provided stability to the fledgling community for the next forty years.

Isaac Grant Israel acquired Irwin's grain mill in 1824 and was postmaster from 1830 to 1842, hence the name Israel's Mills. As the Columbia and Philadelphia Railroad was completed in 1834, the community began to develop north of the mill, on higher ground near the railroad to take advantage of its convenience. The railroad was a catalyst for development, providing transportation for grain and livestock and for the iron and paper products of the bustling industries in the nearby Octorara Gorge. Buckley's Greenwood Forge, at the site of Andrew Moore's original settlement, was part of Clement Buckley's vast iron operation that included Hopewell Furnace.

Thomas Pennington married James Miller's granddaughter and thus acquired title to much of the land in Atglen. Pennington was named postmaster in 1842, and he moved the post office to his hotel along the railroad. By the 1850s, there was a building boom in Penningtonville, with three churches, several general stores, and a growing number of residences and businesses by 1856. The Pennsylvania Rail Road bought out the state-owned Columbia and Philadelphia in 1857.



The remaining decades of the 19th century witnessed a thriving small town, built on agriculture, industry, and the railroad. Atglen played a small roles in the commercial introduction of the Chester White Hog in 1854-1874, in the Christiana Riot in 1861, and in the Goss-Udderzook murder in 1872, all with national implications. George W. Philips, grandfather of West Chester University's George Morris Philips, was a prominent businessman. Atglen was incorporated as a borough in 1876, with a specific effort to be smaller in area than Parkesburg, which was enjoying its status as the repair yard for the Pennsylvania Railroad.

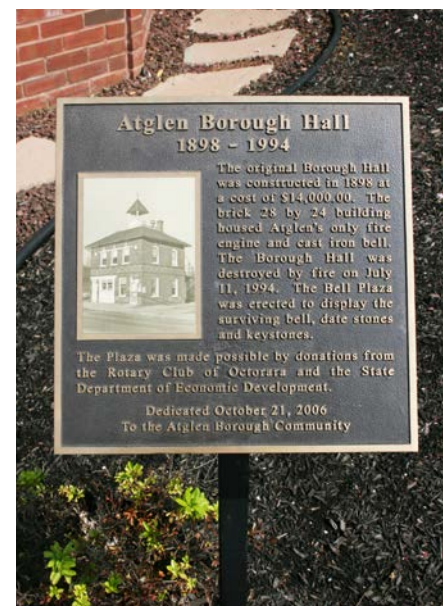
In 1906, the Atglen and Susquehanna Low Grade line was completed. The work on the massive cut brought an influx of immigrant workers to the area, and Atglen experienced another building boom as a result. Futhey & Swisher expanded their store with an Italianate brick addition and the Atglen National Bank was constructed at the center of town, along with several residences in more of a high style than the 1850s boom. Civic organizations of all types, including water and land development companies, attempted to modernize the boomtown.

In 1954 the completed "skyway" bridge of the new Route 41 bypassed the center of Atglen, causing a gradual loss of businesses from the Borough as they moved out to take advantage of traffic on the highway. The development of West Sadsbury Commons and other areas along Route 30 continued to drain business from Atglen. Now a bedroom community, Atglen is left with the Borough Hall, Atglen Public Library, the Post Office, and a few non-retail businesses. The challenge is to maintain the quiet village atmosphere while encouraging a cultural and business vibrancy that enhances the lives of Atglen residents.

## What is a Historic Resource?

Historic resources are defined in various ways by different agencies and organizations. Broadly speaking, historic resources are buildings, sites, districts, objects, or structures evaluated as historically significant. At the federal level, the National Register of Historic Places is the official inventory of historic resources that should be preserved. The National Register was authorized under the National Historic Preservation Act (NHPA) of 1966 and is administered by the National Park Service. The National Register includes buildings, sites, structures, objects, and districts that are significant in American history, architecture, archeology, engineering, and culture. The National Park Service generally defines historic resource categories as buildings, sites, structures, objects, or districts.

A comprehensive historic preservation program begins with the identification and evaluation of historic resources, so that the nature and types of resources to be protected is understood. Once historic resources have been systematically identified through a survey, implementation strategies can be undertaken to protect these resources. Historic resources change over time and, depending on the type and degree of the change, this should be respected as part of the continued evolution of that resource.



*Plaque outside of Atglen Borough Hall describing the history of the original building.*

## Borough Historic Resources

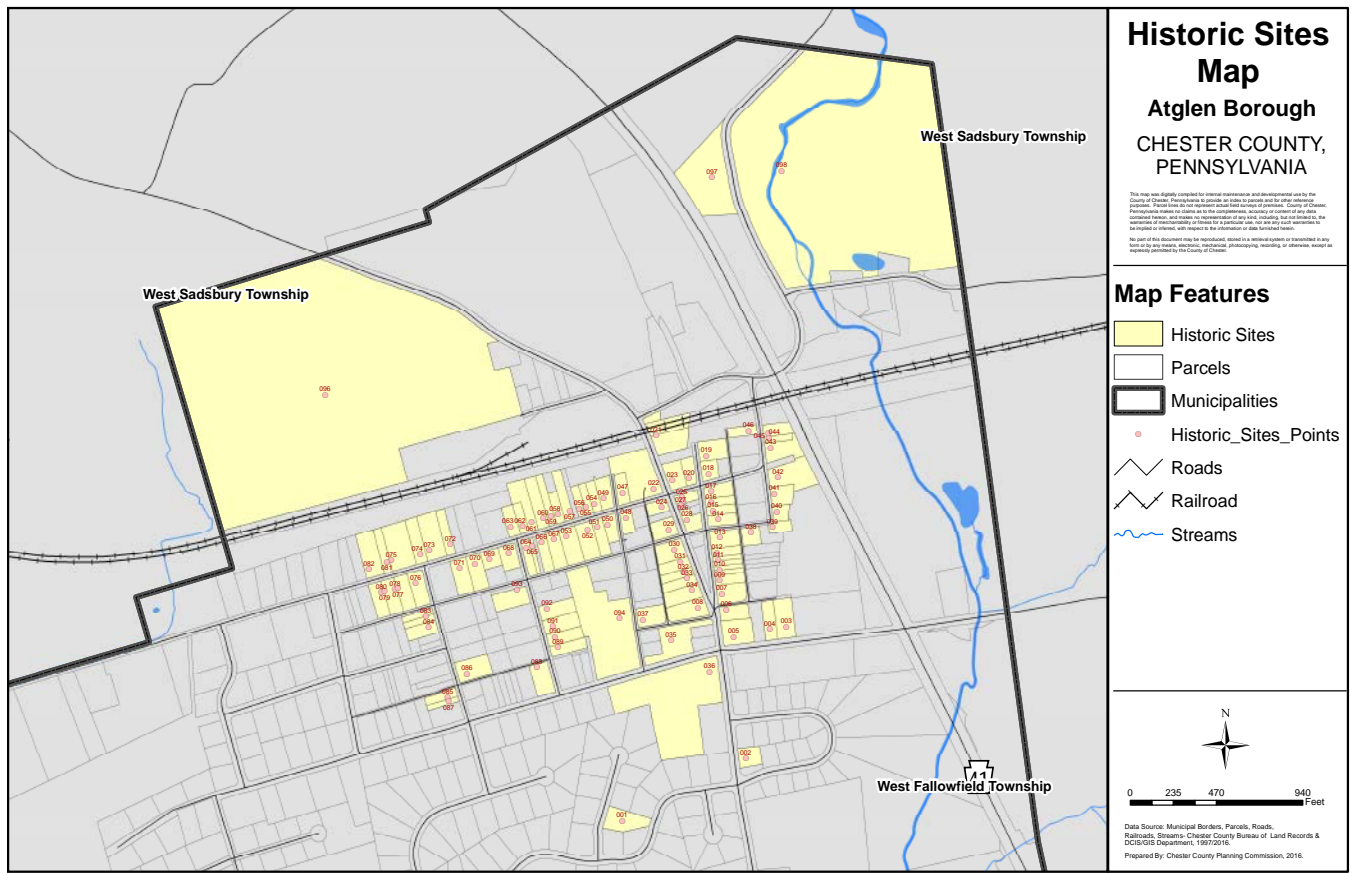
The principle effort to identify historic resources in Atglen Borough was the Chester County Historic Sites Survey (1979-82) which identified historic buildings or groups of buildings in Atglen (represented in Figure A-25). The County Survey is considered a “preliminary” or “reconnaissance” survey, focusing on a listing of sites, primarily residential, and providing general information such as location and owner. The Borough Historical Commission is currently inactive and the documents are stored for the time being at Borough Hall.

The Chester County Historic Resource Atlas is an effort between the Chester County Historic Preservation Coordinator in partnership with the Chester County Historic Preservation Network and municipalities. An Atlas identifies and inventories historic resources 50 years or older for planning purposes, typically completed for an individual municipality. As of 2016, 40 municipalities in the County had completed their atlas and others were underway. Atglen has not yet participated.

Historic resources in an atlas are classified as to their significance based on National Register criteria for resource evaluation. Class I and II resources are considered to be of critical importance to the quality of life in Chester County and resource protection planning is recommended to protect these resources. The following classifications are typically included within an atlas:

- **Class I:** The resource is listed on, or is determined eligible for listing on the National Register of Historic Places. This includes contributing resources in a listed or eligible National Register Historic District or resources designated by the municipality.
- **Class II:** The resource is considered by the municipality to meet the standards to be considered for the National Register of Historic Places and/or is identified as significant at a local level.
- **Class III:** All remaining resources that are 50 years and older effective at the published date of the Historic Resource Atlas.
- **Class IV/Other:** Properties that are 50 years and older effective at the published date of the Historic Resource Atlas that have not been classified.





**Figure A-25:  
Historic Resources**  
See also Map 8

## Federal, State, and County Policy and Programs

There are a variety of federal, state, and county programs and policies that are relevant to historic resources and historic preservation. While the information below is not a comprehensive listing, it does provide a range of items applicable to the Borough.

### Federal Policy and Programs

The National Historic Preservation Act of 1966 (NHPA) earmarked the beginning of a broad scale federal historic preservation policy and created a strong legal basis for the protection of historic resources through a framework of measures to be used at the federal, state, and local levels. Key NHPA programs and mandates include:

- Formalized the National Register of Historic Places.
- Requires any project that receives federal funds, sponsorship, permitting, or assistance to review its impact on historic properties (Section 106 review).
- Authorized State Historic Preservation Offices (SHPO) to facilitate cooperation among governmental levels by coordinating and administering preservation activities contained in the NHPA on a state level. In Pennsylvania, this agency is Pennsylvania Historic and Museum Commission.
- Authorized the Certified Local Government (CLG) Program, which enables municipalities to participate directly in federal preservation programs and to access (through the state) certain funds slated for historic preservation activities.
- Authorized Federal income tax credits for historic preservation, specifically for rehabilitation of income producing historic resources, has proven to be a very effective means of encouraging their voluntary preservation.



*An example of a plaque on an historic home.*



## State Policy and Programs

The Pennsylvania History Code, Title 37 pertains to the conservation, preservation, protection, and management of historic and museum resources and identifies PHMC as the responsible agency and outlines Pennsylvania's legal framework for historic preservation.

The Pennsylvania Historical and Museum Commission (PHMC) is responsible for maintaining and administering the state's sites and museums, making determinations of eligibility for the National Register, managing the State Archives, and administering a wide variety of historic preservation programs as the State Historic Preservation Office (SHPO).

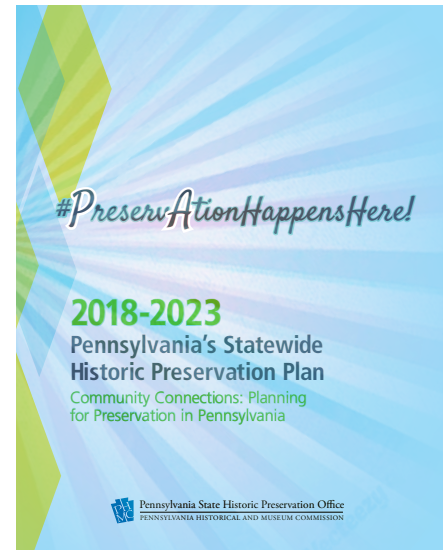
Preservation Happens Here! 2018-2023 Pennsylvania's Statewide Historic Preservation Plan is the most recent update to Pennsylvania's historic preservation plan, first developed in 1999 by PHMC and its partners.

Act 167, Historic District Act of 1961, authorizes municipalities to create local historic districts and protect historic and architectural character through regulating the erection, reconstruction, alteration, restoration, demolition, or razing of buildings within those historic districts, once they are formally certified through PHMC.

Act 247, the Pennsylvania Municipalities Planning Code (MPC) authorizes the use of municipal land use controls such as use regulations and area and bulk requirements to protect historic resources.

PHMC's Historical Marker Program, established in 1946, is one of the PHMC's oldest and most recognized state programs. Located throughout Pennsylvania, the blue and gold markers highlight people, places, and events significant in history.

The Pennsylvania Historic Preservation Incentive Act closely mirrors the federal program, providing a 25 percent tax credit for restoring income producing historic properties.



*The latest Statewide Historic Preservation Plan focuses on local efforts and partnerships.*



## County Policy and Programs

Landscapes2, the Chester County Comprehensive Policy Plan, addresses the loss of important historic resources. The Plan includes objectives, policies, and actions related to historic resource protection. Historic resources are anticipated to remain an important consideration in the county's next comprehensive plan, Landscape3, currently under development.

Preserving Our Places: Historic Preservation Planning Manual for Chester County Communities provides general background information about historic preservation, providing an outline of core elements of a comprehensive historic resource protection plan, and describing historic resource protection planning for Urban, Suburban, and Rural settings.

The Vision Partnership Program (VPP) provides matching grants for eligible projects on a competitive basis to qualified municipalities in the County. Historic preservation plans, historic resource surveys, and ordinance and special study implementation projects may be eligible for funding under this program.

The Chester County Historic Preservation Coordinator promotes heritage tourism for the County as well as provides direct heritage and historic preservation assistance to municipalities in a variety of ways, including the Chester County Historic Resource Atlas, Chester County Historic Certification Program, and providing technical expertise and educational assistance to municipalities, residents, property owners, and historical commissions.



## Resource Protection Measures

The 2014 Zoning Ordinance generally encourages uses and area and bulk in keeping with the existing characteristics of the historic town center. Otherwise, due to a lack of identification of existing historic resources, these resources are not directly protected or offered incentives by the Borough land use ordinances.





## Appendix B

# Plan Maps and Illustrations

Figure 4-1

## Atglen Borough Comprehensive Plan Eastern Gateway Redevelopment Opportunities

Plan view drawings showing redevelopment options designed with density, form, and scale compatible with existing adjacent residences.

### Existing Conditions



 TNG -Traditional Neighborhood Gateway zoning district.

### Option A - Commercial and Residential Option



- 1) Commercial buildings (approximately 10,000 square feet each).
- 2) Townhomes (15 units).
- 3) Off-street parking in side or rear yards.
- 4) Additional access to the park.
- 5) Park parking with drop-off lane.
- 6) Sidewalks extended along Lower Valley Road.
- 7) Community gateway sign.

### Option B - Residential Option



- 1) Townhomes on the north (20 units) and south side (15 units) of Lower Valley Road.
- 2) Off-street parking in side or rear yards.
- 3) Additional access to the park.
- 4) Park parking.
- 5) Sidewalks extended along Lower Valley Road.
- 6) Common area for new residence (e.g., swimming pool).
- 7) Park drop-off.
- 8) Community gateway sign.

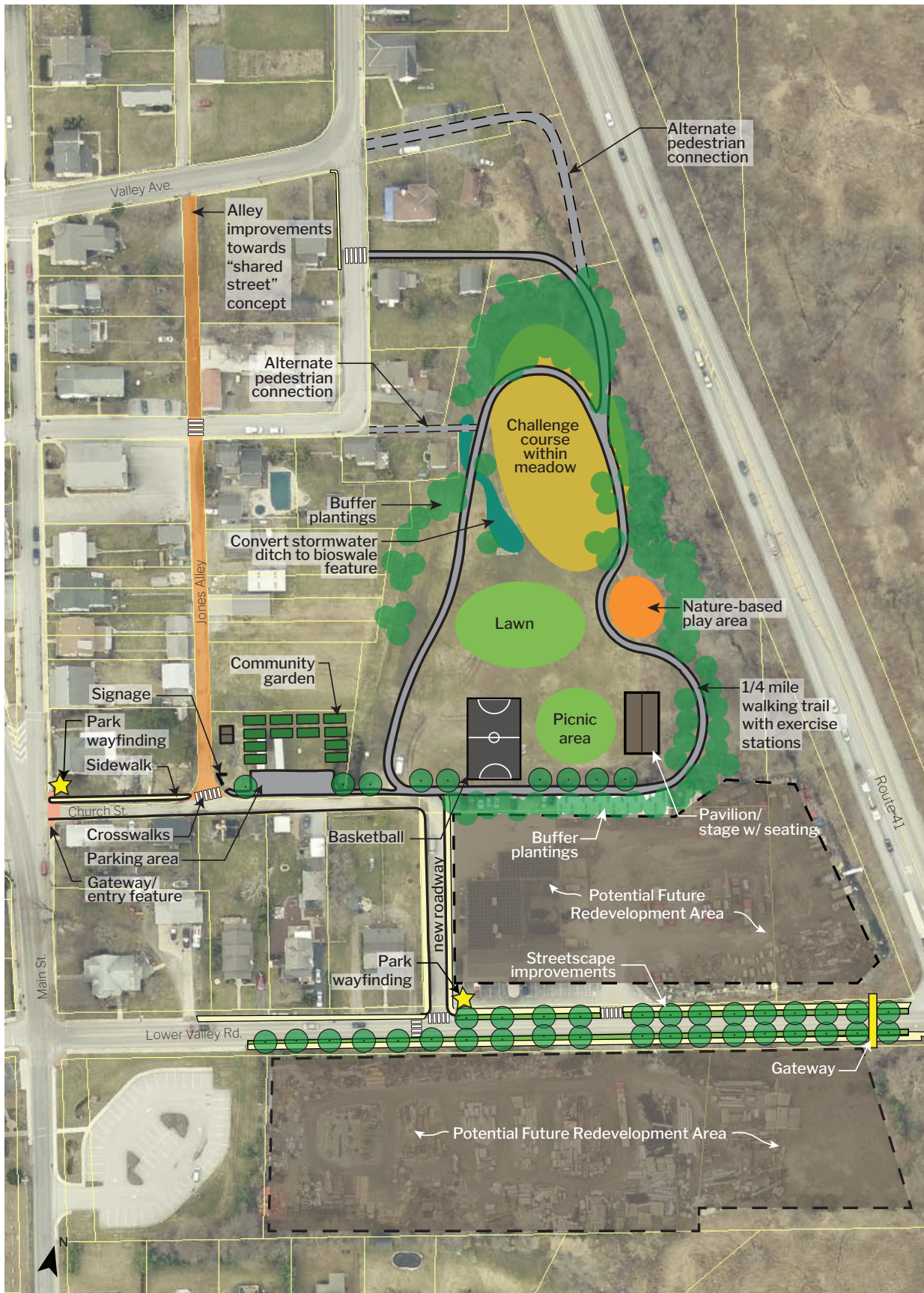
### Option C - Institutional and Residential Option



- 1) New borough hall shown on the north side of Lower Valley Road.
- 2) Townhomes (15 units).
- 3) Off-street parking in side or rear yards.
- 4) Additional access to the park.
- 5) Park parking with drop-off lane.
- 6) Sidewalks extended along Lower Valley Road.
- 7) New playground integrated with park and borough hall site layout.
- 8) Community gateway sign.



Figure 4-2



**Church St. Borough Park- Concept**  
Atglen Borough Comprehensive Plan

100 50 0 100 feet
























**Town Center Plan  
Map 4  
Atglen Borough  
CHESTER COUNTY,  
PENNSYLVANIA**

[illegible]

## Map Features

- |   |                                   |
|---|-----------------------------------|
|  | Municipalities                    |
|  | Parcels                           |
|  | Railroad                          |
|  | Streams                           |
|  | Park Enhancements                 |
|  | Infill, Park/Parking Improvements |
|  | Infill Potential                  |
|  | Redevelopment Opportunity         |
|  | Potential Infill/Redevelopment    |
|  | Intersection Improvement          |
|  | Gateway Enhancement               |
|  | Streetscape Existing/Proposed     |
|  | Sidewalk Extension                |
|  | New Roadway                       |
|  | Potential Borough Facilities      |
|  | Potential Future Train Station    |
|  | Future Library Location           |
|  | Potential Park Access (Ped)       |
|  | Crosswalk Improvement             |



Data Source: Municipal Borders, Parcels, Roads, Railroads, Streams- Chester County Bureau of Land Records & GIS/GIS Department, 1997/2017.

Prepared By: Chester County Planning Commission 8/2018.

## Map 4

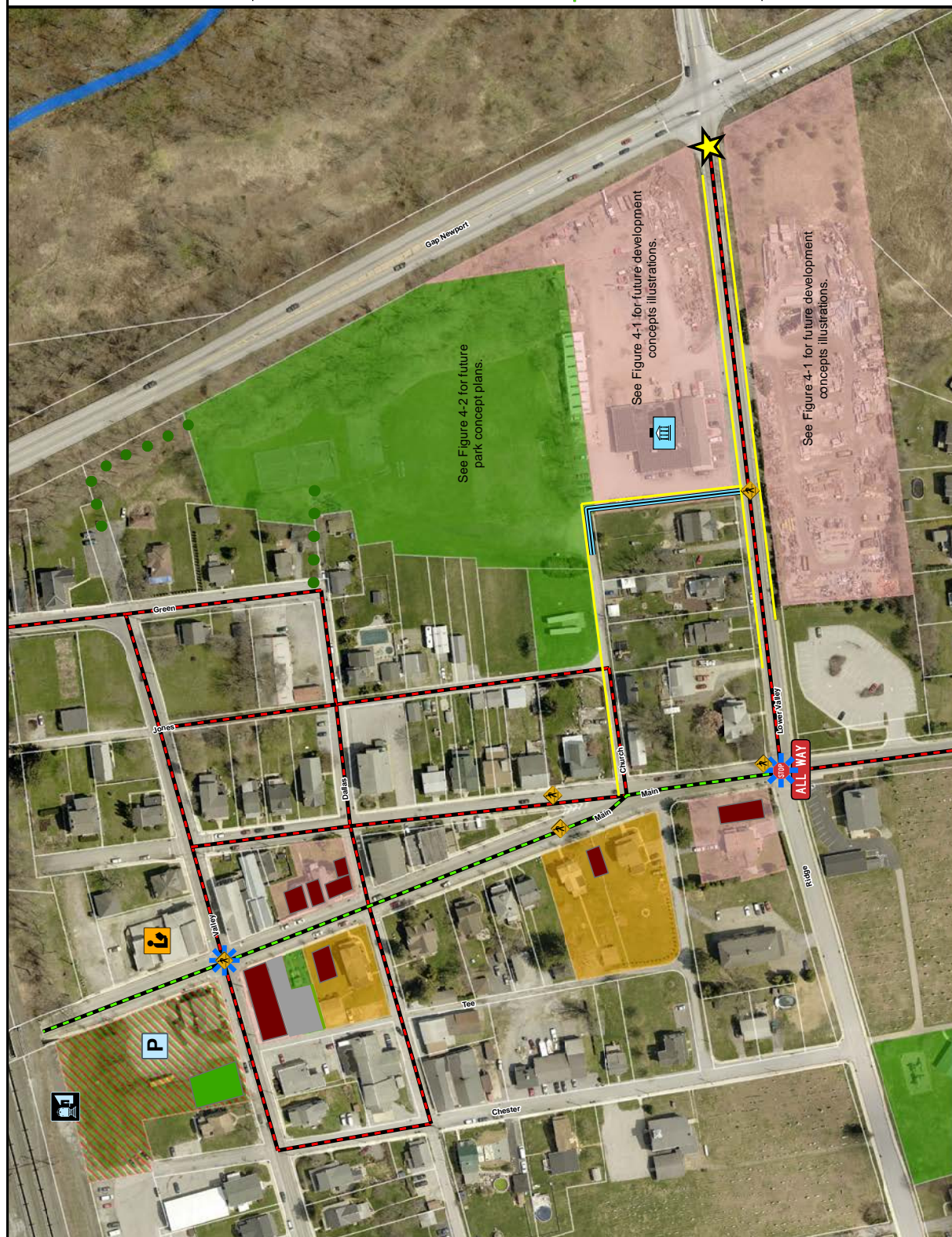


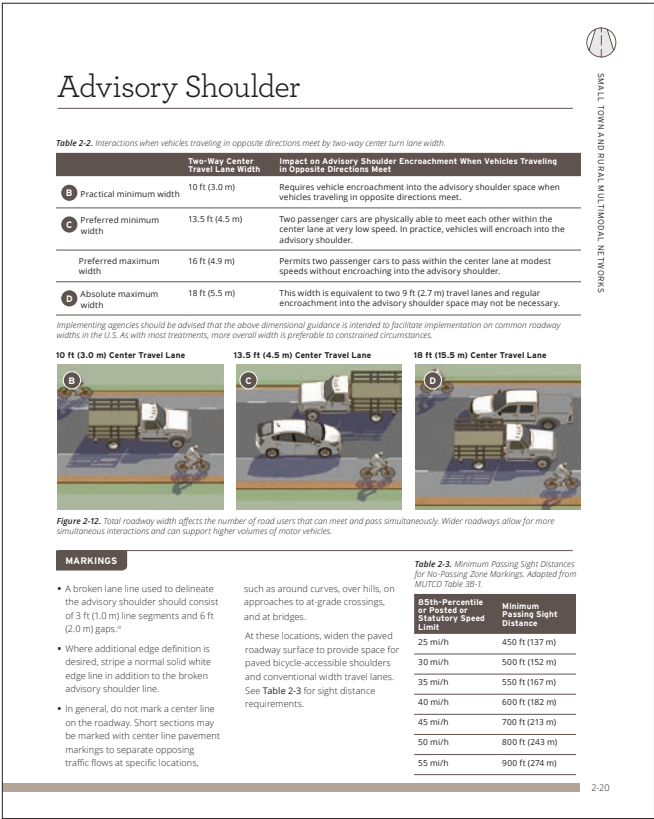




Figure 6-1

**Figure 7-1:**  
**Federal Highway Administration; Small Town and Rural Multimodal Networks.**  
**Selected concepts for Atglen Borough.**

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/)



**Figure 7-4: Existing Ordinance Matrix**

Yes	Effective standards are in place.
Limited	Standards are in place but a significant issue was identified that limits their effectiveness.
No	No standards are in place for this particular concept.

<b>Pedestrian Facilities - Sidewalks</b>	
Are pedestrian facilities defined?	ZO
Support purpose statement?	ZO
When required? (i.e., for what types of uses)	SLDO
Where required? (i.e., location, etc.)	SLDO
Are sidewalks mandatory or optional?	Man./SLDO
Is a minimum sidewalk width specified?	Yes
Reference ADA standards? (curb cuts)	
Are bus shelters required?	
<b>Trail Facilities</b>	
Are trail facilities defined?	ZO
When required? (i.e., for what types of uses)	
Where required? (i.e., location, etc.)	
Are trails mandatory or optional?	Op. R-1a
Is a minimum trail width included?	ZO Defs
Is a surface treatment specified?	ZO Defs
<b>Bicycle Facilities</b>	
Are bicycle facilities defined?	
When required? (i.e., for what types of uses)	
Where required? (i.e., location, etc.)	
Is a surface treatment specified?	
Are bicycle parking facilities required?	
<b>Transit Facilities</b>	
Is bus shelter defined?	
When required? (i.e., for what types of uses)	
Where required? (i.e., location, etc.)	
<b>Official Map (recommended in plan, not adopted)</b>	
Are trails/ paths/ sidewalks designated?	
Are bike routes designated?	







## Connectivity Plan Map 7b

**Atglen Borough**  
CHESTER COUNTY,  
PENNSYLVANIA

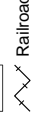
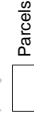
This map was digitally compiled for internal maintenance and development use by the County of Chester, Pennsylvania to provide an initial glance and for other reference purposes. It does not represent an actual field survey of premises. County of Chester, Pennsylvania does not warrant the accuracy, completeness, or reliability of the information contained herein, and makes no representation of any kind, including but not limited to, the warranties of merchantability or fitness for a particular use. You are any such warranties to be implied or inferred, with respect to the information or data furnished herein.

No part of this document may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any other means, except as may be permitted in writing by the County of Chester, Pennsylvania.

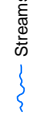
## Map Features



Municipalities



2



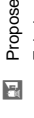
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## and Open



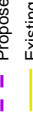
## Own



and SEP



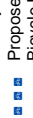
Trails



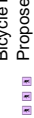
Sideview



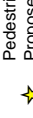
## Sidewalk



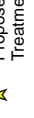
ed On-  
Route



## On-Route



### Median Rooted Gated



ent

\*See also Map 5 Town Center for proposed Streetscaping/Sidewalk improvements.

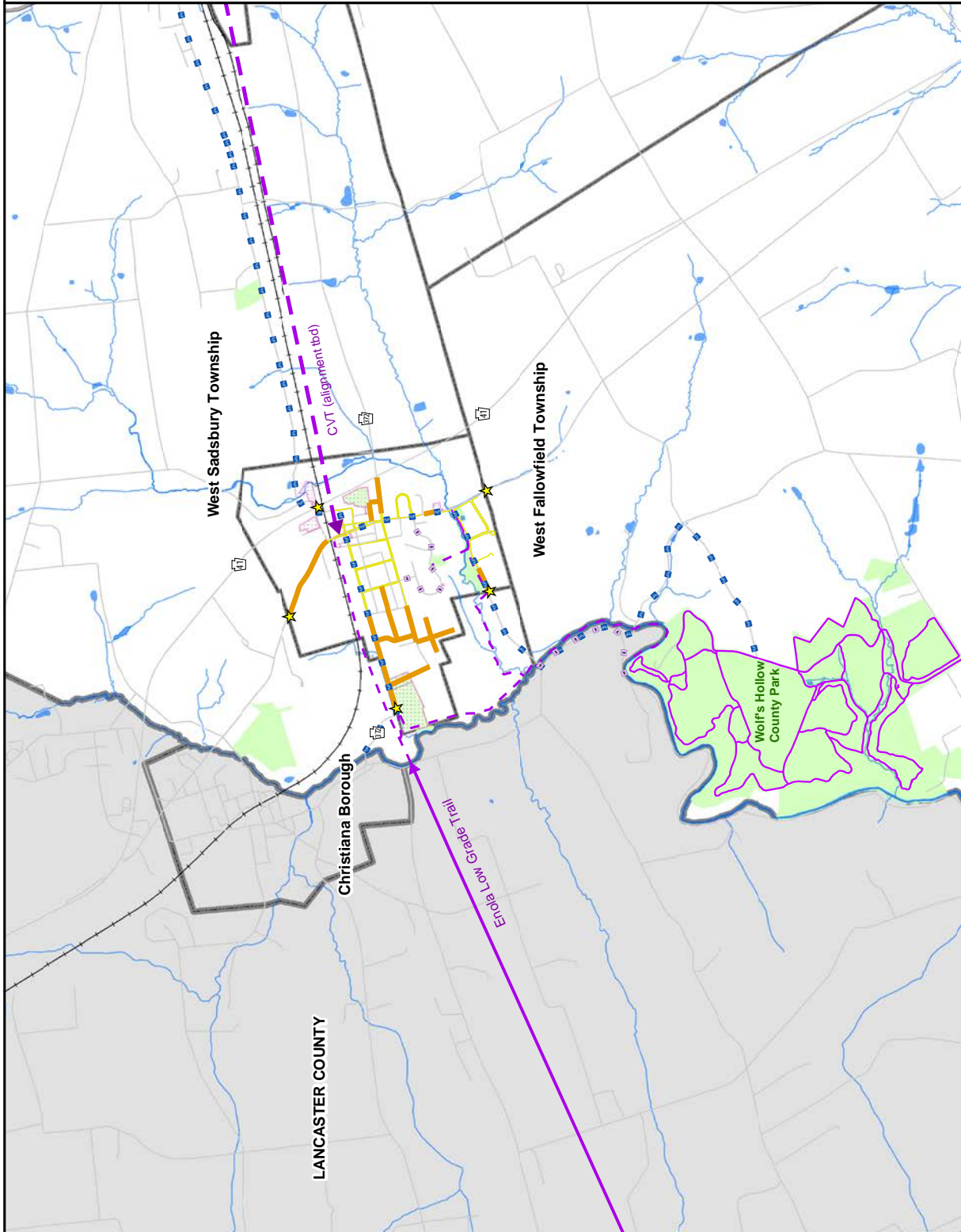


A vertical scale bar labeled "Feet" with markings at 0, 1,100, 2,200, and 4,400. The bar is black with white tick marks and labels.

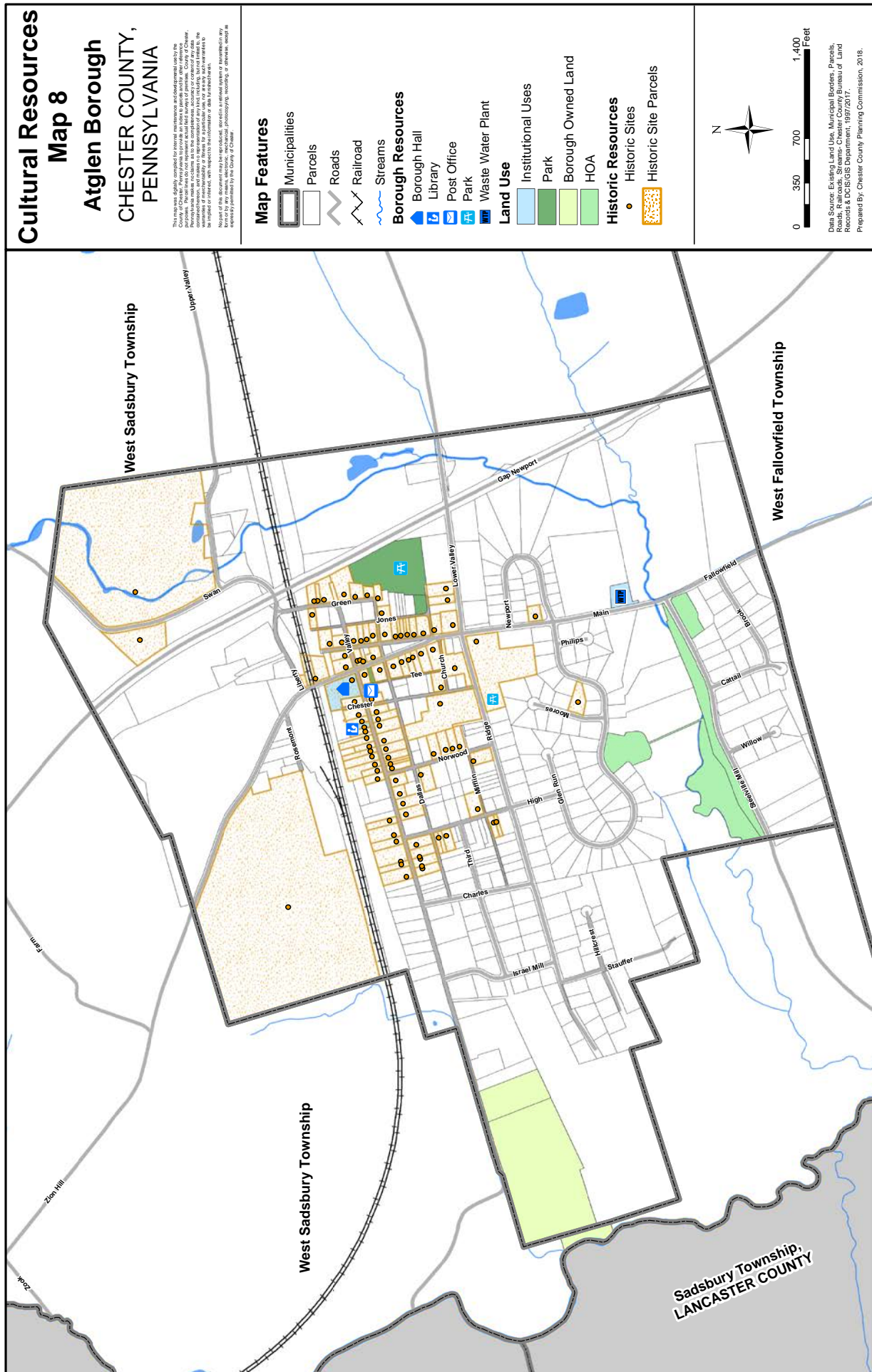
Data Source: Trails, Sidewalks, Protected Open Space - CCPC, 2017; Municipal Borders, Parcels, Roads, Railroads, Streams - Chester County Bureau of Land Records & DCIS/GIS Department, 1997/2017.

Prepared By: Chester County Planning Commission, 2018.

### Map 7b



Map 8











# Appendix C

# Trail Town

# Economic

# Development

# Information

Excerpts from the following two documents are included here to provide additional direction and information for Atglen's future.

## Implementing Trail-Based Economic Development Programs

Iowa Department of Transportation, 2000,  
Prepared by Economics Research Associates (ERA).

### Top 10 Lessons from Case Studies.

Reviewing the case studies in this handbook provides many insights to communities. The following list summarizes the top 10 considerations from the case studies, in no particular order:

1. Trails are just one element of a larger visitor experience, and providing other opportunities (both recreational and non-recreational) draws a more diverse group of visitors. In turn, this allows for a greater variety of businesses.
2. Establishing a community as a viable trail destination mandates that individual businesses must take individual risks as entrepreneurs while simultaneously working together with other businesses to build critical mass.
3. Trail users pass along knowledge to others by word of mouth, as well as learning about destinations from travel articles, on the Internet, etc. To ensure outstanding peer recommendations, towns and businesses must provide a quality visitor experience to each individual trail user.
4. Year-round activity is crucial to the survival of many trail-related businesses. Even if recreational trail use is seasonal, communities can provide off-season attractions that provide different experiences.
5. Trail planning in urban areas requires cooperation and coordination not only from different political jurisdictions, but also among various public and private entities within each jurisdiction.



6. Slogans and marketing themes are meaningless unless the entire community buys into them. Building a true community identity requires the support of political leaders, businesspeople, and the public.
7. Recreation alone will not induce visitors to stay overnight. Communities must provide quality lodging, and dining activities to supplement the draw of recreation.
8. Different types of trail users behave differently. For example, snowmobilers are more likely to travel in larger parties, stay longer, and spend more money than bicyclists. As a result, the types of users on a given trail will go a long way toward determining the character of a trail community.
9. A festival only creates economic impacts for a few days each year. To be effective economic development tools, festivals must become points-of-entry for year-round experiences.
10. In the global economy, companies can locate just about anywhere and many will make locational decisions based on quality of life. A community with ample opportunities for trail recreation can leverage this advantage for economic development purposes.

## Capitalizing on Trail Recreation: A How-To Guide

### Step 1: Enlist Citizen Involvement.

Any initiative intended to enact change in a community, from creating a trails system to revitalizing Main Street, must include some degree of citizen participation. Obtaining input from the public simply makes sense, regardless of whether local regulation requires it. Once you have organized public meetings, the next issue is to formulate an agenda. In developing any economic development program, the starting point is to clearly define a direction. When assembling a marketing strategy based on a tourism-related entity like trail recreation, the starting point is to create a community identity.

### Step 2: Build a Community Identity.

Building and maintaining an identity as a tourist destination is an ongoing process. To promote tourism in your community, the first step is to conduct an honest and thorough process of identifying the benefits a visitor will derive from visiting. This assessment of community character and visitor experience should tap into insights provided by both residents and people from other places. Once your community has established a clearer idea of its tourist identity, some initial investments must be made prior to mounting a marketing campaign, including:

- Printing basic collateral materials, such as a combination map and guidebook, brochures suitable for distribution at State and other visitor centers, and materials suitable for inclusion in cooperative advertising vehicles such as the state visitor guide. Sponsorships by businesses can reduce public costs.
- Opening a storefront visitor center.

- Establishing an 800 number, which may either ring locally or at a contract call center.
- Hiring staff and/or recruiting volunteers to implement publicity programs, organize special events and coordinate with area businesses and organizations concerned with tourism development.

### **Step 3: Develop a Marketing Plan.**

Increasing awareness about your community means you will need to develop, implement, evaluate, and refine a marketing and public relations plan. Key points to keep in mind are listed below.

Marketing programs should reflect consumer needs and convey the benefits of your community to visitors. Unless tourists' needs are satisfied, they will not visit again and may advise others not to visit. What distinguishes your town from other places? What else is there to see and do that persuades people to stay?

Marketing is more than advertising and printing brochures. It includes all communication efforts such as personal outreach, assistance, and public relations (e. g., visitor information provision, signage, hospitality, etc. ).

Marketing claims must be honest, accurate and consistent with your community's ability to deliver.

Publicity is more effective than placing paid advertisements because an independent third party vouches for the experience your community and trail system offers. Organizing events and festivals, especially when a charity benefits, helps attract publicity.

The easiest approach is simply to make sure that existing brochures and other marketing communications feature the trail experience. Web sites or newsgroups aimed at trail users and newsletters distributed by clubs or equipment sellers are inexpensive and efficient means of reaching niche markets.

### **Step 4: Choose an Approach to Economic Development Step.**

**Community Development Approach.** Community development includes neighborhood revitalization and business attraction efforts. Trails can be used to address all three facets of typical economic development strategies: expansion, retention and attraction of businesses. Trails are particularly useful because they provide a free or low-cost recreational amenity while creating many opportunities to expose the advantages your community offers as a business location to people. Furthermore, trails reinforce your community's desirability as a place to live and work to current residents and employees.

Trails:

- Help current residents and business-owners feel connected to the community.
- Enable prospective employers and employees to envision themselves enjoying "the good life" in town.

- Convey a sense that the public sector-whether local government, service organizations or partnerships-cares about providing a quality amenity and conserving natural and scenic experiences.

**Tourism Development Approach.** The most reliable source of tourism development is to tap into existing markets in order to encourage longer stays and repeat visits. This strategy means educating business visitors about local leisure and recreation opportunities, and pitching business opportunities to leisure visitors. Ensuring that current visitors have access to information about a community 's charms as a business location and vice versa is relatively simple. Consider:

- Link existing web sites devoted to visitor information and economic development.
- Stock local/regional visitor centers, stores, with information about economic development programs and opportunities.
- Purchase ads in visitor brochures on behalf of or in coordination with the economic development agency.

**Downtown Revitalization Approach.** Although trails can help attract visitors to a community either temporarily (as tourists) or permanently (as residents or business owners), the quality and character of the central business district (CBD) truly distinguishes a community. An attractive downtown with an array of merchants offering an enticing variety of goods and services makes the community more attractive as a destination. In other words, the better the downtown, the more money spent by visitors and residents. Trail users represent a new market niche for existing businesses and entrepreneurs to consider. Ways in which merchants can achieve this include changing merchandise selection, display and window design, and marketing. For example, a deli might create a snack pack for hikers that includes a Power Bar and bottled water along with more traditional sandwich fare.

### **Step 5: Organize for Implementation.**

The final step in the organization process is to identify suitable funding mechanisms. This step will vary from community to community, based upon individual situations. A few suggestions for funding are:

- Public appropriations, perhaps directly from sales tax revenue.
- Private donations or volunteerism.
- Corporate sponsorships of trails, amenities, or advertising.
- Membership programs.
- User fees on trails or other earned revenues.



## Pennsylvania Borough News

April 2017, Open for Business, by Leslie Suhr.



Excerpt from article with minor additions.

To better understand your community and its assets, your borough can:

- Complete and inventory of assets such as parks, restaurants, shops, culture, museums, trails, and accommodations.
- Identify events that and bring people into the borough including parades, festivals, sporting events, etc. What events are well-executed? Just as important, know when events are occurring in neighboring communities so you can develop plans to cross-market those events.
- Involve residents. Word of mouth is either your best friend or worst enemy. Where do the residents want to go as a community?
- Review potential partnerships including other communities, chambers of commerce, or main street programs. What are other people saying about your town?
- Analyze wayfinding including parking and directional signs, Is your parking free? Is it marked and easily identified including times, rules, and rates? If it isn't do you have a mobile parking app? Does your borough offer free parking on evenings and weekends?
- Evaluate your current marketing tools such as tourists maps or guides. Is the information current? What information is provided?
- Review your online presence. What information do you have on your website? Does your borough promote information on state or regional websites such as [www.visitpa.com](http://www.visitpa.com), local visitors bureaus, or through other county, regional, or community websites. If people can't find you, they won't know you exist.
- Pinpoint what you want to be known for with other colleagues, residents, and organizations. Make it a community effort. What sets you apart from other communities?
- Identify challenges, deterrents, or nuisance issues such as litter or a lack of parking that could make people resistant to coming into the borough.
- Protect your business community. Focus on business retention priorities with community partners and business expansion initiatives.
- Analyze costs. What is the impact to your borough's budget? Can you set aside money for efforts? Are there grants available for any initiatives?
- Set your plan into action. As with anything, a strategic plan maps out your future, and identifies goals. What is the recommendation? How you implement a plan? Who is in charge?



## APPENDIX D

# Glossary of Terms and Acronyms

The definitions and acronyms in this glossary are provided for clarity and to promote a greater understanding of the contents of this Plan and should not be considered “legal” ordinance terms. The following definitions have been included and are consistent with Chester County’s Linking Landscapes and Watersheds, where applicable.

### Definition of Terms

#### **ACT 167 (aka, Historic District Act) –**

Pennsylvania enabling legislation which protects historic resources through authorizing counties and municipalities to create historic districts within their boundaries through local ordinance, and to regulate building activity, including demolition, within the district. The historic district must be certified by the State Historic Preservation Office in the form of National Register eligibility. The Act requires the creation of an historical architectural review board (HARB) to advise on building activity within the district. A certificate of appropriateness must be granted before building activity continues.

#### **ACT 167 (aka, Pennsylvania Stormwater Management Act) –**

This act was enacted in 1978 in response to the impacts of stormwater runoff resulting from land development. It requires counties to prepare and adopt plans, and requires municipalities to adopt and implement ordinances that are consistent with these plans. During the plan development process, the advisory committee (called a Watershed Plan Advisory Committee or WPAC) identifies local concerns and develops stormwater control strategies to address those concerns, while also meeting the requirements of state and federal programming. Following the adoption of the plan by the County and approval by PaDEP, municipalities have six (6) months to adopt an ordinance that is consistent with the plan. Act 167 is consistent with municipal obligations found in the federal National Pollutant Discharge Elimination System (NPDES) permitting requirements for Municipal Separate Storm Sewer Systems (MS4).

#### **Act 209 (aka, Traffic Impact Ordinance Act) –**

Permits a municipality to assess an off-site transportation impact fee during the land development approval process for the funding of transportation improvements. Requirements for assessing a traffic fee under this Act are located in Article V-A of the MPC.

#### **Act 247 (aka, Municipalities Planning Code) –**

The “Pennsylvania Municipalities Planning Code”, Act 247 of 1968, as amended (53 P.S. §10101 et seq.).

**Act 537 (aka, the Pennsylvania Sewage Facilities Act) –**

This act requires that all municipalities develop and implement comprehensive planning that provides for the resolution of existing sewage disposal problems and provide for future disposal needs of new land development. These plans are known by various names including Act 537 Official Plan, Sewage Facilities Plan, Base Plan, or Act 537 Plan, and they address individual municipalities or groups of municipalities working together. Plans are required to be submitted to PaDEP for review and approval.

**ADAPTIVE REUSE –**

The development of a new activity for a building originally designed or used for another purpose.

**AQUIFER –**

A geologic formation, group of formations, or part of a formation that contains sufficient saturated, permeable material to yield useful quantities of ground water to wells and springs.

**BASEFLOW –**

Portion of stream discharge derived from ground water; the sustained discharge that does not result from direct runoff or from water diversion, reservoir releases, piped discharges, or other human activities.

**BIKE LANE –**

Designated travel lanes within the cartway or along the road shoulder for exclusive use by bicyclists. Bike lanes typically involve a combination of supplemental indicators including but not limited to Share the Road Signs, Sharrows, and other pavement markings.

**BROWNFIELDS –**

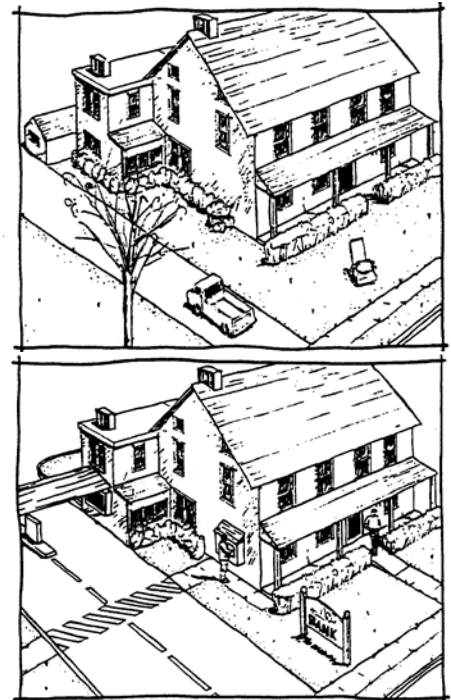
Abandoned, idled, or underused industrial and/or commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.

**CENTRAL CHESTER COUNTY BICYCLE AND PEDESTRIAN CIRCULATION PLAN (2013) –**

A plan for seven municipalities to address transportation, public health, and the environment through improvements to walking, bicycling, and public transportation. The plan also includes regulatory recommendations for local ordinances and official maps. <http://www.chescoplanning.org/Resources/PubsTransportation.cfm>

**CERTIFIED LOCAL GOVERNMENT (CLG) –**

A program established in 1980 by amendment to the National Historic Preservation Act of 1966 whereby local governments that meet certain criteria, (e.g. create a historic commission by local ordinance) which attest to their commitment to historic preservation are designated by the National Park Service. The program encourages participation in preservation at the local level and partnerships between local, state, and federal agencies.



*Adaptive reuse*

*Source: Chester County Planning Commission*



**CHARRETTE –**

A public meeting providing interactive input into concepts to engage participants in information gathering, input, and opinions regarding challenges, opportunities, illustrations, concepts, vision statements, or draft plans.

**CLUSTER DEVELOPMENT –**

An arrangement of residential structures that allows for grouping the structures by reducing lot area and yard requirements and incorporating the remaining area as open space.

**COMMUNITY SUPPORTED AGRICULTURE (CSA) –**

A mutually beneficial partnership between a farmer and the people who consume the food produced by the farmer. The partnership is based on an annual commitment to one another, which ensures the survival of local agriculture today and for future generations. Members of the community purchase a “share” of the farm’s anticipated harvest in advance at an agreed-upon price.

**COMMUNITY GARDENS –**

Small plots of land clustered in a group made available for seasonal use (gardening) to the public/residents for a small fee, typically in a municipally owned park/parcel.

**COMPLETE STREETS –**

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. (PennDOT)

**CONTEXT SENSITIVE DESIGN –**

Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

**CONVENTIONAL DEVELOPMENT –**

Individual residential lots that encompass the entire development tract or area without retaining common open space associated with Cluster Development.

**DETERMINATION OF ELIGIBILITY (DOE) –**

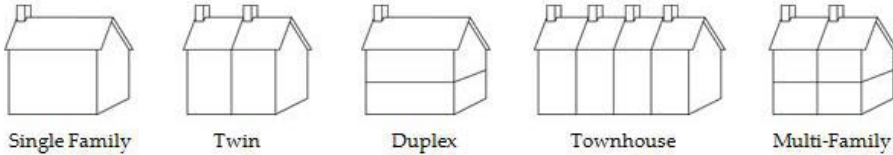
An action through which the eligibility of a property for National Register listing is decided, but the property is not actually listed on the Register. Nominating authorities and federal agencies commonly request determinations of eligibility for federal planning purposes and in cases where a majority of private owners object to National Register listing. Obtaining a determination of eligibility is the first step of the National Register nomination process.

### **DWELLING UNIT TYPES -**

Dwelling units are typically arranged in the following manner:

#### **EASEMENT –**

An interest in land owned by another that entitles the holder of the easement



to a specific use or enjoyment of the land or to prevent the owner from using the land for purposes not specified in the agreement.

#### **FARM MARKET/ FARMERS' MARKET –**

Where farmers, growers or producers from a local area are present in person to sell their own produce, direct to the public. All products sold should have been grown, reared, caught, brewed, pickled, baked, smoked or processed by the stallholder. The public can be confident of the origins of the foods, ask questions and get closer to the sources of local foods.

#### **FIRST ORDER STREAMS –**

Upper most perennial tributary in a watershed that does not confluence with another perennial stream. The confluence of two first order streams forms a "second" order stream.

#### **FLOODPLAIN –**

That portion of a stream valley adjacent to the channel that is created by erosion and sediment deposited from the stream and covered with water when the stream overflows its banks at flood stage. Also, the nearly level land situated on either side of a channel that is subject to overflow flooding.

#### **GATEWAY –**

A feature or set of features that may consist of a sign, archway, landscaping, lighting, or additional features to provide visual clues and attention to entering a municipality or place.

#### **GEOGRAPHICAL INFORMATION SYSTEM (GIS) –**

A computer mapping system for analysis and display of physical features, such as land parcels, roads and streams and other data.

#### **GREENWAY –**

A loosely defined term for any linear open space.

#### **GREYFIELDS –**

A previously developed underutilized commercial retail center, may qualify for funding assistance if there is environmental contamination on the property

**GROUNDWATER –**

Water that occurs in the subsurface and fills or saturates the porous openings, fractures, and fissures of underground soils and rock units.

**GROUNDWATER PROTECTED AREA –**

The Ground Water Protected Area (GWPA) is an area within the Delaware River Basin that is regulated by the Delaware River Basin Commission to prevent depletion of ground water and protect the interests and rights of lawful users of the water source, as well as balance and reconcile alternative and conflicting uses of limited water resources in the region.

**HYDRIC SOILS –**

A soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of wetlands vegetation.

**IMPERVIOUS COVERAGE and SURFACE –**

Ground cover that does not allow, or minimally allows, for infiltration of water (e.g., roofs, paved parking lots, and roads) and which increases the volume and speed of runoff after a rainfall.

**INCUBATOR –**

An entity that helps new and startup companies to develop by providing space to operate or services such as management training.

**INFILL (DEVELOPMENT) –**

Development of a new building and/or use where there was nothing in existing previously. Typically infill development occurs where there are lots that exceed the minimum required lot size and there is room to build additional buildings on a lot or by splitting off a lot to create a new building/ use. Building on vacant lots also classifies as infill.

**INFILTRATION –**

Movement of surface water into the soil, where it is absorbed by plant roots, evaporated into the atmosphere, or percolates downward to recharge ground water.

**INVASIVE PLANT SPECIES –**

Predominantly non-native, non-indigenous, alien tree, shrub, vine, or herbaceous species that grow or reproduce aggressively, usually because they have few or no natural predators, and which can so dominate an ecosystem that they kill off or drive out many indigenous plant species.

**LAND DISTURBANCE –**

Any activity which exposes soils, alters topography, and/or alters vegetation, except for removal of a safety hazard, diseased trees, or invasive vegetation.

**LIVESTOCK –**

Animals of any size kept or raised for agricultural purposes which includes, but is not limited to: cattle, sheep, hogs, goats, horses, poultry, furbearers, and fish.

**MIXED USE –**

The development of a tract of land or building or structure with two or more different uses such as but not limited to: residential, office, retail, public, or entertainment.

**MODE –**

The various forms of movement (transportation) including but not limited to pedestrian, bicycle, motorist (cars, trucks), and transit (bus, train).

**MS4 – Municipal Separate Storm Sewer System (MS4)**

A conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains):

1. Owned and operated by a state, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to state law) having jurisdiction over disposal of sewage, industrial wastes, stormwater, or other wastes, including special districts under state law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the Clean Water Act (CWA) that discharges to waters of the United States.
2. Designed or used for collecting or conveying stormwater.
3. Which is not a combined sewer.
4. Which is not part of a publicly owned treatment works (POTW).

**MULTI-MODAL –**

Using or accommodating more than one form of transportation, for example a road with bike lanes.

**MUNICIPALITIES PLANNING CODE (MPC) –**

The State enabling legislation (Act of 1968, P.L. 805, No. 247) that governs planning in Pennsylvania. The MPC specifies the essentials of content and process for comprehensive plans and land use ordinances like zoning and subdivision in addition to guiding how local planning commissions operate.

**MULTIMODAL CIRCULATION HANDBOOK FOR CHESTER COUNTY, PA –**

This handbook is intended to provide municipal officials, planners, traffic consultants, designers, land owners and developers with a consolidated reference guide on how to accommodate all modes of transportation into land use / land development design. <http://www.chescoPlanning.org/MuniCorner/MultiModal/ch1-intro.cfm>

**NATIONAL REGISTER OF HISTORIC PLACES –**

The official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture.



**NATIVE SPECIES –**

A species of plant or other organism that currently or previously inhabited or grew in a specified location, and which was not introduced to that location as a result of human activity, either intentional or accidental. The term “native” species generally refers to a species whose range was located within a large area like a continent or a nation. The term “indigenous” species is typically used to refer to a species whose original range extended into a smaller area like a state, county, or watershed.

**NATIONAL HISTORIC PRESERVATION ACT (NHPA) –**

This Act established a strong legal basis for preservation of resources through a framework of measures to be used at the federal, state, and local levels including expansion of the National Register, creation of historic preservation standards, creation of the Advisory Council on Historic Preservation, review of the effects of federal projects (Section 106), funding for the National Trust, and creation of the State Historic Preservation Offices.

**NATURAL or BIODIVERSITY –**

In general terms, it is the variety of plants and animals in a given habitat, or the variety of features found in a given population of one type of plant or animal. More technically it is the variety of species, the genetic variation within them, and the spectrum of ecological communities in which they occur. It is the sum total of compositional, structural and functional diversity of genes, species, and ecological communities. It can be described on a continuum of spatial and temporal scales; from local to global; from days to millennia.

**NPDES PHASE II PROGRAMMING –**

Expands the Phase I program by requiring additional operators of MS4s in urbanized areas and operators of small construction sites, through the use of NPDES permits, to implement programs and practices to control polluted stormwater runoff. Phase II is intended to further reduce adverse impacts to water quality and aquatic habitat by instituting the use of controls on the unregulated sources of stormwater discharges that have the greatest likelihood of causing continued environmental degradation.

**OPEN SPACE –**

In general, an undeveloped tract or area of land that is designated for public or private use and may be protected via an easement or other means.

**POP-UP –**

Temporary business establishments using all or part of an existing structure or land. This includes food trucks, farm stands, and similar businesses and can include noncommercial ventures such as gardens, concerts, or events.

**PRESERVATION, HISTORIC–**

Generally, saving from destruction or deterioration old and historic buildings, sites, structures, and objects and providing for their continued use by means of restoration, rehabilitation, or adaptive reuse. Specifically, “the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative

cover of a site. It may include stabilization work, where necessary, as well as ongoing maintenance of the historic building materials.” (Secretary of the Interior’s Standards)

**PRIME AGRICULTURAL SOILS (CLASS I, CLASS II, and CLASS III) –**

Prime agricultural soil classifications established by the United States Department of Agriculture as Agricultural Capability Units I, II, and III, as amended.

**PUMP TRACK (SKILLS PARK) –**

A bicycling facility (loop) constructed of dirt, wood, pavers, or other materials whereby cyclists do not pedal but instead “pump” through “woops” or rollers to gain speed. A skills park may include a pump track in addition to other features to practice balance (downed logs or elevated features), table top jumps, and similar elements to practice enhances bicycle handling skills, typically with features of a progressive nature from beginner to expert.

**RECONSTRUCTION –**

“The act or process of reproducing by new construction the exact form and detail of a vanished building, structure, of object, or part thereof, as it appeared at a specific period of time.” (Secretary of the Interior’s Standards)

**REDEVELOPMENT –**

The reuse and/or modification of an existing building or land for a different purpose without wholly demolishing the existing building or use. For example, converting an industrial building into a mix of residential and flex space (office, studios, commercial) would classify as redevelopment.

**REGION –**

In the context of this Plan, Region refers to land area encompassed by the member municipalities of the Octorara Region.

**REHABILITATION –**

“The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.” (Secretary of the Interior’s Standards)

**RENOVATION –**

Modernization of an old or historic building that may produce inappropriate alterations or eliminate important features or details.

**RESTORATION –**

“The act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.” (Secretary of the Interior’s Standards)

**RIPARIAN BUFFER –**

An area of trees, shrubs, and other vegetation, adjacent to a body of water and managed to maintain the integrity of stream channels and shorelines to:

- 1) reduce the impact of upland sources of pollution by trapping, filtering, and converting sediments, nutrients, and other chemicals, and
- 2) supply food, cover, and thermal protection to fish and other wildlife.

**SCENIC VIEWSHED –**

A viewshed is a physiographic area composed of land, water, biotic, and cultural elements which may be viewed and mapped from one or more viewpoints and which has inherent scenic qualities and/or aesthetic values as determined by those who view it.

**SHPO (State Historic Preservation Officer) –**

The official designated by the Governor to administer the state's historic preservation program and the duties defined in the National Historic Preservation Act and Pennsylvania History Code including nominating properties to the National Register. In Pennsylvania, the State Historic Preservation Office is the Pennsylvania Historical and Museum Commission (PHMC) and the executive director of the commission is the SHPO.

**STREAM –**

Includes all rivers, creeks, brooks, tributaries and other flowing surface waters within a natural channel. More specifically, a perennial, intermittent, or ephemeral watercourse having a defined channel (excluding man-made ditches) which contains flow from surface and/or ground water sources during at least a portion of an average rainfall year.

**STREETSCAPE(ING) –**

The built and natural environment of a street, particularly on or along sidewalks. Streetscaping may include but not be limited to the texture and use of varying materials of the sidewalk and curb in addition to the placement of street trees, planters, benches, street lights, banners, signs, trash receptacles, bicycle racks, and similar amenities. Streetscaping encourages socialization, increases safety, and provides for an aesthetically pleasing environment that is context sensitive to a particular location.

**STORMWATER –**

Runoff water that results from a storm (usually rainfall) event.

**TRAFFIC CALMING –**

Installation of measures to improve safety for pedestrians, cyclists, and motorists. Changing line striping, installation of signs, or placement of physical measures such as bulb-outs, bollards, chicanes, and speed humps are all potential traffic calming measures. Crosswalk improvements and various cycling improvements may also be associated with traffic calming.

**TMDL (Total Maximum Daily Load) –**

A calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards. Sometimes referred to as a “pollution diet.”

**TRAIL –**

**Shared-Use/Multi-Use Trails** – A facility that is physically separated from the roadway and typically accommodates bi-directional travel by both bicyclists and pedestrians. The trail can be located within a publicly owned right-of-way, an exclusive right-of-way, or an easement. Shared use trails typically have an improved surface (e.g., asphalt, concrete, compacted gravel, etc.) and have a recommended width (per AASHTO) of 10 feet, although a minimum width of 8 feet may be used where space is constrained or in environmentally sensitive areas.

**Use-Restricted/Single Use Trails** – Trails that are primarily used for one form of travel or by one type of user such as cyclists or pedestrians. These trails are typically paved or have an improved surface.

**TRANSIT –**

For the purpose of this plan, any alternative means of motorized travel aside from a single occupancy vehicle.

**TRANSFER OF DEVELOPMENT RIGHTS (TDR) –**

The process permitted in some municipalities in which a landowner in a “sending zone or area” can sell the development rights to his or her land to a landowner who owns land in a “receiving zone or area.”

**WASTE WATER –**

Water carrying wastes from residential, commercial, or industrial uses that is a mixture of water and dissolved or suspended solids, or excess irrigation water that is runoff to adjacent land.

**WATER, GROUND –**

Water that occurs in the subsurface and fills or saturates the porous openings, fractures and fissures of underground soils and rock units.

**WATER, SURFACE –**

Bodies of water that are exposed at the surface of the earth including rivers, streams, ponds, lakes, and reservoirs.

**WATERSHED –**

1) an area of land that drains into a particular river or body of water; usually divided by topography or ridgelines.

2) The total area of land above a given point on a waterway that contributes surface runoff and ground water to the flow at that point; a drainage basin or a major subdivision of a drainage basin - Watersheds.



**WETLANDS –**

Those areas that are inundated and saturated by surface or groundwater a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, and similar areas. Any area meeting the official wetland definition of the U.S. Army Corps of Engineers or the Pennsylvania Department of Environmental Protection, as amended, shall be considered a wetland for the purposes of Chapter 129.

**WOONERF –**

Originally a Dutch concept - a street or alley that utilizes various techniques to share space for different traffic modes (pedestrians, bicycles, automobiles), institute traffic calming, achieve low speed limits, and accomplish other goals such as stormwater management through permeable pavement. These streets typically have an absence of boundaries such as distinct sidewalks, curbs, or line markings giving equal access to all modes. They may incorporate curving roads, playground equipment, street trees or gardens, and other amenities (benches, etc.).

## Commonly Used Acronyms

<b>ACRE</b>	– Agriculture, Communities, and Rural Environment Initiative
<b>ACS</b>	– American Community Survey
<b>ANSI</b>	– American National Standards Institute
<b>BHP</b>	– Bureau for Historic Preservation, PHMC
<b>BLS</b>	– Bureau of Labor Statistics
<b>CCHPN</b>	– Chester County Historic Preservation Network
<b>CCCD</b>	– Chester County Conservation District
<b>CCDCD</b>	– Chester County Department of Community Development
<b>CCEDC</b>	– Chester County Economic Development Council
<b>CCPC</b>	– Chester County Planning Commission
<b>CCWRA</b>	– Chester County Water Resources Authority
<b>CDBG</b>	– Community Development Block Grant
<b>CIP</b>	– Capital Improvements Program
<b>CLG</b>	– Certified Local Government
<b>CP</b>	– Comprehensive Plan
<b>CRP</b>	– Community Revitalization Program (CCDCD)
<b>CSD</b>	– Context Sensitive Design
<b>CVT</b>	– Chester Valley Trail
<b>DCIS</b>	– Chester County Department of Computer Information Services
<b>DCNR</b>	– Department of Conservation and Natural Resources
<b>DOE</b>	– Determination of Eligibility
<b>DVRPC</b>	– Delaware Valley Regional Planning Commission
<b>EPA</b>	– United States Environmental Protection Agency
<b>EQUIP</b>	– Environmental Quality Incentives Program
<b>ELGT</b>	– Enola Low Grade Trail
<b>FEMA</b>	– Federal Emergency Management Agency
<b>FHWA</b>	– Federal Highway Administration
<b>GIS</b>	– Geographic Information System
<b>HARB</b>	– Historical Architectural Review Board
<b>HOA</b>	– Homeowners Association

**LCPC** – Lancaster County Planning Commission

**MPC** – Pennsylvania Municipalities Planning Code (Act 247)

**MS4** – Municipal Separate Storm Sewer System

**NHPA** – National Historic Preservation Act

**NPDES** – National Pollutant Discharge Elimination System

**NPS** – National Parks Service

**NWI** – National Wetlands Inventory

**NRCS** – Natural Resources Conservation Service

**OSRER** – Open Space, Recreation, and Environmental Resources Plans

**PaDEP** – Pennsylvania Department of Environmental Protection

**PennDOT** – Pennsylvania Department of Transportation

**PFBC** – Pennsylvania Fish and Boat Commission

**PGC** – Pennsylvania Game Commission

**PHMC** – Pennsylvania Historical and Museum Commission

**PNDI** – Pennsylvania Natural Diversity Index

**PUC** – Pennsylvania Public Utilities Commission

**SHPO** – State Historic Preservation Officer

**SLDO** – Subdivision and Land Development Ordinance

**TCDI** – Transportation and Community Development Initiative

**TII** – Chester County Transportation Improvements Inventory

**TIP** – Transportation Improvements Program (DVRPC/funding for improvements)

**TMDL** – Total Maximum Daily Load

**TMACC** – Transportation Management Association of Chester County

**TDR** – Transfer of Development Rights

**TOD** – Transit Oriented Development

**UCII** – Urban Centers Improvements Inventory

**USDA** – United States Department of Agriculture

**WHIP** – Wildlife Habitat Incentive Program

**WRA** – See CCWRA

**ZO** – Zoning Ordinance