

Suburban Center Landscapes Design Guide

Chester County, PA





Prepared by the Chester County Planning Commission

December 2020

Update February 2022

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Purpose

Chester County is committed to quality of design in its built environment.

Quality design of new development is characterized by context sensitivity and the thoughtful arrangement of details that define streets, public spaces, and communities. Ultimately, quality design improves a community's function and appearance by unifying diverse elements.

The purpose of this guide is to:

- Foster new development that is compatible with community and historic character
- Protect residential neighborhoods from adverse impacts
- Encourage walkability and alternative modes of transportation
- Improve the environment
- Guide appropriate development

The design elements in this guide are focused on locations where new development is most likely to occur—corridors, underutilized shopping centers, older office and business parks, and infill locations.



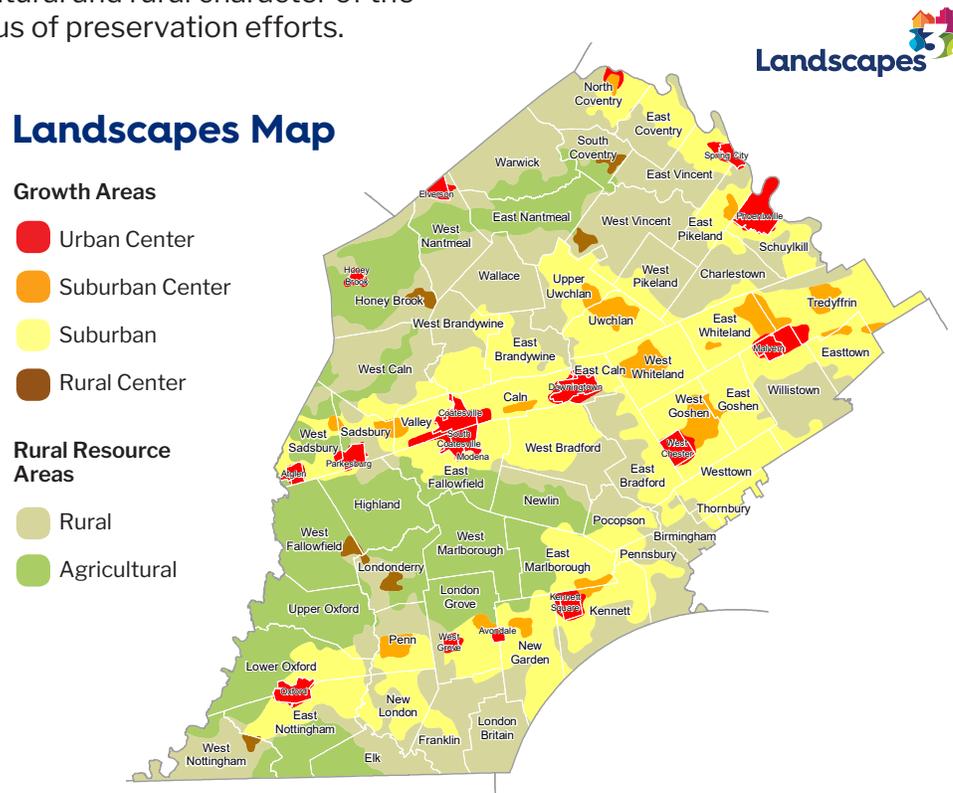
Aerial view of Eagleview Town Center in Exton.

Audience

This guide is intended for use by developers, design professionals, community members, municipal attorneys, elected officials, administrative staff, engineers, planners, businesses, county planning commission members and staff, and the general public. Each has a role in ensuring that new development fits within its context and contributes to the vitality of the Suburban Center landscape.

Foundation

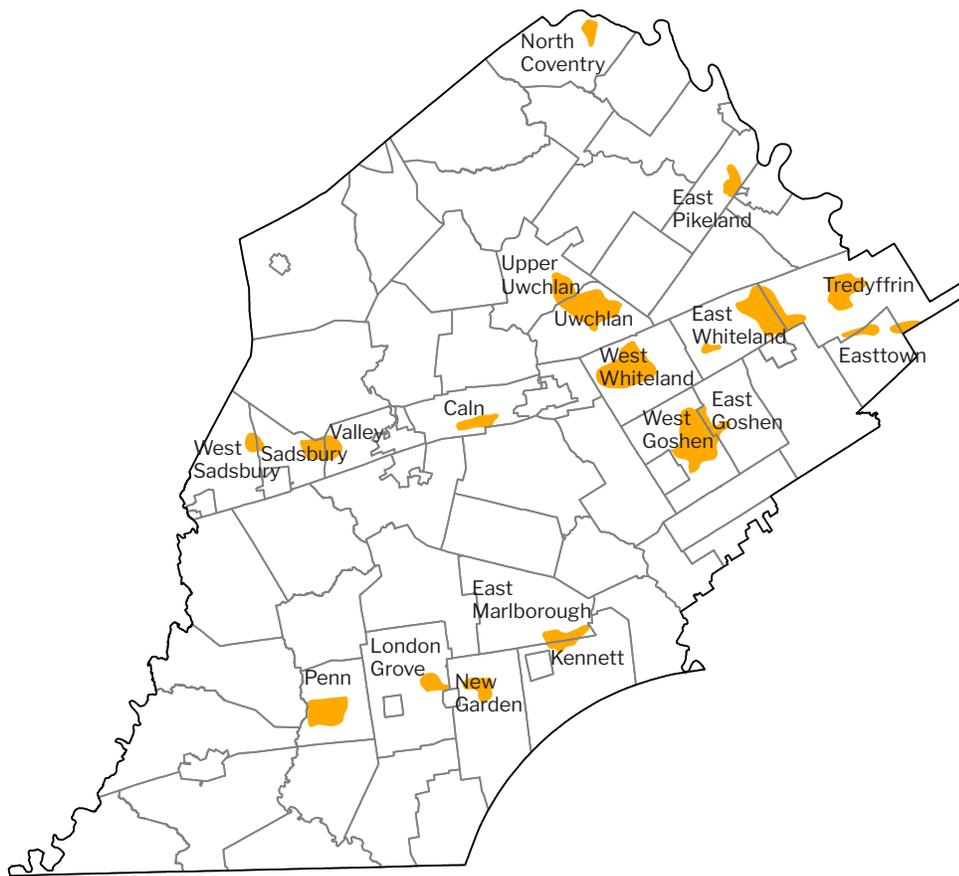
The foundation for this guide is *Landscapes3*, Chester County's comprehensive plan. The plan, completed in 2018, establishes a preservation and growth vision for the county and its municipalities. Within the plan, the Landscapes Map identifies six landscape categories where growth and rural resource protection should occur to achieve the vision. The four landscape categories within Growth Areas, including Suburban Centers, can best accommodate future growth, are planned for a full range of infrastructure, and are highly suitable for redevelopment. The two landscape categories of the Rural Resource Areas are not appropriate for significant growth, strongly reflect the agricultural and rural character of the county, and serve as a focus of preservation efforts.



Long-term Vision

The vision for Suburban Center landscapes is regional economic, population, and transportation centers with varying land uses. Suburban Centers will accommodate substantial future growth of medium to high intensity with a mix of uses, including commercial, residential, and industrial. As Suburban Centers grow, repurposing obsolete structures and sites and encouraging sustainable development will be critical. Transportation infrastructure and amenities will need to expand with new development to create an integrated multimodal network for a variety of users.

Suburban Center landscapes are located at transportation nodes, particularly highways, and are frequently near many of Chester County's urban centers.



Format

The planning principles and design elements established in the *Landscapes3* vision for the Suburban Center landscapes serve as the basis for the format of this guide.

Planning Principles

The key objectives, values, and priorities to consider when creating long range plans, investing in infrastructure, or evaluating proposed development.

This section has four themes: **Growth Outlook, Preservation Focus, Land Use Patterns,** and **Infrastructure.** The importance of each principle is discussed and examples of supportive policies that guide municipal action and facilitate private investment are listed. For further information, a link to on-line resources is provided.

Design Elements

The guidelines for the treatment of development and related features based on well-established patterns of building and quality design.

This section has three themes: **Building Character, Site Amenities,** and **Transportation.** Each guideline is introduced with an overview of “why” it is important to the health, safety, and welfare of the county’s Suburban Centers. The overview is followed by an illustration or graphic to express design considerations and best practices to carry out each design element. A regulatory strategy from a local or national source is found at the bottom of each topic as well as a link to additional on-line resources.

CHAPTER 2 Planning Principles

PLANNING THEME

PRINCIPLE & RATIONALE

COUNTY EXAMPLE

SUPPORTIVE POLICIES

MUNICIPAL PLAN EXAMPLE POLICY

ONLINE TOOL

GROWTH OUTLOOK

Substantial future growth

The county’s Suburban Center Landscapes are equipped to absorb more housing and businesses to accommodate some of the anticipated increase in the county’s population over the next few decades.



Example in Upper Merion Township is an example of a mixed-use development planned with an extensive system of sidewalks, jogging paths and greenways that connect and integrate residences, town center, and offices.

Example Policies

- Support residential and mixed uses at varying levels of intensity that combine to foster a lively and engaging street environment easily accessible to pedestrians, bicyclists, transit riders, and automobile users.
- Ensure buildings are well-constructed and designed so as to allow them to be reconfigured as their programs change over time.
- Ensure commercial corridors are attractive and inviting.
- Encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors.

MUNICIPAL EXAMPLE

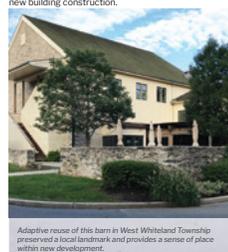
Discourage unplanned, scattered development by directing new land uses toward existing centers of development, areas with adequate infrastructure (i.e., sewer, water, and transportation), and lands with limited site constraints.

Keenett Township, PA, Comprehensive Plan, 2015, p.2-2. ▶

PRESERVATION FOCUS

Preservation and reuse of historic buildings to maintain integrity

It is essential to preserve historic buildings to connect with a community’s past, provide a sense of continuity and permanence, and maintain character. Reuse of historic buildings helps support sustainability by reducing the need to obtain additional resources for new building construction.



Adaptive reuse of this barn in West Whiteland Township preserved a local landmark and provides a sense of place within new development.

Example Policies

- Encourage rehabilitation and adaptive reuse of existing buildings rather than demolitions.
- Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.
- Encourage proper maintenance and continued integrity of historic resources and villages within their historic landscape contexts.
- Ensure codes, ordinances, and programs encourage and promote the long term preservation of links to the community’s past.

MUNICIPAL EXAMPLE

- Adopt guidelines and incentives to encourage the preservation and reuse of historic resources and new development that is compatible with the Township’s historic landscape.

Keenett Township, PA, Comprehensive Plan, 2015, p.2-4. ▶

Toolbox

Adaptive Reuse ▶

CHAPTER 3 Design Elements

BUILDING CHARACTER

Multi-story buildings

Built to appropriate heights

Text for five-story buildings are generally appropriate in commercial and mixed use districts. The height of large buildings should vary to add variety and visual interest, as well as to break down massing.

Reference context

For greater visual harmony, reference the heights of adjacent buildings. Step down taller new building toward existing, lower-scale residential buildings.

Incorporate upper story setbacks

In addition to reducing the mass of a building, setbacks after three or four stories also allows sun to reach street level and minimizes impacts on the pedestrian environment. Setbacks also present opportunities for exterior spaces such as terraces and green roofs.

Height bonus

Allow additional building height subject to reciprocal actions including renovating existing building facades, achieving Energy and Environmental Design (LEED) Green Building certification, installing innovative stormwater controls, providing a minimum of 75% of required parking within a parking garage, incorporating public amenities, aligning or terminating important view corridors.

Truly Hill Township, Zoning Ordinance, Section 208-71, D. ▶

Minimum and maximum height

For mixed use areas, ensure no principal building erected, altered, or enlarged is less than 20 feet in height. Define a maximum height and allow flexibility with roof peak height.

East Pikesland Township, PA Zoning Ordinance, Section 1002, 9. ▶

DESIGN THEME

DESIGN ELEMENT & RATIONALE

DESIGN CONSIDERATIONS

REGULATORY STRATEGY

ONLINE TOOL



Chester County Suburban Center Landscapes Design Guide





Planning Principles

Key objectives, values, and priorities to consider when creating long range plans, investing in infrastructure, or evaluating proposed development

GROWTH OUTLOOK
PRESERVATION FOCUS
LAND USE PATTERNS
INFRASTRUCTURE

GROWTH OUTLOOK

Substantial future growth

The county’s Suburban Center Landscapes are equipped to absorb more housing and businesses to accommodate some of the anticipated increase in the county’s population over the next few decades.



Eagleview in Upper Uwchlan Township is an example of a mixed used development planned with an extensive system of sidewalks, jogging paths and greenways that connect and integrate residences, a town center, and offices.

Example Policies

- Support residential and mixed uses at varying levels of intensity that combine to foster a lively and engaging street environment easily accessible to pedestrians, bicyclists, transit riders, and automobile users.
- Promote infill and reinvent underutilized shapeless places with walkable spaces, urban amenities, and cultural experiences.
- Ensure buildings are well-constructed, attractive, and designed so as to allow them to be reconfigured as their programs change over time.
- Encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors.

MUNICIPAL EXAMPLE

- Discourage unplanned, scattered development by directing new land uses toward existing centers of development, areas with adequate infrastructure (i.e., sewer, water, and transportation), and lands with limited site constraints.

Kennett Township, Comprehensive Plan, 2015; p.2-2. ▶

PRESERVATION FOCUS

Preservation and reuse of historic buildings to maintain integrity

Preserving historic buildings is essential to connect with a community’s past, provide a sense of continuity and permanence, and maintain character. Reuse of historic buildings helps support sustainability by reducing the need to obtain additional resources for new building construction.



Adaptive reuse of this barn in West Whiteland Township preserved a local landmark and provides a sense of place within new development.

Example Policies

- Encourage rehabilitation and adaptive reuse of existing buildings rather than demolition.
- Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.
- Encourage proper maintenance and continued integrity of historic resources and villages within their historic landscape contexts.
- Ensure codes, ordinances, and programs encourage and promote the long term preservation of links to the community’s past.

MUNICIPAL EXAMPLE

- Adopt guidelines and incentives to encourage the preservation and reuse of historic resources and new development that is compatible with the Township’s historic landscape.

Kennett Township Comprehensive Plan, 2015; p.2-4. ▶

Toolbox

Adaptive Reuse ▶

PRESERVATION FOCUS

Preservation and restoration of stream corridors and critical natural features

Critical natural features are important contributors to the county's high quality of life. Protecting these features can lessen potential hazards to public health and safety, minimize disturbance to ecological functions, and improve livability for humans.

**Example Policies**

- Conserve and protect environmentally critical areas from loss or degradation.
- Utilize Best Management Practices (BMPs) and technology in municipal projects and practices to achieve effective environmental stewardship.
- Maintain a green infrastructure map to help guide linkage of protected resource areas on individual parcels.
- Limit impervious surfaces and ensure new development is sensitive to existing terrain to avoid disrupting natural hydrological paths, reduce the possibility of flooding, allow groundwater recharge, and protect the environment.

MUNICIPAL EXAMPLE

- 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.”

West Goshen Township Comprehensive Plan, 2019; p. 55. ▶

Toolbox

Natural Resource Protection Standards ▶

Riparian Buffers ▶

Greenways ▶

LAND USE PATTERNS

Medium to high intensity mixed use development and intensification of existing developed areas

Center-oriented development brings together medium to high intensity residential and nonresidential uses within a walkable, bicycle-friendly, transit, car accessible development pattern. This pattern provides a full service environment and diverse land uses that creates destinations for residents, employees, and visitors.

**Example Policies**

- Apply mixed-use zoning to create desirable neighborhoods, maintain compatible scale, respect views, and enhance the streetscape and pedestrian environment.
- Create incentives for mixed-use development, such as increased height and densities, and accelerated application processing.
- Ensure appropriate transition, in terms of height and bulk, occurs between lower-density neighborhoods and more intensive commercial and residential uses.

MUNICIPAL EXAMPLE

- A strong mixed-use Town Center, Lincoln Highway remains the commercial heart for residents and commuters, while new zoning rules create a flexible framework for accommodating growth without altering the Township's character.

West Whiteland Township Lincoln Highway and Whitford Road Corridors Plan, 2015; p. 49. ▶

Toolbox

Traditional Neighborhood Development ▶

Mixed Use Development ▶

LAND USE PATTERNS

Revitalization of greyfields, business parks, and brownfield sites

Revitalization of these buildings and sites protects the environment and strengthens the economic base of a community. In areas with existing development, reuse and revitalization can enhance walkability by providing additional services close to other amenities.



With zoning in place to allow a variety of commercial uses, an underutilized shopping center at the Great Valley Corporate Center in East Whiteland Township was redeveloped to include an outdoor area for events and concerts, restaurants, and 12,000 square feet of new office space.

Example Policies

- Prepare redevelopment plans that include elements such as land use, building intensity and location, roads, trail and sidewalks, open space, utilities, transit, and funding and financing.
- Provide flexibility in regulations to promote reinvestment in office parks.
- Promote the redevelopment of aging and high vacancy shopping centers into mixed-use developments with housing, commercial, and public recreation facilities.

MUNICIPAL EXAMPLE

- Encourage redevelopment of the commercial areas to integrate character defining features and incorporate a mixture of uses, that expand beyond retail use, to create a diverse economic base.

North Coventry Township Comprehensive Plan, 2019; p. 62. ►

Toolbox

Brownfield and Greyfield Development ►
Commercial Landscape Series ►

LAND USE PATTERNS

Transit oriented development

Allowing higher building densities and more intensive land uses within walking distance of transit stops, permits public transit to become a viable alternative to the automobile.



Mixed-uses around the Daylesford Station reflect the type of transit-oriented development opportunities in proximity to rail stations.

Example Policies

- Support efforts to reduce traffic congestion and decrease vehicle miles traveled through transit-oriented design and transportation planning programs.
- Develop zoning provisions for transit-oriented development that promote housing diversity and affordable housing choices in the immediate area around transit corridors.
- Allow larger office and commercial footprints near existing and proposed rail or bus stops.
- Ensure convenient and comfortable connections to bus stops and train stations.

MUNICIPAL EXAMPLE

- Direct most new multi-family development to the Thorndale area as a part of selected mixed commercial and residential development in Thorndale, in order to promote transit-oriented development and to spur commercial redevelopment.

Caln Township Comprehensive Plan, 2017; p. 4. ►

Toolbox

Transit Oriented Development ►
Commercial Landscape Series ►

LAND USE PATTERNS**New housing inclusive of a broad range of types and income levels**

Supporting a range of housing types in proximity to employment centers and areas experiencing rapid job growth encourages long-term affordability.



Townhouses in the Sadsbury Village development in Sadsbury Township offer affordably-priced housing in a walkable neighborhood.

Example Policies

- Direct new residential development into areas where community and human public services and facilities are available to reduce the cost of creating new housing.
- Encourage mixed-income developments on the same site, development, or immediate neighborhood.
- Encourage housing that provides easy access to public transit and other efficient modes of transportation.

MUNICIPAL EXAMPLE

- 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.

West Goshen Township Comprehensive Plan, 2019; p. 5. ▶

Toolbox

Housing Diversity ▶

Affordable Housing Bonuses ▶

LAND USE PATTERNS**Office, major shopping centers, research and development, and industrial**

Many of the county's jobs are concentrated in Suburban Center Landscapes. Supporting the growth of existing and new businesses will build stable economic health throughout the county.



Integrating outdoor amenity spaces with this office building in Eagleview is an example of how development can attract and retain skilled workers.

Example Policies

- Promote the creation of inviting and attractive amenities to keep business parks competitive.
- Permit development to evolve in ways which are compatible with surrounding neighborhoods, helps mitigate negative environmental impacts, manages parking, and minimizes adverse traffic impacts.
- Recognize the importance of industrial land to the economy of the region and ensure zoning regulations and land use decisions protect active and viable industrial land uses.

MUNICIPAL EXAMPLE

- Ensure the locations of commercial areas are convenient to residential areas and provide easy access for customers, employees and suppliers.

Uwchlan Township Comprehensive Plan, 2010; p. 3-2. ▶

LAND USE PATTERNS

New or expanded institutions and community services

Integrating institutions and creating a more mixed use environment that meets diverse needs will ensure Suburban Centers are activity centers for the community.



The Library & District Center in Exton is the Chester County Library System headquarters. The library serves as a community center, providing work space, meeting rooms, and a wide variety of educational and cultural programs.

Example Policies

- Identify appropriate sites for new or future expansion and development of institutions and community service facilities.
- Include institutional and community services as part of large developments and make them focal points.
- Connect new or expanded institutions and community services with other uses via sidewalks, trails, and other transportation modes.
- Use an official map to identify sites for public and quasi-public purposes that are of sufficient size to meet current and future needs.

MUNICIPAL EXAMPLE

- Underutilized office parks, industrial parks, and commercial centers can be revitalized as mixed use areas that include sport/entertainment uses, dining, hotels, and institutional/civic facilities.

Phoenixville Regional Comprehensive Plan and Urban Center Plan, 2019; p. 14. ▶

INFRASTRUCTURE

Bicycle and pedestrian facilities and improved connections between uses within the center and surrounding neighborhoods

Bicycle and pedestrian facilities with opportunities to connect between all elements of the built environment create safer communities, healthier people, and more economically viable places.



West Whiteland Township's Bicycle and Pedestrian Plan proposes pedestrian and cyclist improvements throughout the Township, and it identifies actions, strategies and desired outcomes to improve the network.

Example Policies

- Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- Establish connectivity requirements for all development and redevelopment projects.
- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- Build sidewalks and trails.
- Create a bike and pedestrian plan.

MUNICIPAL EXAMPLE

- Invest in a growing network of trails, bike paths, sidewalks, and pathways that facilitates safe and convenient walking and biking around the Township for work, school, and recreation.

East Whiteland Township Comprehensive Plan, 2016; p. 8. ▶

Toolbox

Bicycle and Pedestrian Facilities: Policy ▶

Multimodal Circulation Handbook for Chester County, PA ▶

INFRASTRUCTURE

New parks, central greens, public community gathering places, streetscaping, artwork, and other placemaking elements

Parks and quality public spaces contribute to personal wellness and keep neighborhoods vibrant, enhance property values, and foster civic bonds. The addition of new jobs and households in Suburban Centers will increase demand for programmed parks and enhanced public spaces.



Weatherstone in Chester Springs is planning a central green within its new mixed use development as shown in this photo simulation.

Graphic courtesy of Hankin Group

Example Policies

- Use new public facilities as opportunities to establish positive design precedents.
- Use both public and private development projects as opportunities to create gathering places.
- Strengthen neighborhoods by creating stronger focal points and gathering places within them.
- Apply common themes, such as sustainability, placemaking, or connectivity to plan, enhance, and maintain new parks and public gathering places.

MUNICIPAL EXAMPLE

- Support public space in the Village of Berwyn that offers green areas, hosts public gatherings, or functions as an enhancement of the business community.

Easttown Township Comprehensive Plan, 2018; p. 42. ▶

Toolbox

Urban Green Spaces ▶

Universal Design for Public Spaces ▶

INFRASTRUCTURE

Upgraded train stations and bus stops

A safe, well-balanced transit system is integral to sustaining and enhancing residents quality of life and accommodating future economic growth. Upgraded train stations and bus stops connected to sidewalks will increase community attractiveness while providing their essential function to move people.



The recently completed improvements at the Exton Train Station included the construction of high-level boarding platforms, ramps and stairs, a new station building, new canopies, and open air shelters.

Example Policies

- Provide safety features and amenities at stations, such as lighting, wayfinding signage, canopies, enclosed waiting areas, artwork, and covered bike shelters.
- Connect train stations and bus stops to the community’s sidewalk network.
- Improve train stations and bus stops using universal design principles.
- Create sustainable parking strategies for train stations to meet demand for park and rides.

MUNICIPAL EXAMPLE

- Refine the pedestrian network to facilitate safe travel and connections between neighborhoods, the train station, and other key destinations.

Easttown Township Comprehensive Plan Update, 2015; p. 50. ▶

Toolbox

- Transit Stops and Centers ▶
- Universal Design for Public Spaces ▶

INFRASTRUCTURE

Expanded public access to natural areas and trails

Residents should have equitable access to natural areas. Expanded public access to natural areas and trails furthers opportunities for relaxation and recreation.



Multi-use trails, such as the Chester Valley Trail in East Whiteland Township are cherished amenities in communities and offer safe opportunities to get outdoors and be active.

Example Policies

- Provide safe and convenient access to natural and recreational areas.
- Protect natural areas while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.
- Connect parks to existing protected areas of the county’s natural landscapes.
- Set aside funding for strategic linking of natural areas and trails

MUNICIPAL EXAMPLE

- Support extensions of pedestrian and bicyclist infrastructure to allow more residents to access parks, trails, shopping, and other opportunities.

North Coventry Township Comprehensive Plan, 2019; p. 54. ▶

Toolbox

Multimodal Circulation Handbook for Chester County, PA ▶

INFRASTRUCTURE

Modern communications infrastructure

Modern high quality communication infrastructure (wireless networks, fiber optics, and broadband telecommunications) is important to residents and businesses, and is vital to economic development.



Significant demographic and cultural changes, such as the aging population, diversification, shrinking households, and domestic migration, highlight the need for modern communication infrastructure to connect people and communities.

Example Policies

- Promote digital infrastructure that provides broadband data communications to residents.
- Simplify and shorten the process for obtaining necessary permits for communication facilities while protecting the visual character of the community.
- Support the expansion and development of sophisticated communication facilities and networks required by businesses that use advanced technology.
- Establish provisions to place cables and wires underground, wherever feasible.

MUNICIPAL EXAMPLE

- Continually assess Township ordinance and other standards in light of increasing technology innovations, needs, and accessibility as well as growing and changing alternative energy sources.

Kennett Township Comprehensive Plan, 2015; p. 2-4. ►





Design Elements

Guidelines for the treatment of development and related features based on well-established patterns of building and quality design

BUILDING CHARACTER

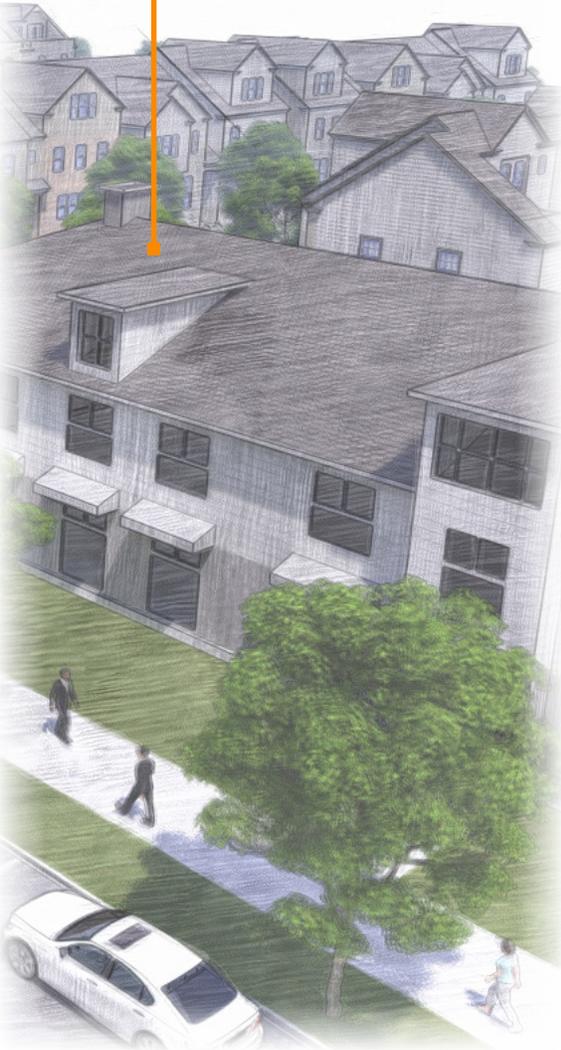
SITE AMENITIES

TRANSPORTATION

Variations in building facades, rooflines, and shape to reduce the visual impact of large scale buildings



Buildings close to the street, often with some landscaping between buildings and street

Multi-story buildings

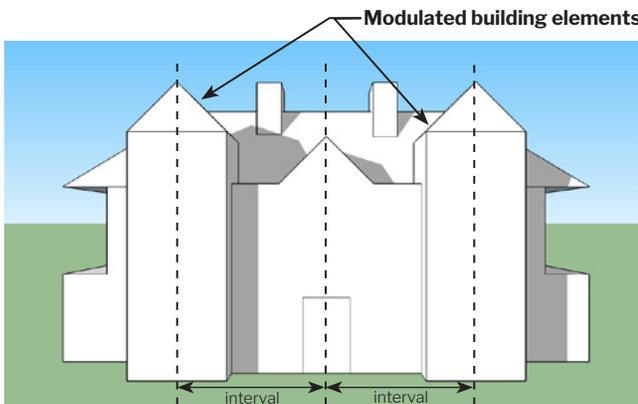
BUILDING CHARACTER

High quality architecture and design contributes to sense of place, supports walkability, and enhances the public realm. This section provides guidance on how the design of new buildings should relate to their surrounding context and engage people in the streetscape.

BUILDING CHARACTER

Variations in building facades, rooflines, and shape to reduce the visual impact of large-scale buildings

Large buildings are generally appropriate, but they should convey a sense of human scale and define and reinforce the public space of streets. Dividing large buildings into smaller, identifiable pieces avoids visual monotony and makes them compatible with existing buildings in surrounding areas.

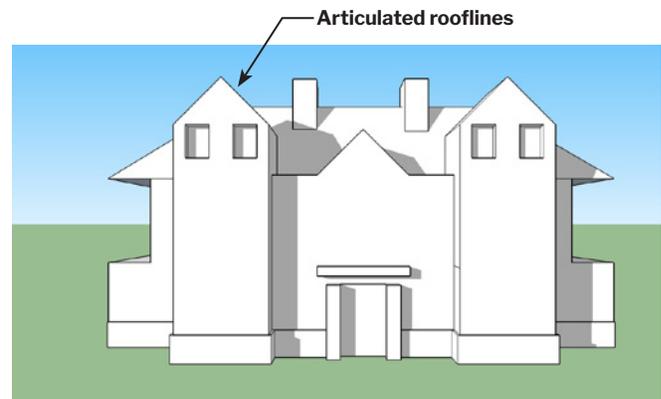


Modulate facades
Step back or extend forward a portion of the front facade at least six feet at regular intervals.

Facade variation

Require the break up of long continuous building facades. For historic areas, require facade design which emulates historic building forms which typically included relatively long individual facade lengths, such as barns, stables, churches, meeting houses, other public buildings so they appear as sections or smaller buildings.

Upper Uwchlan Township, Zoning Ordinance, Section 200-36, B. ▶



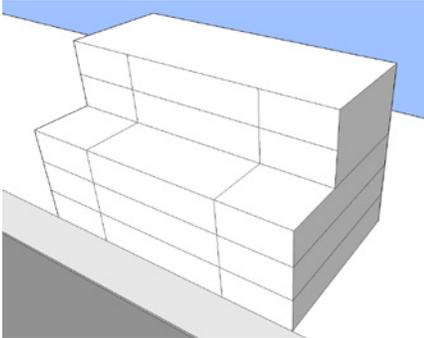
Articulate rooflines
Articulate rooflines within each interval by emphasizing dormers, chimneys, gables, stepped roofs, or other roof forms.

Roofline variation

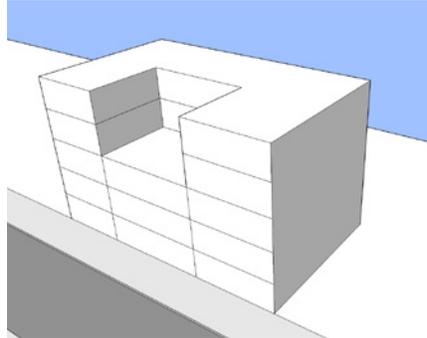
Buildings which have sloped roofs, faux sloped roofs, or mansard roofs shall have variations in ridge heights. No roof ridge shall exceed 60 feet in length without having at least one vertical change in height. The change in height shall be no less than 12 inches. The incorporation of gables and dormers which are subordinate to the primary roof slope is encouraged.

West Whiteland Township, Subdivision and Land Development Ordinance, Section 281-67, D. ▶

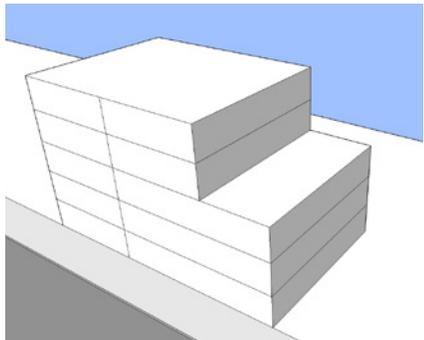
Toolbox
Form Based Codes ▶



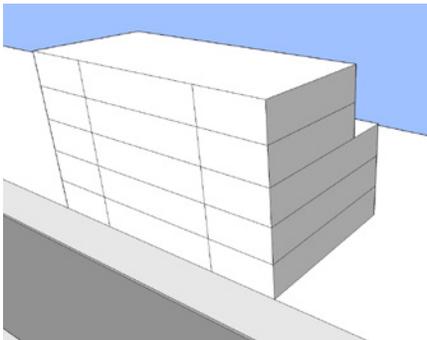
A front stepback reduces the mass of a building along the street frontage.



A middle stepback reduces the central mass of a building by expressing different modules.



A side stepdown reduces the mass of a building to provide a transition to a neighboring building of smaller scale or a pedestrian connection.



A rear stepdown provides a transition between the rear of a building and a sensitive area such as an adjacent residential area or outdoor amenity space.

Vary building mass

Use stepbacks and stepdowns to reduce the overall appearance of a building and create a more interesting building form.

Building size restriction

Establish a total floor area maximum to restrict the size of a new building. Allow increased square footage above the maximum if additional stories above the first floor are created.

Upper Uwchlan Township, Zoning Ordinance, Section 200-34, H. ►

BUILDING CHARACTER

Multi-story buildings

Multi-story buildings play a role in sustainability by efficiently utilizing resources, including land. Verticality in buildings also provides opportunities for mixed-use, which can support greater housing variety and density, better integration with public transportation, and flexibility to adapt to changing needs, thus increasing a building's long-term life cycle.

Build to appropriate heights

Two to five story buildings are generally appropriate in commercial and mixed use districts. The height of large buildings should vary to add variety and visual interest, as well as to break down massing.

Reference context

For greater visual harmony, reference the heights of adjacent buildings. Step down a taller new building toward existing, lower-scale residential buildings.



Incorporate upper story stepbacks

In addition to reducing the mass of a building, stepbacks after three or four stories allow sun to reach street level and minimize impacts on the pedestrian environment. Stepbacks also present opportunities for exterior spaces such as terraces and green roofs.

Height bonus

Allow additional building height subject to reciprocal actions including: renovating existing building facades, achieving Energy and Environmental Design (LEED) Green Building certification, installing innovative stormwater controls, providing a minimum of 75% of required parking within a parking garage, incorporating public amenities, aligning or terminating important view corridors.

Tredyffrin Township, Zoning Ordinance, Section 208-71, D. ▶

Minimum and maximum height

No principal building erected, altered, or enlarged in the Mixed Use District shall be less than 20 feet in height. Maximum building height shall be three (3) stories or thirty-eight (38) feet as measured to the bottom of the roof eave from the finished grade of the floor of the ground level, with roof peak height not to exceed an additional eighteen (18) feet.

East Pikeland Township, Zoning Ordinance, Article X, Section 1002, 9. ▶

Toolbox
Mixed-use Development ▶

BUILDING CHARACTER

Buildings close to street, often with some landscaping between buildings and streets

Buildings help frame corridors and major open spaces and provide a sense of enclosure on streets, which supports walkability, street level activity, and retail vibrancy. Landscaping contributes to the mitigation of stormwater run-off, enhances the architectural character of a project, and supports ecological functions.

**Scale front setbacks**

Setback measurements should depend on the scale and size of the street. Setbacks for mixed use developments should have enough space for modest spill-out uses such as waiting areas, planters, bicycle parking, and other amenities.

Install appropriate landscaping

Landscaping within the setbacks should visually enrich the public realm, be calibrated to the scale of the space, and complement the aesthetics of adjacent buildings. Native plants are preferable and planting areas should be sized appropriately to allow for the health and growth of the vegetation within them.

Build-to lines

Establish build-to lines to facilitate a sense of enclosure in mixed use areas and even along streets in lower-density areas. Build-to lines provide a method of creating visually interesting, pedestrian-oriented streetscapes by positioning buildings and entrances to the front of lots.

Kennett Township, Zoning Ordinance, Section 240-1302, D, 8. ▶

Building orientation

Require a building's principal entrance and facade to face the primary street frontage.

Lower Merion Township, Zoning Ordinance, Section 155-3.5. 8. ▶

Lots at street corners

Require lots at street corners to have buildings located close to the streets to define the corner and to screen parking from the corner. Also require buildings at street corners to have architectural treatments, such as corner entrances and/or towers, to emphasize the relationship between themselves and the adjacent streetscape. Other features, such as a courtyard that provides seating or gathering area, are also appropriate.

East Pikeland Township, Zoning Ordinance, Section 1008, 1, 9. ▶

Street trees

Require significantly sized trees per a ratio of street frontage (e.g. One 3.5 inch tree per 50 feet of road frontage). Allow clustering of trees where appropriate.

East Pikeland Township, Zoning Ordinance, Section 2604. ▶

Toolbox
Form Based Codes ▶

Extensive landscaping in parking lots



Green infrastructure, including innovative stormwater management control

Community focal points in larger developments, such as municipal buildings, libraries, and parks



Outdoor areas with seating and other amenities for workers, customers, and residents

SITE AMENITIES

Site amenities enable social interaction, create inviting, equitable, and accessible public spaces, and promote environmental sustainability. This section provides guidance on the site amenities that add to the function and vitality of the human environment.

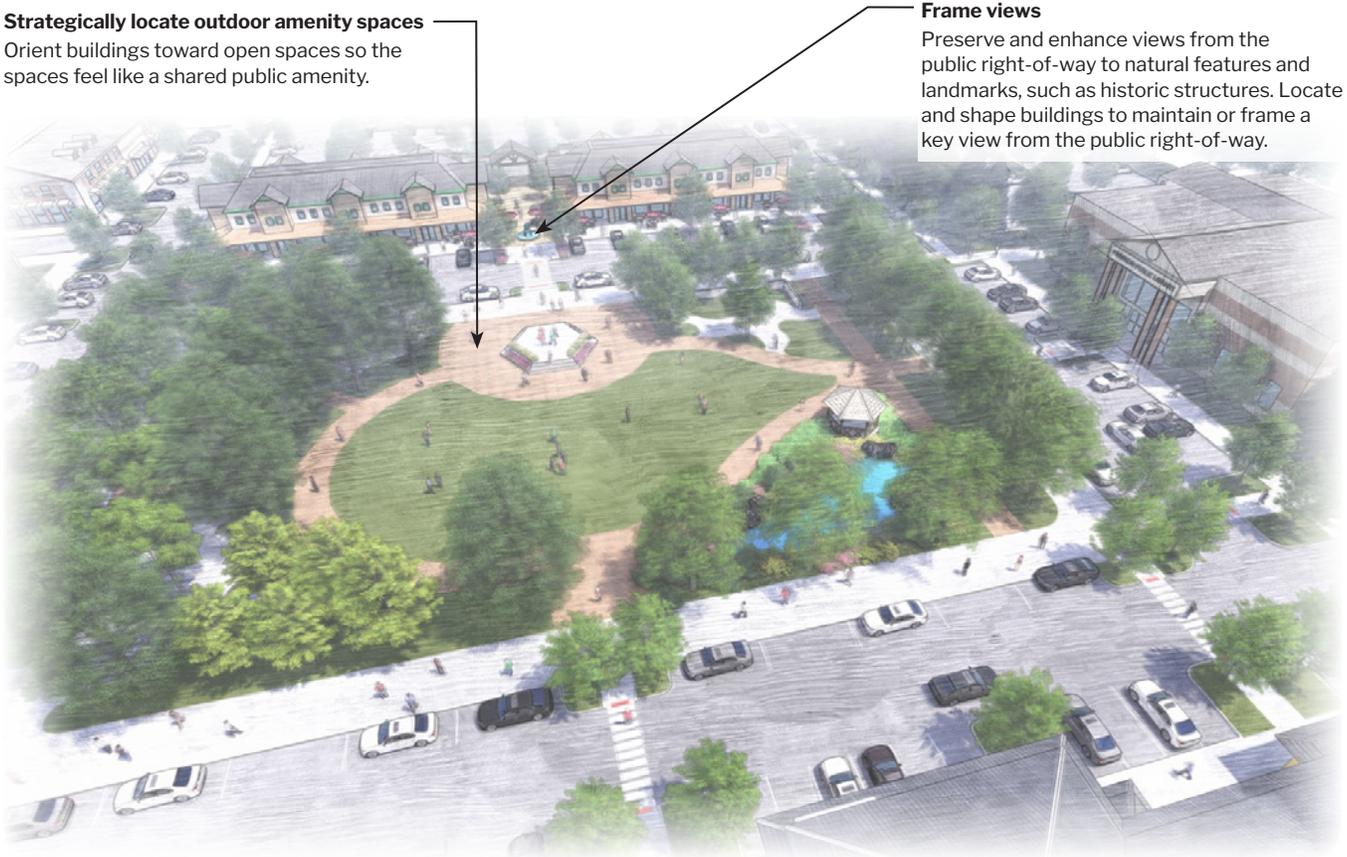
SITE AMENITIES

Community focal points in larger development, such as municipal buildings, libraries, and parks

Community focal points provide visual interest and a vivid mental image, or memory, of a place. Larger developments are more dynamic with the integration of focal points that serve a variety of users, including development tenants, visitors, and the public. Outdoor focal points may function as settings for recreation and relaxation, social interaction, and places for public art.

Strategically locate outdoor amenity spaces
Orient buildings toward open spaces so the spaces feel like a shared public amenity.

Frame views
Preserve and enhance views from the public right-of-way to natural features and landmarks, such as historic structures. Locate and shape buildings to maintain or frame a key view from the public right-of-way.



Common open space for residential and commercial uses

Provide a plaza, square, or courtyard for all residential uses with 150 dwelling units or greater and commercial uses with gross leasable area of 100,000 square feet or greater. Each plaza, square, or courtyard shall include: at least 50% of its perimeter defined by seating walls, decorative fencing, hedges or a combination thereof; paved surfaces composed of stone, brick and/or precast concrete unit pavers; at least one bench, no less than five feet in length, for each 150 square feet of plaza, square, or courtyard area; and (4) at least one shade tree with a minimum caliper of three to 3 1/2 inches for every 500 square feet of such space.

West Whiteland Township, Zoning Ordinance, Section 281-71. ►

Toolbox
Urban Green Spaces ►

Integrate public art

Where possible, incorporate public art into a development. Public art can provide a focal point in an outdoor amenity space and relate to functional site features, such as sitting areas and walkways. Showcase local artists to reflect community cultural values.

Embrace natural areas

Front development onto natural features and create parkways along edges of natural features.

**Standards for industrial and business parks**

Buildings, building groups and related outdoor spaces shall be designed to promote visual interest, usable attractive outdoor spaces, attractive vistas and focal points and architectural and landscape themes. These objectives shall be achieved through the effective siting of structures and plant materials and the careful integration of grading.

East Goshen Township, Zoning Ordinance, Section 240-27, E, 14. ►

SITE AMENITIES

Extensive landscaping in parking lots

Providing good quality soil and generous landscaped areas in parking lots provides numerous benefits, including water absorption and filtration, cleaner air, shading, visual buffers, and increased aesthetic quality for users of the lot, users of nearby properties, and passersby.



Perimeter Parking Lot Landscape

- A. Plant a hedge or a mix of shrubs, perennials, and native grasses.
- B. Provide shade trees and/or multiple ornamental trees at least every 50 linear feet.
- C. In business districts, install a decorative wall or fence a maximum of four feet high along the perimeter of parking lots abutting a public right-of-way.

Perimeter landscaping of area abutting a street

Employ plantings of adequate height and density so as to visually buffer parking when it is unable to be located in a manner that makes it less visible from the public right of way. Require perimeter landscaping to occupy a strip at least five feet in width and ensure landscaping materials visually define the parking area, emphasize points of ingress and egress to and from the street, and visually screen the parking or loading area from the street so that headlights shining into or out of the area will not irritate other drivers.

West Goshen Township, Zoning Ordinance, Section 84-55, C. ▶

Perimeter landscaping of area abutting other properties

Require perimeter landscaping along abutting properties for all off-street parking areas with more than 10 parking spaces. Require landscaping in a strip at least five feet in width and ensure landscaping is located to provide a windbreak as well as a visual and acoustical buffer for adjoining properties, particularly of any residential properties which may abut the parking area.

West Goshen Township, Zoning Ordinance, Section 84-55, C. ▶



Interior Parking Lot Landscape

- A. Terminate parking rows with a parking lot island or landscape area.
- B. Provide a parking island between at least every 15 parking spaces.
- C. Provide parking lot islands that are the same dimension or greater than the parking stalls.
- D. Provide a minimum of one shade tree for every parking lot island or landscape area. In addition, plant shrubs, groundcover, perennials, or ornamental grasses a minimum of 60% of every parking lot island.
- E. Provide landscape strips at least ten feet wide every at least every fourth row.

Interior landscaping

For interior vehicular use areas ensure landscaping provides visual and climatic relief from broad expanses of pavement, channels and defined areas for pedestrian and vehicular circulation, reduces stormwater runoff, and provides groundwater recharge. For example, require at least 5% of the gross area of the interior vehicular use area is landscaped. Ensure each separate landscaped area is at least 300 square feet in area and a minimum of six feet in width. Also require shade trees to be planted and perpetually maintained per 300 square feet of interior landscaped area.

East Whiteland Township, Zoning Ordinance, Section 200-69, G. ►

Toolbox

Parking Facilities: Design ►

Native Plants and Controlling Invasive Species ►

SITE AMENITIES

Outdoor areas with seating and other amenities for workers, customers, and residents

Conveniently located outdoor areas with seating and other amenities help create engaging work places, welcoming retail establishments, and fun and relaxing spaces for residents. These spaces also play an important role in competing for and retaining skilled workers who seek easy access to multiple amenities.

Create inviting spaces

Create outdoor areas attractive to a diversity of public users and at different times of the day. Size the space to provide a comfortable scale for pedestrians. Create a sense of enclosure by positioning buildings to frame the space and provide public access from adjoining public rights-of-way.

Design around solar orientation

Design an outdoor amenity space to be cool in the summer months and warm in the winter months. Include shade trees or shade structures where appropriate.

Create useful and functional areas

Outdoor furniture is an essential element in creating useful and functional outdoor space. Provide benches, tables, shelters, and landscape features. Consider how the design of the space can support programming and events.



Outdoor amenity space

Require an area equivalent to 20 percent of a commercial building’s gross floor area to consist of an outdoor plaza(s) with decorative paving and landscaping, seating, and eating accommodations.

East Pikeland Township, Zoning Ordinance, Section 2604.4. ▶

Site furnishing approach

For business center development, follow a palette for street furniture, lighting standards, signs, and other accessory items that consists of compatible materials, scale, and design.

Upper Uwchlan Township, Zoning Ordinance, Section 200-70. ▶

Building site layout

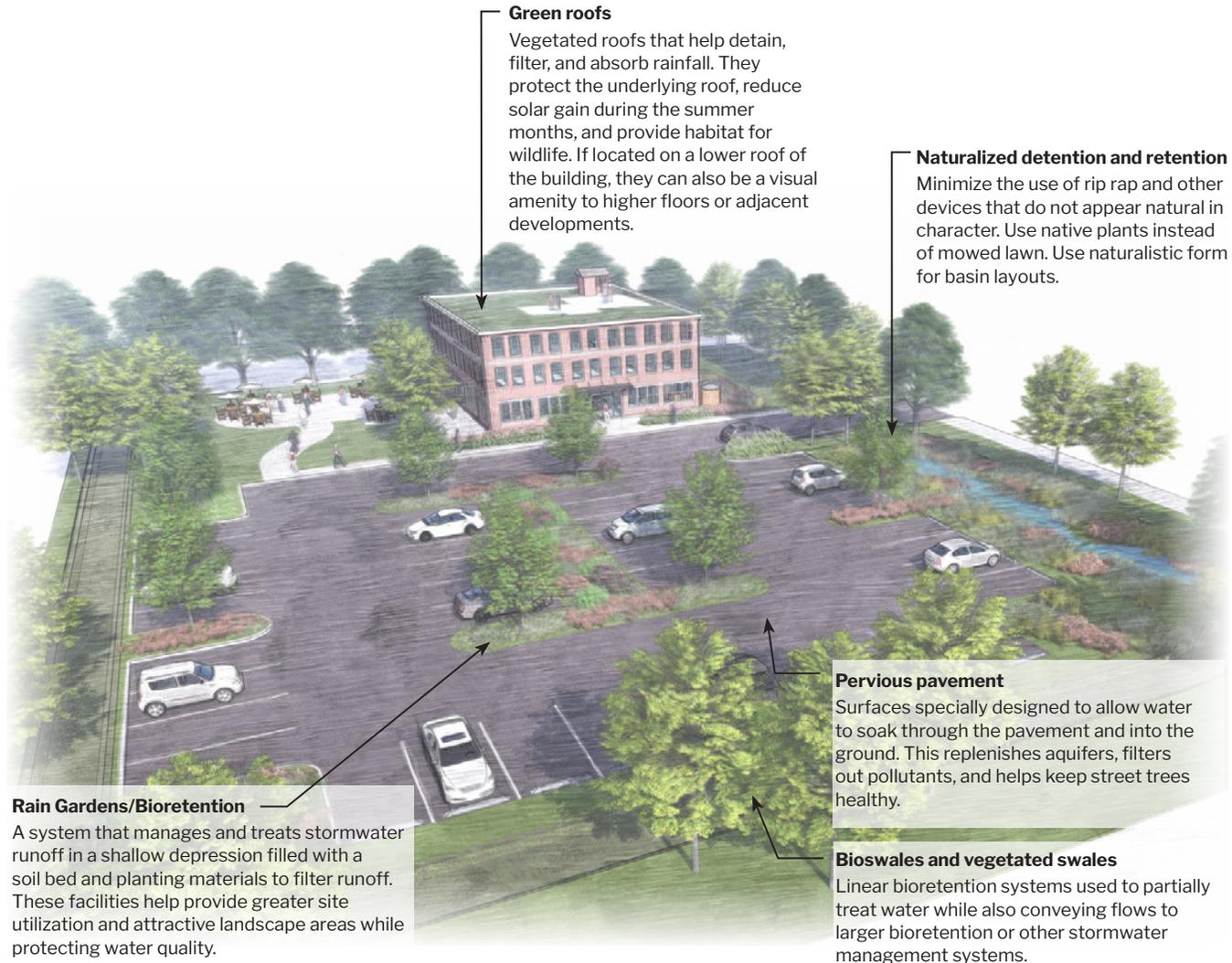
Buildings and building groups shall be designed, planned and constructed to promote the human use of a site through the provision of attractive outdoor areas for the use of employees during their lunchtime and breaks. The provision of child day-care facilities and outdoor recreation facilities such as a ball field, picnic areas, pathways and walkways are strongly encouraged.

East Goshen Township, Zoning Ordinance, Section 240-27, E. 10. ▶

SITE AMENITIES

Green infrastructure, including innovative stormwater control

Green infrastructure design mimics nature and uses vegetation to help mitigate the impacts of impervious surfaces and urbanization. Integrating green infrastructure into the built environment helps preserve ecological function, manage stormwater, provide wildlife habitat, create a more beautiful landscape, and act as amenity for users.



Green roofs

Vegetated roofs that help detain, filter, and absorb rainfall. They protect the underlying roof, reduce solar gain during the summer months, and provide habitat for wildlife. If located on a lower roof of the building, they can also be a visual amenity to higher floors or adjacent developments.

Naturalized detention and retention

Minimize the use of rip rap and other devices that do not appear natural in character. Use native plants instead of mowed lawn. Use naturalistic form for basin layouts.

Pervious pavement

Surfaces specially designed to allow water to soak through the pavement and into the ground. This replenishes aquifers, filters out pollutants, and helps keep street trees healthy.

Bioswales and vegetated swales

Linear bioretention systems used to partially treat water while also conveying flows to larger bioretention or other stormwater management systems.

Rain Gardens/Bioretenion

A system that manages and treats stormwater runoff in a shallow depression filled with a soil bed and planting materials to filter runoff. These facilities help provide greater site utilization and attractive landscape areas while protecting water quality.

Incentivize innovative systems

Incentivize innovative stormwater control, such as green roofs or bioretention facilities and rain gardens as complementary landscape features.

Tredyffrin Township, Zoning Ordinance, Section 208-71, C. ▶

Toolbox

Stormwater Best Management: Management Practices ▶

Green Roofs ▶

Street Trees ▶

Buffered sidewalks and clear crosswalks along streets, within parking lots, and between buildings

Building, street, and driveway layouts that are designed for both ease of vehicular and pedestrian access

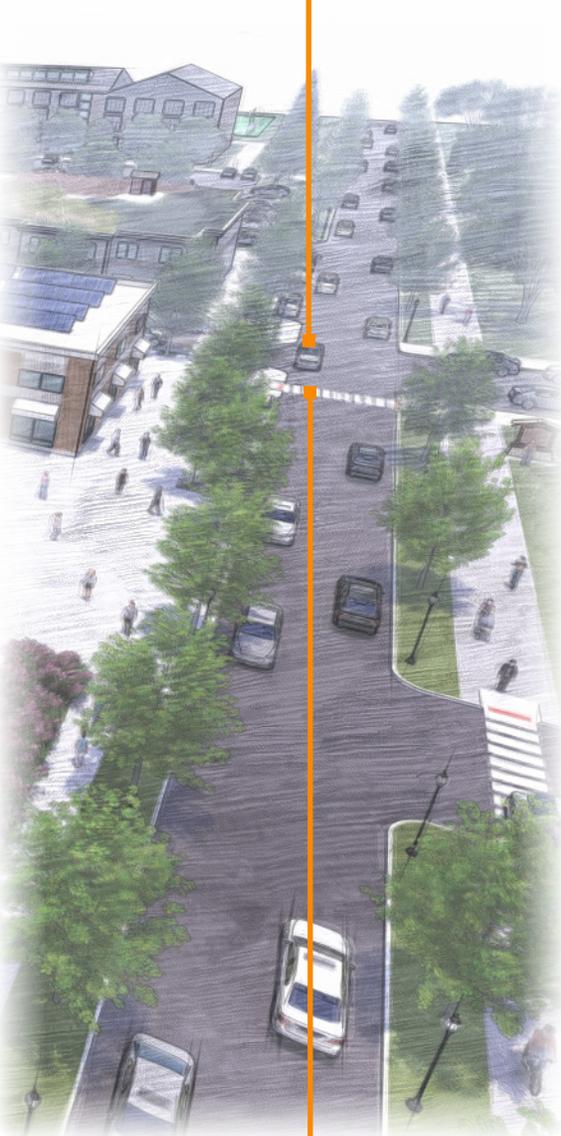
Parking in garages, to the side of buildings, or behind buildings



Bus shelters and stops for public transportation and strong connections to nearby train stations

ide

Interconnected streets and properties



Direct trail connections to regional trail network

TRANSPORTATION

A safe, comfortable, and efficient transportation network incorporates design that reinforces walkability, enhanced connectivity, and improves the quality of life for users. This section provides guidance on the design of elements supporting pedestrian safety, multimodal accessibility, and the use of public transportation.

TRANSPORTATION

Interconnected streets and properties

Street network connectivity and links between properties distributes traffic impacts during peak periods and increases pedestrian and bicycle connectivity. Connecting parking lots and sharing parking spaces can reduce the amount of land needed for parking, creating opportunities for more compact development, more space for pedestrian circulation, or more open space and landscaping.

NOT RECOMMENDED



Provide continuous circulation

Avoid dead end driveways and turn around spaces. Align internal drive aisles to allow for future connections to adjoining properties.

RECOMMENDED



Share access

Share driveway access between adjacent sites where feasible to reduce traffic and pedestrian conflicts on surrounding streets.

Official map

Ensure that development is compatible with and supportive of public goals through the use of an official map. Guide improvements such as connecting and improving the local street network, including widening, narrowing, and extensions.

West Whiteland Township, Subdivision and Land Development Ordinance, Section 281-23, A. ▶

Shared access drive incentive

Incentivize shared access drives by excluding from the lot coverage calculations the area of curbing and pavement within the footprint of an access drive for which an easement is provided for use as a shared entrance by an adjacent non-residential use.

Valley Township, Zoning Ordinance, Section 206, 9, D. ▶

Street system connections

Ensure streets are laid out to discourage through traffic, but provide for street connections into and from adjacent areas. Seek dedication of additional right-of-way to provide for access streets, rear service alleys, reverse frontage lots or such other facilities that will provide protection for abutting properties, reduction in the number of intersections with the arterial or collector street, and separation of local and through traffic.

West Whiteland Township, Subdivision and Land Development Ordinance, Section 281-23, D-F. ▶

Connected parking lots incentive

Incentivize shared parking on single lots or abutting lots by reducing minimum parking space requirements. But, ensure portion of the shared off-street parking area lies within a reasonable distance from an entrance regularly used by patrons, into the buildings served by the shared parking facilities. And require that access and parking easements are prepared and recorded for each property affected by the shared parking.

Valley Township, Zoning Ordinance, Section 206, 9, D. ▶

Toolbox
Roadway Connectivity ▶

TRANSPORTATION

Buffered sidewalks and clear crosswalks along streets, within parking lots, and between buildings

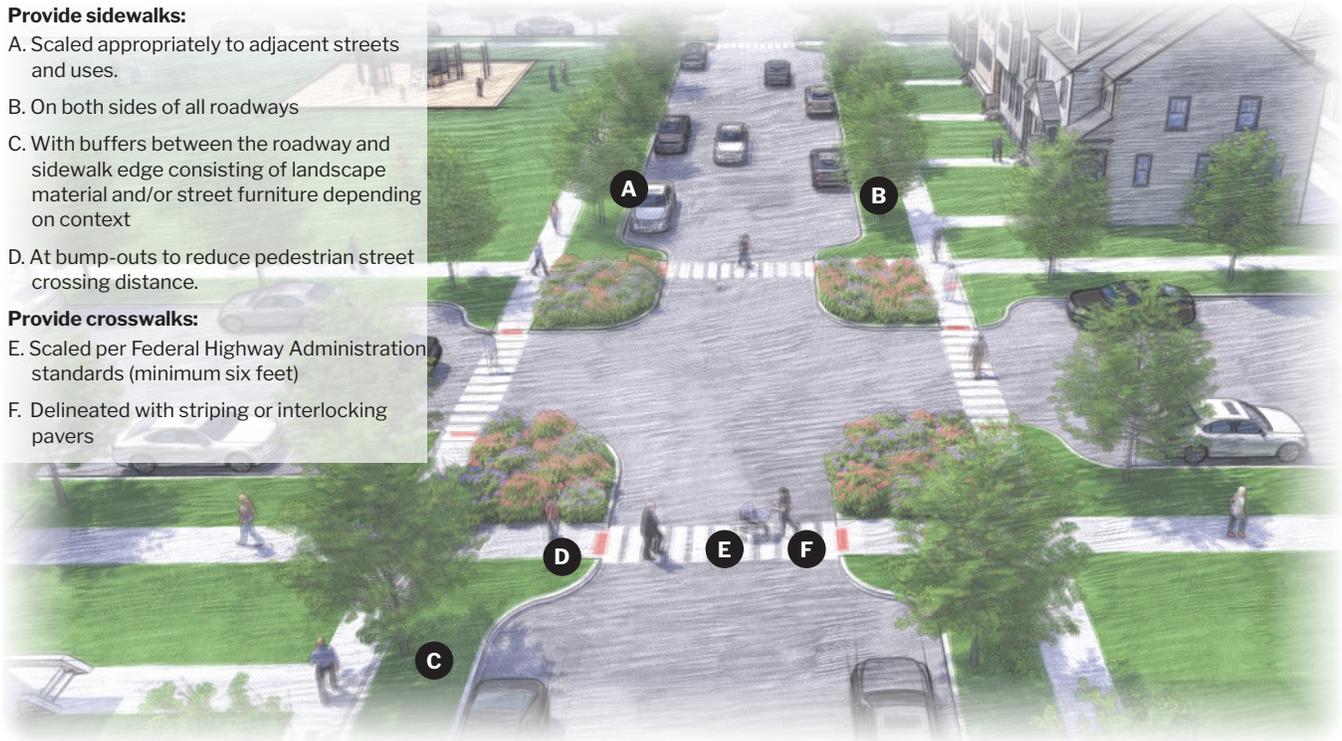
Sidewalks provide essential basic connectivity between local destinations and reduce traffic congestion and pollution by providing an alternate means to vehicular travel. Sidewalks also provide recreational opportunities that encourage healthy lifestyles and enhance the quality of life within a community. Crosswalks facilitate safe pedestrian crossing of roadways.

Provide sidewalks:

- A. Scaled appropriately to adjacent streets and uses.
- B. On both sides of all roadways
- C. With buffers between the roadway and sidewalk edge consisting of landscape material and/or street furniture depending on context
- D. At bump-outs to reduce pedestrian street crossing distance.

Provide crosswalks:

- E. Scaled per Federal Highway Administration standards (minimum six feet)
- F. Delineated with striping or interlocking pavers



Pedestrian Connections

There shall be clear grade separated pedestrian connections between all parking areas and all buildings.

Continuous internal pedestrian walkways, no less than 5 feet in width, shall provide a direct link from the public sidewalk or street right-of-way to the principal customer entrance of all principal retail establishments on the site. Walkways shall also connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, and building and store entry points.

Unobstructed sidewalks, no less than 6 feet in width, shall be provided along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. Along facades with building entrances, the required 6 foot wide sidewalk area shall be set back from the façade by a 3 foot area that either contains planting beds or additional sidewalk width.

Montgomery County, PA, General Commercial District Model Zoning Ordinance, Section 7D, 1-3. ▶

Crosswalks

Require clearly delineated crosswalks at all intersections and identify minimum design standards for width, location, transitions, countdown pedestrian signalization. Also identify construction standards and the need to be in accordance with the Americans with Disabilities Act.

East Whiteland Township, Subdivision and Land Development Ordinance, Section 175-41.2, C. ▶

Open parking lot pedestrian route

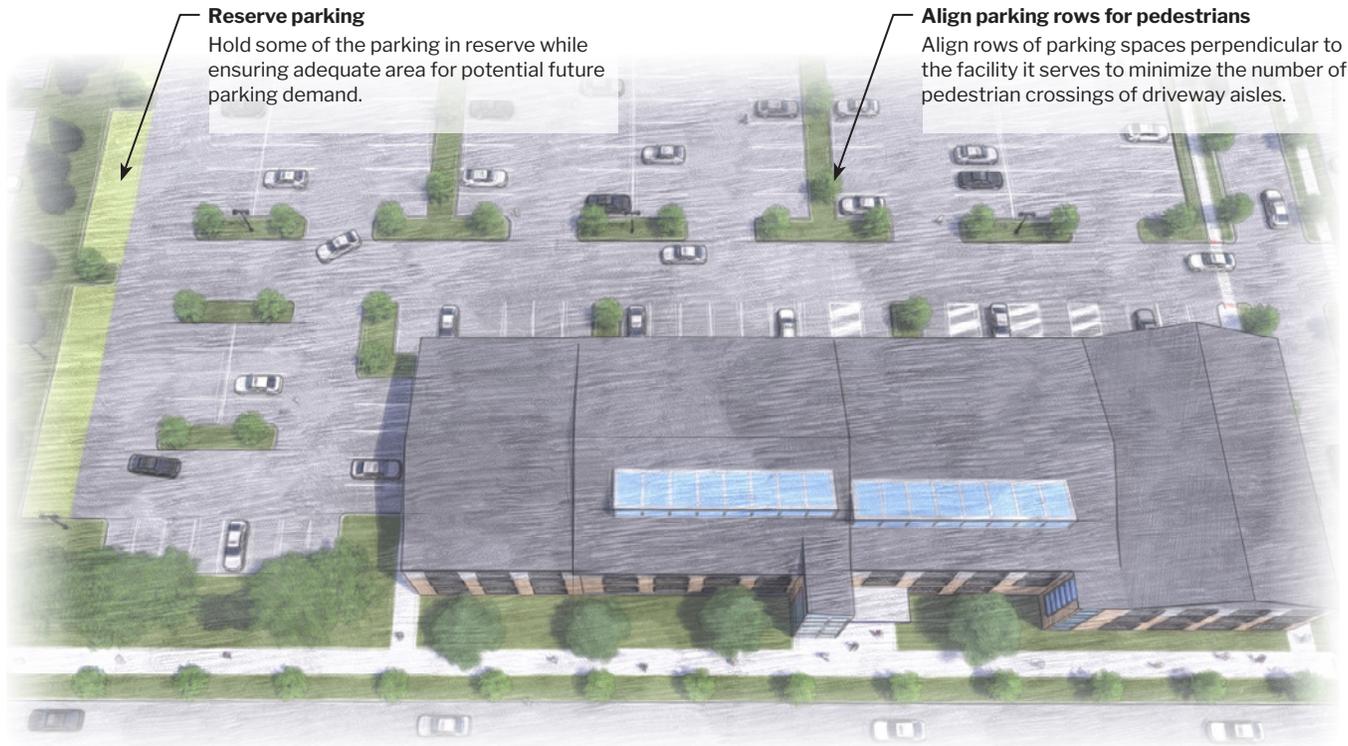
Pedestrian walkways and crosswalks must be provided within any parking area containing more than 60 cars, or where any parking space is located more than 100 feet from the entrance to any building served by the parking facility. Pedestrian walkways and crosswalks must be a minimum of four feet wide, and adequately marked and lighted.

Tredyffrin Township, Zoning Ordinance, Section 208-103, A. ▶

TRANSPORTATION

Parking in garages, to side of buildings, or behind buildings

Parking garages maximize the use of land in residential, office, and retail use areas. Parking garages that are well integrated with a development and provide parking on the second floor of a building or higher can ensure that the frontage of a building on a public street is secured with more active uses. Parking to the side or behind buildings minimizes its impact on the street frontage and the pedestrian experience.



Reserve parking

Hold some of the parking in reserve while ensuring adequate area for potential future parking demand.

Align parking rows for pedestrians

Align rows of parking spaces perpendicular to the facility it serves to minimize the number of pedestrian crossings of driveway aisles.

Rear side parking incentive

Authorize an increase in the maximum size of a building if at least 40% of the required and provided parking is placed to the rear of the building, so that the view from street frontage or, in the case of multiple street frontages, the principal frontage, is shielded by the building and landscaped areas.

East Marlborough Township, Zoning Ordinance, Section 803, A, 3. ▶

Reserve parking

Allow developments to reduce the amount of parking they must build initially to help reduce initial construction costs, limit the creation of impervious surfaces, and increase opportunities for landscaping. Require that an appropriate area be set aside for the reserve parking, in case the municipality determines that this parking is needed after all.

East Whiteland Township, Zoning Ordinance, Section 200-71. ▶

Parking garage facade design

On facades that front on public streets, facade design and screening must mask the interior ramps and create the illusion of horizontality. On facades that front on public streets, parking structures must be designed to minimize blank facades through architectural detail and landscape. The design of the exterior of the parking structure must be compatible with the exterior design of the principal structure to the extent that the parking facility is clearly identified with the principal structure. On portions of the ground floor facade where parking spaces are visible from the public right-of-way, a decorative fence and landscape or a knee wall is required to screen parking spaces.

Tredyffrin Township, Zoning Ordinance, Section 208-103, F. ▶

Wrap a parking garage with active uses

Avoid standalone garages, and instead integrate parking behind, on top, or below new buildings.



Toolbox
Parking Facilities: Design ▶

TRANSPORTATION

Building, street, and driveway layouts that are designed for both ease of vehicular and pedestrian access

All modes of accessing a site should be given equal priority to decrease the dependency of accessing a site solely by car. Emphasis should be placed on pedestrian and bicycle connections to existing networks, as well as public transit stops. Automobile access and circulation should be designed to promote ease of use and minimize pedestrian-vehicle conflicts.



Promote safety and enhance connections

- A. Limit the number and width of curb cuts for street access driveways to minimize interruption to the public sidewalk, streetscape, and perimeter landscaping.
- B. Provide access to surface parking lots from secondary streets whenever possible.
- C. Define street access driveways and internal vehicle routes with curbed landscaped areas, tree planting, and lighting.
- D. Ensure all off-street parking facilities are accessible without backing into or otherwise re-entering a public right-of-way.

Street layout

Streets shall be designed and located in such a manner as to maintain and preserve natural topography, cover, significant landmarks and trees, to minimize cut and fill and to preserve and enhance views in vistas on and off the subject parcel.

West Whiteland Township, Zoning Ordinance, Section 325-44, B. ▶

Off-street parking

All parking areas or lots shall be designed to prohibit vehicles from backing out on the street, and the capacity of each lot shall provide adequate storage area and distribution facilities upon the lot to prevent backup of vehicles on a public street while awaiting entry to the lot.

East Goshen Township, Zoning Ordinance, Section 240-27, B, 1. ▶

Driveway curb cut removal

Allow the removal of a curb cut by a business or property owner to either increase the number of parking spaces or increase the open space, aesthetics, or access to a parking lot if it will improve the condition of the street from which it is removed and will not cause significant traffic issues at the remaining access point(s).

Easttown Township, Zoning Ordinance, Section 455-25, A, 5. ▶

Generous sidewalk width

In order to encourage pedestrian traffic all interior streets shall have sidewalks. Sidewalks along high pedestrian interior streets shall have a minimum width of 10 feet. All other sidewalks in a development shall have a minimum width of six feet.

East Whiteland Township, Zoning Ordinance, Section 200-35, K, 2. ▶

Toolbox

Chester County Multimodal Handbook ▶

TRANSPORTATION

Bus shelters and stops for public transportation and strong connections to nearby train stations

Bus shelters improve the public transportation experience by providing riders with a safe waiting area, protection from the sun and inclement weather, and service information. The shelter structure also increases the visibility of bus stops. Ease of accessibility to train stations is a key factor in drawing new riders and retaining existing riders.

Site bus stops in highly visible locations

Locate stops near supporting land uses, community destinations, and important intersections. Stops may be needed on either side of the roadway or intersection to provide for access to each direction.



Enhance or facilitate access

Enhance or facilitate access to all existing public transportation stops on the tract including replacing existing stops with SEPTA’s cooperation. If the development parcel can accommodate a bus pull-off lane without affecting interior project layout and public sidewalk location, and SEPTA agrees, then the pull-off land shall be built in but shall not be counted when calculating building or parking setbacks, impervious coverage ratios, and minimum planting buffers.

East Pikeland Township, Zoning Ordinance, Section 2604, 7. ▶

Bus shelter location

Determine locations following consultation with the public transit provider. Require shelters to be located far enough away from streets, access drives, driveways, and intersections to maintain a clear sight triangle for drivers of vehicles using those thoroughfares.

Tredyffrin Township, Zoning Ordinance, Section 208-122. ▶

Toolbox

Transit Stops and Centers ▶

SEPTA Bus Stop Design Guidelines ▶

TRANSPORTATION

Direct trail connections to regional trail network

Where possible, new development should link to and expand existing trail networks by providing universally accessible walking paths, bike paths, or other types of pedestrian linkages. These linkages help connect where people live to jobs and activity centers, increasing opportunities to commute by walking, biking, or other active transportation modes.



Create safe and inviting routes

Incorporate safe access to multi-use trails from developments and include amenities and services inviting to trail users.

External Connections

Ensure development adheres to municipal open space, recreation, and environmental resources plans. Require that designated open space is interconnected with abutting designated open space and provisions for pathways and trails for general public use are provided and link to municipal-wide systems.

Upper Uwchlan, Zoning Ordinance, Section 200-69. ▶

Internal Connections

Ensure a pedestrian circulation system is provided that interconnects all dwelling units with other dwelling units, non-residential uses and common open space. The pedestrian circulation system shall be separate and distinct from motor vehicle circulation, provide a pleasant route for users, promote enjoyment of the development and encourage incidental social interaction among pedestrians. The pedestrian circulation system shall be of a barrier-free design to the greatest extent possible and include gathering/sitting areas and provide benches, landscaping and other street furniture where appropriate.

West Sadsbury, Zoning Ordinance, Section 509, D, H. ▶

Toolbox

Bicycle and Pedestrian Facilities: Design ▶

Adaptive Reuse

The process of repurposing existing buildings for viable new uses and modern day functions, rather than demolishing them. Reuse allows for a building's continued use and helps it remain a viable community asset. For more information: [Chesco Planning, Adaptive Reuse](#) ▶

Americans with Disabilities Act (ADA)

A federal Act that prohibits discrimination against people with disabilities in regard to employment, transportation, public accommodations, communications, and access to state and local government programs and services. For more information: [U.S. Department of Labor](#) ▶

Best Management Practice

A technique to most appropriately manage natural resources on a site, based on unique site conditions, planning, and engineering requirements. A BMP involves site development design that incorporates the most suitable technique, or combination of techniques, to best manage the resource.

For more information: [StormwaterPA](#) ▶

Brownfields

Abandoned or underutilized industrial and commercial sites that have, or may potentially have, some environmental contamination. Brownfields are most often located in developed areas with existing utilities and transportation facilities. Because of environmental problems and costs associated with clean up, brownfields are often passed over for development while large investments are made to convert greenfields into industrial and commercial uses. (See also Greyfields) For more information: [Chesco Planning, Redevelopment](#) ▶

Complete Streets

A transportation approach where the design enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. For more information: [National Complete Streets Coalition](#) ▶

Greyfields

Economically obsolescent, outdated, or underutilized retail commercial lands such as older retail malls or strip centers that no longer attract adequate investment or tenants. Greyfields typically are not environmentally contaminated, but may contain older types of infrastructure that needs to be replaced or significantly updated. (See also Brownfields) For more information: [Chesco Planning, Redevelopment](#) ▶

Growth Area, Designated Growth Area

A region described in a comprehensive plan that includes and surrounds a city, borough or village, and within which: residential and mixed use development is permitted or planned for at densities of one unit to the acre or more; commercial, industrial, and institutional uses are permitted or planned for; and public infrastructure services are provided or planned. In *Landscapes3*, this area is comprised of the Urban Center, Suburban Center, Suburban, and Rural Center landscapes. For more information: [Pennsylvania Municipalities Planning Code](#) ▶

Multimodal

Involving several modes of transportation, including vehicular, pedestrian, bicyclist, public transit, and ride hailing services. For more information: [Chesco Planning, Transportation Planning](#) ▶

Multi-use Trail

Facilities commonly used by bicyclists, pedestrians, and other non-motorized modes of travel such as equestrians, cross country skiers, rollerbladers, baby strollers, and those utilizing wheelchairs. Multi-use trails are primarily found within state parks, county or municipal parks, or as regional trails such as Chester County's Chester Valley and Struble trails. For more information: [Chesco Planning, Transportation Planning and Chesco Planning, Trail and Path Guide](#) ▶

Smart Growth

An approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement. For more information: [Smart Growth America](#) ▶

Universal Design

Process and associated features that remove barriers to access and seek to create buildings and public spaces that are inherently accessible to all people, including the elderly and people with disabilities. For more information: [Government Services Administration](#) ▶

Walkability

A measure of how friendly a place or area is to walking. Walkability is an important concept in sustainable urban design. For more information: [Smart Growth America](#) ▶



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