



Comprehensive Plan Update

2013



Comprehensive Plan Update for the Borough of Downingtown, PA

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Chapter 1: Summary Action Program



SUMMARY ACTION PROGRAM

The Introduction chapter immediately following explains why Downingtown prepared this comprehensive plan update and what topics are addressed. Following that, each chapter describes existing conditions, goals, and recommendations related to a specific comprehensive plan topic. This Summary Action Program highlights the plan's recommendations - the specific initiatives Downingtown Borough and its partner entities should carry out to best guide the community's future development and preservation.

The background information and rationale provided in each of the plan's individual chapters is important to read and understand. However, the following Action Program Table is the shorthand checklist Borough elected officials, appointed officials, and staff should monitor over time to help ensure this comprehensive plan is being implemented.

Setting Priorities

All recommended actions in the plan are grouped into one of four categories:

- On-going - continue on-going efforts
- Immediate - 1-3 years completion
- Short-term - 3-7 years completion
- Long-term - 7+ years completion

The following guidelines were used to establish these priorities:

- Does this project directly address a specific comprehensive plan goal?
- Is the project needed to improve public safety?
- Is there local interest and support for the project?
- Will delaying this project result in a lost opportunity?
- Will the project benefit the entire Borough or a substantial area within the Borough?
- Is County, State or Federal assistance potentially available to help fund this project?

**TABLE 1.1
RECOMMENDED ACTIONS & TIMING**

Recommended Action	
ON-GOING RECOMMENDED ACTIONS	
LAND USE & HOUSING	
1.	Promote higher density, mixed use projects
2.	Encourage adaptive reuse of underutilized parcels.
3.	Ensure the central business district remains pedestrian-friendly.
4.	Seek unified, planned development as an alternative to unplanned sprawl.
5.	Promote fee in lieu of recreation land.

Recommended Action
ON-GOING RECOMMENDED ACTIONS
PARKS, TRAILS & OPEN SPACE
6. Kerr Park - Repair and replace fencing, picnic tables and other ancillary equipment as necessary.
7. Other - Partner with non-profits, hospitals, schools and government agencies to create health-related special events.
ECONOMIC DEVELOPMENT
8. Milltown Square Area - continue recommendations from the Borough's 2004 Urban Center Revitalization Plan
9. Former Industrial Mill Site at Lancaster Avenue and Brandywine Avenue - continue to cooperation and implementation of redevelopment recommendations from the Borough's 2004 Urban Center Revitalization Plan.
10. Proposed Transit Oriented Development Site - continue cooperation on the redevelopment efforts for a mixed use, transit-friendly development.
11. Kardon Park - continue support for redevelopment of a portion of the property into new housing and remaining land available for public recreation.
12. St. John Vianney Center - continue monitoring the land for redevelopment uses.
TRANSPORTATION
13. Bicycle and Pedestrian Movement - Monitor the recommendations provided in the Central Chester County Bicycle and Pedestrian Circulation Plan for implementation of designated bicycle and pedestrian pathways and more improvements along Route 30 from Exton to Downingtown.
14. Public Parking - Continue refining Borough policies that regulate the use of existing on-street and off-street public parking spaces.
15. Public Parking - Examine the feasibility of various ways to provide new off-street public parking as demand grows in step with Downingtown's on-going economic revitalization.
COMMUNITY SERVICES & FACILITIES
16. Public Water - Encourage the Downingtown Municipal Water Authority to more regularly upgrade water lines in the Borough, particularly in areas where significant revitalization is envisioned.
17. Stormwater Management - Continue cooperating with the State and with Chester County to address unfunded, multi-year mandates created under the MS4 stormwater management program.
18. Public Library - Continue promoting the Library's drive to raise the funds it needs to retrofit and occupy the former Micken Building on Wallace Avenue.
19. Public Schools - Help ensure that future plans for school facilities match future enrollment projections at all grade levels.
HISTORIC CULTURAL RESOURCES
20. Continue to support the historic and culture-related activities of Downingtown Historical and Parks Commission, such as their special community events, walking tour and preservation initiatives.
21. Maintain strict enforcement of zoning regulations that mandate best practices for historic preservation.

Recommended Action
IMMEDIATE RECOMMENDED ACTIONS
LAND USE & HOUSING
22. Provide incentives for height (build “up”, not “out”).
23. Facilitate upper story use, particularly for live-work units and other residential uses.
24. Allow a variety of housing types in these areas but limit multi-family apartments
25. Differentiate between business uses that should be permitted near residential neighborhoods and those that should not.
26. Prohibit conversion of single-family homes to apartments.
27. Keep high traffic generating, highway-oriented uses out.
28. Encourage shared parking and shared entrance/exit ways to limit curb cuts..
29. Emphasize landscaped setbacks and landscaped parking lots, where desirable, to minimize visual impact.
30. Place parking areas to the side and rear of buildings to the largest extent possible.
31. Use cluster development or lot averaging to ensure adequate open space in any new subdivisions.
32. Use zoning to strictly define what institutional uses are appropriate near low-density housing.
PARKS, TRAILS & OPEN SPACE
32. Kardon Park - Ensure the Lions Trail is suitably integrated into, any plans for future development on this property.
33. Johnstontown Park - Add lighting along portions of the trail where needed.
34. Other - Commission a park master plan for Tabas Park that contains a vision for the future of that site and conceptual plans that illustrate options for its future development.
35. Tabas Park - Provide a facelift to the downtown pocket parks by evaluating the need for improvements to their lighting, hardscaping, signage, seating and related facilities.
36. Other - Commission a study to examine to feasibility of a trail from Kerr Park westward to connect Kerr with: a) Tabas Park; b) the Downingtown Spirit Soccer Club and; c)the DHS and STEM Academy properties.
37. Tabas Park - Commission a study to examine the feasibility of connecting Kerr Park with Kardon Park via a more formalized East Pennsylvania Avenue connection and/or through Caln Township via the Struble Trail in the Norwood Road area.
38. Other - Install flashing lights and a raised intersection to improve the at-grade crossing across East Pennsylvania Avenue that now links Kerr Park’s parking lot with the active recreation portion of the park north of Pennsylvania Avenue.
ECONOMIC DEVELOPMENT
39. Milltown Square Area - provide on-street parking on one or more sides of Green Street and Wallace Avenue
40. Establish a regular newsletter.

Recommended Action
IMMEDIATE RECOMMENDED ACTIONS
ENVIRONMENTAL CONSERVATION
41. Strengthen the Borough's woodlands protection regulations by requiring a certain percentage of mature trees that are cut down as part of a site development to be replaced.
42. Require setbacks that protect area within 50' of the top of the primary bank of an existing perennial waterway.
TRANSPORTATION
43. Roads and Transit - Coordinate with DVRPC's 2013-2016 Transportation Improvement Program - Replacement of the bridge that carries Chestnut Street over the SEPTA/Amtrak rail line.
43. Roads and Transit - Coordinate with DVRPC's 2013-2016 Transportation Improvement Program - The Boot Road Extension Bridge Over Brandywine Creek.
44. Roads and Transit - Coordinate with DVRPC and CCPC to upgrade of rail stations along the Paoli-Thorndale regional line, which includes Downingtown Station.
45. Bicycle and Pedestrian Movement - Study the need for sidewalk and pedestrian crossing improvements in the Borough, particularly in and around the downtown.
46. Bicycle and Pedestrian Movement - Examine the feasibility of pedestrian and bicycle improvements along the Lancaster Avenue corridor, including key cross streets.
47. Public Parking - Continue planning and implementation of the 2011 three-phased parking space metering plan.
COMMUNITY SERVICES & FACILITIES
48. Police - Expand the Police Departments' community outreach with more public education about substance abuse, domestic abuse, neighborhood crime watch and related safety matters.
49. Fire and Ambulance - Identify and begin budgeting for the need to replace aging vehicles and other apparatus.
50. Road Maintenance - Investigate the need for larger shed for storing salt and other road maintenance materials.
51. Solid Waste and Recycling - Formally consider the pros and cons of alternative approaches to handling current and future recycling and composting needs.
SHORT-TERM RECOMMENDED ACTIONS
PARKS, TRAILS & OPEN SPACE
52. Kerr Park - Add interpretive signs about the trout hatchery.
53. Kerr Park - Add more seating as space permits around athletic fields and courts.
54. Kerr Park - Construct a skate park.
55. Kardon Park - Add an informational kiosk.
56. Sunnybrook Park - Add playground equipment suited for a neighborhood-level park.

Recommended Action
SHORT-TERM RECOMMENDED ACTIONS
57. Other - Study the possibility of a Riverwalk Trail along Brandywine Creek west of Brandywine Avenue.
58. Other - Work regionally to help connect West Bradford's trail system to Downingtown's trail system along the Brandywine Creek.
59. Johnsontown Park - Add more picnic tables and playground equipment.
60. Other - Formalize the small trail that now connects Sunnybrook Park and Kardon Park.
61. Other - Construct an internal trail that links the Sunset Lane end of Sunnybrook Park with the Lake Drive end of the park.
ECONOMIC DEVELOPMENT
62. Milltown Square Area - construct a raised crosswalk at Mill Road.
63. Construct a pocket park on the north side of West Lancaster Avenue.
64. Hang large wind chimes at selected locations.
65. Install additional "Welcome to Downingtown" signs at selected Borough gateways.
66. Amend the Borough's zoning ordinance to permit outdoor dining at restaurants in certain areas of the downtown.
TRANSPORTATION
67. Roads and Transit - Roads and Transit - Coordinate with DVRPC and CCPC to advance the project - Route 322 (Brandywine Avenue) SEPTA/Amtrak underpass improvements.
68. Bicycle and Pedestrian Movement - Implement sidewalk and pedestrian crossing improvements in the Borough, particularly in and around the downtown.
69. Bicycle and Pedestrian Movement - Examine the feasibility of pedestrian and bicycle improvements along the Pennsylvania Avenue corridor, including key cross streets.
70. Traffic Calming - Study the need for traffic calming improvements within the downtown.
71. Study the need for complete streets and appropriate solutions throughout the Borough.
COMMUNITY SERVICES & FACILITIES
72. Public Wastewater - Establish and fund multi-year capital improvement program for regularly upgrading Borough sewer lines according to planned, pre-established priorities.
HISTORIC CULTURAL RESOURCES
73. Extend the use of design guidelines to apply to other areas in the Borough beyond just the TND overlay zoning district.

Recommended Action
LONG-TERM RECOMMENDED ACTIONS
PARKS, TRAILS & OPEN SPACE
74. Kerr Park - Link Kerr Park with open space on the opposite side of Brandywine Creek via a pedestrian bridge.
75. Kerr Park - Assess the need for additional lighting in certain parts of the park.
76. Kardon Park - Construct new parking areas accessible to the public.
77. Sunnybrook Park - Add picnic tables.
78. Other - Commission a master plan to examine options for the future design and use of Johnsontown Park. Study the feasibility of a Riverwalk Trail along the Brandywine Creek.
79. Other - Work with Caln Township to establish a link (along Beaver Creek or elsewhere) between the Township's 35-acre Lloyd Park site next to Beaver Creek Elementary School and open spaces east of that school in Downingtown.
80. Continue coordinating with Chester County re: extending Chester Valley Trail to Downingtown.
ECONOMIC DEVELOPMENT
81. Roberts Auto Mall - attract a mix of residential, retail and office uses to this high-profile downtown site.
82. Wallace Avenue - create a redevelopment plan which will capitalize on the corridor to enhance the extension from the Borough's downtown.
83. Assist in developing a Transit Oriented Development project on the west side of Brandywine Avenue south of Lancaster Avenue.
84. Attract more businesses to the Borough's Keystone Opportunity Zone, including mixed use projects.

Chapter 2: Introduction



INTRODUCTION

PURPOSE OF THE PLAN

Downingtown's new Comprehensive Plan charts a course for the future of the Borough. The plan describes how Downingtown should continue developing over the next 10 to 15 years. The plan also highlights what should *not* change—those local qualities the Borough should strive to preserve.

Where is Downingtown today?

To prepare this plan, Downingtown first identified its most important strengths and weaknesses. The Borough's strengths are assets to build upon. The Borough's weaknesses are liabilities that need to be addressed.

What should Downingtown be like 10 to 15 years from now?

The second step in preparing this Comprehensive Plan was to identify a vision about how Downingtown should look and function in the foreseeable future.

What specific actions are needed to take Downingtown from where it is now to where it wants to be in the future?

Recommendations about how to achieve the community's vision are the heart of this Comprehensive plan. After analyzing existing conditions and crafting a vision for the future, the Borough evaluated and determined how best to achieve the visions and goals it set for itself.

PLAN INTERRELATIONSHIPS

This Comprehensive Plan addresses the following major topics:

- Land Use & Housing
- Parks, Trails and Open Space
- Economic Development
- Transportation
- Agricultural, Natural & Cultural Resources
- Community Facilities

These topics are interrelated. Planning and capital programming actions taken in one of these areas are likely to affect one or more other areas. For instance, important decisions about land uses on specific properties often create new demands on the Borough's transportation network and its community facilities.

TIMING OF THE PLAN

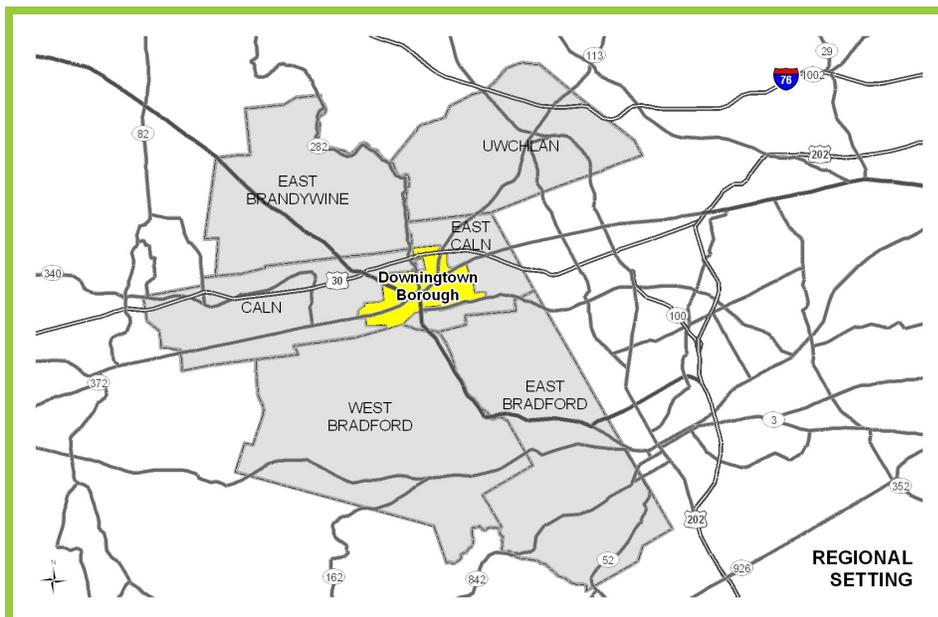
The timing of future development in Downingtown will continue to depend largely on the private real estate market. This Comprehensive Plan addresses development and conservation patterns for the next 10 to 15 years. The Pennsylvania Municipalities Planning Code (MPC) state that comprehensive plans should be reviewed at least every ten years. The Borough should adhere to that schedule. In the meantime, zoning changes should be made in Downingtown only after assessing how those changes conform with the spirit of this Comprehensive Plan

REGIONAL LOCATION

Downingtown is conveniently located in the geographic center of Chester County. The Borough is situated on the Exton Bypass of Route 30, which is an historic east-west roadway that runs across the entire State of Pennsylvania.

Downingtown is traversed by a number of transportation corridors that function as major regional roads. These include Lancaster Avenue (Business Route 30), Manor Avenue (Route 322), and West Uwchlan Avenue (Route 113). Other roads with less traffic but similar regional functions include Boot Road and Wallace Avenue (Route 282). Adding to its accessibility, Downingtown is served by SEPTA's Paoli/Thorndale regional rail line and by AMTRAK

Downingtown shares borders with three townships: East Caln, Caln, and West Bradford. The townships of East Brandywine, Uwchlan, West Whiteland, and East Bradford are also nearby.



Chapter 3: Future Land Use & Housing Plan



FUTURE LAND USE & HOUSING PLAN

PURPOSE

The Future Land Use & Housing Plan describes what types of residential, business and other land uses should be accommodated in Downingtown – and at what densities and locations. The accompanying map and text should be consulted anytime that the Borough is: a) considering a zoning change; or b) evaluating the suitability of an important development proposal.

This Future Land Use & Housing Plan does not call for a fundamental shift in the Borough’s basic development and preservation strategy. The Borough’s current zoning was the starting point for preparing both the text and map that comprise this Future Land Use & Housing Plan. However, there are refinements suggested to current zoning that reflect the latest local thinking about the best possible future for Downingtown.

CHESTER COUNTY CONTEXT

The Chester County Board of Commissioners adopted the updated Chester County Comprehensive Plan, *Landscapes 2*, in 2009. *Landscapes 2* establishes a long-range strategy for how to manage growth and preservation in Chester County. *Landscapes 2* designates Downingtown as an “Urban Landscape”, which refers to areas that the County defines as “...core centers of population, employment, commerce, institutions, services and culture...”. The Borough feels that the County has accurately characterized Downingtown and Downingtown’s role in the region.

EXISTING LAND USE PATTERNS

Residential Uses



Single-family detached homes comprise the largest portion of land in Downingtown devoted to residential uses. They are found in both planned, suburban-style neighborhoods and in scattered locations elsewhere in the Borough, particularly in those areas closest to adjacent townships.

Generally speaking, twin homes, row homes and town homes (single-family attached homes) are concentrated in the center of the community, both in the downtown business district and areas adjacent to it. Multi-family apartment units are in various locations, including two larger rental apartment complexes on East Lancaster Avenue. Closer to the central business district, there are several former owner-occupied, single-family homes that have been divided into two or more apartments.

Business Uses



Downingtown features a vibrant traditional, small-town business district along East Lancaster Avenue and West Lancaster Avenue, largely between Green Street to the east and Stuart Avenue to the west. There are a substantial number of retail and service uses on Route 282 north of Lancaster Avenue (Wallace Avenue) and Route 322 south of Lancaster Avenue (Brandywine Avenue). Small clusters of commercial activity are also scattered around the Borough in various other locations.



Downingtown is fortunate to have an industrial and office park sector that provides substantial jobs and real estate tax revenues. The largest concentration of these businesses is in two locations: the Downingtown Tech Center on the east side of Chestnut Street and along the north side of Boot Road across from East Caln Township.

Remnants of Downingtown's important industrial heritage still exist in the Borough, including former manufacturers of paper and other products. The future reuse of these large underutilized sites is an important economic development concern in the Borough.

Public/Semi-Public Uses



Downingtown contains a variety of public and semi-public uses that provide education, government services, emergency services, recreation, human services, places of worship and other community-oriented functions. These uses are discussed in greater detail in the Community Services & Facilities chapter of this Comprehensive Plan. However, it is relevant to note that the abundance of these non-profit facilities in Downingtown and the substantial land area that they occupy, results in a high percentage of Borough land area from which no real estate taxes are collected.

Agricultural/Undeveloped Land



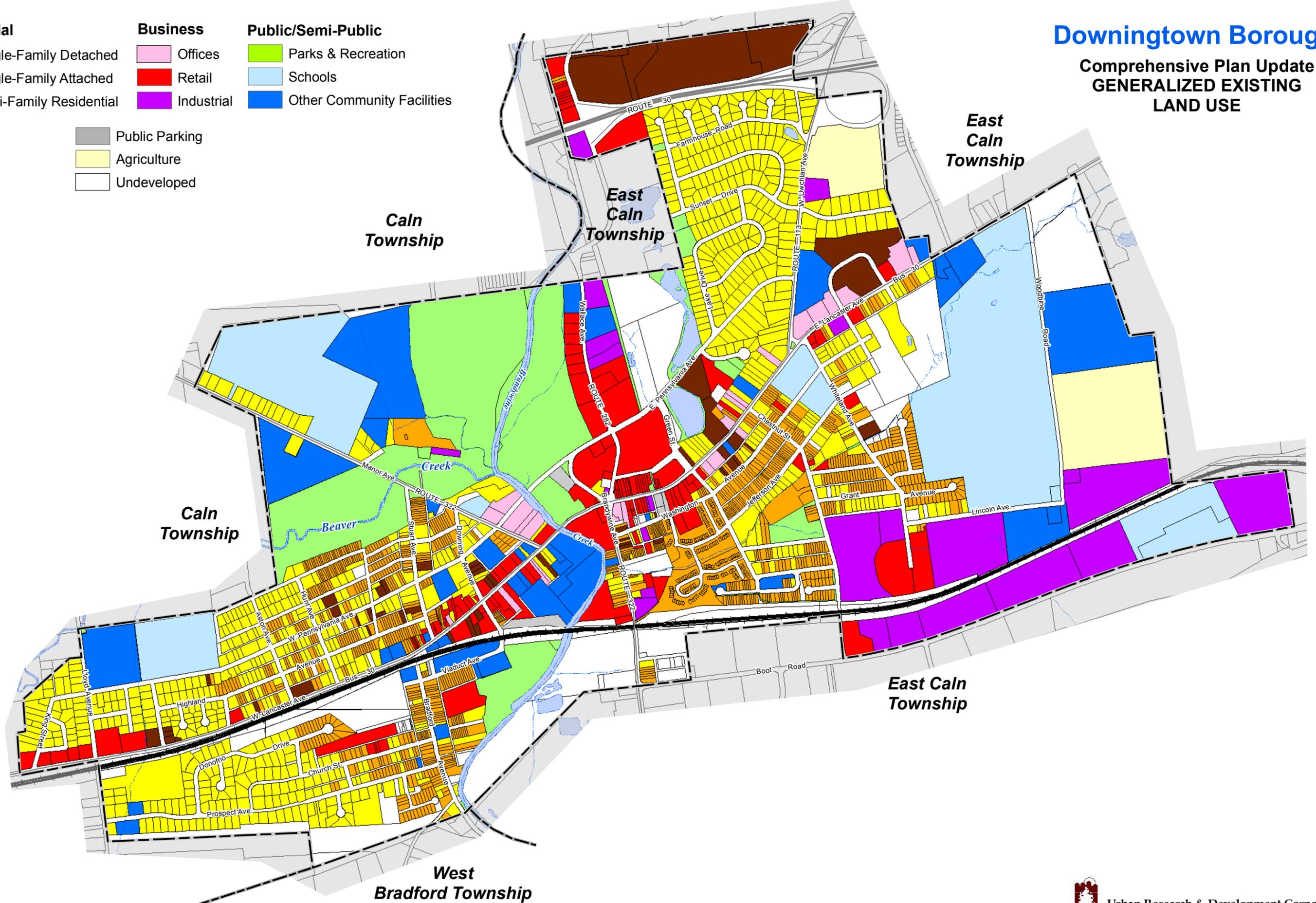
A very small percentage of Downingtown's land area is still farmed, including tracts on Woodbine Road and Route 113 (West Uwchland Avenue). The greater proportion of the Borough's undeveloped land is either property constrained by floodprone conditions or former industrial parcels now vacant.

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Downingtown Borough

Comprehensive Plan Update GENERALIZED EXISTING LAND USE

- | | | |
|--------------------------|-----------------|----------------------------|
| Residential | Business | Public/Semi-Public |
| Single-Family Detached | Offices | Parks & Recreation |
| Single-Family Attached | Retail | Schools |
| Multi-Family Residential | Industrial | Other Community Facilities |
| Public Parking | | |
| Agriculture | | |
| Undeveloped | | |



1,000 0 1,000 Feet

Source: PASDA, URDC

LAND USE & HOUSING GOALS & OBJECTIVES

GOAL 1. Maintain and enhance the Borough's central business district as a small-town, higher density, mixed use, urban core.

Objectives:

- Promote higher density, mixed use projects.
- Encourage adaptive reuse of underutilized parcels.
- Provide incentives for height (build “up”, not “out”).
- Ensure the central business district remains pedestrian-friendly.
- Facilitate upper story use, particularly for live-work units and other residential uses.

GOAL 2. Use areas adjacent to the central business district as transition zones between the downtown core and the Borough's lower-density neighborhoods.

Objectives:

- Allow a variety of housing types in these areas but limit multi-family apartments.
- Differentiate between business uses that should be permitted near residential neighborhoods and those that should not.
- Prohibit conversion of single-family homes to apartments.
- Keep high traffic generating, highway-oriented uses out.

GOAL 3. Accommodate highway commercial and industrial development that adds to the economy without detracting from the environment.

Objectives:

- Encourage shared parking and shared entrance/exit ways to limit curb cuts.
- Seek unified, planned development as an alternative to unplanned sprawl.
- Emphasize landscaped setbacks and landscaped parking lots, where desirable, to minimize visual impact.
- Place parking areas to the side and rear of buildings to the largest extent possible.

GOAL 4. Preserve areas in the outlying portions of the Borough for lower density residential uses.

Objectives:

- Use cluster development or lot averaging to ensure adequate open space in any new subdivisions.
- Use zoning to strictly define what institutional uses are appropriate near low-density housing.
- Promote fees in lieu of recreation land.

FUTURE LAND USE & HOUSING PLAN CATEGORIES

Lower Density Residential

Lower Density Residential areas are primarily for single-family detached homes. Associated uses such as schools, libraries, and places of worship should also be allowed subject to special conditions on size, traffic generation and compatibility with surrounding uses. Minimum lot sizes should be no less than 1/4 acre except in the case of cluster or lot averaging developments.

Medium Density Residential

Medium Density Mixed Residential areas should accommodate a wide variety of housing types, including single-family detached, twins, townhouses and row homes. Minimum lot sizes should be in the range of 8,400 s.f. for single-family detached homes to 5,000 s.f. per unit for twins. Townhouse developments on certain size tracts should be able to achieve densities of up to 8 dwelling units per acre.

Higher Density Residential

This area should permit all of the dwelling types allowed in the two residentially-oriented planning areas identified above. In addition, apartments would be accommodated at densities up to 14 units per acre. To give the area more of a 24-hour presence, conversions of existing structures into apartments should be allowed provided the building to be converted is not a single-family or two-family residential structure.

Central Business District

Office, retail and service uses appropriate to a high density town center should be permitted in the Central Business District planning area. This area should also accommodate mixed use in the form of buildings with a residential uses above first floor business uses. Conversions of existing structures into apartments would be allowed provided the building to be converted is not a single-family or two-family residential structure. The Central Business District planning area should encourage walkability and high density development in addition to mixed use. Design guidelines should continue to be employed to help ensure that all adaptive reuses and new uses are compatible with the character, scale and density of Downingtown's downtown areas.

General Commercial

Like the Central Business District planning area, the General Commercial area should permit a wide range of business uses. However, densities should not be as high because of requirements for yard setbacks and maximum building coverage. As in the Central Business District area, mixed uses should be allowed where a residential unit is above a first-floor business use. However, conversion of residential building to apartments should not be allowed.

Highway Commercial

The Highway Commercial area should accommodate planned retail centers, home centers, super markets, larger office buildings, mini-storage facilities and other commercial uses typically associated with a highway corridor. Shared parking, controlled access and landscaped setbacks should be used to help manage traffic flows and avoid unplanned strip development.

Limited Industrial

The Light Industrial planning area should accommodate a planned business parks for office, warehouse, research and light industrial uses or allow any one of these uses in a stand-alone setting outside of a business park. Associated uses should also be accommodated, such as health care facilities, fitness/physical rehab uses, and educational uses, among others.

General Industrial

In addition to allowing uses permitted in the Limited Industrial planning area, the General Industrial planning area should allow a greater range of businesses. These should include heavy industrial uses, such as waste transfer stations, concrete plants, chemical plants, quarries and similar businesses for which some location in the Borough must be designated under the Pennsylvania Municipalities Planning Code.

Recreation

The Recreation Planning area is designated for each of the Borough's public parks and for outdoor athletic fields owned by the area's non-profit youth sports organizations. Existing and planned trail corridors are also part of this category.

Other Public & Semi-Public

Government buildings, utility substations, public water and public sewer properties, schools, the library, cemeteries, churches, social clubs and other public use properties are included in this Other Public and Semi-Public planning area.

Historic Overlay

The boundaries of Downingtown's National Register Historic District are shown on the Future Land Use and Housing Plan map. This area should be retained as an overlay zoning district just as it is in the current Borough zoning ordinance.

Height Overlay

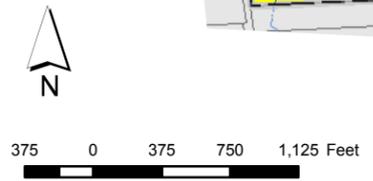
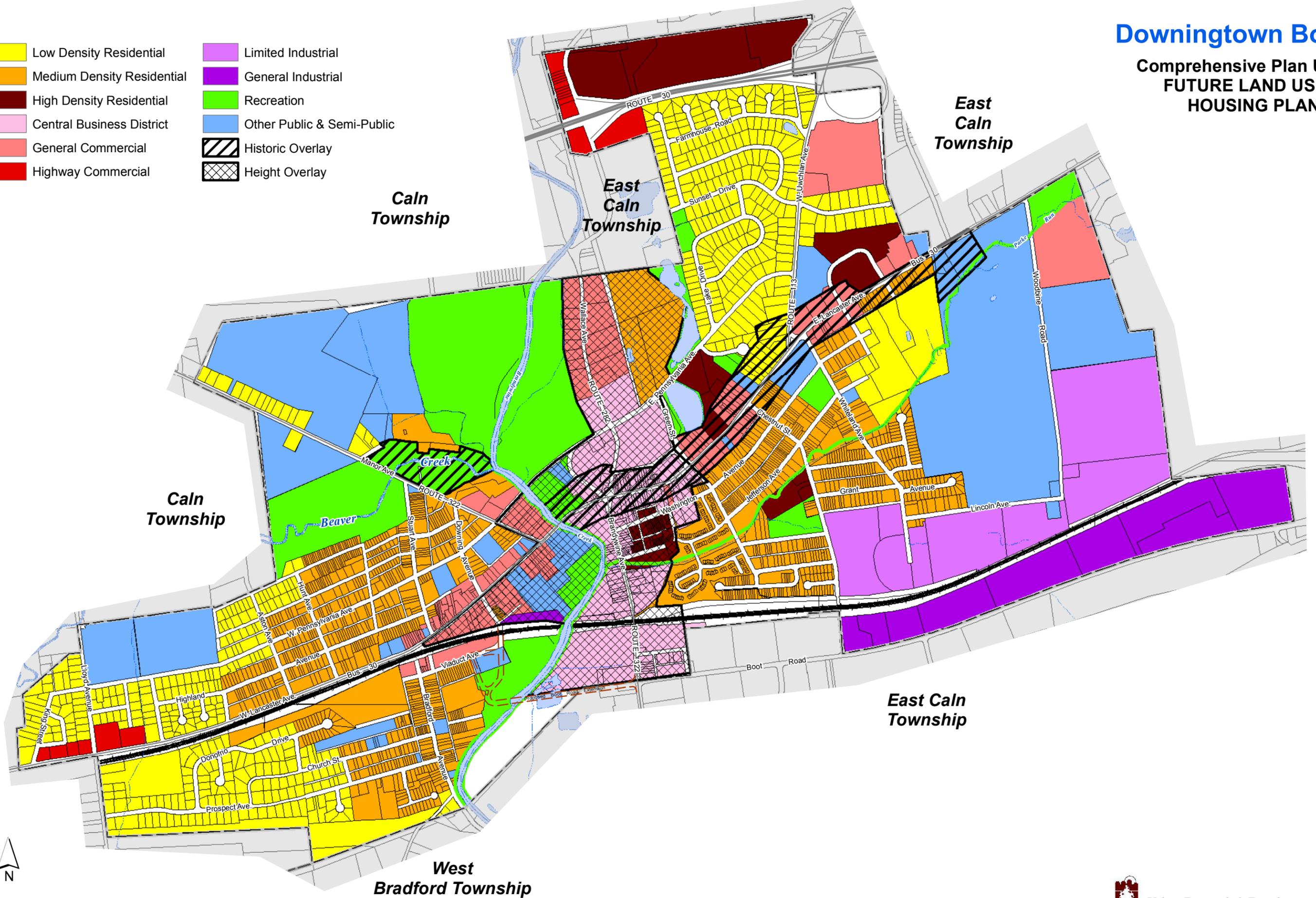
The Downingtown Zoning Ordinance provides for two areas within which building heights can exceed those permitted in underlying zoning districts. For the purpose of this more general Comprehensive Plan, these two zoning districts are combined into one area. Boundaries differ somewhat from the zoning ordinance to show suggested extensions from the heart of the central business district both northward and southward.

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Downingtown Borough

Comprehensive Plan Update FUTURE LAND USE & HOUSING PLAN

- | | |
|--|--|
|  Low Density Residential |  Limited Industrial |
|  Medium Density Residential |  General Industrial |
|  High Density Residential |  Recreation |
|  Central Business District |  Other Public & Semi-Public |
|  General Commercial |  Historic Overlay |
|  Highway Commercial |  Height Overlay |



Source: URDC, Downingtown Borough Planning Commission

Chapter 4: Parks, Trails & Open Space Plan



PARKS, TRAILS & OPEN SPACE PLAN

PURPOSE

Publicly accessible open spaces (Downingtown's sports fields, playing courts, passive parks and trails) are a major part of the Borough's quality of life because they provide convenient, attractive places for both organized and informal recreation. The purpose of this chapter is to inventory these resources and identify priorities for their on-going improvement. The Downingtown Historical and Parks Commission is the advisory entity that works closely with Borough elected officials and staff on parks, trails and open space matters.

EXISTING PARKS, TRAILS & OPEN SPACE

BOROUGH PARKS

Kerr Park



Kerr Park is the crown jewel of Downingtown's park system, a 44.3-acre oasis of green space directly in the center of a small but highly developed urban area. Kerr Park extends along the east bank of the East Branch of the Brandywine Creek from West Lancaster Avenue northward to the Downingtown Borough/East Caln Township municipal boundary. The park is bisected in the east-west direction by East Pennsylvania Avenue although the two sides of the park are connected by an underpass. Kerr Park is primarily a passive recreation area south of East Pennsylvania Avenue and an active recreation area north of that road.

Facilities South of East Pennsylvania Avenue:

- Gazebo
- Brandywine Trail connection under West Lancaster Avenue
- Kerr Park trails
- Paved parking area
- All Wars Memorial area
- 1701 Downingtown Log Cabin (reportedly the oldest dwelling in Chester County)



Facilities North of East Pennsylvania Avenue

- Lighted basketball courts
- Lighted tennis courts
- Lighted softball field
- Kerr Park trails
- Pavilions, picnic tables and grills
- “Sky’s The Limit” (an all-abilities playground)
- Restrooms, paved parking, bike racks



Kerr Park is also the northern terminus of the Borough’s heavily used Brandywine Trail, which begins south of West Lancaster Avenue in Johnsontown Park and currently crosses West Lancaster Avenue via a crosswalk into Kerr Park. An underpass brings the Brandywine Trail beneath West Lancaster Avenue along the east bank of Brandywine Creek into Kerr Park so that trail users do not have to cross this heavily traveled road at grade.



Kardon Park



Kardon Park is located east of Wallace Avenue on both sides of East Pennsylvania Avenue. While the park occupies land in both Downingtown and East Caln Township, the Borough portion encompasses 5.4 acres. Kardon Park features the Borough-owned Lions Trail which connects to Chester County’s R.G. Struble Trail. An informal path connects Kardon Park to Sunnyside Park. The site also includes parking area, benches, picnic tables, four scenic ponds and a “Victims” memorial dedicated to those who lost their lives prematurely.



Kardon Park is the subject of a proposal under which the Borough would sell the tract to a private developer who would construct townhouses on a portion of the parcel, re-route the Lions Trail and leave part of the parcel for passive recreation. The Future Land Use Plan in this Comprehensive Plan designates much of Kardon Park north of East Pennsylvania Avenue as “Medium Density Residential”.

Johnsontown Park

Johnsontown Park is a 13.9-acre recreation site situated between Viaduct Avenue and the East Branch of the Brandywine Creek. It contains soccer fields, basketball courts, picnic pavilions, playground facilities, and a paved parking area. Johnsontown Park is also the southern terminus of the Brandywine Trail. A proposal, which has been made to extend Boot Road to Viaduct Avenue, would involve crossing the Brandywine Creek and using part of Johnsontown Park for the new roadway. Currently, this proposal is not actively moving towards implementation.

Marinelli Park

Marinelli Park is a 4.2-acre passive neighborhood-level park on the northwest corner of Chestnut Street and Lincoln Avenue. The site contains a small memorial to the Marinelli brothers, two Downingtown natives killed in World War II. The park contains a wooden foot bridge over a tributary of Parke Run, a stream which extends through the site. The parcel also contains a paved parking area and a small community garden.

Sunnybrook Park

Sunnybrook Park is a 2.1 acre neighborhood-level open space parcel located between Lake Drive and Sunset Drive. While there is no formal baseball field on the site, there is a small baseball backstop on the property and a mowed field suitable for tee ball or other minor, informal use. Sunnybrook Park also contains a basketball court, swing set and a small gazebo/picnic bench area.

Samuel Tabas Memorial Park.

Samuel Tabas Memorial Park is a 15.0-acre passive open space located between Manor Avenue, Brandywine Creek and Beaver Creek. There are no recreation facilities on this site, which is often flooded. However, there are remnants of the historic Roger Hunt Mill complex on the property.

Pocket Parks



There are three very small Borough-owned open spaces in Downingtown’s central business district. Each one is located on the north side of the 100 block of East Lancaster Avenue (the north side of East Lancaster Avenue between Green Street and Wallace Avenue).

BOROUGH TRAILS

Brandywine Trail



The Brandywine Trail is a paved, Borough owned trail that follows the Brandywine Creek from Johnsonstown Park northward through Downingtown’s municipal complex and across West Lancaster Avenue into Kerr Park, which is the trail’s northern terminus.

As mentioned earlier, an underpass carries the trail directly under West Lancaster Avenue between the Borough’s municipal complex and Kerr Park. From the Borough’s municipal complex, a pedestrian bridge conveys the trail eastward over the Brandywine Creek on to land proposed for residential/mixed use development.

Lions Trail



Lions Trail is a paved, Borough-owned trail located entirely within Kardon Park. From the park entrance at Pennsylvania Avenue, the trail extends northward the length of Kardon Park to Norwood Road. At this point, Lions Trail connects to the southern terminus of Chester County’s R.G. Struble Trail.

Kerr Park Trails



Kerr Park features paved trails situated both north and south of East Pennsylvania Avenue.

COUNTY TRAIL

R.G. Struble Trail



The southern terminus of Chester County's R.G. Struble Trail is on the opposite side of Norwood Road from the northern end of the Lions Trail, in Kardon Park. From this point, the Struble Trail runs northward for 2.6 miles under the Route 30 bypass to Marsh Creek State Park. The trail follows the old railroad bed of the abandoned New Holland Branch, which was part of the former Pennsylvania Railroad.

PRIVATE ATHLETIC ASSOCIATIONS

Downingtown Little League Park

Downingtown Little League Park is on the south side of Manor Avenue opposite the Borough's Samuel Tabas Memorial Park. This 7.0-acre site is privately owned and contains five ballfields for Little League and tee-ball age players.

Downingtown Spirit Soccer Club

The 37.7-acre Downingtown Spirit Soccer Club's rented field complex in Downingtown is accessed via Wallace Avenue, Parkside Drive and Water Plant Way. The site contains several soccer fields and gravel parking area.

Public School Sites

The accompanying map shows the locations of the four public schools in Downingtown Borough: Downingtown High School West, STEM Academy, Beaver Creek Elementary School, and East Ward Elementary School. Each of these schools has indoor and/or outdoor recreation facilities for scholastic use. Many public schools also have agreements with local youth sports providers that allow community use as well. In Downingtown, some school practice fields are located on Water Authority property near Downingtown High School West.

BRANDYWINE CREEK GREENWAY

The Brandywine Greenway is a cooperative effort involving fifteen Chester County municipalities, Chadds Ford Township in Delaware County and the Brandywine Conservancy. The greenway is envisioned as an interconnected system of formal trails, informal paths, parks, river access points, and riparian buffers. It would extend along a 30-mile corridor of varying widths adjacent to the Brandywine Creek. On the southern end, it would begin on the Delaware State line at Chadds Ford. It would then travel northward 30 miles to West Nantmeal Township. From there, it would connect with the Highlands region in the vicinity of Morgantown Borough, Berks County.



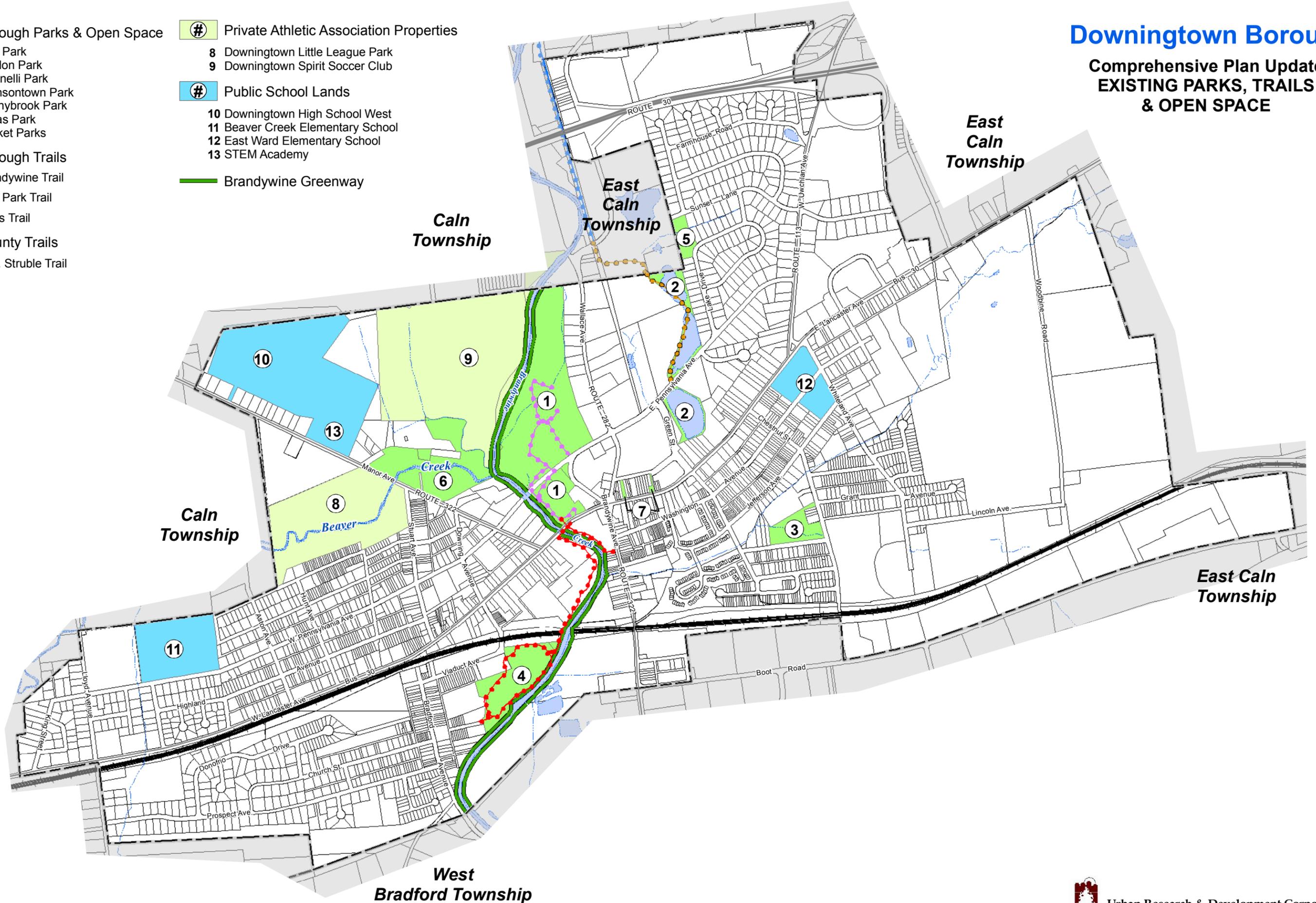
The Brandywine Conservancy released its “Concept Plan for the Brandywine Creek Greenway ” in June 2012. That report describes the vision for this greenway and identifies both existing and proposed open space resources along the corridor that will contribute to the greenway. According to the Brandywine Conservancy, the next step in moving this endeavor forward will be to prepare a more detailed “Strategic Action Plan”.

The proposed greenway includes the entire Brandywine Creek corridor in Downingtown Borough. Most of this corridor within the Borough is bordered on at least one side by open land, including Johnstown Park, the Borough Hall complex, Kerr Park, Samuel Tabas Memorial Park and the Downingtown Spirit Soccer Club’s rented property.

Downingtown Borough

Comprehensive Plan Update EXISTING PARKS, TRAILS & OPEN SPACE

- # Borough Parks & Open Space
 - 1 Kerr Park
 - 2 Kardon Park
 - 3 Marinelli Park
 - 4 Johnstown Park
 - 5 Sunnybrook Park
 - 6 Tabas Park
 - 7 Pocket Parks
- # Private Athletic Association Properties
 - 8 Downingtown Little League Park
 - 9 Downingtown Spirit Soccer Club
- # Public School Lands
 - 10 Downingtown High School West
 - 11 Beaver Creek Elementary School
 - 12 East Ward Elementary School
 - 13 STEM Academy
- Brandywine Greenway
- Brandywine Trail
- Kerr Park Trail
- Lions Trail
- County Trails
- R.G. Struble Trail



Source: PASDA, URDC

PARKS, TRAILS & OPEN SPACE GOALS & OBJECTIVES

GOAL 1. Continue the excellent level of park and trail maintenance that Downingtown now practices.

Objectives:

- Continue regular repair and replacement of park facilities.
- Continue monitoring trails for needed surface improvements and related repairs.

GOAL 2. Keep enhancing Borough-owned parks and trails as needs are identified and funding is available.

Objectives:

- Prioritize needed improvements and implement them on based on available funding levels.
- Consider improvements to ancillary amenities such as lighting, parking, landscaping, restrooms, etc. not just an area's primary recreation facilities.

GOAL 3. Create more pedestrian and bicycle connections among parks, trails, schools and privately-owned properties used for recreation.

Objectives:

- Address opportunities for better linking Borough-owned recreation sites.
- Study the feasibility of far-reaching and longer range trail connections including connections into adjacent municipalities.

PARKS, TRAILS & OPEN SPACE RECOMMENDATION

Downingtown has a heavily used and well-developed system of convenient, safe and attractive locations for both formal and informal recreation. Borough-owned recreation facilities include athletic fields and courts, large passive open spaces, an extensive trail network, neighborhood parks and small downtown pocket parks. The following recommendations identify ways to enhance these community-oriented spaces.

Kerr Park

- Add interpretive signs about the trout hatchery.
- Add more seating as space permits around athletic fields and courts.
- Repair and replace fencing, picnic tables and other ancillary equipment as necessary.
- Link Kerr Park with open space on the opposite side of Brandywine Creek via a pedestrian bridge.
- Construct a skate park.
- Assess the need for additional lighting in certain parts of the park.

Kardon Park

- Ensure the Lions Trail is suitably integrated into, any plans for future development on this property.
- Construct new parking areas accessible to the public.
- Add an informational kiosk.

Sunnybrook Park

- Add picnic tables.
- Add playground equipment suited for a neighborhood-level park.

Johnsontown Park

- Add more picnic tables and playground equipment.
- Add lighting along portions of the trail where needed.

Other

- Commission a study to examine the feasibility of a trail from Kerr Park westward to connect Kerr with: a) Tabas Park; b) the Downingtown Spirit Soccer Club and; c) the DHS and STEM Academy properties.
- Commission a study to examine the feasibility of connecting Kerr Park with Kardon Park via a more formalized East Pennsylvania Avenue connection and/or through Caln Township via the Struble Trail in the Norwood Road area
- Install flashing lights and a raised intersection to improve the at-grade crossing across East Pennsylvania Avenue that now links Kerr Park's parking lot with the active recreation portion of the park north of Pennsylvania Avenue.
- Commission a park master plan for Tabas Park that contains a vision for the future of that site and conceptual plans that illustrate options for its future development.
- Formalize the small trail that now connects Sunnybrook Park and Kardon Park
- Construct an internal trail that links the Sunset Dive end of Sunnybrook Park with the Lake Drive end of the park.
- Prepare a master plan to reconfigure Johnsontown Park if the Boot Road extension project moves forward or if the proposed River Station project moves forward and a connection to Johnsontown Park is included.
- Work with Caln Township to establish a link (along Beaver Creek or elsewhere) between the Township's 35-acre Lloyd Park site next to Beaver Creek Elementary School and open spaces east of that school in Downingtown.

- Provide a facelift to the downtown pocket parks by evaluating the need for improvements to their lighting, hardscaping, signage, seating and related facilities.
- Study the possibility of establishing a Riverwalk trail along the Brandywine Creek west of Brandywine Avenue.
- Work with East Caln Township, West Bradford Township and PennDOT to connect an existing two-mile trail along the Brandywine Creek in West Bradford to Downingtown's trail system in the Johnsontown Park / Borough Hall vicinity.
- Continue coordinating with Chester County on plans to eventually extend the Chester Valley Trail to Downingtown Borough.

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Chapter 5: Economic Development Plan



ECONOMIC DEVELOPMENT PLAN

PURPOSE

This Economic Development chapter provides an overview of Downingtown's economic environment with special emphasis on the health of the downtown business district. Assets and constraints affecting the Borough's economic revitalization prospects are characterized. Goals and objectives for the future are identified. Lastly, recommendations are described on how to build on Downingtown's economic strengths and help its business -related weaknesses.

THE EXISTING ECONOMIC ENVIRONMENT

OVERVIEW

Downingtown once served as a commercial hub in Chester County's farm-to-market economy. Today, conveniently located regional shopping centers with direct highway access, anchor stores and plentiful parking, now attract much of the retail spending once captured by small business districts like Downingtown's.

Downingtown had a prominent industrial base due to its location along the Brandywine Creek and the railroad. As technology continues to replace our dwindling manufacturing sector, access to water and rail are now less important locational criteria for major employers.

Office and high tech jobs created in and around local business parks have, to some extent, offset jobs and tax revenue lost from the decline of Downingtown's old manufacturing base. However, the movement of the retail economy to nearby suburbs has: a) changed the nature of the Borough's central business district; and b) forced many of Downingtown's owner operators to compete as niche businesses offering specialty goods and services.



Many discerning consumers enjoy shopping in classic, small-town business districts like Downtown more than at the chain stores, franchise restaurants and supermarkets found in suburban settings. However, economic realities almost always require some combination of the following ingredients for the small, old-time downtown to survive in competition with malls, shopping centers and strip commercial development:

- Targeted marketing by an organized non-profit entity
- Constant special events and seasonal promotions planned and carried out cooperatively
- Ongoing renovation of tired and outmoded buildings by new entrepreneurs with extensive energy and a solid business plan
- Public investments such as streetscape enhancements, wayfinding signs and landscaped community gateways
- Conveniently located, well-marked and highly visible public parking
- Public incentives to encourage facade rehabilitation and upkeep
- Key destination uses to draw people in and create spinoff business for the downtown's other, smaller merchants.



LOCAL ASSETS & COMPETITIVE OPPORTUNITIES

The following are the assets and competitive opportunities most likely to continue influencing Downingtown’s economic development prospects.

ASSETS

Access

Downingtown is easy to access from many regional roadways, including the Exton Bypass of Route 30, Lancaster Avenue (Business Route 30), Route 113, Route 282 and Route 322.

Classic Small Town Image

In contrast to suburban shopping centers and regional malls, the Borough’s downtown features many smaller, owner-operated business in a vintage small town setting.



A Growing Economic Base

New businesses start-ups in the downtown continue to expand the Borough’s retail base, thereby giving people more reasons to come to Downingtown.

Private Sector Investment

Several downtown property owners have shown their faith in the future of Downingtown by making substantial investments in the renovation of older buildings for new uses.

Streetscape Enhancements

Attractive streetscape improvements have made the business district pedestrian-friendly and have signaled to prospective investors that Borough government is willing to fund public improvements, including both basic infrastructure and community beautification projects.



Economic Development Organization

The Downtown Main Street Association, Downingtown’s private non-profit economic development entity, has been a key force behind recent streetscape improvements and works cooperatively with Borough government to clarify economic development objectives and priorities.

Large-Scale Adaptive Reuse Projects

While stalled in the current economy, major mixed use projects are proposed that will reinvigorate two former industrial anchor sites: the former Sonoco property (now vacant) and the former Brandywine Paper property (now partially redeveloped).

Industrial Development Opportunities

Downingtown has vacant and underutilized space available for light industrial uses, flex spaces, larger office uses, warehousing and other economic activities that do need a downtown business district location.

COMPETITIVE OPPORTUNITIES

Competition From the Suburbs

Brandywine Square in East Caln Township and Exton Square in West Whiteland Township are nearby examples of large

suburban shopping centers that offer the large anchor stores, direct highway access, and plentiful parking. Downingtown needs to market its own advantages (such as its traditional, small town atmosphere) in a way that sets the Borough apart as a unique alternative to nearby suburban attractions.

The Keystone Opportunity Zone

Downingtown has a State-designated Keystone Opportunity Zone (KOZ) that offers significant tax breaks for businesses that locate in a specific part of the Borough. Because only one private business is located there, the benefits of the Keystone Opportunity Zone are still available for the Borough to market to prospective business investors. The Borough will continue to try to locate new businesses there, including mixed use projects that incorporate residential uses.

Built-In Markets

In contrast to nearby West Chester Borough, Downingtown does not have an automatic built-in market of college students, county employees, and people conducting court house business. The challenge for the Borough is to build its own “clientele”. For example, people who now come to the Borough to use Downingtown’s extensive recreation system and people who come from out of town to visit local restaurants are two examples of people to whom the downtown’s other goods and services could be successfully marketed.



The Local Building Stock

Despite significant investment made by some owners in downtown buildings, there are still a variety of structures in the downtown that are available for entrepreneurs to renovate. Because a number of these structures may require substantial investment, their initial selling prices could be attractively low.

Population Growth In the Borough vs. the Region

Downingtown's population is increasing only slightly. This means that to continue growing, local businesses will need to attract more consumers from its secondary market area beyond the Borough. Fortunately, these surrounding townships are experiencing substantial growth and could be a viable source of business growth for Borough merchants.

The Uncertainties of Adaptive Reuse

Some developers may perceive adaptive reuse projects in older, urbanized areas to be more complicated and more risky than new construction on vacant ground in suburban and rural areas. However, developers with successful experience in adaptive reuse in small towns in the Delaware Valley and elsewhere should be quick to recognize the potential for special, in-town development opportunities that Downingtown has to offer.



ECONOMIC DEVELOPMENT GOALS & OBJECTIVES

GOAL 1. Make Downingtown's downtown area more of an attractive destination for people throughout the region and beyond.

Objectives:

- Enhance the vitality of Downingtown's business district by attracting more entrepreneurs to locate and invest there.
- Create more spin-off business for existing downtown merchants.
- Broaden the Borough's real estate tax base.

GOAL 2. Clarify Downingtown's economic development priorities.

Objectives:

- Ensure elected officials, appointed officials and local non-profit economic development personnel share the same aims.
- Establish documentation that may help the Borough and/or private redevelopers secure public grant funds available in the future for certain economic development initiatives.

GOAL 3. Demonstrate to prospective investors that Downingtown Borough and existing private property owners believe in the future of their own downtown.

Objectives:

- Encourage the continuation of streetscape improvements and other public beautification projects.
- Encourage downtown private property owners to invest more heavily in maintaining and improving their building facades.

ECONOMIC DEVELOPMENT RECOMMENDATIONS

Potential Redevelopment Areas

Ultimately, private land owners and private market forces will determine if and when individual business sites in Downingtown are to be redeveloped. However, the following are selected sites that Downingtown has a strong interest in seeing revitalized.

Milltown Square Area

Suggestions from the Borough's 2004 Urban Center Revitalization Plan include rebuilding Armor Alley, constructing a raised crosswalk at Mill Road, and providing on-street parking on one or more sides of Green Street and Wallace Avenue. Eventual redesign and/or reuse of the fast food pad site so that it better complements the Borough's traditional site design and architectural patterns would also be desirable.

Roberts Auto Mall

Roberts Auto Mall is a long-time job provider and business fixture in downtown Downingtown that is interested in staying and upgrading its property there. However, from a longer run, land use planning perspective, the Borough hopes eventually to attract a mix of residential, retail and office uses to this high-profile downtown site.

Former Industrial Mill Site at Lancaster Avenue and Brandywine Avenue

Redevelopment concepts raised in the 2004 plan include a restaurant use (which has been implemented) and offices with residential over commercial uses (proposed as part of the Papermill on the Brandywine project but not yet implemented). Downingtown supports the completion of this development concept.

Proposed Transit Oriented Development Site

A mixed use project has been proposed on both sides of Brandywine Avenue between the railroad and Boot Road. Part of this proposal may involve moving Downingtown's SEPTA and AMTRAK station from its present location to this vicinity. The Borough firmly supports building an innovative, mixed use, transit-friendly development on this site, provided any such development is in accord with the design guidelines the Borough prepared to guide future development on that location.

Kardon Park

The Borough supports the proposed sale and redevelopment scenario for this site, under which part of the property would be used for new housing and part would remain available for public recreation.

Wallace Avenue

Downingtown recognizes that this corridor is under utilized and that it has potential for higher and better uses as an extension of the downtown.

St John Vianney Center

The owner, which is the Archdiocese of Philadelphia, may in the future consider selling the significant undeveloped portions of this site. The Future Land Use Plan (see Chapter 2) recognizes this possibility and designates the southern unused portion of the site for Limited Industrial use.

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OTHER ECONOMIC DEVELOPMENT INITIATIVES

Downingtown fully supports the revitalization agenda the Downingtown Main Street Association has established: a) for the Borough; and b) for itself as an economic development facilitator. This agenda includes the following priorities:

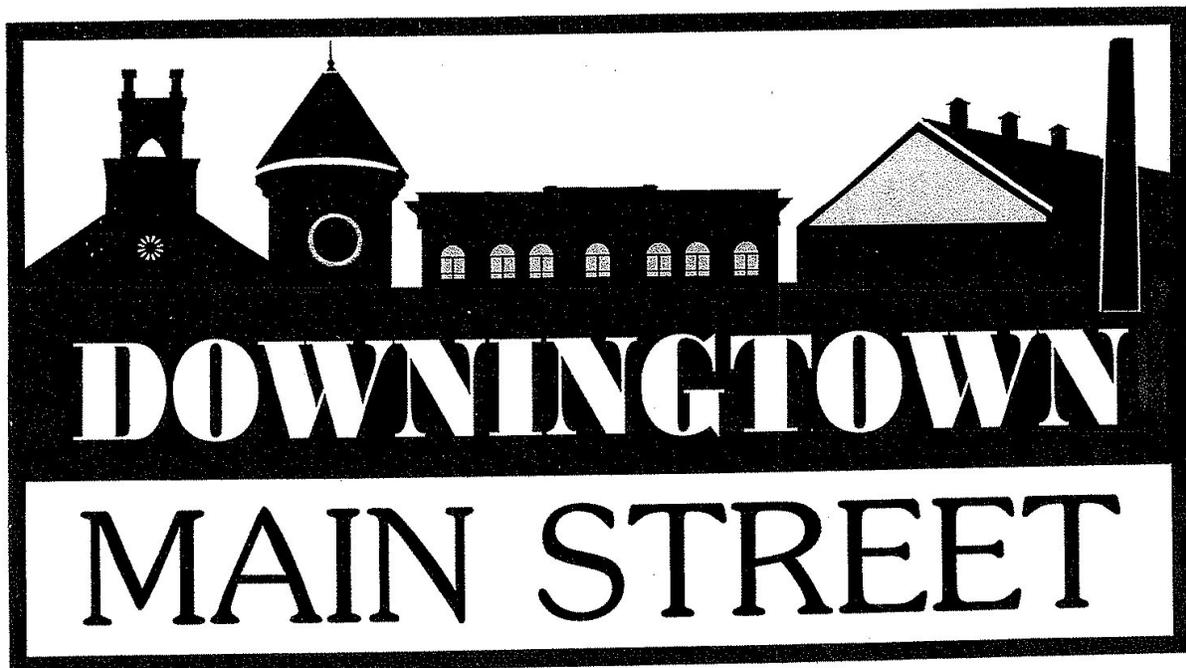
Short Term Projects

- Establish a regular newsletter
- Construct a pocket park on the north side of West Lancaster Avenue
- Hang large wind chimes at selected locations
- Install additional “Welcome to Downingtown” signs at selected Borough gateways

Longer Term Projects

- Assist in developing a Transit Oriented Development project on the west side of Brandywine Avenue south of Lancaster Avenue
- Create a landscaped strip between Lancaster Avenue and the commuter railroad tracks that parallel the south side Lancaster Avenue.
- Help facilitate construction of a public parking garage in the downtown vicinity.
- Study the feasibility of new sidewalks and street lights along Green Street between Lancaster Avenue and Pennsylvania Avenue.

In addition to these initiatives, Downingtown should prepare and adopt a zoning amendment to permit outdoor dining at restaurants in certain parts of the downtown business district. Streetscape improvements, such as curb bump-outs, should be implemented where such dining is allowed.



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Chapter 6: Environmental Conservation Plan



ENVIRONMENTAL CONSERVATION PLAN

PURPOSE

Downingtown's natural environment is an important community asset. The Borough's most prominent natural features are its water-related resources, wooded areas and topography. In addition to their aesthetic qualities, each of these natural resources affects the suitability of certain lands to accommodate development. Each also has important ecological functions. The purpose of this chapter is to: a) describe the extent of Downingtown's key environmental resources; b) note why these areas are important; and c) formulate strategies to ensure natural features are properly managed.

WATERWAYS AND WATERSHEDS

Watersheds are stormwater catchment areas. They represent the total area from which stormwater is drained into a particular waterway. Because watershed boundaries are formed by ridge lines, the extent of a watershed depends on local topography.

The East Branch of the Brandywine Creek, which flows in a north to south direction, is the major water feature that runs through Downingtown. All of Downingtown Borough is in the watershed associated with the East Branch of the Brandywine Creek. Therefore, all stormwater from Downingtown eventually enters that waterway.



As shown on the accompanying Water Features map, a significant portion of the Borough drains directly into the East Branch. In much of the eastern part of the Borough, stormwater flows first to Parke Run, which in turn, empties into the East Branch. From much of Downingtown's western sector, stormwater drains first into Beaver Creek, which in turn, flows into the East Branch. Parke Run and Beaver Creek are tributaries of the East Branch. The East Branch is a tributary of the Delaware River.

All of Downingtown's streams provide natural habitat for aquatic plants and aquatic animal life. These waterway corridors also provide opportunities for recreation and environmental education. The State of Pennsylvania designates the East Branch of the Brandywine Creek as a *Warm Water Fishery - Migratory Fish* waterway. This means that the creek supports fish and other flora and fauna indigenous to warm water, and that the creek is also used by migratory fish. The State lists Beaver Creek as a *Trout Stock Fishery - Migratory Fish* waterway. This designation means: a) the creek is suited for Trout stocking; b) that it supports fish and other flora and fauna indigenous to warm water; and c) that the creek is also used by migratory fish. The State does not designate Parke Run. According to State law, these designations carry with them water quality standards that influence waterway use and discharge limits. No waterway in Downingtown is designated as either *High Quality* or *Exceptional Value*, the State's highest, most restrictive water quality designations.

PONDS

Ponds in Downingtown mostly result from past industrial practices, including quarrying. These include four prominent ponds in the Kardon Park vicinity. Regardless of their origin, today the Borough's ponds support wildlife and assist in stormwater management. They also have scenic and recreational value.

FLOODPLAINS

The accompanying Water Features map shows 100-year floodplains. This refers to land areas that, on average, have a one in one hundred chance of flooding in a given year. Floodplain boundaries are delineated by the Federal Emergency Management Agency (FEMA). However, many of these delineations may be out of date because structures and paved areas add to an area's impervious coverage thereby raising flood heights. Floodplains carry floodwaters and help moderate flood heights. Interfering with these natural functions can result in severe flooding, costly property damage and loss of life. That is why Downingtown and almost all other municipalities regulate building and paving in floodprone areas. As shown on the accompanying map, significant portions of the Borough are floodprone, especially in central portions of the Borough.

WETLANDS

Wetlands are areas with vegetation and soil types that are characteristic of permanently or frequently saturated area, including swamps, marshes, bogs and similar environments. Wetlands are important groundwater recharge areas that support unique flora and fauna. Wetlands also reduce flooding by detaining stormwater. Besides protecting against floods, slowing down stormwater discharge helps filter impurities that can contribute to surface water pollution and groundwater pollution.



National Wetlands Inventory maps, the basis for the wetland delineations shown on the accompanying Water Features map, are designed to show the approximate location of wetland areas. However, because the National Wetlands Inventory is based on aerial photography, the Inventory does not necessarily show all wetlands that exist within the Borough along stream corridors and other low-lying areas. While hydric soils can indicate wetlands, a professionally prepared, site specific wetlands delineation is the most accurate way to determine the presence of wetlands on a property-by-property basis.

TOPOGRAPHY

The accompanying Steep Slopes & Woodlands map shows two categories of slopes within Downingtown: land between 15% and 25% grade (steep slopes) and land over 25% slope (very steep slopes). It is important to know where these areas are located because steeply sloped land is susceptible to erosion when its soil and vegetation is disturbed. Steep grades can add to the cost of constructing buildings and roads, and limit the placement of on-site sewerage systems. Sloped conditions in Downingtown found primarily in the foothills at the far northern and far southern ends of the Borough. They are also prevalent in the vicinity where Beaver Creek joins the east Branch of the Brandywine Creek.

WOODLANDS

Woodlands provide habitat for a diversity of plant and animal life. They also add character and visual relief to the landscape and help preserve water quality by providing shade to keep water temperatures lower. Trees also help purify the air, control erosion on slopes and lower ambient temperatures by supplying shade. Because Downingtown is so highly developed, its remaining woodlands are concentrated mainly in parks and along the Borough's waterway corridors.

AGRICULTURAL LANDS

Many municipalities in Chester County consider agricultural lands to be a character-defining element of their landscape. In most of these areas, sustaining the local agricultural economy and preserving farmland from development are twin fundamental aims.

Downingtown has two sizeable tracts remaining in agricultural use: one on the eastern edge of the Borough that is part of the St. John Vianney tract, and one at the northern end of Uwchlan Avenue (Route 113) at the Route 113/ Route 30 Bypass interchange. The Future Land Use Plan included in this comprehensive plan update envisions that sooner or later each of these tracts will be developed into a different, non-agricultural use. Therefore, the Borough has not formulated specific goals, objectives and policies designed to help preserve farmland and conserve the community's agrarian heritage. Downingtown is a County-designated *Urban Landscape*. As such, the Borough's focus is more on promoting mixed use, higher density development in appropriate locations.

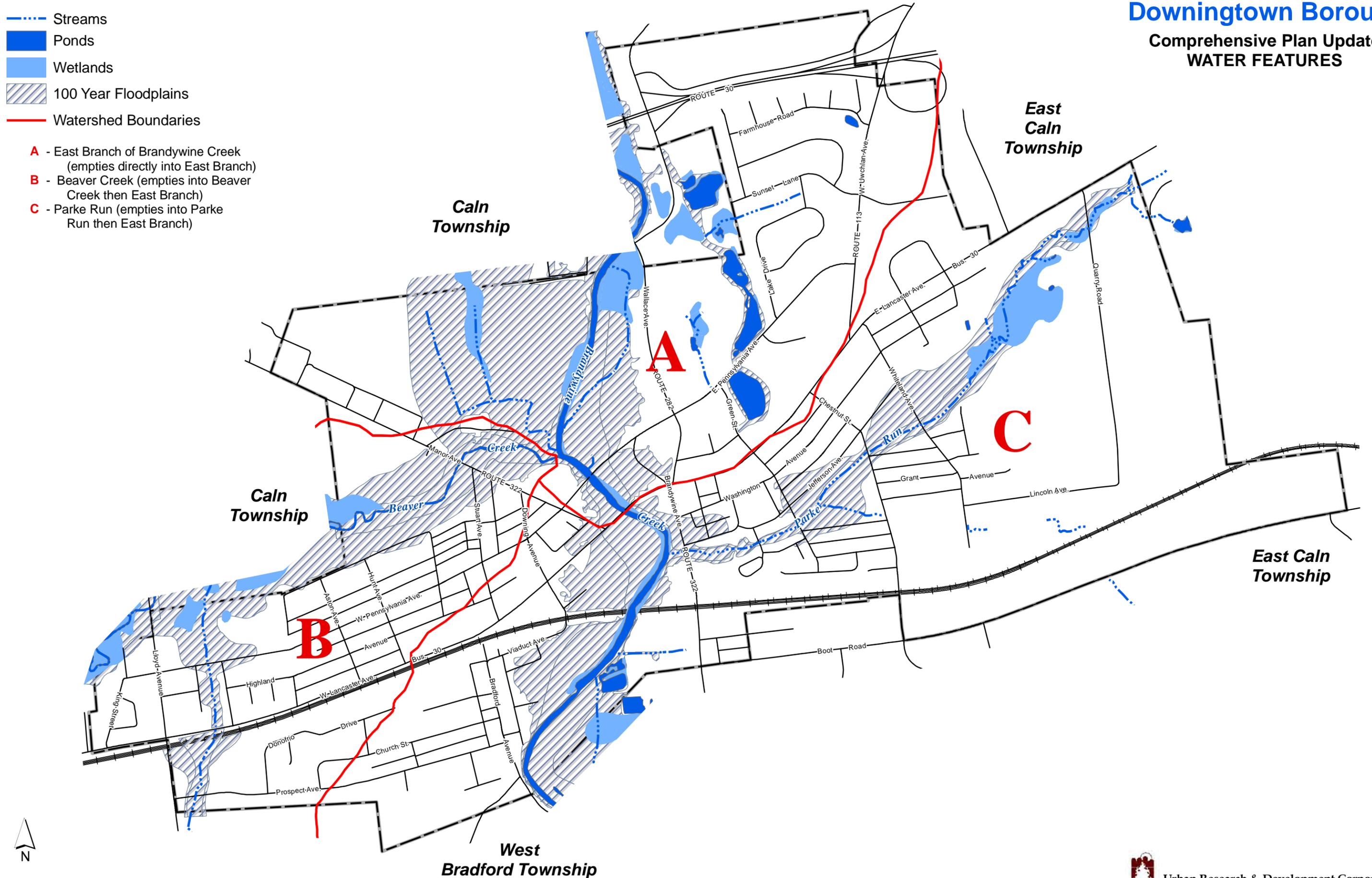
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Downingtown Borough

Comprehensive Plan Update WATER FEATURES

- Streams
- Ponds
- Wetlands
- 100 Year Floodplains
- Watershed Boundaries

- A** - East Branch of Brandywine Creek (empties directly into East Branch)
- B** - Beaver Creek (empties into Beaver Creek then East Branch)
- C** - Parke Run (empties into Parke Run then East Branch)



375 0 375 750 1,125 Feet

Source: PASDA, URDC

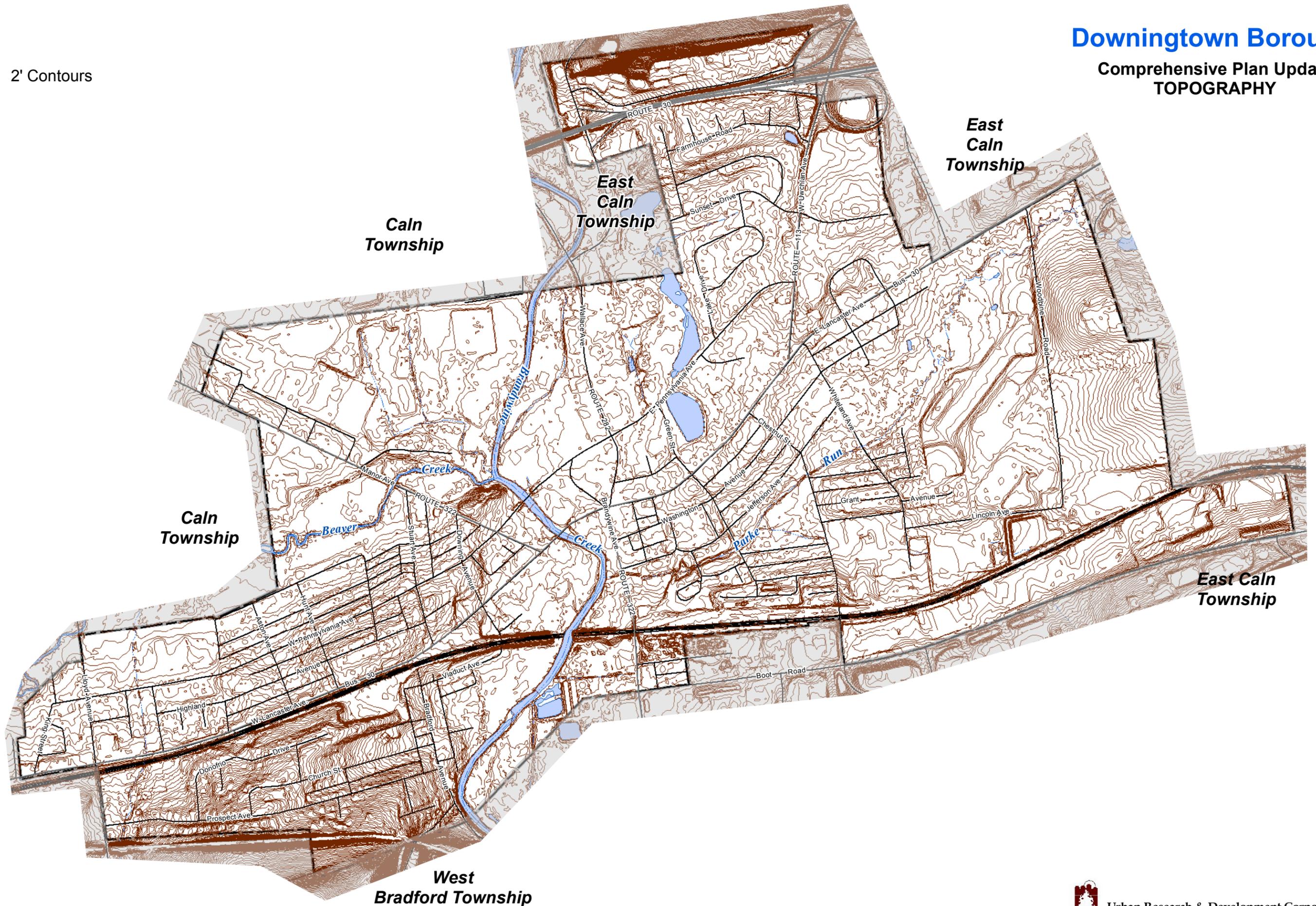


Urban Research & Development Corporation
28 West Broad Street Bethlehem, Pennsylvania 18018 610-865-0701

Downingtown Borough

Comprehensive Plan Update TOPOGRAPHY

— 2' Contours



**East
Caln
Township**

**Caln
Township**

**East
Caln
Township**

**Caln
Township**

**East Caln
Township**

**West
Bradford
Township**



375 0 375 750 1,125 Feet

Source: PASDA, URDC



Urban Research & Development Corporation
28 West Broad Street Bethlehem, Pennsylvania 18018 610-865-0701

Downingtown Borough

Comprehensive Plan Update STEEP SLOPES & WOODLANDS

- 15 - 25% Slopes
- Above 25% Slopes
- Woodlands



375 0 375 750 1,125 Feet

Source: PASDA, URDC



Urban Research & Development Corporation
28 West Broad Street Bethlehem, Pennsylvania 18018 610-865-0701

ENVIRONMENTAL REGULATIONS

Both federal and State regulations regulate the placing of fill in streams or wetlands or altering their flow in any significant way. Federal and State regulations limit the types and amount of effluent and silt that can be discharged into streams.

The Natural Features Protection Standards of Downingtown's zoning ordinance (Article IV) are intended to help protect sensitive environmental areas. Article IV states that "The Borough considers adherence to these standards a basic prerequisite to any land use development...". Article IV contains the following types of standards designed to help protect environmental features:

- A Floodplain District that includes all lands determined by the Federal Emergency Management Agency (FEMA) to be within the 100-year floodplain. Construction, paving, filling, tree cutting, and other modifications to the floodplain are regulated.
- A Steep Slope Conservation District, which is an overlay zone that includes all land in Downingtown that is as delineated on United States Geological Survey (USGS) maps as 20% slope or greater. Any significant land disturbance within the district is subject to review and approval by the Borough.
- Regulations on the disturbance of wetlands and soils with seasonally high water tables.
- Regulations mandating that "disturbance to healthy wooded areas and any other significant vegetation shall be minimized".
- Regulations on the excavation of clay, sand gravel or rock on a building site.
- Regulations on removing topsoil from a building site and how the resulting exposed earth shall be revegetated.

ENVIRONMENTAL CONSERVATION GOALS

GOAL. Continue being strong stewards of Downingtown's natural landscape and environmental resources.

Objectives

- Ensure all applicable Borough regulations designed to protect environmental resources are enforced in regard to both new development and redevelopment proposals.
- Consider updating some of the Borough's environmental regulations to be more specific and reflect latest trends in resource protection.

ENVIRONMENTAL CONSERVATION RECOMMENDATIONS

Downingtown's zoning regulations reflect a strong stance on environmental protection. The following recommendations should be viewed as minor refinements to the Borough's otherwise comprehensive approach towards environmental conservation.

- Strengthen the Borough's woodland protection regulations by requiring a certain percentage of mature trees that are cut down as part of a site development to be replaced.
- Require setbacks that protect area within 50' of the top of the primary bank of an existing perennial waterway.

Chapter 7: Transportation Plan



TRANSPORTATION PLAN

PURPOSE

This Transportation Plan chapter examines vehicular transport, rail service, bus service, opportunities for bicycle and pedestrian travel in the Borough, and public parking. Existing conditions, Downingtown's goals, and priorities for improvements are identified for each of these transportation-related topics.

THE EXISTING TRANSPORTATION SYSTEM

Major Highways and Regional Influences

The Route 30 Bypass and Lancaster Avenue (Business Route 30) are the primary east-west thoroughfares in Downingtown. The Route 30 Bypass, which just touches the northern part of the Borough, helps direct regional traffic and interstate trucking away from Downingtown's road system. There are two interchanges within Borough limits that provide a direct connection to and from the Borough and the Route 30 Bypass: one at Uwchlan Avenue (Route 113) and one at Wallace Avenue (Route 282).

Lancaster Avenue (Business Route 30) is Downingtown's "Main Street". It extends the length of the Borough and runs directly through the downtown business district. Major north-south roadways in Downingtown include Manor Avenue (Route 322), Wallace Avenue (Route 282) and West Uwchlan Avenue (Route 113). Other heavily traveled roads include Boot Road and Brandywine Avenue (Route 322). Activity outside of Downingtown has a significant impact on traffic congestion in the Borough, especially ongoing residential growth and large-scale commercial development in neighboring townships.



Functional Road Classifications

Planners and traffic engineers classify roads by function, use and ability to carry various volumes of traffic. Road categories include the following:

Expressways are highways that are entered and exited by interchanges. The Route 30 Bypass is Downingtown's only expressway.

Arterials provide a direct connection for inter-community travel. In Downingtown, these include Lancaster Avenue (a Principal Arterial) and four Minor Arterials: Manor Avenue, Uwchlan Avenue, Boot Road and Brandywine Avenue

Collectors collect large volumes of traffic from local areas and funnel it to arterials. Pennsylvania Avenue and Chestnut Street are two such collector roads in Downingtown.



Local Roads are shorter roads that provide direct access to individual parcels in residential and mixed use neighborhoods. In Downingtown, this category includes all roads not identified above.

Traffic Volumes

The accompanying Traffic Volumes map shows PennDOT 2012 traffic count estimates for Downingtown Borough. As would be expected, the Route 30 Bypass, at an estimated 74,900 vehicles per day, carries far more traffic than any other roadway in Downingtown. East Lancaster Avenue has the next highest volume (18,800 vehicles per day) followed by Uwchlan Avenue (13,600) Manor Avenue (12,800), Boot Road (12,300) and West Lancaster Avenue (11,600).

Traffic Accidents

A summary of traffic accident data from 2007 through 2011 is presented on the accompanying Traffic Accidents map to highlight potential safety traffic problem areas in Downingtown. This information includes only accidents reported to the Downingtown Borough Police Department. Actual numbers may be higher due to accidents not reported. By far, the greatest number of accidents reported in this five-year period occurred along Lancaster Avenue followed respectively by the Wallace Avenue/ Brandywine Avenue corridor, Green Street, Manor Avenue, Pennsylvania Avenue and Uwchlan Avenue.

In addition to accidents by roadway, the accompanying Accident Frequencies map shows accidents by intersection. The Lancaster Avenue and Brandywine Avenue intersection recorded nearly twice as many accidents as any other intersection in the Borough. The second and third highest accident intersections were Lancaster and Viaduct Avenues, and Lancaster and Uwchlan Avenues.

Downingtown Borough

Comprehensive Plan Update ROAD CLASSIFICATIONS

- Expressway
- Principal Arterial
- Minor Arterial
- Collectors
- Local



1,000 0 1,000 Feet

Source: PASDA, URDC



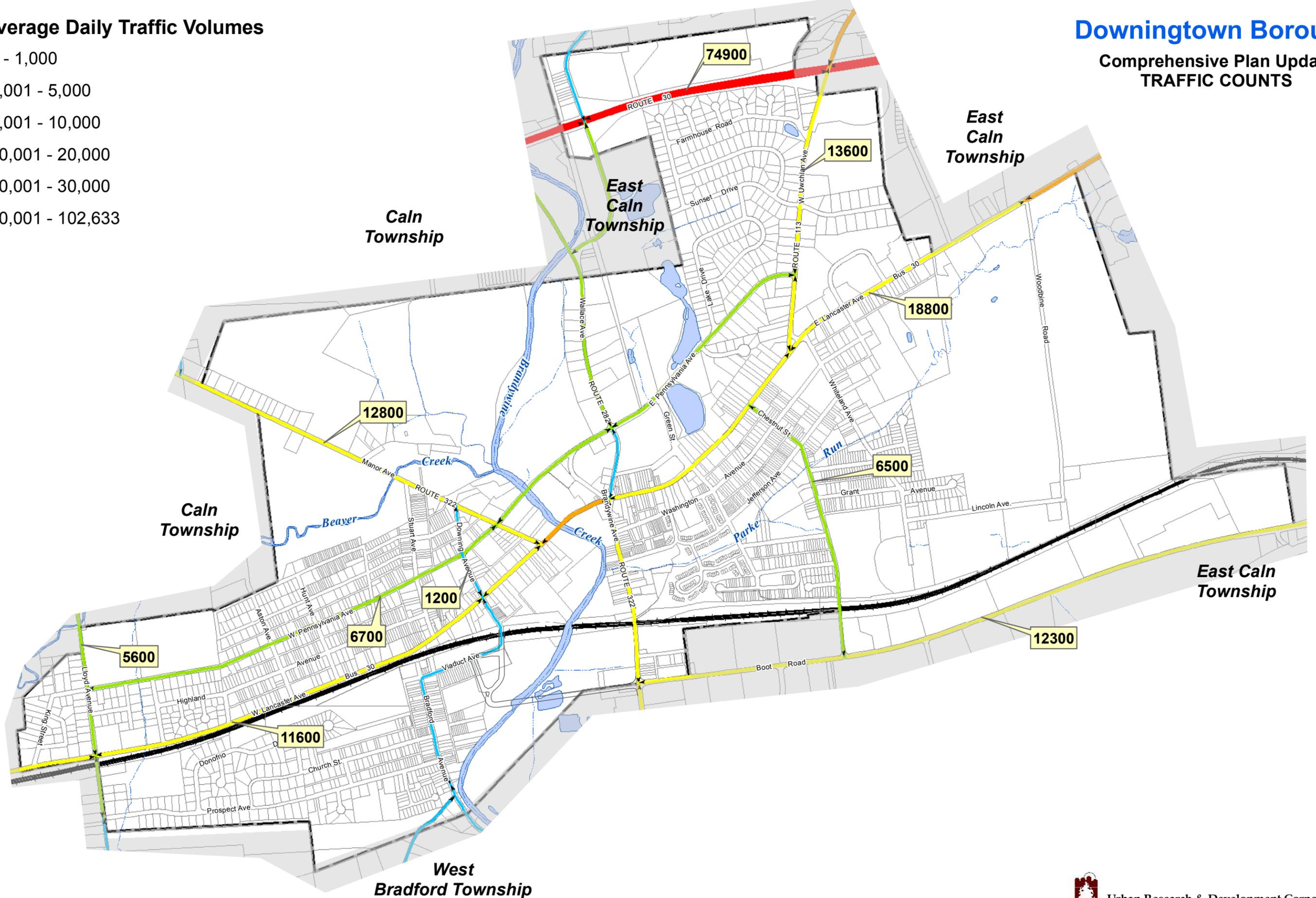
Urban Research & Development Corporation
28 West Broad Street Bethlehem, Pennsylvania 18018 610-865-0701

2012 Average Daily Traffic Volumes

- 0 - 1,000
- 1,001 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 102,633

Downingtown Borough

Comprehensive Plan Update TRAFFIC COUNTS



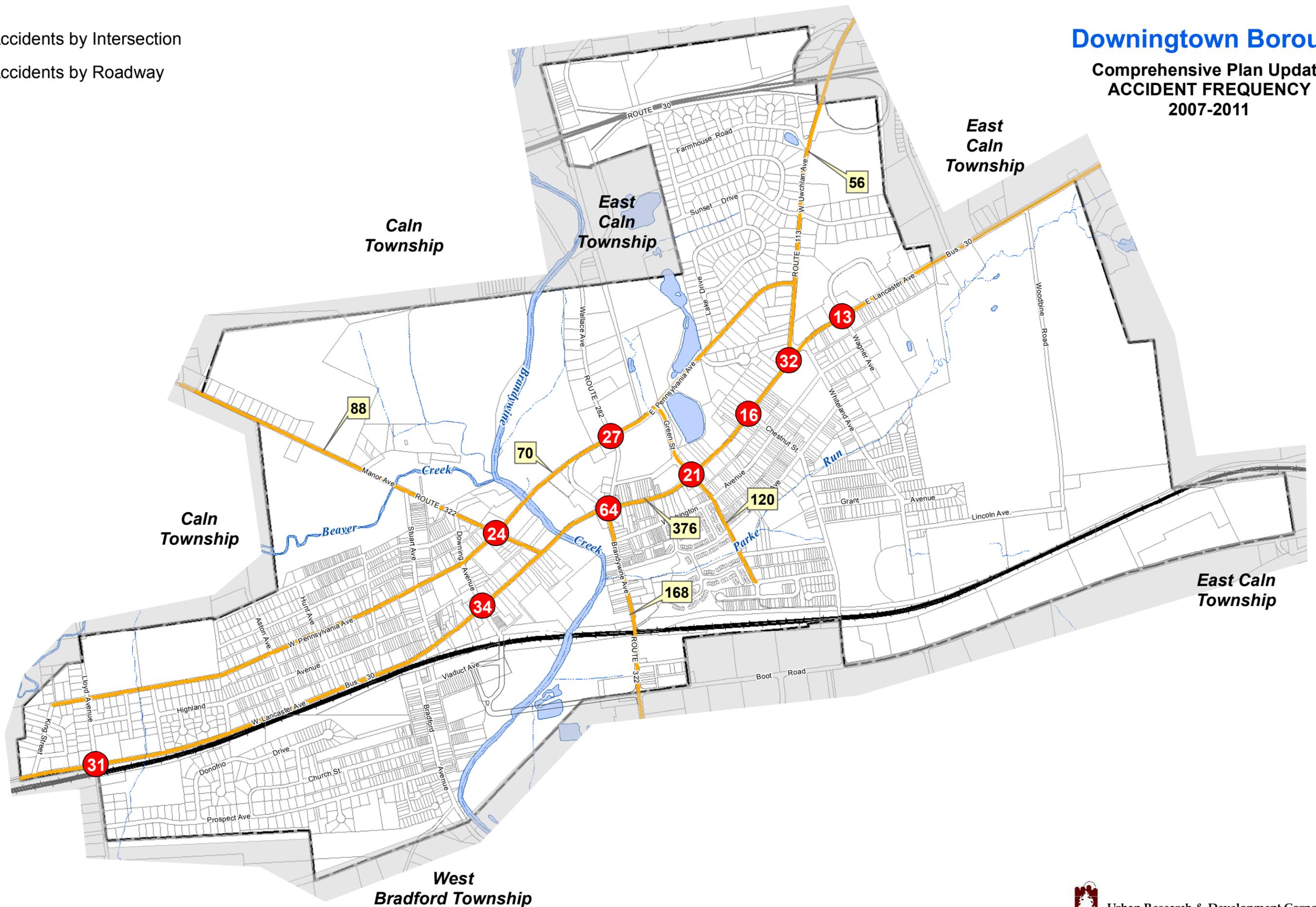
Source: PASDA, URDC and The Chester County Planning Commission.

Downingtown Borough

Comprehensive Plan Update
ACCIDENT FREQUENCY
2007-2011

 Accidents by Intersection

 Accidents by Roadway



1,000 0 1,000 Feet

Source: PASDA, URDC and The Downingtown Police.



Urban Research & Development Corporation
28 West Broad Street Bethlehem, Pennsylvania 18018 610-865-0701

Rail and Bus Service



Rail service to and from Downingtown is provided by both Amtrak and SEPTA. Each stops at Downingtown Station, which currently is on the south side of West Lancaster Avenue opposite Stuart Avenue. Daily SEPTA service is available on the Paoli-Thorndale Regional Rail line, which runs between Thorndale and Philadelphia over Amtrak right-of way. Downingtown is one of 24 stations on the Paoli-Thorndale line and the furthest one west with the exception of Thorndale.

Two Amtrak intercity rail services run through Downingtown: Amtrak's *Keystone Service*, which runs between New York City and Harrisburg, and Amtrak's *Pennsylvanian*, which runs between Philadelphia and Pittsburgh. These two services also connect to locations further north, south and west via other Amtrak corridors.

Bus service in Downingtown is provided by the Route A bus line. This line is operated by the privately-owned Krapf Bus Company. It runs between Coatesville, Downingtown, Exton and West Chester. The Route A bus stop at Downingtown Station.

Pedestrian Travel

Convenient pedestrian movement is an important asset in Downingtown, particularly in and around the Borough's pedestrian-oriented downtown. Downingtown has an extensive system of well-maintained sidewalks. Sidewalks that extend along the entire length of Lancaster Avenue provide many benefits, including:

- A walkable link to Downingtown's SEPTA/Amtrak Station
- Easy access throughout the downtown business district
- A direct connection between the downtown and areas along East Lancaster Avenue



Sidewalks along the Borough's north-south roads connect most residential and mixed use neighborhoods in the Borough to the Lancaster Avenue corridor.

The Chester County Planning Commission currently is preparing the Central Chester County Bicycle and Pedestrian Circulation Plan. The planning area for that study encompasses Downingtown Borough, East Bradford Township, East Caln Township, East Goshen Township, West Chester Borough, West Goshen Township and West Whiteland Township. The purpose is to formulate a strategy for improving bicycle and pedestrian connections within and between these communities by:

- Informing users through signage and other means
- Fixing problems by collecting information on local conditions and regular maintenance planning
- Getting kids moving by promoting more walking and bicycle riding
- Promoting alternative ways to commute to work
- More bike sharing, bike education and bike safety programs for bicyclists

While it is not yet finished, the draft County study identifies the following areas where there are important “missing connections” in Downingtown’s sidewalk system:

- Green Street between Pennsylvania Avenue and Lancaster Avenue
- Chestnut Street between the SEPTA/Amtrak rail line and Boot Road
- The entire length of Boot Road

Bicycle Travel

In addition to pedestrian access, the Borough’s road system provides opportunities for bicycle travel. Pennsylvania Route L, a tourism oriented bike trail that runs north-south across the State, passes through Downingtown. Route L extends down Route 282 (Wallace Avenue) to Pennsylvania Avenue, down Green Street to Chestnut Street, and along Boot Road to Route 322 (Brandywine Avenue). The accompanying Bikeability map, shows those roads in Downingtown Borough that the Chester County Planning Commission ranks as follows:

- Above Average for Bicycling - Road segments most suitable for cycling
- Average for Bicycling - Average conditions but cyclists of lesser skill may find conditions on these roads unfavorable
- Below Average for Bicycling - Road segments least suitable for cycling

Public Parking

Downingtown offers both public on-street parking areas and public off-street parking areas. The Borough owns and operates fourteen off-street parking lots. The main purpose of three of these lots (Kerr Park, The Ponds and Marinelli Park) is to accommodate public park users. Two other off-street lots (Viaduct Avenue and Bradford Avenue) primarily serve SEPTA/Amtrak commuters. In addition to these Borough-owned sites, SEPTA owns two of its own off-street lots.

Most of Downingtown’s remaining off-street public parking lots serve patrons of businesses situated along the Lancaster Avenue corridor. As shown on the accompanying Existing Public Parking table, the Borough’s off-street parking lots currently have a central collection box, one meter per parking space or no meters. Parking rates and time limits on how long people can park at these locations also vary.

In addition to off-street locations, Downingtown also permits on-street parking along various segments of Lancaster Avenue and associated cross streets. (See accompanying Existing Public Parking map). None of these on-street parking areas are metered. In each case, parking is free but limited to a maximum of two-hours.

In 2011, the Borough Planning Commission recommended a three-phased approach to modernizing the Borough's parking meters, standardizing parking fees and adding parking meters in locations where free on-street parking now exists. The Planning Commission prepared estimates on the cost of installing and monitoring new parking meters and compared those costs to revenues that these changes would be likely to generate. Council has reviewed this information and agreed in principle with the recommendations made. The Planning Commission also concluded that while there is no need for a public parking garage at present, structured parking is likely to be beneficial in the future if the downtown business district continues to grow as hoped.

Table 7.1
EXISTING BOROUGH-OWNED PUBLIC PARKING

<u>Map Key</u>	<u>Location</u>	<u>No. of Spaces</u>	<u>Type of Meters</u>	<u>Rate</u>	<u>Time Limit</u>
OFF-STREET					
1	Bradford Avenue Lot	43 **	Central Box	\$1.00 / day	None
2	Stuart Avenue Lot	15	Metered By Space	\$0.25 / hour	2 hours
3	West End Lot	37	None	Free	2 hours
4	Viaduct Avenue Lot	99	Central Box	\$0.50 / day	None
5	Central Lot	34	None	Free	None
6	Park Lane Lot	20 *	Central Box	\$0.50 / day	None
7	Kerr Park Lot	92	None	Free	None
8	The Ponds Lot	29	None	Free	None
9	Mill Road Lot	11	None	Free	2 hours
10	Beech Street Lot	16	None	Free	2 hours
11	Washington Avenue Lot	12	Metered By Space	\$0.25 / hour	2 hours
12	East End Lot	66	Central Box	\$0.50 / day	None
13	Jefferson Avenue Lot	***	None	None	None
14	Marinelli Park Lot	34	None	Free	None

<u>Map Key</u>	<u>Location</u>	<u>No. of Spaces</u>	<u>Type of Meters</u>	<u>Rate</u>	<u>Time Limit</u>
ON-STREET					
15	Lancaster Avenue (Downing Ave. to Hunt Ave.)	20	None	Free	2 hours
16	Stuart Avenue	3	None	Free	2 hours
17	Downing Avenue	6	None	Free	2 hours
18	Lancaster Ave. (Manor Ave. to Downing Ave.)	47	None	Free	2 hours
19	Pennsylvania Avenue	7	None	Free	2 hours
20	Park Lane	18	None	Free	2 hours
21	Wallace Avenue	8	None	Free	2 hours
22	Lancaster Avenue (Green St. to Park Ave.)	17	None	Free	2 hours
23	Mill Road	23	None	Free	2 hours

* Total of 81 spaces; 61 are reserved.

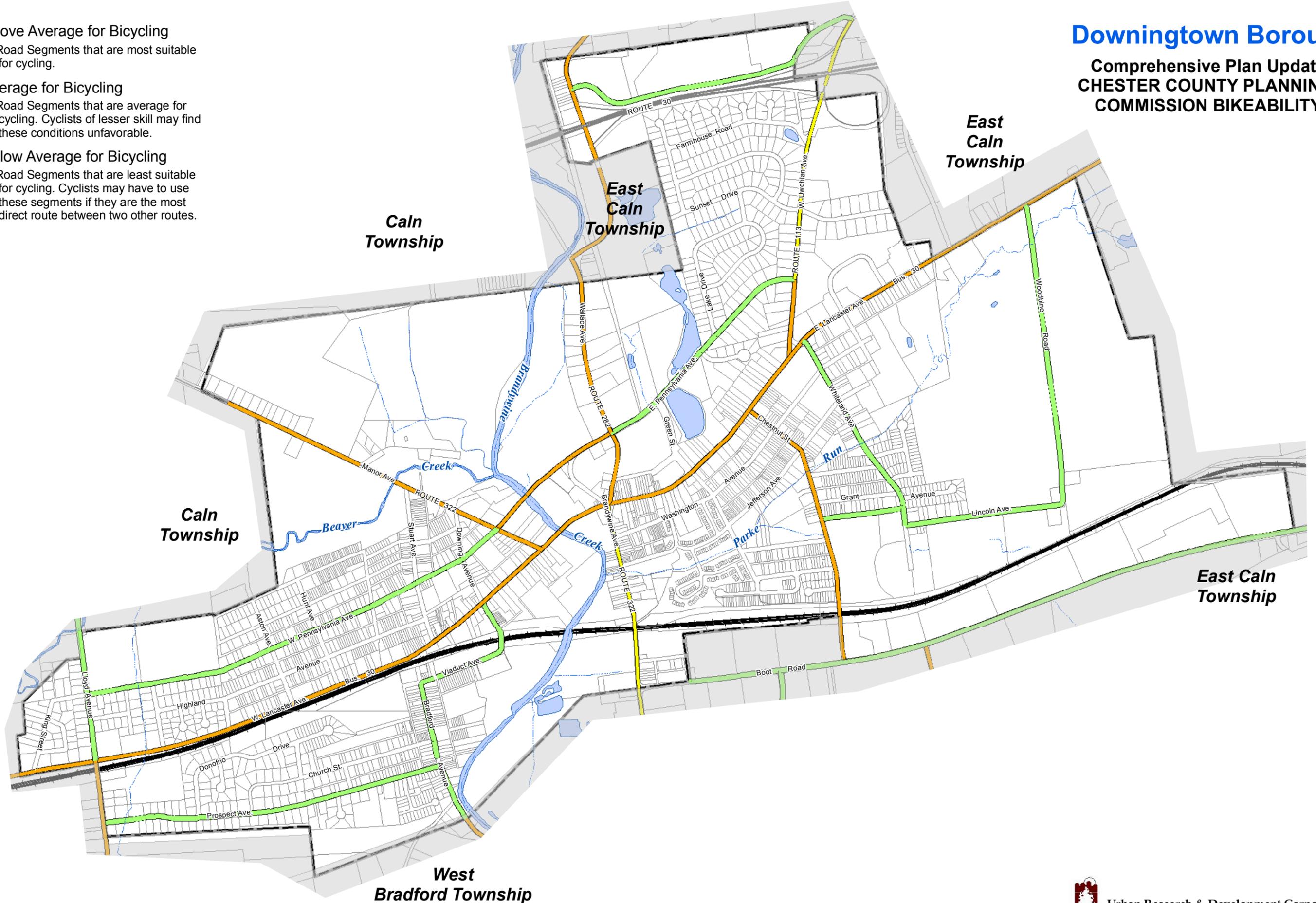
** Total of 48 spaces; 5 are reserved.

*** Undefined; to be determined.

Downingtown Borough

Comprehensive Plan Update CHESTER COUNTY PLANNING COMMISSION BIKEABILITY

- Above Average for Bicycling**
Road Segments that are most suitable for cycling.
- Average for Bicycling**
Road Segments that are average for cycling. Cyclists of lesser skill may find these conditions unfavorable.
- Below Average for Bicycling**
Road Segments that are least suitable for cycling. Cyclists may have to use these segments if they are the most direct route between two other routes.



1,000 0 1,000 Feet

Source: PASDA, URDC and The Chester County Planning Commission.

Downingtown Borough

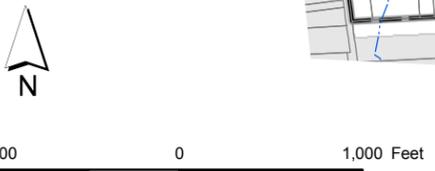
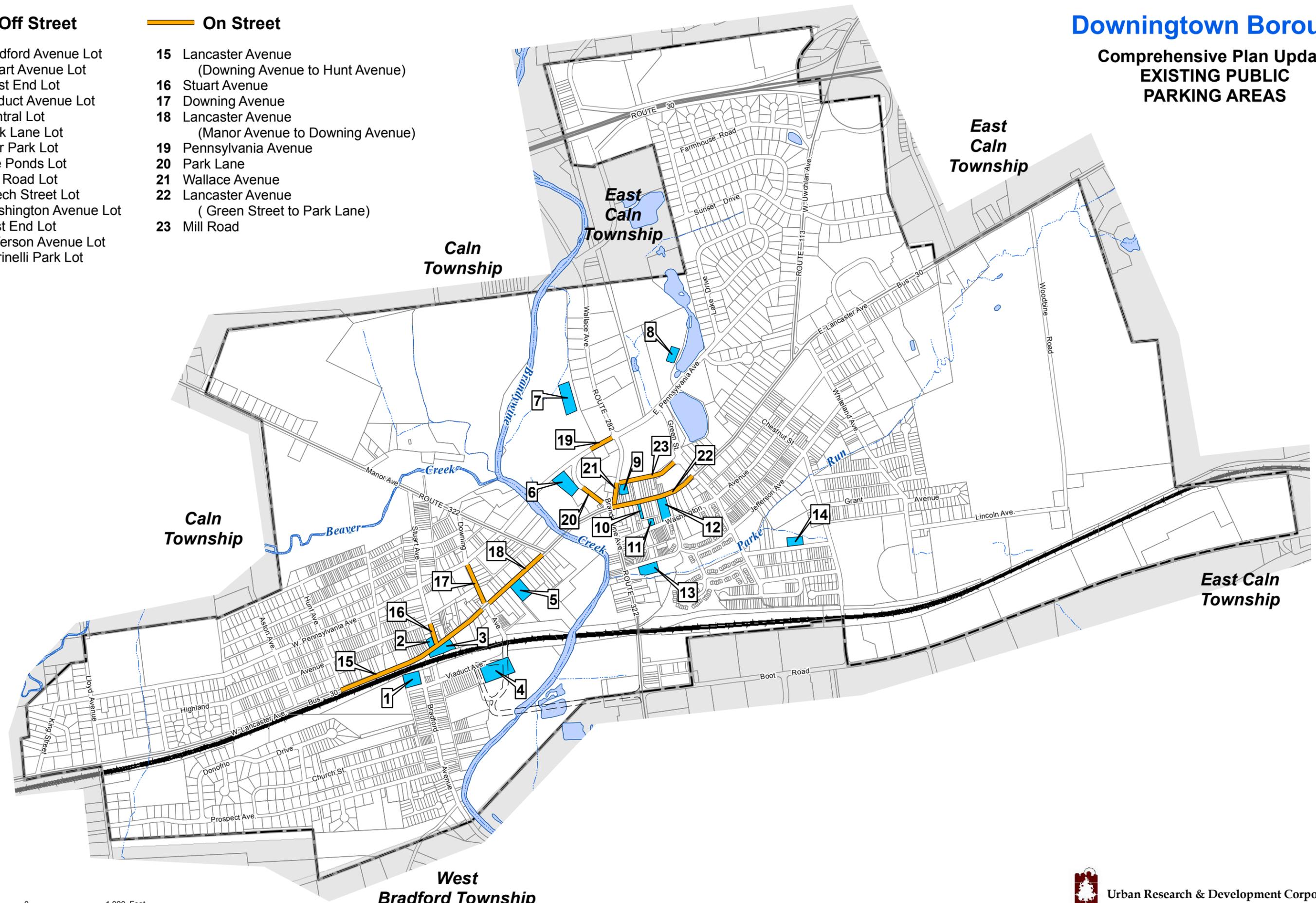
Comprehensive Plan Update EXISTING PUBLIC PARKING AREAS

Off Street

- 1 Bradford Avenue Lot
- 2 Stuart Avenue Lot
- 3 West End Lot
- 4 Viaduct Avenue Lot
- 5 Central Lot
- 6 Park Lane Lot
- 7 Kerr Park Lot
- 8 The Ponds Lot
- 9 Mill Road Lot
- 10 Beech Street Lot
- 11 Washington Avenue Lot
- 12 East End Lot
- 13 Jefferson Avenue Lot
- 14 Marinelli Park Lot

On Street

- 15 Lancaster Avenue
(Downing Avenue to Hunt Avenue)
- 16 Stuart Avenue
- 17 Downing Avenue
- 18 Lancaster Avenue
(Manor Avenue to Downing Avenue)
- 19 Pennsylvania Avenue
- 20 Park Lane
- 21 Wallace Avenue
(Green Street to Park Lane)
- 22 Lancaster Avenue
(Green Street to Park Lane)
- 23 Mill Road



Source: PASDA, URDC

TRANSPORTATION GOALS

GOAL 1: Continue seeking state funds to help address road, bridge, transit and trail improvement priorities.

Objectives:

- Coordinate closely with the Chester County Planning Commission to ensure road, bridge, transit and trail improvement needs in Downingtown continue to be identified on the County's Transportation Improvements Inventory.
- Coordinate closely with the Chester County Planning Commission, the Delaware Valley Regional Planning Commission and PennDOT to ensure road, bridge, transit and trail improvement needs in Downingtown continue to be included on the PennDOT 12-Year Transportation Improvement Program.
- Evaluate the Brandywine Avenue & Lancaster Avenue intersection for improved traffic flow options (plus other intersections along the Lancaster Avenue corridor).

GOAL 2: Ensure that Downingtown remains both a pedestrian-friendly and bicycle-friendly community.

Objectives:

- Continue to monitor the need for sidewalk and pedestrian crossing improvements in the Borough, particularly in and around the downtown.
- Look for opportunities to make roads in the Borough more suitable for safe bicycle travel.

GOAL 3: Ensure that the supply of convenient public parking spaces in the downtown continues to meet demand.

Objectives:

- Continue refining Borough policies that regulate the use of existing on-street and off-street public parking spaces.
- Examine the feasibility of various ways to provide new off-street public parking as demand grows in step with Downingtown's on-going economic revitalization.

TRANSPORTATION RECOMMENDATIONS

Roads and Transit

The Draft FY 2013-2016 Transportation Improvement Program as prepared by the Delaware Valley Regional Planning Commission (DVRPC) is a list of the highest priority transportation projects proposed for inclusion on PennDOT's 12-Year Program. As the designated "Metropolitan Planning Organization" for the five Philadelphia area counties, DVRPC works closely with each these counties to evaluate and rank all projects proposed for consideration and to narrow down the list of proposed project to a single set of projects nominated to the State Transportation Commission for subsequent implementation by PennDOT.

The following Downingtown projects are on the draft DVRPC 2013-2016 Transportation Improvement Program. Downingtown Borough should coordinate where needed in assuring these improvements are implemented as proposed.

- Replacement of the bridge that carries Chestnut Street over the SEPTA/Amtrak rail line - Because the bridge is part of PA Bicycle Route L, the project will also include accommodations for pedestrians and bicyclists.
- The Boot Road Extension Bridge Over Brandywine Creek - This new bridge is one part of a proposed project that would connect Boot Road to Viaduct Avenue with a bridge over the Brandywine Creek and a road extension on both sides of the new bridge. While the bridge would be supported with State funds, the new roadway segments would be paid for entirely with local monies.

The projects listed above are already recommended by DVRPC for inclusion on the PennDOT 12-Year Program. The Chester County Planning Commission has recommended the following additional transportation needs in Downingtown for inclusion the PennDOT 12-Year Program in the future. The Borough should continue working closely with the Chester County Planning Commission and the Delaware Valley Regional Planning Commission as an advocate to help advance these projects.

- Route 322 (Brandywine Avenue) SEPTA/Amtrak underpass improvements - This project involves partial reconstruction and widening beneath the bridge for better pedestrian access.
- Upgrade of rail stations along the Paoli-Thorndale regional rail line - Downingtown Station is one of seven rail stations in Chester County proposed for structural, parking and pedestrian access improvements designed to improve inter-modal connections and support local development.

Note: This project is separate from a proposal to move the Downingtown Station from its present location eastward to Brandywine Avenue. The Brandywine Avenue location would position the station along an extended straightaway instead of on a curve as currently situated. This new configuration would allow SEPTA and Amtrak passengers to board and exit trains more efficiently. It is also hoped locally that relocation of the Downingtown station to Brandywine Avenue would help in establishing and sustaining the viability of future transit-oriented, mixed use development in this vicinity. In early 2013, PennDOT announced that the

proposal to move the station, as described above, will be carried out with project engineering taking place over the next two years.

Bicycle and Pedestrian Movement

The Central Chester County Bicycle and Pedestrian Circulation Plan is proposing that the Chester Valley Trail eventually be extended to Downingtown Borough. That trail exists now in East Whiteland and West Whiteland. The next steps now planned for the trail will be to extend it eastward through Tredyffrin Township to Upper Merion Township and extend it further westward within West Whiteland Township. Connecting Downingtown to the Chester Valley Trail would require that the trail be fully extended across West Whiteland Township and East Caln Township. Accomplishing that link would be a significant boost to both walkers and bicyclists in Downingtown. The Chester Valley Trail will eventually link to the Schuylkill River Trail (which runs from Philadelphia to Berks County) and connect with Montgomery County's trail system.

The Chester County Planning Commission, through the Central Chester County Bicycle and Pedestrian Circulation Plan, is now examining the ability of several roads in Downingtown to serve as either designated bicycle or pedestrian paths. The implications of these designations will be more fully described when the County completes this plan in 2013. The current draft of the plan calls for improvements such as the following at various Downingtown locations:

- intersection enhancements
- mid-block crossings
- greater bicycle access
- shared roadways
- bicycle boulevards
- signed bike routes
- bike racks
- at-grade bike crossings

This plan will also identify ways to implement these recommendations, such as through an official map, coordination with neighboring municipalities, refinement of ordinance definitions and more streetscape improvements along Route 30 from Exton to Downingtown. The Borough supports these types of initiatives.

Public Parking

Another aspect of transportation planning that Downingtown needs to address is parking. The Borough should continue planning for implementation of the three-phased parking space metering plan that the ad-hoc parking committee presented to Council in 2011. In addition, future sites for a public parking garage need to be considered, including the rear of the Borough Hall site and the Borough's East End lot.

Traffic Calming

Traffic calming refers to raised crosswalks, curb extensions, bike lane striping, traffic medians, signage, banners and a range of other measures that slow vehicular traffic and make streets safer for pedestrians and bicyclists. Traffic calming and related initiatives such as “context-sensitive solutions” and “complete streets” each try to ensure that roads serve multiple modes of travel, not just automobiles. A related aim is to emphasize that roads and sidewalks should reflect their surroundings and be compatible with the character and design of their environment.

It is beyond the scope of this comprehensive plan to offer specific design alternatives. However, Downingtown should examine the need for traffic calming improvements in the downtown area. As an important first step, the Borough may wish to retain a design team with expertise in both traffic engineering and urban design to formally examine traffic calming alternatives along Lancaster Avenue including key cross streets. Later analysis could then extend to additional parts of the Borough, such as the Pennsylvania Avenue area.

Chapter 8: Community Services & Facilities Plan



COMMUNITY SERVICES & FACILITIES PLAN

PURPOSE

Downingtown provides a variety of community services to its residents and, in some cases, to adjacent municipalities. The Borough provides several of these services itself. In other instances, the Borough cooperates with local partners, such as the Downingtown Area School District and Downingtown's two fire companies, among several others. Regardless of institutional arrangements, Downingtown has the obligation to continue planning for how to help meet these ongoing needs.

EXISTING COMMUNITY SERVICES AND FACILITIES

Community services and facilities profiled in this Comprehensive Plan include:

- Police
- Fire and Ambulance
- Public Water
- Public Wastewater
- Road Maintenance
- Stormwater Management
- Public Library
- Solid Waste and Recycling
- Public Schools

Police



The Downingtown Police Department is responsible for public safety and crime protection in both Downingtown and adjacent East Caln Township, which shares police operating costs with the Borough. The Department consists of four divisions: the Patrol Division, the Investigative Division, the Parking Division and the Administrative Division.

In addition to handling walk-in traffic and calls directly to the Department, the Downingtown Police respond to all 911 calls. These calls are received by the Chester County Department of Emergency and dispatched to the Downingtown police if the emergency involves Downingtown Borough or East Caln Township. The Downingtown Police Department is housed in a

separate building adjacent to the Borough Administration building at the municipal complex on 4-10 West Lancaster Avenue. The police have ten patrol vehicles.

Fire and Ambulance



The Downingtown Fire Department consists of two fire companies: Alert Fire Company No. 1, which is located at 122 West Pennsylvania Avenue, and the Minquas Fire Company No. 2, which occupies a brand new building at 141 Wallace Avenue. The Fire Department includes approximately 70 active members (all volunteers) and is overseen by a Fire Chief.

While the Fire Department has mutual aid agreements throughout Chester County, the Fire Department's primary service area includes Downingtown Borough and East Caln Township. East Caln Township and the

Borough share the Fire Department's annual operating costs. Downingtown Borough owns all fire fighting apparatus. The two fire stations and their facilities are owned by the two fire companies. The Downingtown Fire Department aims to replace each fire vehicle every 15 years but this replacement schedule is not often met due to the realities of Downingtown's municipal budget.

Downingtown's ambulance corps is stationed at the Minquas Fire Station. These emergency management service personnel are paid career professionals overseen by the Borough's Chief of Police.

Public Water

The Downingtown Municipal Water Authority (DMWA) provides public water to Downingtown Borough and parts of three neighboring townships: Caln, East Brandywine, and East Caln. The East Branch of the Brandywine Creek as supplied by the Marsh Creek Reservoir is the sole source of this water; no wells are involved. The DMWA built an award-winning water treatment plant in 1994 that has a capacity of 2.5 million gallons per day and is still in excellent shape. The DMWA operates storage tanks on Boot Road and on Norwood Road, both of which are in East Caln Township.

The quality and supply of public water are more than adequate to serve current and projected demand. However, water conveyance lines are aging, particularly in parts of Downingtown Borough, where some lines are over 100 years old. Like those of many older Boroughs, some water lines in Downingtown are narrow 4-inch lines that are rusting and deteriorating. Sedimentation and other buildup within older water lines also causes reduced flow and reduced pressure. The DMWA replaces water lines on an on-going, but limited, basis because new water line projects are expensive and the Authority's capital improvement budget is strictly limited. At this time the DMWA concentrates on providing quality service to its current customers and has no current plans to expand its service area. Also, the Borough should keep in mind that development and redevelopment in Downingtown provides an opportunity to replace and upgrade water lines and related facilities as part of such development / redevelopment activities.

Public Wastewater

The Downingtown Area Regional Authority (DARA) is the entity responsible for treating wastewater from Downingtown Borough and the townships of Caln, East Caln, Uwchlan and West Whiteland. All wastewater from this service area is treated at the Downingtown Regional Water Pollution Control Center in East Caln Township. Treated effluent is then discharged into the Brandywine Creek. DARA has no plans to expand its service region beyond the five municipalities identified above.

The capacity of DARA's wastewater treatment plant is 7.5 million gallons per day. Current flows into the plant average 5.7 million gallons per day. The plant has adequate capacity to handle current and projected demand through at least 2016, the latest year for which estimates of future demand are currently required. Downingtown's allocation from DARA's regional treatment plant is approximately 1.5 million gallons per day, and the current 52 week flows average just over 1 MGD. Therefore, plenty of capacity exists to serve new connections in the Borough that may result from ongoing revitalization.

DARA allocates funds annually for its capital improvements on a 5-year schedule. The major project currently planned in this timeframe is the replacement of electrical systems at the wastewater treatment plant, which are over 40 years old. The maintenance and replacement of wastewater conveyance lines in the DARA system are the responsibility of each participating municipality. Downingtown repairs and replaces aging wastewater lines in response to immediate needs. The Borough addresses its significant infiltration and inflow problem as problems become evident. However, budget constraints have prevented the Borough from establishing and carrying out a regular wastewater line repair and replacement program based on a formal review of current and future priorities. Redevelopment activities also offer the opportunity to continue upgrading these facilities.

Road Maintenance

The Public Works Department is in charge of maintaining approximately 38 miles of roads in Downingtown. This includes all Borough-owned roads and street sweeping and snow removal on state-owned roadways located within Borough boundaries (with the exception of the Route 30 Bypass). The Department's maintenance garage is behind the Police Station at the municipal complex at 4-10 West Lancaster Avenue. Public Works personnel include a Director, an Assistant Director, an Administrative Assistant and 8 other employees. While Downingtown's maintenance garage may be somewhat undersized, the Department's greatest need is for a new salt storage facility. Currently, the Department can only store enough road salt for one large snow event.

Stormwater Management

Downingtown is in the East Branch of the Brandywine Creek watershed. Significant tributaries of the Brandywine in Downingtown include Beaver Creek and Parke Run. Downingtown also contains many wetland areas. The growth of impervious surfaces caused by development in the Borough and upstream from the Borough have decreased the ability of Downingtown's waterways and wetlands to store floodwaters. As a result, flooding in the community has intensified over time.

The Borough has taken steps to address its flooding problem, including adopting zoning and subdivision regulation to minimize runoff from new development, commissioning a flood control study by the Army Corps of Engineers and formulating an inter-municipal working group to analyze flooding issues together with adjacent municipalities. Downingtown has also implemented flood control

measures, such as constructing a flood control dam off Lincoln Avenue and making improvements to the Green Street Bridge over Parke Run to improve flood flows.

In addition to flood mitigation, the other major goal of stormwater management is to minimize the amount of chemicals, dirt, debris and other pollutants that are discharged untreated into area waterways. Like most municipalities in Chester County, Downingtown is subject to National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Separate Storm Sewer System (MS4) requirements. These federal regulations as implemented by the Pennsylvania Department of Environmental Protection require the Borough to develop and implement a Stormwater Management Program that includes five initial components:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Pollution Prevention

These regulations require municipalities to report on Best Management Practices they have adopted to meet measurable goals according to an approved schedule. Affected municipalities must also adopt an appropriate stormwater management ordinance. To help local communities meet this mandate, Chester County prepared a proposed model stormwater management ordinance that municipalities will be able to adopt once the ordinance receives final County and State approval.

However, carrying out the full intent of the MS4 program may require survey, monitoring, and maintenance activities on both private and public stormwater management facilities such as traditional retention basins and newer-style bioretention projects. Currently, no municipal funding has been identified to meet these types of mandates and no intergovernmental grants are available to help offset these costs.

Library



The Downingtown Library Company, which has over 27,000 books, CDs, DVDs, and other items, is a member of the Chester County Library System. In addition to materials at the Downingtown site, cardholders have access to materials available throughout Chester County's other 16 libraries and affiliated libraries across Pennsylvania. Downingtown's library has personal computers and wireless internet access. The library has a monthly newsletter and offers regular and special programs for both adults and children.

The library, which has been located at 333 East Lancaster Avenue since 1914, is short on both building space and parking. The Borough, the Library's Board of Directors, the Friends of the Downingtown Library and other supporters are currently planning a move to new quarters in the former Micken Building on Wallace Avenue adjacent to Kerr Park. Downingtown Borough acquired that building from the Downingtown Area School District and is holding it while the library finishes raising the funds needed to renovate and occupy it.

Solid Waste and Recycling

Every four years, Downingtown enters into a low bid contract with a qualified private waste hauler for trash removal throughout the Borough. The trash is disposed of at the Chester County Solid Waste Authority landfill in Honey Brook Township. Curbside pick up in the Borough also includes recycling. Beyond that, Downingtown Borough sweeps and hauls leaves to a leaf composting location on Norwood Road in East Caln Township. The resulting compost is collected by a local tree farm. However, this site will be closing soon due to the future development of part of Kardon Park.

The Borough has not yet identified a new location for its leaf composting facility. In making a final determination about this site, the Borough will need to consider the possibility of processing grass and other yard waste there as well. A new State law about to go into effect will prohibit municipalities from collecting these items as part of its regular trash pick up.

Public Schools



The Downingtown Area School District includes eight municipalities: Downingtown Borough and the townships of West Bradford, East Caln, Uwchlan, West Pikeland, Upper Uwchlan, East Brandywine, and Wallace. School district facilities include ten elementary schools, two middle schools, two high schools and the Science, Technology, Engineering and Mathematics (STEM) Academy for high school aged students. Due to overcrowding in the districts' two middle schools, the Downingtown School District plans to soon open a new 6th grade center outside of the Borough.

The schools located within Downingtown Borough include Beaver Creek Elementary School, East Ward Elementary School, Downingtown Middle School, Downingtown High School West and the STEM Academy.

Table 8.1
ENROLLMENT FOR PUBLIC SCHOOLS
IN DOWNINGTOWN BOROUGH

School	Grades	Enrollment 2012
Beaver Creek Elementary	K-5	495
East Ward Elementary	K-5	560
Downingtown Middle School	6-8	1,350
Downingtown High School West	9-12	1,496
STEM Academy	9-12	450

The Pennsylvania Department of Education provides annual enrollment projections to assist School Districts and other entities to identify and address issues related to anticipated enrollments. These projections (which are provided by grade levels but not by individual school buildings) are based on recent birth data and trends in the progression of students from one grade to the next. As shown on the following table, upcoming student growth is expected to be strongest among sixth to twelfth graders and slower in K through fifth grade.

Table 8.2
DOWNINGTOWN SCHOOL DISTRICT
PENNSYLVANIA DEPARTMENT OF EDUCATION
ENROLLMENT PROJECTIONS

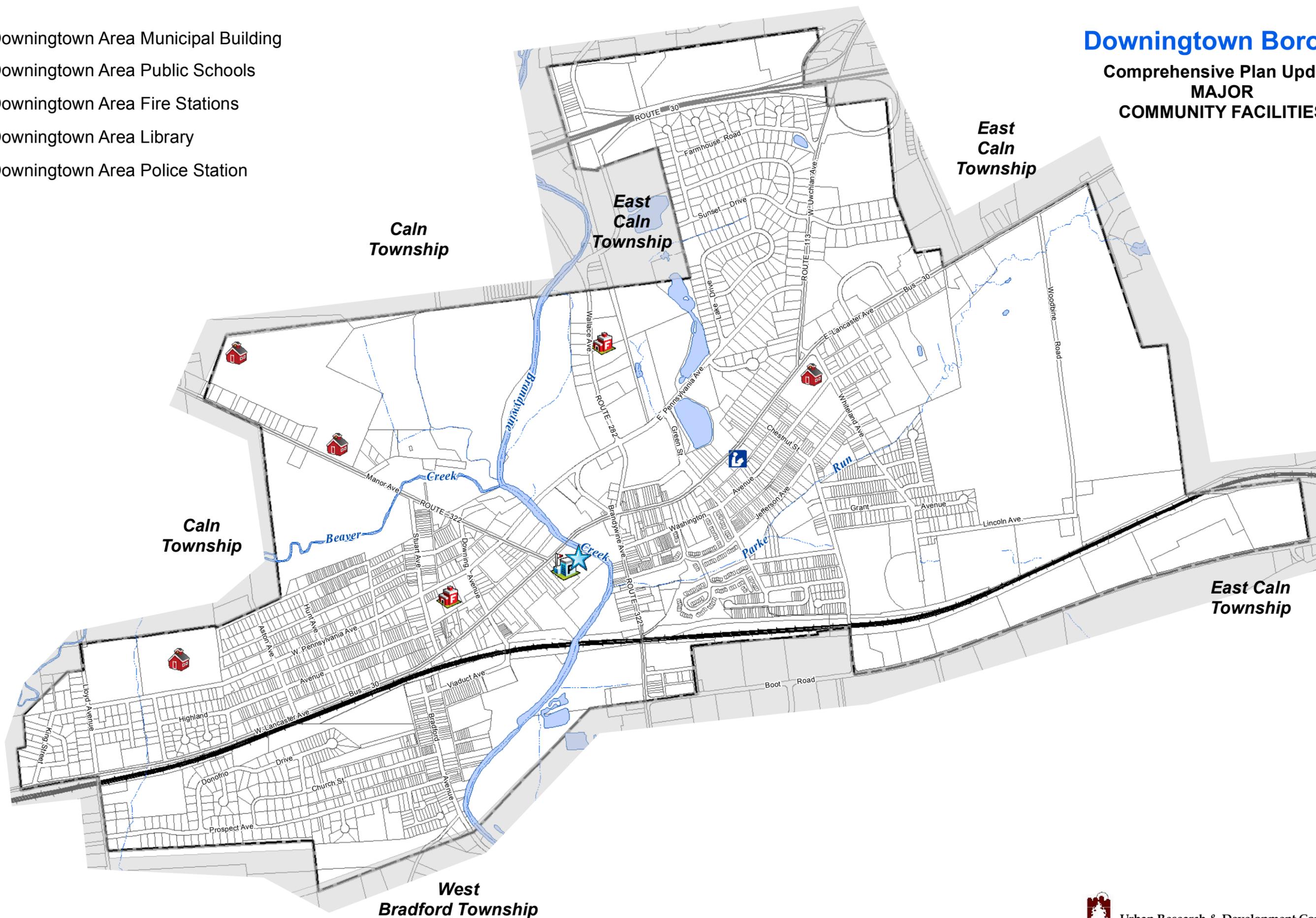
Grade	2010-2011 Enrollment	2020-2021 Enrollment Projection	Percent Change
Kindergarten - 5 th grade	5,293	5,536	4.6
6 th - 8 th grade	2,820	3,132	11.1
9 th - 12 th grade	3,700	4,192	13.3

-  Downingtown Area Municipal Building
-  Downingtown Area Public Schools
-  Downingtown Area Fire Stations
-  Downingtown Area Library
-  Downingtown Area Police Station

Downingtown Borough

Comprehensive Plan Update

MAJOR COMMUNITY FACILITIES



1,000 0 1,000 Feet

Source: PASDA, URDC

COMMUNITY SERVICES AND FACILITIES GOALS

GOAL: Continue working within the Borough's financial limitations to maintain adequate staffing and keep cooperating with partner entities to meet Downingtown's community service obligations.

Objectives:

Police

- Support efforts of the police to clear reported crimes and raise public awareness about ways to help prevent crime.

Fire and Ambulance

- Continue promoting fire safety by working closely with the community's two fire departments.

Public Water

- Coordinate with the Downingtown Municipal Water Authority to help ensure the Borough's aging water lines are more regularly replaced.

Public Wastewater

- Continue addressing infiltration and inflow needs in the Borough's public sewer lines and upgrading these lines as needed.

Road Maintenance

- Support efforts of the Public Works Department to maintain local roads and stay ahead of road maintenance needs by ensuring necessary equipment and facilities are in place.

Stormwater Management

- Continue coordinating with the State and with Chester County to reduce flooding and meet Municipal Separate Storm Sewer (MS4) mandates.

Public Library

- Work closely with the Downingtown Library Company to ensure a successful transition from their old quarters to their new quarters.

Solid Waste and Recycling

- Continue looking ahead to address the Borough's future trash and recycling needs.

Public Schools

- Continue working through the Downingtown Area School Board and with School District staff to address local public education needs.

COMMUNITY SERVICE AND FACILITY RECOMMENDATIONS

Police

- Expand the Police Department's community outreach with more public education about substance abuse, domestic abuse, neighborhood crime watch and related safety matters.

Fire and Ambulance

- Identify and begin budgeting for the need to replace aging vehicles and other apparatus.

Public Water

- Encourage the Downington Municipal Water Authority to more regularly upgrade water lines in the Borough, particularly in area where significant revitalization is envisioned.

Public Wastewater

- Establish and fund a multi-year capital improvement program for regularly upgrading Borough sewer lines according to planned, pre-established priorities.

Road Maintenance

- Investigate the need for a larger shed for storing salt and other road maintenance materials.

Stormwater Management

- Continue cooperating with the State and with Chester County to address unfunded, multi-year mandates created under the MS4 stormwater management program.

Public Library

- Continue promoting the Library's drive to raise the funds it needs to retrofit and occupy the former Micken Building on Wallace Avenue.

Solid Waste and Recycling

- Formally consider the pros and cons of alternative approaches to handling current and future recycling and composting needs.

Public Schools

- Help ensure that future plans for school facilities match future enrollment projections at all grade levels.

Chapter 9: Historic & Cultural Resources Preservation Plan



HISTORIC AND CULTURAL RESOURCES PRESERVATION PLAN

PURPOSE

Downingtown still has many standing reminders of the area's storied past. This chapter identifies and suggests strategies for conserving those features that contribute most to the Borough's historic and cultural character.

HISTORIC OVERVIEW

In the early 18th century, Downingtown was known as Milltown because it was the location of the westernmost mills at the edge of the region's frontier. During the American Revolutionary War era, Milltown became known as Downing's Town because of a tavern on the Brandywine Creek opened by John Downing in 1761 and the family's nearby mill complex. After the War of 1812, the village's name was changed to Downingtown.

When stage coach service was established, the town began to thrive because its inns were a welcome rest stop at the half-way point on the route between Philadelphia and Lancaster. Later in the 19th century, the railroad replaced the stage coach and Downingtown soon grew into a local center of population and industry. The town was officially incorporated as Downingtown Borough in 1859.

Concerns about public health led to construction of sewage treatment plant in 1917. The 1920's saw municipal improvements such as Kerr Park, a municipal building and the beginning of public trash collection. Following World War II, widespread auto ownership and a desire for larger residential lots led to a push of growth away from the nation's cities and small urban areas like Downingtown. In the aftermath of this shift to suburbia, Downingtown today remains a small but viable commercial and residential center.

PRIMARY HISTORIC AND CULTURAL RESOURCES



Downingtown has a wealth of historic architecture. These varied structures, a classic, pedestrian-friendly, small town business area and the town's compact mixed use neighborhoods all contribute to the Borough's historic and cultural environment. Among these elements, four locations in the Borough are recognized on the National Register of Historic Places. These include three structures and one district:

- Roger Hunt Mill - on Beaver Creek just north of Manor Avenue
- Downingtown Log House - on West Lancaster Avenue in Kerr Park
- General Washington Inn - near the intersection of West Uwchlan Avenue and East Lancaster Avenue
- The East Lancaster Avenue Historic District - a 1.1-mile stretch on both sides of East Lancaster Avenue from the Brandywine Creek to the vicinity of the Borough's eastern boundary

There are two organizations that focus on preserving and promoting Downingtown's history and culture. These are the Downingtown Area Historical Society, which is a regional non-profit entity, and the Downingtown Historical and Parks Commission, a board whose 11 members are appointed by Borough Council. In addition to overseeing Downingtown's parks and operating large-scale special events for the Borough, the Historical and Parks Commission established the Walking Tour of Historic Downingtown. This self-guided walk includes a map/brochure that identifies the location and historic and cultural significance of 20 different structures on and around Lancaster Avenue.

HISTORIC ZONING DISTRICT



The Downingtown Borough Zoning Ordinance includes the Historic Resources Overlay District. Properties situated within this area receive an extra level of protection beyond that offered by their regular underlying zoning district. The intent of these additional regulations is to allow adaptive reuse of structures while still preserving the primary exterior architectural features that contribute to their historic identity. For example, there is a mandatory two-year delay period before buildings in the overlay district can be demolished. Modifications to key character-defining elements such as porches, dormers, chimneys, siding and roofing must be minimized. Existing window and door openings cannot be enlarged. Retaining walls must be built of fieldstone and the height, width and materials used in remodeled buildings must be compatible with that of structures in the immediate vicinity.



Downingtown does not use an historic and architectural review board (HARB). However, all substantial exterior changes to buildings and other structures within the historic overlay district must be reviewed and approved by Borough Council following review by the Downingtown Historical and Parks Commission.



DESIGN GUIDELINES

Downingtown’s concern about maintaining the community’s heritage goes beyond protecting buildings that have official historic designations. The Borough has also established a Traditional Neighborhood Development (TND) District. This is an overlay district designed to promote “...mixed-use, moderate-density, transit-oriented development”. According to Downingtown’s Manual of Written and Graphic TND Design Guidelines, TND and related smart growth concepts are “...based on a belief that a return to traditional neighborhood patterns is essential to restoring functional, sustainable communities”.

Like its historic preservation regulations, Downingtown’s TND regulations strive to preserve the best features of how towns developed before large-scale suburban sprawl. As codified in Borough zoning, all proposed TND developments in Downingtown must be designed to comply with the manual of design guidelines referenced above. This manual uses text and images to illustrate appropriate choices for a variety of architectural elements, such as the following:

- walls, hedges and fences
- streetscapes
- building orientation
- building entries
- awnings
- signs
- roofs
- balconies
- colors
- paving
- building uses
- building facades
- windows
- columns
- porches
- walls
- utilities



* Illustrations from Downingtown’s Manual of Written and Graphic TND Design Guidelines

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Sites Listed on the National Register of Historic Places

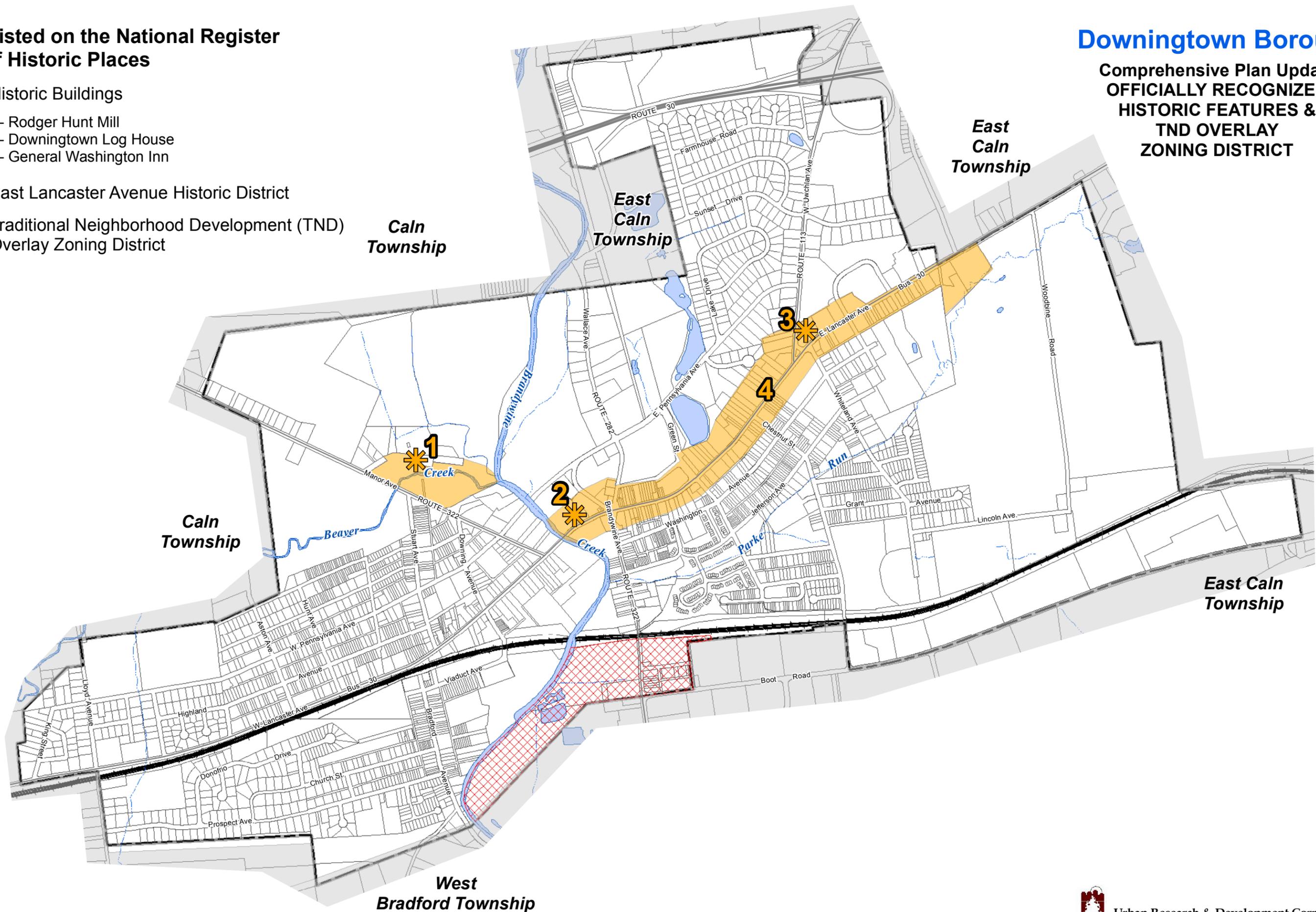
-  Historic Buildings
- 1** - Rodger Hunt Mill
- 2** - Downingtown Log House
- 3** - General Washington Inn

4 East Lancaster Avenue Historic District

 Traditional Neighborhood Development (TND) Overlay Zoning District

Downingtown Borough

Comprehensive Plan Update
**OFFICIALLY RECOGNIZED
 HISTORIC FEATURES &
 TND OVERLAY
 ZONING DISTRICT**



1,000 0 1,000 Feet

Source: PASDA, URDC

HISTORIC AND CULTURAL PRESERVATION GOALS AND OBJECTIVES

GOAL 1. Preserve Downingtown’s traditional historic and cultural environment to the greatest extent possible while still accommodating desired growth.

Objectives:

- Strive to ensure that the scale and style of new development and redevelopment is compatible with the image and setting of its surroundings.
- Viewing demolition of physically intact older buildings as a last choice option, only for buildings with no foreseeable economic viability.

GOAL 2. Continue to promote Downingtown as a community with an attractive cultural environment steeped in history.

Objectives:

- Encourage registration of additional eligible historic structures in the Borough for inclusion on the National Register of Historic Places
- Continue coordinating with the Downingtown Area Historical Society and preservation entities at Chester County and the State.

HISTORIC AND CULTURAL PRESERVATION RECOMMENDATIONS

- Continue to support the historic and culture-related activities of the Downingtown Historical and Parks Commission, such as their special community events, walking tour and preservation initiatives.
- Maintain strict enforcement of zoning regulations that mandate best practices for historic preservation.
- Extend the use of design guidelines to apply to other areas in the Borough beyond just the TND overlay zoning district.

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Appendix A: Demographic Overview



APPENDIX A - DEMOGRAPHIC OVERVIEW

Historical Population Growth

Downingtown had 7,891 residents in 2010, an increase 302 people (or 4.0 %) since the 2000 Census. This was a reversal of the 1990-2000 trend, during which the Borough lost 160 persons for a ten-year decrease of 2.1%. As Table 1 shows, Downingtown added more people during the 1960's than in any other decade. Population growth in the Borough has slowed significantly since that time.

Table A.1
Historic Population Trends
Downingtown Borough, 1859–2010

Year	Population	Change	
		Numeric	Percent
1859	761	—	—
1870	1,021	260	34.2
1880	1,480	459	45.0
1890	1,920	440	29.7
1900	2,133	213	11.1
1910	3,326	1,193	55.9
1920	4,024	698	21.0
1930	4,548	524	13.0
1940	4,645	97	2.1
1950	4,948	303	6.5
1960	5,598	650	13.1
1970	7,437	1,839	32.9
1980	7,650	213	2.9
1990	7,749	99	1.3
2000	7,589	(160)	(2.1)
2010	7,891	302	4.0

Source: U. S. Census Bureau

Population Change

Suburban townships throughout Chester County have had substantial land available for residential development. In contrast, most Chester County boroughs are now nearly built out. Consequently, the largest share of the County's population growth has been in the townships not the boroughs. Table 2 shows how Downingtown has fared compared to Chester County's other boroughs and the City of Coatesville. Of the 16 municipalities listed, 7 added more residents than Downingtown between 2000 and 2010.

Table A.2
Population Change; Chester County and Cities/Boroughs
2000–2010

Place	Population		Change, 2000–2010	
	2000	2010	Numeric	Percent
Chester County	433,501	498,886	65,385	15.1
Atglen Borough	1,217	1,406	189	15.5
Avondale Borough	1,108	1,265	157	14.2
Coatesville City	10,838	13,100	2,262	20.9
Downingtown Borough	7,589	7,891	302	4.0
Elverson Borough	959	1,225	266	27.7
Honey Brook Borough	1,287	1,713	426	33.1
Kennett Square Borough	5,273	6,072	799	15.2
Malvern Borough	3,059	2,998	(61)	(2.0)
Modena Borough	610	535	(75)	(12.3)
Oxford Borough	4,315	5,077	762	17.7
Parkesburg Borough	3,373	3,593	220	6.5
Phoenixville Borough	14,788	16,440	1,652	11.2
South Coatesville Borough	997	1,303	306	30.7
Spring City Borough	3,305	3,323	18	0.5
West Chester Borough	17,861	18,461	600	3.4
West Grove Borough	2,652	2,854	202	7.6

Source: U. S. Census Bureau

Age Distribution

Today the largest age groups in Downingtown are in the cohorts between 25 and 54 years old. This is encouraging because in many older communities throughout Pennsylvania even older age groups tend to dominate. Between 2000 and 2010, the Borough's 45 to 54 year olds and 25 to 34 year olds were the community's fastest growing age groups. This is still a somewhat "greyer" demographic than what is found in most rapidly growing suburbs. However, it is not an age profile indicative of a stagnant or fading community.

Table A.3
Age Distribution, 2000–2010
Downingtown Borough

Age Group	2000		2010		Change, 2000–2010	
	Number	Percent	Number	Percent	Number	Percent
0–4	472	6.2	524	6.6	52	9.9
5–9	539	7.1	405	5.1	(134)	(33.1)
10–14	594	7.8	456	5.8	(138)	(30.3)
15–19	478	6.3	497	6.3	19	3.8
20–24	503	6.6	548	6.9	45	8.2
25–34	1,194	15.7	1,428	18.1	234	16.4
35–44	1,283	16.9	974	12.3	(309)	(31.7)
45–54	944	12.4	1,231	15.6	287	23.3
55–59	279	3.7	478	6.1	199	41.6
60–64	231	3.0	386	4.9	155	40.2
65–74	470	6.2	444	5.6	(26)	(5.9)
75–84	431	5.7	336	4.3	(95)	(28.3)
85+	171	2.3	184	2.3	13	7.1
Total	7,589	100.0	7,891	100.0	302	3.8

Source: U. S. Census Bureau

Population Forecasts

The Delaware Valley Regional Planning Commission (DVRPC) published its most recent population forecasts in January of 2012. DVRPC projects that Downingtown will add over 2,900 residents in the next 30 years for a 2010-2040 growth rate of 37.0%. Of the 16 municipalities listed in Table 4, DVRPC expects only one (the City of Coatesville) to add more population than Downingtown.

Table A.4
Population Forecasts; Chester County and Cities/Boroughs
2010–2040

Place	2010	Forecasts			Change, 2010–2040	
	Census	2020	2030	2040	Numeric	Percent
Chester County	498,886	538,809	607,407	647,330	148,444	29.8
Atglen Borough	1,406	1,577	1,870	2,041	635	45.2
Avondale Borough	1,265	1,397	1,622	1,754	489	38.7
Coatesville City	13,100	14,124	15,882	16,906	3,806	29.1
Downingtown Borough	7,891	8,677	10,028	10,814	2,923	37.0
Elverson Borough	1,225	1,461	1,865	2,101	876	71.5
Honey Brook Borough	1,713	1,848	2,079	2,214	501	29.2
Kennett Square Borough	6,072	6,482	7,039	7,395	1,323	21.8
Malvern Borough	2,998	3,171	3,469	3,642	644	21.5
Modena Borough	535	629	792	886	351	65.6
Oxford Borough	5,077	5,384	5,912	6,219	1,142	22.5
Parkesburg Borough	3,593	4,013	4,735	5,155	1,562	43.5
Phoenixville Borough	16,440	17,157	18,390	19,107	2,667	16.2
South Coatesville Borough	1,303	1,460	1,731	1,888	585	44.9
Spring City Borough	3,323	3,597	4,067	4,341	1,018	30.6
West Chester Borough	18,461	18,919	19,706	20,164	1,703	9.2
West Grove Borough	2,854	3,055	3,402	3,603	749	26.2

Sources: U. S. Census Bureau
Delaware Valley Regional Planning Commission; January 2012

Housing Types

Single-family attached units (twin homes and townhouses) are the most numerous housing type in Downingtown followed closely by single-family detached homes. Together, these two housing types account for 58.4% of the Borough's housing total stock. Units in structures with 10 to 19 units (small to medium-size apartment buildings) are the only other housing type in Downingtown to make up at least 10% of the total housing stock. This distribution is typical of a small urbanized area whereas suburban communities almost always have a much higher proportion of single-family detached homes.

Table A.5
Housing Types
Downingtown Borough, 2010

Type	Number	Percent
Single-Family Detached Units	1,022	28.2
Single-Family Attached Units (Row Homes and Townhouse Units)	1,095	30.2
Twin or Duplex Units	173	4.8
Units in Structures with 3 or 4 Units	307	8.5
Units in Structures with 5 to 9 Units	299	8.3
Units in Structures with 10 to 19 Units	454	12.5
Units in Structures with 20 or More Units	239	6.6
Mobile Homes	35	1.0

Source: 2010 U. S. Census Bureau

Housing Values

Downingtown's median housing value in 2010 was \$220,800. As shown on Table 6, this average was exceeded by 6 of the 16 municipalities listed. Downingtown's 10-year increase in average home value (144%) was exceeded by five of the listed communities. While average home values are significantly higher in most suburban townships, these statistics suggest that Downingtown's housing values are somewhat above-average compared to local communities of a similar age and size. The rental figures also shown on Table 6 reflect a similar pattern.

Table A.6
Housing Values, 2000–2010
Chester County and Cities/Boroughs

Place	Median Housing Price Asked		Change, 2000–2010		Median Monthly Rent Asked		Change, 2000–2010	
	2000	2010	Numeric	Percent	2000	2010	Numeric	Percent
Chester County	\$128,600	\$334,300	\$205,700	160.0	\$649	\$1,077	\$428	65.9
Atglen Borough	\$80,000	\$228,300	\$148,300	185.4	\$525	\$769	\$244	46.5
Avondale Borough	\$106,300	\$215,800	\$109,500	103.0	\$650	\$991	\$341	52.5
Coatesville City	\$72,500	\$135,800	\$63,300	87.3	\$435	\$830	\$395	90.8
Downingtown Borough	\$90,400	\$220,800	\$130,400	144.2	\$677	\$929	\$252	37.2
Elverson Borough	\$185,800	\$287,200	\$101,400	54.6	\$0	\$818	\$818	100.0
Honey Brook Borough	\$137,500	\$218,900	\$81,400	59.2	\$725	\$871	\$146	20.1
Kennett Square Borough	\$0	\$221,900	\$221,900	100.0	\$817	\$973	\$156	19.1
Malvern Borough	\$0	\$343,300	\$343,300	100.0	\$994	\$1,329	\$335	33.7
Modena Borough	\$85,000	\$184,600	\$99,600	117.2	\$0	\$956	\$956	100.0
Oxford Borough	\$176,600	\$216,800	\$40,200	22.8	\$384	\$799	\$415	108.1
Parkesburg Borough	\$95,000	\$194,900	\$99,900	105.2	\$608	\$917	\$309	50.8
Phoenixville Borough	\$55,000	\$208,200	\$153,200	278.5	\$587	\$940	\$353	60.1
South Coatesville Borough	\$60,000	\$167,100	\$107,100	178.5	\$435	\$921	\$486	111.7
Spring City Borough	\$89,800	\$163,600	\$73,800	82.2	\$552	\$758	\$206	37.3
West Chester Borough	\$112,500	\$296,800	\$184,300	163.8	\$590	\$1,020	\$430	72.9
West Grove Borough	\$106,300	\$198,200	\$91,900	86.5	\$675	\$1,132	\$457	67.7

Source: 2000: U. S. Census Bureau, Summary File 3, Sample Data
2010: U. S. Census Bureau, 2006–2010 American Community Survey 5-Year Estimates

Median Household Income

According to the 2010 Census, Downingtown's median household income was \$50,026. This put the Borough in 12th place out of the 16 similar municipalities for whom data is shown on Table 7. In comparing the ten year change in these statistics, only one community (Elverson Borough) reported a 2000 to 2010 increase in median income smaller than Downingtown's.

Table A.7
Median Household Income, 2000–2010
Chester County and Cities/Boroughs

Place	Median Household Income		Change, 2000–2010	
	2000	2010	Numeric	Percent
Chester County	\$65,295	\$84,741	\$19,446	29.8
Atglen Borough	\$48,393	\$70,179	\$21,786	45.0
Avondale Borough	\$46,875	\$53,203	\$6,328	13.5
Coatesville City	\$29,912	\$35,553	\$5,641	18.9
Downingtown Borough	\$45,979	\$50,062	\$4,083	8.9
Elverson Borough	\$57,813	\$58,750	\$937	1.6
Honey Brook Borough	\$46,319	\$78,333	\$32,014	69.1
Kennett Square Borough	\$46,523	\$57,500	\$10,977	23.6
Malvern Borough	\$62,308	\$68,571	\$6,263	10.1
Modena Borough	\$36,125	\$51,875	\$15,750	43.6
Oxford Borough	\$34,966	\$49,608	\$14,642	41.9
Parkessburg Borough	\$44,934	\$65,016	\$20,082	44.7
Phoenixville Borough	\$42,500	\$61,153	\$18,653	43.9
South Coatesville Borough	\$37,596	\$41,944	\$4,348	11.6
Spring City Borough	\$40,601	\$52,694	\$12,093	29.8
West Chester Borough	\$37,803	\$45,052	\$7,249	19.2
West Grove Borough	\$56,875	\$63,988	\$7,113	12.5

Source: 2000: U. S. Census Bureau, Summary File 3, Sample Data
2010: U. S. Census Bureau, 2006–2010 American Community Survey 5-Year Estimates

Education Level

Table 8 compares education levels in Downingtown with those of Chester County as a whole. Among residents 25 years and older, 88.7% reported in 2010 that they had graduated from high school and 28.7% reported that they had graduated from college. In both cases, these numbers were up from the Borough's 2000 levels. Chester County as a whole reported somewhat higher educational attainment numbers: 92.5% for high school graduation and 47.8% for college graduation.

Table A.8
Education Level, 2000–2010, Percent of Population Age 25 and Older
Downingtown Borough and Chester County

Highest Level Attained	Downingtown		Chester County	
	Population, Age 25+		Population, Age 25+	
	2000 = 5,010	2010 = 5,556	2000 = 285,816	2010 = 323,963
Less than 9 th grade	4.5	2.9	3.5	2.9
9 th to 12 th grade, no diploma	10.2	8.4	7.2	4.6
High school graduate	41.4	36.6	26.0	24.2
Some college, no degree	18.2	17.8	15.5	14.6
Associate degree	3.9	6.9	5.4	5.9
Bachelor's degree	15.5	19.5	26.6	29.5
Graduate/professional degree	6.3	7.9	15.9	18.3
Total	100.0	100.0	100.0	100.0
Percent high school graduate or higher	85.3	88.7	89.4	92.5
Percent bachelor's degree or higher	21.8	27.4	42.5	47.8

Sources: 2000: U. S. Census Bureau, Summary File 3, Sample Data
2010: U. S. Census Bureau, 2006–2010 American Community Survey 5-Year Estimates

Appendix B: Adjacent Zoning



APPENDIX B - ADJACENT ZONING TO DOWNINGTOWN BOROUGH

The following map and list describes the zoning districts that exist adjacent to Downingtown's borders. This refers to zoning districts in Caln Township, East Caln Township and West Bradford Township, the three municipalities that share borders with Downingtown Borough. The Future Land Use map included in this comprehensive plan was compared to the nature of these zoning districts and found to be generally compatible.

EAST CALN TOWNSHIP

R-1 Single-Family Detached Residential District

Purpose

To provide for limited density of residential development while preserving environmentally sensitive natural features and scenic landscapes.

Major Permitted Uses

Single-family detached dwellings

OC-5 Commercial, Multi-Family Apartment Development District

Purpose

To provide suitable locations for offices and commercial businesses and as a conditional use shopping centers and multi-family apartments along a major traffic artery.

Major Permitted Uses

Offices

Banks

Retail

Restaurants

Day Care

Community Center

Shopping Center by Conditional Use

Apartments by Conditional Use

OC-3 Office, Commercial, Hotel/Motel Campus District

Purpose

To provide suitable locations for businesses that rely on a regional market area and need vehicular access to the interchanges of Route 30.

Major Permitted Uses

Offices
Banks
Hotel and Motel
Day Care
Open Space Recreation
Corporate Campus by Conditional Use
Major Retail Development by Conditional Use
Church by Conditional Use
School by Conditional Use
Hospital and Medical Clinic by Conditional Use

I-1 Industrial District

Purpose

To encourage industrial development.

Major Permitted Uses

Agriculture
Laboratory
Manufacturing
Food Processing
Machine Shop
Various Other Industrial Uses

NR-4 Neighborhood Retail Center

Purpose

To provide for Retail Centers to serve the neighborhood in which they are located.

Major Permitted Uses

Retail Sales
Personal Service Shops
Restaurant
Offices
Bank
Gasoline stations by Conditional Use
Medical Clinic by Conditional Use
Commercial Recreation by Conditional Use

CALN TOWNSHIP

I-1 Industrial District

Purpose

Land uses should be served by a road system, rail service (if available), and by public utilities. Redevelopment, interchange development, or adaptive reuse should be considered to enhance economic development.

Major Permitted Uses

Agriculture
 Municipal Uses
 Manufacturing by Conditional Use
 Warehousing by Conditional Use
 Offices by Conditional Use
 Industrial Parks by Conditional Use
 Mobile Home Parks by Special Exception
 Adult Businesses by Special Exception
 Commercial Campgrounds by Special Exception
 Solid Waste Facilities by Special Exception
 Intensive Agriculture by Special Exception

R-1 Low Density Residential District

Purpose

Subdivision activity should be carefully planned and limited . Conservation practices should be encouraged to preserve or maintain the existing natural features, habitats and resources.

Major Permitted Uses

Single-Family Detached Dwelling Units
 General Agricultural Units

R-2 Low to Medium Density Residential District

Purpose

Subdivision and land development activity should be carefully planned and encouraged as either infill development or to serve as a transition between areas of low to medium residential densities.

Major Permitted Uses

Single-Family Detached Dwelling Units
 General Agricultural Units
 Residential Cluster Development by Conditional Use
 Retirement Community by Conditional Use
 Educational Uses by Conditional Use
 Hospital/Medical Center/Nursing Home by Conditional Use
 Group Home by Special Exception
 Bed & Breakfast/Boarding House by Special Exception
 Family Day-Care Home by Special Exception

R-3 Medium Density Residential District

Purpose

Subdivision and land development activity should be carefully planned and encourages as either infill development or to serve as a transition between areas of low to high residential densities .

Major Permitted Uses

Single-Family Detached Dwelling Units
Single-Family Semi-Detached Dwelling Units
Residential Cluster by Conditional Use
Public or Private Golf Course by Conditional Use
Educational Uses by Conditional Use
Hospital/Medical Center/Nursing Home by Conditional Use
Group Home by Special Exception
Bed & Breakfast/Boarding House by Special Exception
Family Day-Care Home by Special Exception

C-1 Highway Commercial District

Purpose

Subdivision and land development activity should be carefully planned and encouraged as infill development. The use should be served by an arterial road system and by public utilities. Redevelopment, revitalization, adaptive reuse and/or innovative development opportunities should be considered to enhance economic development.

Major Permitted Uses

Single-Family Detached Dwelling Units
Retail Business
Medical or Dental Clinic
Restaurant
Tavern
Bank
Adaptive Reuse and Redevelopment by Conditional Use
Mixed Use Commercial and Residential by Conditional Use
Convenience Store or Mini Mart by Conditional Use
Child Day Care Center by Conditional Use
Mini Malls by Conditional Use
Shopping Center and Shopping Malls by Conditional Use
Auto Sales by Conditional Use

WEST BRADFORD TOWNSHIP

R-1 Low Density Residential District

Purpose

To provide for low density housing, open space and related activities in areas most likely to remain rural in character.

Major Permitted Uses

Single-Family Detached Dwelling Units

Agriculture

Horticulture

Educational Uses By Special Exception

Day Care by Special Exception

Campgrounds by Conditional Uses

Institutional by Conditional Uses

Various Residential Types in Historic Structures Only

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Appendix C: Funding & Implementation Strategies



FUNDING & IMPLEMENTATION TECHNIQUES

Potential Funding Sources and Financing

State, federal and county governments; public and private organizations/entities; and foundations provide various opportunities for funding assistance. Grants and loans from various sources should be used to help fund revitalization activities and other plan implementation items. Since funding sources are always changing, with new programs being added and older programs being revised or deleted, it will be important to continually keep abreast of current funding opportunities. The following table identifies some of the funding assistance programs that should be considered for implementation. The Borough should establish, research and continually update a database of available grants and other funding sources. Many funding providers post their grant program offerings on the Internet.

**Table C.1
Potential Funding Sources**

Name of Program	General Description of Program	Administering Agency
Affordable Housing Trust Fund (AHTF)	Provides funding for projects that increase housing opportunities for low and/or moderate income persons. Eligible projects include, but are not limited to: housing rehabilitation; counseling; mortgage assistance; housing construction; temporary housing; and information dissemination.	Housing Partnership of Chester County
Business In Our Sites Grants and Loans	Empowers communities to attract growing and expanding businesses by helping them build an inventory of ready sites.	PA Department of Community and Economic Development (PA DCED)
Chester County Community Revitalization Program (CRP)	The Chester County Community Revitalization Program provides county grants to Urban Centers with active Urban Revitalization Plans for municipal infrastructure improvement projects.	Chester Co. Dept. of Community Development (CDC)
Chester County Economic Development Council (CCEDC)	The Chester County Economic Development Council is a private, non-project economic development organization that has been nurturing economic growth in Chester County and the surrounding region for more than 40 years. CCEDC loan programs are structured to primarily fund fixed assets (land, building and equipment) with limited working capital assistance. CCEDC also offers businesses interest rates below market rate financing options. Programs that local businesses most often take advantage of through CCEDC include: <ul style="list-style-type: none"> • Small Business First Fund • Small Business Administration 504 Program • Bond and Mortgage Financing • Next Generation Farmer Loan Program • Machinery and Equipment Loan Fund 	Chester County Economic Development Council (CCEDC)
Chester County Industrial Development Authority Recovery Zones	As authorized by the American Recovery and Reinvestment Act of 2009, the U.S. Department of Treasury has allocated \$3.8 million for recovery zone economic development bonds and \$5.7 million for recovery zone facility bonds. South Coatesville is one of the 16 municipalities in Chester County that have been designated as a recovery zone.	Chester County Industrial Development Authority (IDA)
Chester County Open Space Preservation Grants	The Chester County Open Space Department offers several grant programs to fund park, trail and greenway acquisition and construction projects. The Municipal Grant Program offers: <ul style="list-style-type: none"> • <u>Acquisition grants</u> up to 50% of the approved cost for either full-fee acquisition or conservation easement acquisition; and • <u>Development grants</u> for park and trail construction up to a maximum of 50% of a project's cost to a maximum of \$250,000. Grants are competitive.	Chester County Open Space Department

Appendix C - Funding & Implementation Techniques

Name of Program	General Description of Program	Administering Agency
Communities That Care (CTC)	Communities That Care (CTC) is a community empowerment strategy that emphasizes assessment and planning as the basis for program development and implementation. CTC is a violence and delinquency prevention program that provides communities with a process to mobilize the community, identify risk and preventive factors, and develop a comprehensive prevention plan.	PA Commission on Crime and Delinquency
Community and Business Development Program	The Community and Business Assistance Program provides grants for community and business assistance projects that, in the judgment of the Department of Community and Economic Development (DCED), are consistent with the authorizing legislation and these program guidelines, and meet all requirements of the DCED Single Application for Assistance.	PA DCED
Community and Municipal Facilities Assistance Program	The Community and Municipal Facilities Assistance Program provides grants for community and municipal facility projects that, in the judgment of the Department of Community and Economic Development (DCED), are consistent with the authorizing legislation and these program guidelines, and meet all requirements of the DCED Single Application for Assistance.	PA DCED
Community Conservation and Employment Program	The Community Conservation and Employment Program provides grants for community and economic development projects that, in the judgment of the Department of Community and Economic Development (DCED), are consistent with the authorizing legislation and these program guidelines, and meet all requirements of the DCED Single Application for Assistance.	PA DCED
Community Development Block Grant (CDBG)	Offers grants for a wide variety of activities, provided the applicant proves by survey or census that the project will benefit 51% low and moderate income persons or handicapped persons or eliminate "blighted" conditions in officially designated areas. For example, funds can be used for housing rehabilitation, handicapped accessibility, street and sidewalk improvements, parks / recreation / trail linkages, planning, and historic rehabilitation. Currently, the Borough of South Coatesville meets the threshold of over 51% low and moderate income persons.	Chester County CDC / HUD
Community Economic Development Loan Program	Low-interest loans for projects in distressed communities.	PA DCED
Community Services Block Grant (CSBG)	Federal grants to support programs that promote economic self-sufficiency of low-income individuals. Designated Community Action Agencies serving individuals whose income is at 125% of the federal poverty level are eligible for funding. Funds may be used for: case management, job training, food and nutrition, transportation, education, housing, drug and alcohol, and economic development.	Chester County CDC, PA DCED and U.S. Dept. Of Health & Human Services
C2P2 - Community Conservation Partnerships Program	Provides 50% matching grants to municipalities to: develop plans for parks/recreation/trails; prepare park/greenway master plans; acquire parkland/nature preserves/greenways; and rehabilitate and improve public recreation areas/greenways.	PA Department of Conservation and Natural Resources (PA DCNR)
Delaware Valley Regional Planning Commission (DVRPC) Programs	<p>Technical assistance, information and funding assistance are available from DVRPC. Some of the programs are listed below:</p> <ul style="list-style-type: none"> • <u>Transportation and Community Development Initiative</u> is a grant program that supports local development and re-development efforts in qualifying municipalities in the Delaware Valley. The TCDI program targets transportation investment in a sustainable way. • <u>Home Town Streets and Safe Routes to School</u> funding assistance is designed to: encourage the reinvestment in and re-development of our downtowns; and establish, where feasible, safe walking routes for our children to commute to school and to promote healthy living. • <u>Transportation Enhancements (TE)</u> are Federal highway and transit funds set aside under the Surface Transportation Program (STP) for community-based non-traditional projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. 	Delaware Valley Regional Planning Commission (DVRPC)

Name of Program	General Description of Program	Administering Agency
Downtown Revitalization Assistance	The Pennsylvania Downtown Center (PDC) promotes and supports the vitality of Pennsylvania's downtowns and traditional neighborhood business districts by providing local groups with the techniques and strategies needed to recapture or sustain their downtowns as a vibrant civic, social, and economic center of activity.	Pennsylvania Downtown Center (PDC)
Economic Development Administration	<p>The Economic Development Administration (EDA) offers grants and technical assistance for economic development. Some of the major EDA programs are listed below:</p> <ul style="list-style-type: none"> • <u>Public Works and Economic Development Program</u> - Public Works and Economic Development investments help support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, support technology-led development, redevelop brownfield sites and provide eco-industrial development. • <u>Economic Adjustment Assistance Program</u> - The Economic Adjustment Assistance Program provides a wide range of technical, planning and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. This program is designed to respond flexibly to pressing economic recovery issues and is well suited to help address challenges faced by U.S. regions and communities. • <u>Community Trade Adjustment Assistance Program</u> - EDA's Community Trade Adjustment Assistance (Community TAA) Program, which was created by the American Recovery and Reinvestment Act of 2009, is aimed at helping to create and retain jobs by providing project grants to communities that have experienced, or are threatened by, job loss resulting from international trade impacts. • <u>Planning Program</u> - The Planning Program helps support planning organizations in the development, implementation, revision or replacement of comprehensive economic development strategies (CEDs), and for related short-term planning investments designed to create and retain higher-skill, higher-wage jobs, particularly for the unemployed and underemployed in the nation's most economically distressed regions. 	Economic Development Administration (EDA) / U.S. Department of Commerce
Economic Growth and Development Assistance	The Economic Growth and Development Assistance Program provides grants for projects fostering economic growth and development in Pennsylvania that, in the judgment of the Department of Community and Economic Development (DCED), are consistent with the authorizing legislation and program guidelines, and meet all requirements of the DCED Single Application for Assistance.	PA DCED
Elm Street Program	Grant funds for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts. Elm Street is a 5-year program. A Plan that meets the Elm Street Plan required must be prepared prior to designation. Planning Grants (\$25,000) are available from PA DCED. Operational grants (\$50,000 maximum per year), and Residential Reinvestment grants (\$250,000 maximum per year) should be pursued annually over the five years. Elm Street involves five specific program areas: 1) organization; 2) promotion; 3) design; 4) neighborhoods and economy; and 5: clean, safe and green activities.	PA DCED
Emergency Responders Resources & Training Program (ERR)	ERRTP funds may be used for emergency responder improvement projects. These projects must demonstrate a benefit to community activities associated with police, fire, ambulance or related public safety services.	PA DCED
Historic Preservation - Certified Local Government Grants	Provides modest-sized matching grants to provide technical assistance to municipalities that have official historic districts and meet other criteria to be "certified."	Federal, administered by PA Historical and Museum Commission (PHMC)
Historic Preservation Survey and Planning Grants	Matching grants for historic surveys, historic preservation planning and National Register nominations. Available to municipalities and nonprofit organizations. Cannot be used for construction.	Federal, administered by PHMC

Appendix C - Funding & Implementation Techniques

Name of Program	General Description of Program	Administering Agency
Historic Preservation Tax Credits	Offers federal income tax credits for a percentage of the qualified capital costs to rehabilitate a certified historic building, provided the exterior is restored. The program is generally limited to income-producing properties.	National Park Service
HOME	U.S. Department of Housing and Urban Development (HUD) program that provides municipalities with funding and technical assistance to expand the supply of decent and affordable housing for low and very low moderate income persons. Uses may include: rehabilitation; new construction; acquisition of rental or sales housing and rental assistance.	Chester County CDC / HUD
Home Ownership Choice Program (HCP)	An initiative of the Pennsylvania Housing Finance Agency (PHFA) to finance new, single-family home construction in blighted areas of the Commonwealth.	PA Housing Finance Agency (PHFA)
Home Town Streets and Safe Routes to School	The Home Town Streets Program provides funding for a variety of streetscape improvements that are aimed at reestablishing downtown and commercial centers. The Safe Routes to School Program provides grants and is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. Both programs require a 20% local match.	PennDOT / DVRPC
Housing Partnership of Chester County Programs	<p>The Housing Partnership of Chester County is a private nonprofit organization that works to improve housing and quality of life. Various programs are available through the Partnership:</p> <ul style="list-style-type: none"> • <u>Accessibility Modifications</u> - Assists low to moderate income residents of Chester County, with permanent disabilities, in making their current residence more accessible. Modifications include, but are not limited to, ramps, lifts, door and hallway widening, and bathroom modifications. • <u>Housing Counseling</u> - Provides counseling to assist those individuals with financial problems. • <u>First Time Home Buyer</u> - This program is intended to assist low and moderate income individuals and families interested in purchasing a home within Chester County. Home buying seminars are being held each month at the Housing Partnership. • <u>Foreclosure Prevention Program</u> - Provides information for individuals and families in danger of losing their homes to foreclosure. • <u>Fuel Assistance</u> - This programs assists low income seniors and residents of Chester County with their fuel bills. 100% of your donation goes towards heating homes. • <u>Home Rehabilitation</u> - County-wide program helping low to moderate income homeowners correct violations such as structural, plumbing, heating and electrical problems. Lead-based paint and handicap accessible modifications are also addressed in this program. • <u>Senior Citizen Home Maintenance</u> - Provides basic home maintenance, repairs, and access modifications for residents of Chester County, 65 years of age and older. 	Housing Partnership of Chester County
Housing and Redevelopment Assistance	Provides state-funded grants for community revitalization and economic development activities at the local level. The program assists the community in becoming competitive for business retention, expansion and attraction.	PA DCED
Industrial Sites Reuse Program, PA (“Brownfields”)	Provides grants of up to 75% and low-interest loans for assessment of environmental contamination and remediation work at former industrial sites. Available to private companies, nonprofit economic development agencies, or authorities that own the land. Mainly targeted towards cities. Financing is not available to the company that caused the contamination.	PA DCED in cooperation with PA DEP
Intermunicipal Projects Grants	Promotes cooperation between neighboring municipalities so as to foster increased efficiency and effectiveness in the delivery of municipal services at the local level.	PA DCED

Name of Program	General Description of Program	Administering Agency
Keystone Historic Preservation Funds	Provides 50% matching grants of between \$5,000 and \$25,000 to fund analysis, acquisition, or rehabilitation of historic sites. The site must be on the National Register of Historic Places or officially determined to be eligible for listing. The site must be accessible to the public after funding. Grants can be made to public agencies or nonprofit organizations.	PHMC
Keystone Recreation, Park and Conservation Fund	State grants to improve the physical facilities of public libraries.	PA DCED
Land Use Planning and Technical Assistance Program (LUPTAP)	This program provides grant funds for the preparation of community comprehensive plans and the ordinances (e.g., zoning and SALDO) to implement them. It promotes cooperation between municipalities in making sound land use decisions that follow or adhere to the Governor’s Executive Order on Land Use. Priority is given to any county government acting on behalf of its municipalities, any group of two or more municipalities, or a body authorized to act on behalf of two or more municipalities. Applicants are to provide a minimum of 50% match consisting of cash or in-kind services. There are no minimum or maximum amounts.	PA DCED
Land and Water Conservation Fund	The Land and Water Conservation Fund (LWCF) provides matching grants to state and local governments for the acquisition and development of public outdoor recreation areas and facilities.	National Park Service in cooperation with PA DCNR
Local Banks	Local banks in the area can contribute funding and financing toward Plan implementation, including making donations for revitalization projects.	Local Banks
Local Government Capital Projects Loan Program	This Program provides low-interest loans for equipment and facility needs of small governments with populations under 12,000.	PA DCED
Local Municipal Resources and Development Program (LMRDP)	Grants to municipalities for improving quality of life within the community. Grants may be used for: construction or rehab of infrastructure, building rehabilitation, acquisition and demolition of structures / land, revitalization or construction of community facilities, purchase of upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training.	PA DCED
Main Street Program	The Pennsylvania Main Street Program offers grants to local governments to fund “Main Street Managers” to coordinate downtown revitalization strategies and commerce activities. Includes: Anchor Building Grants, which assist in the renovation of integral buildings that are vital to the downtown’s health; and Downtown Reinvestment Grants, which provide financial incentives to municipalities for development projects to help eliminate decline.	PA DCED
National Recreational Trails Funding (Symms NRTA)	Provides grants for the acquisition and development of recreation trails (which may include trails for motorized vehicles). A 50% local match is required. Applications may be made by federal, state or local government agencies or organizations.	Federal, administered by PA DCNR
Neighborhood Partnership Program (NAP/NPP)	<p>Corporate tax liability credit for businesses that sponsor a neighborhood organization to develop and implement a neighborhood revitalization plan by contributing a substantial amount of cash per year over an extended period of time.</p> <p>Programs must serve clients who are low-income and residents of economically distressed neighborhoods specified by the neighborhood organization. Projects must fall under one of the following categories: housing; education; health and social services; community development; job training; crime prevention; and community participation.</p>	PA DCED

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Name of Program	General Description of Program	Administering Agency
PA Infrastructure Investment Authority (PennVest)	Offers low-interest loans for construction and improvement of drinking water and wastewater systems. 100% grants may be available for highly-distressed communities. Mainly intended for public systems, but some private systems may be approved. Water projects are funded through the Drinking Water Revolving Loan Fund. Sewage projects are funded through the Clean Water Revolving Fund. PennVest is also authorized to provide loans for projects to control existing stormwater problems, such as separating stormwater from sanitary sewage. The "Advance Funding Program" provides low-interest loans for feasibility studies and engineering of systems if the utility cannot fund such work itself.	PennVest, PA DEP (Bureau of Water Supply Management) – Involves both U.S. EPA and state funds
PA Weed and Seed Program	The Weed and Seed program, modeled after the federal program, is a two-pronged approach to addressing the negative, or criminal, elements of a targeted area while supporting and enhancing the positives, or available resources, through the introduction of programming and specialized initiatives.	PA Commission of Crime & Delinquency, and the Office of the Governor
Pennsylvania Community Transportation Initiative Program	Grants are available from PennDOT as part of the Pennsylvania Transportation Initiative Program. Funds can be used for a variety of transportation projects and initiatives.	PennDOT
PennDOT's Local Technical Assistance Program	The Pennsylvania Department of Transportation provides technical assistance for Walkable Communities Program studies and other studies.	PennDOT
Rails to Trails, PA	Provides grants for feasibility studies, master site plans, acquisition, and improvement of former railroad lines for recreation trails. A 50% local match is required. Open to municipalities, authorities, and non-profit.	DCNR
Save America's Treasures	Save America's Treasures Grants are available for preservation and/or construction work on National significant artifacts and historic structures and sites. A dollar for dollar, non-federal match is required. The maximum grant request for all projects is \$700,000.	National Park Service
TEA-21 Transportation Enhancements Program (part of federal Transportation Efficiency Act)	The Transportation Equity Act for the 21 st Century (TEA-21) authorizes Federal surface transportation programs for highways, highway safety, and transit.	U.S. DOT funds administered by PennDOT
Urban Development Program (UDP)	Provides grants for urban development and improvement projects. Funds may be used for: construction or rehab of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase of upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training.	PA DCED
Urban Forestry Grants / Tree Improvement Program / Mini-Grant for Planting Trees/PA Community Forest Grants	Several DCNR grants provide funding for tree planting projects on public property or along streets. There is also a Federal "America the Beautiful" grant program for tree planting.	PA DCNR

Name of Program	General Description of Program	Administering Agency
USDA Rural Development Housing and Community Development Programs	Various USDA funding assistance programs are available, including: <ul style="list-style-type: none"> • <u>Housing Repair and Rehabilitation Grants</u> - To dwelling owners / occupants age 62 or older who have very low incomes (50% of the area median income). • <u>Community Facilities</u> - Provides grants and loans to assist in the development of essential community facilities. • <u>Rural Community Development Initiative Program (RCDI)</u> - Provides technical assistance and training funds to develop capacities to undertake housing, community facilities, and community and economic development projects. • <u>Rural Emergency Responders Initiative</u> - Provides support rural emergency responder efforts by financing needed equipment, buildings and services. 	USDA, Rural Development

Sources: Publications and internet sites of various agencies; *Pennsylvanian* magazine; PA DCED, PA DCNR, PennDOT, PA Growing Greener Websites, Chester County Department of Community Development; Chester County Open Space Department; and Delaware Valley Regional Planning Commission.

Tax Increment Financing (TIF)

A financing tool that provides public infrastructure as incentives and benefits for the investment in and redevelopment of areas such as brownfields, underutilized properties, unsafe properties, areas of inefficient street or lot layout, and/or economically or socially undesirable land uses. TIF is the difference between the existing tax revenue of a tax parcel and the tax revenue of the same tax parcel after development and reassessment. The TIF district is typically established by a municipal authority charged with economic development. A determination of blight of for the TIF district must be made by the three taxing bodies (local municipality / county / school district). Each taxing body must adopt/enact appropriate resolution/ordinance designating the area of the TIF district and a finding of blight. Upon creation of the TIF district, taxes (or portions thereof) generated by the taxing bodies from increases in assessments from redevelopments (above the base amount) are retained by the TIF and are used for public infrastructure improvements or most typically, the repayment of deb issued for such improvements. TIF districts and the foregoing of tax revenues on the increments typically have a term of 20 years.

Local Economic Revitalization Tax Assistance (LERTA)

Offers a potentially viable and effective tool for municipalities to revitalize economically deteriorated areas, increase job opportunities and increase tax revenue to fund local governmental services. Property owners within the LERTA district, pay an increasing incremental percentage of taxes over the life of the district to the taxing bodies. State law requires maximum five years for redevelopment projects and ten-years for new construction. LERTA does not require all three taxing bodies (local municipality / county / school district) for approval.

Business Improvement District (BID)

Under Pennsylvania’s Neighborhood Improvement Act - 2000, municipalities are authorized to enable property owners in neighborhoods to provide services to their neighborhoods that supplement municipal services otherwise provided. The legislation provides for the assessment of property owners within the BID to pay for those additional services within the BID to strengthen and improve the probability of success of businesses and amenities for residents. BID’s normally are a five-year program but can be voted to be retained or expanded.

Other Implementation Techniques

Many available implementation tools could be used to carry out the plan. The Downtown Comprehensive Plan establishes overall policies for guiding future development. However, the plan is only a guide for local policy. In Pennsylvania, the following major tools are available to help implement the plan:

- Zoning ordinance
- Subdivision and land development ordinance
- Construction codes
- Official map
- Computerized mapping
- Capital improvements planning
- Municipal annual spending
- Federal, state, and county grants

Zoning Ordinance

Municipal zoning ordinances are the primary legal tool to regulate the uses of land and buildings. Zoning ordinances include a zoning map that divides a municipality into different zoning districts. Each district permits a set of activities and establishes a maximum density of development. In addition to regulating land uses and densities, zoning also controls:

- Building height.
- Percentage of a lot that may be covered by buildings and paving.
- Minimum distances that buildings may be placed from streets and property lines.
- Minimum size of lots.
- Maximum sizes and heights of signs.
- Protection of important natural and historical features.

Subdivision and Land Development Ordinance

A Subdivision and Land Development Ordinance (SALDO) regulates the creation of new lots, the construction of new streets by developers, and the site engineering of new commercial, industrial, and institutional buildings. The SALDO also contains design standards and required improvements for new development.

Construction Codes

By State law, a modern, standardized construction code applies within all Pennsylvania municipalities. Pennsylvania's model code, which was prepared by a national organization, is particularly important to minimize fire hazards.

A municipal property maintenance code is a tool many municipalities use to help control blight. Enforcement of a maintenance code requires the staff to regularly monitor conditions in the area covered by the code.

Official Map

The Pennsylvania Municipalities Planning Code (MPC) grants municipalities the authority to adopt an Official Map. An Official Map can designate proposed locations of new streets, street widenings, intersection improvements, parks, natural areas, trails, greenways, and other municipal uses. The map may cover an entire municipality or only certain areas. The Official Map process is particularly useful to reserve rights-of-way, such as for a future street widening.

When an Official Map is adopted by the governing body, the municipality is provided with a limited amount of authority to reserve land for the projects on the map. If land designated on the map is proposed for development, the municipality has one year to either purchase the land for its fair market value or decide not to proceed with the project. The 1-year period provides time for the municipality to raise funds to acquire the land and avoid lost opportunities. If the 1-year period is not in effect, a building permit can be obtained almost immediately to construct a building that could obstruct future municipal projects. An Official Map also serves to provide notice to property owners about the municipality's future plans.

Computerized (GIS) Mapping

The Chester County Planning Commission maintains a computerized mapping system, often referred to as a Geographic Information System (GIS). This information is updated regularly, and is a good background resource for planning.

Capital Improvements Programming

The Borough should continually plan and budget for major capital expenditures. "Capital" improvements are projects involving a substantial expense to construct or improve major public facilities that have a long life span and that are not funded through annual operating expenses. Examples of capital projects include major street improvements, major storm sewer construction projects, and parkland acquisition. A Capital Improvements Program (CIP) identifies needed projects, establishes project priorities, identifies possible funding sources, and helps to budget for the project. A typical CIP looks five years in the future.