

# **WEST GOSHEN TOWNSHIP COMPREHENSIVE PLAN**



**DRAFT**  
**February 13, 2019**

**Comprehensive Plan for West Goshen Township**  
**Chester County, Pennsylvania**

**DD MM, 2019**

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**ADOPTED: DD MM, 2019**

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## INTRODUCTION

### COMPREHENSIVE PLAN

A comprehensive plan is a planning tool that serves as the long-range vision for a municipality and guides future land use and planning decisions. It is used as a foundation for managing change, not only regarding land development, but also the administration and provision of services to address these changes.

A comprehensive plan assesses the municipality's existing conditions, outlines its future vision and planning objectives, and provides recommendations aimed at achieving that vision and those objectives. Its recommendations may be implemented through both regulatory means, such as ordinances, and non-regulatory means, such as voluntary community action. It is also used to support applications for grant funding for municipal planning and improvement projects. Where zoning is concerned, the comprehensive plan is important in that it provides the rationale for ordinance provisions. The zoning ordinance must be generally consistent with the comprehensive plan.

#### **Need for West Goshen Comprehensive Plan Update**

West Goshen Township Board of Supervisors recognized the need to update the community's comprehensive plan, as the previous plan dates from 2004. With this 2018 update, the comprehensive plan:

- assesses changes that have taken place since the 2004 plan
- identifies and addresses current issues, opportunities, and challenges
- updates the community's vision and goals, and defines a new path forward
- complies with the requirements of the Pennsylvania Municipalities Planning Code (see below)
- aligns with, and advances the goals of the Chester County Comprehensive Plan, *Landscapes2*, and other related County plans, including the *Linking Landscapes* open space plan and the *Watersheds* water resources plan (see below).

#### **Pennsylvania Municipalities Planning Code**

The Pennsylvania Municipalities Planning Code (MPC) provides the legal foundation for comprehensive plans. This code, originally adopted by the state legislature in 1968, outlines the required components of a comprehensive plan, provides a legal procedure for their adoption, requires that they be reviewed at least every ten years, and requires that they be generally consistent with the county comprehensive plan.

While this 2018 West Goshen Township Comprehensive Plan is organized around priority issues, it includes all the components required by the MPC as follows:

1. Statement of Objectives

Addressed: Priority Issues and Planning Objectives

2. Plan for Land Use

Addressed: Priority Issue #4 – Land Use: Open Space and Redevelopment

3. Plan to Meet Housing Needs  
Addressed: Priority Issue #7 – Housing Diversity and Affordability
4. Plan for the Movement of People and Goods  
Addressed: Priority Issue #2 – Traffic/Transportation  
Priority Issue #3 – Pedestrian and Bicycle Access
5. Plan for Community Facilities and Utilities  
Addressed: Priority Issue #1 – Maintain and Improve West Goshen Township’s Valued Features
6. Statement of plan component interrelationship  
Addressed: Introduction
7. Short- and Long-Range Implementation Strategies  
Addressed: Introduction and within all Priority Issues
8. Statement of Compatibility with Neighboring Municipalities and County Comprehensive Plan  
Addressed: Introduction
9. Plan for the Protection of Natural and Historic Resources  
Addressed: Priority Issue #5 – Environment/Natural Resource Protection  
Priority Issue #6 – Historic Resource Protection
10. Plan for the Reliable Supply of Water  
Addressed: Priority Issue #1 – Maintain and Improve West Goshen Township’s Valued Features

### **Plan Interrelationships**

The various comprehensive plan elements work together to form a cohesive growth management plan for the Township. Future development and preservation of land is coordinated with roads, community facilities, utilities, housing, and natural and historic resource protection. The Paoli Pike Corridor Priority Area supports a mix of housing types and non-residential development, and seeks to maximize accessibility to community facilities and services by integrating development with an improved pedestrian, bicycle, and public transit network.

### **Compatibility with Landscapes – Chester County Comprehensive Plan**

The preparation of this comprehensive plan has been partially funded with a grant from the Chester County Vision Partnership Program (VPP), a program developed to help implement *Landscapes*, the Chester County Comprehensive Plan. The West Goshen Township Comprehensive Plan is therefore expected to, and does, comply with the goals and recommendations of *Landscapes*<sup>2</sup> by advancing an urban form of development in areas adjoining to West Chester Borough and a suburban development in the remainder of the Township with natural resource corridors protected throughout.

(Note: the county is anticipating the adoption of *Landscapes*<sup>3</sup> in late 2018).

### **Compatibility with Neighboring Municipalities**

The existing and proposed development of West Goshen Township is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities. Proposed mixed-use redevelopment of the Paoli Pike corridor with connecting pedestrian/bicycle paths is compatible with the more urban pattern of West Chester Borough, while proposed low density residential development in the outlying areas of the Township are compatible with the surrounding suburban development pattern. Commercial uses in the US 202 corridor and South Matlack Street adjoin a residential neighborhood in Westtown Township, but are screened by a buffer of mature trees.

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## **PUBLIC INPUT**

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Work on this Comprehensive Plan began in October 2017. Throughout the process, West Goshen residents were invited to provide input through the various avenues listed below. All meetings and public participation events were advertised and materials were posted on the Township's website for public review. The Township is hopeful that residents will continue to participate in the Comprehensive Plan's implementation over the coming years.

- **Community Survey** - A community survey was mailed to every household in the Township and made available online (Appendix A). Residents responded to various questions pertaining to existing conditions in the Township and improvement needs. A total of 1,243 responses were received for a 15% response rate, assuming each response represents one household and based on the 2016 US Census estimate of 8,381 households.
- **Public Workshop & Open House** – A public workshop was held at the township building on the evening of March 27, 2018. Approximately 40 residents participated in a hands-on exercise that elicited input about the Township's strengths and weaknesses, and residents' vision for the future. An open house was held on **March 12, 2019** to present the draft comprehensive plan.
- **Monthly Comprehensive Plan Meetings** – The Township sought input from community members throughout the process to ensure that key issues are addressed and future development plans reflect the community's vision. The Comprehensive Plan Task Force held monthly meetings devoted specifically to the comprehensive plan. These meetings were open to the public.
- **MPC Review** – In compliance with the MPC, the draft Comprehensive Plan was forwarded to contiguous municipalities, the Chester County Planning Commission, and West Chester Area School District for review and comment.
- **Plan Adoption** –The Planning Commission held a public meeting on **March 12, 2019** to consider public comments on the draft Comprehensive Plan. The Board of Supervisors held a public hearing on **May 21, 2019** to adopt the Comprehensive Plan.



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## **PRIORITY ISSUES AND COMMUNITY DEVELOPMENT GOALS**

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While the Comprehensive Plan addresses all required elements of Article III of the MPC, it focuses on seven (7) priority issues. These priority issues were identified via public input and further examined during the planning process. Recommendations to address these issues are considered practical as implementation requires engaging organizations and individuals with the capacity to advance the plan's recommendations. The priority issues and associated community development goals are as follows (they are NOT listed in order of importance):

### **1. Maintain High Quality Services and Facilities Which are Valued by the Community**

- Goal: Maintain and enhance the Township's high-quality services and facilities, namely, emergency services, parks and recreation, sewer and water utilities, and the overall quality of life.

### **2. Traffic/Transportation**

- Goal: Provide for a safe and efficient transportation system that facilitates vehicular travel and enables travel via public transportation.

### **3. Pedestrian and Bicycle Circulation, Access, and Safety**

- Create a network of pedestrian and bicycle paths that connect people to destinations within the Township and to the regional path/trail system.
- Enable more people to walk and bike rather than drive their cars and thereby reduce the number of cars on the road and reduce carbon emissions.
- Establish a pedestrian and bicycle connection along Paoli Pike from the West Goshen Shopping Center to West Chester Borough.
- Establish a pedestrian and bicycle connection along West Chester Pike between the Borough and the West Goshen Town Center shopping center.
- Establish a connection to East Goshen Township's Paoli Pike Multi-Use Trail via a "bike boulevard" that traverses West Goshen Township.

### **4. Land Use: Open Space and Redevelopment**

- Goal: Redevelop the Paoli Pike as a mixed-use corridor with pedestrian and bicycle connection to West Chester and anchored by a walkable town center at the West Goshen Shopping Center.
- Goal: Preserve open space throughout the Township and, to the extent possible, large, contiguous tracts of open space.
- Goal: Encourage development that incorporates value-added amenities such as open space, walkability, energy efficiency, and historic resources.
- Goal: Continue to attract and retain business and support employers located in the Township.

### **5. Environment/Natural Resource Protection**

- Goal: Protect natural resources and form a network of "greenways" along natural resource corridors (e.g. along streams) to connect open space areas and to create "green infrastructure."



- Goal: Encourage energy conservation and renewable energy systems.

**6. Historic Resource Protection**

- Goal: Protect the Township's historic resources.

**7. Housing Diversity and Affordability**

- Goal: Protect the existing housing stock and meet the housing needs of current and future residents by providing for housing options that accommodate households at various life stages and income levels.

## SUMMARY OF RECOMMENDATIONS & IMPLEMENTATION

Recommendations for each of the seven priority issues are found in the section of this document called “The Plan,” but are also listed in **Table 1** below for ease of use. The recommendations are organized here in the form of an “implementation plan,” which specifies a timeframe for implementation, responsible parties, and potential partners.

It is vital that an individual or a committee be designated to oversee and monitor the implementation of this comprehensive plan. All Township staff should be made aware of the Comprehensive Plan’s findings and recommendations. Its implementation strategies should be consulted regularly to ensure the Township is following through and making progress. It is also vital that the Township involve citizens, local business, institutions, and organizations during the implementation efforts.

### FUNDING SOURCES

Funding sources are listed in the DVRPC’s Municipal Resource Guide found online at: <http://www.dvrpc.org/asp/MCDResource/>

## SUMMARY OF RECOMMENDATIONS & IMPLEMENTATION

Table 1: Summary of Recommendations

Recommendation/Action	Time (Years)	Responsible Party	Potential Partners
<b>Priority Issue #1 – Community Facilities &amp; Utilities</b>			
1. Continue to provide excellent services and facilities	on-going	All Twp parties	Police, Fire, EMS
2. Conduct annual review of recreation fee-in-lieu	on-going	PC/BOS	Consultant
3. Conduct outreach to residents to engage them in community-building and volunteer opportunities.	on-going	Twp staff/Vol. coordinator	
4. Consider adopting an Official Map that identifies land for potential future public recreation, open space, or trails.	4-6	PC/BOS	Consultant
5. Periodically update the Act 537 Sewage Facilities Plan	on-going	Engineer/BOS	
<b>Priority Issue #2 – Traffic Management/Circulation</b>			
1. Advocate for implementation of Chester TII and DVRPC TIP road and intersection improvements shown on Map 4	on-going	Engineer/PC/BOS	CCPC, DVRPC
2. Implement road and intersection improvements shown on Map 5	on-going	Engineer/PC/BOS	CCPC, DVRPC
3. Implement public transportation system enhancements shown on Map 6	4-6	Engineer/PC/BOS	CCPC, DVRPC, SEPTA
4. Pursue signalization improvements on West Chester Pike	1-3	Engineer/PC/BOS	PennDOT, DVRPC
5. Promote the park and ride lot	on-going	Twp staff	PennDOT, CCPC
6. Adopt a Complete Streets policy	1-3	PC/BOS	Consultant
7. Consider adopting a Traffic Impact Fee	1-3	Engineer/PC/BOS	Consultant
8. Create a capital improvement plan for transportation facilities	1-3	Engineer/Twp Mgr/BOS	
9. Consider adopting an Official Map to identify future roadways/road connections	1-3	Engineer/PC/BOS	Consultant

Recommendation/Action	Time (Years)	Responsible Party	Potential Partners
<b>Priority Issue #3 – Pedestrian &amp; Bicycle Circulation</b>			
1. Implement Township-wide pedestrian and bicycle improvements shown on Map 7 and Map 8	on-going	Engineer/PC/BOS	CCPC,DVRPC, PennDOT,SEPTA
2. Implement associated pedestrian and bicycle amenities	on-going	Engineer/PC/BOS	CCPC,DVRPC, PennDOT,SEPTA
3. Implement pedestrian and bicycle improvements in Paoli Pike/West Chester Pike Priority Area and West Chester -West Goshen Bike Boulevard Priority Area shown on Map 9 and Map 10	1-3	Engineer/PC/BOS	CCPC,DVRPC, PennDOT,SEPTA
4. Review and amend ordinances to include updated pedestrian and bicycle standards	1-3	Engineer/PC/BOS	Consultant
5. Consider adopting an Official Map to identify future pedestrian and bicycle paths	4-6	Engineer/PC/BOS	Consultant
6. Adopt a Complete Streets Policy	1-3	PC/BOS	Consultant
7. Conduct further planning and engineering studies of pedestrian/bike paths in Priority Areas	1-3	Engineer/PC/BOS	Consultant
8. Coordinate with adjoining municipalities	on-going	PC/BOS	CCPC,DVRPC
9. Create a capital improvements plan for ped/bike facilities	1-3	Engineer/Twp Mgr/BOS	
10. Create a trail/path maintenance plan	1-3	Public Works	
11. Conduct educational initiatives	on-going	Twp Staff/Ped Bike Coordinator	CCPC
12. Enforce traffic laws to increase pedestrian and bike safety	on-going	Twp Police	
13. Encourage walking and bike riding programs	on-going	Twp Staff/Ped Bike Coordinator	Schools, Employers
<b>Priority Issue #4 – Land Use: Open Space &amp; Redevelopment</b>			
1. Implement Future Development Plan Map 11 and Map 12	on-going	PC/BOS	Consultant
2. Amend zoning ordinance Open Space Option standards	1-3	PC/BOS	Consultant
3. Amend zoning ordinance to enable redevelopment of Paoli Pike Corridor and West Goshen Shopping Center (WGSC)	1-3	PC/BOS	Consultant
4. Create “design guidelines” for Paoli Pike Corridor and WGSC	1-3	PC/BOS	Consultant
<b>Priority Issue #5 – Environment/Natural Resource Protection</b>			
1. Review and amend natural resource protection ordinances	1-3	PC/BOS	Consultant
2. Review and amend the Open Space Option ordinance	1-3	PC/BOS	Consultant
3. Conduct educational outreach on natural resources	on-going	Twp Staff/ Sustain. Coord.	CCPC
4. Evaluate and update energy conservation/renewable energy ordinances; create incentives for “green building” and “green site development”	1-3	PC/BOS	Consultant
5. Conduct educational outreach on energy efficiency/renewable energy	on-going	Twp Staff/ Sustain. Coord.	CCPC,DVRPC
6. Amend zoning ordinance to encourage compact, mixed-use, and walkable/bikeable places	1-3	PC/BOS	Consultant
7. Promote the park and ride lot and public transportation	on-going	Twp Staff	PennDOT,SEPTA
8. Permit and encourage seasonal, rather than frequent mowing of open space and parks	on-going	Public Works	

<b>Recommendation/Action</b>	<b>Time (Years)</b>	<b>Responsible Party</b>	<b>Potential Partners</b>
<b>Priority Issue #6 – Historic Resource Protection</b>			
1. Continue to identify and document historic resources	on-going	Historical Comm.	Consultant
2. Amend the Zoning Ordinance to include basic historic resource protection measures	1-3	Historical Comm./PC/BOS	Consultant
3. Amend the SLDO to require resource identification and impact mitigation	1-3	Historical Comm./PC/BOS	Consultant
4. Conduct outreach and education on historic resources	on-going	Historical Comm.	CCPC
5. Incorporate historic resources into open space, recreation, and trail system	on-going	Historical Comm./PC/BOS	Consultant
<b>Priority Issue #7 – Housing</b>			
1. Amend zoning ordinance to permit multi-family and mixed-use and provide incentives for affordable housing, energy efficient housing	1-3	PC/BOS	Consultant
2. Conduct outreach and education on affordable housing & energy efficient housing	on-going	Twp Staff	CCPC
3. Continue to enforce property maintenance codes	on-going	Zoning Officer	
4. Provide information on property maintenance/home repair assistance programs	on-going	Twp Staff	CCPC

## BACKGROUND

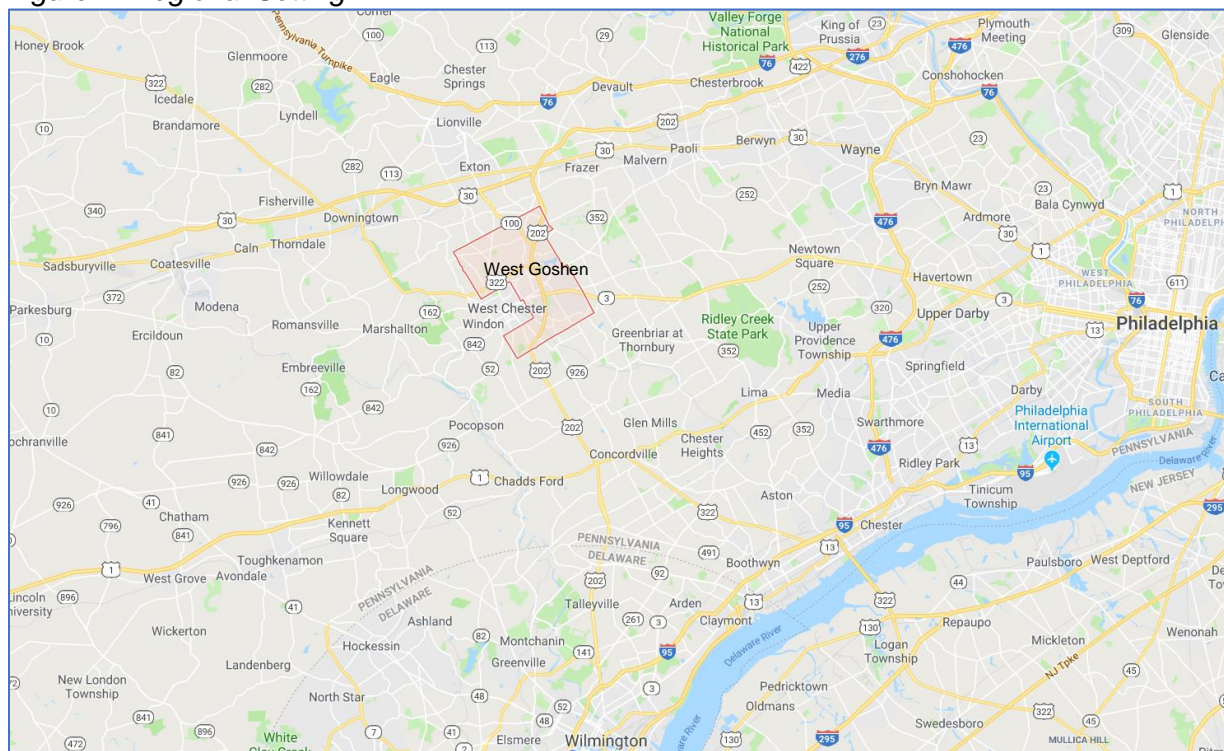
### REGIONAL SETTING

West Goshen Township is located in east-central Chester County, 35 miles from Philadelphia, 20 miles from Wilmington, and 5 miles from Exton (**Figure 1**). Approximately 12 square miles in area, the Township surrounds West Chester Borough on three sides and is also bordered by East Goshen, Westtown, East Bradford, and West Whiteland Townships.

Several major transportation arteries traverse the Township, including US 202, US 322, PA 3 (West Chester Pike), PA 100, Paoli Pike, and Pottstown Pike. The Township is also home to the Brandywine Airport. The now-abandoned West Chester Branch of the Pennsylvania Railroad crossed the northern portion of the Township where two stops were located—Fern Hill Station and Green Hill Station. The West Chester and Philadelphia Railroad crossed the southwest part of the Township. This line is currently owned by SEPTA but no longer provides commuter service.

The Township's accessibility to/from these major transportation routes has contributed to its growth as a vibrant suburban community that contains various types of residential development, several large office parks, light industry, and numerous shopping centers and retail strips. The Township also hosts several institutional uses, including Henderson High School, West Chester East High School, Fugett Middle School, Pierce Middle School, Fern Hill Elementary School, Glen Acres Elementary School, West Chester University, and the Chester County Government Services Center.

*Figure 1: Regional Setting*



Source: Google Maps



## REGIONAL PLANNING INITIATIVES / CONSIDERATIONS

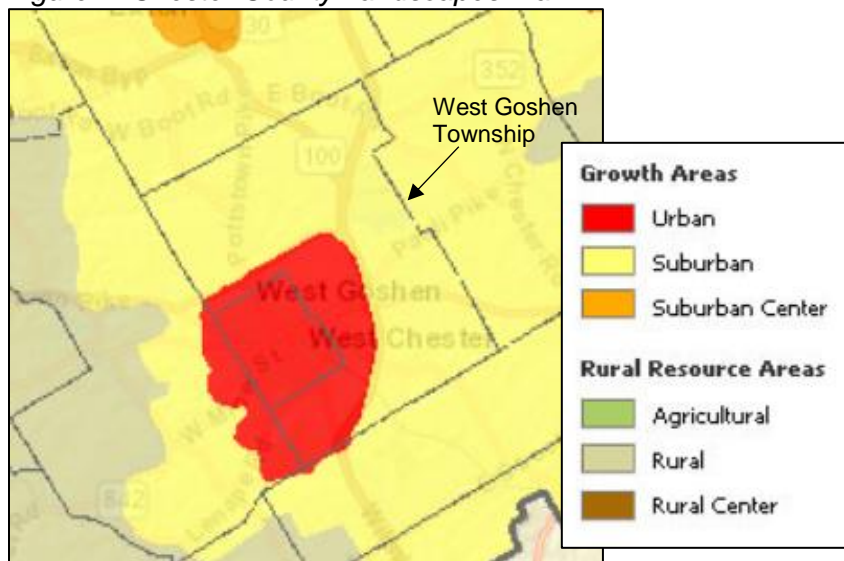
### Chester County Landscapes2

The following is an excerpt from the Chester County Landscapes Plan describing the plan's "livable landscapes" map:

*The concept of "livable landscapes" provides a framework for protection and growth strategies within Chester County. The map provides a guide for accommodating expected future growth while maintaining the quality of life in the county. Livable Landscapes recognizes the diversity that makes Chester County a special place. Each landscape has a different character and is appropriate for different intensities and varieties of development. Livable Landscapes is not a land use map. Any land use can be found in each of the landscapes, but the mix and intensity of land uses will be different to preserve the character of each landscape.*

**Figure 2** is a section of the Livable Landscapes Map that includes West Goshen Township. The Plan designates the area of the Township adjacent to West Chester Borough as an Urban Landscape and the remaining area as a Suburban Landscape. The Township is surrounded by a Suburban Landscape. (Note: the June 2018 draft of the *Landscapes3* map shows the central part of the Township along the US 202 corridor as a Suburban Center).

*Figure 2: Chester County Landscapes Plan*



Source: Landscapes2

- **Urban Landscape** (Areas adjacent to West Chester Borough) - The Urban Landscape includes historic population centers that demonstrate an urban development pattern of grid streets and alleys along with a pedestrian-orientation of sidewalks. These places serve as centers for commercial, cultural, and civic activities for the surrounding area.

"The urban landscape will be characterized by a traditional grid street pattern, a complete sidewalk system, and served by mass transit. It will be fully served by public sewer and water systems and advanced technology communications infrastructure. Open space will be dominated by small parks and areas protecting natural resources. The urban landscape will have the highest development density in the county and is

appropriate for new development, redevelopment, and revitalization activities." (Landscapes2, p. 29)

- **Suburban Landscape** (Remainder of Township and areas surrounding the Township) - This Suburban Landscape is characterized as being "dominated by the built environment," primarily comprised of single-family residential subdivisions with some concentrations of non-residential development. It "has an auto-oriented transportation network and is primarily served by public sewer and water systems."

"The Suburban Landscape is envisioned as an area that will accommodate "substantial future growth" and redevelopment. However, development and redevelopment of neighborhoods will be undertaken in a manner and form that avoids sprawl; includes a mix of housing types, densities, and supporting land uses; enables access to nearby jobs and destinations through various transportation modes; and includes open space for recreation and the protection of natural re-sources." (Landscapes2, p. 30)

### **Central Chester County Bicycle and Pedestrian Circulation Plan**

The *Central Chester County Bicycle and Pedestrian Plan* is a guide to connect Exton, Downingtown, and West Chester by "transforming seven municipalities in the heart of Chester County into communities that support and encourage walking, bicycling, and public transportation." The Plan's vision is: "Healthy, vibrant, and economically viable communities that facilitate and encourage more walking and biking." The seven municipalities are: West Goshen Township, West Chester Borough, West Whiteland Township, East Goshen Township, East Caln Township, East Bradford Township, and Downingtown Borough.

The *Bicycle and Pedestrian Plan* is consistent with PennDOT's statewide policy, "Smart Transportation," which seeks to accommodate various modes of transportation. It is also intended to help communities realize the health and sustainability benefits of increased physical activity and decreased greenhouse gas emissions.

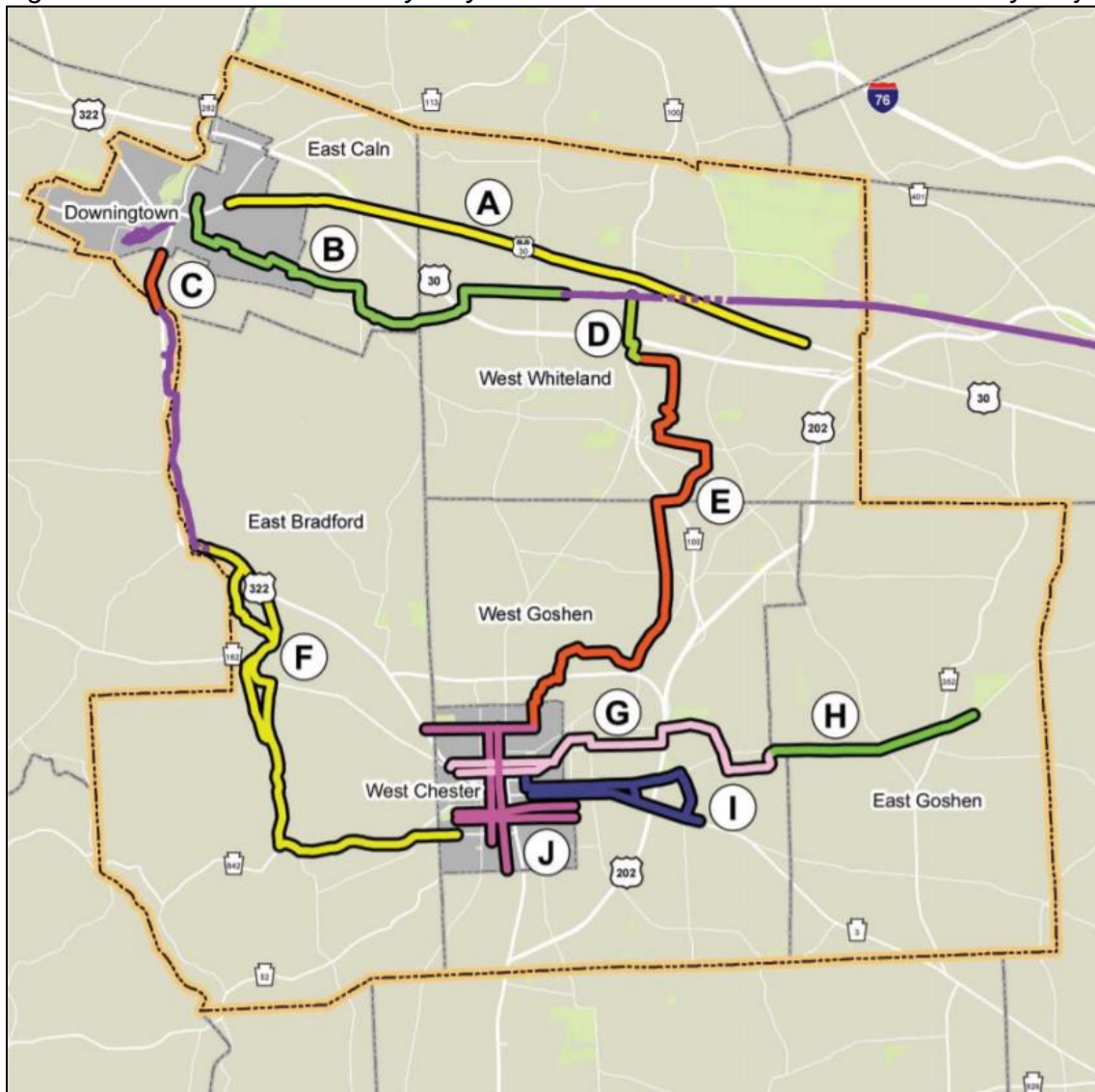
Three of the *Bicycle and Pedestrian Plan's* ten priority projects are in West Goshen Township. These projects are shown on **Figure 3** and discussed in more detail in Chapter 4 of this Comprehensive Plan.

### **Chester County Public Transportation Plan**

The *Chester County Public Transportation Plan* was adopted in July 2014 to redefine commuter preferences, facilities, and experiences over the next 25 years. Its vision is to "provide an affordable, reliable, and accessible public transportation network to offer mobility, encourage favorable land use patterns, sustain the environment, and alleviate congestion. It addresses all aspects of public transportation including train and bus service, train stations, parking, bus stop shelters, sidewalks, park and ride lots, shuttles, payment systems, and real time travel information.

**Figure 4** shows the Long-Term Vision Plan and proposed projects that would impact West Goshen, including commuter service between West Chester and Exton, and between West Chester and Wilmington; commuter rail between West Chester and Media; and the park-and-ride facility at US 202 and Paoli Pike.

Figure 3: Central Chester County Bicycle and Pedestrian Circulation Plan: Priority Projects

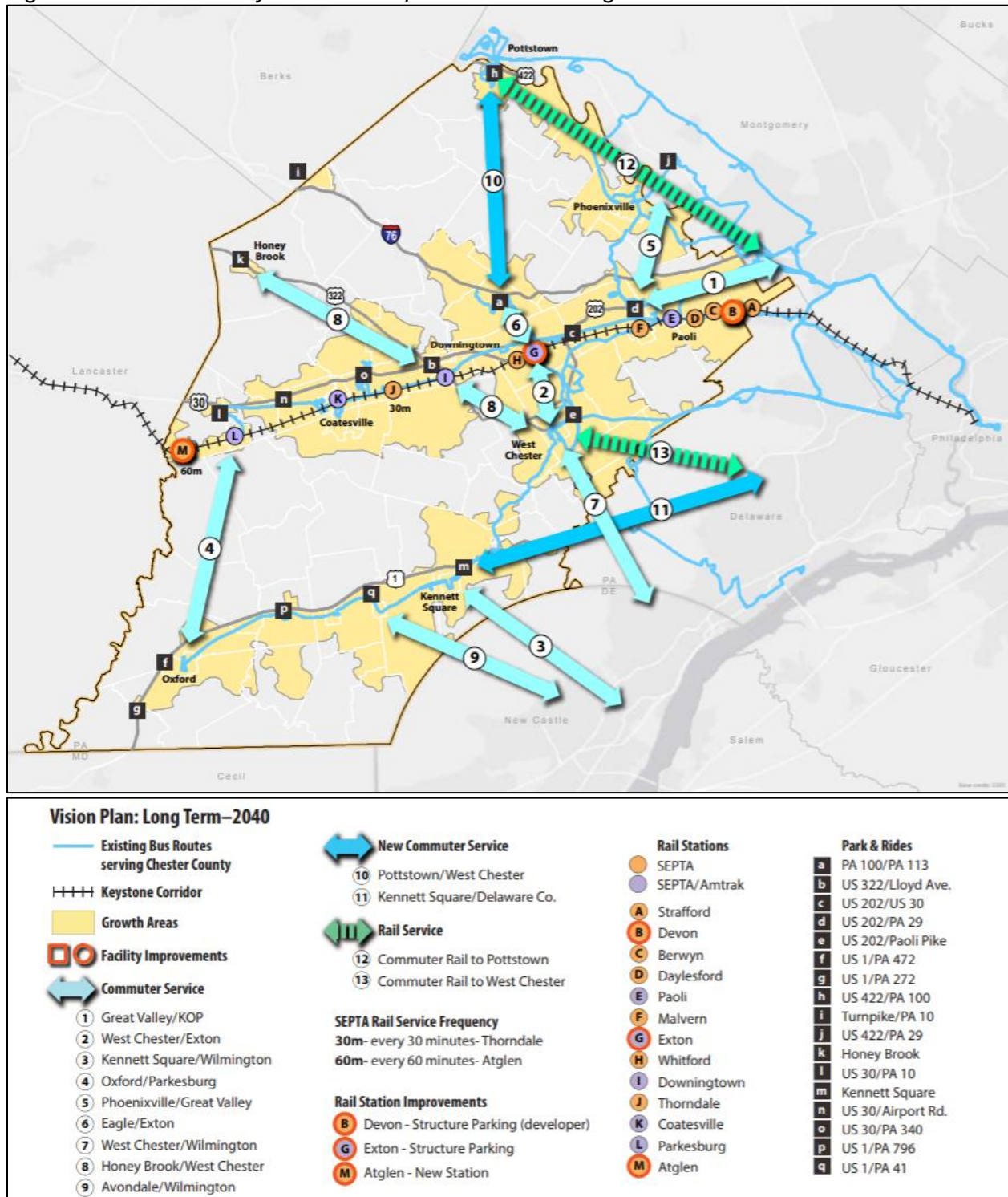


Source: Central Chester County Bicycle and Pedestrian Circulation Plan

Map Key

- A – Business Route 30 Improvements
- B – Chester Valley Trail
- C – Brandywine Trail Connector
- D – Exton Station to Chester Valley Trail Connector
- E – Exton Station to West Chester Bike Route
- F – Creek Road/PA 842-East Bradford/West Chester Connection
- G – West Chester/West Goshen Bike Boulevard
- H – Paoli Pike Multi-Use Trail
- I – Market Street/Gay Street Bike Lanes and Sidewalks
- J – West Chester Bike Boulevards (remainder)

Figure 4: Chester County Public Transportation Plan: Long-Term 2040 Plan



Source: Chester County Public Transportation Plan



### West Chester Pike Coalition

West Chester Pike/PA 3 connects West Chester Borough and the 69<sup>th</sup> Street Transportation Center, passing through ten municipalities including West Goshen Township. It is one of the region’s most important transportation and economic corridors with over 90,000 people and 50,000 jobs within one-half mile of the corridor.<sup>1</sup> SEPTA bus service runs along West Chester Pike, although the automobile is the dominant mode of travel.

The West Chester Pike Coalition is a group of stakeholders, including Chester and Delaware County staff, Chester and Delaware County transportation management associations (TMACC and DCTMA), municipal representatives, local economic development agencies, SEPTA, and PennDOT. The Coalition was formed in 2016 upon recommendation of DVPRC’s Enhanced Bus Service study (see below) to increase coordination of efforts and to advocate for transit enhancements and improved transportation opportunities, operations, and safety along West Chester Pike.

### Enhanced Bus Service on West Chester Pike

SEPTA and the DVRPC have proposed Enhanced Bus Service (EBS) on the Route 104 corridor between 69<sup>th</sup> Street and West Chester Borough (**Figure 5**). The program, which will be piloted and evaluated by SEPTA, is designed to: (1) develop express service to/from strategic bus stops along West Chester Pike, (2) identify strategies to enhance these bus stops to make use of bus service more pleasant, (3) identify strategies to improve pedestrian access to these bus stops, and (4) use branding to enhance the image of the service.

Three bus stops in West Goshen Township are included in the EBS study: West Goshen Town Center, West Goshen Shopping Center, and Bolmar Street. The study identifies improvements needed at these bus stops. Improvements to these bus stops should be a priority in order to increase the EBS program’s chance for success.

*Figure 5: Enhanced Bus Service on West Chester Pike*



Source: *Enhanced Bus Service on West Chester Pike, DVRPC*

<sup>1</sup> Enhanced Bus Service on West Chester Pike, DVRPC, February 2016, p. 1.



### **Connections 2045 Plan**

*Connections 2045* is the DVPRC's long range plan for the Philadelphia region. It is focused on five core principles:

1. Sustain the environment by protecting open space and natural resources and directing growth to areas of existing development as infill and redevelopment. West Goshen Township is targeted for infill and redevelopment and includes a "greenspace network."
2. Develop "livable communities" by focusing growth in "Centers," which includes neighboring West Chester Borough.
3. Expand and diversify the economy with more innovation, business formation, workforce skills, and global connections.
4. Advance equity and foster diversity. This includes access to transportation, access to a good education, forming inclusive age-friendly communities, increasing the availability of affordable housing.
5. Create an integrated multimodal transportation network.

Major *Connections 2045* transportation projects that would impact West Goshen Township are:

- the US 202 reconstruction from US 30 to Matlack Street and from Matlack Street to the Delaware state line;
- "Enhanced Bus Service" on West Chester Pike for the Route 104 bus;
- and the possible restoration of service on SEPTA's Media/Elwyn Line to West Chester.

### **Vista 2025: Chester County Economic Development Strategy**

Vista 2025 is the economic development strategy for Chester County. Produced by the Chester County Economic Development Council, it is guided by the principles of sustainability, inclusiveness, and diversification and is driven by five goals:

1. Maintain and enhance "quality of place" amenities, including arts, culture, and entertainment, that are important to workers. A community that is attractive to talented workers will be more likely to attract businesses.
2. Build a diversified talent pool and employer-ready workforce, including "middle-skill" jobs in manufacturing, construction, and maintenance where there is a current shortage of workers with those skills.
3. Expand business attraction and retention efforts with a focus on five industry clusters—manufacturing, agriculture, energy, life sciences, and technology.
4. Establish an innovation culture by building higher education and R&D ecosystems that support "knowledge workers," entrepreneurship, and business growth.
5. Support critical infrastructure, including transportation infrastructure, adequate and affordable workforce housing, and redevelopment of vacant or underutilized suburban office parks as mixed-use commercial centers.

## EXISTING LAND USE

### Land Use Pattern

**Map 1** (see next page) shows the land use category assigned to individual tax parcels as assigned by the Chester County Tax Assessment Office with some modifications based on aerial photos.

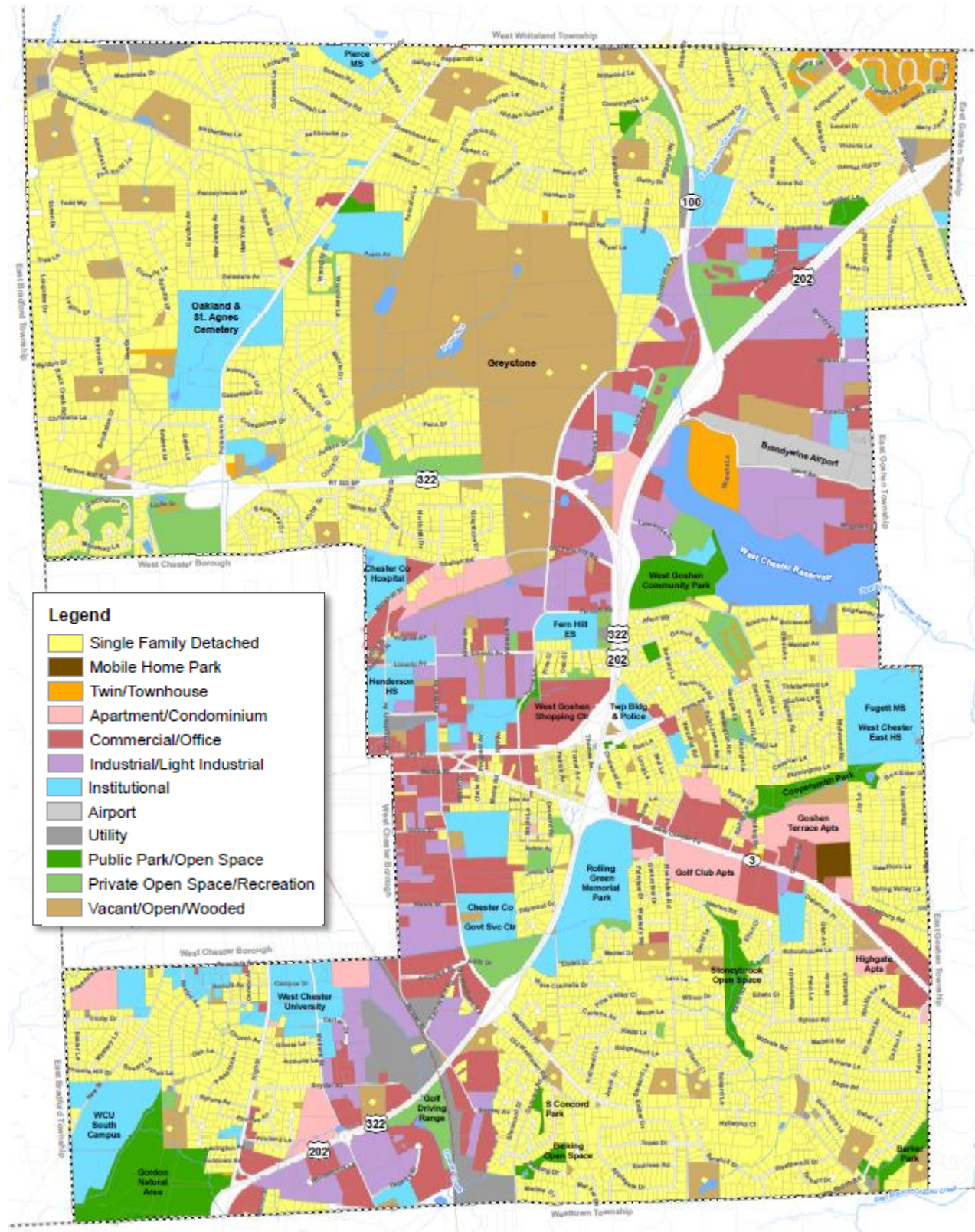
- Commercial/Office and Industrial/Light Industrial land uses are concentrated along the US 202 and West Chester Pike corridors and on the border of West Chester Borough. They are surrounded by residential neighborhoods dominated by single-family detached housing.
- Concentrations of apartment/condominium complexes are located along West Chester Pike and in the vicinity of West Chester University.
- Most of the large Vacant/Open/Wooded area in the Township is the Greystone Estate, on which a development plan is pending. Other smaller properties are scattered throughout the Township.
- Major institutional uses are located throughout the Township.
- Brandywine Airport and the West Chester Reservoir are located in the eastern part of the Township.
- Public and private open space and recreation areas are scattered throughout the Township and include Township-owned parks and open space, WCU's Gordon Natural Area, private open space within residential developments, and a golf course and driving range.

**Table 2** shows how these land use categories are distributed in the Township. Residential use (46.3%) occupies the largest amount of land area followed by Non-Residential (22%) and Vacant/Open/Wooded (10.5%). Private and Public Open Space/Recreation occupy a combined 5.8% of land area.

*Table 2: Existing Land Use, 2018*

Land Use	Acres	% of Total
Residential	3560.0	46.3%
Single Family Detached	3303.2	43.0%
Apartment/Condominium	171.7	2.2%
Twin/Townhouse	74.5	1.0%
Mobile Home Park	10.7	0.1%
Non-Residential	1692.8	22.0%
Commercial/Office	624.9	8.1%
Institutional	621.3	8.1%
Industrial/Light Industrial	446.5	5.8%
Vacant/Open/Wooded	810.3	10.5%
Open Space/Recreation, Private	245.8	3.2%
Open Space/Recreation, Public	197.4	2.6%
Reservoir	116.3	1.5%
Utility	107.6	1.4%
Airport	50.4	0.7%
Roads	901.3	11.7%
<b>Total</b>	<b>7682.0</b>	<b>100.0%</b>

*Map 1: Existing Land Use*



**Developed, Protected, and Unprotected Land**

**Table 3** shows the existing land use data aggregated into categories representing developed, protected, and unprotected land, and gives an indication of development and open space preservation potential.

Approximately 84% of the Township’s land is developed. Just over half of this land is in residential use; nearly one-third is non-residential, utilities, reservoir, and airport; and the remainder is roads. (Note that some properties classified as “developed” might have the capacity to further develop—this is addressed in Chapter 4).

Approximately 11% of the Township’s land is Vacant/Open/Wooded. Over one-half of that acreage comprises the Greystone Estate and is the subject of a land development application.

Protected lands are considered properties that are protected from development in perpetuity. Such properties are public parks and open space, homeowners association open space (i.e., protected open space within residential developments), and properties under conservation easement or agricultural easement. These lands represent 4.4% of the Township’s total area. Homeowners association open space comprises the largest portion of protected land (135.4 acres), followed by Township parks and open space (112.7 acres), the Gordon Natural Area (84.7 acres), and a land trust conservation easement (7.5 acres).

Unprotected private recreation represents land currently used for recreation but not restricted from future development. This accounts for 1.3% of the Township’s land area.

Assuming the Greystone Estate is developed according to the current development plan application, another 162 acres of open space will be permanently protected, bringing total Protected Open Space/Recreation to 502 acres and total Vacant/Open/Wooded land to 648 acres.

*Table 3: Developed, Protected, and Unprotected Land*

	<b>Acres</b>	<b>% of Total</b>
Developed	6428.5	83.7%
Vacant/Open/ Wooded	810.3	10.5%
Protected Open Space/Recreation	340.3	4.4%
Unprotected Private Recreation	102.9	1.3%
<b>Total</b>	<b>7682.0</b>	<b>100.0%</b>

**Non-Residential Floor Area**

**Table 4** shows the square footage of non-residential floor area in the Township for 2010 and 2018, based on Chester County tax assessment data. According to these data, West Goshen Township currently has approximately 13.7 million square feet of total non-residential floor area, of which 10.4 million is devoted to commercial and industrial use. Since 2010, total non-residential floor area has increased by 646,437 million square feet (4.9%) and commercial/industrial floor area has increased by 372,914 square feet (3.7%).

*Table 4: Non-Residential Floor Area*

	Sq. Ft. 2010	Sq. Ft. 2018	# Change 2010-2018	% Change 2010-2018
Total Non-Residential	13,074,561	13,720,998	646,437	4.9%
Commercial/Industrial	10,020,217	10,393,131	372,914	3.7%

### **Proposed Development Projects**

**Table 5** lists the currently proposed or in-process development projects in West Goshen. Five projects are currently active. Together they total 462 acres and 854 residential units. The largest development is the 441-acre, 598-unit Woodlands at Greystone development, which is also planned to contain 162 acres of open space.

*Table 5: Proposed Development Projects*

Development Name	Project Description	Gross Acres	Open Space Acres	Non-Residential Area	Project Status	Date of Completion
The Woodlands at Greystone	598-unit residential; 261 of the units will be age-restricted; singles, townhomes & duplexes	441	162	0	Construction Summer 2018	2023
The Reserve at West Goshen	28 age-restricted townhomes	3	0	0	Under construction	2018
Bishop's Lodge	6 single-family homes	3.5	0	0	Under construction	2019
Little Shiloh Road	17 single-family homes	10.6	0	0	Under review	2019
Luxor	205 rental "lifestyle" apartments	4	0	0	Under review	2019

## **DEMOGRAPHICS**

### **Population**

**Table 6** shows West Goshen Township's population growth since 1990, the decade before the previous comprehensive plan. The Township's population increased each decade from 1990 to 2010, though at a declining rate. Current estimates show continued growth over the past six years and an overall 27% population increase since 1990.

*Table 6: Population, 1990 to 2016*

	1990	2000	2010	2016 (est.)	% Change 1990-2000	% Change 2000-2010	% Change 2010-2016	% Change 1990-2016
<b>Population</b>	18,082	20,495	21,866	22,968	13%	7%	5%	27%

Source: US Census Bureau; American Community Survey 2016 5-Year Estimates

DVRPC population projections indicate continued growth in West Goshen and adjacent municipalities through 2045 (**Table 7**). West Goshen's population is expected to increase 13% to 26,137. Projected growth rates in adjacent municipalities range from 10% to 24%.



Table 7: Population Projections

	Estimate	Projection						# Change	% Change
	2015	2020	2025	2030	2035	2040	2045	2015-2045	2015-2045
West Goshen	23,137	23,731	24,284	24,868	25,369	25,786	26,137	3,000	13%
<i>Adjacent Municipalities</i>									
East Bradford	10,038	10,470	10,900	11,336	11,714	12,025	12,288	2,250	22%
East Goshen	18,339	18,685	19,028	19,378	19,680	19,928	20,139	1,800	10%
West Chester	19,842	20,361	20,876	21,400	21,853	22,225	22,542	2,700	14%
West Whiteland	18,450	19,266	20,077	20,901	21,614	22,201	22,698	4,248	23%
Westtown	10,913	11,426	11,936	12,454	12,902	13,271	13,583	2,670	24%

Source: DVRPC, County and Municipal-Level Population Forecasts, 2015-2045

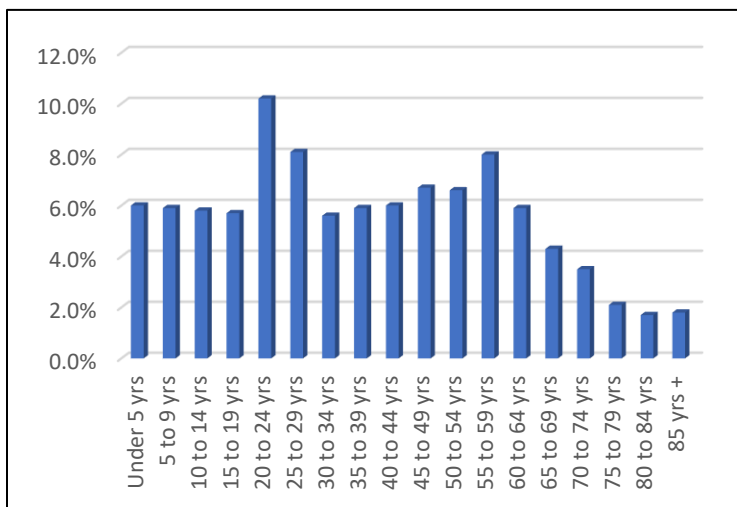
**Population by Age**

Table 8 shows that the Township’s population is comprised largely of young, middle-aged, and pre-retirement individuals. The largest age groups are 20 to 24 years and 25 to 29 years (young workers and college graduates), as well as the 55 to 59 year age group (mature workers). Retirees and seniors make up a smaller portion of the population.

Although it has a large proportion of younger persons, the Township’s population is aging (Table 9). Median age increased from 34.1 in 1990 to approximately 37.2 in 2016. The 2016 estimate does, however, indicate a reversal or a slowing of the aging trend over the last six years from 38.7 to 37.2, although a definitive conclusion is not possible given the margin of error (+/- 1.8).

Table 8: Population by Age

	Estimate	Margin of Error
Total population	22,968	+/-76
Under 5 yrs	6.0%	+/-1.0
5 to 9 yrs	5.9%	+/-0.9
10 to 14 yrs	5.8%	+/-1.0
15 to 19 yrs	5.7%	+/-1.0
20 to 24 yrs	10.2%	+/-1.8
25 to 29 yrs	8.1%	+/-1.2
30 to 34 yrs	5.6%	+/-0.8
35 to 39 yrs	5.9%	+/-1.1
40 to 44 yrs	6.0%	+/-0.9
45 to 49 yrs	6.7%	+/-1.0
50 to 54 yrs	6.6%	+/-0.9
55 to 59 yrs	8.0%	+/-1.1
60 to 64 yrs	5.9%	+/-1.0
65 to 69 yrs	4.3%	+/-0.6
70 to 74 yrs	3.5%	+/-0.7
75 to 79 yrs	2.1%	+/-0.5
80 to 84 yrs	1.7%	+/-0.6
85 yrs +	1.8%	+/-0.4



Source: American Community Survey 2016 5-Year Estimates

*Table 9: Median Age*

	1990 Census	2000 Census	2010 Census	2016 Estimate
Median age	34.1	36.6	38.7	37.2
Margin of Error	n/a	n/a	n/a	+/-1.8

Source: US Census Bureau; American Community Survey 2016 5-Year Estimates

**Income**

West Goshen Township’s median household income is estimated at \$83,852, approximately 6% lower than Chester County (**Table 10**). Its per capita income is estimated at \$40,288, approximately 9% lower than Chester County.

*Table 10: Income*

	Median Household Income		Per Capita Income	
	Estimate	MOE	Estimate	MOE
West Goshen	\$83,852	+/- 4,123	\$40,288	+/- 1,837
Chester County	\$88,995	+/- 1,397	\$44,299	+/- 572

Source: American Community Survey 2016 5-Year Estimates

## THE PLAN

The seven (7) priority issues identified through the public input process are discussed on the following pages. For each, a **community goal** is stated, **relevant data** is presented, **public input** is summarized, **planning implications** are discussed, and **recommendations** are provided.

### PRIORITY ISSUE #1 – MAINTAIN AND ENHANCE HIGH-QUALITY SERVICES AND FACILITIES, WHICH ARE VALUED BY THE COMMUNITY

#### Community Goal

Maintain and enhance the Township's high-quality services and facilities, namely, emergency services, parks and recreation, sewer and water utilities, and the overall quality of life.

#### Background

West Goshen Township provides a range of first rate services and facilities and a high quality living environment, which are valued by the community.

Community facilities are shown on **Map 2** (see next page)

#### Governance and Administration

- West Goshen is a Second-Class Township governed by a five-member Board of Supervisors elected by township residents. The Board is assisted by a Planning Commission, Zoning Hearing Board, Sewer Authority, Park and Recreation Board, and a Historical Commission. Township operations are performed by a full-time Township Manager and supporting staff.

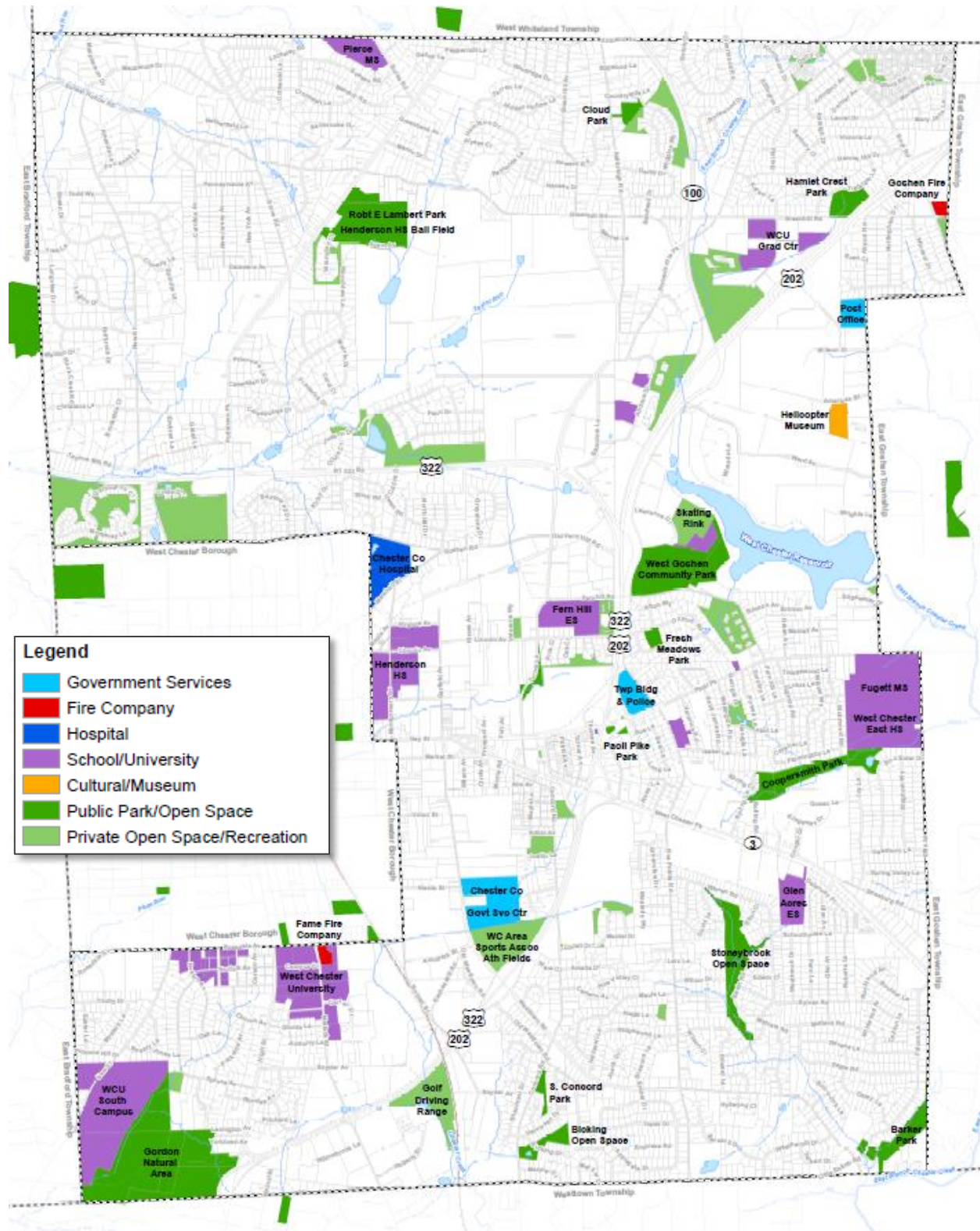


*West Goshen Township named a Best Place to Live  
(Source: West Goshen Township)*

#### Police, Fire and EMS

- The West Goshen Township Police Department handles approximately 25,000 calls for service each year. It consists of 31 full-time sworn officers. Four platoons of officers patrol 24 hours a day, 7 days a week with extra support at high volume times. Five full-time and six part-time civilian employees provide dispatch services and handle clerical tasks. The police department also has a Traffic Division and a Criminal Investigations Division, and is a member of the West Chester Regional Emergency Response Team.
- Goshen Fire Company, West Chester Fire Department and Good Fellowship Ambulance provide fire/rescue and ambulance services to the Township.
- Goshen Fire Company consists of 70 paid and volunteer fire personnel and 69 EMS personnel. On average it responds to approximately 660 calls for fire service and 2,975 EMS calls per year.

Map 2: Community Facilities





- The West Chester Fire Department includes three fire companies (First West Chester, Fame, and Good Will Fire Companies) with over 150 volunteer firefighters. The Department serves four other municipalities in addition to West Goshen Township and responds to an average of over 1,200 calls per year. The Fire Department's training center is located in West Goshen Township. Good Fellowship Ambulance provides EMS service for the Department.
- Chester County Hospital is located on Marshall Street. It is partly in West Goshen Township and partly in West Chester Borough.

#### Public Parks, Recreation, and Open Space

- The Township contains approximately 195 acres of publicly accessible parks and open space, all owned by the Township with the exception of the Gordon Natural Area, which is owned by West Chester University (**Table 11**).
- Four large community parks serve all Township residents, while the smaller parks are intended serve the local neighborhood.
- Stoneybrook and Bicking Open Space are natural, wooded areas.
- The Gordon Natural Area lies with West Goshen and Westtown Township and is approximately 135 acres in total—85 acres in West Goshen and 50 acres in Westtown. It is primarily used by West Chester University for teaching and research but its approximately 2.5 miles of trails are open to the public.
- When completed, the Greystone development will contain 162 acres of publicly accessible open space
- The West Goshen Township Park and Recreation Board offers a variety of public recreation programs throughout the year for residents of all ages, including bus trips, summer recreation programs, sports clinics, and community events.



*Summer concert at Community Park (Source: West Goshen Township)*



*Pavilion at Barker Park (Source: West Goshen Township)*



Table 11: Public Parks and Open Space

Name	Type	Facilities	Acres
West Goshen Community Park	Community Park	Amphitheater, picnic pavillion, ball fields, courts, playground, 0.8 mi. paved walking path, concession stand	33.4
Lambert Park	Community Park	Skatepark, dogpark, tennis courts, playground	3.5
Coopersmith Park	Community Park	Picnic pavillion, grass vofleyball court, tee-ball/wiffle ball backstop, exercise trail, playground, horseshoe pit	20.4
Barker Park	Community Park	Picnic pavillion, tee-ball/wiffle ball backstop, playground	11.7
Hamlet Crest Park	Neighborhood Park	Playground	6.9
Cloud Park	Neighborhood Park	Baseball field, playground	3.2
South Concord Park	Neighborhood Park	Playground	2.4
Fresh Meadows Park	Neighborhood Park	Open field	2.2
Paoli Pike Park	Neighborhood Park	Basketball court	0.9
Stoneybrook Open Space	Open Space	Wooded open space	20.1
Bicking Open Space	Open Space	Wooded open space	5.6
Gordon Natural Area*	Open Space	2.5 mi. of trails; education & research	84.7
	<b>Total</b>		<b>195.0</b>

\*Gordon Natural Area totals approximately 135 acres; 85 acres lie within West Goshen Township and 50 acres lie within Westtown Township.

### Sewer and Water Utilities

- Sewage facilities planning in Pennsylvania is governed by the Pennsylvania Sewage Facilities Act (Act 537), which requires each municipality to prepare a sewage facilities plan. West Goshen adopted its Act 537 Sewage Facilities Plan in [redacted] (year?).
- Public sewage collection and treatment service is provided by the West Goshen Sewer Authority. The Sewer Authority owns the wastewater treatment plant located in the Township on South Concord Road, as well as approximately 225 miles of sewer lines and force mains and eleven pumping stations. West Goshen Township operates the wastewater treatment plant. All new development is required to connect to the public system.
- There are approximately 300 private on-lot septic systems in the Township, which are subject to the Township's sewage management ordinance requiring proper maintenance and repair of such systems.
- Public water service is provided by Aqua America Pennsylvania. The West Chester Reservoir, located in West Goshen Township, is part of Aqua's water supply system.

### **Public Input**

Residents are very satisfied with the services provided by the Township and overall quality of life in the community. On the community survey, the quality of emergency services, parks and recreation, sewer and water utilities, and overall quality of life received high ratings. Additional factors that contribute to the high quality of life, as cited by residents, include good neighborhoods and neighbors, high-quality schools, the Township's open spaces and natural beauty, and its convenient location. Residents are, however, concerned with protecting water quality.

### **Planning Implications**

The availability and quality of community facilities and services has a direct impact on the quality of life of Township residents and the attractiveness of the Township as a place to live and do business. As the Township continues to grow, so will the demand for facilities and services.

### **Recommendations**

1. Continue to provide excellent governance and administrative services.
2. Continue to provide excellent policing services and training/retraining. Regularly monitor the number and type of police calls for service and response times, and consider increasing police resources as needed.
3. Continue to support the local fire departments and EMS providers. Regularly monitor the number of calls for service and response times, and consider increasing support as needed. To the extent possible, assist with efforts to recruit and retain volunteers.
4. Continue to maintain public parks and open space areas and provide recreational programs for all ages and abilities.
5. Continue to require new developments to provide parkland or pay a fee-in-lieu of parkland. Review the fee amount annually to ensure it keeps pace with land value and recreational facility improvement costs.
6. Conduct outreach to residents to engage them in community-building and volunteer opportunities.
7. Consider adopting an Official Map that identifies land for potential future public recreation, open space, or trails. The Official Map grants the Township the right of first refusal to acquire land identified for public use.
8. Continue to support the West Goshen Sewer Authority. Periodically update the Act 537 Sewage Facilities Plan to ensure that sewage facilities planning and maintenance keeps pace with growth and development and is consistent with the Comprehensive Plan. Continue to enforce requirements for maintenance of individual on-lot septic systems to protect water quality.
9. Continue to enforce stormwater management and soil erosion regulations, and strengthen natural resource protection ordinances in order to protect water quality (see Priority Issue #5).

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## **PRIORITY ISSUE #2 – TRAFFIC MANAGEMENT/CIRCULATION**

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### **Community Goal**

Provide for a safe and efficient transportation system that facilitates vehicular travel and enables travel via public transportation.

### **Public Input**

Traffic management/circulation is a major issue among Township residents. Concerns about traffic management/circulation arose in all public participation forums. On the community survey, it was rated as the most important issue in the Township. The quality of traffic management/circulation was given a relatively low rating (“fair”), and was among the lowest rated Township features. It was rated highest among Township features in terms of needed attention.

Residents also suggested that improvements to the public transportation system are needed, including improvements to the existing infrastructure, such as bus stops, increased efficiency of the system, and expansion of the system to service more regional destinations.

### **Background**

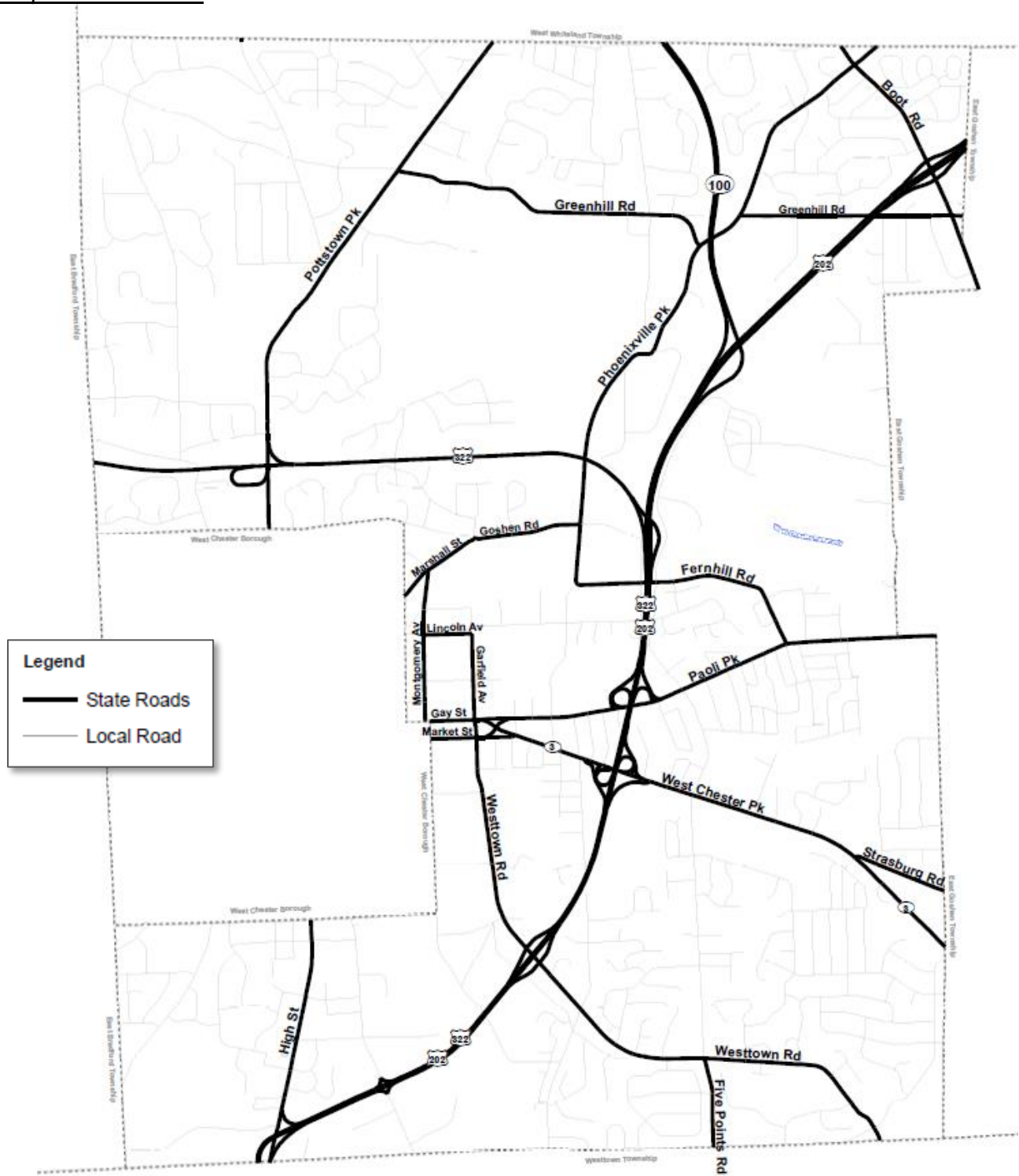
#### Roads

- West Goshen has 135 miles of roads: 40 miles of state roads and 95 miles of local roads (**Map 3** on next page).
- **Map 4** (see page 29) is a compilation of transportation improvement projects listed on the 2017 Chester County Transportation Improvements Inventory, DVRPC 2017-2020 Transportation Improvements Plan (Draft), and DVRPC Long-Range Plan.
- Numerous traffic management issues identified by residents are shown on **Map 5** (see page 30).

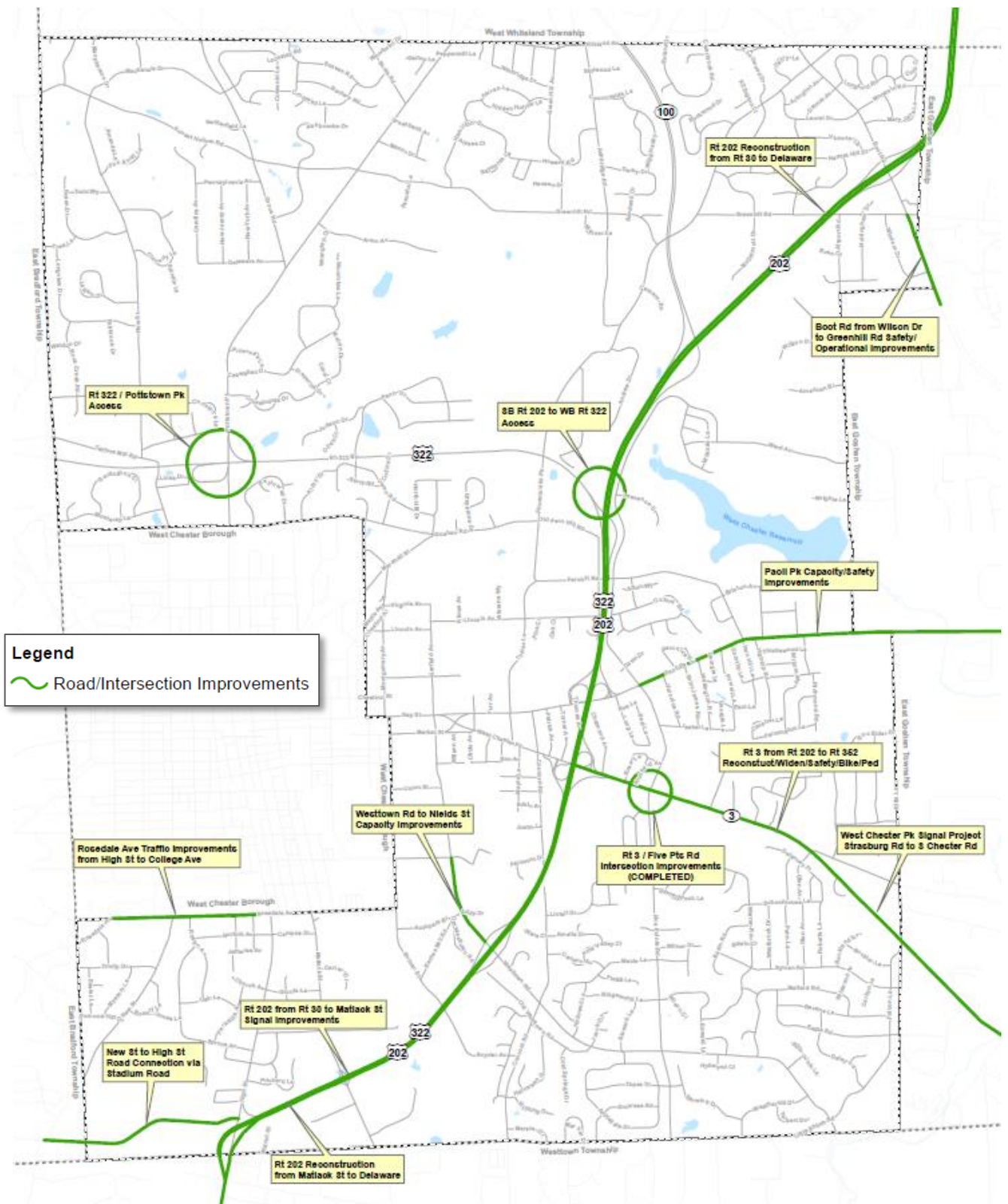


*West Chester Pike traffic. (Source: Google Maps)*

Map 3: State Roads

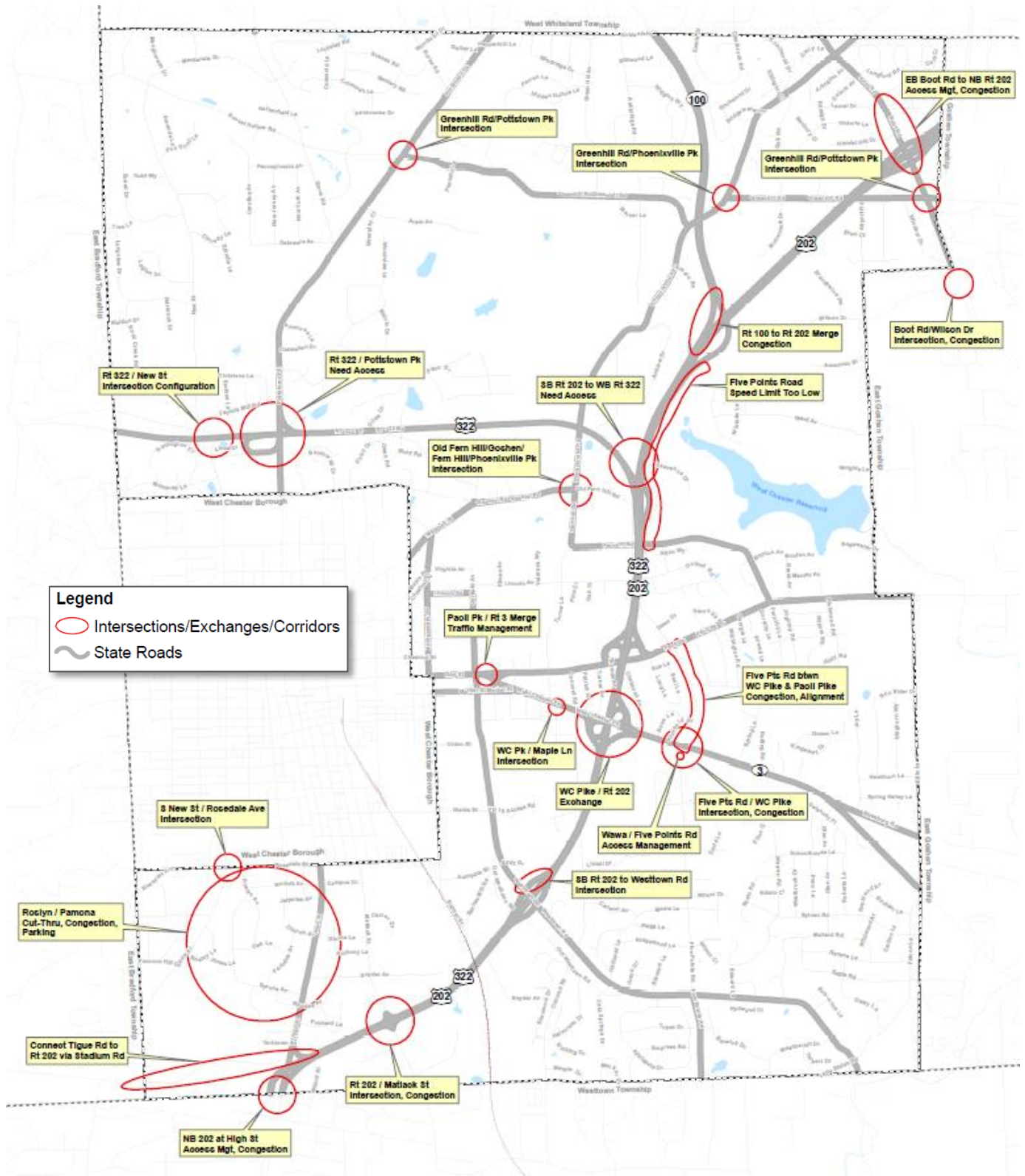


Map 4: Road Improvements on Chester County and DVRPC Plans





Map 5: Road Improvements Identified by West Goshen Township





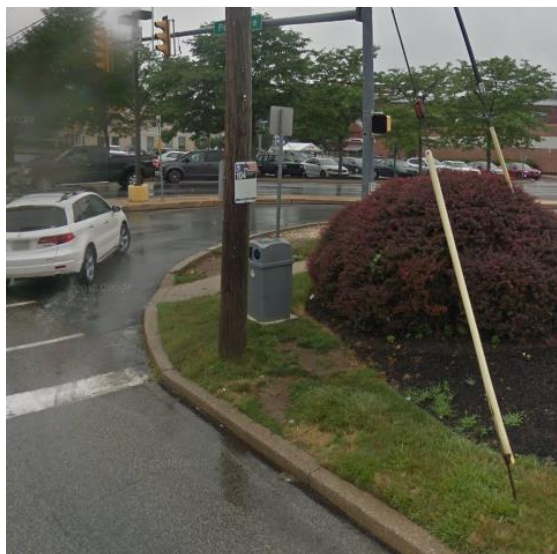
### Public Transportation

The public transportation system is shown on **Map 6** (see next page).

- Three bus routes operate in West Goshen Township: SEPTA Routes 92 and 104 and Krapf Bus Route A. Connections can be made to SEPTA Regional Rail, Amtrak, TMACC Link, and the GVFTMA Upper Merion Rambler. The SCCOOT bus operates out of West Chester Borough to Kennett Square and Oxford.
- There are 76 bus stops (counting stops on both sides of the street) in West Goshen Township servicing the SEPTA and Krapf bus routes. Most do not have basic bus stop amenities, such as shelters, benches, trash receptacles, lighting, landscaping, and pedestrian and bicycle access. In fact, only eight of the 76 bus stops have shelters.
- Three bus stops in the Township on SEPTA's Route 104 bus have been selected to be part of the proposed Enhanced Bus Service (EBS) program, an express service between West Chester and 69<sup>th</sup> Street. They are the West Goshen Town Center, West Goshen Shopping Center, and Bolmar Street stops. The EBS study found these stops to be lacking adequate amenities.
- A park and ride lot is located at the US 202/Paoli Pike interchange. The lot has approximately 60 parking spaces and provides opportunity for carpooling. QVC also operates a shuttle service to its campus. This lot could be the origin of a future commuter service to Wilmington (see "New Commuter Service" below) provided it can accommodate, or be expanded to accommodate a bus.



*Enhanced Bus Service study (Source: DVRPC)*

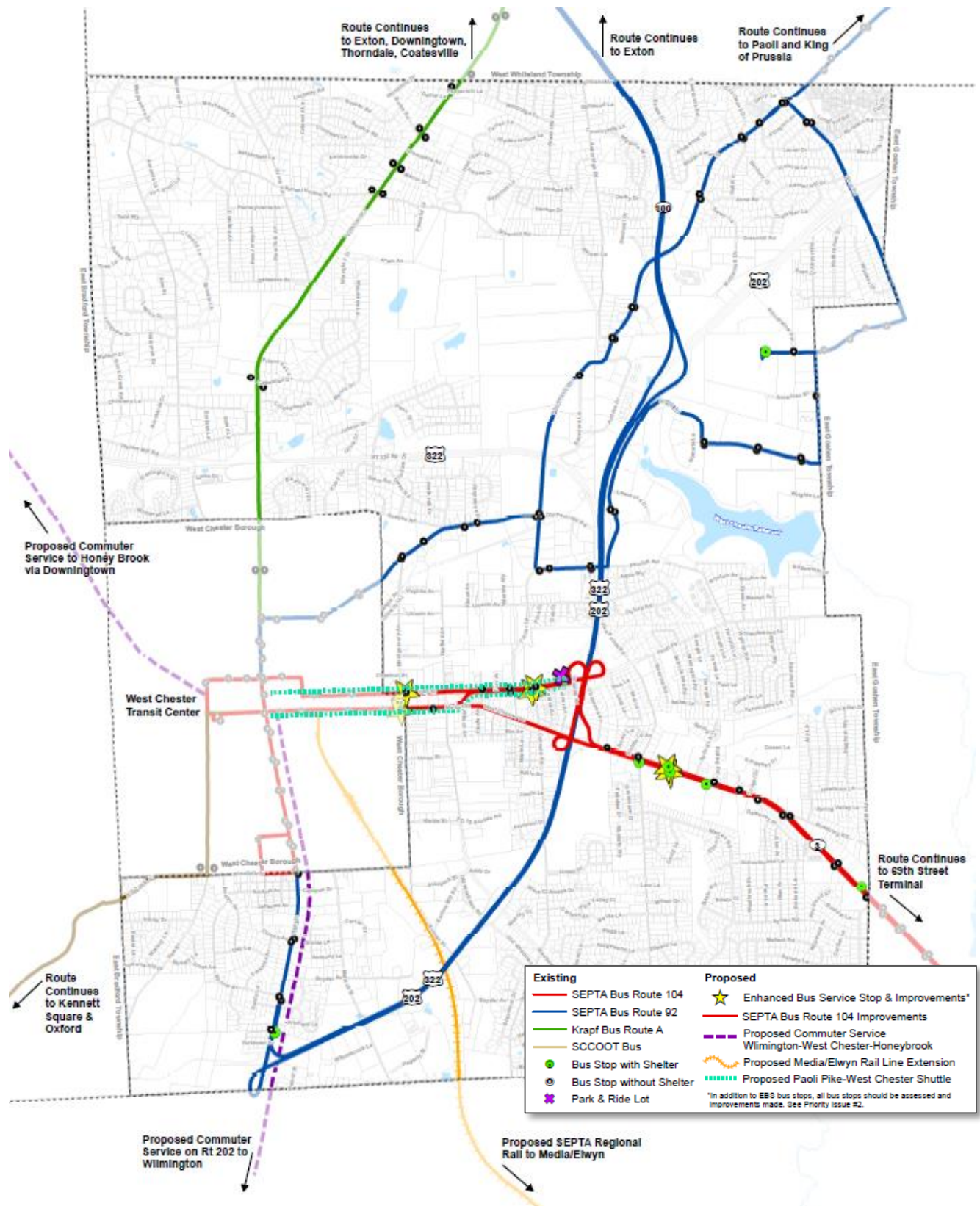


*Bus stop on Paoli Pike: no shelter, no sidewalk. (Source: Google Maps)*



*Bus stop at QVC with amenities. (Source: Google Maps)*

Map 6: Public Transportation Improvements



### **Planning Implications**

- Transportation improvement projects that propose to use federal funds must be included in the Chester County TII and, subsequently, the DVRPC TIP. Many of the traffic management issues identified by Township residents (Map 4) are not included on either the Chester County TII or DVRPC TIP. The Township should therefore advocate for inclusion of these projects on the TII and TIP.
- As the Township continues to grow, land use must be coordinated with the capacity and access functions of adjacent roads. Traffic impacts of future land developments must be mitigated with roadway and intersection improvements and access management.
- Providing for alternative modes of transportation will give residents and workers options and make them less dependent on the car. This can reduce traffic, reduce carbon emissions, and increase opportunities for exercise. Future road and intersection improvements and new road construction should include installation of pedestrian, bicycle, and bus stop amenities where applicable. This can be accomplished through the land development process when road and intersection improvements are required to support a development/redevelopment project, or in connection with PennDOT or SEPTA improvement projects.

### **Recommendations**

1. Implement Chester TII and DVRPC TIP road and intersection improvements shown on **Map 4**.
  - Monitor the projects listed on the Chester County TII and DVRPC TIP to ensure that they remain on the lists and are implemented.
2. Implement road and intersection improvements shown on **Map 5**.
  - Advocate for inclusion of transportation issues identified on Map 5 on the Chester County TII and DVRPC TIP.
  - In the Roslyn and Pamona neighborhoods, consider using traffic calming techniques and pursue possible remedies to address parking issues.
3. Implement public transportation system enhancements shown on **Map 6**.
  - Partner with CCPC and neighboring municipalities to advocate for a commuter service between Wilmington, West Chester, and Honeybrook.
  - Partner with CCPC and neighboring municipalities to advocate for extension of SEPTA's Media/Elwyn rail line to West Chester.
  - Partner with SEPTA, DVRPC, CCPC, and the West Chester Pike Coalition to launch the Enhanced Bus Service program.
  - Work with landowners, SEPTA, DVRPC, CCPC and the West Chester Pike Coalition to make bus stop improvements in a phased approach, giving the three EBS bus stops the highest priority followed by other high use stops. The EBS study cites specific improvements needed at each of the three stops. Bus stop improvements should follow SEPTA's *Bus Stop Design Guidelines*, which include shelters, pedestrian and bicycle access, and other amenities.
4. Pursue traffic signal timing improvements on West Chester Pike to improve the flow of traffic and increase SEPTA's on-time performance.

5. Promote the park and ride lot
6. Adopt a Complete Streets policy, which directs transportation planners and engineers to include design for pedestrian, bicycle, public transit facilities, and landscaping (as applicable) in both new road construction projects and road improvement projects.
7. Consider adopting a Traffic Impact Fee, which allows municipalities to assess developers for a portion of the transportation capital improvements costs necessitated by, and attributed to their developments.
8. Create a capital improvement plan for transportation facilities, including pedestrian and bicycle facilities, which targets locations where facilities are needed most and land development is not imminent. In addition to functional roads, projects should focus on creating safe pedestrian connections to the Township's key destinations and to SEPTA bus stops, and should include facilities such as sidewalks, bike paths and bike parking, crosswalks, crossing signals, lighting, signage, and landscaping/street trees.
9. Consider adopting an Official Map to identify the locations of desired future roadways and pedestrian and bicycle paths. The Official Map gives the Township the right of first refusal for acquisition of land to be occupied by the road or path.



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## PRIORITY ISSUE #3 - PEDESTRIAN AND BICYCLE CIRCULATION, ACCESS, AND SAFETY

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### **Community Goals**

- Create a network of pedestrian and bicycle paths that connect people to destinations within the Township and to the regional path/trail system.
- Enable more people to walk and bike rather than drive their cars and thereby reduce the number of cars on the road and reduce carbon emissions.
- Establish a pedestrian and bicycle connection along Paoli Pike from the West Goshen Shopping Center to West Chester Borough.
- Establish a pedestrian and bicycle connection along West Chester Pike between the Borough and the West Goshen Town Center shopping center.
- Establish a connection to East Goshen Township's Paoli Pike Multi-Use Trail via a "bike boulevard" that traverses West Goshen Township.

### **Public Input**

Pedestrian and bicycle circulation, access, and safety are rated among the five most important issues in West Goshen Township according to the community survey. Residents express a low level of satisfaction with existing pedestrian and bicycle infrastructure and want the Township to focus more effort on improving the system to enable people to walk and bike. Top priorities are the establishment of a pedestrian and bicycle link along Paoli Pike and Gay Street from the West Goshen Shopping Center to downtown West Chester, and along West Chester Pike between the Borough and the West Goshen Town Center shopping center, and establishing a link to East Goshen Township's Paoli Pike Multi-Use Trail.



*Path along Paoli Pike indicates the need for a sidewalk. (Source: Google Maps)*



*Pedestrians walking along grass strip, E. Gay Street. (Source: Google Maps)*



### **Background**

Existing Pedestrian and Bicycle facilities are shown on **Map 7** and **Map 8** on the following pages.

- **Sidewalks:** West Goshen Township has 13.7 miles of sidewalks, compared to approximately 124 miles of roadways (not including US 202)—only 11% of its roads have sidewalks. Furthermore, existing sidewalks are isolated within a handful of residential developments in different parts of the Township and are not connected into a larger township-wide network. While these sidewalks enable walking within the neighborhood, they do not enable walking to destinations outside of the neighborhood. The only the exceptions are the sidewalk along New Street that connects West Chester University's north and south campuses and the sidewalk on North Concord Road that enables residents on that street to walk to West Goshen Shopping Center (although once at the shopping center, there is no designated walking path across the parking lot to the nearest building).

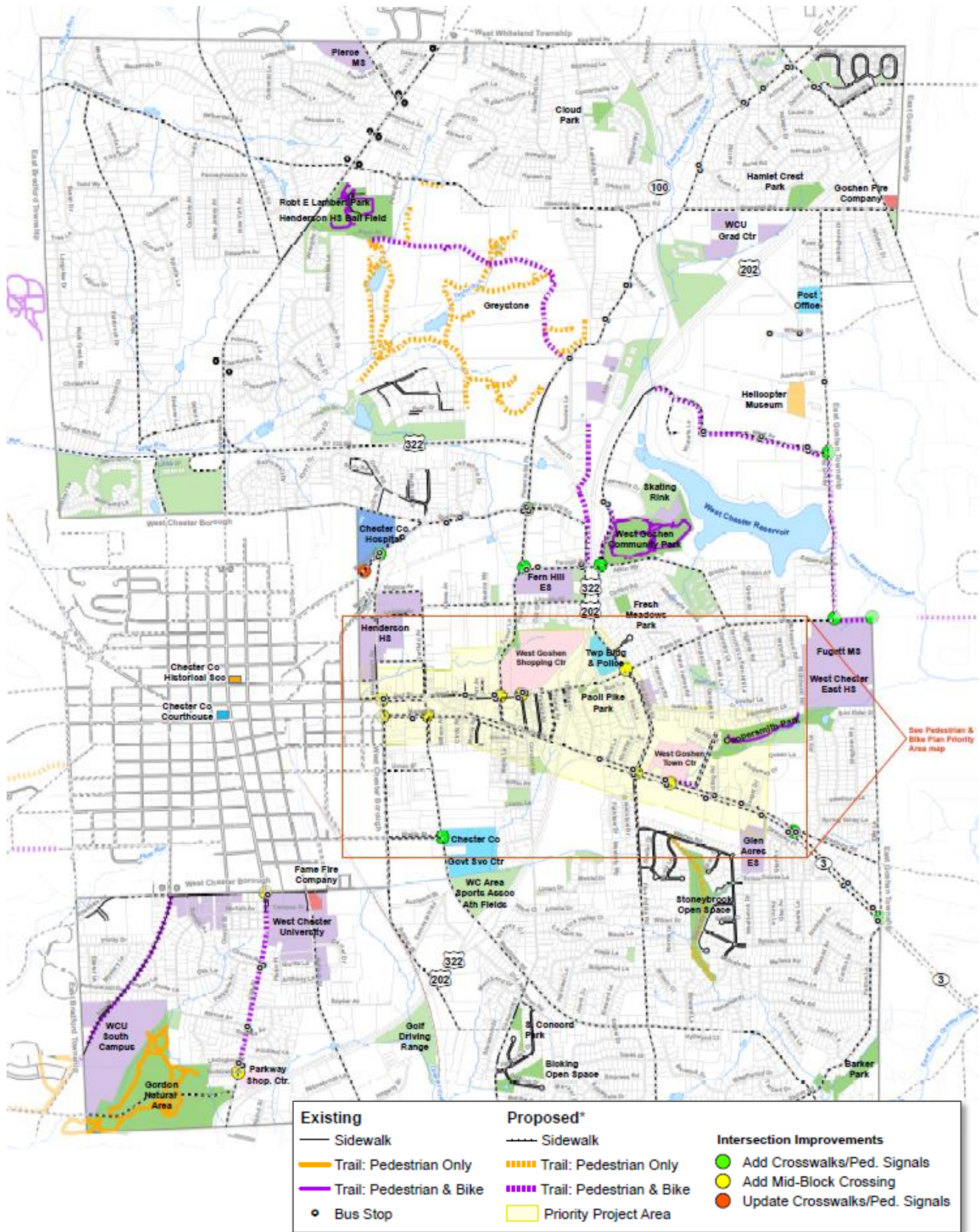


*Pedestrian on Wilson Drive.. (Source: Google Maps)*

West Chester Borough has an extensive sidewalk network to which West Goshen Township could connect.

- **Trails/Off-Road Walking and Biking Paths:** Trails/off-road walking and biking paths in West Goshen are limited to the Township's parks and WCU's Gordon Natural Area and do not connect to a wider network. There are approximately four miles of trails/off-road walking and biking paths in the Township:
  - West Goshen Community Park – 0.8 mile paved walking and biking path
  - Lambert Park – 0.3 mile paved walking and biking path
  - Coopersmith Park – 0.4 mile paved walking and biking path
  - Gordon Natural Area – 2.4 miles of unpaved walking/hiking trails (bikes are not permitted)
- **Paoli Pike Trail:** East Goshen Township's Board of Supervisors unanimously approved construction of a multi-use trail along Paoli Pike in 2016. East Goshen has secured funding for all but one segment of the trail and is in the process of securing permits. It expects to begin construction on the eastern end of the trail by the end of this year. Completion of the trail is expected to take five to six years, assuming the remaining funds are secured. Completing the proposed improvements to the Paoli Pike Corridor listed above would help to establish an important regional multi-modal transportation and recreation corridor through East and West Goshen Townships with hope that it will soon be continued into downtown West Chester.

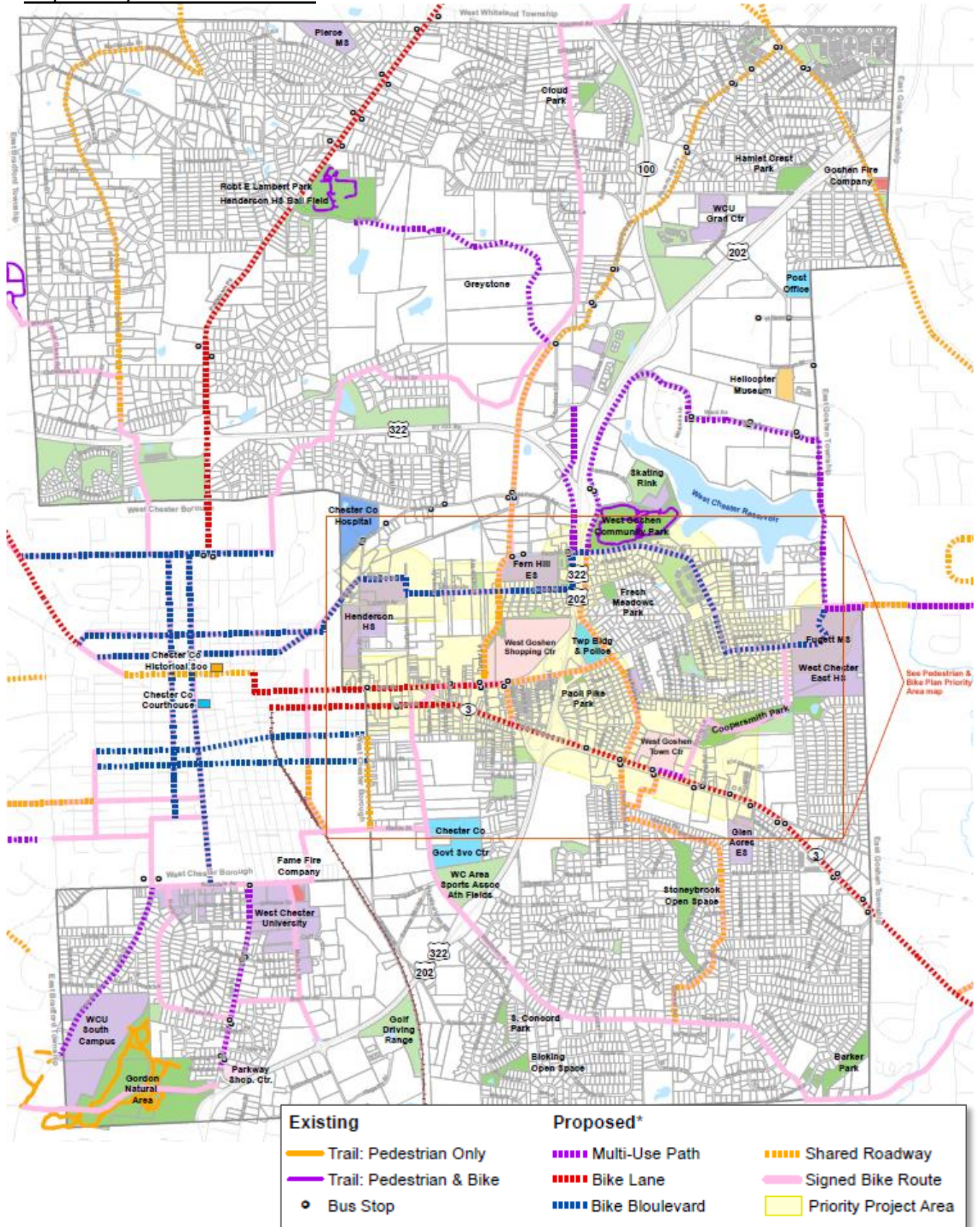
Map 7: Pedestrian Circulation Plan



See Pedestrian & Bike Plan Priority Area map



Map 8: Bicycle Circulation Plan



- **Bike Paths:** There are three off-road paths in the Township that permit biking (listed above), totaling approximately 1.5 miles. There are no designated bike lanes, cycle tracks, shared roadways or multi-use trails in the Township that would enable more extensive travel by bicycle.
- **Crosswalks and Pedestrian Countdown Signals:** Are in place at many intersections, but many are in need of an update. Some intersections are completely lacking crosswalks and/or countdown signals and are in need of these amenities (see below).
- **Regional Planning Studies:** The *Central Chester County Bike and Pedestrian Circulation Plan* contains numerous recommended improvements in West Goshen Township, which are incorporated here with some modifications. The DVPC's *West Chester Pike at Paoli Pike Study* recommends a bike lane on Paoli Pike/Gay Street from Prospect Avenue into West Chester, implemented by reducing this segment of Paoli Pike to one travel lane for automobiles. It also recommends a bike lane on Market Street from West Chester to Prospect Avenue.
- **Current Ordinances:** An evaluation of the Township's ordinances with regard to pedestrian, bicycle, and trail facilities was conducted for the Central Chester County Bike and Pedestrian Circulation Plan. The assessment found that with the exception of one standard—specification of sidewalk width—the Township's ordinances lack some important standards all together and others have issues that limit their effectiveness.

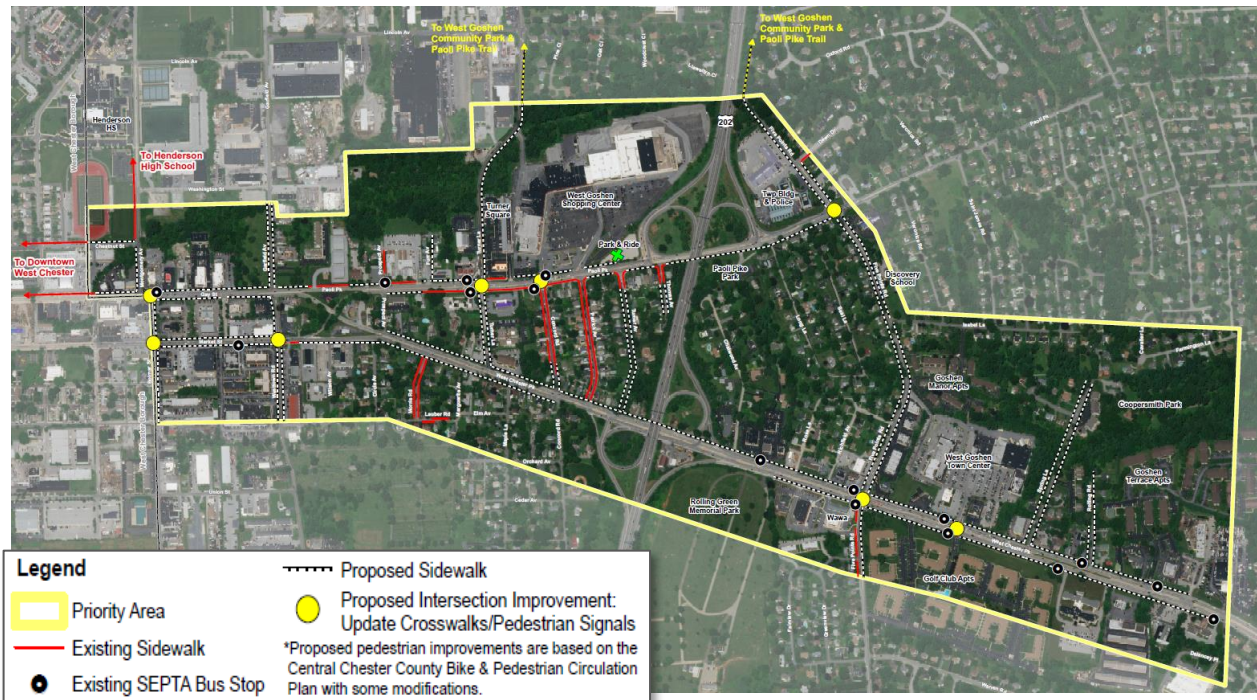
### **Planning Implications**

- The Central Chester County Bike and Pedestrian Circulation Plan contains numerous recommended improvements in West Goshen Township. While this Comprehensive Plan incorporates the County's plan (with some modifications), it focuses on two priority areas: the Paoli Pike/West Chester Pike corridor and West Chester—West Goshen Bike Boulevard.
  - Pedestrian and bicycle facilities along the western segment of Paoli Pike would provide access to destinations including West Goshen Township Municipal Building and Police Department, the PA 202 Park & Ride lot, West Goshen Shopping Center, Turner Square, and many smaller businesses (see **Map 9** and **Map 10** on the next page). Part of this corridor, from the shopping center to the West Chester boundary, is envisioned as a future redevelopment area where people will be able walk or bike along the shop-lined route into West Chester Borough. Redevelopment of the West Goshen Shopping Center would include internal pedestrian and bicycle paths that would connect to Paoli Pike.
  - In addition, four bus stops along SEPTA Bus Route 104 are located on this segment of Paoli Pike, two of which—West Goshen Shopping Center and Bolmar Street—are part of the SEPTA/DVRPC Enhanced Bus Service program. The EBS study identified these bus stops as needing pedestrian connections and improvements (see Priority Issue #1).
  - Sidewalks and bike lanes along West Chester Pike would connect adjacent neighborhoods and apartment complexes to the many businesses along that corridor and and to several SEPTA bus stops, including the West Goshen Town Center bus stop, which is part of the SEPTA/DVRPC Enhanced Bus Service program and was identified as needing pedestrian improvements (see Priority Issue #1).



- The West Chester—West Goshen Bike Boulevard would provide access to West Goshen Township Park, East High School, the YMCA on Airport Road, and the Paoli Pike Multi-Use Trail in East Goshen Township (**Map 10**).

*Map 9: Pedestrian Circulation Plan Priority Area*



*Map 10: Bicycle Circulation Plan Priority Areas*





- Providing for alternative modes of transportation will give residents and workers options and make them less dependent on the car. This can reduce traffic, reduce carbon emissions, improve air quality, and increase opportunities for exercise.
- Installing sidewalks or bike lanes on some township roads may seem impossible given existing road configurations and traffic, but the Township must take a long-term view and recognize that pedestrian and bicycle infrastructure can be established over time through the development/redevelopment process and as property and road improvements are made. Other types of pedestrian and bicycle infrastructure, such as bike boulevards and shared roadways involving only pavement markings and signage (not construction), may be more immediately achievable. In all cases, establishing a pedestrian and bicycle network must be accompanied by safe crosswalks, appropriate signage, and other amenities such as bike racks, lighting, and streetscaping/landscaping.
- Transportation improvements of any type will require coordination with a wide array of agencies, including federal, state, and municipal agencies, public transportation agencies, and property owners.
- With immense demand for limited state and federal transportation funds, implementing transportation improvements requires clearly defined priorities for use of grant funds, along with other strategies such as requiring transportation improvements as part of the land development approval process and working with community partners.
- Becoming a pedestrian and bicycle-friendly community will require a multi-faceted effort that includes engineering, education, encouragement, enforcement, and evaluation (source: The League of American Bicyclists).

### **Recommendations**

Recommendations for Township-wide pedestrian and bicycle improvements are presented first, followed by the priority areas (Paoli Pike/Gay Street/West Chester Pike Corridor and the West Goshen-West Chester Bicycle Boulevard”).

Recommendations are based on the Central Chester County Bike and Pedestrian Circulation Plan with some modifications made to reflect feedback from the Comprehensive Plan Task Force and Township residents.

1. Implement the Township-Wide Pedestrian and Bicycle Circulation Improvements shown on Map 6 and Map 7
  - Sidewalks: Sidewalks are recommended on several streets throughout the Township.
  - Pedestrian-Only Trails: Pedestrian-only trails are recommended through the Greystone development and Stoneybrook Open Space.
  - Multi-Use Trails: Multi-Use trails designed to accommodate pedestrians and bicyclists are recommended:
    - At the Greystone Estate and linking to the Exton Station—West Chester Bike Route
    - Along Airport Road, Ward Avenue North Five Points Road, and Old Fern Hill Road, linking the Paoli Pike Multi-Use Trail to Andrew Drive; and

- Along South New Street, linking WCU's north and south campus.
- Along South High Street between West Chester and Parkway Shopping Center
- **Bike Lanes:** Bike lanes (in the roadway) are recommended on:
  - Paoli Pike between West Goshen Shopping Center and West Chester Borough
  - The entire length of West Chester Pike
  - The entire length of Pottstown Pike
- **Bike Boulevard:** A bike boulevard (a road with low-volume and low-speed traffic that is designated to give bicycle travel priority) is recommended to link to the Paoli Pike Multi-Use Trail in East Goshen Township.
- **Shared Roadway:** On a shared roadway, bicyclists and motorists share the same travel lane. If a shoulder is present, bicyclists typically ride in the shoulder. Shared roadways are recommended along:
  - North New Street connecting to Grove Road
  - Turner Lane between Paoli Pike and Fern Hill Road
  - Fern Hill Road connecting to Phoenixville Pike
  - Boot Road
  - Paoli Pike between West Goshen Shopping Center and the Five Points Road
  - Five Points Road to Warren Road connecting to Westtown Road
- **Signed Bike Route:** Signed bike routes are recommended on several roads throughout the Township. These are shared roadways that are designated by signs as a preferred route for bike use.
- **Intersection Improvements:** Three types of intersections improvements specifically pertaining to pedestrian circulation are recommended. In all cases, improvements include installing high-visibility crosswalks (e.g. with striping), pedestrian countdown signals, and pedestrian signage. **Table 12** lists pedestrian related intersection improvements identified in the Chester County Bike and Pedestrian Circulation Plan. The need for improvements to other intersections should be evaluated.
  - Intersection Additions apply to intersections that do not have pedestrian amenities and the addition of such amenities is proposed.
  - Intersection Upgrade applies to intersections where existing pedestrian amenities are outdated or inadequate.
  - Mid-Block Crossing applies to proposed pedestrian crossing at a location along the road other than an intersection.

Table 12: Pedestrian and Bicycle Intersection Improvements

<b>Add Crosswalks and Pedestrian Signals</b>
Ellis Ln & Paoli Pk*
Airport Rd & Paoli Pk*
Airport Rd & Ward Ave
Ellis Ln/Falcon Ln & West Chester Pk (PA 3)*
Montgomery Ave* and Marshall St
Five Points Rd & Fernhill Rd*
Turner Ln & Fernhill Rd*
Phoenixville Pk* /Fernhill Rd* & Goshen Rd*/Old Fern Hill Rd
Glen Ave/Strasburg Rd* & West Chester Pk (PA 3)*
<b>Upgrade Crosswalks and Pedestrian Signals</b>
Bolmar St & Gay St (PA 3)*
Bolmar St & Market St (PA 3)*
High St* & Rosedale Ave
Westtown Rd & Market St (PA 3)*
Five Points Rd & West Chester Pk (PA 3)*
West Chester Pk (PA 3)* & West Goshen Town Center Entrance
Turner Ln & Paoli Pk*
Concord Rd & Paoli Pk*
Five Points Rd & Paoli Pk*
High St* & Yorktown Ave
<b>Add Midblock Crossing</b>
New St (Access to WCU Stadium and South Campus Village)
Marshall St & Chester County Hospital/Medical Facilities Entrance

\*State-owned road

Source Chester County Bike and Pedestrian Circulation Plan, 2013

2. Implement Associated Pedestrian and Bicycle Amenities

- **Signage:** Sufficient signage and pavement markings should accompany pedestrian and bicycle improvements where appropriate.
- **Bicycle Parking:** Bicycle parking—such as bike racks, bike corrals, bike pods, and bike stations—should be provided at all key destinations in the Township. **Table 13** lists recommended locations for bicycle parking identified in the Chester County Bike and Pedestrian Circulation Plan. The need for bike parking at other destinations should be evaluated.

Table 13: Proposed Bicycle Parking Locations

<b>Location</b>
West Goshen Shopping Center
West Goshen Town Center
West Goshen Community Park
Coopersmith Park
West Chester East High School
Various employers in Airport Road Corridor

Source Chester County Bike and Pedestrian Circulation Plan, 2013

- Bus Stops: Bus stops should be improved to enable pedestrian and bicycle access and amenities in accordance with SEPTA's Bus Stop Design Guidelines (See Priority Issue #1- Public Transportation).
- Landscaping and Streetscaping: Treatments intended to enhance the walking and biking experience and to buffer paths from traffic and adjoining properties should be installed where appropriate.

3. Implement Pedestrian and Bicycle Improvements in the Priority Areas shown on Map 9 and Map 10

The Township will focus its efforts on pedestrian and bicycle improvements in the Paoli Pike/West Chester Pike corridor and the West Goshen—West Chester Bike Boulevard. Improvements in these priority areas will include intersection improvements, signage, bicycle parking, bus stop improvements, landscaping and streetscaping as described above and as appropriate.

- Paoli Pike/West Chester Pike Corridor:

Recommended pedestrian improvements in the Paoli Pike/West Chester Pike Corridor include:

- Sidewalks on the north side of Paoli Pike from the Park & Ride lot to West Chester Borough, and on the south side of Paoli Pike between Five Points Road and Prospect Avenue.
- Sidewalks on the north side of West Chester Pike between Goshen Terrace Apartments and Prospect Avenue
- Sidewalks on the south side of Market Street/West Chester Pike to Concord Road and from Five Points Road to Goshen Terrace Apartments.
- Sidewalks on several residential streets connecting to Paoli Pike/Gay Street and to Market Street/West Chester Pike

Recommended bicycle improvements in the Paoli Pike/West Chester Pike Corridor include:

- Bike lane on the north side of Paoli Pike/Gay Street from the West Goshen Shopping Center to West Chester Borough.
- Shared roadway on Paoli Pike to from the shopping center to Five Points Road
- Shared roadway on Turner Lane connecting Paoli Pike and the bike boulevard.
- Shared roadway along Five Points Road
- Bike lane on eastbound Market Street /West Chester Pike to Goshen Terrace Apartments.
- Bike lane on westbound West Chester Pike from Goshen Terrace Apartments, connecting to Concord Road and Paoli Pike.

- West Goshen—West Chester Bike Boulevard: This bike boulevard uses a signed and marked route on lower-volume, lower-speed roadways to access West Goshen Township Park, East High School, the YMCA on Airport Road, and the Paoli Pike Multi-Use Trail in East Goshen Township. It would run along Biddle Street and Washington Street in West Chester Borough and extend eastward along Evans Street, Maple Avenue, Virginia Avenue, Lincoln Avenue, Old Fern Hill Road, Fern Hill Road, Fern Hill Lane, and Gateway Lane to the intersection of Airport Road and Paoli Pike.

4. Ordinances: Review and amend the zoning ordinance and SLDO as needed to ensure they contain complete and effective standards pertaining to pedestrian, bicycle, and trail facilities. Ordinances should require sidewalks, internal walkways that connect to public sidewalks, crosswalks, trails, and bike parking.
5. Consider adopting an Official Map to identify the locations of desired future pedestrian and bicycle paths. The Official Map gives the Township the right of first refusal for acquisition of land to be occupied by the path.
6. Adopt a Complete Streets Policy: Directs transportation planners and engineers to include design for pedestrian, bicycle, public transit facilities, and landscaping (as applicable) in both new road construction projects and retrofit or road improvement projects



Source: San Francisco Planning Department

7. Conduct further study: Conduct further planning and engineering for priority projects to assess scope, feasibility, design, and cost.
8. Coordinate with adjoining municipalities: To elevate the competitiveness of grant applications, consider coordinating projects and grant submissions with neighboring municipalities.
9. Create a Capital Improvements Plan: Create a capital improvements plan for transportation facilities, including pedestrian and bicycle facilities, which targets locations where facilities are needed most and land development/redevelopment is not imminent. In addition to functional roads, projects should focus on creating safe pedestrian connections and should include facilities such as sidewalks, bike paths and bike parking, crosswalks, crossing signals, lighting, signage, and landscaping/street trees.
10. Create a Maintenance Plan: Create a plan for maintaining pedestrian and bike facilities to keep them clear of debris and in good condition. This may include working with PennDOT and private property owners.



11. Conduct Educational Initiatives: Educational initiatives could include “bike rodeos,” which teach safe riding skills; training of police officers on the latest pedestrian and bike laws; driver education via police enforcement and direct education of drivers/pedestrians/bicyclists at the time of a traffic stop; joining with the County and other municipalities in lobbying for inclusion of pedestrian and bike laws in the PA drivers manual; and dissemination of educational materials, including a pedestrian and bike routes map, on Township website and other outlets/venues.
12. Conduct Enforcement: Continue to enforce traffic laws that increase pedestrian and bicycle safety.
13. Encourage Walking and Bike Riding: This can be done through educational initiatives and via programs such as “the walking school bus,” bike share, and employer based incentives.

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## **PRIORITY ISSUE #4 – LAND USE: OPEN SPACE AND REDEVELOPMENT**

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### **Community Goals**

- Redevelop the Paoli Pike as a mixed-use corridor with pedestrian and bicycle connection to West Chester and anchored by a walkable town center at the West Goshen Shopping Center.
- Preserve open space throughout the Township and, to the extent possible, large, contiguous tracts of open space.
- Encourage development that incorporates value-added amenities such as open space, walkability, energy efficiency, and historic resources.
- Continue to attract and retain business and support employers located in the Township.

### **Public Input**

Public input pertaining to land use is reflected in the goals stated above. Residents want more open space, neighborhoods and commercial areas that are walkable and bikable and promote social engagement, and development that incorporates energy efficiency, resource protection, and affordability. Redevelopment of the West Goshen Shopping Center and the western portion of Paoli Pike into a cohesive mixed-commercial and residential area that is walkable and bikeable and functions as a focal point of the Township is a key idea that arose from the public participation process.

### **Background**

- West Goshen Township is nearly fully developed. Upon completion of the pending Greystone development, nearly 90% of the Township will be developed.
- DRPC projects the Township population to be 24,868 by 2030, an increase of approximately 1,730 people. Using a current estimated average household size of 2.71, approximately 638 housing units would be needed to accommodate this growth.
- Remaining open space—approximately 750 acres and 10% of the Township's land area—is scattered throughout the Township on individual parcels. However, there is potential to preserve some of this land and link it to existing natural areas.
- The Township's zoning ordinance permits Open Space Option development, however the standards as written limit its use. Modifications could increase the effectiveness of the standards in terms of open space preservation.
- The West Goshen Shopping Center is a potential candidate for redevelopment. The Township envisions this site as major focal point of the community.
- Paoli Pike/Gay Street connects West Goshen to downtown West Chester. Development along Paoli Pike is disjointed and access is difficult for pedestrians and bicyclists. The Township envisions Improvements to this corridor to make it a shop-lined, mixed-use, pedestrian and bike-friendly route leading to downtown West Chester.

### **Planning Implications**

To protect remaining open space, the Township will need to focus on making ordinances more effective and useful, conducting outreach to property owners whose land could contribute to an open space network, and partnering with conservation organizations.

Transforming the West Goshen Shopping Center and Paoli Pike/Gay Street corridor will require updates to the zoning ordinance and SLDO to permit mixed-use and high-density development along with design guidelines that capture the type and form of development desired. Close coordination with PennDOT, SEPTA, DVRPC, Chester County, West Chester Borough, and East Goshen Township will also be required to make this corridor walkable and bikeable and to create connections.

### **Recommendations**

1. Future land use recommendations are shown on **Map 11** (see page 50) and **Map 12** (see page 51) and described below:
  - **Higher-Density Mixed-Use / Redevelopment Area**: This area encompasses the West Goshen Shopping Center (a.k.a. K-mart shopping center) and adjacent properties to the west (shown on Map 11 and Map 12).
    - This area would include high-density housing (possibly including age restricted housing); commercial and office; mixed-use; municipal/civic uses; and open space. It is intended to be a cohesive development that promotes pedestrian and bicycle access, and community interaction. Development of this area will have unique and specific requirements to create a community/village atmosphere. Sidewalks will be required, accommodations for civic facilities will be made, a public park or green will be provided in a central location, and open space will be appropriately located throughout. Architectural, land planning, and landscaping design standards should be developed to promote the desired aesthetics and character.



*West Goshen Shopping Center: potential higher-density, mixed-use redevelopment area (Source: Google Maps)*

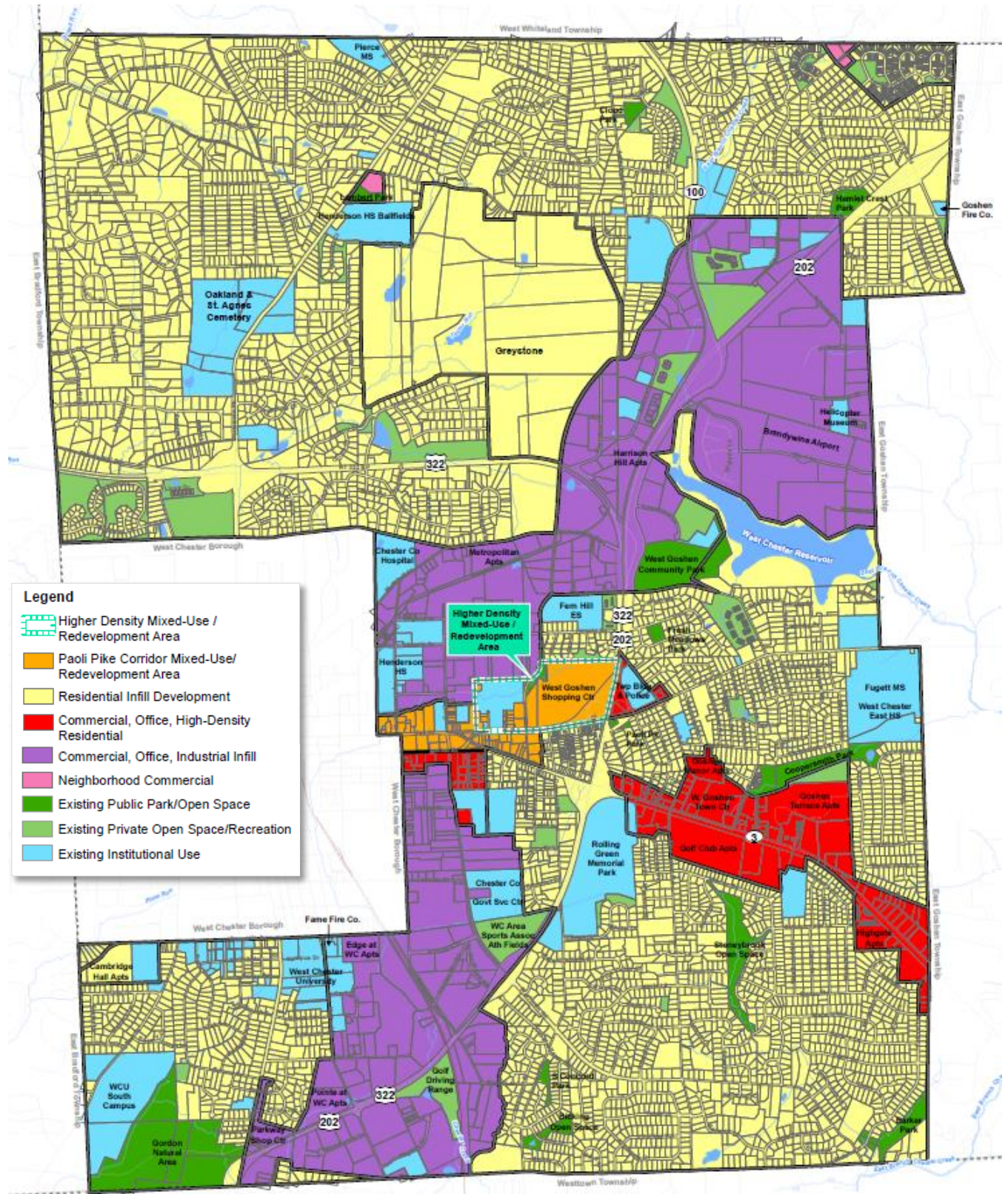
- Paoli Pike Mixed-Use/Redevelopment Area: This area extends along Paoli Pike between US 202 and the West Chester Borough Boundary (shown on Map 11 and Map 12). It would allow for a walkable and bikeable corridor along this segment of Paoli Pike that provides a cohesive connection to West Chester Borough lined with retail, offices, and mixed-use (apartments above stores and offices). Redevelopment of the West Goshen Shopping Center is included in this area. A unified plan and design guidelines for this segment of the Paoli Pike corridor would guide development as properties are developed or redeveloped, resulting in a cohesive, walkable and bikeable area.
  - Buildings fronting on this segment of Paoli Pike would have a relatively narrow setback sufficient to accommodate a pedestrian/bike path and landscaping/streetscaping, and parking areas would be located to the side and/or rear of these buildings. [Note: there are residences on the south side of Paoli Pike across from the West Goshen Shopping Center. Buildings and parking areas in the WGSC should be screened from these residences; therefore buildings would likely need to be setback farther from the road.
  - Sidewalks, a bike lane, and a shared roadway along Paoli Pike and connected to properties via internal paths would enable access via walking or biking (see Priority Issue #2- Pedestrian and Bicycle Circulation Plan).
  - Bus stops along the corridor would be upgraded (see Priority Issue #1 – Public Transportation).
  - Landscaping/streetscaping treatments would be added to buffer pedestrians/bicyclists from the roadway, screen parking areas, increase the appeal of businesses along the corridor, and to generally enhance the user's/shopper's experience. Landscaping would also be used to screen existing residences from buildings and parking area.



*Paoli Pike corridor: view toward West Chester Borough (Source: Google Maps)*

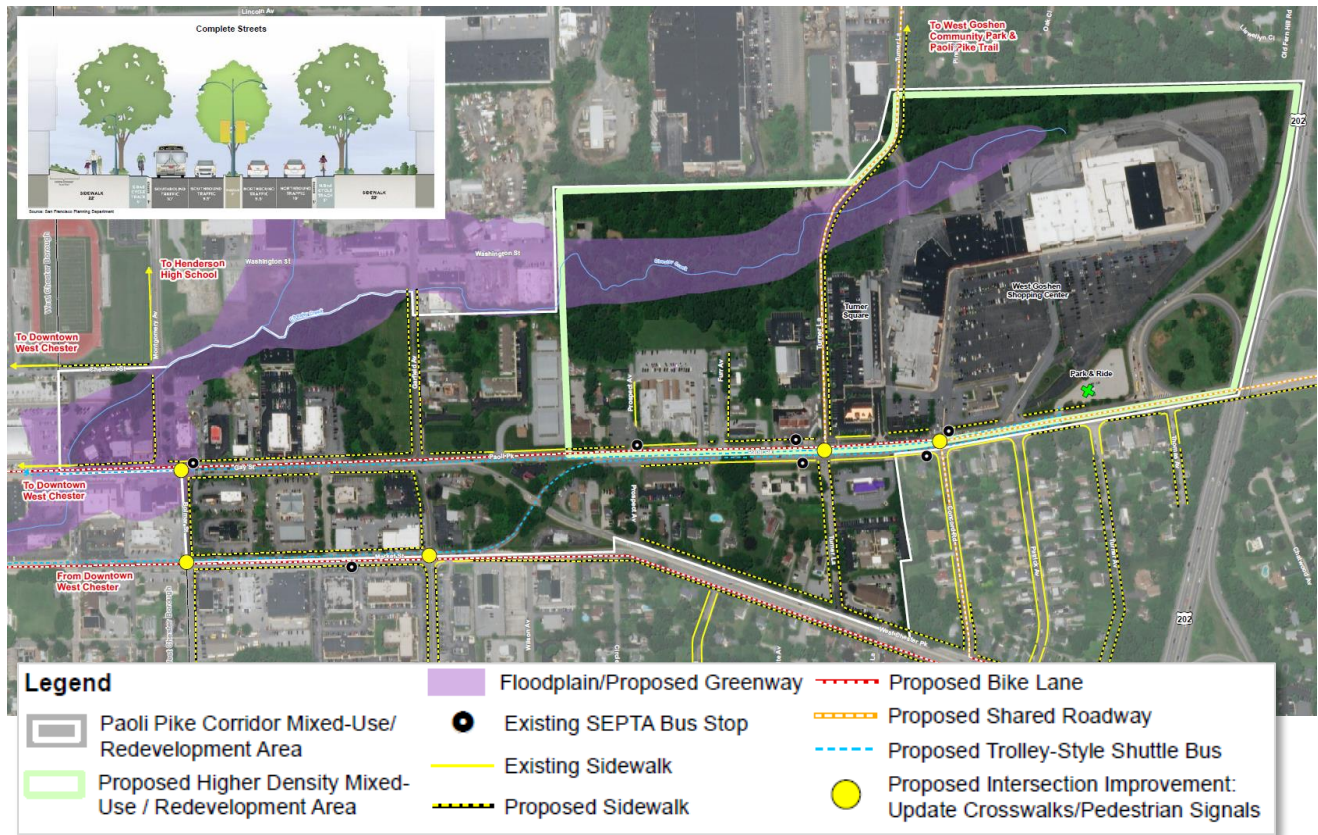


Map 11: Future Development Plan





*Map 12: Paoli Pike Corridor Mixed-Use/Redevelopment Area*



- Residential Infill:** The Residential Infill area encompasses the bulk of the Township’s existing single-family and townhome neighborhoods. Future residential development in this area would take the form of “infill” development; that is, development would occur on parcels that can accommodate additional development or redevelopment and would conform to the existing neighborhood’s physical form (lot dimensions, setbacks, building height, etc.) in order to preserve the neighborhood’s character.

To gain more open space in the Township, properties in the R-2 and R-3 zoning districts that are ten acres or greater could be permitted to develop according to the Township’s Open Design Option, which requires 45% of the tract to be set aside as protected open space. The minimum open space requirement could be increased to 50% or more if the Township is willing to reduce the minimum lot size or do away with it entirely.

- Commercial, Office, Industrial Infill:** This area encompasses the corridor that runs generally along US 202 and is dominated by commercial, office, and industrial uses. Three apartment complexes are also located in this area and a fourth (Luxor) is proposed. This area is intended for future infill development and redevelopment of commercial, office, and industrial uses, along with high-density workforce housing that is connected to employment centers via pedestrian and bicycle paths. Potential conflicts between residential and non-residential uses should be mitigated with adequate

landscape screening and buffering requirements and other performance criteria restricting impacts such as noise, odors, and light glare.

- Neighborhood Commercial: Neighborhood commercial areas enable residents to obtain basic goods and services at locations convenient to their neighborhoods. These areas are intended to accommodate small-scale land uses that are compatible with the surrounding neighborhood. Potential conflicts should be mitigated with adequate landscape screening and buffering requirements and other performance criteria restricting impacts such as noise, odors, and light glare.
  - Parks and Open Space: Existing parks and open space are shown on the Future Land Use map; however, proposed future parks and open space are not specifically identified as they would be established through the land development process and through sale or donation of conservation easements. All developments should be required to provide on-site recreation or pay a fee in lieu of providing it.
  - Natural Features and Greenways: Natural features and greenways (connected networks of natural features), such as stream corridors, wetlands, floodplains, woodlands, steep slopes, and critical habitats, will be protected by Township ordinances (see Priority Issue #5) and will form an integral part of the land use plan and the Township's network of open space, greenways, and green infrastructure (natural features that perform stormwater management, water cleansing, and functions).
2. Amend the Open Space Option standards in the zoning ordinance to make them more effective and useable.
  3. Amend the zoning ordinance to enable redevelopment of the Paoli Pike Corridor and West Goshen Shopping Center by creating a mixed-use and/or high-density mixed use district.
  4. Create design guidelines for the West Goshen Shopping Center and Paoli Pike Corridor

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## **PRIORITY ISSUE #5 – ENVIRONMENT / NATURAL RESOURCE PROTECTION**

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### **Community Goals**

- Protect natural resources and form a network of “greenways” along natural resource corridors (e.g. along streams) to connect open space and to create “green infrastructure.”
- Encourage energy conservation and renewable energy systems.

### **Public Input**

There is enormous support for protecting the Township’s natural resources as evidenced by the community survey in which 92% of respondents indicated that the Township should work to protect them. Residents also expressed the need to encourage energy conservation and the use of renewable energy systems.

### **Background**

Natural Resources: West Goshen Township currently provides some limited protections for natural resources in its various ordinances (see **Map 13** on next page).

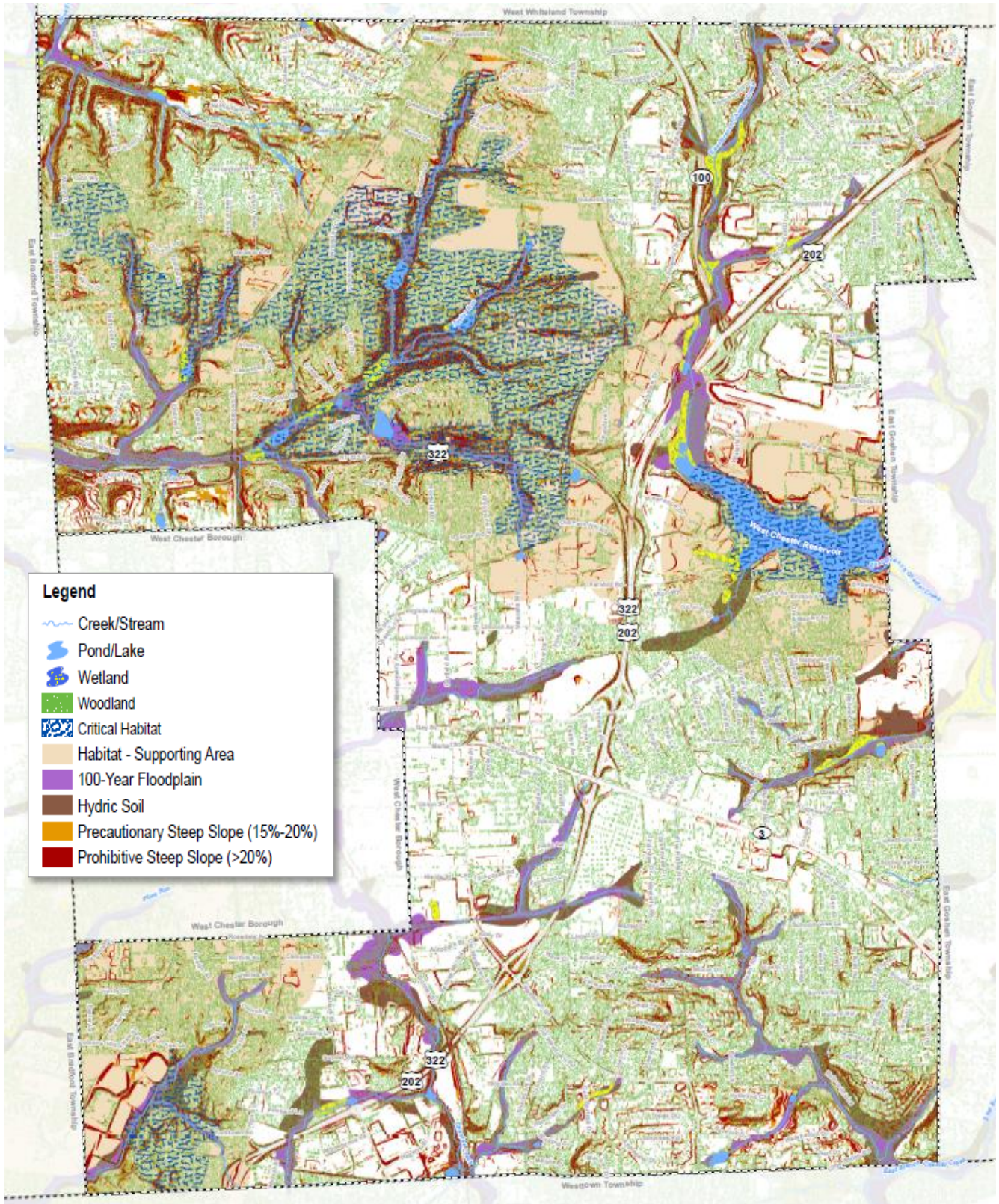
- **Steep and Prohibitive Slopes:** The zoning ordinance limits the amount of impervious cover on steep slopes (15-20%) and prohibitive slopes (20% +), but it does not limit other types of disturbance. Protections could be strengthened by placing limits on *any type of earth disturbance* on steep and prohibitive slopes (with exceptions trails and similar uses).
- **Floodplains:** The zoning ordinance limits development within floodplains in accordance with FEMA’s standards. Only uses that do not require structures are permitted.
- **Trees:** Tree protection standards are included in the Township’s Soil Erosion and Sediment Control ordinance. Tree removal limits are very strict, but other protections, such as placement of barriers to avoid tree damage during construction and tree replacement standards, could be strengthened. Protections for mature trees and specimen trees could also be added.



Gordon Natural Area



*Map 13: Natural Resources*



- **Water:** Water resources receive protection via the Soil Erosion and Sediment Control ordinance and Stormwater Management ordinance. The Township has no standards for riparian buffers, which would provide added protection for streams (in the zoning ordinance).
- **Wetlands and Hydric (wet) Soils:** The Township has no specific protections for wetlands or hydric soils. Wetland encroachments are allowed as long as the proper permits are secured. The Township could strengthen its wetland and hydric soils protections by limiting the allowable disturbance and requiring a buffer area around wetlands.
- **Critical Habitat:** The Township has no specific protections for habitats of rare, threatened, or endangered species. The Township could add limits of disturbance of habitat areas and/or require their inclusion in a development's protected open space.

#### Energy Conservation and Renewable Energy Systems:

- The Township adopted the 2003 International Energy Conservation Code, which establishes minimum regulations for energy efficiency in buildings. It should consider updating to the 2018 edition, which includes standards for solar energy systems in buildings.
- Geothermal energy systems are permitted throughout the Township.
- Rooftop and ground-mounted solar energy systems are permitted throughout the Township with varying zoning requirements. In all cases, the system can serve only the use on the same property. Zoning provisions that would enable development of community solar (e.g. providing energy to a residential development) or other types of solar energy systems could be explored.
- Wind energy systems are permitted throughout the Township with a minimum one-acre lot requirement.

#### Planning Implications

Natural resource protection, energy conservation, and use of renewable energy systems are tied to land use, housing, and transportation. The Township will continue to protect natural resources, strive to promote open space and more efficient uses of land, improve connectivity between land uses, consider the benefits of green buildings and green development, provide for renewable energy systems, and educate the public on energy conservation.

#### Recommendations

1. Natural resource protection ordinances:
  - a) Review ordinances and strengthen protections for steep and prohibitive slopes, trees, streams (i.e. riparian buffers), wetlands and hydric soils, and critical habitat areas.
    - i) Place limits on *any type of earth disturbance* on steep and prohibitive slopes (with exceptions trails and similar uses).
    - ii) Review tree removal limits; require tree protection fencing/barrier to extend to the critical root zone; increase the tree replacement standards; and add protections for



mature trees and specimen trees. Wooded areas and tree clusters should be kept intact to preserve interior woodland habitats and a connected network of woodlands.

- iii) Include riparian buffers, wetland and hydric soil protection, and critical habitat protection standards in the zoning ordinance.
2. Review the Open Space Option ordinance and amend it as needed in order to increase the chances that it will be used by developers.
3. Make educational materials and programs about natural resources available to residents.
4. Energy conservation and renewable energy ordinances:
  - a) Evaluate and update, as necessary, the existing zoning regulations which currently permit accessory solar energy, wind energy and geothermal systems in all districts. Consider allowing community solar and/or other systems designed to serve more than one principal use on one property. Also consider updating to the 2018 International Energy Conservation Code.
  - b) Create incentives, such as reduced permit fees, for the construction of green buildings (LEED certified) and green site development (LEED-ND) in accordance with the U.S. Green Building Council) or for the achievement of specified Energy Star standards.. (LEED=Leadership in Energy and Environmental Design. ND=New Development)
5. Make educational materials and programs on energy conservation and renewable energy systems available to Township residents and businesses.
6. Amend the zoning ordinance to encourage compact, mixed use, walkable places. Consider amending mixed-use and commercial zoning districts to permit residential uses on upper floors of principal uses.
7. Promote the park and ride lot and public transportation.
8. Permit and encourage seasonal, rather than frequent, mowing of common open space meadows (such as in an HOA) as well as in Township Parks.

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## **PRIORITY ISSUE #6 – HISTORIC RESOURCE PROTECTION**

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### **Community Goal**

Protect the Township's historic resources.

### **Public Input**

There is significant support for protecting the Township's historic resources, as 77% of community survey respondents are in favor of preservation efforts.

### **Background**

- The West Goshen Township Historic Resources Atlas contains 275 historic resources. The Atlas was created by the Chester County Planning Commission in partnership with the Chester County Historic Preservation Network and the Township, and serves as an update to the 1978-1982 Chester County Historic Sites Survey. It is available for viewing at the township building.
- West Goshen Township has a Historical Commission but it does not have any regulations that specifically protect historic resources.
- According to the Pennsylvania Historical and Museum Commission, one building, the Collins Mansion, is listed on the National Register of Historic Places and nine buildings have received a Determined of Eligibility (DOE) for the National Register of Historic Places. The West Chester & Philadelphia Railroad is designated a Historic District.
- All other historic resources that are not listed on, or determined eligible for the National Register of Historic Places are considered to be locally or regionally significant resources.
- Listing on the National Register of Historic Places or receiving a DOE simply provides recognition of the historic resource. Contrary to popular belief, it does not restrict a property owner's right to make changes to the building or even demolish it. A property owner can do whatever he/she wants to do with the resource within the bounds of local regulation (if any) and as long as there are no federal monies involved (i.e., projects that received federal funds, sponsorship, or assistance must be reviewed for their impact on National Register listed or eligible resources).
- Property owners may in fact realize financial benefits from listing on the National Register of Historic Places, including potential eligibility for tax incentives for rehabilitation of income producing historic resources and tax deductions for donation of easements for historic preservation purposes.



*Photo: Ned Goode, HABS photographer Public Domain,  
<https://commons.wikimedia.org/w/index.php?curid=12880437>*

- In Pennsylvania, protection of historic resources is enabled by two pieces of legislation: the Historic District Act of 1961 (Pennsylvania Act 167) and the MPC.
  - Regulations under the Historic District Act apply only to historic districts that are on the National Register or certified as historic by the PHMC. Under the Historic District Act, a municipality has the authority to create local historic districts and protect the historic and architectural character, including aesthetics, within those historic districts. However, the historic district must first be certified by PHMC; that is, the district and its regulations must be reviewed by the PHMC and must satisfy recommendations of the review before being enacted. The Act also requires the appointment of a Historical Architectural Review Board (HARB), which makes recommendations to the governing body pertaining to resources within the historic district.
  - Under the MPC, a municipality may establish measures to protect historic resources via the zoning ordinance, but these measures are generally viewed as less restrictive than regulations enacted under Act 167 because they typically do not regulate aesthetics. The MPC also permits the establishment of a municipal historical commission. The historical commission has no decision-making authority; it acts in a support capacity only. It conducts research and provides data on historic resources. It also reviews applications pertaining to historic resources and makes recommendations to the zoning officer and governing body.
  - West Goshen Township has a historical commission, but it does not have regulations that specifically protect historic resources.
- Financial incentives for preserving historic resources are as follows:
  - Federal Historic Rehabilitation Tax Credit - The Federal Historic Rehabilitation Tax Incentive program provides a tax credit to eligible property owners for the rehabilitation of income-producing buildings listed on the National Register or certified by the National Park Service as contributing to the historical significance of a registered historic district.
  - Pennsylvania's Historic Preservation Tax Credit (HPTC) – The HPTC currently provides a 25% tax credit (not exceeding \$500,000 in any fiscal year) for the rehabilitation of a historic structure into an income-producing property. The historic resource must be listed on the National Register or certified by the National Park Service as contributing to the historical significance of a registered historic district
  - Historic Preservation Easements – Historic preservation easements are conservation easements that protect properties that have historic, architectural, or archaeological significance. The property owner voluntarily conveys the easement to a qualified preservation organization, while he/she retains numerous rights to the property. The terms of individual preservation easements are varied, but generally, they can be used to protect exterior (i.e., façade) and interior features of a historic building, and lands that comprise the setting of a historic

building. Activities such as demolition, additions to, or inappropriate alteration of historic buildings, or the subdivision of surrounding land can be controlled. Preservation easements also typically protect against the deterioration of the resource by requiring its maintenance. Property owners who enter into a preservation easement may be eligible for a tax deduction.

### **Planning Implications**

Protection of historic resources has implications for the Township's heritage and identity, as well as educational, recreational, and economic opportunities. West Goshen Township views its historic resources as community assets. Demolition of historic resources will be discouraged and their preservation will be encouraged so that their many benefits can be realized. Rehabilitation and adaptive reuse of historic resources will be encouraged, and historic resources will be integrated into the Township's open space and recreation system to the extent possible

### **Recommendations**

1. Continue to identify and document historic resources and where warranted, submit nominations for listing on the National Register of Historic Places. Identify and evaluate historic landscapes that may be included in historic resource inventory.
2. Amend the Zoning Ordinance to include basic historic resource protection measures in the form of an overlay district that applies to properties containing a historic resource. Zoning provisions would be limited to:
  - a) Demolition and demolition by neglect, enabling a review of applications for demolition, removal, or relocation of historic resources by a Township historical commission.
  - b) Design guidelines for new construction near a historic resource to ensure that it is compatible with the historic resource.
  - c) Adaptive reuse (facilitating the retention and conversion of a building to a use other than the one for which it was originally designed).
3. Review and amend the SLDO as needed in order to require identification of historic resources and mitigation of impacts on historic resources.
4. Conduct public outreach and education on the Township's historic resources, including print and online information. Consider holding events and educational programs centered on the Township's history and historic resources, such as historic walking tours.
5. Incorporate historic resources into the open space, recreation, and trail system as points of interest and education.

**PRIORITY ISSUE #7 – HOUSING**

**Community Goal**

Protect the existing housing stock and meet the housing needs of current and future residents by providing for housing options that accommodate households at various life stages and income levels.

**Background**

- Pennsylvania municipalities are required to provide for “...housing of various dwelling types encompassing all basic forms of housing, including single-family and two-family dwellings, and a reasonable range of multifamily dwellings in various arrangements, mobile homes and mobile home parks...” (MPC 604.4).
- West Goshen Township has seen continual growth in housing units over recent decades, although at a declining rate (**Table 14**). According to the U.S. Census, the number of housing units increased by 13% between 1990 and 2000 and by 8% between 2000 and 2010. The current estimate shows a 3% growth rate from 2010 to 2016, and a 26% overall growth rate since 1990.

Chester County Tax Assessment data for 2010 and 2016 show a higher number of units than the Census—8,341 units versus 8,313 in 2010 and 8,916 units versus 8,576 in 2016. (Note, however, that the margin of error would reduce the difference between the two figures if in fact the Census estimate is low). The tax assessment data show a 7% increase in the number of housing units from 2010 to 2016.

*Table 14: Housing Trends – Number of Housing Units*

	1990	2000	2010	2016 (est.)	2016 (est.) MOE	% Change 1990-2000	% Change 2000-2010	% Change 2010-2016	% Change 1990-2016
<b>Housing Units, Census</b>	6,802	7,703	8,313	8,576	+/-217	13%	8%	3%	26%
<b>Housing Units, Tax Assess.</b>	x	x	8,341	8,916	x	x	x	7%	x

Sources: US Census Bureau; American Community Survey 2016 5-Year Estimates; Chester County DCIS

- Chester County tax assessment data, indicates that West Goshen Township’s housing stock is becoming more diverse (**Table 15**). Much of the recent growth (from 2010 to 2016) is comprised of apartments and condominiums. Now, nearly one-third of all units are apartments and condominiums. Townhomes, mobile homes, and two-family dwellings are also available, but make up a much smaller proportion of the total housing stock.

Residential development projects that are currently pending or proposed will add 854 units, including singles, apartments, townhomes, and duplexes. Approximately 289 units will be age-restricted. These developments will increase the diversity of the Township’s housing stock.



Table 15: Housing Trends –Type of Housing Unit

Dwelling Unit Type	# Units 2010	# Units 2016	Change 2010-2016	% of Total 2016
Single-Family Detached	6085	6182	97	69.34%
Two Family	9	9	0	0.10%
Multi-Family/Apartment	2035	2,377	342	26.66%
Condominium	117	250	133	2.80%
Townhouse	17	20	3	0.22%
Mobile Home	74	74	0	0.83%
Mixed-Use	4	4	0	0.04%
<b>Total</b>	<b>8341</b>	<b>8916</b>	<b>575</b>	<b>100.00%</b>

Source: Chester County DCIS

- Over one-quarter of the Township’s housing units are renter-occupied (Table 16).

Table 16: Housing Trends –Type of Housing Unit

	Estimate	% of Total	MOE
Total occupied units	8,381		+/-191
Owner-occupied units	5,914	70.6%	+/-195
Renter-occupied units	2,467	29.4%	+/-172

Source: US Census Bureau; American Community Survey 2016 5-Year Estimates

- According to 2016 estimates, median house value in the Township is approximately \$366,200 and median gross rent is approximately \$1,277 (Table 17).

Table 17: Housing Trends –Type of Housing Unit

Median House Value	\$366,200	+/-7,154
Median Gross Rent	\$1,277	+/-68

Source: US Census Bureau; American Community Survey 2016 5-Year Estimates

- West Goshen Township provides for a variety of housing types (Table 18).

Table 18: Housing Types by Zoning District

Housing Type	Zoning District														
	R-2	R-3	R-3A	R-3B-B	R-3B-C	R-4	C-1	C-4	C-1-R	I-2-R	I-C	MP	RGC	OS Option (R-3)	
Single family detached	1/ac*	30K, 22K, 18K**	30K, 22K, 18K	1.4/ac	1.4/ac	30K, 22K, 18K	30K, 22K, 18K						1 or 1.2/ac	2/net ac****	
Semidetached/twin/duplex					1.4/ac	6/ac									
Single family attached/townhouse			8.5/ac		1.4/ac								1 or 1.2/ac		
Multi-family/apartments						6, 8, 10/ac***		8, 10/ac		✓					
Multi-family/other						6/ac		6/ac							
Lifestyle apartments										✓					
Mobile home park													4/ac		
Student homes						✓									
Independent living/age-restricted		✓								✓					
Assisted and/or independent living											✓				
Retirement community											6.5/ac				
In-law suites		✓				✓									
Mixed use									30K, 22K, 18K						

\*dwelling units per acre

\*\*minimum lot size with on-site sewer & water, either public sewer or water, both public sewer and water

\*\*\*number of apartment units depending on lot size

\*\*\*\*requires minimum 15 acre tract and public sewer and water

- Despite the variety of housing types, affordability is an issue for people wanting to move to West Goshen from the Philadelphia metropolitan area, and for people already living in West Goshen Township:
  - According to HUD, the 2016 Area Median Family Income of the Philadelphia metropolitan area is \$80,300. As of 2016, the median monthly housing cost (with a mortgage) in West Goshen Township is \$2,106. To afford this, a family from the Philadelphia metropolitan area that wants to move to West Goshen Township would need an annual income of \$84,240.
  - For existing West Goshen Township residents, lack of affordable housing affects both owners and renters (**Table 19**). According to 2016 estimates, nearly one-third (30.9%) of all households in the Township are “cost burdened,” spending more than 30% of their income on housing costs. Nearly one-quarter (23.4%) of owner-occupied homes are cost burdened and nearly one-half (48.8%) of renter households are cost burdened. While the cost burden for owner-occupied housing is estimated to have declined since 2010, it increased slightly for renters.

*Table 19: Cost Burdened Households in West Goshen Township*

	% of Cost Burdened Households	
	2010 Estimate	2016 Estimate
All occupied units	33.4%	30.9%
Owner-occupied housing units	29.3%	23.4%
Renter-occupied housing units	45.1%	48.8%

Source: US Census Bureau; American Community Survey 2016 5-Year Estimates

### **Public Input**

Residents rate the variety of housing choices in the Township as good to excellent and view this as a strength, along with stability attributable to long-term residents. Housing affordability, however, is seen as very limited and is given a lower rating. The data presented above confirm residents’ views that the Township does indeed offer a variety of housing types, but affordability is an issue.

### **Planning Implications**

Housing Supply:

- West Goshen Township is largely built-out, so, with few exceptions, new residential development will likely be “infill development” occurring on parcels within already-developed areas, as well as in areas with potential for redevelopment, such as the Paoli Pike corridor.
  - New residential infill development in existing neighborhoods should be compatible with the existing neighborhood character.
  - To accommodate future growth, and given housing trends, the Township should consider expanding opportunities for multi-family and mixed-use development, targeted to areas with existing infrastructure and including areas with redevelopment potential.
  - Where there is potential for incompatibility between new and existing development, mitigation measures such as screening and buffering should be required.

Housing Affordability:

- In its Vista 2025 study, the Chester County Economic Development Council found that unaffordable housing is pricing young people out of the County and contributing to a shortage of young workers. At the same time, housing trends show that young people prefer walkable/bikeable towns with amenities like shops and restaurants. With its large employer base, commercial areas, and proximity to West Chester Borough, West Goshen is well positioned to attract young workers so long as it offers more affordable housing options.
- Lack of affordable housing options also affects seniors on fixed incomes that want to age in place or move to the area to be closer to family. Accessory dwelling units (e.g. mother-in-law suites and granny flats) can be a viable option for seniors.
- Providing for housing on limited available land, and providing for more affordable housing may mean expanding the number of places that permit multi-family and mixed-use development; expanding opportunities for non-traditional housing types such as accessory dwelling units; reducing or eliminating minimum lot-size requirements; allowing greater height and density; and/or requiring developments to include affordable units.
- Affordable housing options should be in close proximity to jobs, retail and services, public transportation, and walking and biking paths to increase accessibility and reduce commuting costs.

Housing Sustainability:

- The Township can encourage energy efficiency in new and existing homes through “Green” building design and materials, and features such as high efficiency heating and cooling systems, high efficiency lighting, water-conserving fixtures, Energy Star appliances, and alternative energy sources. Housing sustainability can also contribute to housing affordability in the long run by reducing utility bills.

Property Maintenance:

- To help protect the existing housing stock and property values, the Township must continue to enforce property maintenance codes and can take a role in educating property owners about programs that assist with home repair and maintenance.

**Recommendations**

1. Amend the zoning ordinance to:
  - a. Permit high-density multi-family and mixed-use development in the proposed Paoli Pike Redevelopment Area (see Future Land Development map).
  - b. Consider permitting multi-family and mixed-use development in areas that are in close proximity to jobs, retail and commercial services, public transportation, and walking/biking paths.
  - c. Permit non-traditional housing types such as accessory dwelling units in residential zoning districts.

- d. Provide incentives for inclusion of affordable housing units. Incentives would be based on a guarantee that a minimum percentage dwelling units would be affordable. For example, a developer could get a density bonus or reduced permit fees for making a percentage of units affordable.
  - e. Provide incentives for energy efficient building design, construction and features in new and existing homes.
  - f. Continue to provide for use of alternative energy sources such as solar, wind, and geothermal. Include new forms of alternative energy as the technology becomes available.
2. Provide educational materials on affordable housing, as well as energy efficient building and features, and alternative energy sources that property owners can adopt.
  3. Continue to enforce property maintenance codes.
  4. Provide information to residents on property maintenance/home repair assistance programs available through organizations such as Housing Partnership of Chester County and HUD.